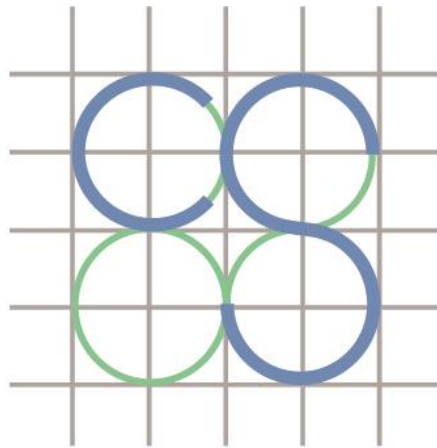




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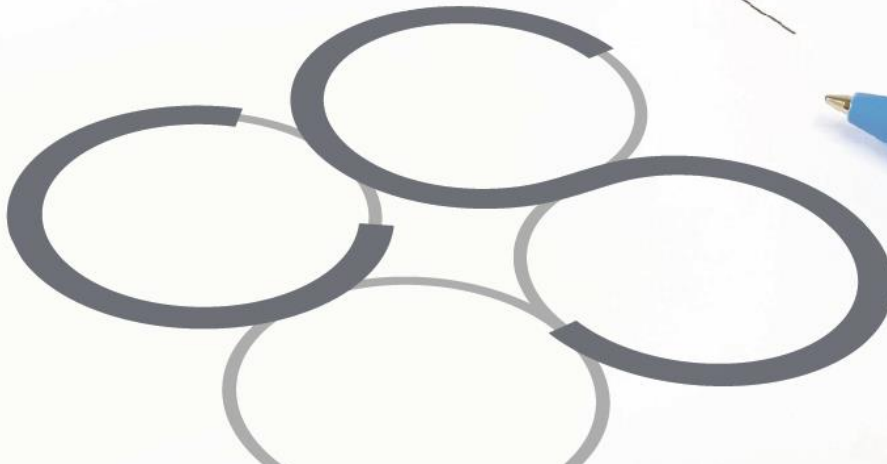
Alterations to Shoreline GA01 Lands at Baldoyle

Stapolin Growth Area 1, Baldoyle, Co. Dublin

Client: The Shoreline Partnership

Job No. R089

May 2021



TRAFFIC IMPACT ASSESSMENT

ALTERATIONS TO SHORELINE GA01 LANDS AT BALDOYLE STAPOLIN GROWTH AREA 1, BALDOYLE, CO. DUBLIN

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Appendix A: Traffic Survey Data

Appendix D: TRANSYT and ARCADY Results

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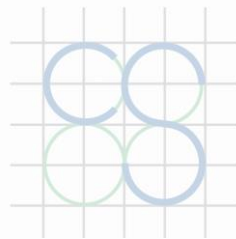
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BS 1192 FIELD

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R089	GF/FB	NB	OS	28.05.2020	P2
R089	GF/FB	NB	OS	27.05.2020	P1



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1.0 INTRODUCTION

1.1 Scope

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by The Shoreline Partnership to prepare a Traffic Impact Assessment for a proposed mixed residential development at Baldoyle, Dublin 13.

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

- Fingal Development Plan 2017–2023
- Baldoyle-Stapolin Local Area Plan 2013–2019
- The Institute of Highways and Transportation Guidelines for Traffic Impact Assessments
- TII Project Appraisal Guidelines 2011
- TII Traffic and Transport Assessment Guidelines
- Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities), December 2020
- National Cycle Manual 2011
- Greater Dublin Area Cycle Network Plan
- Trip Rate Information Computer System (TRICS)
- Design Manual for Urban Roads and Streets
- 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 key existing junctions along Grange Road and Coast Road in the vicinity of the subject development site.

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

1.3 Study Methodology

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

- Traffic flow data – 12-hour classified vehicular traffic count surveys were undertaken on Thursday the 23rd of January 2020 by Irish Traffic Surveys (ITS) on behalf of CS Consulting. The surveys were conducted between 07:00 and 19:00 at 9no. existing junctions along Grange Road and Coast Road/Main Street in Baldoyle.
- Trip generation – A development trip generation assessment has been carried out using TRICS data, to determine the potential vehicular trips to and from the proposed development site during peak hours. The potential trip generation of other known committed and planned developments in the area has also been established.
- 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 4.1. Under 'with development' assessment scenarios, the redistribution of existing traffic between Grange Road and Coast Road has also been accounted for.
- Existing junction assessment – A spreadsheet model was created which contains the base year do-nothing traffic count data described above. These traffic count data were used to develop:
 - a TRANSYT model of the existing 4-arm signalised junction of Grange Road (R139) with Longfield Road and Grange Rise (Baldoyle Industrial Estate access);

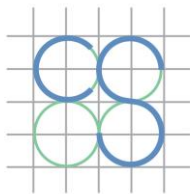
- an ARCADY model of the existing 3-arm roundabout junction of Coast Road (R106) with Red Arches Road; and
- an ARCADY model of the existing 4-arm roundabout junction of Hole in the Wall Road with Grange Road and Clarehall Avenue.
- Future junction operation assessments – Future year traffic forecasts were derived from TII growth factors, development trip generation figures, and predicted redistribution of existing traffic. These traffic flows were applied to the TRANSYT and ARCADY models described above. The performances of the junctions in these models were assessed for the survey year (2020), the proposed year of opening (2022), 5 years after opening, and 15 years after opening (the Design Year Assessment).
- Parking – Car parking 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 and in the December 2020 *Design Standards for New Apartments*.

1.4 Structure of Report

As outlined above, this traffic impact assessment 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 local road network.

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, existing land use, and the development proposals.
- Section 3 provides an overview of the existing traffic conditions and the local road network, identifying any existing 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 parking provision for the development, with reference to Local Authority standards and to the December 2020 *Design Standards for New Apartments*.
- Section 7 addresses the development's internal layout and access for motor vehicles, pedestrians and cyclists.
- Section 8 provides an overview of the relevant opinions and recommendations received from An Bord Pleanála and from Fingal County Council in the course of the Strategic Housing Development application process to date, and details the measures taken in response to these comments.
- Section 9 presents the conclusions of the report.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 Site Location

The proposed development site is located at Stapolin Growth Area 1, Baldoyle, Co. Dublin, in the administrative jurisdiction of Fingal County Council. The site has a total site area of c. 9.1ha and a site development area of c. 8.89ha.

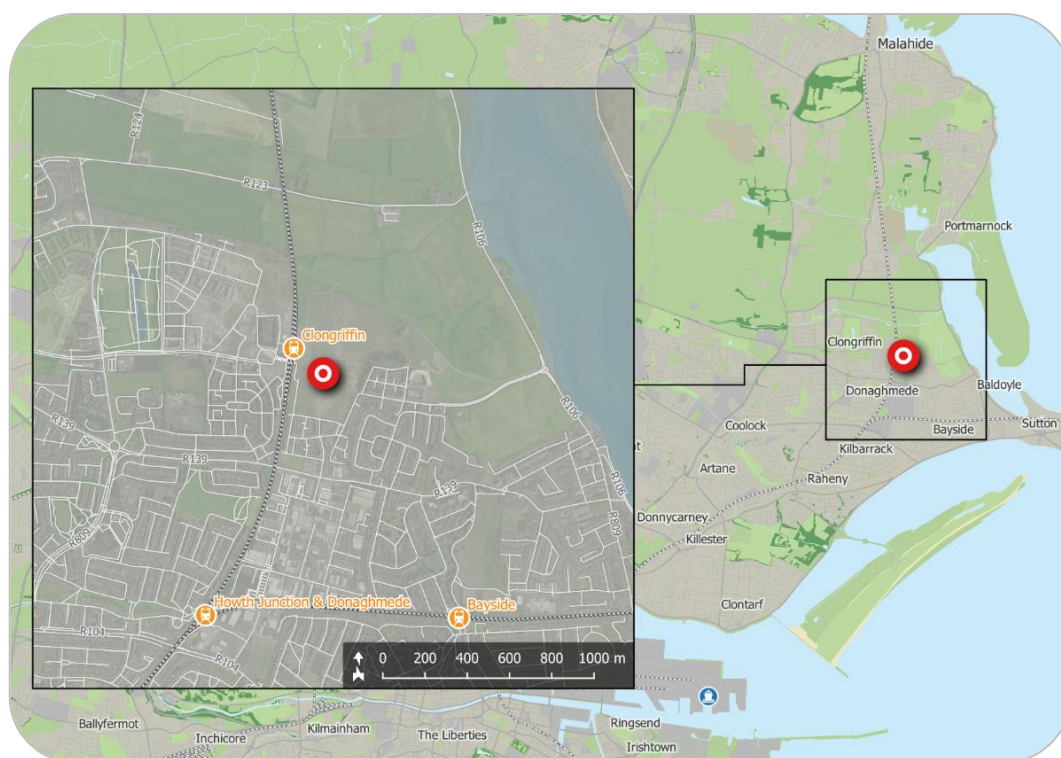


Figure 1 – Location of proposed development site
(map data & imagery: EPA, OSi, OSM Contributors, Google)

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

The site is bounded to the west by The Dublin-Belfast rail line and by Clongriffin railway station, to the north by further zoned development lands, to the east by the established Red Arches residential development, to the

south by the established Myrtle residential development, and to the south-east by a permitted residential development currently under construction (under planning reg. ref. F16A/0412).

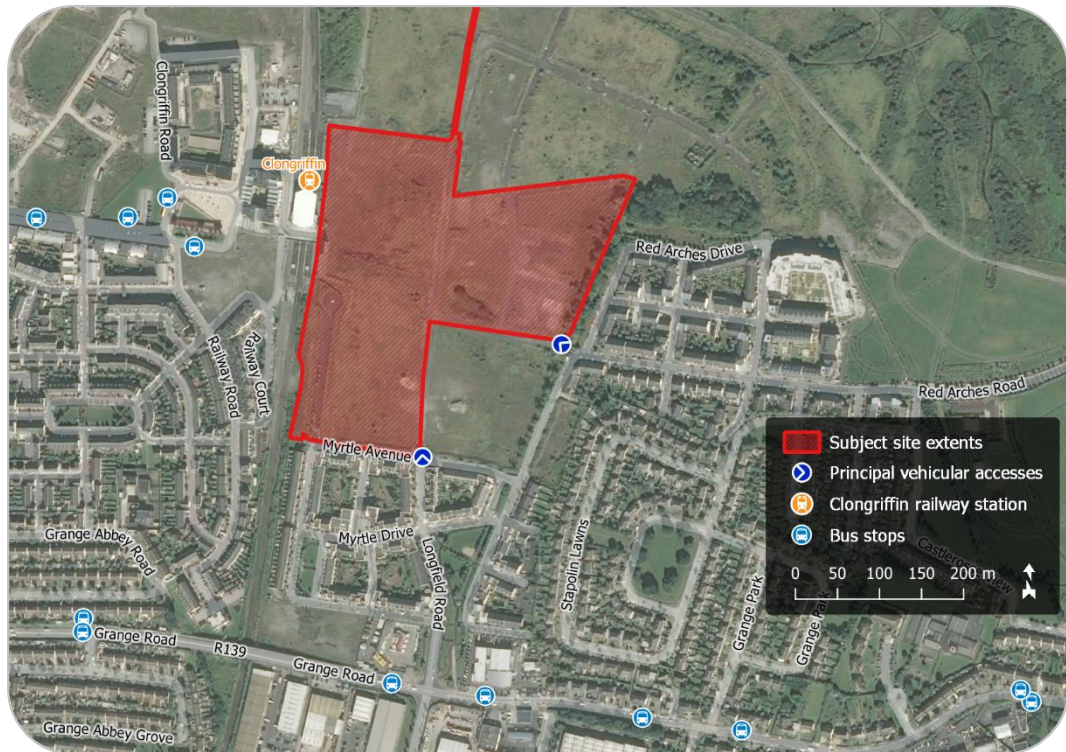


Figure 2 – Site extents and environs
(map data & imagery: NTA, OSi, OSM Contributors, Microsoft)

2.2 Existing Land Use

The subject site is undeveloped and generates no vehicular traffic.

2.3 Description of Proposed Development

The development will consist of alterations to the permitted development, as permitted under FCC Reg. Ref. 16A/0412, ABP Reg. Ref. ABP-248970 (as amended by F20A/0258 and F21A/0046) of 544 no. residential units (385 no. apartments and 159 no. houses), retail and a crèche, to the development of 882 no. new residential dwellings (747 no. apartments, 135 no. houses), residential tenant amenity, retail, crèche, parking, and public realm, over a

total site area of c. 9.1 ha, and site development area of c. 8.89 ha. Landscaping will include extensive communal amenity areas, and significant public open space provision.

For the purposes of the present assessment, it is assumed that the proposed development shall be completed and operational by the year 2022.

3.0 RECEIVING ENVIRONMENT

3.1 Existing Traffic Flows

Full turning movement classified traffic counts were carried out by Irish Traffic Surveys (ITS), on behalf of CS Consulting, over a 12-hour period (07:00–19:00) on Thursday the 23rd of January 2020. Count information was obtained at the following 9no. sites (see Figure 3):

- J1. Grange Road (R139) / Longfield Road / Grange Rise
(4-arm signal-controlled junction)
- J2. Coast Road (R106) / Red Arches Road
(3-arm priority-controlled roundabout)
- J3. Main Street (R106) / Willie Nolan Road (R139) / Coast Road (R106)
(3-arm signal-controlled junction)
- J4. Main Street (R106) / Strand Road (R106) / Main Street (R809)
(3-arm priority-controlled junction)
- J5. Strand Road (R106) / The Mall
(3-arm priority-controlled junction)
- J6. Main Street (R809) / The Mall / Warrenhouse Rd (R809) / Dublin Street
(4-arm signal-controlled junction)
- J7. Grange Road (R139) / Willie Nolan Road (R139) / Brookstone Road
(3-arm signal-controlled junction with slip)
- J8. Grange Road (R139) / Grange Park / Abbey Park
(staggered 4-arm signal-controlled junction)
- J9. Hole in the Wall Road / R138 / R809
(4-arm priority-controlled roundabout)

The peak hour traffic flows across all 9no. survey sites were found to be between 08:00 and 09:00 (AM peak hour) and between 15:30 and 16:30 (PM peak hour).

Raw data from these traffic surveys are provided in Appendix A. The traffic movements at each surveyed junction during the peak hours have been isolated from the count data and are included in the traffic flow matrices given in Appendix C. Total peak hour flows at the surveyed junctions are also given in Table 1.

Table 1 – Weekday Peak Hour Traffic Flows at Surveyed Junctions

Time Period	Total Surveyed Junction Traffic Movements (Passenger Car Units)								
	J1	J2	J3	J4	J5	J6	J7	J8	J9
AM Peak Hour	1711	1343	1393	1236	903	1124	1045	1110	2983
PM Peak Hour	1745	1101	1230	1089	815	1162	1004	1745	3117



Figure 3 – Surveyed road junction sites
(map data & imagery: OSM Contributors, Microsoft)

3.2 Existing Road Network Characteristics

3.2.1 Grange Road



Figure 4 – Grange Road (view to west through Longfield Rd junction)

- Single carriageway road with a pavement width of 13m in the vicinity of the subject development.
- Regional road with an east-west alignment overall, leading to Baldoyle village centre in the east and connecting to Clarehall Avenue in the west.
- Subject to a 50km/h speed limit.
- Raised footpaths are present along both sides of Grange Road. Advisory cycle tracks are present in both directions.
- On-street parking is generally not prohibited along Grange Road however no such parking has been observed.

3.2.2 Red Arches Road

- Single carriageway road with a pavement width of approximately 7m in the vicinity of the subject development site.

- Local road with an east-west alignment generally, leading to the subject development in the east and connecting to Coast Road in the west.
- Subject to an 50km/h speed limit.
- Raised footpaths are present along both sides of Red Arches Road.
- No cycle tracks or bus lanes are present along Red Arches Road.
- On-street parking is present on Red Arches Road in the form of recessed parking bays, and parking on the carriageway is not prohibited in the vicinity of the subject site.



Figure 5 – Red Arches Road (view to east)

3.2.3 Longfield Road

- Single carriageway road with a pavement width of approx. 7m generally in the vicinity the subject development site.
- Local road with a north-south alignment generally, connecting to Grange Road in the south and to the subject development site in the north.
- Subject to an 50km/h speed limit.
- Raised footpaths are present along both sides of Longfield Road.

- An 80m-long southbound bus lane is present on the southernmost section of Longfield Road, on the approach to its junction with Grange Road. This is currently unused, as Longfield Road carries no scheduled bus traffic, and does not have any associated signal phase at the Grange Road junction.
- On-street parking is present on Longfield Road in the form of recessed parking bays.



Figure 6 – Longfield Road (view to south from subject site)



Figure 7 – Longfield Road (view to south to Grange Rd junction)

3.3 Road Traffic Collision Data



Figure 8 – Recorded road traffic collisions on surrounding road network
(map data & imagery: RSA, OSM Contributors, Google)

3.4 Proposed Local Infrastructure Improvements

As part of the *Cycle Network Plan for the Greater Dublin Area*, administered by the National Transport Authority, it is proposed that secondary cycle route 1A be implemented along Grange Road in the vicinity of the subject development site. Additionally, it is proposed to implement feeder routes linking the subject development site to the aforementioned route. No information is yet publicly available on the proposed design or delivery timeframe of the aforementioned objectives.

It is proposed under the BusConnects Dublin Area Revised Bus Network to implement Spine routes D1, D3 and H1 along Red Arches Road, Grange Road and Clongriffin Main Street in the vicinity of the subject development

site. These routes will operate at a midday frequency of 10-15 mins between Dublin's southwestern suburbs and Clongriffin via Dublin city centre

The *Fingal Development Plan 2017–2023* and the *Baldoyle/Stapolin Local Area Plan* propose a number of important new road infrastructure schemes in the area surrounding the subject development site. The delivery of these identified objectives will significantly enhance accessibility levels across the region particularly for vehicular journeys to/from the subject development.

3.4.1 Baldoyle Public Transport Bridge

An extension of Red Arches Road and bridge over the rail line at Clongriffin DART station and connection with the east-west link of Clongriffin Main Street to accommodate buses, pedestrians and cyclists. This road objective will be constructed as part of the subject development (see sub-section 7.5).

3.4.2 Hole in the Wall Road Upgrade

A proposed realignment of the northern end of the Hole in the Wall Road to tie in at the R123 Moyne Road at a four-arm crossroads junction. This will address the existing deficient visibility at the existing junctions on the Moyne Road with the Hole in the Wall Road and the Drumnigh Road. This road objective is currently under construction.

3.4.3 Baldoyle Link Road (within Clongriffin-Belmayne LAP)

An extension of Clongriffin Main Street to the west of Hole in the Wall Road and connecting to the R107 Malahide Road to the north of the existing Clare Hall traffic signals.

3.4.4 R107 Malahide Road Realignment

A realignment of the existing Malahide Road from Belcamp Lane to north of Chapel Road. The proposed new link is a dual carriageway with a new grade-separated junction with the R139 (old N32).

3.4.5 R139 (old N32) Upgrade

Upgrade of the R139 (old N32) to dual carriageway from the existing Malahide Road to Clonshaugh Road.

3.4.6 East-West Distributor Road

A new link road from the existing Malahide Road at Balgriffin Road to the R132 Swords Road at Collinstown Cross, incorporating a bridge over the M1 and facilitating access to new development lands at Belcamp and Clonshaugh.

3.5 **Nearby Committed Developments**



Figure 9 – Relevant nearby committed developments
(map data & imagery: Fingal County Council, OSi, OSM Contributors, Microsoft)

3no. active planning permissions have been identified that are considered sufficiently close to the subject development site to have a potential

influence on the traffic flows at the 2no. junctions subject to detailed assessment in this report, if developed as permitted:

(A) Reg. Ref. F16A/0412 (ABP ref. PL 06F.248970)

Residential development comprising 99no. houses (currently under construction), forming part of a previously permitted planning application that also included the subject site, with vehicular access to/from Longfield Road.

(B) Reg. Refs. F11A/0290 and F11A/0290/E1 (ABP ref. PL 06F.239732)

Residential development comprising 70no. houses, 330no. apartments, retail units with a combined GFA of 356m², and a 430m² GFA crèche, with 852no. car parking spaces and vehicular access to/from Red Arches Road (connecting to Coast Road).

(C) Reg. Ref. F19A/0461

16-classroom primary school (Roll Number 20519G) with 22no. car parking spaces and vehicular access to/from Myrtle Road (connecting to Longfield Road).

For the purposes of this Traffic Impact Assessment, it has been assumed that the above-listed permitted developments shall all proceed and shall be operational by the year 2022. The projected traffic to be generated by these developments has been included in the future year junction assessments, as described in sub-section 4.6 of this report.

3.6 Potential Future Development

As previously noted, the subject site forms part of Stapolin Growth Area 1 (GA1), as defined by the *Baldoyle-Stapolin Local Area Plan 2013–2019*. The subject site is bounded to the north by further zoned development lands within Stapolin Growth Area 3 (GA3); these lands are also in the applicant's ownership. It is provisionally intended to apply for permission for a residential development on these lands, comprising 1,200no. apartments.



Figure 10 – Potential future development lands within GA3
(map data & imagery: OSM Contributors, OSi, Microsoft)

For the purposes of this Traffic Impact Assessment, it has been assumed that the future development of these lands within Stapolin Growth Area 3 shall proceed and shall be completed before the year 2037. The projected traffic to be generated by this planned development has been distributed across the local road network as described in sub-section 4.7 of this report and included in the design year sensitivity assessments provided in sub-section 5.8.

4.0 TRAFFIC GENERATION & TRIP DISTRIBUTION

4.1 Existing Traffic Distribution

The existing peak hour directional splits recorded by the traffic survey at site J1 (Grange Road / Longfield Road / Grange Rise junction) and site J2 (Coast Road / Red Arches Road roundabout) are given in Table 2 and Table 3.

Table 2 – Existing Surveyed Traffic Splits at Survey Site J1
Grange Road (R139) / Longfield Road / Grange Rise junction

Departures FROM Longfield Road				
To	R139 East	Grange Rise	R139 West	TOTAL
AM Peak	43%	7%	50%	100%
PM Peak	38%	10%	52%	100%
Arrivals TO Longfield Road				
From	R139 East	Grange Rise	R139 West	TOTAL
AM Peak	36%	5%	59%	100%
PM Peak	41%	15%	44%	100%

Table 3 – Existing Surveyed Traffic Splits at Survey Site J2
Coast Road (R106) / Red Arches Road roundabout

Departures FROM Red Arches Road			
To	R106 South	R106 North	TOTAL
AM Peak	56%	44%	100%
PM Peak	58%	42%	100%
Arrivals TO Red Arches Road			
From	R106 South	R106 North	TOTAL
AM Peak	56%	44%	100%
PM Peak	64%	36%	100%

These junction directional splits have been used to determine indicative distributions across the wider road network of the existing peak hour traffic to and from Longfield Road and Red Arches Road, in terms of the

proportions departing to and arriving from the following destinations/origins:

- to/from the west along Grange Road (R139);
- to/from the south (Baldoyle Industrial Estate) via Grange Rise;
- to/from the north along Coast Road (R106); and
- to/from the south-east along Brookstone Road or Main Street.

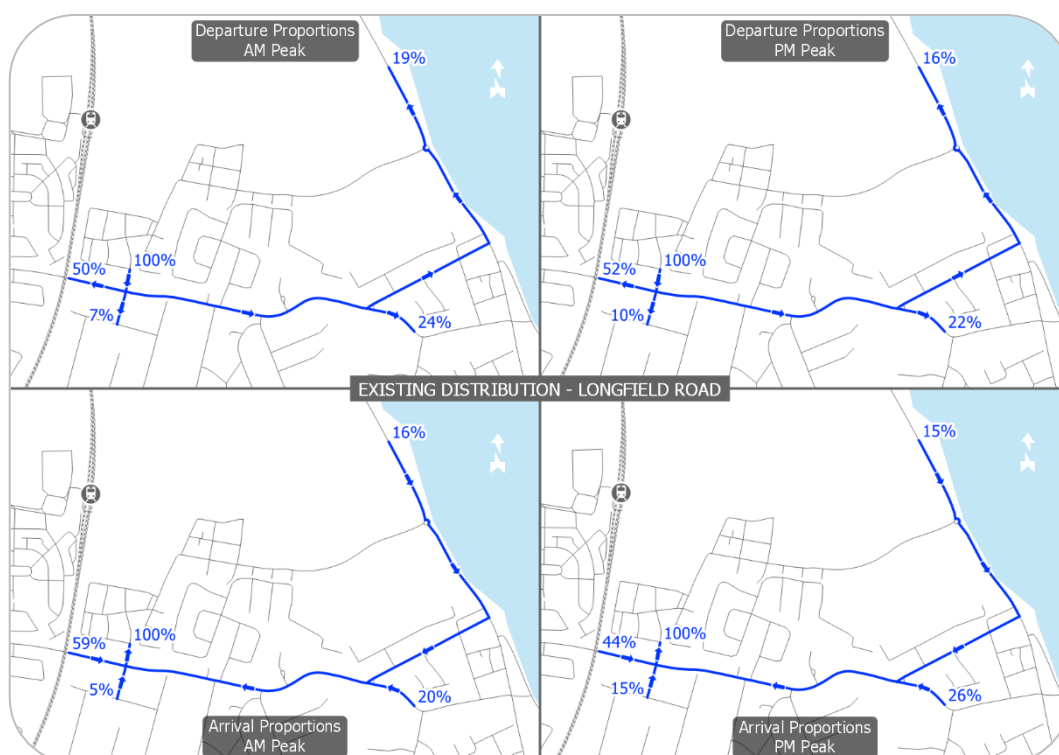


Figure 11 – Indicative distribution of existing traffic to/from Longfield Road
(background map data: OSi, OSM Contributors)

These network origin/destination distributions (shown in Figure 11 and Figure 12) are based upon the following assumptions:

- that the proportion of departing traffic from Longfield Road that travels to the east along Grange Road is subsequently distributed to the north (to Coast Road, via Willie Nolan Road) and to the south-east (via Brookstone Road and Dublin Street) in the same proportions as the north/south split for traffic departing from Red Arches Road; and

- that the proportion of departing traffic from Red Arches Road that travels to the south along Coast Road is subsequently distributed to the west (to Grange Road, via Willie Nolan Road) and to the south (to Grange Rise, via Willie Nolan Road and Grange Road) in the same proportions as traffic departing from Longfield Road, with the remainder being distributed to the south-east (via Main Street).

These assumptions also apply in reverse for traffic arriving to Longfield Road and Red Arches Road.

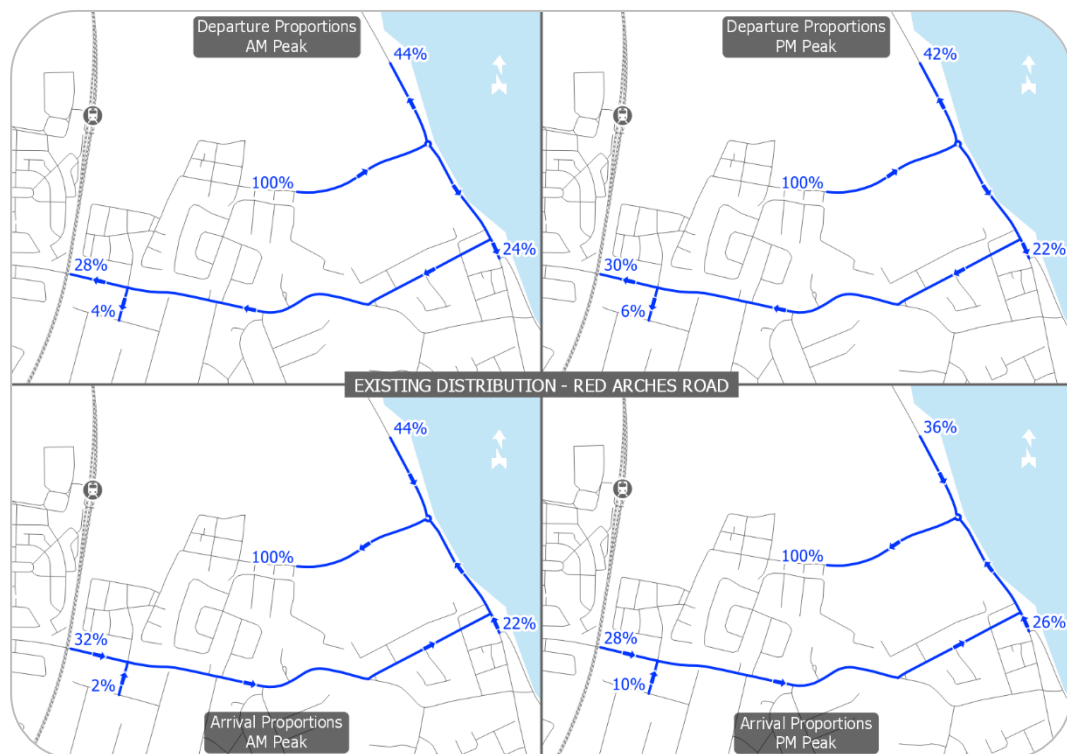


Figure 12 – Indicative distribution of existing traffic to/from Red Arches Road

4.2 Subject Development Trip Generation

Trip generation factors from the TRICS database have been used to predict the trip generation to and from the proposed development, for both the

AM and PM peak hour periods. Full details of the TRICS information used in the assessments are provided in Appendix B.

The subject development comprises the following elements:

- 135no. dwelling houses;
- 747no. apartments;
- convenience retail units with a total gross floor area of 1,027m² (915m² + 111.5m²);
- a medical centre with a gross floor area of 462m²;
- a pharmacy with a gross floor area of 268m²;
- a crèche with a gross floor area of 539m²;
- a restaurant/café with a gross floor area of 485m²; and
- a gym with a gross floor area of 411m².

The TRICS sub-categories '03 Residential / A – Houses Privately Owned', '03 Residential / C – Flats Privately Owned', '01 Retail / I – Shopping Centre – Local Shops', '05 Health / G – GP Surgeries', '04 Education / D – Nursery', '06 – Hotel, Food & Drink / B – Restaurants', and '07 Leisure / K – Fitness Club (Private)' have been employed, being the most appropriate for the elements of this development. These sub-categories are described in the TRICS land use category definitions as follows:

Houses Privately Owned

"Housing developments where at least 75% of units are privately owned. Of the total number of units, 75% must also be houses (sum of "non-split" terraced, detached, semi-detached, bungalows, etc), with no more than 25% of the total units being flats. Includes properties that are privately owned and then privately rented. Note that "Help to Buy" dwellings or any other where residents have equity in a property are considered to be privately owned. Trip rates are calculated by Site Area, Dwellings, Housing Density, or Total Bedrooms."

Flats Privately Owned

"Housing developments where at least 75% of households are privately owned. Of the total number of units, 75% must also be flats (sum of flats in blocks and "split" houses), with no more than 25% of the total units being "non-split" houses. Includes properties that are privately owned and then privately rented. Note that "Help to Buy" dwellings or any other where residents have equity in a property are considered to be privately owned. Trip rates are calculated by Site Area, Dwellings, Housing Density, or Total Bedrooms."

Local Shops

"A collection of small local shops within close proximity, possibly with shared parking facilities. Would include a superstore with accompanying small shops if the small shops exceed 15% of the total floor space of the site. If the shops are within one building include as 01/M. If the separate shops are superstores include as 01/J or 01/K. Trip rates are calculated by Gross Floor Area, Retail Floor Area, or Employees."

GP Surgeries

"Doctor's surgeries, not to be confused with clinics or dental surgeries. Trip rates are calculated by Gross Floor Area, Doctors, or Employees."

Nursery

"Pre-school centres. Trip rates are calculated by Gross Floor Area, Pupils, or Employees."

Restaurants

"Single restaurants. If a pub/restaurant then include as 06/C. If road-side food such as Little Chef then include as 06/E. If the site includes a drive-through facility then include as 06/D. Trip rates are calculated by Gross Floor Area, Seats, Employees, or Parking Spaces."

Fitness Club (Private)

"Private membership-only fitness club. Trip rates are calculated by Site Area, Gross Floor Area, Employees, or Parking Spaces."

The TRICS trip rates for the proposed development have been selected from the above categories, restricted insofar as possible to 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 (32,000 approx.);
- the population within 5 miles of the development site (250,000 approx.);
- the aggregate mean car ownership rate within 5 miles of the development site (1.2 cars per household).

The trip rates selected are given in Table 4 and Table 5.

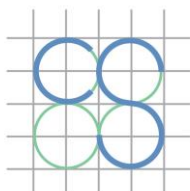
Table 4 – TRICS Residential Trip Generation Rates

	Arrivals per hour per dwelling		Departures per hour per dwelling	
	Houses	Apartments	Houses	Apartments
AM Peak	0.185	0.046	0.374	0.165
PM Peak	0.285	0.111	0.195	0.076

Table 5 – TRICS Non-Residential Trip Generation Rates

Arrivals per hour per 100m ² GFA					
	Retail Units	Medical Centre	Crèche	Café	Gym
AM Peak	2.424	2.964	3.466	0.000	0.854
PM Peak	3.224	2.261	1.492	1.152	1.140
Departures per hour per 100m ² GFA					
	Retail Units	Medical Centre	Crèche	Café	Gym
AM Peak	2.051	1.491	2.741	0.000	0.493
PM Peak	3.230	2.504	2.015	0.909	0.766

Residential trip numbers in this instance have been calculated as a function of the TRICS trip rates given in Table 4 and the total numbers of dwellings



(135no. houses and 747no. apartments) within the proposed development. Non-residential trip numbers have been calculated as a function of the TRICS trip rates given in Table 5 and the gross floor areas of the retail units (including pharmacy), medical centre, crèche, café, and gym. The resultant trip generation figures obtained are given in Table 6, Table 7, and Table 8.

Table 6 – Residential Trip Generation from TRICS

	Arrivals		Departures	
	Houses	Apartments	Houses	Apartments
AM Peak	25	34	50	123
PM Peak	38	83	26	57

Table 7 – Non-Residential Trip Generation from TRICS

Arrivals					
	Retail Units	Medical Centre	Crèche	Café	Gym
AM Peak	31	14	19	0	4
PM Peak	42	10	8	6	5
Departures					
	Retail Units	Medical Centre	Crèche	Café	Gym
AM Peak	27	7	15	0	2
PM Peak	42	12	11	4	3

Table 8 – Total Development Trip Generation

	Arrivals			Departures		
	Resi.	Non-Resi.	TOTAL	Resi.	Non-Resi.	TOTAL
AM Peak	59	68	127	173	51	224
PM Peak	121	71	192	83	72	155

It should be noted that the retail units, medical centre, crèche, café, and gym within the proposed development may be expected to serve primarily the development itself, as well as the existing established residential developments to the south and east. For this reason, it is likely that the true

numbers of vehicular trips generated by these elements of the development shall be lower than those indicated in Table 7.

In order to ensure a robust assessment of the development's traffic impact, however, and as it is not possible to predict the extent to which trips shall be made between the subject development and the adjacent existing residential areas, no discount has been applied to the trip generation figures for the proposed development. For trip generation and assignment purposes, therefore, the subject development is treated in isolation.

4.3 Subject Development Trip Distribution

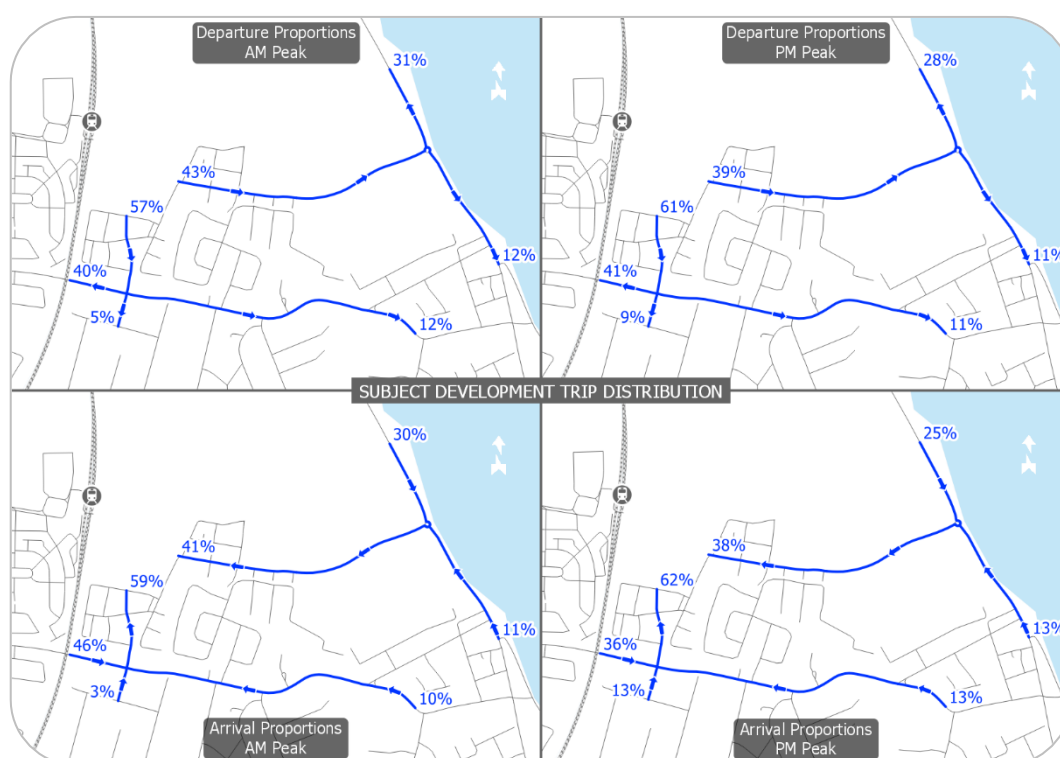


Figure 13 – Predicted distribution of subject development traffic

The subject development's internal road network shall tie in to the existing surrounding road network both at Longfield Road and at Red Arches Road. Vehicular traffic departing from and arriving to the subject development shall therefore travel either via traffic survey site J1 (Grange Road /

Longfield Road / Grange Rise junction) or via survey site J2 (Coast Road / Red Arches Road roundabout). The predicted distribution of traffic to/from the subject development is shown in Figure 13.

As for the existing traffic described in sub-section 4.1, the predicted distribution of peak hour development traffic across the wider road network has been established in terms of the proportions departing to and arriving from the following destinations/origins:

- to/from the west along Grange Road (R139);
- to/from the south (Baldoye Industrial Estate) via Grange Rise;
- to/from the north along Coast Road (R106); and
- to/from the south-east along Brookstone Road or Main Street.

It has been assumed that the proportion of development traffic travelling to and from each of these destinations/origins is the mean average of the respective proportions of existing traffic to/from Longfield Road (Figure 11) and to/from Red Arches Road (Figure 12). It has further been assumed that 50% of development traffic departing to or arriving from the south-east shall travel via Longfield Road, Grange Road, and Brookstone Road, while 50% shall travel via Red Arches Road, Coast Road, and Main Street.

Development traffic departing or arriving along Red Arches Road, Coast Road, and Main Street shall also pass through traffic survey site J4 (the junction of Main Street with Strand Road). At this junction, it is assumed that all development traffic shall be distributed according to the existing surveyed peak hour directional splits, which are given in Table 9.

Table 9 – Existing Surveyed Traffic Splits at Survey Site J4
Main Street / Strand Road junction

Departures FROM Main Street (North)			
To	Strand Road	Main St. (South)	TOTAL
AM Peak	56%	44%	100%
PM Peak	55%	45%	100%
Arrivals TO Main Street (North)			
From	Strand Road	Main St. (South)	TOTAL
AM Peak	33%	67%	100%
PM Peak	33%	67%	100%

Development traffic departing or arriving along Longfield Road, Grange Road, Brookstone Road, and Dublin Street shall pass through traffic survey site J6 (the junction of Main Street, The Mall, Warrenhouse Road, and Dublin Street) from/to the west. At this junction, it has been assumed that all development traffic shall follow the existing east/south splits (discounting the existing traffic proportion to/from the north); these are given in Table 10.

Table 10 – Adjusted Traffic Splits at Survey Site J6
Main Street / The Mall / Warrenhouse Road (R809) / Dublin Street junction

Departures FROM Dublin Street				
To	Main Street	The Mall	Warrenhouse Rd	TOTAL
AM Peak	n/a	29%	71%	100%
PM Peak	n/a	25%	75%	100%
Arrivals TO Dublin Street				
From	Main Street	The Mall	Warrenhouse Rd	TOTAL
AM Peak	n/a	43%	57%	100%
PM Peak	n/a	46%	54%	100%

4.4 Reallocation of Existing Traffic

As the subject development shall create a new link between Longfield Road and Red Arches Road, it is expected to influence the distribution of

existing traffic currently travelling between Grange Road and Coast Road. In particular, it is expected that:

- traffic currently leaving the existing residential developments on Longfield Road and ultimately heading northward along Coast Road shall in future travel via the subject development and access Coast Road via Red Arches Road (and vice versa in the case of arriving traffic); and that
- traffic currently leaving the existing residential developments on Red Arches Road and ultimately heading westward along Grange Road shall in future travel via the subject development and access Grange Road via Longfield Road (and vice versa in the case of arriving traffic).

Predicted future distributions of such traffic have therefore been established, and are shown in Figure 14 and Figure 15. The existing traffic flows to/from Longfield Road and to/from Red Arches Road have been redistributed accordingly under all future year 'with development' assessment scenarios.

These future distributions have been determined in the same manner as the predicted distribution of traffic to/from the subject development (Figure 13), with the following exceptions:

- all traffic generated by the existing developments accessed via Longfield Road, which departs to or arrives from the south-east, is assumed to continue travelling via Longfield Road, Grange Road, Brookstone Road, and Dublin Street; whereas
- all traffic generated by the existing developments accessed via Red Arches Road, which departs to or arrives from the south-east, is assumed to continue travelling via Red Arches Road, Coast Road, and Main Street.

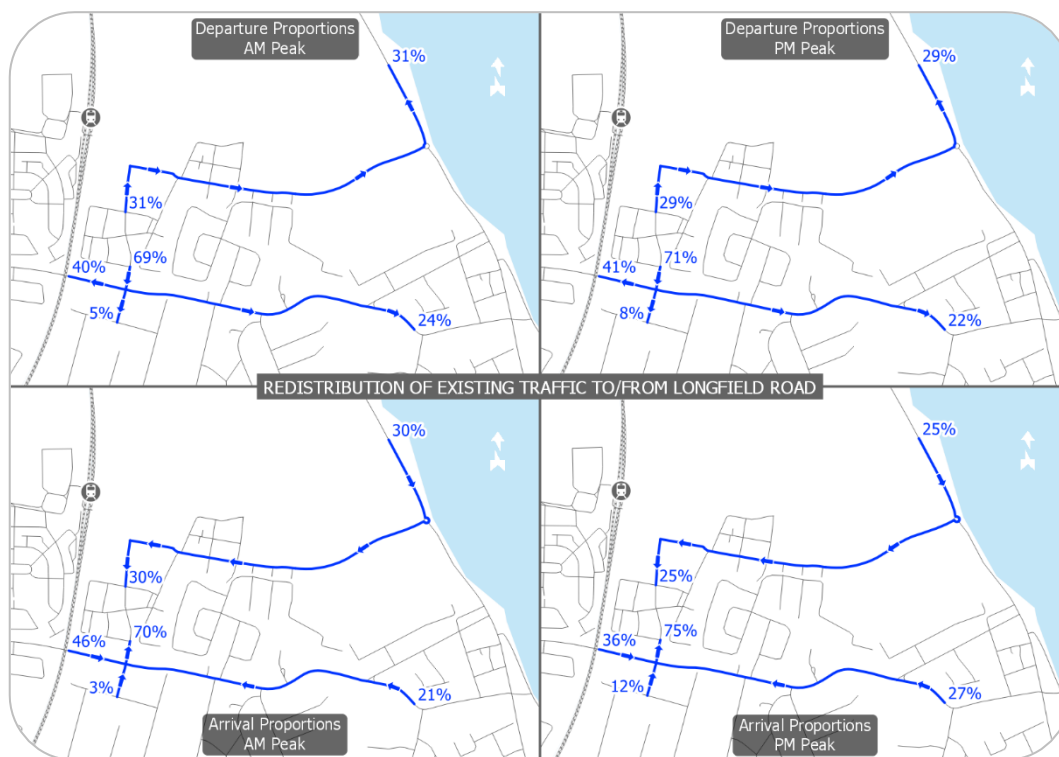


Figure 14 – Predicted future distribution of existing Longfield Road traffic

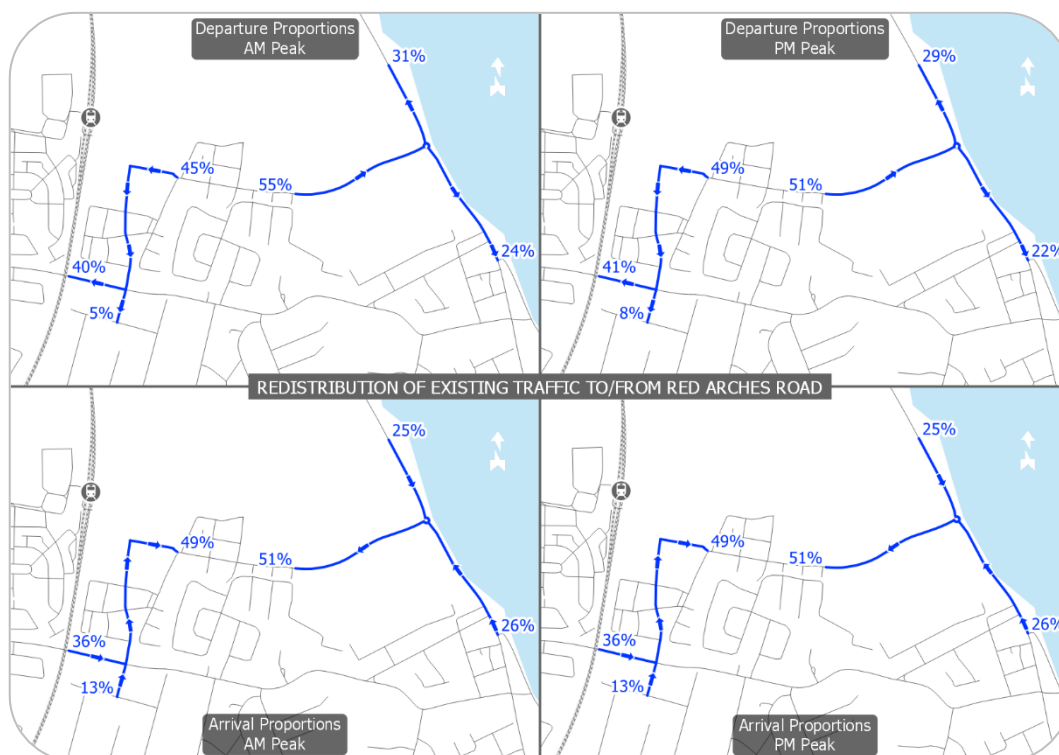


Figure 15 – Predicted future distribution of existing Red Arches Road traffic

4.5 Proportional Increases in Traffic

Table 11 shows the absolute and proportional increases in peak hour traffic flows that shall result from the proposed development at each of the 9no. surveyed junctions shown in Figure 3 (page 9). The additional trips at each of these junctions are the sum of:

- vehicular trips directly generated by the subject development; and
- existing traffic on the surrounding road network that shall be redistributed as a result of being able to travel between Grange Road and Coast Road via the subject development.

Table 11 – Changes in Traffic Flows at Surveyed Junctions

Surveyed Junction No.	Background Traffic Flows at Junction (Year 2020) ¹		Additional Trips Through Junction ²		Proportional Change	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
J1	1711	1745	171	193	+10.0%	+11.6%
J2	1343	1101	83	81	+6.5%	+7.9%
J3	1393	1230	-58	-30	-4.1%	-2.3%
J4	1236	1089	40	42	+3.3%	+4.0%
J5	903	815	33	33	+3.8%	+4.3%
J6	1124	1162	61	67	+5.6%	+6.0%
J7	1045	1004	-57	-30	-5.4%	-2.8%
J8	1110	1745	-57	-30	-5.0%	-1.6%
J9	2983	3117	146	133	+5.1%	+4.5%

The TII *Traffic and Transport Assessment Guidelines* (PE-PDV-02045) advise that Transport Assessments should generally be applied where traffic to and

¹ Total surveyed vehicle movements (PCU/hour), with no additional development traffic.

² Traffic generated by subject development, plus existing traffic redistributed via new link between Grange Road and Coast Road.

from a development is predicted to exceed 10% of the existing background traffic on the adjoining road (or 5% at sensitive locations). As shown in Table 11, only at surveyed junction J1 (the junction of Grange Road with Longfield Road and Grange Rise) shall the subject development result in an increase of more than 10% in total traffic flows in either peak hour period.

Surveyed junctions J2 (the junction of Coast Road with Red Arches Road) and J9 (the existing roundabout junction of Hole in the Wall Road with Grange Road and Clarehall Avenue) shall however experience increases of over 5% in total traffic flows in one or both peak hour periods. Junctions J2 and J9 are considered sensitive locations: the former as it constitutes the only existing vehicular access to the established residential developments located on Red Arches Road, and the latter because of its strategic location and existing high traffic volumes. While surveyed junction J6 shall also experience an increase of over 5% in total traffic flows in both peak hour periods, this is not considered a sensitive location and its resulting total peak hour traffic flows shall remain relatively low.

Within the scope of this report, therefore, only the existing junctions J1, J2, and J9 have been subjected to detailed operational assessment (as described in Section 5). All other surveyed junctions are considered at low risk of detrimental effects as a result of the proposed development, given the generally lower proportional increases (or indeed net reductions) in traffic flows that it shall give rise to at these locations.

4.6 Committed Development Trip Generation and Distribution

The vehicular trips predicted to be generated by the 3no. committed developments identified in sub-section 3.5 have been included in the background traffic flows for all future assessment years. The peak hour trip generation figures for these committed developments are given in Table 12.

Trip generation figures for committed developments (A) and (B) have been calculated from the trip rates for houses and apartments given in Table 4 (page 23), while the trip generation of committed development (C) has been sourced from the Traffic and Transport Statement submitted under reg. ref. F19A/0461.

Table 12 – Committed Development Trip Generation

Committed Development ³	Peak Period	Arrivals	Departures	Total Trips
(A)	AM	18	37	55
	PM	28	19	47
(B)	AM	28	81	109
	PM	56	39	95
(C)	AM	68	68	136
	PM	0	0	0

Under the 'without development' assessment scenarios (i.e. without the proposed new link between Grange Road and Coast Road, via the subject development):

- all trips to be generated by committed developments (A) and (C) have been distributed across the surrounding road network in accordance with the distribution of existing traffic to and from Longfield Road (see Figure 11); and
- all trips to be generated by committed development (B) have been distributed in accordance with the distribution of existing traffic to and from Red Arches Road (see Figure 12).

Under the 'with development' assessment scenarios (i.e. including the proposed new link between Grange Road and Coast Road):

³ See Figure 9, page 13.

- all trips to be generated by committed development (A) have been distributed across the surrounding road network in the same manner as those to/from the subject development (see sub-section 4.3);
- all trips to and from committed development (B) have been distributed in the same manner as the reallocated existing traffic to/from Red Arches Road (see sub-section 4.4); and
- all trips to be generated by committed development (C) have been distributed across the surrounding road network in the same manner as those to/from the subject development, with the exception that no AM peak arrival trips are assumed to originate in the Baldoyle Industrial Estate (see Figure 16).



Figure 16 – Predicted distribution of future school traffic with link road

4.7 Potential Future Development Trip Generation and Distribution

The vehicular trips predicted to be generated by the future development of the applicant's GA3 zoned lands, located immediately to the north of the subject site (see sub-section 3.6), have been included in the design year sensitivity assessment described in sub-section 5.8.

Trip generation for this potential future development has been calculated from the trip rates for apartments given in Table 4 (page 23). Such development is provisionally assumed to comprise 1,200no. apartments; the resultant trip generation figures are given in Table 13.

Table 13 – Potential Future GA3 Development Trip Generation

	Arrivals	Departures	Total Trips
AM Peak	71	210	281
PM Peak	140	100	240

These vehicular trips have been distributed across the surrounding road network in the same manner as those to/from the subject development (see sub-section 4.3).

4.8 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 (surveyed traffic flows)
- 2022 Proposed opening year
- 2027 5 years after opening
- 2037 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 traffic

flows for the future year junction assessments. The net cumulative growth factors applied are given in Table 14.

Table 14 – Predicted Background Traffic Growth⁴

2022 Year of opening	2027 5 years after opening	2037 15 years after opening
+ 3.27%	+ 11.91%	+ 21.69%

⁴ Cumulative percentage increases over 2020 background 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 giving access to the subject site have been undertaken using the industry-standard TRL computer programs TRANSYT and ARCADY, for both the weekday AM peak hour and the weekday PM peak hour.

The following junctions have been modelled and assessed:

- J1. Longfield Road / Grange Road / Grange Rise
(existing 4-arm signal-controlled junction)
- J2. Coast Road / Red Arches Road
(existing 3-arm priority-controlled roundabout)
- J9. Hole in the Wall Road / R138 / R809
(4-arm priority-controlled roundabout)



Figure 17 – Modelled road junctions
(map data & imagery: OSM Contributors, Microsoft)

Junction performance is assessed based upon the five metrics defined in sub-section 5.3. Full TRANSYT and ARCADY outputs are provided in Appendix D.

5.2 Assessment Scenarios

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

- 2020 – surveyed traffic conditions;
- 2022 (planned year of opening) – with & without subject development;
- 2027 – with & without subject development; and
- 2037 (design year) – with & without subject development.

In addition to the above primary assessment scenarios, a sensitivity assessment has been carried out for the design year 2037, including potential traffic flows to be generated by the future development of the adjacent GA3 zoned lands to the north of the subject site (as described in sub-section 4.7). The results of this sensitivity assessment are presented in sub-section 5.8.

5.3 Definitions

Degree of Saturation:

The ratio of current traffic flow to ultimate capacity (also known as RFC) on a link or traffic stream. Account is taken of the green time given to the link per cycle when calculating this value (for signalised junction approaches), as well blocking effects and oversaturation effects.

Mean Maximum Queue

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

Maximum Queue at End of Red:

The maximum length of queue in any lane of a signal-controlled junction approach link by the end of the red signal phase for that approach, measured in Passenger Car Units (PCUs).

Mean Delay per PCU:

The average delay incurred by a vehicle on a junction approach link or traffic stream, as a result of having to queue at signals or having to give way at a priority junction.

Practical Reserve Capacity:

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

5.4 Junction 1 Modelling Parameters

Assessed junction no. 1 (the existing signal-controlled junction of Longfield Road with Grange Road and Grange Rise) has been replicated in a TRANSYT model matching the junction's existing physical configuration and operational characteristics. The following parameters incorporated in the model should be noted.

5.4.1 Cycle time

Networked signal-controlled junctions typically operate with a cycle time of between 100 seconds and 120 seconds. Traffic survey footage indicates however that this junction has a variable cycle time, which averaged 183 seconds in the busiest 15 minutes of the AM peak hour

and 187 seconds in the busiest 15 minutes of the PM peak hour. The TRANSYT model was therefore configured to operate with a cycle time of 180 seconds in both peak hours.

5.4.2 Signal phasing

The existing junction is observed to operate with six signal phasing stages, running sequentially in the order given below. One or more of these stages may be omitted in a given cycle if demand on the relevant junction approach(es) is low.

- Stage 1: Dedicated green on all approaches from east; filter green on right-turn approach from west.
- Stage 2: Dedicated green on left-turn/straight-on approach from east; dedicated green on left-turn/straight-on approach from west; filter green on right-turn approach from west.
- Stage 3: Dedicated green on all approaches from west; dedicated green on left-turn approach from south.
- Stage 4: Dedicated green on all approaches from south.
- Stage 5: Dedicated green on all approaches from north.
- Stage 6: Green for pedestrian crossings on all junction arms.

The existing signal head facing traffic entering the junction from Longfield Road comprises both a general signal and a right-turn arrow, indicating that the left-turn/straight-on traffic stream and the right-turn traffic stream could be governed by separate signal phases if required by the controller. Under existing traffic conditions, this is not required for an optimal use of signal time. However, to account for this possibility under predicted future traffic flow patterns (in particular an increase in traffic approaching from the north along Longfield Road), an additional signal stage was provided in the TRANSYT model following the existing Stage 5 (see Figure 18); this new stage gives green time only to right-turning traffic from the north. TRANSYT was

permitted to automatically optimize the distribution of signal green time between the existing Stage 5 and this new stage.

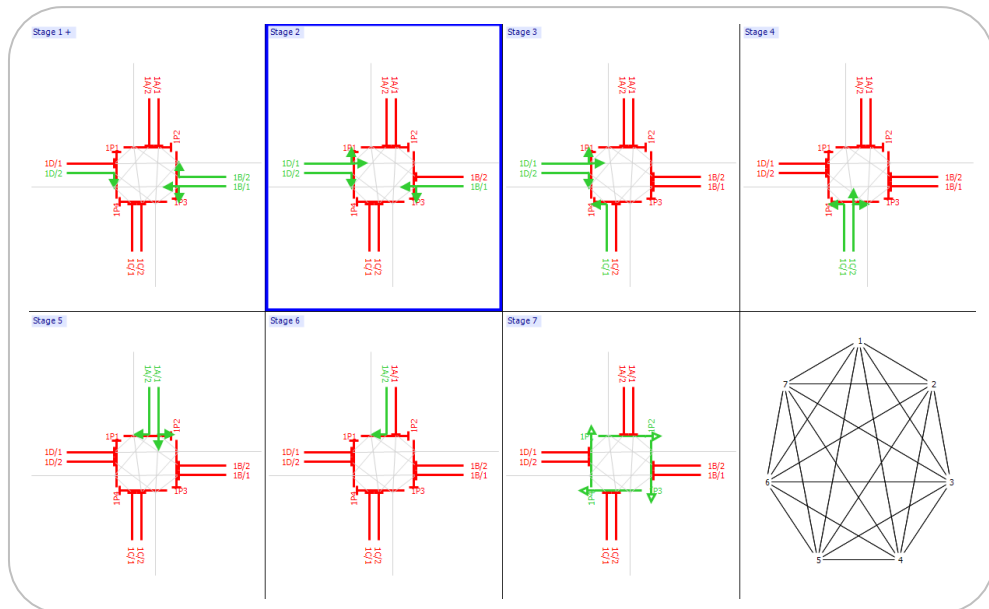


Figure 18 – Modelled TRANSYT signal phase sequence

5.4.3 Pedestrian signal calls

Traffic survey footage indicates that signal green time is given simultaneously to all pedestrian crossings at the existing junction, provided that this signal stage has been requested by a call button on any one of these crossings. The pedestrian signal stage always comprises 8 seconds of green time and 8 seconds of amber time, followed by 2 seconds of all-red time before the following vehicle signal stage begins.

During the busiest 15-minute period in each of the peak hours, it was observed that the pedestrian signal phase was called in every operational cycle. The TRANSYT model has therefore been configured to include this stage within each cycle, using the fixed signal durations given above.

5.5 Junction 1 Primary Assessment Results

The following tables give the TRANSYT modelling results, for each of the primary assessment scenarios, at the existing signal-controlled junction of Longfield Road with Grange Road (R139) and Grange Rise (Baldoyle Industrial Estate access). Under each of the 'with development' scenarios, the assessment includes the effects of existing traffic being redirected as a result of creating a new link between Grange Road and Coast Road (R106), as described in sub-section 4.4. Full TRANSYT outputs are provided in Appendix D.

- Arm A: Longfield Road (to north)
- Arm B: Grange Road [R139] (to east)
- Arm C: Grange Rise (to south)
- Arm D: Grange Road [R139] (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. Moderate vehicle queues are experienced on the majority of junction approach streams during peak hour periods, with more significant queues experienced:

- on the left-turn/straight-on approach from the east, during both AM and PM peak hours;
- on the left-turn approach from the south, during the PM peak hour; and
- on the right-turn approach from the west, during the AM peak hour.

Mean vehicle delays vary considerably and are higher on less saturated junction approaches, as a result of the long signal cycle time and the allocation of less green time to less busy approaches.

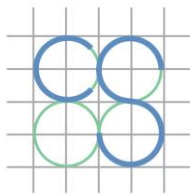


Table 15 – Junction 1 Primary Assessment Results

Junction Approach Arm and Traffic Stream ⁵		Degree of Saturation (%)		Mean Maximum Queue (PCU)		Maximum Queue at End of Red (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
Arm	Stream	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
2020 – base year assessment – surveyed traffic flows											
A	S / L	30	45	3	2	3	1	77	109	200	100
	R	30	41	3	2	3	2	76	102	205	117
B	S / L	77	70	27	21	18	16	51	53	17	29
	R	40	60	1	2	1	2	105	136	125	50
C	L	22	53	4	15	4	12	50	43	317	69
	S / R	29	38	3	7	3	6	75	61	209	138
D	S / L	42	48	12	15	10	11	26	30	112	87
	R	75	35	18	7	9	4	56	33	20	158
2022 – opening year assessment – WITHOUT subject development											
A	S / L	38	46	5	2	5	2	70	103	137	95
	R	38	44	5	2	5	2	69	99	138	103
B	S / L	85	74	31	23	21	17	60	55	6	22
	R	62	61	3	3	3	3	115	123	45	47
C	L	27	57	5	16	4	13	57	45	239	59
	S / R	46	41	4	7	4	7	87	61	97	120
D	S / L	54	55	17	17	12	13	33	35	67	63
	R	85	38	21	7	11	4	72	36	6	137
2022 – opening year assessment – WITH subject development in place											
A	S / L	32	32	5	3	5	3	64	79	184	185
	R	74	66	14	7	12	7	80	94	22	35
B	S / L	76	73	25	22	18	16	52	57	18	23
	R	64	70	3	3	3	3	128	138	40	29
C	L	30	63	5	17	5	14	62	52	200	44
	S / R	65	55	4	9	4	8	112	71	37	64
D	S / L	58	67	19	22	14	16	34	42	54	34
	R	82	40	20	8	10	5	68	40	9	126

⁵ S = straight ahead, L = left turn, R = right turn

Table 16 – Junction 1 Primary Assessment Results (continued)

Junction Approach Arm and Traffic Stream		Degree of Saturation (%)		Mean Maximum Queue (PCU)		Maximum Queue at End of Red (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
Arm	Stream	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
2027 assessment – WITHOUT subject development											
A	S / L	41	50	5	2	5	2	72	106	121	80
	R	41	47	6	2	5	2	71	100	120	93
B	S / L	93	81	38	26	26	19	77	61	-3	11
	R	64	64	3	3	3	3	118	128	40	40
C	L	27	60	5	18	5	14	56	46	229	49
	S / R	49	43	4	8	4	7	89	61	85	109
D	S / L	57	60	18	20	13	14	34	37	57	49
	R	91	42	24	8	13	5	86	40	-1	112
2027 assessment – WITH subject development in place											
A	S / L	33	34	5	3	5	3	64	81	170	161
	R	75	72	14	7	12	7	82	100	19	26
B	S / L	87	80	31	25	21	18	65	62	4	13
	R	67	74	3	3	3	3	133	148	34	21
C	L	30	67	5	19	5	15	59	53	200	35
	S / R	70	56	5	10	4	9	118	69	29	61
D	S / L	62	73	21	25	15	17	35	46	44	24
	R	88	45	23	9	12	5	78	44	2	100
2037 – design year assessment – WITHOUT subject development											
A	S / L	46	53	6	2	5	2	75	108	96	71
	R	46	50	6	2	6	2	75	103	95	80
B	S / L	100	88	50	31	34	22	112	70	-10	2
	R	60	69	3	3	3	3	109	135	50	31
C	L	29	66	5	20	5	15	56	48	209	37
	S / R	53	46	4	9	4	8	91	61	71	97
D	S / L	61	66	20	22	14	15	34	40	48	36
	R	98	48	31	10	18	5	123	44	-9	87
2037 – design year assessment – WITH subject development in place											
A	S / L	37	36	6	3	5	3	67	81	143	149
	R	82	73	15	8	13	7	91	102	10	24
B	S / L	96	87	40	29	28	21	91	71	-6	3
	R	56	79	3	4	3	4	108	161	62	15
C	L	30	73	6	22	5	16	57	56	196	24
	S / R	69	58	5	11	5	9	113	70	30	55
D	S / L	68	79	24	29	16	19	38	50	33	14
	R	95	51	28	10	16	6	103	49	-6	76

The majority of junction approach streams are shown to continue operating within their effective capacities past the year 2037, despite a projected increase in background traffic levels (including committed developments). All approach streams shall remain within ultimate capacity past the year 2037: the highest modelled degree of saturation for the year 2037 on any junction approach, in either peak hour period, is 96%.

In each of the years assessed, the addition of the vehicular traffic generated by the proposed development (in conjunction with the redistribution of existing traffic between Grange Road and Coast Road) is shown to have a relatively minor net impact on junction performance. In the development's opening year of 2022, development traffic shall result in a maximum peak hour increase of 9 PCU in vehicle queue length on any junction approach and a maximum peak hour increase of 25 seconds in the mean vehicle delay on any junction approach. As a result of traffic redistribution and signal timing changes, however, other junction approaches shall benefit from a reduction of up to 24 seconds in peak hour mean vehicle delay.

The changes in traffic flows resulting from the subject development shall not be the cause of any junction approach exceeding its effective capacity (i.e. 90% degree of saturation) in any of the assessment years.

5.6 Junction 2 Primary Assessment Results

The following table gives the ARCADY modelling results, for each of the assessment scenarios, at the existing roundabout junction of Red Arches Road with Coast Road (R106). Full ARCADY outputs are provided in Appendix D.

- Arm A: Coast Road [R106] (to south)
- Arm B: Red Arches Road (to west)
- Arm C: Coast Road [R106] (to north)

Table 17 – Junction 2 Primary 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 – base year assessment – surveyed traffic flows								
A	34	44	1	1	3	4	31	112
B	15	5	0	0	4	3		
C	69	40	2	1	10	5		
2022 – opening year assessment – WITHOUT subject development								
A	38	49	1	1	4	4	20	90
B	23	10	0	0	4	4		
C	75	44	3	1	13	6		
2022 – opening year assessment – WITH subject development in place								
A	35	47	1	1	4	4	15	86
B	30	14	0	0	4	4		
C	79	48	4	1	15	6		
2027 assessment – WITHOUT subject development								
A	41	53	1	1	4	5	11	76
B	25	10	0	0	4	4		
C	82	48	4	1	18	6		
2027 assessment – WITH subject development in place								
A	38	51	1	1	4	5	7	73
B	32	15	0	0	5	4		
C	85	52	5	1	22	7		
2037 – design year assessment – WITHOUT subject development								
A	44	57	1	1	4	5	2	63
B	27	11	0	0	5	4		
C	89	52	7	1	29	7		
2037 – design year assessment – WITH subject development in place								
A	42	56	1	1	4	5	-1	61
B	34	16	1	0	5	4		
C	92	56	10	1	37	7		

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 minimal mean vehicle queues and delays experienced on all junction approaches. All junction approach streams are shown to continue operating within their effective capacities through the year 2027, with vehicle queues on all junction approaches remaining low. The junction's

northern approach is forecast to exceed effective capacity in the year 2037, primarily due to background traffic growth, but shall remain within ultimate capacity.

In each of the years assessed, the addition of the vehicular traffic generated by the proposed development, along with the redirection of traffic via the new link between Grange Road and Coast Road, are shown to have a minimal impact on junction performance. In the development's opening year of 2022, these changes in traffic flows shall result in a maximum increase of 1 PCU in peak hour mean vehicle queue length on any junction approach, and a maximum increase of 2 seconds in peak hour mean delay per PCU.

5.7 Junction 9 Primary Assessment Results

The following tables give the ARCADY modelling results, for each of the assessment scenarios, at the existing roundabout junction of Hole in the Wall Road with Grange Road (R139/R809) and Clarehall Avenue (R139). Full ARCADY outputs are provided in Appendix D.

- Arm A: Hole in the Wall Road (to north)
- Arm B: Grange Road [R139] (to east)
- Arm C: Grange Road [R809] (to south)
- Arm D: Clarehall Avenue [R139] (to west)

Table 18 – Junction 9 Primary 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 – base year assessment – surveyed traffic flows								
A	50	48	1	1	7	5	12	4
B	56	77	1	3	7	13		
C	65	85	2	5	8	21		
D	78	65	4	2	11	7		

Table 19 – Junction 9 Primary 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
2022 – opening year assessment – WITHOUT subject development								
A	56	52	1	1	8	6	5	-1
B	65	82	2	4	9	16		
C	70	90	2	8	9	31		
D	85	69	5	2	15	8		
2022 – opening year assessment – WITH subject development in place								
A	58	54	1	1	9	7	2	-4
B	74	88	3	7	12	24		
C	73	95	3	12	10	48		
D	87	73	6	3	18	9		
2027 assessment – WITHOUT subject development								
A	64	58	2	1	10	7	-3	-8
B	73	92	3	9	12	33		
C	77	102	3	27	12	88		
D	93	76	11	3	30	11		
2027 assessment – WITH subject development in place								
A	67	61	2	2	12	8	-6	-11
B	81	98	4	19	17	60		
C	80	106	4	43	14	131		
D	96	79	16	4	42	12		
2037 – design year assessment – WITHOUT subject development								
A	73	65	3	2	15	9	-11	-16
B	82	104	4	36	18	106		
C	85	113	5	75	19	217		
D	103	83	40	5	90	14		
2037 – design year assessment – WITH subject development in place								
A	75	68	3	2	16	10	-13	-18
B	89	110	7	67	29	175		
C	88	116	7	90	24	307		
D	106	86	58	6	121	17		

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 moderate mean vehicle queues and delays experienced on all junction approaches.

Under the influence of background traffic growth, however:

- the southern arm is predicted to exceed effective capacity during the PM peak hour by the year 2022 and shall exceed ultimate capacity during the PM peak by the year 2027;
- the eastern arm shall exceed effective capacity during the PM peak by the year 2027 and shall exceed ultimate capacity during the PM peak by the year 2037; and
- the western arm shall exceed effective capacity during the AM peak by the year 2027 and shall exceed ultimate capacity during the AM peak by the year 2037.

In the development's opening year of 2022 (in either peak hour period), traffic generated by the subject development shall result in maximum increases of:

- 1 second in mean delay and 0 PCU in mean queue length on the northern arm;
- 7 seconds in mean delay and 2 PCU in mean queue length on the eastern arm;
- 17 seconds in mean delay and 5 PCU in mean queue length on the southern arm; and
- 3 seconds in mean delay and 1 PCU in mean queue length on the western arm.

The changes in traffic flows resulting from the subject development shall not be the cause of any junction approach exceeding either its effective capacity or its ultimate capacity in any of the assessment years.

5.8 Design Year Sensitivity Assessment

The sensitivity assessment constitutes an additional modelling scenario for the design year 2037, in which the following traffic flows are included:

- background traffic flows scaled using TII growth factors;
- existing traffic redistributed via the new connection between Grange Road and Coast Road (see sub-section 4.4);
- vehicular trips generated by the 3no. committed developments described in sub-section 3.5 (see also sub-section 4.6);
- vehicular trips generated by the subject proposed development (see sub-sections 4.2 and 4.3); and
- potential traffic flows to be generated by the future development of the adjacent GA3 zoned lands to the north of the subject site (see sub-section 4.7).

Table 20 – Junction 1 Sensitivity Assessment Results

Junction Approach Arm and Traffic Stream		Degree of Saturation (%)		Mean Maximum Queue (PCU)		Maximum Queue at End of Red (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
Arm	Stream	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
2037 – design year sensitivity assessment – including GA3 development											
A	S / L	42	37	7	4	6	4	65	78	114	141
	R	93	77	22	10	19	9	115	100	-4	18
B	S / L	96	87	40	29	28	21	91	71	-6	3
	R	61	90	3	6	3	6	113	199	47	0
C	L	33	77	6	23	5	17	61	62	169	16
	S / R	94	68	7	12	7	10	216	77	-5	33
D	S / L	71	87	25	34	17	22	40	60	27	3
	R	97	53	30	10	18	6	117	51	-8	71

Table 21 – Junction 2 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
2037 – design year sensitivity assessment – including GA3 development								
A	42	58	1	1	4	6	-4	51
B	43	20	1	0	6	4		
C	95	60	13	1	49	8		

The results of the sensitivity assessment show that all approaches to Junctions 1 and 2 remain within their ultimate capacities under this scenario, with a maximum degree of saturation of 97% reached on any junction approach in either peak hour period.

Table 22 – Junction 9 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
2037 – design year sensitivity assessment – including GA3 development								
A	76	71	3	2	16	11	-14	-20
B	97	114	16	86	56	218		
C	91	118	8	99	29	350		
D	108	88	68	7	139	20		

At Junction 9, the results of the sensitivity assessment are similar to those of the primary assessment for the year 2037, as given in Table 19.

5.9 Supplementary Assessment of Junction 1

At the request of Fingal County Council's Transportation Planning Department, a supplementary 'stress test' assessment has been carried out of Junction 1. This represents an extreme worst-case scenario whereby:

- existing traffic currently travelling to/from Red Arches Road via Coast Road is redistributed via the new link such that approx. 60% of this traffic instead travels to/from Longfield Road via Grange Road (through Junction 1);
- all existing traffic currently travelling to/from Longfield Road via Grange Road (through Junction 1) continues to do so, despite a new link to Coast Road; and
- all traffic generated by the subject proposed development and the 3no. identified committed developments travels to/from Longfield Road via Grange Road (through Junction 1).

The results of this supplementary stress test assessment are given in the technical note provided as Appendix F.

6.0 PARKING

The proposed development comprises the following elements:

- 247no. 1-bedroom apartments (including studios);
- 439no. 2-bedroom apartments;
- 61no. 3-bedroom apartments;
- 7no. 2-bedroom townhouses;
- 96no. 3-bedroom townhouses;
- 32no. 4-bedroom townhouses;
- convenience retail units with a total gross floor area of 1,027m² (915m² + 111.5m²);
- a medical centre with a gross floor area of 462m²;
- a pharmacy with a gross floor area of 268m²;
- a crèche with a gross floor area of 539m²;
- a restaurant/café with a gross floor area of 485m²; and
- a gym with a gross floor area of 411m².

The development shall have a total car parking provision of 818no. spaces.

These shall include:

- 314no. internal (undercroft) car parking spaces for Stapolin Square apartment residents (of which 3no. shall be disabled-accessible, 6no. shall be reserved for shared cars, and 32no. shall be equipped with EV charging facilities);
- 54no. internal (undercroft) car parking spaces for commercial uses (of which 2no. shall be disabled-accessible and 6no. shall be equipped with EV charging facilities);
- 357no. external (surface level on-street) car parking spaces for houses and apartment units within Blocks B and C;
- 40no. external (surface level on-street) visitor car parking spaces (of which 4no. shall be disabled-accessible and 4no. shall be equipped with EV charging facilities);

- 48no. external (surface level on-street) car parking spaces for commercial uses; and
- 5no. external (surface level on-street) car parking spaces to serve the proposed crèche.

The development shall also include:

- 1,316no. long-term bicycle parking spaces for apartment residents;
- 194no. short-stay bicycle parking spaces for visitors (initial provision); and
- 32no. bicycle parking spaces to serve the proposed retail units, medical centre, crèche, café, and gym.

Refer to CS Consulting drawing BD-CSC-ZZ-XX-DR-C-0033 for the locations and uses of all car and bicycle parking within the development.

6.1 Residential Car Parking Provision

Table 23 – Residential Car Parking Provision (excluding visitor parking)

Block	Residential Quantum	Car Parking Spaces	Car Parking Ratio
A & D	583no. apartments	314 ⁶	0.54 spaces/unit
B	88no. apartments	48	0.55 spaces/unit
	74no. 3-bed+ townhouses	148	2.0 spaces/unit
C	76no. apartments	42	0.55 spaces/unit
	7no. 2-bed townhouses	11	1.5 spaces/unit
	54no. 3-bed+ townhouses	108	2.0 spaces/unit
TOTAL	882 units	671	0.76 spaces/unit

The proposed development shall include a total of 671no. car parking spaces associated with the 882no. residential units, equating to an overall

⁶ Including 6no. car club shared car spaces

provision of 0.76 spaces per residential unit. Of these, 6no. internal parking spaces shall be reserved for shared vehicles.

Table 24 – Residential Car Parking Provision (Residents)

Land Use	Car Parking Norm	Quantum	Standard Provision	Proposed Provision
Stapolin Square Apartments (Blocks A and D)				
1-bedroom Apartment	1 space per unit	176 units	176 spaces	314 spaces
2-bedroom Apartment	1.5 spaces per unit	347 units	521 spaces	
3-bedroom Apartment	2 spaces per unit	60 units	120 spaces	
Sub-Total			817 spaces	314 spaces
Block B Apartments				
1-bedroom Apartment	1 space per unit	36 units	36 spaces	48 spaces
2-bedroom Apartment	1.5 spaces per unit	52 units	78 spaces	
Sub-Total			114 spaces	48 spaces
Block C Apartments				
1-bedroom Apartment	1 space per unit	35 units	35 spaces	42 spaces
2-bedroom Apartment	1.5 spaces per unit	39 units	59 spaces	
3-bedroom Apartment	2 spaces per unit	2 units	4 spaces	
Sub-Total			98 spaces	42 spaces
Block B Townhouses				
3-bedroom + Townhouse	2 spaces per unit	74 units	148 spaces	148 spaces
Block C Townhouses				
2-bedroom Townhouse	1.5 spaces per unit	7 units	11 spaces	119 spaces
3-bedroom + Townhouse	2 spaces per unit	54 units	108 spaces	
Sub-Total			119 spaces	119 spaces
Entire Development				
Total			1,296 spaces	671 spaces

An additional 40no. external parking spaces shall be provided for visitor use, in the form of on-street parking bays at suitable locations on the internal road network.

The residential car parking provision of the proposed development has been assessed with respect to the *Fingal Development Plan 2017–2023*, which defines the standard norms for residential car parking provision in new developments. Table 24 and Table 25 show the car parking standards applicable to the residential elements of the proposed development, in respect of residents' car parking and visitor car parking, respectively. The total residential parking provision for the proposed development does not exceed the standard provision specified by the Local Authority development plan.

Table 25 – Residential Car Parking Provision (Visitors)

Land Use	Visitor Car Parking Norm	Quantum	Standard Provision	Proposed Provision
Stapolin Square Apartments (Blocks A and D)				
Apartment / Townhouse	1 space per 5 units	583 units	117 spaces	0 spaces
Block B Apartments and Townhouses				
Apartment / Townhouse	1 space per 5 units	162 units	32 spaces	12 spaces
Block C Apartments and Townhouses				
Apartment / Townhouse	1 space per 5 units	137 units	27 spaces	28 spaces
Entire Development				
Total			176 spaces	40 spaces

A reduced quantum of car parking is proposed for the apartment element of the subject development. The policy document *Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities)*, published by the Department of Housing, Planning and Local

Government in December 2020, gives the following guidance on the provision of residential car parking:

"In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such [as] rail and bus stations located in close proximity.

"These locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services."

It is submitted that the proposed car parking provision ratio of 0.55 spaces per unit for all apartments in the development is appropriate to the context of the site, in particular given its proximity to high quality and high frequency public transport services. A reduced car parking provision shall also serve to promote and maintain a lower rate of private car use among apartment residents, supporting planning objectives of encouraging a shift to more sustainable modes of transport.

The development site is immediately adjacent to Clongriffin railway station, to which a direct pedestrian and cyclist link shall be maintained (see sub-section 7.5). This station is served by frequent DART trains operating between Malahide and Bray/Greystones, via Dublin city centre. As noted in the Residential Travel Plan (RTP) associated with the subject

development, the development site is also within a 5-minute walk of 2no. Dublin Bus routes with peak hour service intervals of 10 minutes or less.

As also noted in the RTP, a number of improvements are proposed to public transport and cycling infrastructure and services in the vicinity of the development site, which shall further improve the viability of sustainable transport modes locally and enable a reduced dependency on private car use.

6.1.1 Proposed rail network improvements

As part of Irish Rail's DART expansion project, it is proposed to increase the capacity of the northern line (on which Clongriffin station is located) from circa 10,500 passengers in the morning peak hour to approx. 15,000 passengers by 2035. Train frequency shall be increased from the present 10-minute headway to a headway of 5 minutes, and all trains shall be lengthened to 8 carriages. Detailed design studies are being undertaken at present to inform the full delivery programme for DART expansion.

6.1.2 Proposed bus service improvements

Under the NTA's BusConnects Dublin Area Revised Bus Network proposals, a new branch bus route (designated H1) is to be implemented along Red Arches Road, Grange Road and Coast Road in the vicinity of the subject development site. This route will operate between Clongriffin railway station and Abbey Street in Dublin city centre, at maximum intervals of 10-15 mins, and will also connect to a new spine route (H2) that will operate via Coast Road, Baldoyle and Sutton. Route H1 would be able to cross the railway line between Red Arches Road and Clongriffin via the existing bridge and the bus ramp connection that is proposed as part of the subject development (see sub-section 7.5).



Figure 19 – BusConnects route proposals
(source: NTA)

6.1.3 Proposed cycling infrastructure improvements

As part of the Cycle Network Plan for the Greater Dublin Area, administered by the National Transport Authority, it is proposed that secondary cycle route 1A be implemented along Grange Road in the vicinity of the subject development site. Additionally, it is proposed to implement feeder routes linking the subject development site to this route.

6.2 Non-Residential Parking Provision

The proposed development includes a crèche with a gross floor area of 539m² (provisionally assumed to comprise 10no. classrooms), retail units with a combined gross floor area of 1,295m² (including a pharmacy with a gross floor area of 268m²), a medical centre with a gross floor area of 481m² (provisionally assumed to comprise 5no. consulting rooms), a restaurant/café with a gross floor area of 485m², and a gym with a gross

floor area of 411m², all of which are located in Stapolin Square (Blocks A and D).

Table 26 – Non-Residential Car Parking Provision

Land Use	Car Parking Max/Norm	Quantum	Standard Provision	Proposed Provision
Crèche	0.5 spaces per classroom ⁷	10 classrooms ⁸	5 spaces	5 spaces
Retail – Comparison / Convenience	1 space per 30m ² GFA ⁷	1,295m ² GFA ⁹	43 spaces	41 spaces
Medical Practice	2 spaces per consulting room ¹⁰	5 consulting rooms ⁸	10 spaces	10 spaces
Restaurant / Café	1 space per 15m ² GFA ¹⁰	485m ² GFA	32 spaces	31 spaces
Gymnasium	1 space per 20m ² GFA ¹⁰	411m ² GFA	21 spaces	20 spaces
TOTAL			111 spaces	107 spaces

The car parking provision of these development elements has been assessed with respect to the *Fingal Development Plan 2017–2023*, which defines the standard maximum and normal provision rates for non-residential land uses in new developments. Table 26 shows the car parking standards applicable to these elements of the proposed development.

54no. car parking spaces shall be provided internally at Stapolin Square, to accommodate the development's non-residential/commercial elements.

⁷ Maximum standard

⁸ Provisional figure

⁹ Including pharmacy

¹⁰ Normal standard

A further 53no. on-street car parking spaces for non-residential uses shall be provided eternally in proximity to Stapolin Square.

In addition to these parking spaces, 5no. spaces shall be provided within a set-down area at surface level adjacent to the crèche; these set-down spaces are intended to help ensure that parents dropping off or collecting children from the crèche need not use parking spaces that may be required by the medical centre or retail elements of the development.

6.3 Disabled-Accessible Car Parking Requirements

The *Fingal Development Plan 2017–2023* sets out the minimum requirement for the provision of disabled-accessible parking in new developments, as a proportion of the total development car parking provision. Table 27 applies this requirement to the proposed development.

Table 27 – Accessible Car Parking Provision

Parking Location and Use	Proposed Car Parking Provision	Minimum Required Proportion	Accessible Spaces Required	Accessible Spaces Proposed
Block A/D Residential	314 spaces	1%	3	3
Block B Residential	208 spaces ¹¹		2	2
Block C Residential	189 spaces ¹¹		2	2
Block A/D Commercial	107 spaces		1	2
TOTALS			8	9

¹¹ Including both residents' parking and visitor parking

A total of 9no. disabled-accessible spaces shall be provided within the development. These shall include:

- 3no. accessible spaces within Stapolin Square for residential use;
- 2no. accessible spaces within Stapolin Square for non-residential use;
- 2no. on-street accessible spaces within Block B; and
- 2no. on-street accessible spaces within Block C.

6.4 Electric Vehicle Charging Provision

The *Fingal Development Plan 2017–2023* stipulates that a minimum of one car parking space in every hundred provided in new developments should be “reserved for electric vehicles with charging facilities”. Table 28 applies this requirement to the proposed development.

Table 28 – Reserved Electric Vehicle Parking Provision

Parking Location and Use	Proposed Car Parking Provision	Minimum Required Proportion	Reserved EV Spaces Required	Reserved EV Spaces Proposed
Undercroft Residential	314 spaces ¹²	1%	3	32
Surface Residential	397 spaces ¹²		4	4
Block A/D Commercial	107 spaces		1	6
TOTALS			8	42

Within the internal car parking at Stapolin Square, 38no. car parking spaces shall be equipped with electric vehicle charging points and shall be reserved for use by electric vehicles. These shall include:

- 32no. spaces for residential use; and

¹² Including both residents' parking and visitor parking

- 6no. spaces for non-residential use.

In addition to these, 4no. surface level visitor car parking spaces shall be equipped with electric vehicle charging points.

EV charging-equipped spaces shall therefore represent 10% of spaces within the Stapolin Square undercroft car park, or 5% of the development's total car parking provision. This significantly exceeds the 1% requirement of the *Fingal Development Plan 2017–2023*.

All remaining car parking spaces within the development shall be 'future-proofed' by the inclusion of ducting to permit the rapid future installation of EV charging points, as defined in the ESB ecars specification document no. 18017 (Public Charge Points, last reviewed February 2012).

Refer to drawings and documentation prepared by OCSC (mechanical & electrical engineering consultants) for further details of the proposed electric vehicle charging infrastructure.

6.5 Residential Car-Share Parking

It is proposed to establish a car-sharing club for residents of the development. 6no. dedicated shared vehicles shall be provided and maintained by an external service provider under agreement with the development's management company; 6no. car parking spaces within the residential section of the internal car park at Stapolin Square shall be reserved for these vehicles.

A single shared car may make as many trips in a day as 14 private cars. Assuming one shared car to be equivalent to 10no. private cars, the 6no. shared car parking spaces may therefore be considered to reduce parking demand within the development by 54no. spaces.

Further details of the proposed residential car club arrangements are provided in sub-section 7.9 of this report.

6.6 Car Parking Management

The residential and commercial areas of car parking within Stapolin Square (Blocks A and D), shall be physically segregated. Access to the residential car parking shall be regulated by means of barrier control systems located at the base of the northern access ramp from surface level, and within the undercroft car park in proximity to the southern access. Residents shall gain access by means of an RFID key fob or similar automated system. Refer to CS Consulting drawing BD-CSC-ZZ-XX-DR-C-0033 for details of the internal car parking arrangement.

It is proposed that all surface-level roadways within the development be taken in charge by the Local Authority. However, footpaths and 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 surface-level residents' and visitor car parking spaces, as well as the non-residential/commercial car parking spaces within Stapolin Square.

It is recognised that there is potential for undisciplined informal parking along the development's internal road network, particularly in the vicinity of Stapolin Square, as this may be perceived as a convenient parking option for those accessing Clongriffin railway station. The development's internal road network includes physical design features such as kerb buildouts to prevent such informal parking, and the implementation of on-street car parking along a significant proportion of the internal road network shall provide a further deterrent. At locations where neither such measure

is practical, it is proposed that on-street parking be prohibited by double yellow line road markings.

6.7 Bicycle Parking Provision

Table 29 – Bicycle Parking Provision (Fingal Development Plan)

Land Use	Cycle Parking Norm	Quantum	Standard Provision (spaces)	Proposed Provision (spaces)
Apartments and Townhouses				
1-bedroom units ¹³	1 per unit + 1 visitor per 5 units	247 units	296 spaces	1,510
Other	n/a	635 units	n/a	
Sub-Total			296	1,510
Non-Residential Elements				
Crèche	0.5 spaces per classroom	10 classrooms	5	6
Retail ¹⁴	1 space per 100m ² GFA	1,295m ² GFA ¹⁵	13	16
Clinic, Medical Practice	1 space per 4 consulting rooms	5 consulting rooms	1	2
Restaurant, Café	1 space per 150m ² GFA	485m ² GFA	3	4
Gymnasium	1 space per 100m ² GFA	411m ² GFA	4	4
Sub-Total			26	32
Entire Development				
TOTAL			322	1,542

¹³ The *Fingal Development Plan 2017–2023* does not specify a standard bicycle parking provision for residential units with more than one bedroom.

¹⁴ Food store, comparison, and convenience retail categories.

¹⁵ Including pharmacy

The bicycle parking provision of the proposed development has been assessed with respect to the *Fingal Development Plan 2017–2023*, which defines the standard norms for bicycle parking provision in new developments. Table 29 shows the standards applicable to the proposed development.

32no. bicycle parking spaces shall be provided externally at Stapolin Square, providing publicly accessible short-stay bicycle parking for patrons of the developments' non-residential/commercial elements.

Table 30 – Long-Term Residential Bicycle Parking (Apt. Guidelines)			
Cycle Parking Recommendation	Quantum	Recommended Provision	Proposed Provision
Stapolin Square Apartments (Blocks A and D)			
1 storage space per bedroom	1,050 bedrooms	1,050 spaces	1,056 spaces
Block B Apartments			
1 storage space per bedroom	140 bedrooms	140 spaces	142 spaces
Block C Apartments			
1 storage space per bedroom	118 bedrooms	118 spaces	118 spaces
Total long-term bicycle parking for apartment residents			
TOTALS		1,309 spaces	1,316 spaces

A total of 1,316no. secure long-term bicycle parking spaces shall be provided for apartment residents, in accordance with the recommendations of the December 2020 Apartment Guidelines (see Table 30). These shall be distributed as follows:

- 1,056no. spaces in internal cycle storage rooms in Blocks A and D;
- 142no. spaces in internal cycle storage rooms and secure external cycle stores in the Block B apartment buildings; and

118no. spaces in internal cycle storage rooms and secure external cycle stores in the Block C apartment buildings.

A phased approach is taken to the provision of visitor bicycle parking to serve the development's 5no. apartment buildings. Publicly accessible short-stay visitor bicycle parking shall initially be provided at the rate of 1 space per 4 apartment units (50% of the Apartment Guidelines recommendation), as given in Table 31.

Designated areas shall however be set aside for the future provision of additional visitor bicycle parking, up to the full quantum recommended by the Apartment Guidelines, as shown on CS Consulting drawing BD-CSC-ZZ-XX-DR-C-0033. The usage of visitor bicycle parking shall be monitored by the development's Residential Travel Plan Coordinator as part of the Residential Travel Plan, and additional visitor cycle parking facilities shall be installed in response to identified demand.

Table 31 – Initial Residential Visitor Bicycle Parking (Apt. Guidelines)

Cycle Parking Recommendation	Quantum	Recommended Provision	Proposed Provision
Stapolin Square Apartments (Blocks A and D)			
1 visitor parking space per 2 units	583 units	292 spaces	146 spaces
Block B Apartments			
1 visitor parking space per 2 units	88 units	44 spaces	22 spaces
Block C Apartments			
1 visitor parking space per 2 units	76 units	38 spaces	26 spaces
Total initial short-stay bicycle parking for apartment visitors			
TOTALS		374 spaces	194 spaces

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

7.1 Development Access



Figure 20 – Vehicular access points to subject development
(map data & imagery: OSi, OSM Contributors, BSLA, Google)

The subject development's internal road network shall tie into the existing surrounding road network at a total of 5no. locations to give vehicular access to the development (see Figure 20).

The 2no. primary vehicular access points are:

- (A) the northward continuation of Longfield Road, which originates at Grange Road approx. 280m to the south; and
- (B) the westward continuation of Red Arches Road, which originates at Coast Road approx. 930m to the east.

A further 3no. vehicular access points shall be located on the western and southern boundaries of the development:

- (C) a ramp rising to meet the existing podium-level roadway at Clongriffin railway station, providing a link to Station Hill and to Clongriffin Main Street (this shall be restricted to use by public service vehicles, cyclists, and pedestrians – see sub-section 7.5);
- (D) a new connection (in the form of a simple priority junction) to the existing Myrtle Avenue at the site's southern boundary; and
- (E) a simple priority junction connecting the extended Longfield Road within the subject development to the east-west street of the committed development under construction to the south-east (which in turn connects to Myrtle Avenue).

Provision is also made for connectivity between the subject development and future development of the lands to the north:

- (F) proposed roads within the eastern and northern boundaries of the subject site that may be extended into Growth Area 2; and
- (G) the continuation of Longfield Road on a north-south axis through the entire subject development, allowing it to be further extended into Growth Area 3.

All connections between the development's internal road network and the existing external road network, including the new priority-controlled junctions at access locations (D) and (E), 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 internal road network and provisions for vehicular access to/from the surrounding road network, refer to CS Consulting drawings BD-CSC-ZZ-XX-DR-C-0001, BD-CSC-ZZ-XX-DR-C-

0016, BD-CSC-ZZ-XX-DR-C-0018, BD-CSC-ZZ-XX-DR-C-0025, BD-CSC-ZZ-XX-DR-C-0032, and BD-CSC-ZZ-XX-DR-C-0034.

7.2 Internal Site Layout and Road Hierarchy

The internal road network of the proposed development comprises link roads along the north-south and east-west axes, allowing circulation into and through the development site, as well as a network of connecting local streets that serve the individual blocks within the development.



Figure 21 – Road hierarchy
(extract of CS Consulting drawing BD-CSC-ZZ-XX-DR-C-0032)

The primary link road through the development is the continuation of Longfield Road, which shall extend northward through the site from its current termination at the site's southern boundary. This shall have a carriageway width of 7.0m, comprising one traffic lane in either direction, and shall be flanked to either side by a 2.6m-wide pedestrian footpath. Along the southern part of this Longfield Road extension, perpendicular on-street car parking spaces shall be arranged to either side of the road, between the carriageway and the footpath (see Figure 22). Limited on-street car parking shall also be provided along the northern section but shall take the form of recessed parallel parking bays.

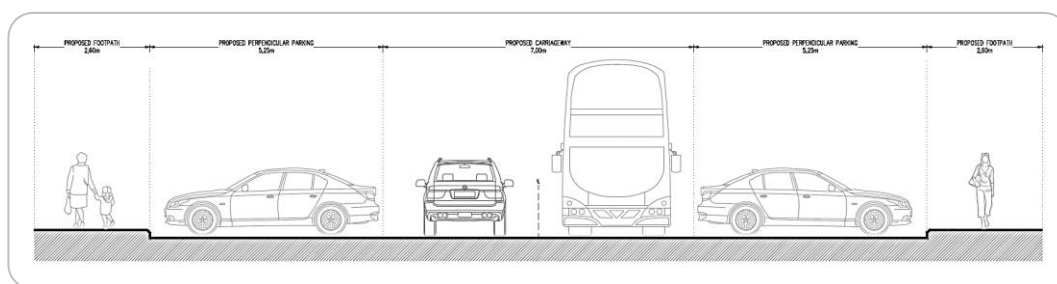


Figure 22 – Typical link road cross section (Longfield Road)

The second link road is the westward continuation of Red Arches Road, which shall be extended to meet Longfield Road. The third link road is that which extends westward from Longfield Road, along the northern side of Stapolin Square (immediately within the northern boundary of the development site) and continues along the western side of Stapolin Square. This provides the connection between Longfield Road and the proposed bus ramp up to the podium level of Clongriffin railway station (see sub-section 7.5).

All three link roads have been designed to permit the regular passage of buses, as illustrated in Figure 22. On-line bus stops are provided on both roads, in proximity to Stapolin Square and to the proposed bus ramp by Clongriffin railway station.

All other internal roads within the development are classed as local streets and primarily serve a local access function. These shall generally have a carriageway width of 5.5m, comprising one traffic lane in either direction, and shall also be flanked by 2.6m-wide footpaths. Along those sections of local streets on which dwellings are located, perpendicular on-street car parking spaces shall be arranged to either side of the road, between the carriageway and the footpath (see Figure 23).

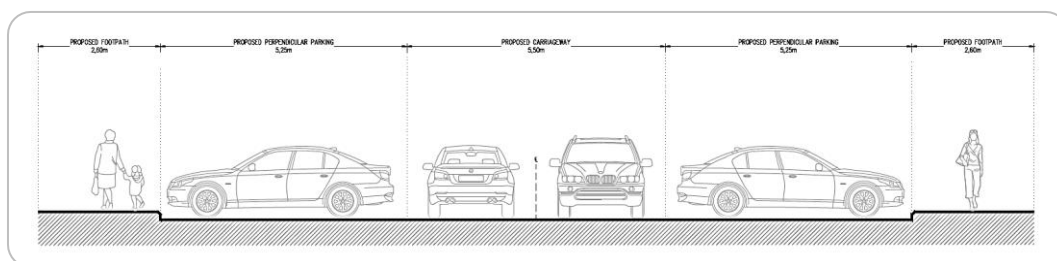


Figure 23 – Typical two-way local street cross section (Racecourse Grove)

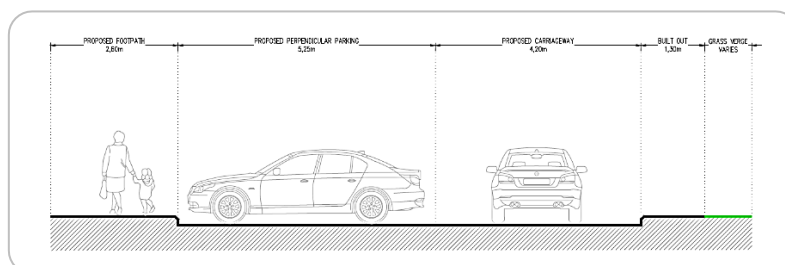


Figure 24 – Typical one-way local street cross section (Stapolin Avenue)

Two sections of local street along the eastern boundary of the development site shall be restricted to one-way vehicular traffic. As shown in Figure 24, these street sections shall have a reduced carriageway width of 4.2m at points, increasing to a minimum of 6.0m where required to facilitate manoeuvres into and out of perpendicular parking spaces.

For further details of the development's internal road network and road hierarchy, refer to CS Consulting drawings BD-CSC-ZZ-XX-DR-C-0001, BD-CSC-ZZ-XX-DR-C-0016 to BD-CSC-ZZ-XX-DR-C-0025, BD-CSC-ZZ-XX-DR-C-0032, and BD-CSC-ZZ-XX-DR-C-0034.

All road infrastructure within the development shall be designed and constructed to Fingal County Council taking-in-charge standards.

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 4.5m, in order to discourage high vehicle speeds, except where larger radii are required to facilitate bus movements (kerb radii of 6.0m, at the junction of Longfield Road with Red Arches Road only). 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 perpendicular and 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 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 the full length of the site's eastern and southern boundaries, as well as via the proposed bus ramp (and associated lift) to/from Clongriffin railway station at the site's western boundary. The development layout also allows for convenient future pedestrian and cyclist access to the lands north of the subject site, once these are developed.

Access to Clongriffin railway station for pedestrians and cyclists from the eastern side of the railway line is currently possible via lifts and stairs located within the subject site. As part of the proposed development, new lifts and stairs shall be provided at Stapolin Square, providing access to the railway station. The existing lifts and stairs shall be maintained in operation until such time as the proposed new lifts and stairs have been completed.

Raised pedestrian footpaths are provided along all internal roads within the development, and a pedestrian plaza shall be created at Stapolin Square (providing an east-west link across the square). A total of 1,542no. bicycle parking spaces shall be provided within the development; these shall include 1,316no. secure and sheltered long-term bicycle parking spaces for apartment residents, 194no. visitor bicycle parking spaces serving apartment buildings, and 32no. publicly accessible short-stay bicycle parking spaces for the development's non-residential elements at Stapolin Square.

A key element of the development's pedestrian and cyclist infrastructure is the linear park that shall extend through the development site along the north-south axis, between Longfield Road (to its west) and Racecourse Way (to its east). This shall be separated from the adjacent streets by railings and planting, with frequent pedestrian and cyclist access points along its boundaries. All railings in place along the park boundaries have been set back from the adjacent street edge, to ensure that a refuge space is available for any pedestrians crossing the street elsewhere than at a park access point.

The interfaces between the linear park and the adjacent streets have been designed to ensure good intervisibility between pedestrians, cyclists, and motorists. CS Consulting drawing BD-CSC-ZZ-XX-DR-C-0024 demonstrates the intervisibility splays along adjacent streets that are achievable at each of the park access points.

7.5 Bus Ramp

As noted in sub-section 3.4, the *Fingal Development Plan 2017–2023* and the *Baldoyle/Stapolin Local Area Plan* provide for a road link across the railway line at Clongriffin railway station, between Clongriffin and Stapolin, to allow for the east-west passage of public transport. The existing road on the western side is ramped up to the level of the railway station podium (approx. 16m AOD), where it terminates. As part of the subject development, it is proposed to provide a similar ramped road connection on the eastern side to complete the road link.

The proposed ramp shall begin immediately to the north of Stapolin Square turning to the left to run along the western side of Stapolin Square before turning right and connecting to the existing railway station podium. The ramp shall have a maximum gradient of 1:20 and shall be restricted to the use of pedestrians, cyclists, and public service vehicles. In compliance with TII design standard DN-REQ-03034, a high containment vehicle restraint barrier shall be provided along either side of the bus ramp, extending a minimum distance of 45m from the existing station podium.

Refer to CS Consulting drawings BD-CSC-ZZ-XX-DR-C-0017 and BD-CSC-ZZ-XX-DR-C-0020 for further details of the proposed bus ramp connection. CS Consulting has liaised with Irish Rail as part of the design process for the bus ramp, to ensure that Irish Rail requirements are integrated into the design.

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. On-street loading bays and drop-off areas are provided on Longfield Road and Red Arches Road, in proximity to Stapolin Square (Blocks A and D of the proposed development, comprising apartment units and non-residential elements).

An Operational Waste Management Plan in respect of Stapolin Square has been prepared by AWN Consulting and is submitted separately in support of this application. Refer to this document for full details of the anticipated waste generation of Stapolin Square and its planned waste collection arrangements.

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 cars manoeuvring within the proposed development, as well as for a refuse vehicle and a fire tender. These analyses, provided on drawings BD-CSC-ZZ-XX-DR-C-0026 to BD-CSC-ZZ-XX-DR-C-0028 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 development site is immediately adjacent to Clongriffin railway station, which is served by frequent DART trains operating between Malahide and Bray/Greystones via Dublin city centre. In addition, the development site is within a 5-minute walk of 2no. Dublin Bus routes with peak hour service intervals of 10 minutes or less.

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

7.9 Residential Car-Share Scheme

A residential car sharing club shall be established within the development, allowing residents the common use of a small vehicle pool based permanently within the site. Private cars are parked for the vast majority of the time, whereas shared cars are in use far more frequently and therefore make more efficient use of parking spaces: a single shared car may make as many trips in a day as 14no. private cars.

An early model of residential car club entailed the purchase and maintenance of a vehicle pool by a development's management company; the high initial outlay and capital risk therefore restricted such schemes primarily to very large developments. With the advent of publicly-accessible car sharing schemes, residential and office developments now have the opportunity to 'host' a number of shared cars from a larger fleet, the use of which is restricted to development occupants. In this model, vehicle supply and maintenance, as well as driver insurance, are all organised by an external car-sharing company and do not need to be arranged by the development's management company.

Within the residential section of the proposed development's internal car park at Stapolin Square, it is intended to provide 6no. shared cars for the sole use of the development's residents. GoCar, Ireland's largest and longest-established car-sharing service, has indicated a willingness to supply and manage these vehicles, operating them following the model described above. Refer to Appendix E for a supporting letter of intent provided by GoCar.

7.10 Independent Quality Audit

An independent Quality Audit of the proposed development layout and access arrangements has been conducted by Roadplan Consulting on behalf of CS Consulting. This incorporates the following four components:

- access audit
- cycling audit
- walking audit
- road safety audit

The Quality Audit was completed in October 2020. Design changes have been made in response to the recommendations of the Quality Audit and the measures adopted have been accepted by the audit team. Refer to CS Consulting drawing BD-CSC-ZZ-XX-DR-C-0034 for details of these design changes.

The Quality Audit report document issued by Roadplan Consulting, together with the audit response form, are provided as an appendix to the accompanying Road Infrastructure Design Report.

8.0 COMMENTS RECEIVED FROM PLANNING AUTHORITIES

Both An Bord Pleanála and Fingal County Council have reviewed the planning documentation submitted in respect of the proposed development during the pre-application consultation phase of the SHD process (including a previous version of the present Traffic Impact Assessment). A tripartite pre-application consultation meeting has also been held with An Bord Pleanála and Fingal County Council.

The relevant opinions of An Bord Pleanála that pertain to traffic and transport matters, as communicated to the applicant, are reproduced below; also examined in this section are the recommendations of Fingal County Council's Transportation Planning Department, which were issued to An Bord Pleanála. In each case, we describe measures taken by the design team in response to these opinions and recommendations.

8.1 Opinions Issued by An Bord Pleanála

An Bord Pleanála has on the 29th of October 2020 issued an opinion enumerating the items of specific information that should be submitted with any application for permission. The following items among these are of relevance to this Traffic Impact Assessment.

8.1.1 ABP Item 3 – cycle and pedestrian connections

“Details of cycle and pedestrian connections including legibility and permeability through the development site to the train station and other surrounding areas. The matter of 24 hour accessibility to the train station, given the level differences involved, should also be addressed. Landscaping proposals including an overall landscaping masterplan for the development site. Details pertaining to the quantity, type and location of all proposed hard and soft landscaping

including details of play equipment, street furniture including public lighting and boundary treatments should be submitted."

Response to ABP Item 3

Details of cycle and pedestrian connections through the development site to the train station and other surrounding areas are given on the following CS Consulting drawings within this submission:

- BD-CSC-ZZ-XX-DR-C-0001
- BD-CSC-ZZ-XX-DR-C-0016
- BD-CSC-ZZ-XX-DR-C-0017
- BD-CSC-ZZ-XX-DR-C-0018
- BD-CSC-ZZ-XX-DR-C-0025
- BD-CSC-ZZ-XX-DR-C-0032
- BD-CSC-ZZ-XX-DR-C-0034

Access to Clongriffin railway station from the subject development shall be ensured by the proposed new stairs and lifts (located at the new public plaza) and by the proposed new bus ramp, both of which shall be accessible to the public 24 hours a day.

For full details of the development's landscaping proposals, including street furniture, public lighting, and boundary treatments, please refer to the landscape architect's drawings and documentation.

8.1.2 ABP Item 6 – additional transportation details

"Additional transportation details having regard to the requirements of the Transportation Planning Division as contained within section 8.3.7 Access and Transportation of PA Opinion."

Response to ABP Item 6

Responses to points raised by Fingal County Council's Transportation Planning Division and contained within section 8.3.7 (Access and

Transportation) of the Planning Authority Opinion are provided in sub-section 8.2.

8.2 Recommendations of Fingal County Council

Fingal County Council on the 1st of July 2020 issued an opinion, informed by the internal report of its Transportation Planning Department, making the following recommendations relating to transportation.

8.2.1 FCC Point 1 – junction details

"Details of the access road tie-in junctions illustrating which road has priority should be provided to ensure there is no ambiguity in the final design for road users."

Response to FCC Point 1

As shown on CS Consulting drawings BD-CSC-ZZ-XX-DR-C-0016 and BD-CSC-ZZ-XX-DR-C-0018, stop controlled junctions are indicated at those locations where the development's internal road network ties in to the existing/permitted external road network.

8.2.2 FCC Point 2 – residential parking provision

"The parking provision to serve the residential element of the proposed development needs to be reconsidered. It is considered to be 357 spaces below what the Transportation Planning Section would consider to be the absolute minimum practical parking requirement."

Response to FCC Point 2

The final proposals for residential car parking provision within the development, and the rationale behind the selected car parking ratios, are presented in sub-section 6.1 of this report.

8.2.3 FCC Point 3 – Clongriffin Station ramp

“The applicant has provided insufficient information within the current submission with regard to the construction details of the ramp which is to connect to Clongriffin Station. Information is required relating to the build-up and construction methods need to be provided. This should be requested to form part of any formal application.”

Response to FCC Point 3

Refer to CS Consulting drawing BD-CSC-ZZ-XX-DR-C-0017 for structural and road build-up details of the proposed bus ramp to Clongriffin Station. The construction methodology and scheduling for this ramp will be discussed in detail with both Iarnród Éireann and Dublin Bus prior to the commencement of works, as described in the accompanying Construction Management Plan.

8.2.4 FCC Point 4 – Donaghmede roundabout assessment

“A revised Traffic & Transport Assessment with an assessment of the capacity of the roundabout junction at Donaghmede (the junction of the R139/R809 and the Hole-in-the-wall Road) should be carried out.”

Response to FCC Point 4

The present Traffic Impact Assessment report now includes the operational assessment of the existing roundabout junction at Donaghmede (the junction of the R139/R809 and the Hole-in-the-Wall Road). The results of this assessment are presented in sub-section 5.7.

It is noted also that the internal report of the Transportation Planning Department states:

“It is likely that most AM traffic will head west and south for links to the M1, M50, Dublin Airport and the City Centre direct particularly as travel to these destinations via junction 2 (the existing

roundabout junction of Red Arches Road and Coast Road) would add significantly to journey time and distance. Consequently, the scenario where the majority of all new, committed and existing development heads to Junction 1 (Longfield Road with Grange Road (R809) and Grange Rise) should also be assessed as a stress test."

A supplementary stress test of Junction 1, which corresponds to the above scenario, has been conducted and the results of this are provided within Appendix F to this report.

8.2.5 FCC Point 5 – commercial parking provision

"Clarity is required over the parking provision to serve the proposed commercial element of the proposed development – the proposed parking and set down arrangement serving the creche and medical facility requires further consideration."

Response to FCC Point 5

A summary schedule of areas for the development's non-residential/commercial elements is given in sub-section of this report. This also details the proposed car parking provision for these elements.

8.2.6 FCC Point 6 – undercroft parking layout

"The basements car parking requires further consideration as it is considered that a large amount of the parking spaces provided are not adequate in terms of their size and accessibility. A revised swept path analysis should also be required."

Response to FCC Point 6

The layout of the undercroft car park beneath Stapolin Square (Blocks A & D) has been revised to improve accessibility and usability. In particular, it is ensured that a minimum aisle width of 6.0m is provided

wherever perpendicular parking spaces are located. Previous conflicts with structural elements have been resolved. Swept path analyses of the revised undercroft layout are given on CS Consulting drawings BD-CSC-ZZ-XX-DR-C-0026 to BD-CSC-ZZ-XX-DR-C-0028.

8.2.7 FCC Point 7 – undercroft accesses

"The applicant should be requested to submit sufficient details relating to the access ramp particularly with regard to the clearance heights of the ramp, the gradient of the ramp and the provision of any transition gradients."

Response to FCC Point 7

Undercroft accesses comply with the IStructE *Design Recommendations for Multi-Storey and Underground Car Parks*, particularly with regard to ramp gradient and perpendicular clearances. The southern access to the Stapolin Square undercroft parking shall be level, while the northern access ramp shall have a gradient of approx. 1:50. Access ramp transition slopes are therefore not required.

8.2.8 FCC Point 8 – undercroft parking segregation

"Clarity is required to indicate how it is proposed to segregate residential parking and commercial parking in such a manner as to ensure the availability of residential parking to residents 24/7."

Response to FCC Point 8

Residential and non-residential car parking within the undercroft car park shall be segregated by means of barrier control systems (with RFID key fob access or similar). All residential parking shall be accessible to residents at all times. Non-residential parking shall be accessible only via the southern ramp into the undercroft.

8.2.9 FCC Point 9 – EV charging point provision

“Details of the location and number of Electric Vehicle charging points should be provided with the main application.”

Response to FCC Point 9

38no. car parking spaces within the Stapolin Square undercroft car park shall be equipped with electric vehicle charging points. This equates to 10% of spaces within the undercroft, or 5% of the development's total car parking provision, significantly exceeding the 1% requirement of the Fingal Development Plan.

All remaining car parking spaces within the development shall be 'future-proofed' by the inclusion of ducting to permit the rapid future installation of EV charging points, as defined in the ESB ecars specification document no. 18017 (Public Charge Points, last reviewed February 2012).

8.2.10 FCC Point 10 – traffic calming measures at linear park

“Details of the traffic calming measures being implemented to achieve a self-policing speed limit of 30km/hr in the immediate vicinity of the Linear park should be provided.”

Response to FCC Point 10

Traffic calming measures have been implemented along Longfield Road, which bounds the western side of the linear park, to achieve a self-policing speed limit of 30km/h along this street. These take the form of vertical deflections (raised table junctions and a raised pedestrian crossing). There is no longer any road proposed to run along the eastern side of the linear park.

The final landscaping proposal for the development shall ensure that the vegetation selected around the verge between the park fencing

and the Longfield Road carriageway is suitable for this location and shall not encroach on this space or obstruct sightlines.

8.2.11 FCC Point 11 – Road Safety Audit

“Road Safety Audits should be carried out as part of the proposed development at the relevant stages as outlined in current edition of Transportation Infrastructure Ireland guidelines GE-STY-1027.”

Response to FCC Point 11

As described in sub-section 7.10 of this report, an independent Quality Audit of the proposed development layout and access arrangements (incorporating a Road Safety Audit) has been conducted by Roadplan Consulting on behalf of CS Consulting.

Design changes have been made in response to the recommendations of the Quality Audit and the measures adopted have been accepted by the audit team. Refer to CS Consulting drawing BD-CSC-ZZ-XX-DR-C-0034 for details of these design changes.

The Quality Audit report document issued by Roadplan Consulting, together with the audit response form, are provided as an appendix to the accompanying Road Infrastructure Design Report.

9.0 SUMMARY & CONCLUSIONS

This report examines the impact of a proposed mixed residential development at Stapolin Growth Area 1, Baldoyle, Dublin 13 on the performance of the surrounding road network, and assesses the development's internal layout; car and bicycle parking provision; cyclist and pedestrian facilities; and servicing arrangements.

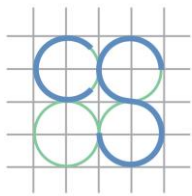
The main observations and conclusions of this study are as follows:

- The proposed development shall not generate excessive vehicular traffic flows. Total vehicle trips (arrivals and departures combined) of 351 PCU are predicted during the AM peak hour (08:00-09:00), and total vehicle trips of 347 PCU in the PM peak hour (15:30-16:30).
- The development shall connect Longfield Road and Red Arches Road, creating a new link that shall result in some redistribution of existing traffic between Grange Road (to the south) and Coast Road (to the east). It is demonstrated that this redistribution of traffic shall not in itself have any detrimental effect on the operation of surrounding road junctions.
- The 2no. modelled existing junctions closest to the development site on the public street network (located on Grange Road and Coast Road) currently operate within their effective capacities on all approaches and shall continue to operate within ultimate capacity when the development is completed in 2022; in 2027, 5 years after opening; and in 2037, 15 years after development completion. Traffic related to the proposed development shall have a relatively minor net impact on the operation of these junctions, resulting in a maximum increase of 9 PCU in vehicle queues on any junction approach and a maximum increase of 25 seconds in the mean vehicle delay on any junction approach in the development's opening year of 2022.
- The existing roundabout junction of Hole in the Wall Road with Grange Road (R139/R809) and Clarehall Avenue (R139) currently operates

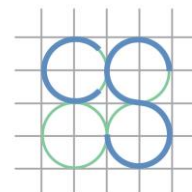
within effective capacity but is expected to exceed effective capacity on at least one approach by the year 2022, under the influence of background traffic growth. In the development's opening year of 2022, traffic generated by the subject development shall result in a maximum increase of 5 PCU in vehicle queue length on any junction approach and a maximum increase of 17 seconds in the mean vehicle delay on any junction approach.

- Vehicular traffic related to the proposed development shall result in a maximum increase of 6.0% in total traffic flows at any other road junction, in either peak hour period.
- The proposed provision of car and bicycle parking within the development (including disabled-accessible car parking spaces) is generally compliant with the guidance set out in the 2020 policy document *Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities)*.
- Swept path analyses have been conducted for cars manoeuvring within the proposed development, as well as for a refuse vehicle and a fire tender. These indicate that the design of the development access and its internal layout can accommodate these vehicle movements where required.
- An independent Quality Audit of the proposed development layout and access arrangements has been conducted by Roadplan Consulting on behalf of CS Consulting. Design changes have been made in response to the recommendations of the Quality Audit and the measures adopted have been accepted by the audit team. Refer to CS Consulting drawing BD-CSC-ZZ-XX-DR-C-0034 for details of these design changes.

In summary, the assessment indicates that the proposed development can be supported by the existing road infrastructure, that the parking provision



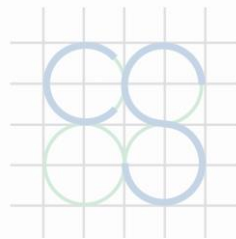
for the proposed development is generally compliant with applicable guidelines, and that the development's access arrangement and internal layout are fit for purpose and comply with the *Design Manual for Urban Roads and Streets*.



CS CONSULTING
GROUP

Appendix A

Traffic Survey Data



CS CONSULTING
GROUP

Survey Name :	J-389 Baldoye
Site:	1
Date:	23.01.20
Time:	07:00-19:00
Location:	53.3975117,-6.1489037
Classification:	CAR, LGV, OGV1, OGV2, PSV, M/C, P/C.



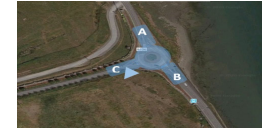
	A => A									A => B									A => C									A => D								
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT				
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H/TOT	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	2	14	3	1	0	0	0	0	0	4	66	2	0	0	0	0	2	70			
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H/TOT	0	0	0	0	0	0	0	0	32	3	1	0	0	0	0	0	36	3	0	0	0	0	0	1	4	36	3	0	0	0	0	0	0	39		
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H/TOT	0	0	0	0	0	0	0	0	17	6	0	0	0	0	0	0	23	5	1	0	0	0	0	0	6	22	4	0	0	0	1	0	0	27		
11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4			
11:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7			
11:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	3	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	4			
11:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6		
H/TOT	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	2	13	3	0	0	0	0	0	1	4	18	2	0	0	0	0	0	1	21		
12:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	0	12		
12:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2	4	0	1	0	0	0	0	5			
12:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8			
12:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	10	1	0	0	0	0	0	11			
H/TOT	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	19	6	0	0	0	0	0	0	6	32	3	1	0	0	0	0	0	36		
13:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	1	1	0	0	0	0	2	12	1	0	0	0	0	0	1	14		
13:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3			
13:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7	1	2	0	0	0	0	0	3	4	0	0	0	0	0	0	4			
13:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	9			
H/TOT	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	0	16	2	3	1	0	0	0	0	6	27	2	0	0	0	0	0	1	30		
14:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	13	0	0	0	0	0	0	13			
14:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	5	2	0	0	0	0	1	0	8		
14:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5			
14:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5			
H/TOT	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	0	15	4	0	0	0	0	0	0	4	27	3	0	0	0	0	1	0	31		
15:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	0	8		
15:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4			
15:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8			
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9			
H/TOT	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	22	4	0	0	0	0	0	0	4	25	4	0	0	0	0	0	0	29		
16:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6			
16:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	1	1	0	0	0	0	0	2	5	1	0	0	0	0	0	6			
16:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7	0	0	0	0</															

B ==> A								B ==> B								B ==> C								B ==> D								
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	
9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	51	10	0	0	2	0	3	66	
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5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	21	6	0	0	0	0	0	27	54	7	0	0	1	0	3	65	
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25	65	4	1	0	2	0	2	74	
22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	58	14	0	0	0	0	0	72	226	27	2	0	6	0	10	271	
8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	39	11	1	0	0	0	0	51	83	5	2	0	2	0	2	94	
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8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	35	7	0	0	0	0	0	42	122	6	1	0	3	1	0	133	
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22	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0	144	24	4	0	0	0	1	173	377	28	4	0	7	3	4	423	
11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	21	9	0	1	1	0	0	32	85	9	0	0	2	0	1	97	
11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20	85	7	0	0	2	0	0	94	
5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	23	8	2	3	0	0	0	36	84	9	1	0	2	0	0	96	
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	32	5	1	0	0	0	0	38	85	7	2	0	0	0	1	95	
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1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	19	4	1	0	0	0	0	24	73	12	1	0	1	0	0	0	87
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14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	76	25	3	0	0	0	0	104	286	35	6	1	5	1	1	335	
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2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	25	4	0	0	0	0	0	29	78	15	1	0	1	0	0	95	
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2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	19	3	1	0	1	2	0	26	72	8	2	0	1	2	2	87	
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3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	12	1	1	0	0	0	0	14	78	6	1	1	1	1	1	89	
21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0	71	10	4	0	1	2	0	88	298	32	6	2	4	3	6	351	
6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	29	3	1	0	0	0	0	33	106	13	1	0	3	0	3	126	
7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	14	3	1	0	0	0	0	18	87	10	0	0	1	0	2	100	
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12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	21	4	0	0	0	0	0	25	69	16	0	0	1	0	0	86	
34	2	0	0	0	0	0	36	0	0	0	0	0	0	0	0	80	15	2	0	0	0	0	97	332	51	3	0	5	2	6	399	
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7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	63	7	0	0	0	0	0	12	63	7	0	0	2	0	2	74	
45	2	0	0	0	0	0	47	0	0	0	0	0	0	0	0	41	5	1	0	0	0	0	47	288	35	0	0	5	1	7	336	
7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	15	1	1	0	0	0	0	17	107	9	0	0	2	0	3	121	
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15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	8	1	1	0	0	0	0	10	82	12	1	0	2	1	4	102	
8																																

C => A								C => B								C => C								C => D							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	0	0	0	0	0	0	0	0	41	8	0	1	0	0	0	50
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0	1	0	0	0	0	0	1	1	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0	10	6	5	0	0	0	1	22
1	0	1	0	0	0	0	2	2	3	8	1	0	0	0	12	0	0	0	0	0	0	0	0	6	14	3	2	0	0	0	25
2	1	1	0	0	0	0	4	4	15	16	1	0	0	0	32	0	0	0	0	0	0	0	0	66	32	10	4	0	0	1	113
1	0	0	0	0	0	0	1	1	3	9	0	0	0	0	12	0	0	0	0	0	0	0	0	8	13	2	0	1	0	0	24
0	0	0	0	0	0	0	0	0	8	7	0	0	0	0	15	0	0	0	0	0	0	0	0	6	11	5	1	0	0	0	23
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0	0	0	0	0	0	0	0	0	16	5	0	0	0	0	21	0	0	0	0	0	0	0	0	31	15	6	1	0	1	0	54
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0	1	0	0	0	0	0	1	1	30	8	0	0	0	1	39	0	0	0	0	0	0	0	0	32	23	4	3	0	0	0	62
1	0	0	0	0	0	0	1	1	27	8	1	0	0	1	37	0	0	0	0	0	0	0	0	55	20	9	4	0	1	0	89
4	1	0	0	0	0	0	5	5	95	25	3	0	0	1	125	0	0	0	0	0	0	0	0	163	86	23	9	1	2	0	284
0	0	0	0	0	0	0	0	0	30	4	1	0	0	0	35	0	0	0	0	0	0	0	0	52	16	3	0	0	1	0	72
2	0	0	0	0	0	0	2	2	18	2	0	0	0	0	20	0	0	0	0	0	0	0	0	55	9	6	1	0	0	2	73
0	0	0	0	0	0	0	0	0	30	4	0	0	0	0	34	0	0	0	0	0	0	0	0	46	13	1	2	0	0	0	62
2	0	0	0	0	0	0	2	2	13	3	0	0	0	0	16	0	0	0	0	0	0	0	0	29	13	5	0	0	0	0	47
4	0	0	0	0	0	0	4	4	91	13	1	0	0	0	105	0	0	0	0	0	0	0	0	182	51	15	3	0	1	2	254
0	0	0	0	0	0	0	0	0	16	1	1	0	0	0	18	0	0	0	0	0	0	0	0	43	10	3	3	0	0	0	59
0	0	0	0	0	0	0	0	0	19	6	0	0	0	0	25	0	0	0	0	0	0	0	0	38	18	4	2	0	0	0	62
1	0	0	0	0	0	0	1	1	19	6	2	0	0	0	28	0	0	0	0	0	0	0	0	53	15	4	1	0	0	1	74
0	0	0	0	0	0	0	0	0	19	8	0	0	1	0	28	0	0	0	0	0	0	0	0	32	17	6	1	0	0	0	56
1	0	0	0	0	0	0	1	1	73	21	3	0	1	0	99	0	0	0	0	0	0	0	0	166	60	17	7	0	0	1	251
0	0	0	0	0	0	0	0	0	23	5	1	0	0	0	29	0	0	0	0	0	0	0	0	55	17	3	0	0	0	0	75
0	0	0	0	0	0	0	0	0	29	2	0	0	0	0	31	0	0	0	0	0	0	0	0	108	11	8	2	1	1	1	132
2	0	0	0	0	0	0	2	2	34	7	0	0	0	0	41	0	0	0	0	0	0	0	0	74	12	0	2	0	1	1	90
3	1	0	0	0	0	0	4	4	36	5	1	0	0	0	42	0	0	0	0	0	0	0	0	88	8	3	1	0	0	0	100
5	1	0	0	0	0	0	6	6	122	19	2	0	0	0	143	0	0	0	0	0	0	0	0	325	48	14	5	1	2	2	397
3	0	0	0	0	0	0	3	3	28	4	0	0	0	0	32	0	0	0	0	0	0	0	0	93	13	1	2	0	0	1	110
1	1	0	0	0	0	0	2	2	28	4	0	0	0	0	32	0	0	0	0	0	0	0	0	63	14	3	2	1	0	0	83
0	1	0	0	0	0	0	1	1	29	4	0	0	0	0	33	0	0	0	0	0	0	0	0	74	16	1	2	0	0	0	93
3	0	0	0	0	0	0	3	3	34	5	0	0	0	0	39	0	0	0	0	0	0	0	0	77	8	1	1	0	2	0	89
7	2	0	0	0	0	0	9	9	119	17	0	0	0	0	136	0	0	0	0	0	0	0	0	307	51	6	7	1	2	1	375
1	0	0	0	0	0	0	1	1	37	3	0	0	0	0	40	0	0	0	0	0	0	0	0	104	11	1	0	1	1	1	119
1	0	0	0	0	0	1	2	2	33	4	0	0	0	0	37	0	0	0	0	0	0	0	0	75	10	0	0	0	0	0	85
3	1	0	0	0	0	0	4	4	36	0	0	0	0	0	36	0	0	0	0	0	0	0	0	98	7	0	0	0	0	2	107
1	0	0	0	0	0	0	1	1	24	4	0	0	0	0	28	0	0	0	0	0	0	0	0	50	6	0	0	1	1	0	58
6	1	0	0	0	0	1	8	8	130	11	0	0	0	0	141	0	0	0	0	0	0	0	0	327	34	1	0	2	2	3	369
1	0	0	0	0	0	0	1	1	26	1	0	0	0	0	27	0	0	0	0	0	0	0	0	69	5	0	0	0	2	0	76
0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	20	0	0	0	0	0	0	0	0	43	3	0	0	0	0	0	46
1	1	0	0	0	0	0	2	2	8	0	0	0	0	0	8	0	0	0	0	0	0	0	0	34	4	0	0	0	0	0	38
0	0	0	0	0	0	0	0	0	10	0	0	0	0	0																	

D => A								D => B								D => C								D => D							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
11	0	0	0	0	0	0	11	29	4	2	0	0	0	0	35	41	10	2	2	0	0	1	56	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	33	8	2	0	3	0	0	46	54	7	1	0	0	1	1	64	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	57	13	2	0	1	0	0	73	67	10	2	1	0	1	0	81	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	57	11	1	0	1	0	2	72	54	14	1	0	0	0	0	69	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	23	176	36	7	0	5	0	2	226	216	41	6	3	0	2	2	270	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	9	71	6	1	0	1	0	1	80	72	19	1	2	0	0	0	94	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	5	77	6	0	0	3	0	3	89	96	15	4	0	0	0	0	115	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	10	100	9	3	0	0	1	9	122	67	13	1	0	0	1	1	83	0	0	0	0	0	0	0	0
15	0	0	0	0	1	0	16	66	11	3	0	2	0	2	84	65	17	0	0	0	0	0	82	0	0	0	0	0	0	0	0
38	1	0	0	0	1	0	40	314	32	7	0	6	1	15	375	300	64	6	2	0	1	1	374	0	0	0	0	0	0	0	0
9	0	0	0	0	1	0	10	63	14	2	0	0	0	0	79	70	20	5	2	0	0	1	98	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	7	64	9	0	1	2	0	0	76	53	19	3	1	0	0	0	76	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	46	6	2	1	1	0	0	56	60	14	3	1	0	1	0	79	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	5	56	5	1	0	1	2	0	65	42	13	5	2	0	1	0	63	0	0	0	0	0	0	0	0
22	1	0	0	0	1	0	24	229	34	5	2	4	2	0	276	225	66	16	6	0	2	1	316	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	6	64	11	1	0	1	0	1	78	34	21	2	3	0	0	0	60	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	44	6	1	0	1	0	1	53	39	19	1	1	0	0	0	60	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	51	7	3	0	0	0	0	61	35	17	6	3	0	0	0	61	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	66	14	1	1	2	1	1	86	37	8	6	4	0	0	0	55	0	0	0	0	0	0	0	0
13	2	0	0	0	0	0	15	225	38	6	1	4	1	3	278	145	65	15	11	0	0	0	236	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	51	9	1	0	0	0	1	62	23	15	6	0	0	1	0	45	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	58	12	2	0	1	0	0	73	37	17	5	0	0	0	0	59	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	66	4	2	0	1	0	0	73	35	24	6	1	0	0	0	66	0	0	0	0	0	0	0	0
12	1	0	0	0	0	0	13	64	8	1	0	1	1	0	75	31	17	9	0	0	1	0	58	0	0	0	0	0	0	0	0
18	1	0	0	0	0	0	19	239	33	6	0	3	1	1	283	126	73	26	1	0	2	0	228	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	5	63	8	1	0	0	0	0	72	31	21	4	0	0	0	0	56	0	0	0	0	0	0	0	0
7	0	1	0	0	0	0	8	75	5	0	0	1	0	1	82	42	28	4	7	0	0	0	81	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	63	8	4	0	2	0	0	77	28	17	3	2	0	0	0	50	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	6	78	10	0	1	2	0	1	92	27	16	3	2	0	2	0	50	0	0	0	0	0	0	0	0
19	1	2	0	0	0	0	22	279	31	5	1	5	0	2	323	128	82	14	11	0	2	0	237	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	76	1	1	1	3	0	1	83	21	7	7	4	0	0	0	39	0	0	0	0	0	0	0	0
7	2	0	0	0	0	0	9	93	10	2	1	0	0	0	106	28	15	3	1	0	0	0	47	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	7	87	11	1	0	1	0	0	100	34	9	1	2	0	0	0	46	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	8	79	6	3	2	1	0	1	92	42	18	2	2	0	0	1	65	0	0	0	0	0	0	0	0
24	4	0	0	0	0	0	28	335	28	7	4	5	0	2	381	125	49	13	9	0	0	1	197	0	0	0	0	0	0	0	0
9	2	0	0	0	0	0	11	73	7	1	0	1	0	0	82	52	13	3	0	0	0	1	69	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	84	7	0	0	2	0	0	93	57	16	2	1	0	0	0	76	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	6	79	10	0	0	2	0	0	91	51	15	3	3	0	0	0	72	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	13	73	11	2	0	1	1	0	88	51	19	4	1	0	0	0	75	0	0	0	0	0	0	0	0
33	2	0	0	0	0	0	35	309	35	3	0	6	1	0	354	211	63	12	5	0	0	1	292	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	6	92	6	0	0	1	1	0	100	40	15	3	3	1	0	0	62	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	13	103	9	1	0	3	1	1	118	20	6	2	1	2	0	1	32	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	7	89	9	1	0	1	0	0	100	30	13	4	0	0	0	0	47	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	11	94	5	1	0	2	0	2	104	30	8	1	2	0	0	0	41	0	0	0	0	0	0	0	0
37	0	0	0	0	0	0	37	378	29	3	0	7	2	3	422	120	42	10	6	3	0	1	182	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	6	95	6	1	0	3	3	1	109	31	14	4	0	0	0	0	49	0	0	0	0	0	0	0	0
8	0	0	0	0	0	1	9	85	8	1	0	0	0	3	97	23	11	2	0	0	0	0	36	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	7	97	11	0	0	1	0	2	111	18	5	3	0	0	0	0	26	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	12	113	9	0	0	1	0	0	123	23	4	1	1	0	1	0	30	0	0	0	0	0	0	0	0
33	0	0	0	0	0	1	34	390	34	2	0	5	3	6	440	95	34	10	1	0	1	0	141	0	0	0	0	0	0	0	0
14	1	0	0	0	0	0	15	112	6	0	0	1	0	3	122	32	3	2	0	0	0	0	37	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	12	111	7	0	0	0	0	3	121	22	1	1	1	0	0	0	25	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	11	102	2	0	0	2	0	2	108	12	1	2	0	0	0	0	15	0	0	0	0	0	0	0	0
11	2	0	0	0	0	0	13	103	6	0	0	0	0	1	110	11	5	0	0	0	1	1	18	0	0	0	0	0	0	0	0
48	3	0	0	0	0	0	51	428	21	0	0	3	0	9	461	77	10	5	1	0	1	1	95	0	0	0	0	0	0	0	0
10	0	0	0	0	0	1	11	104	4	0	0	1	0	2	111	38	4	0	1	0	0	0	43	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	8	116	6	0	0	1	1	1	125	39	3	0	0	0	0	0	42	0	0	0	0	0	0	0	0
12	2	0	0	0	0	0	14	105	3	0	0	1	1	1	111	26	3	1	0	0	0	0	30	0	0	0	0				

Survey Name :	J-389 Baldoyle
Site:	2
Date:	23.01.20
Time:	07:00-19:00
Location:	53.4020086,-6.1321201
Classification:	CAR, LGV, OGV1, OGV2, PSV, M/C, P/C.



	A => A								A => B								A => C								
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	
07:00	0	0	0	0	0	0	0	0	48	1	0	0	1	0	0	50	0	1	0	0	0	0	0	1	
07:15	0	0	0	0	0	0	0	0	82	0	0	0	1	1	0	84	0	2	0	0	0	0	0	2	
07:30	0	0	0	0	0	0	0	0	82	1	1	0	2	0	0	86	0	2	0	0	0	0	0	2	
07:45	0	0	0	0	0	0	0	0	130	0	1	0	0	0	3	134	0	4	0	0	0	0	0	4	
H/TOT	0	0	0	0	0	0	0	0	342	2	2	0	4	1	3	354	0	9	0	0	0	0	0	9	
08:00	0	0	0	0	0	0	0	0	174	5	1	0	3	0	0	183	3	1	0	0	0	0	0	4	
08:15	0	0	0	0	0	0	0	0	163	10	2	1	3	0	0	179	2	0	0	0	0	0	0	2	
08:30	1	0	0	0	0	0	0	1	133	7	3	0	3	0	0	146	4	1	0	0	0	0	0	5	
08:45	0	0	0	0	0	0	0	0	130	12	2	4	1	0	0	149	7	1	0	0	0	0	0	8	
H/TOT	1	0	0	0	0	0	0	1	600	34	8	5	10	0	0	657	16	3	0	0	0	0	0	19	
09:00	0	0	0	0	0	0	0	0	98	19	1	0	1	0	4	123	6	0	0	0	0	0	0	6	
09:15	0	1	0	0	0	0	0	1	70	13	3	0	1	1	1	89	2	2	0	0	0	0	0	4	
09:30	0	1	0	0	0	0	0	1	70	14	5	0	1	0	3	93	3	0	0	0	0	0	0	3	
09:45	1	0	0	0	0	0	0	1	73	16	2	2	2	1	2	98	6	2	0	0	0	0	0	8	
H/TOT	1	2	0	0	0	0	0	3	311	62	11	2	5	2	10	403	17	4	0	0	0	0	0	21	
10:00	0	0	0	0	0	0	0	0	54	12	0	1	0	0	0	67	4	1	0	0	0	0	0	5	
10:15	0	0	0	0	0	0	0	0	57	11	0	0	2	0	0	70	2	0	0	0	0	0	0	2	
10:30	0	0	0	0	0	0	0	0	43	8	3	1	0	0	3	58	2	1	0	0	0	0	0	3	
10:45	0	0	0	1	0	0	0	1	65	10	1	0	1	0	0	77	0	1	0	0	0	0	0	1	
H/TOT	0	0	0	1	0	0	0	1	219	41	4	2	3	0	3	272	8	3	0	0	0	0	0	11	
11:00	0	0	0	0	0	0	0	0	49	8	1	0	1	0	1	60	5	1	0	0	0	0	1	7	
11:15	0	1	0	0	0	0	0	1	54	9	1	0	3	0	2	69	5	0	0	0	0	0	0	5	
11:30	0	0	0	0	0	0	0	0	50	13	1	0	1	0	0	65	4	0	0	0	0	0	0	4	
11:45	0	0	0	0	0	0	0	0	63	7	1	0	0	2	1	74	7	1	0	0	0	0	0	8	
H/TOT	0	1	0	0	0	0	0	1	216	37	4	0	5	2	4	268	21	2	0	0	0	0	1	24	
12:00	1	0	0	0	0	0	0	1	56	8	1	0	2	1	4	72	0	0	1	0	0	0	0	1	
12:15	0	0	0	0	0	0	0	0	79	13	2	0	1	0	1	96	5	1	0	0	0	0	0	6	
12:30	0	0	0	0	0	0	0	0	64	9	1	1	1	0	4	80	2	0	0	0	0	0	0	2	
12:45	0	0	0	0	0	0	0	0	85	17	1	1	1	0	0	105	5	1	0	0	0	0	1	7	
H/TOT	1	0	0	0	0	0	0	1	284	47	5	2	5	1	9	353	12	2	1	0	0	0	1	16	
13:00	0	0	0	1	0	0	0	1	48	6	0	1	0	0	1	56	5	0	0	0	0	0	0	5	
13:15	3	0	0	0	0	0	0	3	61	7	3	0	2	0	0	73	6	0	0	0	0	0	0	6	
13:30	0	0	0	0	0	0	0	0	70	5	1	0	0	0	1	77	3	0	0	0	0	0	0	3	
13:45	0	0	0	0	0	0	0	0	84	9	0	0	0	1	2	96	3	0	0	0	0	0	0	3	
H/TOT	3	0	0	1	0	0	0	4	263	27	4	1	2	1	4	302	17	0	0	0	0	0	0	17	
14:00	1	0	0	0	0	0	0	1	86	13	1	0	1	0	1	102	4	0	0	0	0	0	0	4	
14:15	0	0	0	0	0	0	0	0	71	7	2	1	2	0	2	85	3	0	0	0	0	0	0	3	
14:30	0	1	0	0	0	0	0	1	85	9	4	1	1	0	2	102	8	0	0	0	0	0	0	8	
14:45	0	0	0	0	0	0	0	0	75	5	1	2	0	0	0	83	3	1	0	0	0	0	0	4	
H/TOT	1	1	0	0	0	0	0	2	317	34	8	4	4	0	5	372	18	1	0	0	0	0	0	19	
15:00	0	0	0	0	0	0	0	0	107	10	2	1	1	0	0	121	5	0	0	0	0	0	0	5	
15:15	1	0	0	0	0	0	0	1	89	5	0	0	1	0	1	96	3	0	0	0	0	0	0	3	
15:30	1	0	0	0	0	0	0	1	81	5	1	0	1	0	2	90	3	0	0	0	0	0	0	3	
15:45	0	0	0	0	0	0	0	0	88	8	1	1	1	0	2	101	8	0	0	0	0	1	0	9	
H/TOT	2	0	0	0	0	0	0	2	365	28	4	2	4	0	5	408	19	0	0	0	0	1	0	20	
16:00	0	0	0	1	0	0	0	1	77	5	0	0	1	0	1	84	5	0	0	0	0	0	0	5	
16:15	1	0	0	0	0	0	0	1	95	7	1	0	0	1	2	106	14	1	0	0	0	0	0	15	
16:30	1	0	0	0	0	0	0	1	74	8	1	0	1	0	0	84	10	0	0	0	0	0	0	10	
16:45	1	0	0	0	0	0	0	1	81	6	0	0	1	0	1	89	2	0	0	0	0	0	0	2	
H/TOT	3	0	0	1	0	0	0	4	327	26	2	0	3	1	4	363	31	1	0	0	0	0	0	32	
17:00	1	0	0	0	0	0	0	1	76	9	0	0	1	0	1	87	7	0	0	0	0	0	0	7	
17:15	0	0	0	0	0	0	0	0	102	1	0	0	1	0	1	105	6	1	0	0	0	0	0	7	
17:30	0	0	0	0	0	0	0	0	80	7	0	0	1	0	2	90	13	0	0	0	0	0	0	13	
17:45	0	0	0	0	0	0	0	0	79	8	2	0	0	1	2	92	6	1	0	0	0	0	0	7	
H/TOT	1	0	0	0	0	0	0	1	337	25	2	0	3	1	6	374	32	2	0	0	0	0	0	34	
18:00	0	0	0	0	0	0	0	0	86	1	1	0	3	0	1	92	7	1	0	0	0	0	0	8	
18:15	0	0	0	0	0	0	0	0	85	1	0	0	1	0	0	87	12	2	0	0	0	0	0	14	
18:30	0	0	0	0	0	0	0	0	88	5	0	0	1	0	3	97	13	0	0	0	0	0	0	13	
18:45	0	0	0	0	0	0	0	0	73	4	0	0	4	1	1	83	10	4	0	0	0	0	0	14	
H/TOT	0	0	0	0	0	0	0	0	332	11	1	0	9	1	5	359	42	7	0	0	0	0	0	49	
12 TOT	13	4	0	3	0	0	0	20	3913	374	55	18	57	10	58	4485	233	34	1	0	0	1	2	271	

B => A								B => B								B => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
32	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
46	0	0	0	3	0	0	49	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1
57	0	0	0	0	0	0	57	0	0	0	0	2	0	0	2	5	0	0	0	0	0	0	5
83	1	1	0	4	0	0	89	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	5
218	1	1	0	7	0	0	227	0	0	0	0	4	0	0	4	14	0	0	0	0	0	0	14
99	2	0	0	0	0	0	101	1	0	0	0	1	0	0	2	7	0	0	0	0	0	0	7
94	4	0	0	1	0	0	99	1	0	0	0	1	0	0	2	3	1	0	0	0	0	0	4
135	1	1	0	3	0	0	140	0	0	0	0	1	0	0	1	7	0	0	0	0	0	0	7
103	6	1	0	1	1	1	113	1	0	0	0	1	0	0	2	5	0	0	0	0	0	0	5
431	13	2	0	5	1	1	453	3	0	0	0	4	0	0	7	22	1	0	0	0	0	0	23
90	7	1	0	1	5	0	104	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
90	6	2	0	3	1	1	103	0	0	0	0	2	0	0	2	11	0	0	0	0	0	0	11
62	3	0	0	0	0	1	66	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	2
62	12	3	0	2	0	1	80	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
304	28	6	0	6	6	3	353	0	0	0	0	3	0	0	3	30	0	0	0	0	0	0	30
54	4	4	0	0	0	0	62	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	3
53	14	5	0	1	1	1	75	0	0	0	0	2	0	0	2	5	1	0	0	0	0	0	6
70	10	3	1	0	1	1	86	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
62	6	0	1	2	0	1	72	0	0	0	0	1	0	0	1	7	1	0	0	0	0	0	8
239	34	12	2	3	2	3	295	0	0	0	0	4	0	0	4	18	4	0	0	0	0	0	22
61	5	4	2	0	1	0	73	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
47	5	0	0	1	0	1	54	0	0	0	0	1	0	0	1	6	0	0	0	0	0	0	6
79	10	3	0	2	0	1	95	2	1	0	0	1	0	0	4	9	1	0	0	0	0	1	11
84	15	3	0	1	0	1	104	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
271	35	10	2	4	1	3	326	2	1	0	0	2	0	0	5	29	3	0	0	0	0	1	33
74	9	1	0	1	0	1	86	0	0	0	0	1	0	0	1	6	1	0	0	0	0	0	7
44	7	2	0	0	0	1	54	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	5
74	10	0	0	0	1	1	86	1	0	0	0	1	0	0	2	7	0	1	0	0	0	1	9
63	10	3	0	2	1	1	80	0	0	0	0	0	0	0	0	4	1	1	0	0	0	1	7
255	36	6	0	3	2	4	306	1	0	0	0	3	0	0	4	22	2	2	0	0	0	2	28
71	7	0	0	1	0	1	80	1	0	0	0	1	0	0	2	7	0	0	0	1	0	0	8
79	7	1	0	2	0	2	91	1	0	0	0	1	0	0	2	8	0	1	0	0	0	0	9
64	14	1	1	0	2	2	84	0	0	0	0	1	0	0	1	7	1	0	0	0	0	0	8
76	8	2	1	3	1	1	92	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
290	36	4	2	6	3	6	347	2	0	0	0	3	0	0	5	34	2	1	0	1	0	0	38
73	6	1	2	0	0	0	82	0	0	0	0	1	0	0	1	4	0	0	0	0	0	0	4
65	7	4	0	1	0	0	77	0	0	0	0	2	0	0	2	8	2	0	0	0	0	0	10
95	15	1	0	1	0	0	112	0	1	0	0	0	0	0	1	12	0	0	0	0	0	0	12
103	10	1	0	2	0	2	118	0	0	0	0	1	0	0	1	11	0	0	0	0	0	0	11
336	38	7	2	4	0	2	389	0	1	0	0	4	0	0	5	35	2	0	0	0	0	0	37
82	9	4	1	0	0	0	96	0	0	0	0	1	0	0	1	15	0	0	0	0	0	0	15
73	10	4	1	2	1	1	92	1	0	0	0	2	0	0	3	9	1	0	0	0	0	0	10
122	10	3	0	1	1	1	138	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8
110	12	1	0	3	1	1	128	1	0	0	0	1	0	0	2	14	1	0	0	0	0	1	16
387	41	12	2	6	3	3	454	3	0	0	0	4	0	0	7	46	2	0	0	0	0	1	49
131	14	1	0	4	0	0	150	0	0	0	0	1	0	0	1	17	0	0	0	0	0	0	17
108	29	0	0	2	1	1	141	4	0	0	0	0	0	0	4	16	0	0	0	0	0	0	16
116	16	1	1	2	0	0	136	1	0	0	0	0	0	0	1	9	1	0	0	0	0	0	10
111	10	0	0	1	0	0	122	0	0	1	0	3	0	0	4	20	0	0	0	0	0	0	20
466	69	2	1	9	1	1	549	5	0	1	0	4	0	0	10	62	1	0	0	0	0	0	63
109	8	0	0	3	1	0	121	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8
132	11	0	0	1	2	0	146	1	0	0	0	1	0	0	2	15	0	0	0	0	0	0	15
118	8	1	0	1	1	3	132	3	0	0	0	1	0	0	4	21	0	0	0	0	0	1	22
91	5	0	0	2	1	2	101	1	0	0	0	1	0	0	2	24	0	0	0	0	1	0	25
450	32	1	0	7	5	5	500	6	0	0	0	3	0	0	9	68	0	0	0	0	1	1	70
90	3	0	0	1	1	1	96	1	0	0	0	1	0	0	2	14	0	0	0	0	0	0	14
83	2	0	0	1	1	4	91	1	0	0	0	1	0	0	2	19	1	0	0	0	2	4	26
119	5	0	0	1	1	3	129	3	0	0	0	0	0	0	3	16	1	0	0	0	0	2	19
91	2	0	0	2	0	4	99	0	0	0	0	1	0	0	1	23	0	0	0	0	0	1	24
383	12	0	0	5	3	12	415	5	0	0	0	3	0	0	8	72	2	0	0	0	2	7	83
4030	375	63	11	65	27	43	4614	27	2	1	0	41	0	0	71	452	19	3	0	1	3	12	490

C => A								C => B								C => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	11	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	11	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15	1	0	0	0	0	0	16	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
45	1	0	0	0	0	0	46	27	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	19	22	0	0	0	0	0	2	24	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	19	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
19	1	0	0	0	0	0	20	21	2	0	0	0	1	0	24	0	0	0	0	0	0	0	0
10	1	0	0	0	0	0	11	15	0	0	0	0	0	0	15	1	0	0	0	0	0	0	1
67	2	0	0	0	0	0	69	83	3	0	0	0	1	2	89	1	0	0	0	0	0	0	1
9	0	0	0	0	0	0	9	11	1	0	0	0	0	1	13	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	6	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
26	0	0	0	0	0	0	26	32	2	0	0	0	0	1	35	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	8	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	2	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	3	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
13	4	0	0	0	0	0	17	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	4	0	0	0	0	0	1	5	1	0	0	0	0	0	0	1
2	1	0	0	0	0	0	3	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
14	1	0	0	0	0	0	15	26	4	0	0	0	0	1	31	1	0	0	0	0	0	0	1
4	1	0	0	0	0	0	5	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	6	6	1	1	0	0	0	0	8	0	0	0	0	0	0	0	0
4	1	1	0	0	0	0	6	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	8	0	1	0	0	0	0	9	0	0	0	0	0	0	0	0
18	2	1	0	0	0	0	21	26	3	2	0	0	0	0	31	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	4	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	4	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	6	13	1	0	0	1	0	1	16	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
14	2	1	0	0	0	0	17	38	3	0	0	1	0	1	43	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
10	1	0	0	0	0	0	11	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	4	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17	2	0	0	0	0	0	19	30	1	0	0	0	0	0	31	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	6	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	5	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16	2	0	0	0	0	0	18	37	1	0	0	0	0	0	38	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	4	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	10	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
19	1	0	0	0	0	0	20	29	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	7	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	5	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
16	2	0	0	0	0	0	18	43	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	5	9	1	0	0	0	0	3	13	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	6	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	7	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
13	1	0	0	0	0	0	14	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
29	3	0	0	0	0	0	32	42	1	0	0	0	0	3	46	0	0	0	0	0	0	0	0
294	22	2	0	0	0	0	318	437	20	2	0	1	1	8	469	2	0	0	0	0	0	0	2

Survey Name :	J-389 Baldoyle
Site:	3
Date:	23.01.20
Time:	07:00-19:00
Location:	53.3990436,-6.1287129
Classification:	CAR, LGV, OGV1, OGV2, PSV, M/C, P/C.



	A => A									A => B									A => C								
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT			
07:00	0	0	0	0	0	0	0	0	40	8	0	0	2	0	0	50	4	0	0	0	0	0	0	4			
07:15	0	0	0	0	0	0	0	0	68	12	2	0	0	0	1	83	4	0	0	0	0	0	0	4			
07:30	0	0	0	0	0	0	0	0	69	10	2	0	3	1	3	88	10	0	0	0	1	0	0	11			
07:45	0	0	0	0	0	0	0	0	115	13	1	0	2	0	6	137	18	1	0	0	1	0	0	20			
H/TOT	0	0	0	0	0	0	0	0	292	43	5	0	7	1	10	358	36	1	0	0	2	0	0	39			
08:00	0	0	0	0	0	0	0	0	150	10	2	0	5	0	4	171	15	2	0	0	2	0	0	19			
08:15	0	0	0	0	0	0	0	0	159	6	1	1	3	1	2	173	19	2	0	0	0	0	0	21			
08:30	0	0	0	0	0	0	0	0	128	7	1	1	3	2	2	144	20	1	2	0	1	0	0	24			
08:45	0	0	0	0	0	0	0	0	107	12	2	2	0	0	2	125	36	0	0	0	2	0	0	38			
H/TOT	0	0	0	0	0	0	0	0	544	35	6	4	11	3	10	613	90	5	2	0	5	0	0	102			
09:00	0	0	0	0	0	0	0	0	93	15	2	0	1	0	2	113	17	0	0	0	1	0	0	18			
09:15	0	0	0	0	0	0	0	0	65	12	2	0	1	1	2	83	16	0	1	0	1	0	0	18			
09:30	0	0	0	0	0	0	0	0	70	9	4	0	1	0	1	85	10	2	2	0	1	0	0	15			
09:45	0	0	0	0	0	0	0	0	64	12	2	2	2	1	1	84	15	4	0	0	0	0	0	19			
H/TOT	0	0	0	0	0	0	0	0	292	48	10	2	5	2	6	365	58	6	3	0	3	0	0	70			
10:00	0	0	0	0	0	0	0	0	45	10	0	1	0	0	0	56	8	1	0	0	1	0	0	10			
10:15	0	0	0	0	0	0	0	0	52	10	0	0	2	0	0	64	7	1	0	0	1	0	0	9			
10:30	0	0	0	0	0	0	0	0	46	8	3	1	0	0	2	60	7	1	0	0	1	0	0	9			
10:45	0	0	0	0	0	0	0	0	59	6	0	0	0	0	0	65	8	1	0	0	0	0	0	9			
H/TOT	0	0	0	0	0	0	0	0	202	34	3	2	2	0	2	245	30	4	0	0	3	0	0	37			
11:00	0	0	0	0	0	0	0	0	43	6	2	0	2	0	0	53	8	3	0	0	1	0	0	12			
11:15	0	0	0	0	0	0	0	0	48	8	1	0	3	0	1	61	10	1	0	0	1	0	0	12			
11:30	0	0	0	0	0	0	0	0	57	10	0	0	1	0	0	68	6	4	0	0	1	0	0	11			
11:45	0	0	0	0	0	0	0	0	54	4	0	0	0	2	0	60	10	3	1	0	0	0	0	14			
H/TOT	0	0	0	0	0	0	0	0	202	28	3	0	6	2	1	242	34	11	1	0	3	0	0	49			
12:00	0	0	0	0	0	0	0	0	53	9	1	0	2	0	4	69	10	1	0	0	1	1	0	13			
12:15	0	0	0	0	0	0	0	0	65	9	2	0	1	0	1	78	16	1	1	0	1	0	0	19			
12:30	0	0	0	0	0	0	0	0	66	8	1	1	1	0	4	81	7	0	0	0	1	0	0	8			
12:45	0	0	0	0	0	0	0	0	71	13	2	1	0	0	0	87	9	2	0	0	1	0	0	12			
H/TOT	0	0	0	0	0	0	0	0	255	39	6	2	4	0	9	315	42	4	1	0	4	1	0	52			
13:00	0	0	0	0	0	0	0	0	49	5	0	1	1	0	1	57	9	2	0	0	0	0	0	11			
13:15	0	0	0	0	0	0	0	0	52	6	3	0	2	0	0	63	10	1	0	0	1	0	0	12			
13:30	0	0	0	0	0	0	0	0	63	5	0	0	0	0	0	68	16	1	0	0	2	0	1	20			
13:45	0	0	0	0	0	0	0	0	73	7	1	0	0	1	2	84	11	0	0	0	0	0	0	11			
H/TOT	0	0	0	0	0	0	0	0	237	23	4	1	3	1	3	272	46	4	0	0	3	0	1	54			
14:00	0	0	0	0	0	0	0	0	81	13	1	0	2	0	0	97	14	1	0	0	1	0	0	16			
14:15	0	0	0	0	0	0	0	0	64	4	2	1	2	0	2	75	16	3	0	0	1	0	0	20			
14:30	0	0	0	0	0	0	0	0	78	8	3	1	1	0	2	93	11	1	1	0	1	0	0	14			
14:45	0	0	0	0	0	0	0	0	70	5	1	2	0	0	0	78	14	1	0	0	0	0	0	15			
H/TOT	0	0	0	0	0	0	0	0	293	30	7	4	5	0	4	343	55	6	1	0	3	0	0	65			
15:00	0	0	0	0	0	0	0	0	95	8	3	0	1	0	1	108	10	1	0	0	1	0	0	12			
15:15	0	0	0	0	0	0	0	0	75	3	0	1	1	0	0	80	13	1	0	0	1	0	0	15			
15:30	0	0	0	0	0	0	0	0	87	3	1	0	2	0	1	94	12	2	0	0	1	0	0	15			
15:45	0	0	0	0	0	0	0	0	61	4	1	1	0	0	3	70	16	2	0	0	1	0	0	19			
H/TOT	0	0	0	0	0	0	0	0	318	18	5	2	4	0	5	352	51	6	0	0	4	0	0	61			
16:00	0	0	0	0	0	0	0	0	82	5	0	0	2	0	1	90	9	0	0	0	0	0	0	9			
16:15	0	0	0	0	0	0	0	0	83	5	1	0	0	1	2	92	21	3	0	0	1	0	0	25			
16:30	0	0	0	0	0	0	0	0	70	5	1	0	1	0	0	77	11	1	0	0	0	0	0	12			
16:45	0	0	0	0	0	0	0	0	62	2	1	0	1	1	0	67	16	1	0	0	1	0	2	20			
H/TOT	0	0	0	0	0	0	0	0	297	17	3	0	4	2	3	326	57	5	0	0	2	0	2	66			
17:00	0	0	0	0	0	0	0	0	75	7	0	0	1	0	0	83	16	2	0	0	2	0	0	20			
17:15	0	0	0	0	0	0	0	0	93	1	0	0	1	0	1	96	17	0	0	0	1	0	0	18			
17:30	0	0	0	0	0	0	0	0	65	6	0	0	1	0	1	73	15	0	0	0	1	0	0	16			
17:45	0	0	0	0	0	0	0	0	75	3	2	0	0	1	3	84	13	0	0	0	0	0	0	13			
H/TOT	0	0	0	0	0	0	0	0	308	17	2	0	3	1	5	336	61	2	0	0	4	0	0	67			
18:00	0	0	0	0	0	0	0	0	85	3	0	0	2	0	1	91	14	0	0	0	2	0	0	16			
18:15	0	0	0	0	0	0	0	0	70	0	0	0	1	0	0	71	14	0	0	0	1	0	0	15			
18:30	0	0	0	0	0	0	0	0	85	1	0	0	1	0	3	90	16	1	0	0	0	0	0	17			
18:45	0	0	0	0	0	0	0	0	76	3	0	0	2	0	1	82	12	0	0	0	2	0	0	14			
H/TOT	0	0	0	0	0	0	0	0	316	7	0	0	6	0	5	334	56	1	0	0	5	0	0	62			
12 TOT	0	0	0	0	0	0	0	0	3556	339	54	17	60	12	63	4101	616	55	8	0	41	1	3	724			

B => A								B => B								B => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
27	4	0	0	2	0	0	33	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4
36	3	0	1	3	0	0	43	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
39	9	0	0	1	1	0	50	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
75	8	1	0	3	0	1	88	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
177	24	1	1	9	1	1	214	0	0	0	0	0	0	0	0	13	1	1	0	0	0	1	16
77	3	0	0	1	0	0	81	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
73	2	1	0	1	0	0	77	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
119	1	2	0	3	0	1	126	0	0	0	0	0	0	0	0	20	0	2	0	0	0	0	22
87	3	1	0	1	1	1	94	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
356	9	4	0	6	1	2	378	0	0	0	0	0	0	0	0	38	3	2	0	0	0	0	43
88	4	1	0	2	0	5	100	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
76	6	2	0	2	1	1	88	0	0	0	0	0	0	0	0	7	2	0	0	0	0	1	10
57	3	0	0	0	0	1	61	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	7
55	11	2	0	2	0	1	71	0	0	0	0	0	0	0	0	8	0	1	0	1	0	0	10
276	24	5	0	6	1	8	320	0	0	0	0	0	0	0	0	36	2	2	0	1	0	1	42
45	3	6	0	1	0	0	55	0	0	0	0	0	0	0	0	8	4	2	0	0	0	0	14
43	11	4	0	0	1	1	60	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
60	11	2	1	0	1	2	77	0	0	0	0	0	0	0	0	9	1	2	0	0	0	0	12
55	7	1	1	2	0	1	67	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
203	32	13	2	3	2	4	259	0	0	0	0	0	0	0	0	34	7	4	0	0	0	0	45
48	3	2	2	0	1	0	56	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
45	3	0	0	0	1	2	51	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
69	11	2	0	2	0	2	86	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	11
80	15	3	0	1	0	1	100	0	0	0	0	0	0	0	0	13	2	2	0	0	0	0	17
242	32	7	2	3	2	5	293	0	0	0	0	0	0	0	0	38	3	3	0	0	0	0	44
64	9	1	0	1	0	1	76	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
38	7	1	0	0	0	1	47	0	0	0	0	0	0	0	0	8	3	0	1	0	0	0	12
64	10	0	0	0	1	1	76	0	0	0	0	0	0	0	0	12	1	1	0	0	0	0	14
59	9	3	0	2	1	2	76	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
225	35	5	0	3	2	5	275	0	0	0	0	0	0	0	0	35	4	1	1	0	0	0	41
61	8	0	0	2	0	2	73	0	0	0	0	0	0	0	0	10	4	1	0	0	0	0	15
66	7	0	0	1	0	3	77	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
63	14	1	1	0	2	2	83	0	0	0	0	0	0	0	0	10	1	1	0	1	0	0	13
73	6	2	2	3	1	1	88	0	0	0	0	0	0	0	0	9	0	0	0	0	0	1	10
263	35	3	3	6	3	8	321	0	0	0	0	0	0	0	0	38	6	2	0	1	0	1	48
62	8	1	1	1	0	0	73	0	0	0	0	0	0	0	0	9	1	1	0	0	1	1	13
58	6	3	0	1	0	0	68	0	0	0	0	0	0	0	0	9	0	0	0	0	1	0	10
82	15	1	0	1	0	0	99	0	0	0	0	0	0	0	0	15	2	1	0	0	0	0	18
73	9	1	0	1	0	2	86	0	0	0	0	0	0	0	0	14	1	2	0	0	0	0	17
275	38	6	1	4	0	2	326	0	0	0	0	0	0	0	0	47	4	4	0	0	2	1	58
90	13	4	2	1	0	0	110	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
55	9	4	1	3	1	1	74	0	0	0	0	0	0	0	0	14	2	0	1	0	0	0	17
105	10	3	0	1	1	1	121	0	0	0	0	0	0	0	0	12	1	1	1	0	0	0	15
87	9	1	0	3	1	2	103	0	0	0	0	0	0	0	0	13	0	1	0	0	0	1	15
337	41	12	3	8	3	4	408	0	0	0	0	0	0	0	0	51	3	2	2	0	0	1	59
125	14	1	0	4	0	0	144	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25
90	27	0	0	1	1	0	119	0	0	0	0	0	0	0	0	15	0	1	0	0	0	0	16
102	18	1	1	2	0	1	125	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
101	10	1	0	2	0	0	114	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
418	69	3	1	9	1	1	502	0	0	0	0	0	0	0	0	55	5	1	0	0	0	0	61
93	7	0	0	3	1	1	105	0	0	0	0	0	0	0	0	8	3	0	0	0	0	1	12
106	12	0	0	1	1	0	120	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	16
119	5	1	0	1	0	6	132	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
74	5	0	0	2	2	3	86	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16
392	29	1	0	7	4	10	443	0	0	0	0	0	0	0	0	47	9	0	0	0	0	1	57
81	1	0	0	1	1	1	85	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
78	2	0	0	2	1	7	90	0	0	0	0	0	0	0	0	8	1	0	0	0	0	1	10
108	3	1	0	1	0	5	118	0	0	0	0	0	0	0	0	15	2	0	0	1	0	1	19
87	3	0	0	2	0	5	97	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
354	9	1	0	6	2	18	390	0	0	0	0	0	0	0	0	46	5	0	0	1	0	2	54
3518	377	61	13	70	22	68	4129	0	0	0	0	0	0	0	0	478	52	22	3	3	2	8	568

C => A								C => B								C => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
4	0	0	0	0	0	0	4	12	2	1	0	0	0	0	15	0	0	0	0	0	0	0	0
5	0	0	0	2	0	0	7	14	6	0	0	0	0	0	20	0	0	0	0	0	0	0	0
10	0	0	0	2	0	0	12	13	4	1	0	0	0	1	19	0	0	0	0	0	0	0	0
9	2	0	0	1	0	0	12	20	3	0	0	1	0	0	24	0	0	0	0	0	0	0	0
28	2	0	0	5	0	0	35	59	15	2	0	1	0	1	78	0	0	0	0	0	0	0	0
12	1	0	0	0	0	0	13	38	6	2	0	0	0	0	46	0	0	0	0	0	0	0	0
8	2	0	0	1	0	0	11	50	7	2	0	0	0	2	61	0	0	0	0	0	0	0	0
11	2	0	0	1	0	0	14	39	2	2	0	0	0	0	43	0	0	0	0	0	0	0	0
7	4	0	0	1	0	0	12	25	3	2	0	0	0	0	30	0	0	0	0	0	0	0	0
38	9	0	0	3	0	0	50	152	18	8	0	0	0	2	180	0	0	0	0	0	0	0	0
12	2	0	0	0	0	0	14	29	5	1	0	1	1	0	37	0	0	0	0	0	0	0	0
13	1	0	0	2	0	0	16	26	3	1	0	0	0	0	30	0	0	0	0	0	0	0	0
5	0	0	0	1	0	0	6	22	6	0	0	0	0	0	28	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	18	5	0	0	0	0	0	23	0	0	0	0	0	0	0	0
31	3	0	0	3	0	0	37	95	19	2	0	1	1	0	118	0	0	0	0	0	0	0	0
9	1	0	0	0	0	0	10	25	4	2	0	0	0	0	31	0	0	0	0	0	0	0	0
11	4	0	0	2	0	0	17	29	8	0	0	0	0	0	37	0	0	0	0	0	0	0	0
13	2	1	0	0	0	0	16	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0
13	1	0	0	1	0	0	15	26	2	2	1	0	0	0	31	0	0	0	0	0	0	0	0
46	8	1	0	3	0	0	58	98	15	4	1	0	0	0	118	0	0	0	0	0	0	0	0
6	3	1	0	0	0	0	10	25	2	1	0	0	0	0	28	0	0	0	0	0	0	0	0
8	1	0	0	1	0	0	10	20	3	1	0	0	0	0	24	0	0	0	0	0	0	0	0
9	1	1	0	1	0	0	12	31	6	0	0	0	0	0	37	0	0	0	0	0	0	0	0
12	1	0	0	0	0	0	13	29	3	0	0	0	0	0	32	0	0	0	0	0	0	0	0
35	6	2	0	2	0	0	45	105	14	2	0	0	0	0	121	0	0	0	0	0	0	0	0
11	2	0	0	1	0	0	14	27	2	0	0	0	1	0	30	0	0	0	0	0	0	0	0
10	2	0	0	1	0	0	13	30	0	1	0	0	0	0	31	0	0	0	0	0	0	0	0
6	0	1	0	1	0	0	8	27	1	2	0	0	1	0	31	0	0	0	0	0	0	0	0
6	3	1	0	0	0	0	10	21	8	0	0	2	0	0	31	0	0	0	0	0	0	0	0
33	7	2	0	3	0	0	45	105	11	3	0	2	2	0	123	0	0	0	0	0	0	0	0
10	1	0	0	2	0	0	13	32	3	0	1	2	1	0	39	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	11	32	2	0	0	0	0	0	34	0	0	0	0	0	0	0	0
8	4	0	0	1	0	0	13	33	5	1	0	0	0	0	39	0	0	0	0	0	0	0	0
16	3	0	0	0	0	0	19	36	2	3	1	0	0	1	43	0	0	0	0	0	0	0	0
45	8	0	0	3	0	0	56	133	12	4	2	2	1	1	155	0	0	0	0	0	0	0	0
10	1	0	0	1	0	0	12	34	1	0	0	0	0	0	35	0	0	0	0	0	0	0	0
11	2	1	0	1	0	0	15	37	0	1	0	1	0	0	39	0	0	0	0	0	0	0	0
19	1	0	0	0	0	0	20	36	5	0	0	0	0	0	41	0	0	0	0	0	0	0	0
20	4	0	0	2	0	0	26	42	4	0	0	1	0	0	47	0	0	0	0	0	0	0	0
60	8	1	0	4	0	0	73	149	10	1	0	2	0	0	162	0	0	0	0	0	0	0	0
12	2	0	0	0	0	0	14	36	3	0	0	0	0	0	39	0	0	0	0	0	0	0	0
17	1	0	0	1	0	0	19	33	3	0	0	0	0	0	36	0	0	0	0	0	0	0	0
14	2	0	0	0	0	0	16	30	3	0	0	1	0	1	35	0	0	0	0	0	0	0	0
19	4	0	0	1	0	0	24	37	5	0	0	0	0	0	42	0	0	0	0	0	0	0	0
62	9	0	0	2	0	0	73	136	14	0	0	1	0	1	152	0	0	0	0	0	0	0	0
23	3	0	0	1	0	0	27	30	1	0	0	0	0	0	31	0	0	0	0	0	0	0	0
20	2	0	0	1	0	0	23	39	2	1	0	1	0	1	44	0	0	0	0	0	0	0	0
10	1	0	0	0	0	0	11	39	0	0	0	0	0	0	39	0	0	0	0	0	0	0	0
22	1	0	1	1	0	0	25	30	3	0	0	0	0	0	33	0	0	0	0	0	0	0	0
75	7	0	1	3	0	0	86	138	6	1	0	1	0	1	147	0	0	0	0	0	0	0	0
23	2	0	0	0	0	0	25	41	3	0	0	0	0	0	44	0	0	0	0	0	0	0	0
18	1	0	0	1	0	0	20	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
23	1	0	0	1	0	0	25	51	2	0	0	0	0	1	54	0	0	0	0	0	0	0	0
26	1	0	0	1	0	0	28	28	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0
90	5	0	0	3	0	0	98	145	6	0	0	0	0	1	152	0	0	0	0	0	0	0	0
18	1	0	0	1	0	0	20	41	1	0	0	0	0	0	42	0	0	0	0	0	0	0	0
22	0	0	0	1	0	0	23	31	1	0	0	0	0	0	32	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	17	25	2	0	0	1	1	0	29	0	0	0	0	0	0	0	0
18	0	0	0	2	0	0	20	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
75	1	0	0	4	0	0	80	122	5	0	0	1	1	0	129	0	0	0	0	0	0	0	0
618	73	6	1	38	0	0	736	1437	145	27	3	11	5	7	1635	0	0	0	0	0	0	0	0

Survey Name :	J-389 Baldoyle
Site:	4
Date:	23.01.20
Time:	07:00-19:00
Location:	53.3984661,-6.1278973
Classification:	CAR, LGV, OGV1, OGV2, PSV, M/C, P/C.

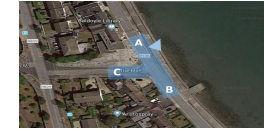


TIME	A => A								A => B								A => C							
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	15	5	0	0	0	0	1	21	33	3	0	0	1	1	0	38
07:15	0	0	0	0	0	0	0	0	37	13	2	0	0	0	0	52	52	2	1	0	1	1	0	57
07:30	0	0	0	0	0	0	0	0	31	7	2	0	0	0	1	41	44	3	1	0	3	0	4	55
07:45	0	0	0	0	0	0	0	0	63	8	1	0	1	0	0	73	69	8	0	0	2	0	6	85
H/TOT	0	0	0	0	0	0	0	0	146	33	5	0	1	0	2	187	198	16	2	0	7	2	10	235
08:00	0	0	0	0	0	0	0	0	91	15	4	0	2	0	0	112	77	6	0	0	2	0	3	88
08:15	0	0	0	0	0	0	0	0	113	12	1	1	3	1	0	131	98	1	1	0	1	0	5	106
08:30	0	0	0	0	0	0	0	0	108	7	3	1	0	0	0	119	66	3	0	0	3	2	2	76
08:45	0	0	0	0	0	0	0	0	59	11	4	0	0	0	2	76	78	5	2	0	0	0	0	85
H/TOT	0	0	0	0	0	0	0	0	371	45	12	2	5	1	2	438	319	15	3	0	6	2	10	355
09:00	0	0	0	0	0	0	0	0	59	14	4	0	0	0	2	79	53	7	0	0	2	1	0	63
09:15	0	0	0	0	0	0	0	0	47	10	3	0	0	0	0	60	50	5	2	0	1	1	3	62
09:30	0	0	0	0	0	0	0	0	56	13	4	0	0	0	1	74	34	2	0	0	1	0	1	38
09:45	0	0	0	0	0	0	0	0	54	15	0	2	0	0	3	74	30	2	2	0	2	1	0	37
H/TOT	0	0	0	0	0	0	0	0	216	52	11	2	0	0	6	287	167	16	4	0	6	3	4	200
10:00	0	0	0	0	0	0	0	0	36	14	2	1	0	0	0	53	33	2	0	0	0	0	0	35
10:15	0	0	0	0	0	0	0	0	49	14	0	0	0	0	0	63	33	3	0	0	2	0	0	38
10:30	0	0	0	0	0	0	0	0	38	6	2	1	0	0	1	48	24	4	1	0	0	0	1	30
10:45	0	0	0	0	0	0	0	0	53	7	2	1	0	0	0	63	35	4	0	0	0	0	0	39
H/TOT	0	0	0	0	0	0	0	0	176	41	6	3	0	0	1	227	125	13	1	0	2	0	1	142
11:00	0	0	0	0	0	0	0	0	37	4	3	0	1	0	0	45	28	3	0	0	1	0	1	33
11:15	0	0	0	0	0	0	0	0	42	11	0	0	0	0	2	55	31	0	1	0	2	0	1	35
11:30	0	0	0	0	0	0	0	0	59	11	1	0	1	0	0	72	28	6	2	0	1	0	0	37
11:45	0	0	0	0	0	0	0	0	50	6	0	0	0	1	0	57	32	1	0	0	0	0	0	33
H/TOT	0	0	0	0	0	0	0	0	188	32	4	0	2	1	2	229	119	10	3	0	4	0	2	138
12:00	0	0	0	0	0	0	0	0	46	7	1	0	1	0	2	57	35	5	0	0	1	1	3	45
12:15	0	0	0	0	0	0	0	0	52	7	3	0	0	0	0	62	38	1	0	0	1	0	1	41
12:30	1	0	0	0	0	0	0	1	63	10	2	1	0	1	1	78	28	3	0	0	1	0	3	35
12:45	0	0	0	0	0	0	0	0	63	13	2	1	1	0	0	80	35	5	0	0	0	0	0	40
H/TOT	1	0	0	0	0	0	0	1	224	37	8	2	2	1	3	277	136	14	0	0	3	1	7	161
13:00	0	0	0	0	0	0	0	0	57	9	1	1	1	1	0	70	29	1	0	1	2	0	1	34
13:15	0	0	0	0	0	0	0	0	49	2	3	0	0	0	0	54	28	7	0	0	1	0	0	36
13:30	0	0	0	0	0	0	0	0	80	8	1	0	0	0	0	89	30	1	0	0	1	0	0	32
13:45	0	0	0	0	0	0	0	0	67	8	1	1	0	0	1	78	42	1	3	0	0	0	1	47
H/TOT	0	0	0	0	0	0	0	0	253	27	6	2	1	1	1	291	129	10	3	1	4	0	2	149
14:00	0	0	0	0	0	0	0	0	68	11	0	0	1	1	0	81	40	2	1	0	1	0	0	44
14:15	0	0	0	0	0	0	0	0	71	6	1	1	1	0	0	80	31	2	0	0	0	0	2	35
14:30	0	0	0	0	0	0	0	0	70	6	3	0	0	0	1	80	41	5	1	0	3	0	1	51
14:45	0	0	0	0	0	0	0	0	55	5	0	2	0	0	0	62	53	4	0	1	1	0	0	59
H/TOT	0	0	0	0	0	0	0	0	264	28	4	3	2	1	1	303	165	13	2	1	5	0	3	189
15:00	0	0	0	0	0	0	0	0	70	11	4	0	0	0	1	86	54	2	0	0	1	0	0	57
15:15	0	0	0	0	0	0	0	0	74	6	0	1	0	0	0	81	47	4	0	0	1	0	0	52
15:30	0	0	0	0	0	0	0	0	69	4	1	0	0	0	0	74	52	2	0	0	4	0	1	59
15:45	0	0	0	0	0	0	0	0	56	4	1	1	0	0	2	64	45	2	0	0	0	0	2	49
H/TOT	0	0	0	0	0	0	0	0	269	25	6	2	0	0	3	305	198	10	0	0	6	0	3	217
16:00	0	0	0	0	0	0	0	0	57	3	0	0	0	0	0	60	54	4	0	0	2	0	0	60
16:15	0	0	0	0	0	0	0	0	69	6	2	0	0	1	0	78	50	2	0	0	1	1	3	57
16:30	0	0	0	0	0	0	0	0	62	3	0	0	0	0	0	65	47	2	0	0	1	0	0	50
16:45	0	0	0	0	0	0	0	0	68	5	1	0	0	0	0	74	29	1	1	0	1	0	0	32
H/TOT	0	0	0	0	0	0	0	0	256	17	3	0	0	1	0	277	180	9	1	0	5	1	3	199
17:00	0	0	0	0	0	0	0	0	72	6	0	0	0	0	0	78	38	5	0	0	1	0	1	45
17:15	0	0	0	0	0	0	0	0	58	2	0	0	0	0	1	61	55	1	0	0	1	0	0	57
17:30	0	0	0	0	0	0	0	0	81	6	0	0	0	0	1	88	38	3	0	0	1	0	1	43
17:45	0	0	0	0	0	0	0	0	51	2	2	0	0	1	0	56	58	3	0	0	0	0	1	62
H/TOT	0	0	0	0	0	0	0	0	262	16	2	0	0	1	2	283	189	12	0	0	3	0	3	207
18:00	0	0	0	0	0	0	0	0	76	3	0	0	0	0	3	82	46	3	1	0	2	0	3	55
18:15	0	0	0	0	0	0	0	0	57	1	0	0	1	0	0	59	30	1	0	0	0	0	0	31
18:30	0	0	0	0	0	0	0	0	70	1	0	0	0	1	1	73	48	4	0	0	2	0	2	56
18:45	0	0	0	0	0	0	0	0	63	4	0	0	0	0	0	67	42	1	0	0	2	0	0	45
H/TOT	0	0	0	0	0	0	0	0	266	9	0	0	1	1	4	281	166	9	1	0	6	0	5	187
12 TOT	1	0	0	0	0	0	0	1	2891	362	67	16	14	8	27	3385	2091	147	20	2	57	9	53	2379

B => A								B => B								B => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
26	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
22	1	0	1	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	6	0	0	0	1	0	31	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
29	5	0	0	0	0	0	34	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
101	13	0	1	0	1	0	116	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
35	1	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
46	0	3	0	0	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	0	0	0	0	1	0	33	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
134	2	3	0	0	1	0	140	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
43	2	1	0	0	0	5	51	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
24	6	2	0	0	0	0	32	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
30	2	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	9	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
126	19	3	0	0	0	5	153	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
25	5	4	0	0	0	0	34	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
22	7	1	0	0	1	0	31	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
24	4	4	1	0	0	1	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	3	0	1	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
98	19	9	2	0	1	1	130	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
27	3	2	2	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
39	6	2	0	0	0	0	47	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
43	12	2	0	0	0	0	57	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
131	23	6	2	0	0	0	162	0	0	0	0	0	0	0	0	4	3	1	0	0	0	0	8
37	5	1	0	0	0	1	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	5	1	1	0	0	0	28	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
29	7	0	0	0	1	1	38	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
24	5	2	0	0	1	0	32	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
111	22	4	1	0	2	2	142	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
36	4	0	0	0	0	0	40	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
29	4	0	0	0	0	2	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	9	1	1	1	1	1	40	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
27	5	0	0	0	1	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
118	22	1	1	1	2	3	148	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
30	4	2	2	0	0	1	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	5	2	0	0	0	0	28	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
45	15	0	0	0	0	0	60	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
26	3	2	0	0	0	1	32	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
122	27	6	2	0	0	2	159	0	1	0	0	0	0	0	1	3	3	0	0	0	0	0	6
46	5	1	1	0	0	0	53	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
29	6	1	0	0	0	0	36	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
39	6	1	1	0	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	6	1	0	0	2	1	50	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
154	23	4	2	0	2	1	186	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
39	4	0	0	0	0	0	43	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
33	14	1	0	0	0	0	48	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
28	8	0	1	0	0	1	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	4	1	0	0	0	0	46	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
141	30	2	1	0	0	1	175	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
26	4	0	0	1	1	1	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	5	1	0	0	1	0	47	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
41	2	1	0	0	0	1	45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
26	2	0	0	0	0	1	29	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
133	13	2	0	1	2	3	154	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
26	1	0	0	0	1	0	28	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
28	1	0	0	0	0	1	30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
40	3	0	0	1	0	1	45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
26	3	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
120	8	0	0	1	1	2	132	0	0	0	0	0	0	0	0	6	0	1	0	0	1	0	8
1489	221	40	12	3	12	20	1797	0	1	0	0	0	0	0	1	44	13	3	0	0	1	0	61

C => A								C => B								C => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
7	1	0	0	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	2	0	0	3	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	2	0	0	1	0	1	26	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
42	3	1	0	3	0	1	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	8	1	0	9	0	2	112	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
48	2	0	0	1	0	1	52	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
60	2	0	0	1	0	0	63	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
87	0	1	0	1	0	1	90	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
69	5	1	0	2	0	1	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
264	9	2	0	5	0	3	283	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
59	4	0	0	2	0	0	65	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
59	2	0	0	2	1	2	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	2	0	0	0	0	1	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	5	2	0	2	0	1	37	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
179	13	2	0	6	1	4	205	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
30	3	2	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	5	3	0	1	0	1	37	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
43	7	1	0	0	1	1	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	5	0	0	2	0	1	53	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
145	20	6	0	3	1	3	178	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
34	2	1	0	0	1	0	38	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
25	1	0	0	1	0	2	29	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
41	6	1	0	2	0	2	52	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
47	3	3	0	1	0	1	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
147	12	5	0	4	1	5	174	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
39	3	0	0	0	0	0	42	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
25	5	0	0	1	0	0	31	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
51	5	1	0	0	0	1	58	4	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0
37	6	1	0	2	0	2	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
152	19	2	0	3	0	3	179	5	0	0	1	0	0	0	6	1	0	0	0	0	0	0	1
36	6	0	0	1	0	1	44	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
30	4	2	0	2	0	1	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55	7	1	0	0	0	1	64	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
52	2	2	1	3	1	2	63	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
173	19	5	1	6	1	5	210	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
41	3	0	0	0	1	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	4	2	0	2	1	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	2	2	0	0	0	0	60	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
62	5	1	0	2	0	2	72	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
204	14	5	0	4	2	2	231	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
57	4	2	0	1	0	0	64	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
38	5	1	3	3	1	2	53	2	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0
84	8	4	0	1	0	1	98	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
66	4	1	0	3	0	1	75	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
245	21	8	3	8	1	4	290	7	0	0	0	1	0	0	8	0	0	0	0	0	0	0	0
93	8	1	0	4	0	0	106	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
83	13	0	0	1	1	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
82	11	1	0	2	0	0	96	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
68	5	0	0	2	0	0	75	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
326	37	2	0	9	1	0	375	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
79	7	0	0	2	0	1	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
98	7	0	0	1	1	1	108	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
90	5	0	0	1	0	6	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	4	0	0	2	2	2	79	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
336	23	0	0	6	3	10	378	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
69	2	0	0	1	0	3	75	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
52	4	0	0	1	3	6	66	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
92	3	0	0	2	2	4	103	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
64	2	0	0	2	0	5	73	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
277	11	0	0	6	5	18	317	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
2540	206	38	4	69	16	59	2932	43	5	0	1	1	0	0	50	3	0	0	0	0	0	0	3

Survey Name :	J-389 Baldoyle
Site:	5
Date:	23.01.20
Time:	07:00-19:00
Location:	53.3965691,-6.1261496
Classification:	CAR, LGV, OGV1, OGV2, PSV, M/C, P/C.



	A => A									A => B									A => C								
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT			
07:00	0	0	0	0	0	0	0	0	19	5	1	0	0	0	0	25	0	0	0	0	0	0	0	0			
07:15	0	0	0	0	0	0	0	0	36	11	1	0	0	1	0	49	1	0	0	0	0	0	0	1			
07:30	0	0	0	0	0	0	0	0	38	5	2	0	0	1	0	46	0	0	0	0	0	0	0	0			
07:45	0	0	0	0	0	0	0	0	68	4	1	0	1	0	0	74	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	161	25	5	0	1	2	0	194	1	0	0	0	0	0	0	1			
08:00	0	0	0	0	0	0	0	0	100	13	4	0	2	0	0	119	0	0	0	0	0	0	0	0			
08:15	0	0	0	0	0	0	0	0	113	14	3	0	3	1	0	134	0	0	0	0	0	0	0	0			
08:30	0	0	0	0	0	0	0	0	105	6	3	1	0	0	0	115	0	0	0	0	0	0	0	0			
08:45	0	0	0	0	0	0	0	0	60	11	4	0	0	0	2	77	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	378	44	14	1	5	1	2	445	0	0	0	0	0	0	0	0			
09:00	0	0	0	0	0	0	0	0	64	14	4	0	0	0	0	82	0	1	0	0	0	0	0	1			
09:15	0	0	0	0	0	0	0	0	50	10	2	0	0	0	0	62	0	0	0	0	0	0	0	0			
09:30	0	0	0	0	0	0	0	0	57	11	4	0	0	0	2	74	0	0	0	0	0	0	0	0			
09:45	0	0	0	0	0	0	0	0	51	17	0	2	0	0	2	72	1	0	0	0	0	0	0	1			
H/TOT	0	0	0	0	0	0	0	0	222	52	10	2	0	0	4	290	1	1	0	0	0	0	0	2			
10:00	0	0	0	0	0	0	0	0	37	11	2	1	0	0	0	51	0	0	0	0	0	0	0	0			
10:15	0	0	0	0	0	0	0	0	50	15	0	0	0	0	0	65	0	0	0	0	0	0	0	0			
10:30	0	0	0	0	0	0	0	0	40	6	2	1	0	0	1	50	0	0	0	0	0	0	0	0			
10:45	0	0	0	0	0	0	0	0	57	5	2	1	0	0	0	65	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	184	37	6	3	0	0	1	231	0	0	0	0	0	0	0	0			
11:00	0	0	0	0	0	0	0	0	35	5	3	0	1	0	0	44	0	0	0	0	0	0	0	0			
11:15	0	0	0	0	0	0	0	0	40	11	0	0	0	0	0	51	1	0	0	0	0	0	0	1			
11:30	0	0	0	0	0	0	0	0	64	13	0	0	1	0	0	78	0	0	0	0	0	0	0	0			
11:45	0	0	0	0	0	0	0	0	47	8	0	0	0	1	0	56	1	0	0	0	0	0	0	1			
H/TOT	0	0	0	0	0	0	0	0	186	37	3	0	2	1	0	229	2	0	0	0	0	0	0	2			
12:00	0	0	0	0	0	0	0	0	44	6	1	0	1	0	2	54	1	0	0	0	0	0	0	1			
12:15	0	0	0	0	0	0	0	0	57	8	3	0	0	0	0	68	0	0	0	0	0	0	0	0			
12:30	0	0	0	0	0	0	0	0	64	8	2	2	0	0	1	77	2	0	0	0	0	0	0	2			
12:45	0	0	0	0	0	0	0	0	63	12	3	1	1	0	0	80	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	228	34	9	3	2	0	3	279	3	0	0	0	0	0	0	3			
13:00	0	0	0	0	0	0	0	0	57	6	0	1	2	1	0	67	0	0	0	0	0	0	0	0			
13:15	0	0	0	0	0	0	0	0	57	3	3	0	0	0	0	63	1	0	0	0	0	0	0	1			
13:30	0	0	0	0	0	0	0	0	73	8	1	0	0	0	0	82	1	0	0	0	0	0	0	1			
13:45	0	0	0	0	0	0	0	0	67	8	1	1	0	1	1	79	2	0	0	0	0	0	0	2			
H/TOT	0	0	0	0	0	0	0	0	254	25	5	2	2	2	1	291	4	0	0	0	0	0	0	4			
14:00	0	0	0	0	0	0	0	0	68	10	0	0	1	0	0	79	0	0	0	0	0	0	0	0			
14:15	0	0	0	0	0	0	0	0	67	7	1	1	1	0	0	77	1	0	0	0	0	0	0	1			
14:30	0	0	0	0	0	0	0	0	71	7	3	1	0	0	1	83	1	0	0	0	0	0	0	1			
14:45	0	0	0	0	0	0	0	0	60	5	1	1	0	0	0	67	1	0	0	0	0	0	0	1			
H/TOT	0	0	0	0	0	0	0	0	266	29	5	3	2	0	1	306	3	0	0	0	0	0	0	3			
15:00	0	0	0	0	0	0	0	0	73	6	3	0	0	0	1	83	0	0	0	0	0	0	0	0			
15:15	0	0	0	0	0	0	0	0	75	4	0	1	1	0	0	81	1	0	0	0	0	0	0	1			
15:30	0	0	0	0	0	0	0	0	67	4	1	0	0	0	0	72	1	0	0	0	0	0	0	1			
15:45	0	0	0	0	0	0	0	0	62	5	1	1	0	0	2	71	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	277	19	5	2	1	0	3	307	2	0	0	0	0	0	0	2			
16:00	0	0	0	0	0	0	0	0	55	3	0	0	0	0	0	58	0	0	0	0	0	0	0	0			
16:15	0	0	0	0	0	0	0	0	74	5	2	0	0	1	0	82	1	0	0	0	0	0	0	1			
16:30	0	0	0	0	0	0	0	0	64	2	1	0	0	0	0	67	1	0	0	0	0	0	0	1			
16:45	0	0	0	0	0	0	0	0	67	4	0	0	0	0	0	71	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	260	14	3	0	0	1	0	278	2	0	0	0	0	0	0	2			
17:00	0	0	0	0	0	0	0	0	75	6	0	0	0	0	0	81	0	0	0	0	0	0	0	0			
17:15	0	0	0	0	0	0	0	0	63	1	0	0	0	1	0	65	0	0	0	0	0	0	0	0			
17:30	0	0	0	0	0	0	0	0	79	5	0	0	0	0	0	84	0	1	0	0	0	0	0	1			
17:45	0	0	0	0	0	0	0	0	54	1	2	0	0	1	1	59	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	271	13	2	0	0	2	1	289	0	1	0	0	0	0	0	1			
18:00	0	0	0	0	0	0	0	0	78	1	0	0	0	0	2	81	0	0	0	0	0	0	0	0			
18:15	0	0	0	0	0	0	0	0	66	1	0	0	0	1	0	68	0	0	0	0	0	0	0	0			
18:30	0	0	0	0	0	0	0	0	71	1	0	0	0	0	1	73	1	0	0	0	0	0	0	1			
18:45	0	0	0	0	0	0	0	0	60	3	0	0	0	0	1	64	3	0	0	0	0	0	0	3			
H/TOT	0	0	0	0	0	0	0	0	275	6	0	0	0	1	4	286	4	0	0	0	0	0	0	4			
12 TOT	0	0	0	0	0	0	0	0	2962	335	67	16	15	10	20	3425	22	2	0	0	0	0	0	24			

B ==> A								B ==> B								B ==> C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
24	0	0	0	0	1	0	25	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18
21	0	1	0	0	0	0	22	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
26	0	0	0	0	1	0	27	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19
43	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0	23	1	0	0	1	0	0	25
114	0	1	0	0	2	0	117	0	0	0	0	0	0	0	0	67	1	0	0	2	0	0	70
31	1	0	0	0	0	0	32	0	0	0	0	0	0	0	0	36	3	1	0	0	0	1	41
32	2	1	0	0	0	0	35	0	0	0	0	0	0	0	0	46	4	0	0	2	1	0	53
37	0	2	0	0	0	0	39	0	0	0	0	0	0	0	0	48	2	1	0	1	0	0	52
47	1	1	0	0	1	0	50	0	0	0	0	0	0	0	0	68	4	2	0	1	1	0	76
147	4	4	0	0	1	0	156	0	0	0	0	0	0	0	0	198	13	4	0	4	2	1	222
40	2	1	0	0	0	5	48	0	0	0	0	0	0	0	0	58	0	0	0	1	0	0	59
19	5	1	0	0	0	0	25	0	0	0	0	0	0	0	0	43	3	1	0	1	0	0	48
33	3	0	0	0	0	0	36	0	0	0	0	0	0	0	0	31	3	0	0	0	0	0	34
26	8	1	0	0	0	0	35	0	0	0	0	0	0	0	0	27	0	2	0	1	0	0	30
118	18	3	0	0	0	5	144	0	0	0	0	0	0	0	0	159	6	3	0	3	0	0	171
23	3	3	0	0	1	0	30	0	0	0	0	0	0	0	0	26	5	3	1	1	0	1	37
21	6	2	0	0	0	0	29	0	0	0	0	0	0	0	0	31	3	0	0	0	0	1	35
19	3	3	1	0	0	1	27	0	0	0	0	0	0	0	0	24	2	3	1	0	0	1	31
30	4	0	1	0	0	0	35	0	0	0	0	0	0	0	0	46	6	1	0	1	0	0	54
93	16	8	2	0	1	1	121	0	0	0	0	0	0	0	0	127	16	7	2	2	0	3	157
25	3	2	2	0	0	0	32	0	0	0	0	0	0	0	0	31	5	0	0	1	0	0	37
30	3	0	0	0	0	0	33	0	0	0	0	0	0	0	0	21	3	2	0	0	0	1	27
31	4	3	0	0	0	0	38	0	0	0	0	0	0	0	0	27	8	2	0	1	0	1	39
48	13	3	0	0	0	0	64	0	0	0	0	0	0	0	0	43	3	2	0	0	0	1	49
134	23	8	2	0	0	0	167	0	0	0	0	0	0	0	0	122	19	6	0	2	0	3	152
34	7	0	1	0	0	1	43	0	0	0	0	0	0	0	0	39	7	1	0	1	0	0	48
18	3	1	0	0	0	0	22	0	0	0	0	0	0	0	0	27	2	0	0	0	0	1	30
30	7	0	0	0	1	1	39	0	0	0	0	0	0	0	0	45	4	3	0	2	0	0	54
36	6	2	0	0	1	0	45	0	0	0	0	0	0	0	0	50	8	1	0	1	0	0	60
118	23	3	1	0	2	2	149	0	0	0	0	0	0	0	0	161	21	5	0	4	0	1	192
34	5	0	0	0	0	0	39	0	0	0	0	0	0	0	0	33	5	2	0	1	1	0	42
36	5	0	0	0	0	2	43	0	0	0	0	0	0	0	0	35	4	0	0	0	0	1	40
18	8	1	1	1	2	0	31	0	0	0	0	0	0	0	0	26	9	1	0	1	0	0	37
34	4	0	1	0	0	0	39	0	0	0	0	0	0	0	0	44	5	1	1	0	0	0	51
122	22	1	2	1	2	2	152	0	0	0	0	0	0	0	0	138	23	4	1	2	1	1	170
30	4	3	1	0	0	0	38	0	0	0	0	0	0	0	0	37	6	1	0	1	0	0	45
28	4	1	0	0	0	0	33	0	0	0	0	0	0	0	0	30	4	1	0	0	0	0	35
36	15	0	0	0	0	0	51	0	0	0	0	0	0	0	0	53	4	0	0	1	0	0	58
38	3	3	0	0	0	1	45	0	0	0	0	0	0	0	0	42	4	1	0	0	0	0	47
132	26	7	1	0	0	1	167	0	0	0	0	0	0	0	0	162	18	3	0	2	0	0	185
42	6	1	1	0	0	0	50	0	0	0	0	0	0	0	0	51	6	2	1	0	1	0	61
43	5	0	0	0	0	0	48	0	0	0	0	0	0	0	0	35	2	0	0	2	0	0	39
32	4	1	1	0	1	0	39	0	0	0	0	0	0	0	0	49	3	2	0	1	0	0	55
51	5	1	0	0	1	1	59	0	0	0	0	0	0	0	0	63	5	0	0	2	0	0	70
168	20	3	2	0	2	1	196	0	0	0	0	0	0	0	0	198	16	4	1	5	1	0	225
43	7	0	0	0	0	0	50	0	0	0	0	0	0	0	0	69	8	2	0	2	0	0	81
25	8	1	0	0	0	1	35	0	0	0	0	0	0	0	0	59	13	0	0	0	1	0	73
22	6	0	1	0	0	1	30	0	0	0	0	0	0	0	0	22	5	1	0	1	1	0	30
49	3	1	0	0	0	0	53	0	0	0	0	0	0	0	0	44	12	0	0	0	0	0	56
139	24	2	1	0	0	2	168	0	0	0	0	0	0	0	0	194	38	3	0	3	2	0	240
36	2	0	0	1	1	1	41	0	0	0	0	0	0	0	0	41	8	1	0	2	0	0	52
38	5	0	0	0	1	0	44	0	0	0	0	0	0	0	0	43	8	0	0	1	1	0	53
40	0	1	0	0	0	1	42	0	0	0	0	0	0	0	0	36	1	0	0	1	1	0	39
29	0	0	0	0	1	3	33	0	0	0	0	0	0	0	0	36	3	0	0	0	0	1	40
143	7	1	0	1	3	5	160	0	0	0	0	0	0	0	0	156	20	1	0	4	2	1	184
35	1	0	0	0	0	0	36	0	0	0	0	0	0	0	0	27	2	0	0	0	0	1	30
27	1	0	0	0	0	1	29	0	0	0	0	0	0	0	0	27	1	0	1	0	0	1	30
31	3	0	0	0	1	0	35	0	0	0	0	0	0	0	0	27	2	0	0	0	1	0	30
30	3	1	0	0	1	1	36	0	0	0	0	0	0	0	0	33	2	0	0	0	1	0	36
123	8	1	0	0	2	2	136	0	0	0	0	0	0	0	0	114	7	0	1	0	2	2	126
1551	191	42	11	2	15	21	1833	0	0	0	0	0	0	0	0	1796	198	40	5	33	10	12	2094

C => A								C => B								C => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	6	4	0	0	0	1	0	11	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	20	4	0	0	1	0	0	25	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	14	7	1	0	0	0	0	22	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	43	16	1	0	2	1	0	63	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	9	5	0	0	1	0	1	16	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	12	2	0	0	1	0	0	15	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	12	2	1	0	0	0	0	15	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	47	11	1	0	2	0	1	62	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	6	5	1	0	1	0	0	13	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	11	6	0	0	0	0	1	18	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	13	0	3	0	1	0	0	17	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	13	7	0	1	1	1	0	23	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	43	18	4	1	3	1	1	71	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	12	1	1	0	0	2	0	16	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	10	3	0	0	1	0	1	15	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	15	0	2	0	0	0	0	17	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	17	5	0	0	0	0	0	22	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	54	9	3	0	1	2	1	70	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	18	4	1	0	1	0	1	25	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	17	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	13	2	2	0	1	0	0	18	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	22	4	1	0	0	0	0	27	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	66	14	4	0	2	0	1	87	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	22	3	0	0	1	0	0	26	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	14	1	1	0	1	0	1	18	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	68	5	1	0	2	0	1	77	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	17	3	0	1	1	0	0	22	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	18	3	0	0	1	0	0	22	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	66	8	0	1	2	0	0	77	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	14	5	0	0	0	0	1	20	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	22	0	0	0	2	0	0	24	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	2	19	1	1	0	0	0	0	21	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	5	69	8	1	0	2	0	1	81	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	15	2	0	0	1	0	0	18	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	15	2	0	0	1	0	0	18	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	53	7	0	0	2	0	0	62	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1	12	2	1	0	1	0	1	17	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	15	0	0	0	1	0	0	16	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	2	58	4	1	0	2	0	1	66	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	11	0	0	0	1	0	0	12	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	19	2	0	0	1	0	0	22	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	52	4	0	0	2	0	0	58	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	17	0	0	0	1	0	1	19	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	15	0	0	0	0	1	0	16	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	16	1	0	0	1	0	0	18	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	64	2	0	0	2	1	1	70	0	0	0	0	0	0	0	0
20	2	1	0	0	0	0	23	683	106	16	2	24	5	8	844	0	0	0	0	0	0	0	0

Survey Name :	J-389 Baldoyle
Site:	6
Date:	23.01.20
Time:	07:00-19:00
Location:	53.3965701,-6.1272106
Classification:	CAR, LGV, OGV1, OGV2, PSV, M/C, P/C.



TIME	A => A							TOT	A => B							TOT	A => C							TOT	A => D							TOT
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	30	4	0	0	1	0	1	36	0	1	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	47	4	0	0	0	0	0	51	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	46	5	1	0	3	0	4	59	2	0	1	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	59	5	0	0	1	0	4	69	2	1	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	1	2	1	0	2	0	0	6	182	18	1	0	5	0	9	215	4	2	1	0	0	0	0	7
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	83	5	0	0	2	0	4	94	2	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	0	1	0	0	0	4	99	2	1	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	62	3	0	0	2	2	2	71	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	57	4	0	0	0	0	0	61	2	1	0	2	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	4	0	1	0	2	0	0	7	296	12	1	0	4	2	10	325	6	2	0	2	0	0	0	10
09:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	48	9	0	0	1	1	2	61	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	44	4	2	0	1	1	2	54	3	0	0	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	32	3	0	0	0	0	1	36	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	27	1	2	0	1	1	0	32	0	1	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4	151	17	4	0	3	3	5	183	5	1	0	0	0	0	0	6
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	2	0	0	0	0	0	34	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	29	4	0	0	1	0	0	34	2	0	0	0	0	0	0	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	3	0	0	0	0	1	28	1	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	4	1	0	0	0	0	36	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	116	13	1	0	1	0	1	132	4	0	0	0	0	0	0	4
11:00	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3	28	2	0	0	0	0	1	31	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	3	2	0	2	0	1	35	2	0	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	25	4	1	0	0	0	0	30	3	0	0	0	0	0	0	3
11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	30	1	0	0	0	1	0	32	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	2	1	1	0	2	0	0	6	110	10	3	0	2	1	2	128	8	0	0	0	0	0	0	8
12:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	37	4	0	0	0	0	3	44	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	33	1	0	0	1	0	2	37	3	0	0	0	0	0	0	3
12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	30	2	0	0	0	0	2	34	2	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	36	5	0	0	0	0	0	41	4	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	3	0	1	0	2	0	0	6	136	12	0	0	1	0	7	156	9	0	0	0	0	0	0	9
13:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	26	2	0	1	1	0	1	31	1	1	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	29	4	0	0	0	1	0	34	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27	2	0	1	0	0	0	0	3
13:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	33	1	1	0	0	0	1	36	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5	114	8	1	1	1	1	2	128	5	1	1	0	0	0	0	7
14:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	44	3	1	0	1	0	0	49	1	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	32	2	1	0	1	0	1	37	1	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	40	6	1	0	1	0	0	48	3	2	0	0	0	0	0	5
14:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	50	2	0	1	1	0	0	54	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	5	1	0	0	1	0	0	7	166	13	3	1	4	0	1	188	6	2	0	0	0	0	0	8
15:00	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	4	50	3	0	0	0	0	0	53	5	0	0	0	0	0	0	5
15:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	32	2	0	0	1	0	0	35	6	1	0	0	0	0	0	7
15:30	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	44	3	0	0	2	0	2	51	3	0	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	2	0	0	0	0	1	48	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	5	1	0	0	2	0	0	8	171	10	0	0	3	0	3	187	16	1	0	0	0	0	0	17
16:00	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	57	2	0	0	1	0	0	60	4	0	0	0	0	0	0	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	2	0	0	1	0	5	55	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	46	1	0	0	0	0	0	47	2	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	1	0	0</																					

B => A								B => B								B => C								B => D							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	12	2	0	0	0	0	0	14
1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	13	2	0	0	0	0	0	15
3	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	17	2	0	0	0	0	1	20
9	1	0	0	2	0	0	12	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	51	6	0	0	0	0	1	58
16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	23	3	1	0	0	0	0	27
26	1	0	0	2	0	0	29	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	19	3	0	0	0	1	0	23
23	0	1	0	1	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29
32	1	1	0	1	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	4	1	0	0	1	0	43
97	2	2	0	4	0	0	105	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	106	12	2	0	0	2	0	122
16	1	0	0	1	0	0	18	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	38	0	0	0	0	0	0	38
11	0	0	0	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	4	1	0	0	0	0	46
8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	23	3	0	0	0	0	0	26
5	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	22	0	2	0	0	0	0	24
40	1	0	0	2	1	0	44	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	124	7	3	0	0	0	0	134
5	0	2	0	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	5	1	1	0	0	0	24
7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	4	0	0	0	0	0	32
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	2	3	1	0	0	1	28
8	0	1	0	1	0	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	36	7	0	0	0	0	0	43
23	0	3	0	2	0	0	28	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	102	18	4	2	0	0	1	127
7	1	0	0	1	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	4	0	0	0	0	1	29
7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	3	2	0	0	0	0	19
7	2	0	0	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	6	2	0	0	0	1	32
7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	29	2	2	0	0	1	0	34
28	5	0	0	1	2	0	36	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	90	15	6	0	0	1	2	114
15	1	0	0	1	0	0	17	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	25	6	1	0	0	0	1	33
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	24	2	0	0	0	0	0	26
11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	33	3	3	0	2	0	1	42
10	0	0	0	1	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	36	8	1	0	0	0	0	45
39	1	0	0	2	0	0	42	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	118	19	5	0	2	0	2	146
7	1	1	0	1	0	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	24	4	0	1	0	1	0	30
11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	0	1	28
4	0	1	0	1	0	0	6	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	22	7	0	0	0	0	0	29
9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	5	0	1	0	0	0	41
31	3	2	0	2	0	0	38	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	106	18	0	2	0	1	1	128
6	0	0	0	1	0	0	7	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	31	6	2	0	0	0	0	39
6	0	1	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	3	0	0	0	1	1	30
12	1	0	0	1	0	0	14	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39	5	0	0	0	0	1	45
11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	30	4	0	1	0	0	0	35
35	1	1	0	2	0	0	39	1	0	0	0	0	0	0	0	1	4	0	0	0	0	0	4	125	18	2	1	0	1	2	149
15	1	1	1	0	0	0	18	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	3	31	4	1	0	0	1	0	37
7	5	0	0	1	0	0	13	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	28	1	0	0	1	0	0	30
14	1	1	0	1	0	0	17	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	33	3	1	0	0	0	0	37
22	1	0	0	2	0	0	25	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39	5	0	0	0	0	0	44
58	8	2	1	4	0	0	73	1	0	0	0	0	0	0	0	1	6	0	0	0	0	0	6	131	13	2	0	1	1	0	148
33	4	1	0	1	0	0	39	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	30	2	1	0	0	0	0	33
26	7	0	0	1	0	0	34	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	30	9	0	0	0	1	0	40
8	4	0	0	1	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	2	1	0	0	1	0	19
14	5	0	0	0	0	0	19	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	31	7	0	0	0	0	0	38
81	20	1	0	3	0	0	105	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	106	20	2	0	0	2	0	130
22	2	0	0	3	0	0	27	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	22	6	1	0	0	0	0	29
10	4	0	0	0	1	0	15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	26	6	0	0	0	0	1	33
11	0	0	0	1	0	0	12	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	22	2	0	0	0	1	0	25
9	0	0	0	0	1	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	26	3	0	0	0	0	1	30
52	6	0	0	4	2	0	64	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	96	17	1	0	0	1	2	117
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	17	2	0	0	0	0	0	19
5	1	0	0	1	0	0	7	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	21	1	0	0	0	0	0	22
10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	21	2	0	0	0	1	0	24
8	0	0	0	1	0	0	9	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	24	2	0	0	0	0		

D => A								D => B								D => C								D => D							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
0	0	1	0	0	0	0	1	4	1	0	0	0	0	0	5	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	2	5	5	0	0	0	1	1	12	14	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	12	5	0	0	0	0	1	18	14	0	0	0	0	0	1	15	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	9	6	1	0	0	0	0	16	27	1	1	0	0	0	0	29	0	0	0	0	0	0	0	0
5	1	2	0	0	0	0	8	30	17	1	0	0	1	2	51	67	5	1	0	0	0	1	74	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	13	5	0	0	0	0	1	19	29	5	0	0	1	0	2	37	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	11	2	0	0	0	0	0	13	22	2	0	0	0	0	4	28	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	12	5	3	0	0	0	0	0	8	36	0	0	0	0	1	4	41	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	9	2	0	0	0	0	0	11	18	4	0	0	0	0	1	23	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	20	38	12	0	0	0	0	1	51	105	11	0	0	1	1	11	129	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	6	5	0	0	0	0	0	11	23	4	0	0	0	0	1	28	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	9	4	0	0	0	0	1	14	41	5	0	0	0	0	0	46	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	12	0	1	2	0	0	0	15	11	4	0	0	0	0	0	15	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	13	7	0	0	0	0	1	21	26	2	0	0	0	0	0	28	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	10	40	16	1	2	0	0	2	61	101	15	0	0	0	0	1	117	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	14	1	1	0	0	2	0	18	20	2	1	0	0	0	0	23	0	0	0	0	0	0	0	0
0	2	1	0	0	0	0	3	9	3	1	0	0	0	1	14	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	6	14	1	0	0	0	0	0	15	14	2	0	0	0	1	0	17	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	16	6	0	0	0	0	0	22	26	2	1	0	1	0	0	30	0	0	0	0	0	0	0	0
14	2	1	0	0	0	0	17	53	11	2	0	0	2	1	69	74	10	2	0	1	1	0	88	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	16	3	0	0	0	0	1	20	26	6	1	0	0	0	0	33	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	17	4	0	0	0	0	0	21	20	4	0	0	0	0	0	24	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	14	2	1	0	0	0	0	17	22	5	0	0	0	0	0	27	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	16	5	1	0	0	0	0	22	28	3	0	0	0	0	0	31	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	9	63	14	2	0	0	0	1	80	96	18	1	0	0	0	0	115	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	22	3	0	0	0	0	0	25	26	3	0	0	0	0	0	29	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7	25	1	0	0	0	0	1	27	0	0	0	0	0	0	0	0
2	0	0	0	0	0	1	3	15	1	0	1	0	0	0	17	25	3	0	0	0	0	0	28	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	20	1	0	0	0	0	0	21	22	3	0	0	0	1	0	26	0	0	0	0	0	0	0	0
8	0	0	0	0	0	1	9	64	5	0	1	0	0	0	70	98	10	0	0	0	1	1	110	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	7	20	3	0	1	0	0	0	24	27	5	1	0	0	0	0	33	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	16	3	0	0	0	0	0	19	28	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	19	2	0	0	0	0	0	21	23	3	1	0	0	0	0	27	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	2	15	0	0	0	0	0	0	15	25	2	2	0	0	0	0	29	0	0	0	0	0	0	0	0
11	2	1	0	0	0	0	14	70	8	0	1	0	0	0	79	103	10	4	0	0	0	0	117	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	10	6	0	0	0	1	1	18	25	3	0	0	0	0	0	28	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	4	14	1	0	0	0	0	0	15	28	4	0	0	0	0	0	32	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	23	0	0	0	1	0	0	24	38	4	1	0	0	0	0	43	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	17	1	1	0	0	0	0	19	38	2	1	0	0	0	0	41	0	0	0	0	0	0	0	0
11	1	0	0	0	0	0	12	64	8	1	0	1	1	1	76	129	13	2	0	0	0	0	144	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	8	7	1	0	0	0	0	0	8	34	2	0	0	1	0	0	37	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	6	13	1	0	0	0	0	0	14	35	4	0	0	1	0	0	40	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	7	15	2	0	0	0	0	0	17	38	3	0	0	1	0	0	42	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	5	2	0	0	0	0	0	7	36	2	1	0	0	0	0	39	0	0	0	0	0	0	0	0
21	1	1	0	0	0	0	23	40	6	0	0	0	0	0	46	143	11	1	0	3	0	0	158	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	12	2	1	0	0	0	1	16	28	1	0	0	1	1	0	31	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	39	1	0	0	0	0	0	40	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	13	0	0	0	0	0	0	13	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	17	1	0	0	0	0	0	18	34	3	0	0	0	0	0	37	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	6	52	4	1	0	0	0	1	58	121	7	0	0	1	1	0	130	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	36	5	0	0	0	0	0	41	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	14	1	0	0	0	0	0	15	41	2	0	0	0	0	0	43	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	6	15	1	0	0	0	0	0	16	36	2	0	0	0	0	0	38	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	9	1	0	0	0	0	0	10	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	14	49	3	0	0	0	0	0	52	140	11	0	0	0	0	0	151	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	19	0	0	0	0	0	0	19	32	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	14	0	0	0	0	1	0	15	33	2	0	0	0	0	0	35	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	8	16	1	0	0	0	0	0	17	35	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	13	1	0	0	0	0	0	14	25	2	0	0	0	0										

Survey Name :	J-389 Baldoyle
Site:	7
Date:	23.01.20
Time:	07:00-19:00
Location:	53.3969546,-6.1352417
Classification:	CAR, LGV, OGV1, OGV2, PSV, M/C, P/C.



TIME	A => A								A => B								A => C							
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	1	0	0	17
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	13	0	0	0	1	0	0	14
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	1	0	0	21
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	2	0	0	1	0	0	33
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	78	3	0	0	4	0	0	85
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	33	2	0	0	1	0	1	37
08:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	43	2	0	0	1	0	0	46
08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	41	0	3	0	1	0	0	45
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	42	3	0	0	1	0	0	46
H/TOT	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	159	7	3	0	4	0	1	174
09:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	36	2	1	0	2	0	0	41
09:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	23	2	2	0	1	0	0	28
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	25	2	5	0	1	0	0	33
09:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	26	6	0	0	0	0	0	32
H/TOT	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	110	12	8	0	4	0	0	134
10:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	21	3	2	0	1	0	0	27
10:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	16	2	0	0	1	0	0	19
10:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	22	1	2	0	1	0	0	26
10:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	28	5	0	0	0	0	0	33
H/TOT	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	87	11	4	0	3	0	0	105
11:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	18	5	0	0	1	0	0	24
11:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	13	3	0	0	1	0	1	18
11:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	16	5	1	0	1	0	0	23
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	4	3	0	0	0	0	40
H/TOT	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	80	17	4	0	3	0	1	105
12:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	21	3	0	0	1	1	0	26
12:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	25	5	1	1	1	0	0	33
12:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	36	2	1	0	1	0	0	40
12:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	26	2	0	0	0	0	0	28
H/TOT	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	8	108	12	2	1	3	1	0	127
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	26	8	0	0	1	0	1	36
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3	0	0	1	0	0	21
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	3	1	0	3	0	1	39
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	2	0	0	0	0	1	38
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	109	16	1	0	5	0	3	134
14:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	25	2	1	0	1	1	2	32
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	4	0	0	1	1	0	30
14:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	27	4	2	0	1	0	0	34
14:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	35	2	2	0	0	0	0	39
H/TOT	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	111	12	5	0	3	2	2	135
15:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	30	3	0	0	1	0	0	34
15:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	18	3	2	1	1	0	0	25
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	3	1	1	1	0	0	49
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	30	2	1	0	0	1	0	34
H/TOT	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	121	11	4	2	3	1	0	142
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	24	5	0	0	1	0	0	30
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	4	1	0	1	0	0	49
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	4	0	0	0	0	0	32
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	2	0	0	1	0	2	43
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	133	15	1	0	3	0	2	154
17:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	22	3	0	0	1	0	1	27
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	4	0	0	1	0	1	51
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	1	0	0	1	0	0	43
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	1	0	0	0	1	0	35
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	141	9	0	0	3	1	2	156
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	2	0	0	2	0	1	32
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	19	1	0	0	1	0	0	21
18:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	37	4	0	0	1	0	1	43
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	19	2	0	0	2	0	1	24
H/TOT	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	102	9	0	0	6	0	3	120
12 TOT	0	0	0	0	0	0	0	0	58	9	0	0	0	0	0	67	1339	134	32	3	44	5	14	1571

B ==> A								B ==> B								B ==> C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	26
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35	2	0	0	0	0	0	37
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	0	1	38
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	3	1	0	0	0	0	60
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	154	5	1	0	0	0	1	161
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	6	2	0	1	0	1	77
2	2	1	0	0	0	0	5	0	0	0	0	0	0	0	0	63	5	0	0	0	1	0	69
6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	96	7	2	0	2	0	0	107
5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0	94	11	3	0	0	0	0	108
13	4	1	0	0	0	0	18	0	0	0	0	0	0	0	0	320	29	7	0	3	1	1	361
7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	100	3	0	0	1	0	1	105
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	62	8	0	1	0	0	0	71
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	61	12	1	0	1	0	0	75
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	6	1	0	0	1	0	62
11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	277	29	2	1	2	1	1	313
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	9	1	1	0	0	1	56
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	60	7	1	0	0	1	1	70
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	54	4	2	1	0	0	1	62
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	72	12	0	0	0	0	0	84
8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	230	32	4	2	0	1	3	272
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	57	8	1	0	0	0	1	67
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	48	9	2	0	0	1	0	60
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	61	11	3	0	0	0	1	76
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	68	7	4	0	0	1	0	80
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	234	35	10	0	0	2	2	283
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	59	8	2	0	0	0	0	69
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	8	0	0	0	0	0	61
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	62	12	5	0	2	0	1	82
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	13	1	0	0	0	1	76
2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	235	41	8	0	2	0	2	288
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	64	9	2	0	0	1	0	76
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	4	1	0	0	1	0	66
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	9	2	0	0	0	1	72
2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	67	13	1	1	0	0	1	83
3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	251	35	6	1	0	2	2	297
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	57	12	2	0	0	0	1	72
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	57	5	1	0	0	1	2	66
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	90	11	1	0	0	1	1	104
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	82	3	1	0	1	0	1	88
14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	286	31	5	0	1	2	5	330
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	82	9	3	0	0	1	2	97
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	63	6	1	0	2	1	0	73
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	75	6	2	0	0	0	0	83
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	89	7	0	0	1	0	1	98
9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	309	28	6	0	3	2	3	351
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	78	9	2	0	1	0	5	95
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	63	11	0	0	0	1	1	76
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	53	8	1	0	0	2	0	64
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	70	12	0	0	0	0	0	82
8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	264	40	3	0	1	3	6	317
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	43	6	1	0	0	0	0	50
4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	64	9	0	0	0	0	0	73
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	71	8	0	0	1	1	0	81
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	7	0	0	0	0	1	71
11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	241	30	1	0	1	1	1	275
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	68	6	1	0	0	0	0	75
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	42	3	0	0	1	0	0	46
2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	85	5	0	0	0	1	0	91
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	65	7	0	0	0	0	1	73
13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	260	21	1	0	1	1	1	285
98	8	1	0	0	0	0	107	0	0	0	0	0	0	0	0	3061	356	54	4	14	16	28	3533

C => A								C => B								C => C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
16	2	0	0	0	0	0	18	15	1	0	0	0	1	0	17	0	0	0	0	0	0	0	0
18	1	1	0	3	0	0	23	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0
35	1	0	0	1	0	0	37	31	4	1	0	0	1	0	37	0	0	0	0	0	0	0	0
26	4	1	0	1	0	0	32	30	5	0	0	0	0	1	36	0	0	0	0	0	0	0	0
95	8	2	0	5	0	0	110	93	13	1	0	0	2	1	110	0	0	0	0	0	0	0	0
47	6	1	0	0	0	0	54	35	9	0	0	1	0	0	45	0	0	0	0	0	0	0	0
57	9	1	0	2	0	0	69	54	2	2	0	1	0	1	60	0	0	0	0	0	0	0	0
58	4	2	0	0	0	0	64	61	5	0	0	0	1	0	67	0	0	0	0	0	0	0	0
38	5	2	0	2	0	0	47	50	7	0	0	0	0	4	61	0	0	0	0	0	0	0	0
200	24	6	0	4	0	0	234	200	23	2	0	2	1	5	233	0	0	0	0	0	0	0	0
37	9	4	0	0	1	2	53	55	9	3	0	0	0	1	68	0	0	0	0	0	0	0	0
47	4	1	0	0	2	0	54	35	6	0	0	0	0	0	41	0	0	0	0	0	0	0	0
29	4	0	0	0	1	0	34	20	3	1	0	0	0	0	24	0	0	0	0	0	0	0	0
35	5	2	0	1	0	0	43	35	6	0	0	0	2	1	44	0	0	0	0	0	0	0	0
148	22	7	0	1	4	2	184	145	24	4	0	0	2	2	177	0	0	0	0	0	0	0	0
44	8	1	0	0	0	0	53	32	2	2	0	0	1	0	37	0	0	0	0	0	0	0	0
36	11	0	0	1	0	0	48	21	8	4	0	0	0	1	34	0	0	0	0	0	0	0	0
35	4	1	0	0	0	0	40	30	4	1	0	0	1	0	36	0	0	0	0	0	0	0	0
47	3	2	1	1	0	0	54	39	10	1	0	1	1	0	52	0	0	0	0	0	0	0	0
162	26	4	1	2	0	0	195	122	24	8	0	1	3	1	159	0	0	0	0	0	0	0	0
33	5	2	0	0	0	0	40	46	9	1	0	0	0	0	56	0	0	0	0	0	0	0	0
36	7	1	0	1	0	0	45	35	8	0	0	0	0	0	43	0	0	0	0	0	0	0	0
37	8	2	0	1	0	0	48	36	6	3	0	0	0	0	45	0	0	0	0	0	0	0	0
34	4	0	0	0	0	0	38	47	6	3	0	0	0	1	57	0	0	0	0	0	0	0	0
140	24	5	0	2	0	0	171	164	29	7	0	0	0	1	201	0	0	0	0	0	0	0	0
44	4	0	0	1	0	0	49	46	6	1	0	0	0	0	53	0	0	0	0	0	0	0	0
49	2	1	0	1	0	0	53	32	5	0	0	0	0	0	37	0	0	0	0	0	0	0	0
34	3	3	0	1	1	0	42	43	4	0	0	0	0	0	47	0	0	0	0	0	0	0	0
50	9	1	1	3	0	0	64	42	8	1	0	0	1	1	53	0	0	0	0	0	0	0	0
177	18	5	1	6	1	0	208	163	23	2	0	0	1	1	190	0	0	0	0	0	0	0	0
51	5	0	0	3	1	0	60	47	7	2	0	0	0	0	56	0	0	0	0	0	0	0	0
46	1	1	0	0	0	0	48	42	4	1	0	0	0	0	47	0	0	0	0	0	0	0	0
50	7	1	0	1	0	0	59	46	5	0	0	0	0	0	51	0	0	0	0	0	0	0	0
53	5	2	1	1	0	0	62	45	2	1	0	0	0	0	48	0	0	0	0	0	0	0	0
200	18	4	1	5	1	0	229	180	18	4	0	0	0	0	202	0	0	0	0	0	0	0	0
46	1	1	0	1	0	0	49	38	8	0	0	0	0	0	46	0	0	0	0	0	0	0	0
57	6	0	0	2	0	0	65	55	5	0	0	0	0	0	60	0	0	0	0	0	0	0	0
56	7	0	0	1	0	0	64	53	2	1	0	1	0	0	57	0	0	0	0	0	0	0	0
53	9	0	0	1	0	0	63	46	3	2	0	0	0	0	51	0	0	0	0	0	0	0	0
212	23	1	0	5	0	0	241	192	18	3	0	1	0	0	214	0	0	0	0	0	0	0	0
55	7	0	0	0	0	0	62	52	4	0	0	1	0	0	57	0	0	0	0	0	0	0	0
63	2	0	0	2	0	0	67	75	4	1	0	1	0	0	81	0	0	0	0	0	0	0	0
50	7	0	0	0	0	0	57	54	4	1	0	1	0	0	60	0	0	0	0	0	0	0	0
50	8	0	0	1	0	0	59	57	3	2	0	1	0	0	63	0	0	0	0	0	0	0	0
218	24	0	0	3	0	0	245	238	15	4	0	4	0	0	261	0	0	0	0	0	0	0	0
50	5	0	0	1	0	1	57	57	6	0	0	0	1	0	64	0	0	0	0	0	0	0	0
64	4	1	0	2	1	1	73	36	3	0	0	0	0	0	39	0	0	0	0	0	0	0	0
57	4	0	0	1	0	0	62	40	3	0	0	0	0	1	44	0	0	0	0	0	0	0	0
70	5	0	0	1	0	0	76	61	5	0	0	0	0	0	66	0	0	0	0	0	0	0	0
241	18	1	0	5	1	2	268	194	17	0	0	0	1	1	213	0	0	0	0	0	0	0	0
73	5	0	0	0	0	0	78	60	4	0	0	0	1	0	65	0	0	0	0	0	0	0	0
71	2	0	0	1	1	0	75	53	5	0	0	0	0	0	58	0	0	0	0	0	0	0	0
78	2	0	0	2	0	0	82	56	3	1	0	0	0	0	60	0	0	0	0	0	0	0	0
62	1	0	0	0	0	0	63	46	6	0	0	0	0	0	52	0	0	0	0	0	0	0	0
284	10	0	0	3	1	0	298	215	18	1	0	0	1	0	235	0	0	0	0	0	0	0	0
83	3	0	0	1	0	0	87	58	0	0	0	0	0	0	58	0	0	0	0	0	0	0	0
54	1	0	0	1	0	0	56	61	1	0	0	0	0	0	62	0	0	0	0	0	0	0	0
43	3	0	0	0	1	1	48	42	2	0	0	0	0	0	44	0	0	0	0	0	0	0	0
52	1	0	0	0	2	0	55	60	1	0	0	0	1	0	62	0	0	0	0	0	0	0	0
232	8	0	0	2	3	1	246	221	4	0	0	0	1	0	226	0	0	0	0	0	0	0	0
2309	223	35	3	43	11	5	2629	2127	226	36	0	8	12	12	2421	0	0	0	0	0	0	0	0

Irish Traffic Surveys



TIME	A => A							TOT	A => B							TOT	A => C							TOT	A => D							TOT
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	9			
07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	10			
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	15	1	0	0	0	0	16			
07:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	18	3	0	0	0	0	21			
H/TOT	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	9	51	5	0	0	0	0	56			
08:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	4	17	1	0	0	0	0	18			
08:15	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	2	17	0	0	0	0	0	17			
08:30	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	0	0	0	1	13	2	0	0	0	0	0	15			
08:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	3	9	1	0	0	0	0	10			
H/TOT	0	0	0	0	0	0	0	0	49	3	0	0	0	0	0	0	0	0	0	0	1	53	10	4	0	0	0	0	60			
09:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	15	2	0	0	0	0	17			
09:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	17			
09:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	12	1	0	0	0	0	13			
09:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	14	0	0	0	0	0	14			
H/TOT	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	0	0	0	0	0	0	3	58	3	0	0	0	0	0	61		
10:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	10			
10:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7			
10:30	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	8	12	0	0	0	0	0	12			
10:45	0	0	0	0	0	0	0	0	8	1	1	0	0	0	0	0	0	0	0	0	0	1	13	2	0	0	0	0	15			
H/TOT	0	0	0	0	0	0	0	0	22	2	2	0	0	0	0	0	0	0	0	0	0	1	41	3	0	0	0	0	0	44		
11:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	3			
11:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	10			
11:30	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	8	8	1	0	0	0	0	9			
11:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	10	1	0	0	0	0	11			
H/TOT	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17	30	3	0	0	0	0	0	33		
12:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	9			
12:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	8			
12:30	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	8			
12:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	0	8			
H/TOT	0	0	0	0	0	0	0	0	22	2	1	0	0	0	0	0	0	0	0	0	0	1	29	4	0	0	0	0	0	33		
13:00	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	6			
13:15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	9			
13:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	5			
13:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	1	19		
H/TOT	0	0	0	0	0	0	0	0	36	1	0	0	0	0	0	0	0	0	0	0	0	37	32	5	0	1	0	0	1	39		
14:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	8			
14:15	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4			
14:30	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3			
14:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	1	7	1	0	0	0	0	8			
H/TOT	0	0	0	0	0	0	0	0	33	4	0	0	0	0	0	0	0	0	0	0	0	1	21	2	0	0	0	0	0	23		
15:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	4	1	0	0	0	0	5			
15:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	5			
15:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4			
15:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5			
H/TOT	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	2	17	2	0	0	0	0	0	19		
16:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6			
16:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	9			
16:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	5			
16:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2			
H/TOT	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	1	21	1	0	0	0	0	0	22		
17:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6	4	2	0	0	0	0	6			
17:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	7	1	0	0	0	0	8			
17:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	8			
17:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	8	1	0	0	0	0	9			
H/TOT	0	0	0	0	0	0	0	0	27	1	0	0	0	0	0	0	0	0	0	0	0	4	27	4	0	0	0	0	0	31		
18:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	8			
18:15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	10			
18:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	13			
18:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	22	1	0	0	0	0	23			
H/TOT	0	0	0	0	0	0	0	0	30	1	0	0	0	0	0	0	0	0	0	0	0	2	50	4	0	0	0	0	0	54		
12 TOT	0	0	0	0	0	0	0	0	327	18	3	0	0	0	0	0	1	349	34	3	0	0	37	433	40	0	1	0	0	475		

B => A								B => B								B => C								B => D							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	2	0	0	1	0	0	52
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	56	1	0	0	1	0	1	59
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	1	0	0	1	0	0	58
2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	4	1	0	1	0	0	92
7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	247	8	1	0	4	0	1	261
3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	91	8	3	0	2	1	1	106
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	7	0	1	1	1	0	117
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	7	1	0	3	0	0	127
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	8	4	0	1	1	3	115
15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	412	30	8	1	7	3	4	465
8	0	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	10	0	0	3	0	1	116
7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	85	7	0	0	1	0	0	93
3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	15	3	2	2	0	0	112
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	84	9	3	0	0	0	0	96
19	3	1	0	0	0	0	23	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	361	41	6	2	6	0	1	417
7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	14	3	1	1	0	1	87
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	9	2	0	1	0	0	74
6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	75	5	4	1	0	0	0	85
3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	91	15	0	0	1	0	1	108
17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	5	295	43	9	2	3	0	2	354
6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	9	1	1	1	0	0	84
2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	56	15	2	0	1	0	1	75
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	75	16	3	0	0	1	1	96
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	87	10	8	0	1	1	1	108
17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	290	50	14	1	3	2	3	363
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	76	11	1	0	1	2	1	92
6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	63	8	2	1	1	0	0	75
8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	82	13	5	0	2	0	0	102
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	84	17	0	0	1	0	1	103
23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	7	305	49	8	1	5	2	2	372
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	87	12	3	0	1	1	4	108
7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	10	1	0	1	1	0	89
8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	12	4	0	3	0	1	91
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	85	12	1	1	0	0	0	99
23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	319	46	9	1	5	2	5	387
8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	15	2	0	1	1	2	107
6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	65	9	2	0	0	2	2	80
6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	94	17	3	0	2	1	0	117
8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	99	4	3	1	1	0	0	108
28	3	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	344	45	10	1	4	4	4	412
7	0	0	0	0	1	0	8	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	100	11	2	0	1	0	2	116
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14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	11	2	0	1	0	0	113
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10	0	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	81	6	0	0	2	0	1	90
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12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	93	6	0	0	2	0	2	103
7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	63	3	0	0	1	0	0	67
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7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	75	10	0					

C => A								C => B								C => C								C => D							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
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11	0	0	0	0	0	0	11	9	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	23	2	0	0	0	0	1	26
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2	1	0	0	0	0	0	3	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	29							

D => A								D => B								D => C								D => D							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
1	0	0	0	0	0	0	1	35	3	0	0	0	0	0	38	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	33	3	0	0	3	0	0	39	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	6	58	6	1	0	1	0	0	66	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	54	11	1	0	1	0	0	67	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
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2	0	0	0	0	0	0	2	66	16	3	0	1	0	0	86	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	87	11	0	0	3	0	0	101	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
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5	1	0	0	0	0	0	6	65	13	2	1	1	0	5	87	1	2	0	0	0	0	1	4	0	0	0	0	0	0	0	0
14	1	0	0	0	0	0	15	319	55	8	1	5	1	8	397	7	3	0	0	0	0	4	14	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	9	70	18	4	0	0	0	0	92	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	10	61	11	0	0	2	0	0	74	3	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0
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14	3	0	1	0	0	0	18	65	7	2	1	0	0	0	75	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
15	1	0	0	0	0	0	16	118	14	1	0	1	0	0	134	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	8	71	10	4	1	1	0	0	87	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
47	5	0	1	0	0	0	53	346	39	9	3	5	0	0	402	26	5	0	0	0	0	0	31	0	0	0	0	0	0	0	0
11	1	0	0	0	0	0	12	71	11	2	0	1	0	1	86	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
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14	3	0	0	0	0	0	17	86	11	2	0	2	0	1	102	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
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20	1	0	0	0	0	0	21	99	8	2	0	2	1	3	115	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
11	1	0	0	0	0	0	12	107	12	0	0	1	0	2	122	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
11	1	0	0	0	0	0	12	118	12	0	0	1	0	0	131	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
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9	1	0	0	0	0	0	10	91	2	0	0	2	0	1																	

Survey Name :	J-389 Baldoyle
Site:	9
Date:	23.01.20
Time:	07:00-19:00
Location:	53.3988656,-6.1634679
Classification:	CAR, LGV, OGV1, OGV2, PSV, M/C, P/C.

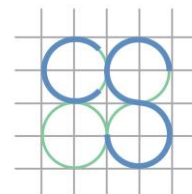


TIME	A => A								A => B								A => C								A => D								
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	58	0	0	0	1	0	0	59	31	0	0	0	1	0	0	32	
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07:45	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19	57	11	0	0	0	0	1	69	22	7	3	0	0	0	1	33	
H/TOT	1	0	0	0	0	0	0	1	52	2	0	0	0	0	0	54	234	26	0	0	2	1	4	267	115	12	3	1	5	0	2	138	
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H/TOT	0	0	0	0	0	0	0	0	119	9	0	0	2	2	0	132	269	13	1	0	1	2	2	288	58	7	0	0	6	3	1	75	
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H/TOT	13	1	0	0	0	0	0	14	51	12	2	0	0	0	0	65	146	18	0	0	0	0	0	164	91	14	3	1	8	0	0	117	
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H/TOT	8	3	0	0	0	0	0	11	87	19	0	0	0	0	0	106	203	14	0	0	0	1	0	218	91	12	2	0	8	0	0	113	
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15:30	9	0	0	0	1	0	0	10	28	3	0	0	0	0	0	31	66	5	0	0	0	0	0	71	43	1	0	0	4	1	0	49	
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H/TOT	19	3	0	0	1	0	0	23	106	8	2	0	0	0	0	116	242	15	1	0	0	0	1	259	139	10	1	4	9	1	0	164	
16:00	1	0	0	0	0	0	0	1	22	3	0	0	0	0	0	25	47	5	0	0	0	1	0	53	33	7	0	0	2	1	0	43	
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16:30	6	0	0	0	0	0	0	6	22																								

B => A								B => B								B => C								B => D							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
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7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	26	4	0	0	1	0	0	31	50	5	4	0	0	0	0	59
12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0	27	8	0	0	2	0	0	37	55	9	5	1	0	0	0	70
26	3	0	0	0	0	0	29	0	0	0	0	0	0	0	0	100	24	1	0	5	0	0	130	247	27	10	3	1	0	0	288
9	1	1	0	0	0	0	11	0	0	0	0	0	0	0	0	46	5	2	0	2	0	0	0	74	10	1	0	1	0	2	88
15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	34	3	1	0	1	0	0	0	59	6	5	0	1	2	2	75
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41	4	2	0	0	0	0	47	0	0	0	0	0	0	0	0	205	11	6	1	5	0	0	134	239	33	13	3	4	6	5	303
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12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	46	2	3	0	1	0	0	52	78	17	4	1	1	0	0	101
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86	8	0	0	0	0	0	94	0	0																						

C => A							C => B							C => C							C => D										
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
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202	13	2	1	2	1	2	223	176	23	4	0	3	0	0	206	0	0	0	0	0	0	0	0	295	31	7	4	3	1	1	342
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108	5	1	0	0	0	0	114	39	3	0	0	2	0	0	44	0	0	0	0	0	0	0	0	73	6	0	0	1	1	0	80
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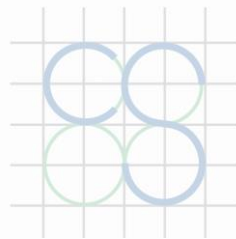
D => A								D => B								D => C								D => D							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
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31	0	0	0	2	0	0	33	75	13	2	2	2	0	0	94	83	11	0	0	0	0	0	94	0	0	0	0	0	0	0	0
136	10	0	3	6	1	0	156	282	56	9	6	7	1	0	361	303	35	4	0	1	1	0	344	0	0	0	0	0	0	0	0
33	6	0	0	3	0	0	42	63	6	3	0	0	2	0	74	62	8	2	0	1	1	0	74	0	0	0	0	0	0	0	0
39	3	3	0	1	0	0	46	70	11	2	0	0	0	0	83	61	6	0	0	1	0	0	68	1	0	0	0	0	0	0	1
43	6	0	0	1	0	0	50	91	10	1	0	0	1	0	103	86	12	1	0	1	0	0	100	1	0	0	0	0	0	0	1
34	3	0	0	4	0	0	41	81	13	0	1	0	1	0	96	79	11	0	0	0	0	0	90	0	0	0	0	0	0	0	0
149	18	3	0	9	0	0	179	305	40	6	1	0	4	0	356	288	37	3	0	3	1	0	332	2	0	0	0	0	0	0	2
37	8	0	0	0	1	0	46	85	10	2	0	0	0	0	97	105	8	0	0	0	0	0	113	0	0	0	0	0	0	0	0
59	4	0	0	3	0	0	66	89	6	0	1	0	0	0	96	90	5	0	0	1	0	0	96	0	0	0	0	0	0	0	0
63	5	0	0	0	0	0	68	84	2	2	0	0	0	0	88	100	7	0	0	0	1	0	108	1	0	0	0	0	0	0	1
83	3	0	0	3	0	0	89	67	9	0	0	0	0	0	76	68	4	1	0	0	1	0	74	0	0	0	0	0	0	0	0
242	20	0	0	6	1	0	269	325	27	4	1	0	0	0	357	363	24	1	0	1	2	0	391	1	0	0	0	0	0	0	1
72	5	0	0	2	0	0	79	96	7	0	1	0	0	0	104	86	5	0	0	0	1	0	92	0	0	0	0	0	0	0	0
39	6	0	0	1	1	4	51	96	8	1	0	0	2	0	107	72	6	1	0	1	0	0	80	0	0	0	0	0	0	0	0
50	1	0	0	2	0	0	53	78	5	0																					



CS CONSULTING
GROUP

Appendix B

TRICS Data



CS CONSULTING
GROUP

Calculation Reference: AUDIT-656801-200327-0353

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

03 SOUTH WEST	
DC DORSET	1 days
DV DEVON	1 days
WL WILTSHIRE	1 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	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: No of Dwellings
Actual Range: 27 to 73 (units:)
Range Selected by User: 4 to 4334 (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 19/11/19

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	2 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
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	5

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	5 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 1 mile:

25,001 to 50,000	5 days

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

Population within 5 miles:

125,001 to 250,000	4 days
250,001 to 500,000	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	5 days

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

Travel Plan:

Yes	1 days
No	4 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	5 days

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

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

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.095	5	42	0.227	5	42	0.322
08:00 - 09:00	5	42	0.185	5	42	0.374	5	42	0.559
09:00 - 10:00	5	42	0.161	5	42	0.209	5	42	0.370
10:00 - 11:00	5	42	0.190	5	42	0.137	5	42	0.327
11:00 - 12:00	5	42	0.204	5	42	0.237	5	42	0.441
12:00 - 13:00	5	42	0.175	5	42	0.209	5	42	0.384
13:00 - 14:00	5	42	0.204	5	42	0.194	5	42	0.398
14:00 - 15:00	5	42	0.190	5	42	0.213	5	42	0.403
15:00 - 16:00	5	42	0.270	5	42	0.204	5	42	0.474
16:00 - 17:00	5	42	0.299	5	42	0.185	5	42	0.484
17:00 - 18:00	5	42	0.294	5	42	0.213	5	42	0.507
18:00 - 19:00	5	42	0.209	5	42	0.147	5	42	0.356
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.476			2.549			5.025

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

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

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Parameter summary

Trip rate parameter range selected:27 - 73 (units:)

Survey date date range:01/01/12 - 19/11/19

Number of weekdays (Monday-Friday):5

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/A - HOUSES PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.009	5	42	0.009	5	42	0.018
09:00 - 10:00	5	42	0.009	5	42	0.009	5	42	0.018
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.009	5	42	0.009	5	42	0.018
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.005	5	42	0.000	5	42	0.005
14:00 - 15:00	5	42	0.000	5	42	0.000	5	42	0.000
15:00 - 16:00	5	42	0.000	5	42	0.005	5	42	0.005
16:00 - 17:00	5	42	0.005	5	42	0.005	5	42	0.010
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.005	5	42	0.005	5	42	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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/A - HOUSES PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.005	5	42	0.005	5	42	0.010
09:00 - 10:00	5	42	0.005	5	42	0.005	5	42	0.010
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.005	5	42	0.000	5	42	0.005
12:00 - 13:00	5	42	0.000	5	42	0.005	5	42	0.005
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.000	5	42	0.000	5	42	0.000
15:00 - 16:00	5	42	0.005	5	42	0.005	5	42	0.010
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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/A - HOUSES PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.009	5	42	0.009	5	42	0.018
09:00 - 10:00	5	42	0.000	5	42	0.000	5	42	0.000
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.000	5	42	0.000	5	42	0.000
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.005	5	42	0.005	5	42	0.010
15:00 - 16:00	5	42	0.009	5	42	0.009	5	42	0.018
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

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/A - HOUSES PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.014	5	42	0.028	5	42	0.042
08:00 - 09:00	5	42	0.000	5	42	0.014	5	42	0.014
09:00 - 10:00	5	42	0.000	5	42	0.009	5	42	0.009
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.009	5	42	0.000	5	42	0.009
12:00 - 13:00	5	42	0.000	5	42	0.009	5	42	0.009
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.005	5	42	0.005	5	42	0.010
15:00 - 16:00	5	42	0.038	5	42	0.005	5	42	0.043
16:00 - 17:00	5	42	0.009	5	42	0.000	5	42	0.009
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.005	5	42	0.005	5	42	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.075			0.155

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/A - HOUSES PRIVATELY OWNED

CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.071	5	42	0.194	5	42	0.265
08:00 - 09:00	5	42	0.114	5	42	0.303	5	42	0.417
09:00 - 10:00	5	42	0.085	5	42	0.118	5	42	0.203
10:00 - 11:00	5	42	0.123	5	42	0.090	5	42	0.213
11:00 - 12:00	5	42	0.128	5	42	0.133	5	42	0.261
12:00 - 13:00	5	42	0.085	5	42	0.133	5	42	0.218
13:00 - 14:00	5	42	0.100	5	42	0.109	5	42	0.209
14:00 - 15:00	5	42	0.114	5	42	0.142	5	42	0.256
15:00 - 16:00	5	42	0.213	5	42	0.142	5	42	0.355
16:00 - 17:00	5	42	0.223	5	42	0.118	5	42	0.341
17:00 - 18:00	5	42	0.261	5	42	0.171	5	42	0.432
18:00 - 19:00	5	42	0.175	5	42	0.128	5	42	0.303
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.692			1.781			3.473

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/A - HOUSES PRIVATELY OWNED

LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.009	5	42	0.009	5	42	0.018
08:00 - 09:00	5	42	0.033	5	42	0.038	5	42	0.071
09:00 - 10:00	5	42	0.047	5	42	0.047	5	42	0.094
10:00 - 11:00	5	42	0.038	5	42	0.028	5	42	0.066
11:00 - 12:00	5	42	0.019	5	42	0.019	5	42	0.038
12:00 - 13:00	5	42	0.047	5	42	0.043	5	42	0.090
13:00 - 14:00	5	42	0.066	5	42	0.057	5	42	0.123
14:00 - 15:00	5	42	0.038	5	42	0.047	5	42	0.085
15:00 - 16:00	5	42	0.028	5	42	0.028	5	42	0.056
16:00 - 17:00	5	42	0.028	5	42	0.038	5	42	0.066
17:00 - 18:00	5	42	0.014	5	42	0.024	5	42	0.038
18:00 - 19:00	5	42	0.024	5	42	0.005	5	42	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.391			0.383			0.774

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/A - HOUSES PRIVATELY OWNED

MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.005	5	42	0.005
08:00 - 09:00	5	42	0.000	5	42	0.000	5	42	0.000
09:00 - 10:00	5	42	0.000	5	42	0.000	5	42	0.000
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.000	5	42	0.000	5	42	0.000
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.000	5	42	0.005	5	42	0.005
15:00 - 16:00	5	42	0.000	5	42	0.000	5	42	0.000
16:00 - 17:00	5	42	0.005	5	42	0.005	5	42	0.010
17:00 - 18:00	5	42	0.005	5	42	0.000	5	42	0.005
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.015			0.025

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/A - HOUSES PRIVATELY OWNED

Light Vehicles (LV)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.000	5	42	0.000	5	42	0.000
09:00 - 10:00	5	42	0.000	5	42	0.000	5	42	0.000
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.000	5	42	0.000	5	42	0.000
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.000	5	42	0.000	5	42	0.000
15:00 - 16:00	5	42	0.000	5	42	0.000	5	42	0.000
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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/A - HOUSES PRIVATELY OWNED

Rigid Trucks - No Trailer (OGV1)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.000	5	42	0.000	5	42	0.000
09:00 - 10:00	5	42	0.000	5	42	0.000	5	42	0.000
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.000	5	42	0.000	5	42	0.000
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.000	5	42	0.000	5	42	0.000
15:00 - 16:00	5	42	0.000	5	42	0.000	5	42	0.000
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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/A - HOUSES PRIVATELY OWNED

Trucks Towing Trailers (OGV2)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.000	5	42	0.000	5	42	0.000
09:00 - 10:00	5	42	0.000	5	42	0.000	5	42	0.000
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.000	5	42	0.000	5	42	0.000
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.000	5	42	0.000	5	42	0.000
15:00 - 16:00	5	42	0.000	5	42	0.000	5	42	0.000
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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/A - HOUSES PRIVATELY OWNED

Buses

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.000	5	42	0.000	5	42	0.000
09:00 - 10:00	5	42	0.000	5	42	0.000	5	42	0.000
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.000	5	42	0.000	5	42	0.000
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.000	5	42	0.000	5	42	0.000
15:00 - 16:00	5	42	0.000	5	42	0.000	5	42	0.000
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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/A - HOUSES PRIVATELY OWNED

Non-Motorised Vehicles (NMV)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.000	5	42	0.000	5	42	0.000
09:00 - 10:00	5	42	0.000	5	42	0.000	5	42	0.000
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.000	5	42	0.000	5	42	0.000
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.000	5	42	0.000	5	42	0.000
15:00 - 16:00	5	42	0.000	5	42	0.000	5	42	0.000
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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/A - HOUSES PRIVATELY OWNED

Cycles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.000	5	42	0.000	5	42	0.000
09:00 - 10:00	5	42	0.000	5	42	0.000	5	42	0.000
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.000	5	42	0.000	5	42	0.000
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.000	5	42	0.000	5	42	0.000
15:00 - 16:00	5	42	0.000	5	42	0.000	5	42	0.000
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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/A - HOUSES PRIVATELY OWNED

Scooters

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.000	5	42	0.000	5	42	0.000
09:00 - 10:00	5	42	0.000	5	42	0.000	5	42	0.000
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.000	5	42	0.000	5	42	0.000
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.000	5	42	0.000	5	42	0.000
15:00 - 16:00	5	42	0.000	5	42	0.000	5	42	0.000
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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/A - HOUSES PRIVATELY OWNED

Non-Vehicular People Movements (NVPM)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.000	5	42	0.000	5	42	0.000
09:00 - 10:00	5	42	0.000	5	42	0.000	5	42	0.000
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.000	5	42	0.000	5	42	0.000
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.000	5	42	0.000	5	42	0.000
15:00 - 16:00	5	42	0.000	5	42	0.000	5	42	0.000
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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-656801-200327-0354

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED

VEHICLES

Selected regions and areas:

01 GREATER LONDON	
HO HOUNSLOW	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
11 SCOTLAND	
EB CITY OF EDINBURGH	1 days
15 GREATER DUBLIN	
DL DUBLIN	1 days
17 ULSTER (NORTHERN IRELAND)	
AN ANTRIM	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: No of Dwellings
Actual Range: 20 to 203 (units:)
Range Selected by User: 6 to 493 (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 14/11/19

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
Tuesday	2 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
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	5
No Sub Category	1

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	6 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 1 mile:

20,001 to 25,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
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:

Yes	1 days
No	5 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	5 days
3 Moderate	1 days

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.031	6	65	0.111	6	65	0.142
08:00 - 09:00	6	65	0.046	6	65	0.165	6	65	0.211
09:00 - 10:00	6	65	0.075	6	65	0.085	6	65	0.160
10:00 - 11:00	6	65	0.067	6	65	0.090	6	65	0.157
11:00 - 12:00	6	65	0.062	6	65	0.059	6	65	0.121
12:00 - 13:00	6	65	0.057	6	65	0.085	6	65	0.142
13:00 - 14:00	6	65	0.041	6	65	0.075	6	65	0.116
14:00 - 15:00	6	65	0.075	6	65	0.064	6	65	0.139
15:00 - 16:00	6	65	0.103	6	65	0.075	6	65	0.178
16:00 - 17:00	6	65	0.118	6	65	0.077	6	65	0.195
17:00 - 18:00	6	65	0.183	6	65	0.080	6	65	0.263
18:00 - 19:00	6	65	0.126	6	65	0.100	6	65	0.226
19:00 - 20:00	1	203	0.113	1	203	0.064	1	203	0.177
20:00 - 21:00	1	203	0.069	1	203	0.049	1	203	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.166			1.179			2.345

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

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

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Parameter summary

Trip rate parameter range selected: 20 - 203 (units:)
 Survey date date range: 01/01/12 - 14/11/19
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.005	6	65	0.005	6	65	0.010
08:00 - 09:00	6	65	0.003	6	65	0.003	6	65	0.006
09:00 - 10:00	6	65	0.008	6	65	0.005	6	65	0.013
10:00 - 11:00	6	65	0.000	6	65	0.003	6	65	0.003
11:00 - 12:00	6	65	0.003	6	65	0.003	6	65	0.006
12:00 - 13:00	6	65	0.005	6	65	0.003	6	65	0.008
13:00 - 14:00	6	65	0.000	6	65	0.003	6	65	0.003
14:00 - 15:00	6	65	0.000	6	65	0.000	6	65	0.000
15:00 - 16:00	6	65	0.003	6	65	0.003	6	65	0.006
16:00 - 17:00	6	65	0.000	6	65	0.000	6	65	0.000
17:00 - 18:00	6	65	0.003	6	65	0.003	6	65	0.006
18:00 - 19:00	6	65	0.003	6	65	0.003	6	65	0.006
19:00 - 20:00	1	203	0.005	1	203	0.005	1	203	0.010
20:00 - 21:00	1	203	0.000	1	203	0.000	1	203	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.039			0.077

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/C - FLATS PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.000	6	65	0.000	6	65	0.000
08:00 - 09:00	6	65	0.003	6	65	0.000	6	65	0.003
09:00 - 10:00	6	65	0.005	6	65	0.003	6	65	0.008
10:00 - 11:00	6	65	0.015	6	65	0.010	6	65	0.025
11:00 - 12:00	6	65	0.003	6	65	0.010	6	65	0.013
12:00 - 13:00	6	65	0.000	6	65	0.003	6	65	0.003
13:00 - 14:00	6	65	0.000	6	65	0.000	6	65	0.000
14:00 - 15:00	6	65	0.000	6	65	0.000	6	65	0.000
15:00 - 16:00	6	65	0.003	6	65	0.000	6	65	0.003
16:00 - 17:00	6	65	0.003	6	65	0.005	6	65	0.008
17:00 - 18:00	6	65	0.000	6	65	0.000	6	65	0.000
18:00 - 19:00	6	65	0.000	6	65	0.000	6	65	0.000
19:00 - 20:00	1	203	0.000	1	203	0.000	1	203	0.000
20:00 - 21:00	1	203	0.000	1	203	0.000	1	203	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.031			0.063

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/C - FLATS PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.000	6	65	0.000	6	65	0.000
08:00 - 09:00	6	65	0.000	6	65	0.000	6	65	0.000
09:00 - 10:00	6	65	0.000	6	65	0.000	6	65	0.000
10:00 - 11:00	6	65	0.000	6	65	0.000	6	65	0.000
11:00 - 12:00	6	65	0.000	6	65	0.000	6	65	0.000
12:00 - 13:00	6	65	0.000	6	65	0.000	6	65	0.000
13:00 - 14:00	6	65	0.000	6	65	0.000	6	65	0.000
14:00 - 15:00	6	65	0.003	6	65	0.003	6	65	0.006
15:00 - 16:00	6	65	0.000	6	65	0.000	6	65	0.000
16:00 - 17:00	6	65	0.003	6	65	0.003	6	65	0.006
17:00 - 18:00	6	65	0.000	6	65	0.000	6	65	0.000
18:00 - 19:00	6	65	0.000	6	65	0.000	6	65	0.000
19:00 - 20:00	1	203	0.000	1	203	0.000	1	203	0.000
20:00 - 21:00	1	203	0.000	1	203	0.000	1	203	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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/C - FLATS PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.000	6	65	0.015	6	65	0.015
08:00 - 09:00	6	65	0.000	6	65	0.023	6	65	0.023
09:00 - 10:00	6	65	0.000	6	65	0.000	6	65	0.000
10:00 - 11:00	6	65	0.000	6	65	0.000	6	65	0.000
11:00 - 12:00	6	65	0.010	6	65	0.003	6	65	0.013
12:00 - 13:00	6	65	0.003	6	65	0.003	6	65	0.006
13:00 - 14:00	6	65	0.000	6	65	0.003	6	65	0.003
14:00 - 15:00	6	65	0.005	6	65	0.003	6	65	0.008
15:00 - 16:00	6	65	0.003	6	65	0.003	6	65	0.006
16:00 - 17:00	6	65	0.003	6	65	0.003	6	65	0.006
17:00 - 18:00	6	65	0.015	6	65	0.008	6	65	0.023
18:00 - 19:00	6	65	0.010	6	65	0.003	6	65	0.013
19:00 - 20:00	1	203	0.000	1	203	0.000	1	203	0.000
20:00 - 21:00	1	203	0.005	1	203	0.000	1	203	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.067			0.121

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/C - FLATS PRIVATELY OWNED

CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.018	6	65	0.095	6	65	0.113
08:00 - 09:00	6	65	0.033	6	65	0.157	6	65	0.190
09:00 - 10:00	6	65	0.051	6	65	0.064	6	65	0.115
10:00 - 11:00	6	65	0.046	6	65	0.062	6	65	0.108
11:00 - 12:00	6	65	0.049	6	65	0.031	6	65	0.080
12:00 - 13:00	6	65	0.031	6	65	0.059	6	65	0.090
13:00 - 14:00	6	65	0.033	6	65	0.051	6	65	0.084
14:00 - 15:00	6	65	0.062	6	65	0.051	6	65	0.113
15:00 - 16:00	6	65	0.085	6	65	0.067	6	65	0.152
16:00 - 17:00	6	65	0.095	6	65	0.059	6	65	0.154
17:00 - 18:00	6	65	0.165	6	65	0.062	6	65	0.227
18:00 - 19:00	6	65	0.105	6	65	0.085	6	65	0.190
19:00 - 20:00	1	203	0.084	1	203	0.044	1	203	0.128
20:00 - 21:00	1	203	0.059	1	203	0.044	1	203	0.103
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.916			0.931			1.847

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/C - FLATS PRIVATELY OWNED

LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.008	6	65	0.010	6	65	0.018
08:00 - 09:00	6	65	0.008	6	65	0.005	6	65	0.013
09:00 - 10:00	6	65	0.010	6	65	0.013	6	65	0.023
10:00 - 11:00	6	65	0.005	6	65	0.013	6	65	0.018
11:00 - 12:00	6	65	0.005	6	65	0.015	6	65	0.020
12:00 - 13:00	6	65	0.018	6	65	0.015	6	65	0.033
13:00 - 14:00	6	65	0.003	6	65	0.015	6	65	0.018
14:00 - 15:00	6	65	0.008	6	65	0.010	6	65	0.018
15:00 - 16:00	6	65	0.013	6	65	0.005	6	65	0.018
16:00 - 17:00	6	65	0.013	6	65	0.008	6	65	0.021
17:00 - 18:00	6	65	0.013	6	65	0.013	6	65	0.026
18:00 - 19:00	6	65	0.015	6	65	0.008	6	65	0.023
19:00 - 20:00	1	203	0.015	1	203	0.010	1	203	0.025
20:00 - 21:00	1	203	0.010	1	203	0.000	1	203	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.140			0.284

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/C - FLATS PRIVATELY OWNED

MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.000	6	65	0.000	6	65	0.000
08:00 - 09:00	6	65	0.000	6	65	0.000	6	65	0.000
09:00 - 10:00	6	65	0.000	6	65	0.000	6	65	0.000
10:00 - 11:00	6	65	0.000	6	65	0.003	6	65	0.003
11:00 - 12:00	6	65	0.003	6	65	0.000	6	65	0.003
12:00 - 13:00	6	65	0.003	6	65	0.005	6	65	0.008
13:00 - 14:00	6	65	0.005	6	65	0.005	6	65	0.010
14:00 - 15:00	6	65	0.003	6	65	0.000	6	65	0.003
15:00 - 16:00	6	65	0.000	6	65	0.000	6	65	0.000
16:00 - 17:00	6	65	0.005	6	65	0.003	6	65	0.008
17:00 - 18:00	6	65	0.003	6	65	0.003	6	65	0.006
18:00 - 19:00	6	65	0.003	6	65	0.005	6	65	0.008
19:00 - 20:00	1	203	0.010	1	203	0.005	1	203	0.015
20:00 - 21:00	1	203	0.000	1	203	0.005	1	203	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.034			0.069

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/C - FLATS PRIVATELY OWNED
Light Vehicles (LV)
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.000	6	65	0.000	6	65	0.000
08:00 - 09:00	6	65	0.000	6	65	0.000	6	65	0.000
09:00 - 10:00	6	65	0.000	6	65	0.000	6	65	0.000
10:00 - 11:00	6	65	0.000	6	65	0.000	6	65	0.000
11:00 - 12:00	6	65	0.000	6	65	0.000	6	65	0.000
12:00 - 13:00	6	65	0.000	6	65	0.000	6	65	0.000
13:00 - 14:00	6	65	0.000	6	65	0.000	6	65	0.000
14:00 - 15:00	6	65	0.000	6	65	0.000	6	65	0.000
15:00 - 16:00	6	65	0.000	6	65	0.000	6	65	0.000
16:00 - 17:00	6	65	0.000	6	65	0.000	6	65	0.000
17:00 - 18:00	6	65	0.000	6	65	0.000	6	65	0.000
18:00 - 19:00	6	65	0.000	6	65	0.000	6	65	0.000
19:00 - 20:00	1	203	0.000	1	203	0.000	1	203	0.000
20:00 - 21:00	1	203	0.000	1	203	0.000	1	203	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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/C - FLATS PRIVATELY OWNED
Rigid Trucks - No Trailer (OGV1)
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.000	6	65	0.000	6	65	0.000
08:00 - 09:00	6	65	0.000	6	65	0.000	6	65	0.000
09:00 - 10:00	6	65	0.000	6	65	0.000	6	65	0.000
10:00 - 11:00	6	65	0.000	6	65	0.000	6	65	0.000
11:00 - 12:00	6	65	0.000	6	65	0.000	6	65	0.000
12:00 - 13:00	6	65	0.000	6	65	0.000	6	65	0.000
13:00 - 14:00	6	65	0.000	6	65	0.000	6	65	0.000
14:00 - 15:00	6	65	0.000	6	65	0.000	6	65	0.000
15:00 - 16:00	6	65	0.000	6	65	0.000	6	65	0.000
16:00 - 17:00	6	65	0.000	6	65	0.000	6	65	0.000
17:00 - 18:00	6	65	0.000	6	65	0.000	6	65	0.000
18:00 - 19:00	6	65	0.000	6	65	0.000	6	65	0.000
19:00 - 20:00	1	203	0.000	1	203	0.000	1	203	0.000
20:00 - 21:00	1	203	0.000	1	203	0.000	1	203	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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/C - FLATS PRIVATELY OWNED
Trucks Towing Trailers (OGV2)
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.000	6	65	0.000	6	65	0.000
08:00 - 09:00	6	65	0.000	6	65	0.000	6	65	0.000
09:00 - 10:00	6	65	0.000	6	65	0.000	6	65	0.000
10:00 - 11:00	6	65	0.000	6	65	0.000	6	65	0.000
11:00 - 12:00	6	65	0.000	6	65	0.000	6	65	0.000
12:00 - 13:00	6	65	0.000	6	65	0.000	6	65	0.000
13:00 - 14:00	6	65	0.000	6	65	0.000	6	65	0.000
14:00 - 15:00	6	65	0.000	6	65	0.000	6	65	0.000
15:00 - 16:00	6	65	0.000	6	65	0.000	6	65	0.000
16:00 - 17:00	6	65	0.000	6	65	0.000	6	65	0.000
17:00 - 18:00	6	65	0.000	6	65	0.000	6	65	0.000
18:00 - 19:00	6	65	0.000	6	65	0.000	6	65	0.000
19:00 - 20:00	1	203	0.000	1	203	0.000	1	203	0.000
20:00 - 21:00	1	203	0.000	1	203	0.000	1	203	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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/C - FLATS PRIVATELY OWNED
Buses
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.000	6	65	0.000	6	65	0.000
08:00 - 09:00	6	65	0.000	6	65	0.000	6	65	0.000
09:00 - 10:00	6	65	0.000	6	65	0.000	6	65	0.000
10:00 - 11:00	6	65	0.000	6	65	0.000	6	65	0.000
11:00 - 12:00	6	65	0.000	6	65	0.000	6	65	0.000
12:00 - 13:00	6	65	0.000	6	65	0.000	6	65	0.000
13:00 - 14:00	6	65	0.000	6	65	0.000	6	65	0.000
14:00 - 15:00	6	65	0.000	6	65	0.000	6	65	0.000
15:00 - 16:00	6	65	0.000	6	65	0.000	6	65	0.000
16:00 - 17:00	6	65	0.000	6	65	0.000	6	65	0.000
17:00 - 18:00	6	65	0.000	6	65	0.000	6	65	0.000
18:00 - 19:00	6	65	0.000	6	65	0.000	6	65	0.000
19:00 - 20:00	1	203	0.000	1	203	0.000	1	203	0.000
20:00 - 21:00	1	203	0.000	1	203	0.000	1	203	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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/C - FLATS PRIVATELY OWNED
Non-Motorised Vehicles (NMV)
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.000	6	65	0.000	6	65	0.000
08:00 - 09:00	6	65	0.000	6	65	0.000	6	65	0.000
09:00 - 10:00	6	65	0.000	6	65	0.000	6	65	0.000
10:00 - 11:00	6	65	0.000	6	65	0.000	6	65	0.000
11:00 - 12:00	6	65	0.000	6	65	0.000	6	65	0.000
12:00 - 13:00	6	65	0.000	6	65	0.000	6	65	0.000
13:00 - 14:00	6	65	0.000	6	65	0.000	6	65	0.000
14:00 - 15:00	6	65	0.000	6	65	0.000	6	65	0.000
15:00 - 16:00	6	65	0.000	6	65	0.000	6	65	0.000
16:00 - 17:00	6	65	0.000	6	65	0.000	6	65	0.000
17:00 - 18:00	6	65	0.000	6	65	0.000	6	65	0.000
18:00 - 19:00	6	65	0.000	6	65	0.000	6	65	0.000
19:00 - 20:00	1	203	0.000	1	203	0.000	1	203	0.000
20:00 - 21:00	1	203	0.000	1	203	0.000	1	203	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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/C - FLATS PRIVATELY OWNED
Cycles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.000	6	65	0.000	6	65	0.000
08:00 - 09:00	6	65	0.000	6	65	0.000	6	65	0.000
09:00 - 10:00	6	65	0.000	6	65	0.000	6	65	0.000
10:00 - 11:00	6	65	0.000	6	65	0.000	6	65	0.000
11:00 - 12:00	6	65	0.000	6	65	0.000	6	65	0.000
12:00 - 13:00	6	65	0.000	6	65	0.000	6	65	0.000
13:00 - 14:00	6	65	0.000	6	65	0.000	6	65	0.000
14:00 - 15:00	6	65	0.000	6	65	0.000	6	65	0.000
15:00 - 16:00	6	65	0.000	6	65	0.000	6	65	0.000
16:00 - 17:00	6	65	0.000	6	65	0.000	6	65	0.000
17:00 - 18:00	6	65	0.000	6	65	0.000	6	65	0.000
18:00 - 19:00	6	65	0.000	6	65	0.000	6	65	0.000
19:00 - 20:00	1	203	0.000	1	203	0.000	1	203	0.000
20:00 - 21:00	1	203	0.000	1	203	0.000	1	203	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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/C - FLATS PRIVATELY OWNED

Scooters

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.000	6	65	0.000	6	65	0.000
08:00 - 09:00	6	65	0.000	6	65	0.000	6	65	0.000
09:00 - 10:00	6	65	0.000	6	65	0.000	6	65	0.000
10:00 - 11:00	6	65	0.000	6	65	0.000	6	65	0.000
11:00 - 12:00	6	65	0.000	6	65	0.000	6	65	0.000
12:00 - 13:00	6	65	0.000	6	65	0.000	6	65	0.000
13:00 - 14:00	6	65	0.000	6	65	0.000	6	65	0.000
14:00 - 15:00	6	65	0.000	6	65	0.000	6	65	0.000
15:00 - 16:00	6	65	0.000	6	65	0.000	6	65	0.000
16:00 - 17:00	6	65	0.000	6	65	0.000	6	65	0.000
17:00 - 18:00	6	65	0.000	6	65	0.000	6	65	0.000
18:00 - 19:00	6	65	0.000	6	65	0.000	6	65	0.000
19:00 - 20:00	1	203	0.000	1	203	0.000	1	203	0.000
20:00 - 21:00	1	203	0.000	1	203	0.000	1	203	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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/C - FLATS PRIVATELY OWNED

Non-Vehicular People Movements (NVPM)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	65	0.000	6	65	0.000	6	65	0.000
08:00 - 09:00	6	65	0.000	6	65	0.000	6	65	0.000
09:00 - 10:00	6	65	0.000	6	65	0.000	6	65	0.000
10:00 - 11:00	6	65	0.000	6	65	0.000	6	65	0.000
11:00 - 12:00	6	65	0.000	6	65	0.000	6	65	0.000
12:00 - 13:00	6	65	0.000	6	65	0.000	6	65	0.000
13:00 - 14:00	6	65	0.000	6	65	0.000	6	65	0.000
14:00 - 15:00	6	65	0.000	6	65	0.000	6	65	0.000
15:00 - 16:00	6	65	0.000	6	65	0.000	6	65	0.000
16:00 - 17:00	6	65	0.000	6	65	0.000	6	65	0.000
17:00 - 18:00	6	65	0.000	6	65	0.000	6	65	0.000
18:00 - 19:00	6	65	0.000	6	65	0.000	6	65	0.000
19:00 - 20:00	1	203	0.000	1	203	0.000	1	203	0.000
20:00 - 21:00	1	203	0.000	1	203	0.000	1	203	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : 1 - SHOPPING CENTRE - LOCAL SHOPS

VEHICLES

Selected regions and areas:

03 SOUTH WEST	
DV DEVON	1 days
05 EAST MIDLANDS	
LE LEICESTERSHIRE	1 days
06 WEST MIDLANDS	
WO WORCESTERSHIRE	1 days
09 NORTH	
TV TEES VALLEY	1 days
TW TYNE & WEAR	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: Gross floor area
Actual Range: 470 to 4052 (units: sqm)
Range Selected by User: 210 to 84009 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/19

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:

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

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

Selected survey types:

Manual count	5 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	3

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	5

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:

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 1 mile:

25,001 to 50,000	5 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

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

Travel Plan:

No	5 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	5 days

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	1.296	1	540	1.296	1	540	2.592
07:00 - 08:00	5	1502	2.131	5	1502	1.931	5	1502	4.062
08:00 - 09:00	5	1502	2.424	5	1502	2.051	5	1502	4.475
09:00 - 10:00	5	1502	3.436	5	1502	2.944	5	1502	6.380
10:00 - 11:00	5	1502	3.410	5	1502	3.263	5	1502	6.673
11:00 - 12:00	5	1502	3.849	5	1502	3.969	5	1502	7.818
12:00 - 13:00	5	1502	4.622	5	1502	4.435	5	1502	9.057
13:00 - 14:00	5	1502	3.396	5	1502	3.583	5	1502	6.979
14:00 - 15:00	5	1502	3.703	5	1502	3.570	5	1502	7.273
15:00 - 16:00	5	1502	2.957	5	1502	3.143	5	1502	6.100
16:00 - 17:00	5	1502	3.490	5	1502	3.316	5	1502	6.806
17:00 - 18:00	5	1502	3.729	5	1502	4.182	5	1502	7.911
18:00 - 19:00	5	1502	4.382	5	1502	4.595	5	1502	8.977
19:00 - 20:00	5	1502	3.769	5	1502	3.623	5	1502	7.392
20:00 - 21:00	5	1502	2.571	5	1502	2.890	5	1502	5.461
21:00 - 22:00	4	864	3.530	4	864	3.733	4	864	7.263
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			52.695			52.524			105.219

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

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

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Parameter summary

Trip rate parameter range selected:	470 - 4052 (units: sqm)
Survey date date range:	01/01/12 - 28/06/19
Number of weekdays (Monday-Friday):	5
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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	1502	0.027	5	1502	0.027	5	1502	0.054
08:00 - 09:00	5	1502	0.027	5	1502	0.027	5	1502	0.054
09:00 - 10:00	5	1502	0.080	5	1502	0.067	5	1502	0.147
10:00 - 11:00	5	1502	0.040	5	1502	0.053	5	1502	0.093
11:00 - 12:00	5	1502	0.080	5	1502	0.080	5	1502	0.160
12:00 - 13:00	5	1502	0.040	5	1502	0.040	5	1502	0.080
13:00 - 14:00	5	1502	0.013	5	1502	0.000	5	1502	0.013
14:00 - 15:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
15:00 - 16:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
16:00 - 17:00	5	1502	0.013	5	1502	0.013	5	1502	0.026
17:00 - 18:00	5	1502	0.027	5	1502	0.040	5	1502	0.067
18:00 - 19:00	5	1502	0.013	5	1502	0.013	5	1502	0.026
19:00 - 20:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
20:00 - 21:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
21:00 - 22:00	4	864	0.000	4	864	0.000	4	864	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.360			0.360			0.720

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	1502	0.053	5	1502	0.040	5	1502	0.093
08:00 - 09:00	5	1502	0.027	5	1502	0.027	5	1502	0.054
09:00 - 10:00	5	1502	0.093	5	1502	0.040	5	1502	0.133
10:00 - 11:00	5	1502	0.000	5	1502	0.027	5	1502	0.027
11:00 - 12:00	5	1502	0.013	5	1502	0.013	5	1502	0.026
12:00 - 13:00	5	1502	0.013	5	1502	0.000	5	1502	0.013
13:00 - 14:00	5	1502	0.013	5	1502	0.013	5	1502	0.026
14:00 - 15:00	5	1502	0.013	5	1502	0.027	5	1502	0.040
15:00 - 16:00	5	1502	0.013	5	1502	0.013	5	1502	0.026
16:00 - 17:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
17:00 - 18:00	5	1502	0.027	5	1502	0.027	5	1502	0.054
18:00 - 19:00	5	1502	0.000	5	1502	0.027	5	1502	0.027
19:00 - 20:00	5	1502	0.000	5	1502	0.013	5	1502	0.013
20:00 - 21:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
21:00 - 22:00	4	864	0.029	4	864	0.029	4	864	0.058
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.294			0.296			0.590

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
08:00 - 09:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
09:00 - 10:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
10:00 - 11:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
11:00 - 12:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
12:00 - 13:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
13:00 - 14:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
14:00 - 15:00	5	1502	0.013	5	1502	0.000	5	1502	0.013
15:00 - 16:00	5	1502	0.000	5	1502	0.013	5	1502	0.013
16:00 - 17:00	5	1502	0.013	5	1502	0.013	5	1502	0.026
17:00 - 18:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
18:00 - 19:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
19:00 - 20:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
20:00 - 21:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
21:00 - 22:00	4	864	0.058	4	864	0.058	4	864	0.116
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.084			0.168

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.185	1	540	0.000	1	540	0.185
07:00 - 08:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
08:00 - 09:00	5	1502	0.067	5	1502	0.053	5	1502	0.120
09:00 - 10:00	5	1502	0.067	5	1502	0.067	5	1502	0.134
10:00 - 11:00	5	1502	0.040	5	1502	0.027	5	1502	0.067
11:00 - 12:00	5	1502	0.013	5	1502	0.027	5	1502	0.040
12:00 - 13:00	5	1502	0.027	5	1502	0.013	5	1502	0.040
13:00 - 14:00	5	1502	0.000	5	1502	0.013	5	1502	0.013
14:00 - 15:00	5	1502	0.027	5	1502	0.027	5	1502	0.054
15:00 - 16:00	5	1502	0.067	5	1502	0.067	5	1502	0.134
16:00 - 17:00	5	1502	0.067	5	1502	0.040	5	1502	0.107
17:00 - 18:00	5	1502	0.013	5	1502	0.027	5	1502	0.040
18:00 - 19:00	5	1502	0.040	5	1502	0.027	5	1502	0.067
19:00 - 20:00	5	1502	0.107	5	1502	0.133	5	1502	0.240
20:00 - 21:00	5	1502	0.027	5	1502	0.027	5	1502	0.054
21:00 - 22:00	4	864	0.174	4	864	0.145	4	864	0.319
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.921			0.693			1.614

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Light Vehicles (LV)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
08:00 - 09:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
09:00 - 10:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
10:00 - 11:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
11:00 - 12:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
12:00 - 13:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
13:00 - 14:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
14:00 - 15:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
15:00 - 16:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
16:00 - 17:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
17:00 - 18:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
18:00 - 19:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
19:00 - 20:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
20:00 - 21:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
21:00 - 22:00	4	864	0.000	4	864	0.000	4	864	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
Rigid Trucks - No Trailer (OGV1)
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
08:00 - 09:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
09:00 - 10:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
10:00 - 11:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
11:00 - 12:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
12:00 - 13:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
13:00 - 14:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
14:00 - 15:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
15:00 - 16:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
16:00 - 17:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
17:00 - 18:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
18:00 - 19:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
19:00 - 20:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
20:00 - 21:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
21:00 - 22:00	4	864	0.000	4	864	0.000	4	864	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
Trucks Towing Trailers (OGV2)
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
08:00 - 09:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
09:00 - 10:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
10:00 - 11:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
11:00 - 12:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
12:00 - 13:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
13:00 - 14:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
14:00 - 15:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
15:00 - 16:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
16:00 - 17:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
17:00 - 18:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
18:00 - 19:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
19:00 - 20:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
20:00 - 21:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
21:00 - 22:00	4	864	0.000	4	864	0.000	4	864	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Buses

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
08:00 - 09:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
09:00 - 10:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
10:00 - 11:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
11:00 - 12:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
12:00 - 13:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
13:00 - 14:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
14:00 - 15:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
15:00 - 16:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
16:00 - 17:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
17:00 - 18:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
18:00 - 19:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
19:00 - 20:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
20:00 - 21:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
21:00 - 22:00	4	864	0.000	4	864	0.000	4	864	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Non-Motorised Vehicles (NMV)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
08:00 - 09:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
09:00 - 10:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
10:00 - 11:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
11:00 - 12:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
12:00 - 13:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
13:00 - 14:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
14:00 - 15:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
15:00 - 16:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
16:00 - 17:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
17:00 - 18:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
18:00 - 19:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
19:00 - 20:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
20:00 - 21:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
21:00 - 22:00	4	864	0.000	4	864	0.000	4	864	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Cycles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
08:00 - 09:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
09:00 - 10:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
10:00 - 11:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
11:00 - 12:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
12:00 - 13:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
13:00 - 14:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
14:00 - 15:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
15:00 - 16:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
16:00 - 17:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
17:00 - 18:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
18:00 - 19:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
19:00 - 20:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
20:00 - 21:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
21:00 - 22:00	4	864	0.000	4	864	0.000	4	864	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Scooters

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
08:00 - 09:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
09:00 - 10:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
10:00 - 11:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
11:00 - 12:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
12:00 - 13:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
13:00 - 14:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
14:00 - 15:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
15:00 - 16:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
16:00 - 17:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
17:00 - 18:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
18:00 - 19:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
19:00 - 20:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
20:00 - 21:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
21:00 - 22:00	4	864	0.000	4	864	0.000	4	864	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Non-Vehicular People Movements (NVPM)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
08:00 - 09:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
09:00 - 10:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
10:00 - 11:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
11:00 - 12:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
12:00 - 13:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
13:00 - 14:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
14:00 - 15:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
15:00 - 16:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
16:00 - 17:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
17:00 - 18:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
18:00 - 19:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
19:00 - 20:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
20:00 - 21:00	5	1502	0.000	5	1502	0.000	5	1502	0.000
21:00 - 22:00	4	864	0.000	4	864	0.000	4	864	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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-656801-200327-0338

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
HF	HERTFORDSHIRE	1 days
03	SOUTH WEST	
DV	DEVON	1 days
WL	WILTSHIRE	1 days
05	EAST MIDLANDS	
DS	DERBYSHIRE	1 days
NT	NOTTINGHAMSHIRE	1 days
10	WALES	
CF	CARDIFF	1 days
17	ULSTER (NORTHERN IRELAND)	
AN	ANTRIM	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: Gross floor area
Actual Range: 300 to 1319 (units: sqm)
Range Selected by User: 40 to 2709 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 26/11/19

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:

Wednesday	3 days
Friday	4 days

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

Selected survey types:

Manual count	7 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)	6
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	6
No Sub Category	1

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 7 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 1 mile:
25,001 to 50,000 7 days

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

Population within 5 miles:
125,001 to 250,000 3 days
250,001 to 500,000 4 days

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

Car ownership within 5 miles:
0.6 to 1.0 2 days
1.1 to 1.5 5 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 7 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 7 days

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	1.325	1	830	0.000	1	830	1.325
07:00 - 08:00	6	919	1.198	6	919	0.417	6	919	1.615
08:00 - 09:00	7	853	2.964	7	853	1.491	7	853	4.455
09:00 - 10:00	7	853	4.036	7	853	3.299	7	853	7.335
10:00 - 11:00	7	853	3.450	7	853	3.651	7	853	7.101
11:00 - 12:00	7	853	2.495	7	853	3.015	7	853	5.510
12:00 - 13:00	7	853	1.909	7	853	2.495	7	853	4.404
13:00 - 14:00	7	853	2.060	7	853	2.244	7	853	4.304
14:00 - 15:00	7	853	2.462	7	853	2.495	7	853	4.957
15:00 - 16:00	7	853	2.529	7	853	2.680	7	853	5.209
16:00 - 17:00	7	853	1.993	7	853	2.328	7	853	4.321
17:00 - 18:00	7	853	1.256	7	853	1.825	7	853	3.081
18:00 - 19:00	7	853	0.502	7	853	0.854	7	853	1.356
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			28.179			26.794			54.973

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

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

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Parameter summary

Trip rate parameter range selected: 300 - 1319 (units: sqm)
Survey date date range: 01/01/12 - 26/11/19
Number of weekdays (Monday-Friday): 7
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 05 - HEALTH/G - GP SURGERIES

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	6	919	0.000	6	919	0.000	6	919	0.000
08:00 - 09:00	7	853	0.050	7	853	0.033	7	853	0.083
09:00 - 10:00	7	853	0.134	7	853	0.100	7	853	0.234
10:00 - 11:00	7	853	0.151	7	853	0.184	7	853	0.335
11:00 - 12:00	7	853	0.067	7	853	0.084	7	853	0.151
12:00 - 13:00	7	853	0.050	7	853	0.050	7	853	0.100
13:00 - 14:00	7	853	0.033	7	853	0.033	7	853	0.066
14:00 - 15:00	7	853	0.067	7	853	0.050	7	853	0.117
15:00 - 16:00	7	853	0.117	7	853	0.117	7	853	0.234
16:00 - 17:00	7	853	0.067	7	853	0.067	7	853	0.134
17:00 - 18:00	7	853	0.017	7	853	0.033	7	853	0.050
18:00 - 19:00	7	853	0.000	7	853	0.000	7	853	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.753			0.751			1.504

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 05 - HEALTH/G - GP SURGERIES

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	6	919	0.018	6	919	0.018	6	919	0.036
08:00 - 09:00	7	853	0.017	7	853	0.017	7	853	0.034
09:00 - 10:00	7	853	0.000	7	853	0.000	7	853	0.000
10:00 - 11:00	7	853	0.000	7	853	0.000	7	853	0.000
11:00 - 12:00	7	853	0.000	7	853	0.000	7	853	0.000
12:00 - 13:00	7	853	0.000	7	853	0.000	7	853	0.000
13:00 - 14:00	7	853	0.000	7	853	0.000	7	853	0.000
14:00 - 15:00	7	853	0.000	7	853	0.000	7	853	0.000
15:00 - 16:00	7	853	0.000	7	853	0.000	7	853	0.000
16:00 - 17:00	7	853	0.000	7	853	0.000	7	853	0.000
17:00 - 18:00	7	853	0.000	7	853	0.000	7	853	0.000
18:00 - 19:00	7	853	0.000	7	853	0.000	7	853	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

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 05 - HEALTH/G - GP SURGERIES

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	0.120	1	830	0.000	1	830	0.120
07:00 - 08:00	6	919	0.000	6	919	0.000	6	919	0.000
08:00 - 09:00	7	853	0.000	7	853	0.000	7	853	0.000
09:00 - 10:00	7	853	0.033	7	853	0.033	7	853	0.066
10:00 - 11:00	7	853	0.000	7	853	0.000	7	853	0.000
11:00 - 12:00	7	853	0.000	7	853	0.000	7	853	0.000
12:00 - 13:00	7	853	0.000	7	853	0.000	7	853	0.000
13:00 - 14:00	7	853	0.000	7	853	0.000	7	853	0.000
14:00 - 15:00	7	853	0.033	7	853	0.000	7	853	0.033
15:00 - 16:00	7	853	0.000	7	853	0.033	7	853	0.033
16:00 - 17:00	7	853	0.017	7	853	0.000	7	853	0.017
17:00 - 18:00	7	853	0.000	7	853	0.000	7	853	0.000
18:00 - 19:00	7	853	0.000	7	853	0.000	7	853	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.203			0.066			0.269

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 05 - HEALTH/G - GP SURGERIES

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	6	919	0.109	6	919	0.036	6	919	0.145
08:00 - 09:00	7	853	0.067	7	853	0.084	7	853	0.151
09:00 - 10:00	7	853	0.067	7	853	0.050	7	853	0.117
10:00 - 11:00	7	853	0.050	7	853	0.033	7	853	0.083
11:00 - 12:00	7	853	0.050	7	853	0.100	7	853	0.150
12:00 - 13:00	7	853	0.084	7	853	0.067	7	853	0.151
13:00 - 14:00	7	853	0.000	7	853	0.050	7	853	0.050
14:00 - 15:00	7	853	0.050	7	853	0.050	7	853	0.100
15:00 - 16:00	7	853	0.033	7	853	0.033	7	853	0.066
16:00 - 17:00	7	853	0.033	7	853	0.017	7	853	0.050
17:00 - 18:00	7	853	0.033	7	853	0.050	7	853	0.083
18:00 - 19:00	7	853	0.000	7	853	0.000	7	853	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.576			0.570			1.146

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 05 - HEALTH/G - GP SURGERIES

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	1.205	1	830	0.000	1	830	1.205
07:00 - 08:00	6	919	1.016	6	919	0.327	6	919	1.343
08:00 - 09:00	7	853	2.629	7	853	1.239	7	853	3.868
09:00 - 10:00	7	853	3.450	7	853	2.830	7	853	6.280
10:00 - 11:00	7	853	2.998	7	853	3.149	7	853	6.147
11:00 - 12:00	7	853	2.144	7	853	2.562	7	853	4.706
12:00 - 13:00	7	853	1.742	7	853	2.261	7	853	4.003
13:00 - 14:00	7	853	1.809	7	853	2.060	7	853	3.869
14:00 - 15:00	7	853	2.160	7	853	2.294	7	853	4.454
15:00 - 16:00	7	853	2.378	7	853	2.345	7	853	4.723
16:00 - 17:00	7	853	1.758	7	853	2.177	7	853	3.935
17:00 - 18:00	7	853	1.206	7	853	1.708	7	853	2.914
18:00 - 19:00	7	853	0.519	7	853	0.837	7	853	1.356
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			25.014			23.789			48.803

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 05 - HEALTH/G - GP SURGERIES

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	6	919	0.109	6	919	0.073	6	919	0.182
08:00 - 09:00	7	853	0.218	7	853	0.167	7	853	0.385
09:00 - 10:00	7	853	0.368	7	853	0.335	7	853	0.703
10:00 - 11:00	7	853	0.285	7	853	0.318	7	853	0.603
11:00 - 12:00	7	853	0.335	7	853	0.352	7	853	0.687
12:00 - 13:00	7	853	0.167	7	853	0.184	7	853	0.351
13:00 - 14:00	7	853	0.134	7	853	0.134	7	853	0.268
14:00 - 15:00	7	853	0.151	7	853	0.151	7	853	0.302
15:00 - 16:00	7	853	0.134	7	853	0.184	7	853	0.318
16:00 - 17:00	7	853	0.084	7	853	0.067	7	853	0.151
17:00 - 18:00	7	853	0.067	7	853	0.084	7	853	0.151
18:00 - 19:00	7	853	0.000	7	853	0.000	7	853	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.052			2.049			4.101

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	6	919	0.000	6	919	0.000	6	919	0.000
08:00 - 09:00	7	853	0.033	7	853	0.033	7	853	0.066
09:00 - 10:00	7	853	0.000	7	853	0.000	7	853	0.000
10:00 - 11:00	7	853	0.000	7	853	0.000	7	853	0.000
11:00 - 12:00	7	853	0.017	7	853	0.017	7	853	0.034
12:00 - 13:00	7	853	0.000	7	853	0.000	7	853	0.000
13:00 - 14:00	7	853	0.017	7	853	0.017	7	853	0.034
14:00 - 15:00	7	853	0.000	7	853	0.000	7	853	0.000
15:00 - 16:00	7	853	0.000	7	853	0.000	7	853	0.000
16:00 - 17:00	7	853	0.017	7	853	0.017	7	853	0.034
17:00 - 18:00	7	853	0.017	7	853	0.000	7	853	0.017
18:00 - 19:00	7	853	0.017	7	853	0.017	7	853	0.034
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.118			0.101			0.219

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 05 - HEALTH/G - GP SURGERIES

Light Vehicles (LV)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	6	919	0.000	6	919	0.000	6	919	0.000
08:00 - 09:00	7	853	0.000	7	853	0.000	7	853	0.000
09:00 - 10:00	7	853	0.000	7	853	0.000	7	853	0.000
10:00 - 11:00	7	853	0.000	7	853	0.000	7	853	0.000
11:00 - 12:00	7	853	0.000	7	853	0.000	7	853	0.000
12:00 - 13:00	7	853	0.000	7	853	0.000	7	853	0.000
13:00 - 14:00	7	853	0.000	7	853	0.000	7	853	0.000
14:00 - 15:00	7	853	0.000	7	853	0.000	7	853	0.000
15:00 - 16:00	7	853	0.000	7	853	0.000	7	853	0.000
16:00 - 17:00	7	853	0.000	7	853	0.000	7	853	0.000
17:00 - 18:00	7	853	0.000	7	853	0.000	7	853	0.000
18:00 - 19:00	7	853	0.000	7	853	0.000	7	853	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 05 - HEALTH/G - GP SURGERIES
Rigid Trucks - No Trailer (OGV1)
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	6	919	0.000	6	919	0.000	6	919	0.000
08:00 - 09:00	7	853	0.000	7	853	0.000	7	853	0.000
09:00 - 10:00	7	853	0.000	7	853	0.000	7	853	0.000
10:00 - 11:00	7	853	0.000	7	853	0.000	7	853	0.000
11:00 - 12:00	7	853	0.000	7	853	0.000	7	853	0.000
12:00 - 13:00	7	853	0.000	7	853	0.000	7	853	0.000
13:00 - 14:00	7	853	0.000	7	853	0.000	7	853	0.000
14:00 - 15:00	7	853	0.000	7	853	0.000	7	853	0.000
15:00 - 16:00	7	853	0.000	7	853	0.000	7	853	0.000
16:00 - 17:00	7	853	0.000	7	853	0.000	7	853	0.000
17:00 - 18:00	7	853	0.000	7	853	0.000	7	853	0.000
18:00 - 19:00	7	853	0.000	7	853	0.000	7	853	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 05 - HEALTH/G - GP SURGERIES
Trucks Towing Trailers (OGV2)
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	6	919	0.000	6	919	0.000	6	919	0.000
08:00 - 09:00	7	853	0.000	7	853	0.000	7	853	0.000
09:00 - 10:00	7	853	0.000	7	853	0.000	7	853	0.000
10:00 - 11:00	7	853	0.000	7	853	0.000	7	853	0.000
11:00 - 12:00	7	853	0.000	7	853	0.000	7	853	0.000
12:00 - 13:00	7	853	0.000	7	853	0.000	7	853	0.000
13:00 - 14:00	7	853	0.000	7	853	0.000	7	853	0.000
14:00 - 15:00	7	853	0.000	7	853	0.000	7	853	0.000
15:00 - 16:00	7	853	0.000	7	853	0.000	7	853	0.000
16:00 - 17:00	7	853	0.000	7	853	0.000	7	853	0.000
17:00 - 18:00	7	853	0.000	7	853	0.000	7	853	0.000
18:00 - 19:00	7	853	0.000	7	853	0.000	7	853	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 05 - HEALTH/G - GP SURGERIES

Buses

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	6	919	0.000	6	919	0.000	6	919	0.000
08:00 - 09:00	7	853	0.000	7	853	0.000	7	853	0.000
09:00 - 10:00	7	853	0.000	7	853	0.000	7	853	0.000
10:00 - 11:00	7	853	0.000	7	853	0.000	7	853	0.000
11:00 - 12:00	7	853	0.000	7	853	0.000	7	853	0.000
12:00 - 13:00	7	853	0.000	7	853	0.000	7	853	0.000
13:00 - 14:00	7	853	0.000	7	853	0.000	7	853	0.000
14:00 - 15:00	7	853	0.000	7	853	0.000	7	853	0.000
15:00 - 16:00	7	853	0.000	7	853	0.000	7	853	0.000
16:00 - 17:00	7	853	0.000	7	853	0.000	7	853	0.000
17:00 - 18:00	7	853	0.000	7	853	0.000	7	853	0.000
18:00 - 19:00	7	853	0.000	7	853	0.000	7	853	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 05 - HEALTH/G - GP SURGERIES

Non-Motorised Vehicles (NMV)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	6	919	0.000	6	919	0.000	6	919	0.000
08:00 - 09:00	7	853	0.000	7	853	0.000	7	853	0.000
09:00 - 10:00	7	853	0.000	7	853	0.000	7	853	0.000
10:00 - 11:00	7	853	0.000	7	853	0.000	7	853	0.000
11:00 - 12:00	7	853	0.000	7	853	0.000	7	853	0.000
12:00 - 13:00	7	853	0.000	7	853	0.000	7	853	0.000
13:00 - 14:00	7	853	0.000	7	853	0.000	7	853	0.000
14:00 - 15:00	7	853	0.000	7	853	0.000	7	853	0.000
15:00 - 16:00	7	853	0.000	7	853	0.000	7	853	0.000
16:00 - 17:00	7	853	0.000	7	853	0.000	7	853	0.000
17:00 - 18:00	7	853	0.000	7	853	0.000	7	853	0.000
18:00 - 19:00	7	853	0.000	7	853	0.000	7	853	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 05 - HEALTH/G - GP SURGERIES

Cycles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	6	919	0.000	6	919	0.000	6	919	0.000
08:00 - 09:00	7	853	0.000	7	853	0.000	7	853	0.000
09:00 - 10:00	7	853	0.000	7	853	0.000	7	853	0.000
10:00 - 11:00	7	853	0.000	7	853	0.000	7	853	0.000
11:00 - 12:00	7	853	0.000	7	853	0.000	7	853	0.000
12:00 - 13:00	7	853	0.000	7	853	0.000	7	853	0.000
13:00 - 14:00	7	853	0.000	7	853	0.000	7	853	0.000
14:00 - 15:00	7	853	0.000	7	853	0.000	7	853	0.000
15:00 - 16:00	7	853	0.000	7	853	0.000	7	853	0.000
16:00 - 17:00	7	853	0.000	7	853	0.000	7	853	0.000
17:00 - 18:00	7	853	0.000	7	853	0.000	7	853	0.000
18:00 - 19:00	7	853	0.000	7	853	0.000	7	853	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 05 - HEALTH/G - GP SURGERIES

Scooters

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	6	919	0.000	6	919	0.000	6	919	0.000
08:00 - 09:00	7	853	0.000	7	853	0.000	7	853	0.000
09:00 - 10:00	7	853	0.000	7	853	0.000	7	853	0.000
10:00 - 11:00	7	853	0.000	7	853	0.000	7	853	0.000
11:00 - 12:00	7	853	0.000	7	853	0.000	7	853	0.000
12:00 - 13:00	7	853	0.000	7	853	0.000	7	853	0.000
13:00 - 14:00	7	853	0.000	7	853	0.000	7	853	0.000
14:00 - 15:00	7	853	0.000	7	853	0.000	7	853	0.000
15:00 - 16:00	7	853	0.000	7	853	0.000	7	853	0.000
16:00 - 17:00	7	853	0.000	7	853	0.000	7	853	0.000
17:00 - 18:00	7	853	0.000	7	853	0.000	7	853	0.000
18:00 - 19:00	7	853	0.000	7	853	0.000	7	853	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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 05 - HEALTH/G - GP SURGERIES
Non-Vehicular People Movements (NVPM)
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	6	919	0.000	6	919	0.000	6	919	0.000
08:00 - 09:00	7	853	0.000	7	853	0.000	7	853	0.000
09:00 - 10:00	7	853	0.000	7	853	0.000	7	853	0.000
10:00 - 11:00	7	853	0.000	7	853	0.000	7	853	0.000
11:00 - 12:00	7	853	0.000	7	853	0.000	7	853	0.000
12:00 - 13:00	7	853	0.000	7	853	0.000	7	853	0.000
13:00 - 14:00	7	853	0.000	7	853	0.000	7	853	0.000
14:00 - 15:00	7	853	0.000	7	853	0.000	7	853	0.000
15:00 - 16:00	7	853	0.000	7	853	0.000	7	853	0.000
16:00 - 17:00	7	853	0.000	7	853	0.000	7	853	0.000
17:00 - 18:00	7	853	0.000	7	853	0.000	7	853	0.000
18:00 - 19:00	7	853	0.000	7	853	0.000	7	853	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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-656801-200327-0301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	RB REDBRIDGE	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: Gross floor area
Actual Range: 400 to 666 (units: sqm)
Range Selected by User: 109 to 2350 (units: sqm)

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:

Tuesday	1 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	5 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)	3
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	5

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 5 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 1 mile:
25,001 to 50,000 5 days

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

Population within 5 miles:
125,001 to 250,000 2 days
250,001 to 500,000 3 days

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

Car ownership within 5 miles:
0.6 to 1.0 3 days
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 5 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 4 days
1b Very poor 1 days

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	496	2.217	5	496	1.370	5	496	3.587
08:00 - 09:00	5	496	3.466	5	496	2.741	5	496	6.207
09:00 - 10:00	5	496	1.169	5	496	0.766	5	496	1.935
10:00 - 11:00	5	496	0.443	5	496	0.242	5	496	0.685
11:00 - 12:00	5	496	0.524	5	496	0.605	5	496	1.129
12:00 - 13:00	5	496	1.491	5	496	1.290	5	496	2.781
13:00 - 14:00	5	496	0.887	5	496	1.048	5	496	1.935
14:00 - 15:00	5	496	0.605	5	496	0.564	5	496	1.169
15:00 - 16:00	5	496	1.572	5	496	1.894	5	496	3.466
16:00 - 17:00	5	496	1.411	5	496	2.136	5	496	3.547
17:00 - 18:00	5	496	1.612	5	496	2.418	5	496	4.030
18:00 - 19:00	5	496	0.282	5	496	0.282	5	496	0.564
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.679			15.356			31.035

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

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

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Parameter summary

Trip rate parameter range selected: 400 - 666 (units: sqm)
Survey date range: 01/01/12 - 27/09/19
Number of weekdays (Monday-Friday): 5
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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	496	0.081	5	496	0.081	5	496	0.162
08:00 - 09:00	5	496	0.000	5	496	0.000	5	496	0.000
09:00 - 10:00	5	496	0.000	5	496	0.000	5	496	0.000
10:00 - 11:00	5	496	0.081	5	496	0.081	5	496	0.162
11:00 - 12:00	5	496	0.000	5	496	0.000	5	496	0.000
12:00 - 13:00	5	496	0.040	5	496	0.040	5	496	0.080
13:00 - 14:00	5	496	0.000	5	496	0.000	5	496	0.000
14:00 - 15:00	5	496	0.081	5	496	0.040	5	496	0.121
15:00 - 16:00	5	496	0.000	5	496	0.040	5	496	0.040
16:00 - 17:00	5	496	0.000	5	496	0.000	5	496	0.000
17:00 - 18:00	5	496	0.000	5	496	0.000	5	496	0.000
18:00 - 19:00	5	496	0.000	5	496	0.000	5	496	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.283			0.282			0.565

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	496	0.040	5	496	0.040	5	496	0.080
08:00 - 09:00	5	496	0.000	5	496	0.000	5	496	0.000
09:00 - 10:00	5	496	0.040	5	496	0.040	5	496	0.080
10:00 - 11:00	5	496	0.000	5	496	0.000	5	496	0.000
11:00 - 12:00	5	496	0.040	5	496	0.040	5	496	0.080
12:00 - 13:00	5	496	0.000	5	496	0.000	5	496	0.000
13:00 - 14:00	5	496	0.000	5	496	0.000	5	496	0.000
14:00 - 15:00	5	496	0.000	5	496	0.000	5	496	0.000
15:00 - 16:00	5	496	0.000	5	496	0.000	5	496	0.000
16:00 - 17:00	5	496	0.000	5	496	0.000	5	496	0.000
17:00 - 18:00	5	496	0.000	5	496	0.000	5	496	0.000
18:00 - 19:00	5	496	0.000	5	496	0.000	5	496	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.120			0.120			0.240

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

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	496	0.000	5	496	0.000	5	496	0.000
08:00 - 09:00	5	496	0.040	5	496	0.040	5	496	0.080
09:00 - 10:00	5	496	0.000	5	496	0.000	5	496	0.000
10:00 - 11:00	5	496	0.000	5	496	0.000	5	496	0.000
11:00 - 12:00	5	496	0.000	5	496	0.000	5	496	0.000
12:00 - 13:00	5	496	0.000	5	496	0.000	5	496	0.000
13:00 - 14:00	5	496	0.000	5	496	0.000	5	496	0.000
14:00 - 15:00	5	496	0.000	5	496	0.000	5	496	0.000
15:00 - 16:00	5	496	0.000	5	496	0.000	5	496	0.000
16:00 - 17:00	5	496	0.000	5	496	0.000	5	496	0.000
17:00 - 18:00	5	496	0.000	5	496	0.000	5	496	0.000
18:00 - 19:00	5	496	0.000	5	496	0.000	5	496	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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/D - NURSERY

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	496	0.161	5	496	0.000	5	496	0.161
08:00 - 09:00	5	496	0.322	5	496	0.121	5	496	0.443
09:00 - 10:00	5	496	0.161	5	496	0.081	5	496	0.242
10:00 - 11:00	5	496	0.000	5	496	0.081	5	496	0.081
11:00 - 12:00	5	496	0.121	5	496	0.040	5	496	0.161
12:00 - 13:00	5	496	0.081	5	496	0.081	5	496	0.162
13:00 - 14:00	5	496	0.081	5	496	0.121	5	496	0.202
14:00 - 15:00	5	496	0.000	5	496	0.000	5	496	0.000
15:00 - 16:00	5	496	0.000	5	496	0.161	5	496	0.161
16:00 - 17:00	5	496	0.000	5	496	0.040	5	496	0.040
17:00 - 18:00	5	496	0.000	5	496	0.161	5	496	0.161
18:00 - 19:00	5	496	0.040	5	496	0.081	5	496	0.121
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00	1	400	0.000	1	400	0.000	1	400	0.000
21:00 - 22:00	1	400	0.000	1	400	0.000	1	400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.967			0.968			1.935

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
Light Vehicles (LV)
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	496	0.000	5	496	0.000	5	496	0.000
08:00 - 09:00	5	496	0.000	5	496	0.000	5	496	0.000
09:00 - 10:00	5	496	0.000	5	496	0.000	5	496	0.000
10:00 - 11:00	5	496	0.000	5	496	0.000	5	496	0.000
11:00 - 12:00	5	496	0.000	5	496	0.000	5	496	0.000
12:00 - 13:00	5	496	0.000	5	496	0.000	5	496	0.000
13:00 - 14:00	5	496	0.000	5	496	0.000	5	496	0.000
14:00 - 15:00	5	496	0.000	5	496	0.000	5	496	0.000
15:00 - 16:00	5	496	0.000	5	496	0.000	5	496	0.000
16:00 - 17:00	5	496	0.000	5	496	0.000	5	496	0.000
17:00 - 18:00	5	496	0.000	5	496	0.000	5	496	0.000
18:00 - 19:00	5	496	0.000	5	496	0.000	5	496	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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
Rigid Trucks - No Trailer (OGV1)
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	496	0.000	5	496	0.000	5	496	0.000
08:00 - 09:00	5	496	0.000	5	496	0.000	5	496	0.000
09:00 - 10:00	5	496	0.000	5	496	0.000	5	496	0.000
10:00 - 11:00	5	496	0.000	5	496	0.000	5	496	0.000
11:00 - 12:00	5	496	0.000	5	496	0.000	5	496	0.000
12:00 - 13:00	5	496	0.000	5	496	0.000	5	496	0.000
13:00 - 14:00	5	496	0.000	5	496	0.000	5	496	0.000
14:00 - 15:00	5	496	0.000	5	496	0.000	5	496	0.000
15:00 - 16:00	5	496	0.000	5	496	0.000	5	496	0.000
16:00 - 17:00	5	496	0.000	5	496	0.000	5	496	0.000
17:00 - 18:00	5	496	0.000	5	496	0.000	5	496	0.000
18:00 - 19:00	5	496	0.000	5	496	0.000	5	496	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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
Trucks Towing Trailers (OGV2)
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	496	0.000	5	496	0.000	5	496	0.000
08:00 - 09:00	5	496	0.000	5	496	0.000	5	496	0.000
09:00 - 10:00	5	496	0.000	5	496	0.000	5	496	0.000
10:00 - 11:00	5	496	0.000	5	496	0.000	5	496	0.000
11:00 - 12:00	5	496	0.000	5	496	0.000	5	496	0.000
12:00 - 13:00	5	496	0.000	5	496	0.000	5	496	0.000
13:00 - 14:00	5	496	0.000	5	496	0.000	5	496	0.000
14:00 - 15:00	5	496	0.000	5	496	0.000	5	496	0.000
15:00 - 16:00	5	496	0.000	5	496	0.000	5	496	0.000
16:00 - 17:00	5	496	0.000	5	496	0.000	5	496	0.000
17:00 - 18:00	5	496	0.000	5	496	0.000	5	496	0.000
18:00 - 19:00	5	496	0.000	5	496	0.000	5	496	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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
Buses
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	496	0.000	5	496	0.000	5	496	0.000
08:00 - 09:00	5	496	0.000	5	496	0.000	5	496	0.000
09:00 - 10:00	5	496	0.000	5	496	0.000	5	496	0.000
10:00 - 11:00	5	496	0.000	5	496	0.000	5	496	0.000
11:00 - 12:00	5	496	0.000	5	496	0.000	5	496	0.000
12:00 - 13:00	5	496	0.000	5	496	0.000	5	496	0.000
13:00 - 14:00	5	496	0.000	5	496	0.000	5	496	0.000
14:00 - 15:00	5	496	0.000	5	496	0.000	5	496	0.000
15:00 - 16:00	5	496	0.000	5	496	0.000	5	496	0.000
16:00 - 17:00	5	496	0.000	5	496	0.000	5	496	0.000
17:00 - 18:00	5	496	0.000	5	496	0.000	5	496	0.000
18:00 - 19:00	5	496	0.000	5	496	0.000	5	496	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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
Non-Motorised Vehicles (NMV)
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	496	0.000	5	496	0.000	5	496	0.000
08:00 - 09:00	5	496	0.000	5	496	0.000	5	496	0.000
09:00 - 10:00	5	496	0.000	5	496	0.000	5	496	0.000
10:00 - 11:00	5	496	0.000	5	496	0.000	5	496	0.000
11:00 - 12:00	5	496	0.000	5	496	0.000	5	496	0.000
12:00 - 13:00	5	496	0.000	5	496	0.000	5	496	0.000
13:00 - 14:00	5	496	0.000	5	496	0.000	5	496	0.000
14:00 - 15:00	5	496	0.000	5	496	0.000	5	496	0.000
15:00 - 16:00	5	496	0.000	5	496	0.000	5	496	0.000
16:00 - 17:00	5	496	0.000	5	496	0.000	5	496	0.000
17:00 - 18:00	5	496	0.000	5	496	0.000	5	496	0.000
18:00 - 19:00	5	496	0.000	5	496	0.000	5	496	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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/D - NURSERY
Cycles
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	496	0.000	5	496	0.000	5	496	0.000
08:00 - 09:00	5	496	0.000	5	496	0.000	5	496	0.000
09:00 - 10:00	5	496	0.000	5	496	0.000	5	496	0.000
10:00 - 11:00	5	496	0.000	5	496	0.000	5	496	0.000
11:00 - 12:00	5	496	0.000	5	496	0.000	5	496	0.000
12:00 - 13:00	5	496	0.000	5	496	0.000	5	496	0.000
13:00 - 14:00	5	496	0.000	5	496	0.000	5	496	0.000
14:00 - 15:00	5	496	0.000	5	496	0.000	5	496	0.000
15:00 - 16:00	5	496	0.000	5	496	0.000	5	496	0.000
16:00 - 17:00	5	496	0.000	5	496	0.000	5	496	0.000
17:00 - 18:00	5	496	0.000	5	496	0.000	5	496	0.000
18:00 - 19:00	5	496	0.000	5	496	0.000	5	496	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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/D - NURSERY

Scooters

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	496	0.000	5	496	0.000	5	496	0.000
08:00 - 09:00	5	496	0.000	5	496	0.000	5	496	0.000
09:00 - 10:00	5	496	0.000	5	496	0.000	5	496	0.000
10:00 - 11:00	5	496	0.000	5	496	0.000	5	496	0.000
11:00 - 12:00	5	496	0.000	5	496	0.000	5	496	0.000
12:00 - 13:00	5	496	0.000	5	496	0.000	5	496	0.000
13:00 - 14:00	5	496	0.000	5	496	0.000	5	496	0.000
14:00 - 15:00	5	496	0.000	5	496	0.000	5	496	0.000
15:00 - 16:00	5	496	0.000	5	496	0.000	5	496	0.000
16:00 - 17:00	5	496	0.000	5	496	0.000	5	496	0.000
17:00 - 18:00	5	496	0.000	5	496	0.000	5	496	0.000
18:00 - 19:00	5	496	0.000	5	496	0.000	5	496	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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/D - NURSERY

Non-Vehicular People Movements (NVPM)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	5	496	0.000	5	496	0.000	5	496	0.000
08:00 - 09:00	5	496	0.000	5	496	0.000	5	496	0.000
09:00 - 10:00	5	496	0.000	5	496	0.000	5	496	0.000
10:00 - 11:00	5	496	0.000	5	496	0.000	5	496	0.000
11:00 - 12:00	5	496	0.000	5	496	0.000	5	496	0.000
12:00 - 13:00	5	496	0.000	5	496	0.000	5	496	0.000
13:00 - 14:00	5	496	0.000	5	496	0.000	5	496	0.000
14:00 - 15:00	5	496	0.000	5	496	0.000	5	496	0.000
15:00 - 16:00	5	496	0.000	5	496	0.000	5	496	0.000
16:00 - 17:00	5	496	0.000	5	496	0.000	5	496	0.000
17:00 - 18:00	5	496	0.000	5	496	0.000	5	496	0.000
18:00 - 19:00	5	496	0.000	5	496	0.000	5	496	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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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Calculation Reference: AUDIT-656801-200327-0358

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS

VEHICLES

Selected regions and areas:

01 GREATER LONDON	
BT BRENT	1 days
02 SOUTH EAST	
HC HAMPSHIRE	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	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: Gross floor area
Actual Range: 150 to 350 (units: sqm)
Range Selected by User: 75 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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:

Monday	2 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)	2
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:

Development Zone	2
Residential Zone	1

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:

A3	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:

15,001 to 20,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

No PTAL Present	2 days
5 Very Good	1 days

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	275	0.727	3	275	0.727	3	275	1.454
11:00 - 12:00	3	275	1.697	3	275	0.606	3	275	2.303
12:00 - 13:00	3	275	2.667	3	275	1.455	3	275	4.122
13:00 - 14:00	3	275	1.455	3	275	2.667	3	275	4.122
14:00 - 15:00	3	275	0.485	3	275	0.848	3	275	1.333
15:00 - 16:00	3	275	0.970	3	275	0.848	3	275	1.818
16:00 - 17:00	3	275	1.333	3	275	0.970	3	275	2.303
17:00 - 18:00	3	275	1.939	3	275	0.727	3	275	2.666
18:00 - 19:00	3	275	1.333	3	275	1.697	3	275	3.030
19:00 - 20:00	3	275	2.061	3	275	1.212	3	275	3.273
20:00 - 21:00	3	275	1.333	3	275	2.424	3	275	3.757
21:00 - 22:00	3	275	1.333	3	275	1.212	3	275	2.545
22:00 - 23:00	3	275	0.485	3	275	1.455	3	275	1.940
23:00 - 24:00	3	275	0.000	3	275	0.727	3	275	0.727
Total Rates:			17.818			17.575			35.393

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

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

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Parameter summary

Trip rate parameter range selected: 150 - 350 (units: sqm)
Survey date date range: 01/01/12 - 25/09/19
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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.000	3	275	0.000	3	275	0.000
16:00 - 17:00	3	275	0.121	3	275	0.000	3	275	0.121
17:00 - 18:00	3	275	0.000	3	275	0.121	3	275	0.121
18:00 - 19:00	3	275	0.121	3	275	0.121	3	275	0.242
19:00 - 20:00	3	275	0.000	3	275	0.000	3	275	0.000
20:00 - 21:00	3	275	0.121	3	275	0.121	3	275	0.242
21:00 - 22:00	3	275	0.121	3	275	0.121	3	275	0.242
22:00 - 23:00	3	275	0.000	3	275	0.000	3	275	0.000
23:00 - 24:00	3	275	0.000	3	275	0.000	3	275	0.000
Total Rates:			0.484			0.484			0.968

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.121	3	275	0.000	3	275	0.121
16:00 - 17:00	3	275	0.121	3	275	0.000	3	275	0.121
17:00 - 18:00	3	275	0.121	3	275	0.000	3	275	0.121
18:00 - 19:00	3	275	0.000	3	275	0.121	3	275	0.121
19:00 - 20:00	3	275	0.000	3	275	0.121	3	275	0.121
20:00 - 21:00	3	275	0.000	3	275	0.000	3	275	0.000
21:00 - 22:00	3	275	0.000	3	275	0.121	3	275	0.121
22:00 - 23:00	3	275	0.000	3	275	0.000	3	275	0.000
23:00 - 24:00	3	275	0.000	3	275	0.000	3	275	0.000
Total Rates:			0.363			0.363			0.726

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	275	0.485	3	275	0.485	3	275	0.970
11:00 - 12:00	3	275	1.576	3	275	0.485	3	275	2.061
12:00 - 13:00	3	275	2.667	3	275	1.455	3	275	4.122
13:00 - 14:00	3	275	1.091	3	275	2.303	3	275	3.394
14:00 - 15:00	3	275	0.364	3	275	0.727	3	275	1.091
15:00 - 16:00	3	275	0.970	3	275	0.848	3	275	1.818
16:00 - 17:00	3	275	0.970	3	275	0.970	3	275	1.940
17:00 - 18:00	3	275	1.818	3	275	0.485	3	275	2.303
18:00 - 19:00	3	275	1.212	3	275	1.455	3	275	2.667
19:00 - 20:00	3	275	2.061	3	275	1.091	3	275	3.152
20:00 - 21:00	3	275	1.212	3	275	2.303	3	275	3.515
21:00 - 22:00	3	275	1.212	3	275	1.091	3	275	2.303
22:00 - 23:00	3	275	0.485	3	275	1.455	3	275	1.940
23:00 - 24:00	3	275	0.000	3	275	0.727	3	275	0.727
Total Rates:			16.123			15.880			32.003

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	275	0.242	3	275	0.242	3	275	0.484
11:00 - 12:00	3	275	0.121	3	275	0.121	3	275	0.242
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.364	3	275	0.364	3	275	0.728
14:00 - 15:00	3	275	0.121	3	275	0.121	3	275	0.242
15:00 - 16:00	3	275	0.000	3	275	0.000	3	275	0.000
16:00 - 17:00	3	275	0.242	3	275	0.000	3	275	0.242
17:00 - 18:00	3	275	0.121	3	275	0.121	3	275	0.242
18:00 - 19:00	3	275	0.000	3	275	0.121	3	275	0.121
19:00 - 20:00	3	275	0.000	3	275	0.121	3	275	0.121
20:00 - 21:00	3	275	0.000	3	275	0.000	3	275	0.000
21:00 - 22:00	3	275	0.000	3	275	0.000	3	275	0.000
22:00 - 23:00	3	275	0.000	3	275	0.000	3	275	0.000
23:00 - 24:00	3	275	0.000	3	275	0.000	3	275	0.000
Total Rates:			1.211			1.211			2.422

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

Light Vehicles (LV)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.000	3	275	0.000	3	275	0.000
16:00 - 17:00	3	275	0.000	3	275	0.000	3	275	0.000
17:00 - 18:00	3	275	0.000	3	275	0.000	3	275	0.000
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00	3	275	0.000	3	275	0.000	3	275	0.000
20:00 - 21:00	3	275	0.000	3	275	0.000	3	275	0.000
21:00 - 22:00	3	275	0.000	3	275	0.000	3	275	0.000
22:00 - 23:00	3	275	0.000	3	275	0.000	3	275	0.000
23:00 - 24:00	3	275	0.000	3	275	0.000	3	275	0.000
Total Rates:			0.000			0.000			0.000

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

Rigid Trucks - No Trailer (OGV1)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.000	3	275	0.000	3	275	0.000
16:00 - 17:00	3	275	0.000	3	275	0.000	3	275	0.000
17:00 - 18:00	3	275	0.000	3	275	0.000	3	275	0.000
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00	3	275	0.000	3	275	0.000	3	275	0.000
20:00 - 21:00	3	275	0.000	3	275	0.000	3	275	0.000
21:00 - 22:00	3	275	0.000	3	275	0.000	3	275	0.000
22:00 - 23:00	3	275	0.000	3	275	0.000	3	275	0.000
23:00 - 24:00	3	275	0.000	3	275	0.000	3	275	0.000
Total Rates:			0.000			0.000			0.000

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

Trucks Towing Trailers (OGV2)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.000	3	275	0.000	3	275	0.000
16:00 - 17:00	3	275	0.000	3	275	0.000	3	275	0.000
17:00 - 18:00	3	275	0.000	3	275	0.000	3	275	0.000
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00	3	275	0.000	3	275	0.000	3	275	0.000
20:00 - 21:00	3	275	0.000	3	275	0.000	3	275	0.000
21:00 - 22:00	3	275	0.000	3	275	0.000	3	275	0.000
22:00 - 23:00	3	275	0.000	3	275	0.000	3	275	0.000
23:00 - 24:00	3	275	0.000	3	275	0.000	3	275	0.000
Total Rates:			0.000			0.000			0.000

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

Buses

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.000	3	275	0.000	3	275	0.000
16:00 - 17:00	3	275	0.000	3	275	0.000	3	275	0.000
17:00 - 18:00	3	275	0.000	3	275	0.000	3	275	0.000
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00	3	275	0.000	3	275	0.000	3	275	0.000
20:00 - 21:00	3	275	0.000	3	275	0.000	3	275	0.000
21:00 - 22:00	3	275	0.000	3	275	0.000	3	275	0.000
22:00 - 23:00	3	275	0.000	3	275	0.000	3	275	0.000
23:00 - 24:00	3	275	0.000	3	275	0.000	3	275	0.000
Total Rates:			0.000			0.000			0.000

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

Non-Motorised Vehicles (NMV)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.000	3	275	0.000	3	275	0.000
16:00 - 17:00	3	275	0.000	3	275	0.000	3	275	0.000
17:00 - 18:00	3	275	0.000	3	275	0.000	3	275	0.000
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00	3	275	0.000	3	275	0.000	3	275	0.000
20:00 - 21:00	3	275	0.000	3	275	0.000	3	275	0.000
21:00 - 22:00	3	275	0.000	3	275	0.000	3	275	0.000
22:00 - 23:00	3	275	0.000	3	275	0.000	3	275	0.000
23:00 - 24:00	3	275	0.000	3	275	0.000	3	275	0.000
Total Rates:			0.000			0.000			0.000

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

Cycles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.000	3	275	0.000	3	275	0.000
16:00 - 17:00	3	275	0.000	3	275	0.000	3	275	0.000
17:00 - 18:00	3	275	0.000	3	275	0.000	3	275	0.000
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00	3	275	0.000	3	275	0.000	3	275	0.000
20:00 - 21:00	3	275	0.000	3	275	0.000	3	275	0.000
21:00 - 22:00	3	275	0.000	3	275	0.000	3	275	0.000
22:00 - 23:00	3	275	0.000	3	275	0.000	3	275	0.000
23:00 - 24:00	3	275	0.000	3	275	0.000	3	275	0.000
Total Rates:			0.000			0.000			0.000

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

Scooters

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.000	3	275	0.000	3	275	0.000
16:00 - 17:00	3	275	0.000	3	275	0.000	3	275	0.000
17:00 - 18:00	3	275	0.000	3	275	0.000	3	275	0.000
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00	3	275	0.000	3	275	0.000	3	275	0.000
20:00 - 21:00	3	275	0.000	3	275	0.000	3	275	0.000
21:00 - 22:00	3	275	0.000	3	275	0.000	3	275	0.000
22:00 - 23:00	3	275	0.000	3	275	0.000	3	275	0.000
23:00 - 24:00	3	275	0.000	3	275	0.000	3	275	0.000
Total Rates:			0.000			0.000			0.000

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
Non-Vehicular People Movements (NVPM)
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.000	3	275	0.000	3	275	0.000
16:00 - 17:00	3	275	0.000	3	275	0.000	3	275	0.000
17:00 - 18:00	3	275	0.000	3	275	0.000	3	275	0.000
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00	3	275	0.000	3	275	0.000	3	275	0.000
20:00 - 21:00	3	275	0.000	3	275	0.000	3	275	0.000
21:00 - 22:00	3	275	0.000	3	275	0.000	3	275	0.000
22:00 - 23:00	3	275	0.000	3	275	0.000	3	275	0.000
23:00 - 24:00	3	275	0.000	3	275	0.000	3	275	0.000
Total Rates:			0.000			0.000			0.000

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-656801-200423-0459

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
VEHICLES

Selected regions and areas:

01 GREATER LONDON	
BT BRENT	1 days
EN ENFIELD	1 days
02 SOUTH EAST	
ES EAST SUSSEX	1 days
HC HAMPSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days
17 ULSTER (NORTHERN IRELAND)	
DO DOWN	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: Gross floor area
Actual Range: 550 to 8550 (units: sqm)
Range Selected by User: 204 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 14/03/19

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:

Tuesday	2 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	6 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)	3
Edge of Town	2
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:

Development Zone	1
Residential Zone	2
No Sub Category	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:
D2 6 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 1 mile:
15,001 to 20,000 2 days
25,001 to 50,000 3 days
50,001 to 100,000 1 days

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

Population within 5 miles:
125,001 to 250,000 1 days
250,001 to 500,000 2 days
500,001 or More 3 days

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

Car ownership within 5 miles:
0.6 to 1.0 3 days
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:
Yes 1 days
No 5 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 4 days
5 Very Good 1 days
6a Excellent 1 days

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

VEHICLES

Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	4058	0.862	6	4058	0.185	6	4058	1.047
07:00 - 08:00	6	4058	0.517	6	4058	0.641	6	4058	1.158
08:00 - 09:00	6	4058	0.854	6	4058	0.493	6	4058	1.347
09:00 - 10:00	6	4058	1.359	6	4058	0.608	6	4058	1.967
10:00 - 11:00	6	4058	0.932	6	4058	0.920	6	4058	1.852
11:00 - 12:00	6	4058	0.637	6	4058	0.957	6	4058	1.594
12:00 - 13:00	6	4058	0.587	6	4058	0.916	6	4058	1.503
13:00 - 14:00	6	4058	0.604	6	4058	0.674	6	4058	1.278
14:00 - 15:00	6	4058	0.559	6	4058	0.624	6	4058	1.183
15:00 - 16:00	6	4058	0.928	6	4058	0.715	6	4058	1.643
16:00 - 17:00	6	4058	1.351	6	4058	0.817	6	4058	2.168
17:00 - 18:00	6	4058	1.606	6	4058	1.105	6	4058	2.711
18:00 - 19:00	6	4058	1.528	6	4058	1.614	6	4058	3.142
19:00 - 20:00	6	4058	1.125	6	4058	1.507	6	4058	2.632
20:00 - 21:00	6	4058	0.702	6	4058	1.372	6	4058	2.074
21:00 - 22:00	5	3160	0.247	5	3160	0.930	5	3160	1.177
22:00 - 23:00	2	1075	0.093	2	1075	0.326	2	1075	0.419
23:00 - 24:00									
Total Rates:			14.491			14.404			28.895

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

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

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Parameter summary

Trip rate parameter range selected: 550 - 8550 (units: sqm)
Survey date date range: 01/01/12 - 14/03/19
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	4058	0.000	6	4058	0.000	6	4058	0.000
07:00 - 08:00	6	4058	0.004	6	4058	0.004	6	4058	0.008
08:00 - 09:00	6	4058	0.004	6	4058	0.004	6	4058	0.008
09:00 - 10:00	6	4058	0.008	6	4058	0.004	6	4058	0.012
10:00 - 11:00	6	4058	0.012	6	4058	0.012	6	4058	0.024
11:00 - 12:00	6	4058	0.008	6	4058	0.008	6	4058	0.016
12:00 - 13:00	6	4058	0.025	6	4058	0.029	6	4058	0.054
13:00 - 14:00	6	4058	0.025	6	4058	0.025	6	4058	0.050
14:00 - 15:00	6	4058	0.008	6	4058	0.008	6	4058	0.016
15:00 - 16:00	6	4058	0.008	6	4058	0.008	6	4058	0.016
16:00 - 17:00	6	4058	0.012	6	4058	0.012	6	4058	0.024
17:00 - 18:00	6	4058	0.012	6	4058	0.008	6	4058	0.020
18:00 - 19:00	6	4058	0.004	6	4058	0.008	6	4058	0.012
19:00 - 20:00	6	4058	0.008	6	4058	0.004	6	4058	0.012
20:00 - 21:00	6	4058	0.000	6	4058	0.004	6	4058	0.004
21:00 - 22:00	5	3160	0.000	5	3160	0.000	5	3160	0.000
22:00 - 23:00	2	1075	0.000	2	1075	0.000	2	1075	0.000
23:00 - 24:00									
Total Rates:			0.138			0.138			0.276

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	4058	0.000	6	4058	0.000	6	4058	0.000
07:00 - 08:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
08:00 - 09:00	6	4058	0.004	6	4058	0.000	6	4058	0.004
09:00 - 10:00	6	4058	0.000	6	4058	0.004	6	4058	0.004
10:00 - 11:00	6	4058	0.008	6	4058	0.004	6	4058	0.012
11:00 - 12:00	6	4058	0.008	6	4058	0.008	6	4058	0.016
12:00 - 13:00	6	4058	0.004	6	4058	0.008	6	4058	0.012
13:00 - 14:00	6	4058	0.004	6	4058	0.004	6	4058	0.008
14:00 - 15:00	6	4058	0.012	6	4058	0.004	6	4058	0.016
15:00 - 16:00	6	4058	0.000	6	4058	0.004	6	4058	0.004
16:00 - 17:00	6	4058	0.000	6	4058	0.004	6	4058	0.004
17:00 - 18:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
18:00 - 19:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
19:00 - 20:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
20:00 - 21:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
21:00 - 22:00	5	3160	0.000	5	3160	0.000	5	3160	0.000
22:00 - 23:00	2	1075	0.000	2	1075	0.000	2	1075	0.000
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	4058	0.008	6	4058	0.000	6	4058	0.008
07:00 - 08:00	6	4058	0.004	6	4058	0.004	6	4058	0.008
08:00 - 09:00	6	4058	0.025	6	4058	0.016	6	4058	0.041
09:00 - 10:00	6	4058	0.037	6	4058	0.025	6	4058	0.062
10:00 - 11:00	6	4058	0.025	6	4058	0.016	6	4058	0.041
11:00 - 12:00	6	4058	0.021	6	4058	0.045	6	4058	0.066
12:00 - 13:00	6	4058	0.016	6	4058	0.012	6	4058	0.028
13:00 - 14:00	6	4058	0.033	6	4058	0.029	6	4058	0.062
14:00 - 15:00	6	4058	0.025	6	4058	0.012	6	4058	0.037
15:00 - 16:00	6	4058	0.029	6	4058	0.033	6	4058	0.062
16:00 - 17:00	6	4058	0.029	6	4058	0.029	6	4058	0.058
17:00 - 18:00	6	4058	0.057	6	4058	0.037	6	4058	0.094
18:00 - 19:00	6	4058	0.049	6	4058	0.033	6	4058	0.082
19:00 - 20:00	6	4058	0.008	6	4058	0.029	6	4058	0.037
20:00 - 21:00	6	4058	0.008	6	4058	0.029	6	4058	0.037
21:00 - 22:00	5	3160	0.025	5	3160	0.025	5	3160	0.050
22:00 - 23:00	2	1075	0.000	2	1075	0.140	2	1075	0.140
23:00 - 24:00									
Total Rates:			0.399			0.514			0.913

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	4058	0.834	6	4058	0.168	6	4058	1.002
07:00 - 08:00	6	4058	0.493	6	4058	0.620	6	4058	1.113
08:00 - 09:00	6	4058	0.830	6	4058	0.472	6	4058	1.302
09:00 - 10:00	6	4058	1.318	6	4058	0.579	6	4058	1.897
10:00 - 11:00	6	4058	0.875	6	4058	0.862	6	4058	1.737
11:00 - 12:00	6	4058	0.595	6	4058	0.916	6	4058	1.511
12:00 - 13:00	6	4058	0.534	6	4058	0.858	6	4058	1.392
13:00 - 14:00	6	4058	0.538	6	4058	0.612	6	4058	1.150
14:00 - 15:00	6	4058	0.497	6	4058	0.587	6	4058	1.084
15:00 - 16:00	6	4058	0.871	6	4058	0.661	6	4058	1.532
16:00 - 17:00	6	4058	1.257	6	4058	0.756	6	4058	2.013
17:00 - 18:00	6	4058	1.511	6	4058	1.031	6	4058	2.542
18:00 - 19:00	6	4058	1.466	6	4058	1.520	6	4058	2.986
19:00 - 20:00	6	4058	1.060	6	4058	1.462	6	4058	2.522
20:00 - 21:00	6	4058	0.694	6	4058	1.298	6	4058	1.992
21:00 - 22:00	5	3160	0.234	5	3160	0.873	5	3160	1.107
22:00 - 23:00	2	1075	0.047	2	1075	0.233	2	1075	0.280
23:00 - 24:00									
Total Rates:			13.654			13.508			27.162

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	4058	0.025	6	4058	0.016	6	4058	0.041
07:00 - 08:00	6	4058	0.021	6	4058	0.012	6	4058	0.033
08:00 - 09:00	6	4058	0.012	6	4058	0.016	6	4058	0.028
09:00 - 10:00	6	4058	0.021	6	4058	0.016	6	4058	0.037
10:00 - 11:00	6	4058	0.033	6	4058	0.029	6	4058	0.062
11:00 - 12:00	6	4058	0.021	6	4058	0.021	6	4058	0.042
12:00 - 13:00	6	4058	0.021	6	4058	0.016	6	4058	0.037
13:00 - 14:00	6	4058	0.029	6	4058	0.025	6	4058	0.054
14:00 - 15:00	6	4058	0.012	6	4058	0.016	6	4058	0.028
15:00 - 16:00	6	4058	0.045	6	4058	0.029	6	4058	0.074
16:00 - 17:00	6	4058	0.074	6	4058	0.041	6	4058	0.115
17:00 - 18:00	6	4058	0.066	6	4058	0.053	6	4058	0.119
18:00 - 19:00	6	4058	0.053	6	4058	0.057	6	4058	0.110
19:00 - 20:00	6	4058	0.041	6	4058	0.033	6	4058	0.074
20:00 - 21:00	6	4058	0.008	6	4058	0.062	6	4058	0.070
21:00 - 22:00	5	3160	0.013	5	3160	0.051	5	3160	0.064
22:00 - 23:00	2	1075	0.000	2	1075	0.047	2	1075	0.047
23:00 - 24:00									
Total Rates:			0.495			0.540			1.035

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	4058	0.004	6	4058	0.000	6	4058	0.004
07:00 - 08:00	6	4058	0.000	6	4058	0.004	6	4058	0.004
08:00 - 09:00	6	4058	0.004	6	4058	0.000	6	4058	0.004
09:00 - 10:00	6	4058	0.012	6	4058	0.004	6	4058	0.016
10:00 - 11:00	6	4058	0.004	6	4058	0.012	6	4058	0.016
11:00 - 12:00	6	4058	0.004	6	4058	0.004	6	4058	0.008
12:00 - 13:00	6	4058	0.004	6	4058	0.004	6	4058	0.008
13:00 - 14:00	6	4058	0.008	6	4058	0.008	6	4058	0.016
14:00 - 15:00	6	4058	0.029	6	4058	0.008	6	4058	0.037
15:00 - 16:00	6	4058	0.004	6	4058	0.012	6	4058	0.016
16:00 - 17:00	6	4058	0.008	6	4058	0.004	6	4058	0.012
17:00 - 18:00	6	4058	0.016	6	4058	0.012	6	4058	0.028
18:00 - 19:00	6	4058	0.004	6	4058	0.025	6	4058	0.029
19:00 - 20:00	6	4058	0.016	6	4058	0.008	6	4058	0.024
20:00 - 21:00	6	4058	0.000	6	4058	0.008	6	4058	0.008
21:00 - 22:00	5	3160	0.000	5	3160	0.006	5	3160	0.006
22:00 - 23:00	2	1075	0.047	2	1075	0.047	2	1075	0.094
23:00 - 24:00									
Total Rates:			0.164			0.166			0.330

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Light Vehicles (LV)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	4058	0.000	6	4058	0.000	6	4058	0.000
07:00 - 08:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
08:00 - 09:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
09:00 - 10:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
10:00 - 11:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
11:00 - 12:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
12:00 - 13:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
13:00 - 14:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
14:00 - 15:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
15:00 - 16:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
16:00 - 17:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
17:00 - 18:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
18:00 - 19:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
19:00 - 20:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
20:00 - 21:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
21:00 - 22:00	5	3160	0.000	5	3160	0.000	5	3160	0.000
22:00 - 23:00	2	1075	0.000	2	1075	0.000	2	1075	0.000
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Rigid Trucks - No Trailer (OGV1)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	4058	0.000	6	4058	0.000	6	4058	0.000
07:00 - 08:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
08:00 - 09:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
09:00 - 10:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
10:00 - 11:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
11:00 - 12:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
12:00 - 13:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
13:00 - 14:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
14:00 - 15:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
15:00 - 16:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
16:00 - 17:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
17:00 - 18:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
18:00 - 19:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
19:00 - 20:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
20:00 - 21:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
21:00 - 22:00	5	3160	0.000	5	3160	0.000	5	3160	0.000
22:00 - 23:00	2	1075	0.000	2	1075	0.000	2	1075	0.000
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Trucks Towing Trailers (OGV2)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	4058	0.000	6	4058	0.000	6	4058	0.000
07:00 - 08:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
08:00 - 09:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
09:00 - 10:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
10:00 - 11:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
11:00 - 12:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
12:00 - 13:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
13:00 - 14:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
14:00 - 15:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
15:00 - 16:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
16:00 - 17:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
17:00 - 18:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
18:00 - 19:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
19:00 - 20:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
20:00 - 21:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
21:00 - 22:00	5	3160	0.000	5	3160	0.000	5	3160	0.000
22:00 - 23:00	2	1075	0.000	2	1075	0.000	2	1075	0.000
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Buses

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	4058	0.000	6	4058	0.000	6	4058	0.000
07:00 - 08:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
08:00 - 09:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
09:00 - 10:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
10:00 - 11:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
11:00 - 12:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
12:00 - 13:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
13:00 - 14:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
14:00 - 15:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
15:00 - 16:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
16:00 - 17:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
17:00 - 18:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
18:00 - 19:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
19:00 - 20:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
20:00 - 21:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
21:00 - 22:00	5	3160	0.000	5	3160	0.000	5	3160	0.000
22:00 - 23:00	2	1075	0.000	2	1075	0.000	2	1075	0.000
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Non-Motorised Vehicles (NMV)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	4058	0.000	6	4058	0.000	6	4058	0.000
07:00 - 08:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
08:00 - 09:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
09:00 - 10:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
10:00 - 11:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
11:00 - 12:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
12:00 - 13:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
13:00 - 14:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
14:00 - 15:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
15:00 - 16:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
16:00 - 17:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
17:00 - 18:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
18:00 - 19:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
19:00 - 20:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
20:00 - 21:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
21:00 - 22:00	5	3160	0.000	5	3160	0.000	5	3160	0.000
22:00 - 23:00	2	1075	0.000	2	1075	0.000	2	1075	0.000
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Cycles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	4058	0.000	6	4058	0.000	6	4058	0.000
07:00 - 08:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
08:00 - 09:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
09:00 - 10:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
10:00 - 11:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
11:00 - 12:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
12:00 - 13:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
13:00 - 14:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
14:00 - 15:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
15:00 - 16:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
16:00 - 17:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
17:00 - 18:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
18:00 - 19:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
19:00 - 20:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
20:00 - 21:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
21:00 - 22:00	5	3160	0.000	5	3160	0.000	5	3160	0.000
22:00 - 23:00	2	1075	0.000	2	1075	0.000	2	1075	0.000
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Scooters

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	4058	0.000	6	4058	0.000	6	4058	0.000
07:00 - 08:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
08:00 - 09:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
09:00 - 10:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
10:00 - 11:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
11:00 - 12:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
12:00 - 13:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
13:00 - 14:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
14:00 - 15:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
15:00 - 16:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
16:00 - 17:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
17:00 - 18:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
18:00 - 19:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
19:00 - 20:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
20:00 - 21:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
21:00 - 22:00	5	3160	0.000	5	3160	0.000	5	3160	0.000
22:00 - 23:00	2	1075	0.000	2	1075	0.000	2	1075	0.000
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Non-Vehicular People Movements (NVPM)

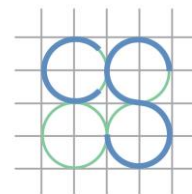
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	6	4058	0.000	6	4058	0.000	6	4058	0.000
07:00 - 08:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
08:00 - 09:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
09:00 - 10:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
10:00 - 11:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
11:00 - 12:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
12:00 - 13:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
13:00 - 14:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
14:00 - 15:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
15:00 - 16:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
16:00 - 17:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
17:00 - 18:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
18:00 - 19:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
19:00 - 20:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
20:00 - 21:00	6	4058	0.000	6	4058	0.000	6	4058	0.000
21:00 - 22:00	5	3160	0.000	5	3160	0.000	5	3160	0.000
22:00 - 23:00	2	1075	0.000	2	1075	0.000	2	1075	0.000
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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

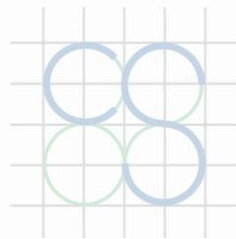
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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Appendix C

Traffic Flow Matrices



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Peak Hour Junction Traffic Flow Matrices - Site 1

2020 Thursday AM Peak (08:00-09:00)							2020 Thursday PM Peak (15:30-16:30)						
SURVEYED TRAFFIC FLOWS							SURVEYED TRAFFIC FLOWS						
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS		From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	52	8	62	122		Longfield Road	0	21	6	29	56	
Grange Road (E)	24	0	174	427	625		Grange Road (E)	30	0	82	399	511	
Grange Rise	3	61	0	110	174		Grange Rise	11	148	0	394	553	
Grange Road (W)	39	372	378	0	790		Grange Road (W)	32	411	181	0	625	
TOTALS	66	485	561	599	1711		TOTALS	73	580	269	823	1745	
2022 Thursday AM Peak Reallocation of Existing Flows via New Road Link							2022 Thursday PM Peak Reallocation of Existing Flows via New Road Link						
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS		From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	-23	6	48	32		Longfield Road	0	-9	3	16	10	
Grange Road (E)	-10	0	-6	-44	-60		Grange Road (E)	-11	0	-3	-16	-30	
Grange Rise	1	-1	0	0	0		Grange Rise	9	-8	0	0	0	
Grange Road (W)	10	-14	0	0	-3		Grange Road (W)	26	-25	0	0	1	
TOTALS	1	-37	1	4	-32		TOTALS	24	-42	0	0	-18	
2022 Thursday AM Peak Other committed development flows (WITHOUT new road link)							2022 Thursday PM Peak Other committed development flows (WITHOUT new road link)						
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS		From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	45	7	53	105		Longfield Road	0	7	2	10	19	
Grange Road (E)	31	0	3	23	57		Grange Road (E)	12	0	2	12	26	
Grange Rise	6	1	0	0	6		Grange Rise	3	5	0	0	8	
Grange Road (W)	51	9	0	0	60		Grange Road (W)	12	16	0	0	28	
TOTALS	88	54	10	76	229		TOTALS	27	28	5	22	82	
2022 Thursday AM Peak Other committed development flows (WITH new road link in place)							2022 Thursday PM Peak Other committed development flows (WITH new road link in place)						
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS		From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	21	10	73	104		Longfield Road	0	2	5	24	31	
Grange Road (E)	17	0	0	0	17		Grange Road (E)	4	0	0	0	4	
Grange Rise	2	0	0	0	2		Grange Rise	10	0	0	0	10	
Grange Road (W)	53	0	0	0	53		Grange Road (W)	30	0	0	0	30	
TOTALS	72	21	10	73	176		TOTALS	44	2	5	24	75	
2022 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)							2022 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)						
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS		From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	98	16	117	231		Longfield Road	0	29	8	40	77	
Grange Road (E)	56	0	183	464	703		Grange Road (E)	43	0	87	424	554	
Grange Rise	9	64	0	114	186		Grange Rise	14	158	0	407	579	
Grange Road (W)	92	393	391	0	875		Grange Road (W)	46	441	187	0	673	
TOTALS	157	555	589	695	1995		TOTALS	103	627	282	871	1883	
2022 Thursday AM Peak SUBJECT DEVELOPMENT FLOWS							2022 Thursday PM Peak SUBJECT DEVELOPMENT FLOWS						
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS		From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	27	12	88	127		Longfield Road	0	17	13	64	94	
Grange Road (E)	13	0	0	0	13		Grange Road (E)	25	0	0	0	25	
Grange Rise	4	0	0	0	4		Grange Rise	24	0	0	0	24	
Grange Road (W)	58	0	0	0	58		Grange Road (W)	69	0	0	0	69	
TOTALS	75	27	12	88	202		TOTALS	118	17	13	64	212	
2022 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)							2022 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)						
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS		From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	78	36	274	389		Longfield Road	0	32	28	133	193	
Grange Road (E)	45	0	174	397	616		Grange Road (E)	49	0	81	396	527	
Grange Rise	10	62	0	114	185		Grange Rise	54	144	0	407	605	
Grange Road (W)	162	370	391	0	923		Grange Road (W)	159	400	187	0	746	
TOTALS	217	511	601	785	2113		TOTALS	262	576	296	936	2070	
2027 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)							2027 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)						
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS		From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	102	16	123	241		Longfield Road	0	31	9	42	82	
Grange Road (E)	58	0	198	501	757		Grange Road (E)	45	0	94	458	598	
Grange Rise	9	69	0	123	201		Grange Rise	15	170	0	441	627	
Grange Road (W)	95	425	423	0	944		Grange Road (W)	48	476	203	0	727	
TOTALS	163	596	637	747	2143		TOTALS	109	677	306	942	2034	
2027 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)							2027 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)						
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS		From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	83	37	279	399		Longfield Road	0	34	28	136	198	
Grange Road (E)	47	0	189	434	670		Grange Road (E)	52	0	88	431	571	
Grange Rise	10	67	0	123	200		Grange Rise	55	157	0	441	653	
Grange Road (W)	165	403	423	0	991		Grange Road (W)	161	436	203	0	800	
TOTALS	223	553	649	836	2261		TOTALS	268	626	319	1008	2221	
2037 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)							2037 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)						
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS		From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	107	17	129	253		Longfield Road	0	33	9	45	87	
Grange Road (E)	60	0	215	542	818		Grange Road (E)	48	0	102	497	648	
Grange Rise	9	75	0	134	218		Grange Rise	16	185	0	480	681	
Grange Road (W)	99	461	460	0	1021		Grange Road (W)	52	516	220	0	788	
TOTALS	169	644	692	805	2310		TOTALS	116	734	332	1023	2205	
2037 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)							2037 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)						
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS		From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	88	38	286	411		Longfield Road	0	36	29	138	203	
Grange Road (E)	50	0	206	475	731		Grange Road (E)	55	0	96	470	621	
Grange Rise	10	73	0	134	217		Grange Rise	56	171	0	480	707	
Grange Road (W)	169	439	460	0	1068		Grange Road (W)	165	476	220	0	861	
TOTALS	229	600	704	895	2428		TOTALS	275	683	345	1088	2392	
2037 Thursday AM Peak Potential future development flows (GA3)							2037 Thursday PM Peak Potential future development flows (GA3)						
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS		From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	24	10	78	112		Longfield Road	0	10	8	37	55	
Grange Road (E)	6	0	0	0	6		Grange Road (E)	17	0	0	0	17	
Grange Rise	2	0	0	0	2		Grange Rise	16	0	0	0	16	
Grange Road (W)	25	0	0	0	25		Grange Road (W)	48	0	0	0	48	
TOTALS	33	24	10	78	145		TOTALS	82	10	8	37	137	
2037 Thursday AM Peak WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + TII growth + reallocation + committed dev. + subject dev. + potential dev.)							2037 Thursday PM Peak WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + TII growth + reallocation + committed dev. + subject dev. + potential dev.)						
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS		From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	112	48	364	523		Longfield Road	0	46	36	176	258	
Grange Road (E)	55	0	206	475	737		Grange Road (E)	72	0	96	470	638	
Grange Rise	12	73	0	134	219		Grange Rise	73	171	0	480	724	
Grange Road (W)	194	439	460	0	1094		Grange Road (W)	212	476	220	0	909	
TOTALS	262	624	714	973	2573		TOTALS	357	693	353	1125	2529	

Peak Hour Junction Traffic Flow Matrices - Site 2

2020 Thursday AM Peak (08:00-09:00) SURVEYED TRAFFIC FLOWS					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	8	23	458	489	
Red Arches Road	87	1	69	157	
Coast Road (N)	678	19	1	698	
TOTALS	772	43	528	1343	
2022 Thursday AM Peak Reallocation of Existing Flows via New Road Link					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	0	-15	-23	-37	
Red Arches Road	-50	0	18	-32	
Coast Road (N)	-11	14	0	3	
TOTALS	-61	-1	-4	-66	
2022 Thursday AM Peak Other committed development flows (WITHOUT new road link)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	0	16	20	35	
Red Arches Road	45	0	36	81	
Coast Road (N)	14	12	0	26	
TOTALS	59	28	55	142	
2022 Thursday AM Peak Other committed development flows (WITH new road link in place)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	0	8	0	8	
Red Arches Road	24	0	69	93	
Coast Road (N)	0	38	0	38	
TOTALS	24	46	69	139	
2022 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	8	39	492	540	
Red Arches Road	135	1	107	243	
Coast Road (N)	713	32	1	746	
TOTALS	857	72	600	1529	
2022 Thursday AM Peak SUBJECT DEVELOPMENT FLOWS					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	0	13	0	13	
Red Arches Road	27	0	70	97	
Coast Road (N)	0	38	0	38	
TOTALS	27	51	70	148	
2022 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	8	30	450	488	
Red Arches Road	90	1	228	320	
Coast Road (N)	689	110	1	800	
TOTALS	788	141	679	1608	
2027 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	9	41	532	582	
Red Arches Road	142	1	113	256	
Coast Road (N)	772	34	1	807	
TOTALS	923	76	646	1645	
2027 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	9	32	489	531	
Red Arches Road	98	1	234	333	
Coast Road (N)	748	112	1	860	
TOTALS	854	145	725	1724	
2037 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	10	44	576	630	
Red Arches Road	151	1	120	272	
Coast Road (N)	838	35	1	875	
TOTALS	999	80	697	1777	
2037 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	10	35	534	578	
Red Arches Road	106	1	241	349	
Coast Road (N)	814	113	1	929	
TOTALS	930	149	776	1856	
2037 Thursday AM Peak Potential future development flows (GA3)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	0	6	0	6	
Red Arches Road	24	0	62	86	
Coast Road (N)	0	17	0	17	
TOTALS	24	22	62	108	
2037 Thursday AM Peak WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + growth + realloc. + committed + subject + potential dev.)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	10	40	534	584	
Red Arches Road	130	1	303	434	
Coast Road (N)	814	130	1	945	
TOTALS	954	172	838	1964	
2020 Thursday PM Peak (15:30-16:30) SURVEYED TRAFFIC FLOWS					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	10	56	565	632	
Red Arches Road	31	0	22	53	
Coast Road (N)	381	31	4	416	
TOTALS	422	88	592	1101	
2022 Thursday PM Peak Reallocation of Existing Flows via New Road Link					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	0	-33	-9	-42	
Red Arches Road	-19	0	9	-10	
Coast Road (N)	-11	9	0	-2	
TOTALS	-30	-24	0	-54	
2022 Thursday PM Peak Other committed development flows (WITHOUT new road link)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	0	36	3	39	
Red Arches Road	23	0	16	39	
Coast Road (N)	4	20	0	24	
TOTALS	27	56	19	102	
2022 Thursday PM Peak Other committed development flows (WITH new road link in place)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	0	18	0	18	
Red Arches Road	11	0	22	32	
Coast Road (N)	0	27	0	27	
TOTALS	11	46	22	78	
2022 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	10	94	587	691	
Red Arches Road	55	0	39	94	
Coast Road (N)	397	52	4	454	
TOTALS	462	146	630	1239	
2022 Thursday PM Peak SUBJECT DEVELOPMENT FLOWS					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	0	25	0	25	
Red Arches Road	17	0	44	61	
Coast Road (N)	0	48	0	48	
TOTALS	17	74	44	135	
2022 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	10	68	575	654	
Red Arches Road	40	0	98	138	
Coast Road (N)	382	117	4	504	
TOTALS	433	186	677	1296	
2027 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	11	99	636	746	
Red Arches Road	58	0	41	98	
Coast Road (N)	430	55	5	490	
TOTALS	499	154	681	1334	
2027 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	11	73	624	708	
Red Arches Road	43	0	100	143	
Coast Road (N)	415	120	5	540	
TOTALS	469	193	728	1391	
2037 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	12	104	691	807	
Red Arches Road	61	0	43	103	
Coast Road (N)	467	58	5	531	
TOTALS	540	163	739	1442	
2037 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	12	79	679	770	
Red Arches Road	46	0	102	148	
Coast Road (N)	452	123	5	581	
TOTALS	511	202	786	1499	
2037 Thursday PM Peak Potential future development flows (GA3)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	0	17	0	17	
Red Arches Road	10	0	26	36	
Coast Road (N)	0	34	0	34	
TOTALS	10	51	26	87	
2037 Thursday PM Peak WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + growth + realloc. + committed + subject + potential dev.)					
From \ To	Coast Road (S)	Red Arches Road	Coast Road (N)	TOTALS	
Coast Road (S)	12	96	679	788	
Red Arches Road	56	0	128	184	
Coast Road (N)	452	157	5	614	
TOTALS	521	253	812	1586	

Peak Hour Junction Traffic Flow Matrices - Site 3

2020 Thursday AM Peak (08:00-09:00) SURVEYED TRAFFIC FLOWS					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	44	383	427	
Willie Nolan Road	182	0	53	235	
Coast Road	622	108	0	730	
TOTALS	805	152	436	1393	

2022 Thursday AM Peak Reallocation of Existing Flows via New Road Link					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	0	0	0	
Willie Nolan Road	0	0	-37	-37	
Coast Road	0	-61	0	-61	
TOTALS	0	-61	-37	-98	

2022 Thursday AM Peak Other committed development flows (WITHOUT new road link)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	0	6	6	
Willie Nolan Road	0	0	29	29	
Coast Road	20	40	0	59	
TOTALS	20	40	35	94	

2022 Thursday AM Peak Other committed development flows (WITH new road link in place)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	0	8	8	
Willie Nolan Road	0	0	0	0	
Coast Road	24	0	0	24	
TOTALS	24	0	8	32	

2022 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	45	402	447	
Willie Nolan Road	188	0	84	272	
Coast Road	662	151	0	813	
TOTALS	851	197	486	1533	

2022 Thursday AM Peak SUBJECT DEVELOPMENT FLOWS					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	0	13	13	
Willie Nolan Road	0	0	0	0	
Coast Road	27	0	0	27	
TOTALS	27	0	13	40	

2022 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	45	417	463	
Willie Nolan Road	188	0	17	206	
Coast Road	693	51	0	744	
TOTALS	882	96	434	1413	

2027 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	49	435	484	
Willie Nolan Road	204	0	88	293	
Coast Road	716	160	0	877	
TOTALS	920	210	524	1653	

2027 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	49	450	500	
Willie Nolan Road	204	0	22	226	
Coast Road	747	60	0	808	
TOTALS	951	110	472	1533	

2037 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	54	473	526	
Willie Nolan Road	222	0	94	316	
Coast Road	777	171	0	948	
TOTALS	999	225	566	1790	

2037 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	54	488	541	
Willie Nolan Road	222	0	27	249	
Coast Road	808	71	0	879	
TOTALS	1030	124	515	1669	

2037 Thursday AM Peak Potential future development flows (GA3)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	0	6	6	
Willie Nolan Road	0	0	0	0	
Coast Road	24	0	0	24	
TOTALS	24	0	6	29	

2037 Thursday AM Peak WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + growth + realloc. + committed + subject + potential dev.)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	54	494	547	
Willie Nolan Road	222	0	27	249	
Coast Road	832	71	0	903	
TOTALS	1054	124	521	1699	

2020 Thursday PM Peak (15:30-16:30) SURVEYED TRAFFIC FLOWS					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	73	494	567	
Willie Nolan Road	153	0	93	246	
Coast Road	347	71	0	418	
TOTALS	500	144	587	1230	

2022 Thursday PM Peak Reallocation of Existing Flows via New Road Link					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	0	0	0	
Willie Nolan Road	0	0	-42	-42	
Coast Road	0	-30	0	-30	
TOTALS	0	-30	-42	-72	

2022 Thursday PM Peak Other committed development flows (WITHOUT new road link)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	0	15	15	
Willie Nolan Road	0	0	24	24	
Coast Road	9	18	0	27	
TOTALS	9	18	39	66	

2022 Thursday PM Peak Other committed development flows (WITH new road link in place)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	0	18	18	
Willie Nolan Road	0	0	0	0	
Coast Road	11	0	0	11	
TOTALS	11	0	18	29	

2022 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	75	525	600	
Willie Nolan Road	158	0	120	278	
Coast Road	366	92	0	458	
TOTALS	524	167	645	1336	

2022 Thursday PM Peak SUBJECT DEVELOPMENT FLOWS					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	0	25	25	
Willie Nolan Road	0	0	0	0	
Coast Road	17	0	0	17	
TOTALS	17	0	25	42	

2022 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	75	553	629	
Willie Nolan Road	158	0	54	212	
Coast Road	386	43	0	429	
TOTALS	543	119	608	1270	

2027 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	82	567	649	
Willie Nolan Road	171	0	128	299	
Coast Road	396	98	0	494	
TOTALS	568	180	695	1443	

2027 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	82	596	678	
Willie Nolan Road	171	0	62	233	
Coast Road	416	49	0	465	
TOTALS	587	131	658	1376	

2037 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	89	616	704	
Willie Nolan Road	186	0	137	323	
Coast Road	430	105	0	535	
TOTALS	616	194	753	1563	

2037 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)					
From \ To	Main Street	Willie Nolan Road	Coast Road	TOTALS	
Main Street	0	89	644	733	
Willie Nolan Road	186	0	71	257	
Coast Road	449	56	0	506	
TOTALS	635	145	716	1496	

Peak Hour Junction Traffic Flow Matrices - Site 4

2020 Thursday AM Peak (08:00-09:00) SURVEYED TRAFFIC FLOWS				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	449	353	803
Strand Road	141	0	3	143
Main Street (S)	287	3	0	290
TOTALS	428	452	356	1236

2022 Thursday AM Peak Reallocation of Existing Flows via New Road Link				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	0	0	0
Strand Road	0	0	0	0
Main Street (S)	0	0	0	0
TOTALS	0	0	0	0

2022 Thursday AM Peak Other committed development flows (WITHOUT new road link)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	11	9	20
Strand Road	2	0	0	2
Main Street (S)	4	0	0	4
TOTALS	6	11	9	26

2022 Thursday AM Peak Other committed development flows (WITH new road link in place)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	13	11	24
Strand Road	3	0	0	3
Main Street (S)	5	0	0	5
TOTALS	8	13	11	32

2022 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	475	373	848
Strand Road	148	0	3	150
Main Street (S)	300	3	0	303
TOTALS	448	478	376	1302

2022 Thursday AM Peak SUBJECT DEVELOPMENT FLOWS				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	15	12	27
Strand Road	4	0	0	4
Main Street (S)	9	0	0	9
TOTALS	13	15	12	40

2022 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	493	387	880
Strand Road	152	0	3	155
Main Street (S)	310	3	0	313
TOTALS	463	496	390	1348

2027 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	514	404	918
Strand Road	160	0	3	162
Main Street (S)	325	3	0	328
TOTALS	484	517	407	1408

2027 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	531	418	949
Strand Road	165	0	3	167
Main Street (S)	335	3	0	338
TOTALS	500	535	421	1455

2037 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	558	439	996
Strand Road	173	0	3	177
Main Street (S)	353	4	0	356
TOTALS	526	561	442	1529

2037 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	575	452	1028
Strand Road	178	0	3	181
Main Street (S)	363	4	0	367
TOTALS	541	579	455	1576

2037 Thursday AM Peak Potential future development flows (GA3)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	13	10	24
Strand Road	2	0	0	2
Main Street (S)	4	0	0	4
TOTALS	6	13	10	29

2037 Thursday AM Peak WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + growth + realloc. + committed + subject + potential dev.)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	589	463	1051
Strand Road	180	0	3	183
Main Street (S)	367	4	0	371
TOTALS	547	592	466	1605

2020 Thursday PM Peak (15:30-16:30) SURVEYED TRAFFIC FLOWS				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	277	227	504
Strand Road	189	0	4	193
Main Street (S)	387	6	0	393
TOTALS	576	283	231	1089

2022 Thursday PM Peak Reallocation of Existing Flows via New Road Link				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	0	0	0
Strand Road	0	0	0	0
Main Street (S)	0	0	0	0
TOTALS	0	0	0	0

2022 Thursday PM Peak Other committed development flows (WITHOUT new road link)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	5	4	9
Strand Road	5	0	0	5
Main Street (S)	10	0	0	10
TOTALS	15	5	4	23

2022 Thursday PM Peak Other committed development flows (WITH new road link in place)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	6	5	11
Strand Road	6	0	0	6
Main Street (S)	12	0	0	12
TOTALS	18	6	5	29

2022 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	291	238	529
Strand Road	200	0	4	204
Main Street (S)	409	6	0	416
TOTALS	609	297	242	1148

2022 Thursday PM Peak SUBJECT DEVELOPMENT FLOWS				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	9	8	17
Strand Road	8	0	0	8
Main Street (S)	17	0	0	17
TOTALS	25	9	8	42

2022 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	301	246	548
Strand Road	209	0	4	213
Main Street (S)	429	6	0	435
TOTALS	638	308	251	1196

2027 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	315	257	572
Strand Road	216	0	4	221
Main Street (S)	443	7	0	449
TOTALS	659	322	262	1242

2027 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	325	266	591
Strand Road	226	0	4	230
Main Street (S)	462	7	0	469
TOTALS	688	332	270	1290

2037 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	342	280	622
Strand Road	235	0	5	239
Main Street (S)	481	7	0	488
TOTALS	715	349	284	1349

2037 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	352	288	641
Strand Road	244	0	5	249
Main Street (S)	500	7	0	507
TOTALS	744	360	293	1397

2037 Thursday PM Peak Potential future development flows (GA3)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	6	4	10
Strand Road	6	0	0	6
Main Street (S)	12	0	0	12
TOTALS	17	6	4	27

2037 Thursday PM Peak WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + growth + realloc. + committed + subject + potential dev.)				
From \ To	Main Street (N)	Strand Road	Main Street (S)	TOTALS
Main Street (N)	0	358	293	651
Strand Road	250	0	5	255
Main Street (S)	512	7	0	519
TOTALS	761	365	298	1424

Peak Hour Junction Traffic Flow Matrices - Site 5

2020 Thursday AM Peak (08:00-09:00) SURVEYED TRAFFIC FLOWS				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	226	157	383
The Mall	64	0	0	64
Strand Road (N)	456	0	0	456
TOTALS	520	226	157	903

2022 Thursday AM Peak Reallocation of Existing Flows via New Road Link				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	0	0	0
The Mall	0	0	0	0
Strand Road (N)	0	0	0	0
TOTALS	0	0	0	0

2022 Thursday AM Peak Other committed development flows (WITHOUT new road link)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	7	2	9
The Mall	7	0	0	7
Strand Road (N)	11	0	0	11
TOTALS	18	7	2	28

2022 Thursday AM Peak Other committed development flows (WITH new road link in place)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	7	3	10
The Mall	6	0	0	6
Strand Road (N)	13	0	0	13
TOTALS	20	7	3	29

2022 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	241	165	405
The Mall	73	0	0	73
Strand Road (N)	482	0	0	482
TOTALS	555	241	165	960

2022 Thursday AM Peak SUBJECT DEVELOPMENT FLOWS				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	6	4	10
The Mall	8	0	0	8
Strand Road (N)	15	0	0	15
TOTALS	23	6	4	33

2022 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	247	170	416
The Mall	80	0	0	80
Strand Road (N)	499	0	0	499
TOTALS	579	247	170	995

2027 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	260	178	438
The Mall	79	0	0	79
Strand Road (N)	521	0	0	521
TOTALS	600	260	178	1038

2027 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	266	183	449
The Mall	85	0	0	85
Strand Road (N)	539	0	0	539
TOTALS	624	266	183	1073

2037 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	282	194	476
The Mall	85	0	0	85
Strand Road (N)	566	0	0	566
TOTALS	651	282	194	1127

2037 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	288	199	487
The Mall	92	0	0	92
Strand Road (N)	583	0	0	583
TOTALS	675	288	199	1162

2037 Thursday AM Peak Potential future development flows (GA3)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	2	2	4
The Mall	7	0	0	7
Strand Road (N)	13	0	0	13
TOTALS	20	2	2	25

2037 Thursday AM Peak WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + growth + realloc. + committed + subject + potential dev.)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	291	200	491
The Mall	99	0	0	99
Strand Road (N)	597	0	0	597
TOTALS	695	291	200	1186

2020 Thursday PM Peak (15:30-16:30) SURVEYED TRAFFIC FLOWS				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	285	183	468
The Mall	58	0	3	61
Strand Road (N)	284	2	0	286
TOTALS	342	287	186	815

2022 Thursday PM Peak Reallocation of Existing Flows via New Road Link				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	0	0	0
The Mall	0	0	0	0
Strand Road (N)	0	0	0	0
TOTALS	0	0	0	0

2022 Thursday PM Peak Other committed development flows (WITHOUT new road link)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	3	5	8
The Mall	1	0	0	1
Strand Road (N)	5	0	0	5
TOTALS	6	3	5	14

2022 Thursday PM Peak Other committed development flows (WITH new road link in place)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	2	6	8
The Mall	1	0	0	1
Strand Road (N)	6	0	0	6
TOTALS	6	2	6	14

2022 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	298	194	492
The Mall	61	0	3	64
Strand Road (N)	298	2	0	300
TOTALS	359	300	197	856

2022 Thursday PM Peak SUBJECT DEVELOPMENT FLOWS				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	12	8	20
The Mall	4	0	0	4
Strand Road (N)	9	0	0	9
TOTALS	14	12	8	33

2022 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	308	203	511
The Mall	64	0	3	67
Strand Road (N)	309	2	0	311
TOTALS	373	310	206	889

2027 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	323	210	532
The Mall	66	0	3	69
Strand Road (N)	323	2	0	325
TOTALS	388	325	213	926

2027 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	333	219	552
The Mall	69	0	3	73
Strand Road (N)	333	2	0	335
TOTALS	402	335	222	960

2037 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	351	228	578
The Mall	71	0	4	75
Strand Road (N)	350	2	0	353
TOTALS	422	353	231	1006

2037 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed + TII growth + reallocation + committed + subject dev.)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	361	237	598
The Mall	75	0	4	79
Strand Road (N)	361	2	0	363
TOTALS	436	363	241	1040

2037 Thursday PM Peak Potential future development flows (GA3)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	8	6	14
The Mall	2	0	0	2
Strand Road (N)	6	0	0	6
TOTALS	8	8	6	22

2037 Thursday PM Peak WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + growth + realloc. + committed + subject + potential dev.)				
From \ To	Strand Road (S)	The Mall	Strand Road (N)	TOTALS
Strand Road (S)	0	369	243	611
The Mall	77	0	4	81
Strand Road (N)	366	2	0	369
TOTALS	444	371	246	1061

Peak Hour Junction Traffic Flow Matrices - Site 6

2020 Thursday AM Peak (08:00-09:00) SURVEYED TRAFFIC FLOWS							2020 Thursday PM Peak (15:30-16:30) SURVEYED TRAFFIC FLOWS						
From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS		From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS	
Main Street	0	10	320	13	342		Main Street	0	6	212	10	228	
The Mall	110	0	5	122	237		The Mall	121	0	4	154	279	
Warrenhouse Road	183	7	0	165	354		Warrenhouse Road	255	5	0	181	441	
Dublin Street	20	50	121	0	191		Dublin Street	10	51	154	0	215	
TOTALS	313	67	446	299	1124		TOTALS	386	62	370	345	1162	

2022 Thursday AM Peak Reallocation of Existing Flows via New Road Link							2022 Thursday PM Peak Reallocation of Existing Flows via New Road Link						
From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS		From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS	
Main Street	0	0	0	0	0	0	Main Street	0	0	0	0	0	0
The Mall	0	0	0	0	0	0	The Mall	0	0	0	0	0	0
Warrenhouse Road	0	0	0	0	0	0	Warrenhouse Road	0	0	0	0	0	0
Dublin Street	0	0	0	0	0	0	Dublin Street	0	0	0	0	0	0
TOTALS	0	0	0	0	0	1	TOTALS	0	0	0	0	0	0

2022 Thursday AM Peak Other committed development flows (WITHOUT new road link)							2022 Thursday PM Peak Other committed development flows (WITHOUT new road link)						
From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS		From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS	
Main Street	0	0	9	0	9		Main Street	0	0	4	0	4	
The Mall	0	0	0	7	7		The Mall	0	0	0	3	3	
Warrenhouse Road	4	0	0	10	14		Warrenhouse Road	10	0	0	4	14	
Dublin Street	0	7	18	0	25		Dublin Street	0	1	3	0	4	
TOTALS	4	7	26	17	55		TOTALS	10	1	7	7	25	

2022 Thursday AM Peak Other committed development flows (WITH new road link in place)							2022 Thursday PM Peak Other committed development flows (WITH new road link in place)						
From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS		From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS	
Main Street	0	0	11	0	11		Main Street	0	0	5	0	5	
The Mall	0	0	0	7	7		The Mall	0	0	0	2	2	
Warrenhouse Road	5	0	0	10	15		Warrenhouse Road	12	0	0	2	14	
Dublin Street	0	6	15	0	21		Dublin Street	0	1	2	0	2	
TOTALS	5	6	25	17	54		TOTALS	12	1	6	4	23	

2022 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)							2022 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)						
From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS		From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS	
Main Street	0	10	339	13	362		Main Street	0	6	222	10	239	
The Mall	114	0	5	133	252		The Mall	125	0	4	163	292	
Warrenhouse Road	193	7	0	180	380		Warrenhouse Road	273	5	0	190	469	
Dublin Street	21	59	142	0	222		Dublin Street	10	53	162	0	226	
TOTALS	327	76	487	326	1216		TOTALS	409	65	389	364	1226	

2022 Thursday AM Peak SUBJECT DEVELOPMENT FLOWS							2022 Thursday PM Peak SUBJECT DEVELOPMENT FLOWS						
From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS		From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS	
Main Street	0	0	12	0	12		Main Street	0	0	8	0	8	
The Mall	0	0	0	6	6		The Mall	0	0	0	12	12	
Warrenhouse Road	9	0	0	8	16		Warrenhouse Road	17	0	0	14	30	
Dublin Street	0	8	19	0	27		Dublin Street	0	4	13	0	17	
TOTALS	9	8	31	13	61		TOTALS	17	4	20	25	67	

2022 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)							2022 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)						
From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS		From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS	
Main Street	0	10	353	13	376		Main Street	0	6	231	10	247	
The Mall	114	0	5	139	258		The Mall	125	0	4	173	302	
Warrenhouse Road	203	7	0	188	398		Warrenhouse Road	293	5	0	202	500	
Dublin Street	21	66	158	0	245		Dublin Street	10	57	173	0	241	
TOTALS	337	83	517	340	1276		TOTALS	428	68	408	385	1290	

2027 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)							2027 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)						
From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS		From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS	
Main Street	0	11	367	14	392		Main Street	0	7	241	11	259	
The Mall	123	0	6	144	272		The Mall	135	0	4	176	316	
Warrenhouse Road	209	8	0	194	411		Warrenhouse Road	295	6	0	206	507	
Dublin Street	22	64	153	0	238		Dublin Street	11	58	175	0	244	
TOTALS	354	82	525	352	1313		TOTALS	442	70	421	393	1326	

2027 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)							2027 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)						
From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS		From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS	
Main Street	0	11	381	14	406		Main Street	0	7	249	11	267	
The Mall	123	0	6	150	278		The Mall	135	0	4	186	326	
Warrenhouse Road	219	8	0	202	429		Warrenhouse Road	315	6	0	218	538	
Dublin Street	22	70	169	0	261		Dublin Street	11	61	187	0	259	
TOTALS	364	89	555	366	1374		TOTALS	461	74	440	415	1390	

2037 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)							2037 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)						
From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS		From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS	
Main Street	0	12	398	15	425		Main Street	0	7	261	12	281	
The Mall	134	0	6	156	296		The Mall	147	0	5	191	343	
Warrenhouse Road	226	9	0	210	445		Warrenhouse Road	320	6	0	224	550	
Dublin Street	24	68	164	0	257		Dublin Street	12	63	190	0	265	
TOTALS	385	88	569	381	1423		TOTALS	480	76	457	427	1440	

2037 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)							2037 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)						
From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS		From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS	
Main Street	0	12	412	15	439		Main Street	0	7	270	12	289	
The Mall	134	0	6	161	301		The Mall	147	0	5	201	353	
Warrenhouse Road	237	9	0	218	463		Warrenhouse Road	340	6	0	235	581	
Dublin Street	24	75	180	0	280		Dublin Street	12	66	202	0	280	
TOTALS	395	95	599	395	1484		TOTALS	499	80	476	449	1504	

2037 Thursday AM Peak Potential future development flows (GA3)							2037 Thursday PM Peak Potential future development flows (GA3)						
From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS		From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS	
Main Street	0	0	10	0	10		Main Street	0	0	4	0	4	
The Mall	0	0	0	2	2		The Mall	0	0	0	8	8	
Warrenhouse Road	4	0	0	3	7		Warrenhouse Road	12	0	0	9	21	
Dublin Street	0	7	17	0	24		Dublin Street	0	2	8	0	10	
TOTALS	4	7	27	6	44		TOTALS	12	2	12	17	44	

2037 Thursday AM Peak WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + TII growth + reallocation + committed dev. + subject dev. + potential dev.)							2037 Thursday PM Peak WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + TII growth + reallocation + committed dev. + subject dev. + potential dev.)						
From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS		From \ To	Main Street	The Mall	Warrenhouse Road	Dublin Street	TOTALS	
Main Street	0	12	423	15	449		Main Street	0	7	274	12	294	
The Mall	134	0	6	164	304		The Mall	147	0	5	209	361	
Warrenhouse Road	240	9	0	222	471		Warrenhouse Road	351	6	0	245	602	
Dublin Street	24	82	197	0	304		Dublin Street	12	69	209	0	290	
TOTALS	399	102	626	401	1527		TOTALS	511	82	488	466	1548	

Peak Hour Junction Traffic Flow Matrices - Site 7

2020 Thursday AM Peak (08:00-09:00) SURVEYED TRAFFIC FLOWS				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	241	231	472
Willie Nolan Road	179	0	9	188
Brookstone Road	366	19	0	385
TOTALS	545	260	240	1045

2020 Thursday PM Peak (15:30-16:30) SURVEYED TRAFFIC FLOWS				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	248	229	477
Willie Nolan Road	167	0	2	169
Brookstone Road	350	8	0	358
TOTALS	517	256	231	1004

2022 Thursday AM Peak Reallocation of Existing Flows via New Road Link				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	-37	0	-37
Willie Nolan Road	-61	0	0	-61
Brookstone Road	0	0	0	0
TOTALS	-60	-37	0	-97

2022 Thursday PM Peak Reallocation of Existing Flows via New Road Link				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	-42	0	-42
Willie Nolan Road	-30	0	0	-30
Brookstone Road	0	0	0	0
TOTALS	-30	-42	0	-72

2022 Thursday AM Peak Other committed development flows (WITHOUT new road link)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	29	25	54
Willie Nolan Road	40	0	0	40
Brookstone Road	17	0	0	17
TOTALS	57	29	25	111

2022 Thursday PM Peak Other committed development flows (WITHOUT new road link)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	24	4	28
Willie Nolan Road	18	0	0	18
Brookstone Road	7	0	0	7
TOTALS	26	24	4	54

2022 Thursday AM Peak Other committed development flows (WITH new road link in place)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	0	21	21
Willie Nolan Road	0	0	0	0
Brookstone Road	17	0	0	17
TOTALS	17	0	21	38

2022 Thursday PM Peak Other committed development flows (WITH new road link in place)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	0	2	2
Willie Nolan Road	0	0	0	0
Brookstone Road	4	0	0	4
TOTALS	4	0	2	6

2022 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TI growth factor + committed development flows)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	278	264	542
Willie Nolan Road	224	0	9	233
Brookstone Road	395	19	0	415
TOTALS	620	297	273	1190

2022 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TI growth factor + committed development flows)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	281	241	521
Willie Nolan Road	191	0	2	193
Brookstone Road	369	8	0	377
TOTALS	560	289	243	1091

2022 Thursday AM Peak SUBJECT DEVELOPMENT FLOWS				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	0	27	27
Willie Nolan Road	0	0	0	0
Brookstone Road	13	0	0	13
TOTALS	13	0	27	40

2022 Thursday PM Peak SUBJECT DEVELOPMENT FLOWS				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	0	17	17
Willie Nolan Road	0	0	0	0
Brookstone Road	25	0	0	25
TOTALS	25	0	17	42

2022 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed + TI growth + reallocation + committed + subject dev.)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	211	287	498
Willie Nolan Road	124	0	9	133
Brookstone Road	409	19	0	428
TOTALS	533	231	296	1060

2022 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed + TI growth + reallocation + committed + subject dev.)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	215	255	470
Willie Nolan Road	143	0	2	145
Brookstone Road	390	8	0	398
TOTALS	533	223	258	1013

2027 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TI growth factor + committed development flows)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	299	284	583
Willie Nolan Road	240	0	10	250
Brookstone Road	427	21	0	448
TOTALS	667	320	294	1280

2027 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TI growth factor + committed development flows)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	302	260	562
Willie Nolan Road	206	0	2	208
Brookstone Road	399	9	0	408
TOTALS	604	311	263	1178

2027 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed + TI growth + reallocation + committed + subject dev.)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	232	307	539
Willie Nolan Road	139	0	10	149
Brookstone Road	441	21	0	461
TOTALS	580	253	317	1150

2027 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed + TI growth + reallocation + committed + subject dev.)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	236	275	511
Willie Nolan Road	157	0	2	159
Brookstone Road	420	9	0	429
TOTALS	577	245	277	1100

2037 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TI growth factor + committed development flows)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	322	307	629
Willie Nolan Road	257	0	11	268
Brookstone Road	463	23	0	485
TOTALS	720	345	317	1382

2037 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TI growth factor + committed development flows)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	326	283	609
Willie Nolan Road	222	0	2	224
Brookstone Road	433	10	0	443
TOTALS	655	336	285	1276

2037 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed + TI growth + reallocation + committed + subject dev.)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	256	329	585
Willie Nolan Road	157	0	11	168
Brookstone Road	477	23	0	499
TOTALS	633	278	340	1252

2037 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed + TI growth + reallocation + committed + subject dev.)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	260	298	558
Willie Nolan Road	173	0	2	176
Brookstone Road	455	10	0	464
TOTALS	628	270	300	1198

2037 Thursday AM Peak Potential future development flows (GA3)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	0	24	24
Willie Nolan Road	0	0	0	0
Brookstone Road	6	0	0	6
TOTALS	6	0	24	29

2037 Thursday PM Peak Potential future development flows (GA3)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	0	10	10
Willie Nolan Road	0	0	0	0
Brookstone Road	17	0	0	17
TOTALS	17	0	10	27

2037 Thursday AM Peak WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + growth + realloc. + committed + subject + potential dev.)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	256	353	609
Willie Nolan Road	157	0	11	168
Brookstone Road	482	23	0	505
TOTALS	639	278	364	1282

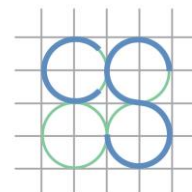
2037 Thursday PM Peak WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + growth + realloc. + committed + subject + potential dev.)				
From \ To	Grange Road	Willie Nolan Road	Brookstone Road	TOTALS
Grange Road	0	260	308	568
Willie Nolan Road	173	0	2	176
Brookstone Road	472	10	0	482
TOTALS	645	270	310	1225

Peak Hour Junction Traffic Flow Matrices - Site 8

2020 Thursday AM Peak (08:00-09:00)							2020 Thursday PM Peak (15:30-16:30)						
SURVEYED TRAFFIC FLOWS							SURVEYED TRAFFIC FLOWS						
From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS		From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS	
Grange Park	0	52	10	60	122		Grange Park	0	21	6	29	56	
Grange Road (E)	16	0	1	472	489		Grange Road (E)	30	0	82	399	511	
Abbey Park	5	19	0	49	73		Abbey Park	11	148	0	394	553	
Grange Road (W)	15	400	11	0	426		Grange Road (W)	32	411	181	0	625	
TOTALS	36	472	22	581	1110		TOTALS	73	580	269	823	1745	
2022 Thursday AM Peak							2022 Thursday PM Peak						
Reallocation of Existing Flows via New Road Link							Reallocation of Existing Flows via New Road Link						
From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS		From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS	
Grange Park	0	0	0	0	0		Grange Park	0	0	0	0	0	
Grange Road (E)	0	0	0	-60	-60		Grange Road (E)	0	0	0	-30	-30	
Abbey Park	0	0	0	0	0		Abbey Park	0	0	0	0	0	
Grange Road (W)	0	-37	0	0	-37		Grange Road (W)	0	-42	0	0	-42	
TOTALS	0	-37	0	-60	-97		TOTALS	0	-42	0	-30	-72	
2022 Thursday AM Peak							2022 Thursday PM Peak						
Other committed development flows (WITHOUT new road link)							Other committed development flows (WITHOUT new road link)						
From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS		From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS	
Grange Park	0	0	0	0	0		Grange Park	0	0	0	0	0	
Grange Road (E)	0	0	0	57	57		Grange Road (E)	0	0	0	26	26	
Abbey Park	0	0	0	0	0		Abbey Park	0	0	0	0	0	
Grange Road (W)	0	54	0	0	54		Grange Road (W)	0	28	0	0	28	
TOTALS	0	54	0	57	111		TOTALS	0	28	0	26	54	
2022 Thursday AM Peak							2022 Thursday PM Peak						
Other committed development flows (WITH new road link in place)							Other committed development flows (WITH new road link in place)						
From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS		From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS	
Grange Park	0	0	0	0	0		Grange Park	0	0	0	0	0	
Grange Road (E)	0	0	0	17	17		Grange Road (E)	0	0	0	4	4	
Abbey Park	0	0	0	0	0		Abbey Park	0	0	0	0	0	
Grange Road (W)	0	21	0	0	21		Grange Road (W)	0	2	0	0	2	
TOTALS	0	21	0	17	38		TOTALS	0	2	0	4	6	
2022 Thursday AM Peak							2022 Thursday PM Peak						
WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)							WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)						
From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS		From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS	
Grange Park	0	54	10	62	126		Grange Park	0	22	6	30	58	
Grange Road (E)	17	0	1	545	562		Grange Road (E)	31	0	85	438	554	
Abbey Park	5	20	0	50	75		Abbey Park	11	152	0	407	571	
Grange Road (W)	15	467	11	0	494		Grange Road (W)	33	453	187	0	674	
TOTALS	37	541	23	657	1258		TOTALS	76	627	278	875	1856	
2022 Thursday AM Peak							2022 Thursday PM Peak						
SUBJECT DEVELOPMENT FLOWS							SUBJECT DEVELOPMENT FLOWS						
From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS		From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS	
Grange Park	0	0	0	0	0		Grange Park	0	0	0	0	0	
Grange Road (E)	0	0	0	13	13		Grange Road (E)	0	0	0	25	25	
Abbey Park	0	0	0	0	0		Abbey Park	0	0	0	0	0	
Grange Road (W)	0	27	0	0	27		Grange Road (W)	0	17	0	0	17	
TOTALS	0	27	0	13	40		TOTALS	0	17	0	25	42	
2022 Thursday AM Peak							2022 Thursday PM Peak						
WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)							WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)						
From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS		From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS	
Grange Park	0	54	10	62	126		Grange Park	0	22	6	30	58	
Grange Road (E)	17	0	1	458	476		Grange Road (E)	31	0	85	411	527	
Abbey Park	5	20	0	50	75		Abbey Park	11	152	0	407	571	
Grange Road (W)	15	424	11	0	450		Grange Road (W)	33	402	187	0	622	
TOTALS	37	497	23	570	1127		TOTALS	76	576	278	848	1778	
2027 Thursday AM Peak							2027 Thursday PM Peak						
WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)							WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)						
From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS		From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS	
Grange Park	0	58	11	67	137		Grange Park	0	24	7	32	63	
Grange Road (E)	18	0	1	586	605		Grange Road (E)	34	0	92	472	598	
Abbey Park	6	21	0	54	81		Abbey Park	12	165	0	441	619	
Grange Road (W)	17	502	12	0	531		Grange Road (W)	36	489	203	0	728	
TOTALS	40	582	24	707	1354		TOTALS	82	677	301	946	2007	
2027 Thursday AM Peak							2027 Thursday PM Peak						
WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)							WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)						
From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS		From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS	
Grange Park	0	58	11	67	137		Grange Park	0	24	7	32	63	
Grange Road (E)	18	0	1	499	518		Grange Road (E)	34	0	92	445	571	
Abbey Park	6	21	0	54	81		Abbey Park	12	165	0	441	619	
Grange Road (W)	17	458	12	0	487		Grange Road (W)	36	438	203	0	676	
TOTALS	40	538	24	621	1223		TOTALS	82	626	301	919	1928	
2037 Thursday AM Peak							2037 Thursday PM Peak						
WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)							WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)						
From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS		From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS	
Grange Park	0	64	12	73	149		Grange Park	0	26	7	35	68	
Grange Road (E)	19	0	1	632	652		Grange Road (E)	37	0	100	511	648	
Abbey Park	6	23	0	59	88		Abbey Park	13	179	0	480	673	
Grange Road (W)	18	541	13	0	573		Grange Road (W)	39	529	220	0	789	
TOTALS	44	628	27	764	1462		TOTALS	89	734	327	1027	2177	
2037 Thursday AM Peak							2037 Thursday PM Peak						
WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)							WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)						
From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS		From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS	
Grange Park	0	64	12	73	149		Grange Park	0	26	7	35	68	
Grange Road (E)	19	0	1	545	566		Grange Road (E)	37	0	100	484	621	
Abbey Park	6	23	0	59	88		Abbey Park	13	179	0	480	673	
Grange Road (W)	18	497	13	0	529		Grange Road (W)	39	478	220	0	737	
TOTALS	44	584	27	677	1332		TOTALS	89	683	327	1000	2099	
2037 Thursday AM Peak							2037 Thursday PM Peak						
Potential future development flows (GA3)							Potential future development flows (GA3)						
From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS		From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS	
Grange Park	0	0	0	0	0		Grange Park	0	0	0	0	0	
Grange Road (E)	0	0	0	6	6		Grange Road (E)	0	0	0	17	17	
Abbey Park	0	0	0	0	0		Abbey Park	0	0	0	0	0	
Grange Road (W)	0	24	0	0	24		Grange Road (W)	0	10	0	0	10	
TOTALS	0	24	0	6	29		TOTALS	0	10	0	17	27	
2037 Thursday AM Peak							2037 Thursday PM Peak						
WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + TII growth + reallocation + committed dev. + subject dev. + potential dev.)							WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + TII growth + reallocation + committed dev. + subject dev. + potential dev.)						
From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS		From \ To	Grange Park	Grange Road (E)	Abbey Park	Grange Road (W)	TOTALS	
Grange Park	0	64	12	73	149		Grange Park	0	26	7	35	68	
Grange Road (E)	19	0	1	551	572		Grange Road (E)	37	0	100	502	638	
Abbey Park	6	23	0	59	88		Abbey Park	13	179	0	480	673	
Grange Road (W)	18	521	13	0	553		Grange Road (W)	39	488	220	0	747	
TOTALS	44	608	27	683	1361		TOTALS	89	693	327	1017	2127	

Peak Hour Junction Traffic Flow Matrices - Site 9

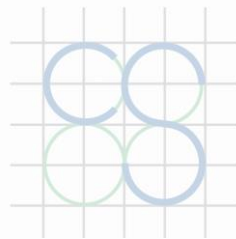
2020 Thursday AM Peak (08:00-09:00)							2020 Thursday PM Peak (15:30-16:30)						
SURVEYED TRAFFIC FLOWS							SURVEYED TRAFFIC FLOWS						
From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS		From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS	
Hole in the Wall Rd	0	133	287	78	498		Hole in the Wall Rd	19	113	255	170	556	
Grange Road (E)	48	0	237	310	595		Grange Road (E)	91	0	212	545	847	
Grange Road (S)	225	211	0	352	788		Grange Road (S)	312	206	2	333	853	
Clarehall Avenue	131	480	492	0	1102		Clarehall Avenue	167	348	343	1	860	
TOTALS	404	824	1016	741	2983		TOTALS	589	667	812	1049	3117	
2022 Thursday AM Peak Reallocation of Existing Flows via New Road Link							2022 Thursday PM Peak Reallocation of Existing Flows via New Road Link						
From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS		From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS	
Hole in the Wall Rd	0	0	0	0	0		Hole in the Wall Rd	0	0	0	0	0	
Grange Road (E)	0	0	0	0	0		Grange Road (E)	0	0	0	0	0	
Grange Road (S)	0	0	0	0	0		Grange Road (S)	0	0	0	0	0	
Clarehall Avenue	0	0	0	0	0		Clarehall Avenue	0	0	0	0	0	
TOTALS	0	0	0	0	0		TOTALS	0	0	0	0	0	
2022 Thursday AM Peak Other committed development flows (WITHOUT new road link)							2022 Thursday PM Peak Other committed development flows (WITHOUT new road link)						
From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS		From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS	
Hole in the Wall Rd	0	10	0	0	10		Hole in the Wall Rd	0	5	0	0	5	
Grange Road (E)	6	0	30	40	76		Grange Road (E)	2	0	5	14	22	
Grange Road (S)	0	15	0	0	15		Grange Road (S)	0	9	0	0	9	
Clarehall Avenue	0	35	0	0	35		Clarehall Avenue	0	15	0	0	15	
TOTALS	6	60	30	40	136		TOTALS	2	28	5	14	50	
2022 Thursday AM Peak Other committed development flows (WITH new road link in place)							2022 Thursday PM Peak Other committed development flows (WITH new road link in place)						
From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS		From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS	
Hole in the Wall Rd	0	9	0	0	9		Hole in the Wall Rd	0	5	0	0	5	
Grange Road (E)	6	0	29	38	73		Grange Road (E)	3	0	6	15	24	
Grange Road (S)	0	14	0	0	14		Grange Road (S)	0	9	0	0	9	
Clarehall Avenue	0	31	0	0	31		Clarehall Avenue	0	16	0	0	16	
TOTALS	6	53	29	38	127		TOTALS	3	30	6	15	54	
2022 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)							2022 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)						
From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS		From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS	
Hole in the Wall Rd	0	147	296	81	524		Hole in the Wall Rd	20	121	263	175	579	
Grange Road (E)	56	0	275	360	691		Grange Road (E)	96	0	224	577	897	
Grange Road (S)	232	233	0	364	830		Grange Road (S)	322	221	2	344	889	
Clarehall Avenue	135	531	508	0	1173		Clarehall Avenue	173	375	355	1	903	
TOTALS	423	911	1079	804	3217		TOTALS	610	717	844	1097	3268	
2022 Thursday AM Peak SUBJECT DEVELOPMENT FLOWS							2022 Thursday PM Peak SUBJECT DEVELOPMENT FLOWS						
From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS		From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS	
Hole in the Wall Rd	0	9	0	0	9		Hole in the Wall Rd	0	12	0	0	12	
Grange Road (E)	7	0	35	46	88		Grange Road (E)	7	0	16	41	64	
Grange Road (S)	0	15	0	0	15		Grange Road (S)	0	21	0	0	21	
Clarehall Avenue	0	34	0	0	34		Clarehall Avenue	0	36	0	0	36	
TOTALS	7	58	35	46	146		TOTALS	7	69	16	41	133	
2022 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)							2022 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)						
From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS		From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS	
Hole in the Wall Rd	0	155	296	81	532		Hole in the Wall Rd	20	133	263	175	591	
Grange Road (E)	63	0	310	404	777		Grange Road (E)	103	0	241	619	962	
Grange Road (S)	232	246	0	364	843		Grange Road (S)	322	243	2	344	911	
Clarehall Avenue	135	560	508	0	1202		Clarehall Avenue	173	412	355	1	943	
TOTALS	430	961	1113	849	3354		TOTALS	617	788	861	1139	3405	
2027 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)							2027 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)						
From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS		From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS	
Hole in the Wall Rd	0	158	321	88	567		Hole in the Wall Rd	21	131	285	190	627	
Grange Road (E)	60	0	296	386	742		Grange Road (E)	104	0	243	624	970	
Grange Road (S)	252	252	0	394	898		Grange Road (S)	349	239	2	373	963	
Clarehall Avenue	146	572	550	0	1268		Clarehall Avenue	187	405	384	1	977	
TOTALS	458	982	1167	868	3475		TOTALS	661	774	915	1187	3538	
2027 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)							2027 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)						
From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS		From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS	
Hole in the Wall Rd	0	166	321	88	575		Hole in the Wall Rd	21	143	285	190	639	
Grange Road (E)	67	0	330	431	828		Grange Road (E)	111	0	259	666	1036	
Grange Road (S)	252	265	0	394	911		Grange Road (S)	349	261	2	373	985	
Clarehall Avenue	146	602	550	0	1298		Clarehall Avenue	187	442	384	1	1015	
TOTALS	465	1033	1201	913	3611		TOTALS	668	846	931	1230	3675	
2037 Thursday AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)							2037 Thursday PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development flows)						
From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS		From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS	
Hole in the Wall Rd	0	171	349	95	616		Hole in the Wall Rd	23	142	310	207	682	
Grange Road (E)	65	0	319	417	800		Grange Road (E)	112	0	263	677	1053	
Grange Road (S)	274	272	0	429	975		Grange Road (S)	380	259	2	405	1047	
Clarehall Avenue	159	619	598	0	1376		Clarehall Avenue	204	439	418	1	1061	
TOTALS	497	1062	1266	941	3767		TOTALS	719	840	994	1290	3843	
2037 Thursday AM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)							2037 Thursday PM Peak WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. flows + subject dev. flows)						
From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS		From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS	
Hole in the Wall Rd	0	179	349	95	624		Hole in the Wall Rd	23	154	310	207	694	
Grange Road (E)	71	0	353	461	886		Grange Road (E)	119	0	280	719	1119	
Grange Road (S)	274	285	0	429	988		Grange Road (S)	380	281	2	405	1069	
Clarehall Avenue	159	649	598	0	1406		Clarehall Avenue	204	476	418	1	1099	
TOTALS	504	1113	1300	985	3903		TOTALS	726	911	1010	1332	3980	
2037 Thursday AM Peak Potential future development flows (GA3)							2037 Thursday PM Peak Potential future development flows (GA3)						
From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS		From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS	
Hole in the Wall Rd	0	4	0	0	4		Hole in the Wall Rd	0	8	0	0	8	
Grange Road (E)	6	0	31	41	78		Grange Road (E)	4	0	9	24	39	
Grange Road (S)	0	6	0	0	6		Grange Road (S)	0	15	0	0	15	
Clarehall Avenue	0	15	0	0	15		Clarehall Avenue	0	25	0	0	25	
TOTALS	6	25	31	41	103		TOTALS	4	48	9	24	85	
2037 Thursday AM Peak WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + TII growth + reallocation + committed dev. + subject dev. + potential dev.)							2037 Thursday PM Peak WITH POTENTIAL FUTURE DEVELOPMENT (surveyed + TII growth + reallocation + committed dev. + subject dev. + potential dev.)						
From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS		From \ To	Hole in the Wall Rd	Grange Road (E)	Grange Road (S)	Clarehall Avenue	TOTALS	
Hole in the Wall Rd	0	184	349	95	628		Hole in the Wall Rd	23	162	310	207	702	
Grange Road (E)	78	0	385	502	964		Grange Road (E)	123	0	289	743	1156	
Grange Road (S)	274	292	0	429	994		Grange Road (S)	380	296	2	405	1083	
Clarehall Avenue	159	663	598	0	1420		Clarehall Avenue	204	501	418	1	1124	
TOTALS	511	1138	1332	1026	4007		TOTALS	730	959	1020	1356	4065	



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Appendix D

TRANSYT and ARCADY Model Results



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TRANSYT 16

Version: 16.0.1.8473
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Filename: R089 Junction 1 TRANSYT Model Main 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\IC_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 07/05/2021 06:47:47

- «A1 - : D1 - 2020 WD Surveyed, AM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

A1 -

D1 - 2020 WD Surveyed, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	2	1	(untitled)			1800
	1	1	(untitled)			
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	60	60
	2	62	62
1Ax	1	66	66
	1	601	601
1B	2	24	24
	1	485	485
1Cx	1	110	110
	2	64	64
1D	1	560	560
	1	411	411
1Dx	2	378	378
	1	599	599

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00	✓	Nearside	37.51
	1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight	Straight Movement
	1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
	1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
	1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight	Straight Movement
	1Bx	1	3	TrafficStream	1C/2	1Bx/1	33.60	30.00	✓	Offside
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
	1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
					TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

	1-1	0	52	8	62
From	1-2	24	0	174	427
	1-3	3	61	0	110
	1-4	39	372	378	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1	#00FF00	
	1-2	1B/1, 1B/2	1Bx/1	#FFFFFF	
	1-3	1C/1, 1C/2	1Cx/1	#0000FF	
	1-4	1D/1, 1D/2	1Dx/1	#FF0000	

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	110
	2		1-3	1-1	1C/2, 1Ax/1	Normal	3
	3		1-3	1-2	1C/2, 1Bx/1	Normal	61
	4		1-4	1-1	1D/1, 1Ax/1	Normal	39
	5		1-4	1-2	1D/1, 1Bx/1	Normal	372
	6		1-4	1-3	1D/2, 1Cx/1	Normal	378
	7		1-1	1-2	1A/1, 1Bx/1	Normal	52
	8		1-1	1-3	1A/1, 1Cx/1	Normal	8
	9		1-1	1-4	1A/2, 1Dx/1	Normal	62
	10		1-2	1-4	1B/1, 1Dx/1	Normal	427
	11		1-2	1-3	1B/1, 1Cx/1	Normal	174
	12		1-2	1-1	1B/2, 1Ax/1	Normal	24

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	172, 64, 93, 119, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			5	5	5	5	5	5	5
	B			5	5	5	5	5	5	5
	C	5	5			5	5			5
	D	5	5				5	5		5
	E	5	5	5						5
	F	5	5	5	5			5	5	5
	G	5	5		5		5			5
	H	5	5				5			5
	I	10	10	10	10	10	10	10	10	10

Banned Stage transitions for Controller Stream 1

	To
	1 2 3 4 5 6 7

From

1

2

3

4

5

6

7

To

1

2

3

4

5

6

7

From

1

2

3

4

5

6

7

To

1

2

3

4

5

6

7

Interstage Matrix for Controller Stream 1

From	To	1	2	3	4	5	6	7
1	1	0	5	5	5	5	5	5
2	1	0	5	5	5	5	5	5
3	1	0	5	5	5	5	5	5
4	1	0	5	5	5	5	5	5
5	1	0	5	5	5	5	5	5
6	1	0	5	5	5	5	5	5
7	1	0	5	5	5	5	5	5

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	C,D,H	167	172	5	1	1
	2	✓	2	C,G,H	177	64	67	1	1
	3	✓	3	E,G,H	69	93	24	1	1
	4	✓	4	E,F	98	119	21	1	1
	5	✓	5	A,B	124	143	19	1	1
	6	✓	6	B	143	144	1	1	1
	7	✓	7	I	149	157	8	1	8

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	124	143	19
	B	1	✓	124	144	20
	C	1	✓	167	64	77
	D	1	✓	167	172	5
	E	1	✓	69	119	50
	F	1	✓	98	119	21
	G	1	✓	177	93	96
	H	1	✓	167	93	106
	I	1	✓	149	157	8

Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1
					Start End Duration
1A	1	1	1	A	124 143 19
1A	2	1	1	B	124 144 20
1B	1	1	1	C	167 64 77
1B	2	1	1	D	167 172 5
1C	1	1	1	E	69 119 50
1C	2	1	1	F	98 119 21
1D	1	1	1	G	177 93 96
1D	2	1	1	H	167 93 106

Phase Timings Diagram for Controller Stream 1

Stage Sequence Diagram for Controller Stream 1

Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
08:00-09:00	1	0.00	0.00	0.00	0.00

Final Prediction Table

Link	Name	Traffic node	Controller stream	Phase	Calculated flow entering	Calculated sat flow (PCU/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh	Mean stops per Veh	Mean queue	Mean end of red queue	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£)	P.I.

Link Results

Link	Name	Traffic node	Controller stream	Phase	Calculated flow entering	Calculated sat flow (PCU/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh	Mean stops per Veh	Mean queue	Mean end of red queue	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£)	P.I.	
1A	1	L/S	1	1	A	60	1800	19	2.00	30	200	84.38	77.42	93.13	2.81	2.73	100	100	0.00	19.02
2	R	1	1	B	62	1800	20	0.00	30	205	83.28	76.32	92.43	2.88	2.80	100	100	0.00	19.38	
1Ax	1	Exit			66	Unrestricted	180	137.00	0	Unrestricted	7.68	0.00	0.00	0.00			100	100	0.00	0.00
1B	1	L/S	1	1	C	601	1800	77	0.00	77	17	56.96	50.96	87.80	20.81	18.29	100	100	0.00	127.43
2	R	1	1	D	24	1800	5	3.00	40	125	110.71	104.71	107.63	1.30	1.29	100	100	0.00	19.24	
1Bx	1	Exit			485	Unrestricted	180	21.00	0	Unrestricted	33.60	0.00	0.00	0.00			100	100	0.00	0.00
1C	1	L	1	1	E	110	1800	50	0.00	22	317	61.61	50.21	75.97	4.22	3.97	100	100	0.00	22.83
2	S/R	1	1	F	64	1800	21	0.00	29	209	86.65	75.25	91.75	2.96	2.87	100	100	0.00	19.73	
1Cx	1	Exit			560	Unrestricted	180	57.00	0	Unrestricted	12.24	0.00	0.00	0.00			100	100	0.00	0.00
1D	1	L/S	1	1	G	411	1800	96	0.00	42	112	38.18	26.16	59.34	12.37	9.63	100	100	0.00	45.47
2	R	1	1	H	378	849	106	0.00	75	20	68.23	56.23	95.48	16.20	8.75	100	100	0.00	88.36	
1Dx	1	Exit			599	Unrestricted	180	3.00	0	Unrestricted	45.60	0.00	0.00	0.00			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)
Normal traffic	558.52	42.19	13.24	20.72	2.85	334.75	17.73	0.00	352.47
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	558.52	42.19	13.24	20.72	2.85	334.75	17.73	0.00	352.47

P = link is a pedestrian link

< = adjusted flow warning (upstream link/traffic streams are over-saturated)

* = 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/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

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TRANSYT 16
Version: 16.0.1.8473 © Copyright TRL Limited, 2019
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Filename: R089 Junction 1 TRANSYT Model Main 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 07/05/2021 06:49:34

- «A1 - : D2 - 2020 WD Surveyed, PM :
- »Links
 - »Arms and Traffic Streams
 - »Local OD Matrix - Local Matrix: 1
 - »Signal Timings
 - »Final Prediction Table

A1 -
D2 - 2020 WD Surveyed, PM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	1	1	(untitled)			
	2	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	27	27
	2	29	29
1Ax	1	73	73
1B	1	481	481
	2	30	30
1Bx	1	580	580
1C	1	394	394
	2	159	159
1Cx	1	269	269
1D	1	443	443
	2	181	181
1Dx	1	822	822

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00		Nearside	37.51
1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight Movement	80.00
1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight	37.50
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight Movement	80.00
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight Movement	80.00
1Bx	1	3	TrafficStream	1C/2	1Bx/1	33.60	30.00	✓	Offside	67.50
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside	74.45

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
				T-junction opposing flow	TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

	1-1	0	21	6	29
From	1-2	30	0	82	399
	1-3	11	148	0	394
	1-4	32	411	181	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1		#00FF00
	1-2	1B/1, 1B/2	1Bx/1		#FFFFFF
	1-3	1C/1, 1C/2	1Cx/1		#0000FF
	1-4	1D/1, 1D/2	1Dx/1		#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	394
	2		1-3	1-1	1C/2, 1Ax/1	Normal	11
	3		1-3	1-2	1C/2, 1Bx/1	Normal	148
	4		1-4	1-1	1D/1, 1Ax/1	Normal	32
	5		1-4	1-2	1D/1, 1Bx/1	Normal	411
	6		1-4	1-3	1D/2, 1Cx/1	Normal	181
	7		1-1	1-2	1A/1, 1Bx/1	Normal	21
	8		1-1	1-3	1A/1, 1Cx/1	Normal	6
	9		1-1	1-4	1A/2, 1Dx/1	Normal	29
	10		1-2	1-4	1B/1, 1Dx/1	Normal	399
	11		1-2	1-3	1B/1, 1Cx/1	Normal	82
	12		1-2	1-1	1B/2, 1Ax/1	Normal	30

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	171, 55, 87, 133, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

		To									
From	A	B	C	D	E	F	G	H	I		
		5	5	5	5	5	5	5	5		
	B		5	5	5	5	5	5	5		
	C	5	5		5	5			5		
	D	5	5			5	5	5	5		
	E	5	5	5				5	5	5	
	F	5	5	5	5			5	5	5	
	G	5	5	5		5		5		5	
	H	5	5				5			5	
	I	10	10	10	10	10	10	10	10		

Banned Stage transitions for Controller Stream 1

		To					
		1	2	3	4	5	6 7

From

1

2

3

4

5

6

7

To

1

2

3

4

5

6

7

	1	2	3	4	5	6	7
1	0	5	5	5	5	5	5
2	5	0	5	5	5	5	5
3	5	5	0	5	5	5	5
4	5	5	5	0	5	5	5
5	5	5	5	5	0	5	5
6	5	5	5	5	0	5	5
7	10	10	10	10	10	10	0

Resultant Stages

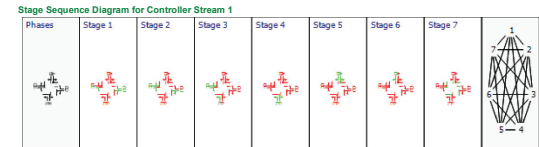
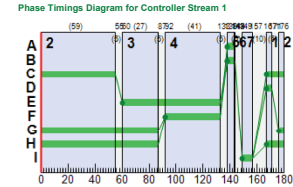
Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	C.D.H	167	171	4	1	1
	2	✓	2	C.G.H	176	55	59	1	1
	3	✓	3	E.G.H	60	87	27	1	1
	4	✓	4	E.F	92	133	41	1	1
	5	✓	5	A.B	138	143	5	1	1
	6	✓	6	B	143	144	1	1	1
	7	✓	7	I	149	157	8	1	8

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	138	143	5
	B	1	✓	138	144	6
	C	1	✓	167	55	68
	D	1	✓	167	171	4
	E	1	✓	60	133	73
	F	1	✓	92	133	41
	G	1	✓	176	87	91
	H	1	✓	167	87	100
	I	1	✓	149	157	8

Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1A	1	1	1	A	138	143	5
1A	2	1	1	B	138	144	6
1B	1	1	1	C	167	55	68
1B	2	1	1	D	167	171	4
1C	1	1	1	E	60	133	73
1C	2	1	1	F	92	133	41
1D	1	1	1	G	176	87	91
1D	2	1	1	H	167	87	100



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
18:30-16:30	1	0.00	0.00	0.00	0.00

Final Prediction Table

Link Results

		SIGNALS		FLOWS		PERFORMANCE				PER PCU		QUEUES		WEIGHTS		PENALTIES		P.I.
Link	Name	Traffic node	Controller stream	Phase	Calculated flow entering	Calculated sat flow (PCU/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh	Mean stops per Veh	Mean max queue	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£	P.I.

					(PCU/hr)		cycle)	cycle)				(s)	(%)	(PCU)	(PCU)			per hr)	
(ALL)	1	1	I	0	3.40282346638529E+38	8	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0	

Traffic Stream Results

		SIGNALS			FLOWS		PERFORMANCE				PER PCU		QUEUES		WEIGHTS		PENALTIES		P.I.	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (s)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1A	1	L / S	1	1	A	27	1800	5	3.00	45	100	116.03	109.07	109.84	1.50	1.48	100	100	0.00	11.99
	2	R	1	1	B	29	1800	6	4.00	41	117	109.19	102.23	106.17	1.55	1.54	100	100	0.00	12.08
1Ax	1	Exit				73	Unrestricted	180	125.00	0	Unrestricted	7.68	0.00	0.00	0.00		100	100	0.00	0.00
1B	1	L / S	1	1	C	481 <	1800	68	0.00	70	29	58.63	52.63	86.19	20.97	15.62	100	100	0.00	105.05
	2	R	1	1	D	30	1800	4	2.00	60	50	141.60	135.60	123.17	1.88	1.87	100	100	0.00	16.51
1Bx	1	Exit				580	Unrestricted	180	16.00	0	Unrestricted	33.60	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	L	1	1	E	394	1800	73	0.00	53	69	54.12	42.72	75.72	15.08	11.90	100	100	0.00	70.13
	2	S / R	1	1	F	159	1800	41	0.00	38	138	72.03	60.63	84.60	6.78	6.21	100	100	0.00	39.71
1Cx	1	Exit				269	Unrestricted	180	68.00	0	Unrestricted	12.24	0.00	0.00	0.00		100	100	0.00	0.00
1D	1	L / S	1	1	G	443	1800	91	0.00	48	87	42.35	30.35	64.61	14.50	11.05	100	100	0.00	56.62
	2	R	1	1	H	181	926	100	0.00	35	158	44.88	32.88	72.21	6.63	4.06	100	100	0.00	25.11
1Dx	1	Exit				822	Unrestricted	180	0.00	0	Unrestricted	45.60	0.00	0.00	0.00		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)
Normal traffic	650.60	44.23	14.71	20.29	2.25	320.12	17.07	0.00	337.19
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	650.60	44.23	14.71	20.29	2.25	320.12	17.07	0.00	337.19

- P = link is a pedestrian link
- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = 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 links/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

TRANSYT 16

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Filename: R089 Junction 1 TRANSYT Model Main 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 07/05/2021 06:50:10

- «A1 - : D3 - 2022 WD No Dev, AM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

A1 -

D3 - 2022 WD No Dev, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00		Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	1	1	(untitled)			
	2	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	114	114
	2	117	117
1Ax	1	157	157
	2	647	647
1B	1	56	56
	2	565	565
1Cx	1	114	114
	2	73	73
1D	1	590	590
	2	485	485
1Dx	1	391	391
	2	695	695

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00	✓	Nearside	37.51
	1Bx	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight Movement	80.00
1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight Movement	80.00
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight Movement	80.00
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight Movement	80.00
1Bx	1	3	TrafficStream	1C/2	1Bx/1	33.60	30.00	✓	Offside	67.50
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside	74.45

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
					TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

From	1-1	0	98	16	117
	1-2	56	0	183	464
	1-3	9	64	0	114
	1-4	92	393	391	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1	#00FF00	
	1-2	1B/1, 1B/2	1Bx/1	#FFFFFF	
	1-3	1C/1, 1C/2	1Cx/1	#0000FF	
	1-4	1D/1, 1D/2	1Dx/1	#FF0000	

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	114
	2		1-3	1-1	1C/2, 1Ax/1	Normal	9
	3		1-3	1-2	1C/2, 1Bx/1	Normal	64
	4		1-4	1-1	1D/1, 1Ax/1	Normal	92
	5		1-4	1-2	1D/1, 1Bx/1	Normal	393
	6		1-4	1-3	1D/2, 1Cx/1	Normal	391
	7		1-1	1-2	1A/1, 1Bx/1	Normal	98
	8		1-1	1-3	1A/1, 1Cx/1	Normal	16
	9		1-1	1-4	1A/2, 1Dx/1	Normal	117
	10		1-2	1-4	1B/1, 1Dx/1	Normal	464
	11		1-2	1-3	1B/1, 1Cx/1	Normal	183
	12		1-2	1-1	1B/2, 1Ax/1	Normal	56

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	175, 62, 89, 109, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

From	To									
	A	B	C	D	E	F	G	H	I	
		5	5	5	5	5	5	5	5	
	B		5	5	5	5	5	5	5	
	C	5	5		5	5			5	
	D	5	5			5	5	5	5	
	E	5	5	5			5	5	5	
	F	5	5	5	5		5	5	5	
	G	5	5		5		5		5	
	H	5	5			5			5	
	I	10	10	10	10	10	10	10	10	

Banned Stage transitions for Controller Stream 1

To						
	1	2	3	4	5	6 7

Link																				P
			SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P	
Link	Name	Traffic node	Controller stream	Phase	Calculated flow enter/in	Calculated sat flow (PCU/hr)	Actual green (s)	Wasted time total (s)	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay Per Veh	Mean stops Per Veh	Mean max queue	Mean end of red queue	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£)	P	

- P = link is a pedestrian link
- c = adjusted flow warning (upstream links/traffic streams are over-saturated)
- α = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- β = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- γ = average link/traffic stream excess queue is greater than 0
- **P.L = PERFORMANCE INDEX**

TRANSYT 16

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Filename: R089 Junction 1 TRANSYT Model Main 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 07/05/2021 06:50:33

- «A1 - : D4 - 2022 WD No Dev, PM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

A1 -

D4 - 2022 WD No Dev, PM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	1	1	(untitled)			
	2	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	37	37
	2	40	40
1Ax	1	103	103
	1	511	511
1B	2	43	43
	1	628	628
1Bx	1	407	407
	2	172	172
1Cx	1	282	282
	1	487	487
1D	2	187	187
	1	871	871
1Dx	1	871	871
	2	187	187

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00		Nearside	37.51
	1Bx	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight Movement	80.00
	1Dx	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
	1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight Movement
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
	1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight Movement
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight Movement	80.00
	1Bx	1	3	TrafficStream	1C/2	1Bx/1	33.60	30.00	✓	Offside
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
	1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
				T-junction opposing flow	TrafficStream	1B/2			100	0.13	
				T-junction opposing flow	TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

	1-1 0 29 8 40
From	1-2 43 0 87 424
	1-3 14 158 0 407
	1-4 46 441 187 0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1	#00FF00	
	1-2	1B/1, 1B/2	1Bx/1	#FFFFFF	
	1-3	1C/1, 1C/2	1Cx/1	#0000FF	
	1-4	1D/1, 1D/2	1Dx/1	#FF0000	

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	407
	2		1-3	1-1	1C/2, 1Ax/1	Normal	14
	3		1-3	1-2	1C/2, 1Bx/1	Normal	158
	4		1-4	1-1	1D/1, 1Ax/1	Normal	46
	5		1-4	1-2	1D/1, 1Bx/1	Normal	441
	6		1-4	1-3	1D/2, 1Cx/1	Normal	187
	7		1-1	1-2	1A/1, 1Bx/1	Normal	29
	8		1-1	1-3	1A/1, 1Cx/1	Normal	8
	9		1-1	1-4	1A/2, 1Dx/1	Normal	40
	10		1-2	1-4	1B/1, 1Dx/1	Normal	424
	11		1-2	1-3	1B/1, 1Cx/1	Normal	87
	12		1-2	1-1	1B/2, 1Ax/1	Normal	43

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	173, 55, 85, 131, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			5	5	5	5	5	5	5
	B			5	5	5	5	5	5	5
	C	5	5			5	5			5
	D	5	5				5	5		5
	E		5	5						5
	F	5	5	5	5			5	5	5
	G	5	5		5		5			5
	H	5	5				5			5
	I	10	10	10	10	10	10	10	10	10

Banned Stage transitions for Controller Stream 1

	To
	1 2 3 4 5 6 7

From

1

2

3

4

5

6

7

To

1

2

3

4

5

6

7

From

1

2

3

4

5

6

7

To

1

2

3

4

5

6

7

Interstage Matrix for Controller Stream 1

From	To	1	2	3	4	5	6	7
1	1	0	5	5	5	5	5	5
2	1	0	5	5	5	5	5	5
3	1	0	5	5	5	5	5	5
4	1	0	5	5	5	5	5	5
5	1	0	5	5	5	5	5	5
6	1	0	5	5	5	5	5	5
7	1	0	5	5	5	5	5	5

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	C.D.H	167	173	6	1	1
	2	✓	2	C.G.H	178	55	57	1	1
	3	✓	3	E.G.H	60	85	25	1	1
	4	✓	4	E.F	90	131	41	1	1
	5	✓	5	A.B	136	143	7	1	1
	6	✓	6	B	143	144	1	1	1
	7	✓	7	I	149	157	8	1	8

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	136	143	7
	B	1	✓	136	144	8
	C	1	✓	167	55	68
	D	1	✓	167	173	6
	E	1	✓	60	131	71
	F	1	✓	90	131	41
	G	1	✓	178	85	87
	H	1	✓	167	85	98
	I	1	✓	149	157	8

Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1
					Start End Duration
1A	1	1	1	A	136 143 7
1A	2	1	1	B	136 144 8
1B	1	1	1	C	167 55 68
1B	2	1	1	D	167 173 6
1C	1	1	1	E	60 131 71
1C	2	1	1	F	90 131 41
1D	1	1	1	G	178 85 87
1D	2	1	1	H	167 85 98

Phase Timings Diagram for Controller Stream 1

Stage Sequence Diagram for Controller Stream 1

Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
18:30-16:30	1	0.00	0.00	0.00	0.00

Final Prediction Table

Link Results

SIGNALS		FLOWS		PERFORMANCE				PER PCU		QUEUES		WEIGHTS		PENALTIES		P.I.		
Link	Name	Traffic node	Controller stream	Phase	Calculated flow entering	Calculated sat flow (PCU/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh	Mean stops per Veh	Mean max queue	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£ per hr)	P.I.

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Filename: R089 Junction 1 TRANSYT Model Main 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 07/05/2021 06:50:58

- «A1 - : D5 - 2022 WD With Dev, AM :
- »Links
 - »Arms and Traffic Streams
 - »Local OD Matrix - Local Matrix: 1
 - »Signal Timings
 - »Final Prediction Table

A1 -
D5 - 2022 WD With Dev, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	1	1	(untitled)			
	2	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	114	114
	2	274	274
1Ax	1	217	217
1B	1	571	571
	2	45	45
1Bx	1	510	510
1C	1	114	114
	2	72	72
1Cx	1	801	801
1D	1	532	532
	2	391	391
1Dx	1	785	785

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00	✓	Nearside	37.51
1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight	Straight Movement
1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight	Straight Movement
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight	Straight Movement
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight	Straight Movement
1Bx	1	3	TrafficStream	1C/2	1Bx/1	33.60	30.00	✓	Offside	60.00
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside	74.45

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
					TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

From	1-1	0	78	36	274
	1-2	45	0	174	397
	1-3	10	62	0	114
	1-4	162	370	391	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1		#00FF00
	1-2	1B/1, 1B/2	1Bx/1		#FFFFFF
	1-3	1C/1, 1C/2	1Cx/1		#0000FF
	1-4	1D/1, 1D/2	1Dx/1		#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	114
	2		1-3	1-1	1C/2, 1Ax/1	Normal	10
	3		1-3	1-2	1C/2, 1Bx/1	Normal	62
	4		1-4	1-1	1D/1, 1Ax/1	Normal	162
	5		1-4	1-2	1D/1, 1Bx/1	Normal	370
	6		1-4	1-3	1D/2, 1Cx/1	Normal	391
	7		1-1	1-2	1A/1, 1Bx/1	Normal	78
	8		1-1	1-3	1A/1, 1Cx/1	Normal	36
	9		1-1	1-4	1A/2, 1Dx/1	Normal	274
	10		1-2	1-4	1B/1, 1Dx/1	Normal	397
	11		1-2	1-3	1B/1, 1Cx/1	Normal	174
	12		1-2	1-1	1B/2, 1Ax/1	Normal	45

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	173, 61, 88, 103, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

From	To							
	A	B	C	D	E	F	G	H
		5	5	5	5	5	5	5
	B		5	5	5	5	5	5
	C	5	5		5	5		5
	D	5	5			5	5	5
	E	5	5	5			5	5
	F	5	5	5	5		5	5
	G	5	5	5		5		5
	H	5	5			5		5

Banned Stage transitions for Controller Stream 1

To						
	1	2	3	4	5	6

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- «A1 - : D6 - 2022 WD With Dev, PM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

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Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800			Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800			Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	1	1	(untitled)			
	2	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	60	60
	2	133	133
1Ax	1	262	262
	2	477	477
1B	1	49	49
	2	49	49
1Bx	1	576	576
	2	407	407
1C	1	198	198
	2	296	296
1Cx	1	559	559
	2	187	187
1D	1	936	936
	2	936	936

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00		Nearside	37.51
	1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00		Straight	Straight Movement
	1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00		Offside	67.51
	1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00		Nearside	37.50
	1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00		Straight	Straight Movement
	1Bx	1	3	TrafficStream	1C/2	1Bx/1	33.60	30.00	✓	Offside
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00		Offside	67.50
	1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
				T-junction opposing flow	TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

From	1-1	0	32	28	133
	1-2	49	0	81	396
	1-3	54	144	0	407
	1-4	159	400	187	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1		#00FF00
	1-2	1B/1, 1B/2	1Bx/1		#FFFFFF
	1-3	1C/1, 1C/2	1Cx/1		#0000FF
	1-4	1D/1, 1D/2	1Dx/1		#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	407
	2		1-3	1-1	1C/2, 1Ax/1	Normal	54
	3		1-3	1-2	1C/2, 1Bx/1	Normal	144
	4		1-4	1-1	1D/1, 1Ax/1	Normal	159
	5		1-4	1-2	1D/1, 1Bx/1	Normal	400
	6		1-4	1-3	1D/2, 1Cx/1	Normal	187
	7		1-1	1-2	1A/1, 1Bx/1	Normal	32
	8		1-1	1-3	1A/1, 1Cx/1	Normal	28
	9		1-1	1-4	1A/2, 1Dx/1	Normal	133
	10		1-2	1-4	1B/1, 1Dx/1	Normal	396
	11		1-2	1-3	1B/1, 1Cx/1	Normal	81
	12		1-2	1-1	1B/2, 1Ax/1	Normal	49

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	173, 51, 80, 120, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

From	To									
	A	B	C	D	E	F	G	H	I	
		5	5	5	5	5	5	5	5	
	B		5	5	5	5	5	5	5	
	C	5	5		5	5			5	
	D	5	5			5	5	5	5	
	E	5	5	5			5	5	5	
	F	5	5	5	5		5	5	5	
	G	5	5	5	5	5		5	5	
	H	5	5	5			5		5	
	I	10	10	10	10	10	10	10	10	

Banned Stage transitions for Controller Stream 1

To						
	1	2	3	4	5	6 7

TRANSYT 16

Version: 16.0.1.8473
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- «A1 - : D7 - 2027 WD No Dev, AM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

A1 -

D7 - 2027 WD No Dev, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	1	1	(untitled)			
	2	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	118	118
	2	123	123
1Ax	1	162	162
	2	699	699
1B	1	58	58
	2	596	596
1Cx	1	123	123
	2	78	78
1D	1	637	637
	2	520	520
1Dx	1	423	423
	2	747	747

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00	✓	Nearside	37.51
	1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight	Straight Movement
1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight	Straight Movement
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight	Straight Movement
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight	Straight Movement
1Bx	1	3	TrafficStream	1C/2	1Bx/1	33.60	30.00	✓	Offside	60.00
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside	74.45

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
				T-junction opposing flow	TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

	1-1	0	102	16	123
From	1-2	58	0	198	501
	1-3	9	69	0	123
	1-4	95	425	423	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1		#00FF00
	1-2	1B/1, 1B/2	1Bx/1		#FFFFFF
	1-3	1C/1, 1C/2	1Cx/1		#0000FF
	1-4	1D/1, 1D/2	1Dx/1		#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	123
	2		1-3	1-1	1C/2, 1Ax/1	Normal	9
	3		1-3	1-2	1C/2, 1Bx/1	Normal	69
	4		1-4	1-1	1D/1, 1Ax/1	Normal	95
	5		1-4	1-2	1D/1, 1Bx/1	Normal	425
	6		1-4	1-3	1D/2, 1Cx/1	Normal	423
	7		1-1	1-2	1A/1, 1Bx/1	Normal	102
	8		1-1	1-3	1A/1, 1Cx/1	Normal	16
	9		1-1	1-4	1A/2, 1Dx/1	Normal	123
	10		1-2	1-4	1B/1, 1Dx/1	Normal	501
	11		1-2	1-3	1B/1, 1Cx/1	Normal	198
	12		1-2	1-1	1B/2, 1Ax/1	Normal	58

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	175, 61, 90, 110, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

		To									
From	A	B	C	D	E	F	G	H	I		
		5	5	5	5	5	5	5	5		
	B		5	5	5	5	5	5	5		
	C	5	5		5	5			5		
	D	5	5			5	5	5	5		
	E	5	5	5					5	5	
	F	5	5	5	5		5	5	5		
	G	5	5		5		5		5		
	H	5	5			5			5		
	I	10	10	10	10	10	10	10	10		

Banned Stage transitions for Controller Stream 1

		To					
		1	2	3	4	5	6 7

From

1							
2							
3							
4							
5							
6							
7							

Interstage Matrix for Controller Stream 1

	To
1	1 2 3 4 5 6 7
2	1 0 5 5 5 5 5
3	2 5 0 5 5 5 5
4	3 5 5 0 5 5 5
5	4 5 5 5 0 5 5
6	5 5 5 5 0 0 5
7	6 5 5 5 5 0 0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	C,D,H	167	175	8	1	1
	2	✓	2	C,G,H	0	61	61	1	1
	3	✓	3	E,G,H	66	90	24	1	1
	4	✓	4	E,F	95	110	15	1	1
	5	✓	5	A,B	115	143	28	1	1
	6	✓	6	B	143	144	1	1	1
	7	✓	7	I	149	157	8	1	8

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	115	143	28
	B	1	✓	115	144	29
	C	1	✓	167	61	74
	D	1	✓	167	175	8
	E	1	✓	66	110	44
	F	1	✓	95	110	15
	G	1	✓	0	90	90
	H	1	✓	167	90	103
	I	1	✓	149	157	8

Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1A	1	1	1	A	115	143	28
1A	2	1	1	B	115	144	29
1B	1	1	1	C	167	61	74
1B	2	1	1	D	167	175	8
1C	1	1	1	E	66	110	44
1C	2	1	1	F	95	110	15
1D	1	1	1	G	0	90	90
1D	2	1	1	H	167	90	103

Phase Timings Diagram for Controller Stream 1

Stage Sequence Diagram for Controller Stream 1

Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
08:00-09:00	1	0.00	0.00	0.00	0.00

Final Prediction Table

Link	Name	Traffic node	Controller stream	Phase	Calculated flow entering	Calculated sat flow (PCU/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh	Mean stops per Veh	Mean queue	Mean end of red queue	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£ per hr)	P.I.

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	SIGNALS			FLOWS			PERFORMANCE			PER PCU		QUEUES		WEIGHTS		PENALTIES		P.I.
						Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh	Mean stops per Veh	Mean queue	Mean end of red queue	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£ per hr)				
1A	1	L/S	1	1	A	118	1800	28	0.00	41	121	78.98	72.02	91.12	5.42	5.09	100	100	0.00	34.87			
	2	R	1	1	B	123	1800	29	0.00	41	120	78.19	71.23	90.53	5.61	5.27	100	100	0.00	35.95			
1Ax	1	Exit				162	Unrestricted	180	65.00	0	Unrestricted	7.68	0.00	0.00	0.00		100	100	0.00	0.00			
	1B	1	L/S	1	1	C	699<	1800	74	0.00	93	-3	82.63	76.63	106.10	38.36	25.54	100	100	0.00	220.75		
1Bx	2	R	1	1	D	58	1800	8	3.00	64	40	123.70	117.70	115.02	3.98	3.30	100	100	0.00	27.76			
	1	Exit				596	Unrestricted	180	22.00	0	Unrestricted	33.60	0.00	0.00	0.00		100	100	0.00	0.00			
1C	1	L	1	1	E	123	1800	44	0.00	27	229	67.24	55.84	80.18	4.97	4.66	100	100	0.00	28.33			
	2	S/R	1	1	F	78	1800	15	0.00	49	85	100.03	88.63	100.10	3.93	3.78	100	100	0.00	28.25			
1Cx	1	Exit				637	Unrestricted	180	52.00	0	Unrestricted	12.24	0.00	0.00	0.00		100	100	0.00	0.00			
	1	L/S	1	1	G	520<	1800	90	0.00	57	57	45.57	33.57	69.65	18.43	13.23	100	100	0.00	73.39			
1D	2	R	1	1	H	423<	806	103	0.00	91	-1	97.74	85.74	112.51	24.15	12.63	100	100	0.00	149.02			
	1Dx	1	Exit			747	Unrestricted	180	0.00	0	Unrestricted	45.60	0.00	0.00	0.00		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)
Normal traffic	691.31	63.36	10.91	29.98	10.34	572.55	25.78	0.00	598.33
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	691.31	63.36	10.91	29.98	10.34	572.55	25.78	0.00	598.33

• P = link is a pedestrian link

• < = adjusted flow warning (upstream link/traffic streams are over-saturated)

• * = 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 0

• + = average link/traffic stream excess queue is greater than 0

• P.I. = PERFORMANCE INDEX

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TRANSYT 16

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Filename: R089 Junction 1 TRANSYT Model Main 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 07/05/2021 06:52:28

- «A1 - : D8 - 2027 WD No Dev, PM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

A1 -

D8 - 2027 WD No Dev, PM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800			Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	1	1	(untitled)			
	2	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	40	40
	2	42	42
1Ax	1	108	108
1B	1	552	552
	2	45	45
1Bx	1	677	677
1C	1	441	441
	2	185	185
1Cx	1	306	306
1D	1	524	524
	2	203	203
1Dx	1	941	941

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00		Nearside	37.51
1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight	Straight Movement
1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight	Straight Movement
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight	Straight Movement
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight	Straight Movement
1Bx	1	3	TrafficStream	1C/2	1Bx/1	33.60	30.00	✓	Offside	67.50
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside	74.45

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
				T-junction opposing flow	TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

	1-1	0	31	9	42
From	1-2	45	0	94	458
	1-3	15	170	0	441
	1-4	48	476	203	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1		#00FF00
	1-2	1B/1, 1B/2	1Bx/1		#FFFFFF
	1-3	1C/1, 1C/2	1Cx/1		#0000FF
	1-4	1D/1, 1D/2	1Dx/1		#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	441
	2		1-3	1-1	1C/2, 1Ax/1	Normal	15
	3		1-3	1-2	1C/2, 1Bx/1	Normal	170
	4		1-4	1-1	1D/1, 1Ax/1	Normal	48
	5		1-4	1-2	1D/1, 1Bx/1	Normal	476
	6		1-4	1-3	1D/2, 1Cx/1	Normal	203
	7		1-1	1-2	1A/1, 1Bx/1	Normal	31
	8		1-1	1-3	1A/1, 1Cx/1	Normal	9
	9		1-1	1-4	1A/2, 1Dx/1	Normal	42
	10		1-2	1-4	1B/1, 1Dx/1	Normal	458
	11		1-2	1-3	1B/1, 1Cx/1	Normal	94
	12		1-2	1-1	1B/2, 1Ax/1	Normal	45

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	173, 54, 84, 131, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

		To							
From	A	B	C	D	E	F	G	H	I
		5	5	5	5	5	5	5	5
	B		5	5	5	5	5	5	5
	C	5	5		5	5			5
	D	5	5			5	5	5	5
	E	5	5	5			5	5	5
	F	5	5	5	5		5	5	5
	G	5	5	5	5	5		5	5
	H	5	5	5	5	5	5		5
I	10	10	10	10	10	10	10	10	10

Banned Stage transitions for Controller Stream 1

		To					
		1	2	3	4	5	6 7

Link Results																				P
			SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P	
Link	Name	Traffic node	Controller stream	Phase	Calculated flow enter/in	Calculated sat flow (PCU/hr)	Actual green (s)	Wasted time total (s)	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay Per Veh	Mean stops Per Veh	Mean max queue	Mean end of red queue	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£)	P	

- P = link is a pedestrian link
- α = adjusted flow warning (upstream links/traffic streams are over-saturated)
- τ = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- η = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- σ = average link/traffic stream excess queue is greater than 0
- **P.I. = PERFORMANCE INDEX**

TRANSYT 16

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Filename: R089 Junction 1 TRANSYT Model Main 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 07/05/2021 06:52:56

- «A1 - : D9 - 2027 WD With Dev, AM :
- »Links
- »Arms and Traffic Streams
- »Local OD Matrix - Local Matrix: 1
- »Signal Timings
- »Final Prediction Table

A1 -

D9 - 2027 WD With Dev, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	1	1	(untitled)			
	2	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	120	120
	2	279	279
1Ax	1	222	222
	2	623	623
1B	1	47	47
	2	553	553
1C	1	123	123
	2	77	77
1Cx	1	649	649
	2	568	568
1D	1	423	423
	2	836	836

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00	✓	Nearside	37.51
	1Bx	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight Movement	80.00
1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight Movement	80.00
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight Movement	80.00
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight Movement	80.00
1Bx	1	3	TrafficStream	1C/2	1Bx/1	33.60	30.00	✓	Offside	67.50
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside	74.45

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
				T-junction opposing flow	TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

From	1-1	0	83	37	279
	1-2	47	0	189	434
	1-3	10	67	0	123
	1-4	165	403	423	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1	#00FF00	
	1-2	1B/1, 1B/2	1Bx/1	#FFFFFF	
	1-3	1C/1, 1C/2	1Cx/1	#0000FF	
	1-4	1D/1, 1D/2	1Dx/1	#FF0000	

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	123
	2		1-3	1-1	1C/2, 1Ax/1	Normal	10
	3		1-3	1-2	1C/2, 1Bx/1	Normal	67
	4		1-4	1-1	1D/1, 1Ax/1	Normal	165
	5		1-4	1-2	1D/1, 1Bx/1	Normal	403
	6		1-4	1-3	1D/2, 1Cx/1	Normal	423
	7		1-1	1-2	1A/1, 1Bx/1	Normal	83
	8		1-1	1-3	1A/1, 1Cx/1	Normal	37
	9		1-1	1-4	1A/2, 1Dx/1	Normal	279
	10		1-2	1-4	1B/1, 1Dx/1	Normal	434
	11		1-2	1-3	1B/1, 1Cx/1	Normal	189
	12		1-2	1-1	1B/2, 1Ax/1	Normal	47

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	173, 58, 88, 103, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

From	To							
	A	B	C	D	E	F	G	H
		5	5	5	5	5	5	5
	B		5	5	5	5	5	5
	C	5	5		5	5		5
	D	5	5			5	5	5
	E	5	5	5			5	5
	F	5	5	5	5		5	5
	G	5	5		5			5
	H	5	5			5		5

Banned Stage transitions for Controller Stream 1

To						
	1	2	3	4	5	6

TRANSYT 16

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Filename: R089 Junction 1 TRANSYT Model Main 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 07/05/2021 06:53:43

- «A1 - : D10 - 2027 WD With Dev, PM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

A1 -

D10 - 2027 WD With Dev, PM

Links

Links

Link	Name	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)		1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00		Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	1	1	(untitled)			
	2	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	62	62
	2	136	136
1Ax	1	268	268
1B	1	519	519
	2	52	52
1Bx	1	627	627
1C	1	441	441
	2	212	212
1Cx	1	319	319
1D	1	597	597
	2	203	203
1Dx	1	1008	1008

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00	✓	Nearside	37.51
1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight	80.00
1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight	37.50
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight	80.00
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight	80.00
1Bx	1	3	TrafficStream	1B/2	1Bx/1	33.60	30.00	✓	Offside	67.50
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside	74.45

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
					TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

From	1-1	0	34	28	136
	1-2	52	0	88	431
	1-3	55	157	0	441
	1-4	161	436	203	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1	#00FF00	
	1-2	1B/1, 1B/2	1Bx/1	#FFFFFF	
	1-3	1C/1, 1C/2	1Cx/1	#0000FF	
	1-4	1D/1, 1D/2	1Dx/1	#FF0000	

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	441
	2		1-3	1-1	1C/2, 1Ax/1	Normal	55
	3		1-3	1-2	1C/2, 1Bx/1	Normal	157
	4		1-4	1-1	1D/1, 1Ax/1	Normal	161
	5		1-4	1-2	1D/1, 1Bx/1	Normal	436
	6		1-4	1-3	1D/2, 1Cx/1	Normal	203
	7		1-1	1-2	1A/1, 1Bx/1	Normal	34
	8		1-1	1-3	1A/1, 1Cx/1	Normal	28
	9		1-1	1-4	1A/2, 1Dx/1	Normal	136
	10		1-2	1-4	1B/1, 1Dx/1	Normal	431
	11		1-2	1-3	1B/1, 1Cx/1	Normal	88
	12		1-2	1-1	1B/2, 1Ax/1	Normal	52

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	173, 51, 79, 121, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

From	To							
	A	B	C	D	E	F	G	H
		5	5	5	5	5	5	5
	B		5	5	5	5	5	5
	C	5	5		5	5		5
	D	5	5			5	5	5
	E	5	5	5			5	5
	F	5	5	5	5		5	5
	G	5	5	5		5		5
	H	5	5			5		5

Banned Stage transitions for Controller Stream 1

To						
	1	2	3	4	5	6

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Filename: R089 Junction 1 TRANSYT Model Main 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 07/05/2021 06:54:08

- «A1 - : D11 - 2037 WD No Dev, AM :
- »Links
 - »Arms and Traffic Streams
 - »Local OD Matrix - Local Matrix: 1
 - »Signal Timings
 - »Final Prediction Table

A1 -
D11 - 2037 WD No Dev, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	1	1	(untitled)			
	2	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	124	124
	2	129	129
1Ax	1	168	168
1B	1	757	757
	2	60	60
1Bx	1	643	643
1C	1	134	134
	2	84	84
1Cx	1	692	692
1D	1	560	560
	2	460	460
1Dx	1	805	805

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00		Nearside	37.51
1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight Movement	80.00
1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight	37.50
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight Movement	80.00
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight Movement	80.00
1Bx	1	3	TrafficStream	1C/2	1Bx/1	33.60	30.00	✓	Offside	67.50
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside	74.45

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
				T-junction opposing flow	TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

To	
	1-1 1-2 1-3 1-4

From	1-1	0	107	17	129
	1-2	60	0	215	542
	1-3	9	75	0	134
	1-4	99	461	460	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1		#00FF00
	1-2	1B/1, 1B/2	1Bx/1		#FFFFFF
	1-3	1C/1, 1C/2	1Cx/1		#0000FF
	1-4	1D/1, 1D/2	1Dx/1		#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	134
	2		1-3	1-1	1C/2, 1Ax/1	Normal	9
	3		1-3	1-2	1C/2, 1Bx/1	Normal	75
	4		1-4	1-1	1D/1, 1Ax/1	Normal	99
	5		1-4	1-2	1D/1, 1Bx/1	Normal	461
	6		1-4	1-3	1D/2, 1Cx/1	Normal	460
	7		1-1	1-2	1A/1, 1Bx/1	Normal	107
	8		1-1	1-3	1A/1, 1Cx/1	Normal	17
	9		1-1	1-4	1A/2, 1Dx/1	Normal	129
	10		1-2	1-4	1B/1, 1Dx/1	Normal	542
	11		1-2	1-3	1B/1, 1Cx/1	Normal	215
	12		1-2	1-1	1B/2, 1Ax/1	Normal	60

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	176, 62, 92, 112, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

From	To							
	A	B	C	D	E	F	G	H
		5	5	5	5	5	5	5
	B		5	5	5	5	5	5
	C	5	5		5	5		5
	D	5	5			5	5	5
	E	5	5	5			5	5
	F	5	5	5	5		5	5
	G	5	5	5		5		5
	H	5	5	5			5	5

Banned Stage transitions for Controller Stream 1

To	
	1 2 3 4 5 6 7

			SIGNALS		FLOWS		PERFORMANCE				PER PCU		QUEUES		WEIGHTS		PENALTIES	P	
Link	Name	Traffic node	Controller stream	Phase	Calculated flow entering	Calculated sat flow (PCU/hr)	Actual green (s per	Wasted time total (s per	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh	Mean stops per Veh	Mean max queue	Mean end of red queue	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£	P

- P = link is a pedestrian link
- α = adjusted flow warning (upstream links/traffic streams are over-saturated)
- γ = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- η = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- ϵ = average link/traffic stream excess queue is greater than 0
- **P.I. = PERFORMANCE INDEX**

TRANSYT 16

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Filename: R089 Junction 1 TRANSYT Model Main 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 07/05/2021 06:54:37

- «A1 - : D12 - 2037 WD No Dev, PM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

A1 -

D12 - 2037 WD No Dev, PM

Links

Links

Link	Name	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)		1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	1	1	(untitled)			
	2	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	42	42
	2	45	45
1Ax	1	116	116
1B	1	599	599
	2	48	48
1Bx	1	734	734
1C	1	480	480
	2	201	201
1Cx	1	331	331
1D	1	568	568
	2	220	220
1Dx	1	1022	1022

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00	✓	Nearside	37.51
1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight	80.00
1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight	37.50
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight	80.00
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight	80.00
1Bx	1	3	TrafficStream	1B/2	1Bx/1	33.60	30.00	✓	Offside	67.50
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside	74.45

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
					TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

From	1-1	0	33	9	45
	1-2	48	0	102	497
	1-3	18	185	0	480
	1-4	52	516	220	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1	#00FF00	
	1-2	1B/1, 1B/2	1Bx/1	#FFFFFF	
	1-3	1C/1, 1C/2	1Cx/1	#0000FF	
	1-4	1D/1, 1D/2	1Dx/1	#FF0000	

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	480
	2		1-3	1-1	1C/2, 1Ax/1	Normal	16
	3		1-3	1-2	1C/2, 1Bx/1	Normal	185
	4		1-4	1-1	1D/1, 1Ax/1	Normal	52
	5		1-4	1-2	1D/1, 1Bx/1	Normal	516
	6		1-4	1-3	1D/2, 1Cx/1	Normal	220
	7		1-1	1-2	1A/1, 1Bx/1	Normal	33
	8		1-1	1-3	1A/1, 1Cx/1	Normal	9
	9		1-1	1-4	1A/2, 1Dx/1	Normal	45
	10		1-2	1-4	1B/1, 1Dx/1	Normal	497
	11		1-2	1-3	1B/1, 1Cx/1	Normal	102
	12		1-2	1-1	1B/2, 1Ax/1	Normal	48

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	173, 54, 83, 131, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

From	To							
	A	B	C	D	E	F	G	H
		5	5	5	5	5	5	5
	B		5	5	5	5	5	5
	C	5	5		5	5		5
	D	5	5			5	5	5
	E	5	5	5			5	5
	F	5	5	5	5		5	5
	G	5	5		5			5
	H	5	5			5		5

Banned Stage transitions for Controller Stream 1

To						
	1	2	3	4	5	6

1

2

3

4

5

6

7

From

1

2

3

4

5

6

7

To

Interstage Matrix for Controller Stream 1

		1	2	3	4	5	6	7
1	0	5	5	5	5	5	5	5
2	5	0	5	5	5	5	5	5
3	5	5	0	5	5	5	5	5
4	5	5	5	0	5	5	5	5
5	5	5	5	5	0	5	5	5
6	5	5	5	5	5	0	5	5
7	10	10	10	10	10	10	10	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	C,D,H	167	173	6	1	1
	2	✓	2	C,G,H	178	54	56	1	1
	3	✓	3	E,G,H	59	83	24	1	1
	4	✓	4	E,F	88	131	43	1	1
	5	✓	5	A,B	136	143	7	1	1
	6	✓	6	B	143	144	1	1	1
	7	✓	7	I	149	157	8	1	8

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	136	143	7
	B	1	✓	136	144	8
	C	1	✓	167	54	67
	D	1	✓	167	173	6
	E	1	✓	59	131	72
	F	1	✓	88	131	43
	G	1	✓	178	83	85
	H	1	✓	167	83	96
	I	1	✓	149	157	8

Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1
					Start End Duration
1A	1	1	1	A	136 143 7
1A	2	1	1	B	136 144 8
1B	1	1	1	C	167 54 67
1B	2	1	1	D	167 173 6
1C	1	1	1	E	59 131 72
1C	2	1	1	F	88 131 43
1D	1	1	1	G	178 83 85
1D	2	1	1	H	167 83 96

Phase Timings Diagram for Controller Stream 1

Stage Sequence Diagram for Controller Stream 1

Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
18:30-16:30	1	0.00	0.00	0.00	0.00

Final Prediction Table

Link Results

SIGNALS		FLOWS		PERFORMANCE				PER PCU		QUEUES		WEIGHTS		PENALTIES		P.I.		
Link	Name	Traffic node	Controller stream	Phase	Calculated flow entering	Calculated sat flow (PCU/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh	Mean stops per Veh	Mean end of red queue	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£ per hr)	P.I.

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TRANSYT 16

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Report generation date: 07/05/2021 06:55:17

- «A1 - : D13 - 2037 WD With Dev, AM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

A1 -

D13 - 2037 WD With Dev, AM

Links

Links

Link	Name	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)		1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800			Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	2	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	2	1	(untitled)			1800
	1	1	(untitled)			
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	126	126
	2	286	286
1Ax	1	229	229
	2	681	681
1B	1	50	50
	2	600	600
1Cx	1	134	134
	2	83	83
1D	1	704	704
	2	608	608
1Dx	1	460	460
	2	895	895

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00	✓	Nearside	37.51
	1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight	Straight Movement
	1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
	1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
	1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight	Straight Movement
	1Bx	1	3	TrafficStream	1C/2	1Bx/1	33.60	30.00	✓	Offside
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
	1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
					TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

From	1-1	0	88	38	286
	1-2	50	0	206	475
	1-3	10	73	0	134
	1-4	169	439	460	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1		#00FF00
	1-2	1B/1, 1B/2	1Bx/1		#FFFFFF
	1-3	1C/1, 1C/2	1Cx/1		#0000FF
	1-4	1D/1, 1D/2	1Dx/1		#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	134
	2		1-3	1-1	1C/2, 1Ax/1	Normal	10
	3		1-3	1-2	1C/2, 1Bx/1	Normal	73
	4		1-4	1-1	1D/1, 1Ax/1	Normal	169
	5		1-4	1-2	1D/1, 1Bx/1	Normal	439
	6		1-4	1-3	1D/2, 1Cx/1	Normal	460
	7		1-1	1-2	1A/1, 1Bx/1	Normal	88
	8		1-1	1-3	1A/1, 1Cx/1	Normal	38
	9		1-1	1-4	1A/2, 1Dx/1	Normal	286
	10		1-2	1-4	1B/1, 1Dx/1	Normal	475
	11		1-2	1-3	1B/1, 1Cx/1	Normal	206
	12		1-2	1-1	1B/2, 1Ax/1	Normal	50

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	175, 57, 89, 105, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

From	To							
	A	B	C	D	E	F	G	H
		5	5	5	5	5	5	5
	B		5	5	5	5	5	5
	C	5	5		5	5		5
	D	5	5			5	5	5
	E	5	5	5			5	5
	F	5	5	5	5		5	5
	G	5	5	5		5		5
	H	5	5	5			5	5

Banned Stage transitions for Controller Stream 1

	To						
	1	2	3	4	5	6	7

TRANSYT 16

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Filename: R089 Junction 1 TRANSYT Model Main 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 07/05/2021 06:55:39

- «A1 - : D14 - 2037 WD With Dev, PM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

A1 -

D14 - 2037 WD With Dev, PM

Links

Links

Link	Name	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)		1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	2	1	(untitled)			1800
	1	1	(untitled)			
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	65	65
	2	138	138
1Ax	1	276	276
	2	566	566
1B	1	55	55
	2	683	683
1C	1	480	480
	2	227	227
1Cx	1	345	345
	2	641	641
1D	1	220	220
	2	1088	1088

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00		Nearside	37.51
	1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00		Straight	Straight Movement
	1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00		Offside	67.51
	1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00		Nearside	37.50
	1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00		Straight	Straight Movement
	1Bx	1	3	TrafficStream	1C/2	1Bx/1	33.60	30.00	✓	Offside
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00		Offside	67.50
	1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
					TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

From	1-1	0	36	29	138
	1-2	55	0	96	470
	1-3	56	171	0	480
	1-4	165	476	220	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1	#00FF00	
	1-2	1B/1, 1B/2	1Bx/1	#FFFFFF	
	1-3	1C/1, 1C/2	1Cx/1	#0000FF	
	1-4	1D/1, 1D/2	1Dx/1	#FF0000	

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	480
	2		1-3	1-1	1C/2, 1Ax/1	Normal	56
	3		1-3	1-2	1C/2, 1Bx/1	Normal	171
	4		1-4	1-1	1D/1, 1Ax/1	Normal	165
	5		1-4	1-2	1D/1, 1Bx/1	Normal	476
	6		1-4	1-3	1D/2, 1Cx/1	Normal	220
	7		1-1	1-2	1A/1, 1Bx/1	Normal	36
	8		1-1	1-3	1A/1, 1Cx/1	Normal	29
	9		1-1	1-4	1A/2, 1Dx/1	Normal	138
	10		1-2	1-4	1B/1, 1Dx/1	Normal	470
	11		1-2	1-3	1B/1, 1Cx/1	Normal	96
	12		1-2	1-1	1B/2, 1Ax/1	Normal	55

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	173, 51, 78, 121, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			5	5	5	5	5	5	5
	B			5	5	5	5	5	5	5
	C	5	5			5	5			5
	D	5	5				5	5		5
	E	5	5	5						5
	F	5	5	5	5			5	5	5
	G	5	5		5		5			5
	H	5	5				5			5
	I	10	10	10	10	10	10	10	10	10

Banned Stage transitions for Controller Stream 1

	To						
	1	2	3	4	5	6	7

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Filename: R089 Junction 1 TRANSYT Model Main 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 07/05/2021 06:56:04

- «A1 - : D15 - 2037 WD With Dev+GA3, AM :
- »Links
 - »Arms and Traffic Streams
 - »Local OD Matrix - Local Matrix: 1
 - »Signal Timings
 - »Final Prediction Table

A1 -
D15 - 2037 WD With Dev+GA3, AM

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	1	1	(untitled)			
	2	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	160	160
	2	364	364
1Ax	1	261	261
	1	681	681
1B	2	55	55
	1	624	624
1Bx	1	134	134
	2	85	85
1Cx	1	714	714
	1	633	633
1D	2	460	460
	1	973	973

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00		Nearside	37.51
	1Bx	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight Movement	80.00
	1Dx	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
	1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight Movement
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
	1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight Movement
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight Movement	80.00
	1Bx	1	3	TrafficStream	1C/2	1Bx/1	33.60	30.00	✓	Offside
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
	1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
					TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

From	1-1	0	112	48	364
	1-2	55	0	206	475
	1-3	12	73	0	134
	1-4	194	439	460	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1		#00FF00
	1-2	1B/1, 1B/2	1Bx/1		#FFFFFF
	1-3	1C/1, 1C/2	1Cx/1		#0000FF
	1-4	1D/1, 1D/2	1Dx/1		#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	134
	2		1-3	1-1	1C/2, 1Ax/1	Normal	12
	3		1-3	1-2	1C/2, 1Bx/1	Normal	73
	4		1-4	1-1	1D/1, 1Ax/1	Normal	194
	5		1-4	1-2	1D/1, 1Bx/1	Normal	439
	6		1-4	1-3	1D/2, 1Cx/1	Normal	460
	7		1-1	1-2	1A/1, 1Bx/1	Normal	112
	8		1-1	1-3	1A/1, 1Cx/1	Normal	48
	9		1-1	1-4	1A/2, 1Dx/1	Normal	364
	10		1-2	1-4	1B/1, 1Dx/1	Normal	475
	11		1-2	1-3	1B/1, 1Cx/1	Normal	206
	12		1-2	1-1	1B/2, 1Ax/1	Normal	55

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	175, 57, 88, 101, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

From	To							
	A	B	C	D	E	F	G	H
		5	5	5	5	5	5	5
	B		5	5	5	5	5	5
	C	5	5		5	5		5
	D	5	5			5	5	5
	E	5	5	5			5	5
	F	5	5	5	5		5	5
	G	5	5	5		5		5
	H	5	5			5		5

Banned Stage transitions for Controller Stream 1

To						
	1	2	3	4	5	6

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Filename: R089 Junction 1 TRANSYT Model Main 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 07/05/2021 06:56:30

- «A1 - : D16 - 2037 WD With Dev+GA3, PM :
- »Links
 - »Arms and Traffic Streams
 - »Local OD Matrix - Local Matrix: 1
 - »Signal Timings
 - »Final Prediction Table

A1 -
D16 - 2037 WD With Dev+GA3, PM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	1	1	(untitled)			
	2	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	82	82
	2	176	176
1Ax	1	357	357
1B	1	566	566
	2	72	72
1Bx	1	693	693
1C	1	480	480
	2	244	244
1Cx	1	352	352
1D	1	688	688
	2	220	220
1Dx	1	1126	1126

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00	✓	Nearside	37.51
1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight	80.00
1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight	37.50
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight	80.00
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight	80.00
1Bx	1	3	TrafficStream	1B/2	1Bx/1	33.60	30.00	✓	Offside	67.50
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside	74.45

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
					TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

	1-1	0	46	36	176
From	1-2	72	0	96	470
	1-3	73	171	0	480
	1-4	212	476	220	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1	#00FF00	
	1-2	1B/1, 1B/2	1Bx/1	#FFFFFF	
	1-3	1C/1, 1C/2	1Cx/1	#0000FF	
	1-4	1D/1, 1D/2	1Dx/1	#FF0000	

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	480
	2		1-3	1-1	1C/2, 1Ax/1	Normal	73
	3		1-3	1-2	1C/2, 1Bx/1	Normal	171
	4		1-4	1-1	1D/1, 1Ax/1	Normal	212
	5		1-4	1-2	1D/1, 1Bx/1	Normal	476
	6		1-4	1-3	1D/2, 1Cx/1	Normal	220
	7		1-1	1-2	1A/1, 1Bx/1	Normal	46
	8		1-1	1-3	1A/1, 1Cx/1	Normal	36
	9		1-1	1-4	1A/2, 1Dx/1	Normal	176
	10		1-2	1-4	1B/1, 1Dx/1	Normal	470
	11		1-2	1-3	1B/1, 1Cx/1	Normal	96
	12		1-2	1-1	1B/2, 1Ax/1	Normal	72

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	174, 51, 77, 117, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

		To							
		A	B	C	D	E	F	G	H
From	A		5	5	5	5	5	5	5
	B			5	5	5	5	5	5
	C	5	5			5	5		5
	D	5	5				5	5	5
	E	5	5	5				5	5
	F	5	5	5	5			5	5
	G	5	5			5			5
	H	5	5				5		5
	I	10	10	10	10	10	10	10	10

Banned Stage transitions for Controller Stream 1

		To					
		1	2	3	4	5	6

Junctions 8
ARCADY 8 - Roundabout Module
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Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\TrafficModelling
Report generation date: 07/05/2021 06:59:02

Summary of junction performance

AM						PM				
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Network Residual Capacity
Standard - 2020 WD Surveyed										
Arm A	0.52	3.44	0.34	7.04	31 % [Arm C]	0.78	4.07	0.44	4.47	112 % [Arm A]
Arm B	0.17	3.59	0.15			0.06	3.45	0.05		
Arm C	2.17	10.35	0.69			0.66	5.21	0.40		
Standard - 2022 WD No Dev										
Arm A	0.60	3.65	0.38	8.45	20 % [Arm C]	0.94	4.48	0.49	4.85	90 % [Arm A]
Arm B	0.30	4.06	0.23			0.11	3.66	0.10		
Arm C	2.97	13.35	0.75			0.78	5.66	0.44		
Standard - 2022 WD With Dev										
Arm A	0.54	3.64	0.35	9.54	15 % [Arm C]	0.89	4.49	0.47	5.05	86 % [Arm C]
Arm B	0.42	4.33	0.30			0.16	3.82	0.14		
Arm C	3.61	15.21	0.79			0.93	6.10	0.48		
Standard - 2027 WD No Dev										
Arm A	0.68	3.84	0.41	10.88	11 % [Arm C]	1.10	4.86	0.53	5.23	76 % [Arm A]
Arm B	0.33	4.26	0.25			0.12	3.81	0.10		
Arm C	4.29	18.05	0.82			0.90	6.07	0.48		
Standard - 2027 WD With Dev										
Arm A	0.62	3.82	0.38	12.83	7 % [Arm C]	1.05	4.88	0.51	5.45	73 % [Arm C]
Arm B	0.46	4.57	0.32			0.17	3.99	0.15		
Arm C	5.41	21.56	0.85			1.08	6.58	0.52		
Standard - 2037 WD No Dev										
Arm A	0.78	4.07	0.44	16.26	2 % [Arm C]	1.32	5.37	0.57	5.71	63 % [Arm A]
Arm B	0.37	4.52	0.27			0.13	4.00	0.11		
Arm C	7.22	28.70	0.89			1.06	6.58	0.52		
Standard - 2037 WD With Dev										
Arm A	0.72	4.06	0.42	20.59	-1 % [Arm C]	1.26	5.39	0.56	5.97	61 % [Arm C]
Arm B	0.51	4.86	0.34			0.19	4.18	0.16		
Arm C	9.77	36.80	0.92			1.26	7.19	0.56		
Standard - 2037 WD With Dev + GA3										
Arm A	0.74	4.14	0.42	25.83	-4 % [Arm C]	1.38	5.76	0.58	6.41	51 % [Arm C]
Arm B	0.74	5.57	0.43			0.25	4.39	0.20		

Arm C	13.21	48.53	0.95			1.46	7.87	0.60		

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

"D1 - 2020 WD Surveyed, AM" model duration: 07:45 - 09:15
"D2 - 2020 WD Surveyed, PM" model duration: 15:15 - 16:45
"D3 - 2022 WD No Dev, AM" model duration: 07:45 - 09:15
"D4 - 2022 WD No Dev, PM" model duration: 15:15 - 16:45
"D5 - 2022 WD With Dev, AM" model duration: 07:45 - 09:15
"D6 - 2022 WD With Dev, PM" model duration: 15:15 - 16:45
"D7 - 2027 WD No Dev, AM" model duration: 07:45 - 09:15
"D8 - 2027 WD No Dev, PM" model duration: 15:15 - 16:45
"D9 - 2027 WD With Dev, AM" model duration: 07:45 - 09:15
"D10 - 2027 WD With Dev, PM" model duration: 15:15 - 16:45
"D11 - 2037 WD No Dev, AM" model duration: 07:45 - 09:15
"D12 - 2037 WD No Dev, PM" model duration: 15:15 - 16:45
"D13 - 2037 WD With Dev, AM" model duration: 07:45 - 09:15
"D14 - 2037 WD With Dev, PM" model duration: 15:15 - 16:45
"D15 - 2037 WD With Dev + GA3, AM" model duration: 07:45 - 09:15
"D16 - 2037 WD With Dev + GA3, PM" model duration: 15:15 - 16:45

Run using Junctions 8.0.3.332 at 07/05/2021 06:58:56

File summary

File Description

Title	Baldoyle GA1
Location	Baldoyle, Dublin 13
Site Number	2
Date	06/05/2021
Version	Main Assessment
Status	
Identifier	
Client	
Jobnumber	R089
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		✓	Delay	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

Standard - 2020 WD Surveyed, AM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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 WD Surveyed, AM	2020 WD Surveyed	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	A.B.C				7.04	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	31	Arm C

Arms

Arms

Arm	Name	Description
A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	F - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	492.00	100.000
B	ONE HOUR	✓	157.00	100.000
C	ONE HOUR	✓	698.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	370.40	370.40		
07:45-08:00	B	118.20	118.20		
07:45-08:00	C	525.49	525.49		
08:00-08:15	A	442.30	442.30		
08:00-08:15	B	141.14	141.14		
08:00-08:15	C	627.49	627.49		
08:15-08:30	A	541.70	541.70		
08:15-08:30	B	172.86	172.86		
08:15-08:30	C	768.51	768.51		
08:30-08:45	A	541.70	541.70		
08:30-08:45	B	172.86	172.86		
08:30-08:45	C	768.51	768.51		
08:45-09:00	A	442.30	442.30		
08:45-09:00	B	141.14	141.14		
08:45-09:00	C	627.49	627.49		
09:00-09:15	A	370.40	370.40		
09:00-09:15	B	118.20	118.20		
09:00-09:15	C	525.49	525.49		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	11.000	23.000	458.000
	B	87.000	1.000	69.000
	C	678.000	19.000	1.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.02	0.05	0.9
	B	0.55	0.01	0.4
	C	0.97	0.03	0.0

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	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

[illegible]

Arm	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)
A	0.34	3.44	0.52	A	451.47	677.20	35.96	3.19	0.40	35.96	3.19
B	0.15	3.59	0.17	A	144.07	216.10	12.06	3.35	0.13	12.06	3.35
C	0.69	10.35	2.17	B	640.50	960.75	126.35	7.89	1.40	126.37	7.89

Standard - 2020 WD Surveyed, PM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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 WD Surveyed, PM	2020 WD Surveyed	PM		ONE HOUR	15:15	16:45	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	A,B,C				4.47	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	112	Arm A

Arms

Arms

Arm	Name	Description
A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	631.00	100.000
B	ONE HOUR	✓	53.00	100.000
C	ONE HOUR	✓	416.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:15-15:30	A	475.05	475.05		
15:15-15:30	B	39.90	39.90		
15:15-15:30	C	313.19	313.19		
15:30-15:45	A	567.26	567.26		
15:30-15:45	B	47.65	47.65		
15:30-15:45	C	373.98	373.98		
15:45-16:00	A	694.74	694.74		
15:45-16:00	B	58.35	58.35		
15:45-16:00	C	458.02	458.02		
16:00-16:15	A	694.74	694.74		
16:00-16:15	B	58.35	58.35		
16:00-16:15	C	458.02	458.02		
16:15-16:30	A	567.26	567.26		
16:15-16:30	B	47.65	47.65		
16:15-16:30	C	373.98	373.98		
16:30-16:45	A	475.05	475.05		
16:30-16:45	B	39.90	39.90		
16:30-16:45	C	313.19	313.19		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	To		
	A	B	C

From	A	10.000	56.000	565.000
	B	31.000	0.000	22.000
	C	381.000	31.000	4.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.02	0.09	0.90
	B	0.58	0.00	0.42
	C	0.92	0.07	0.01

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
		A	B	C
	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

Arm	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)
A	0.44	4.07	0.78	A	579.02	868.52	52.75	3.64	0.59	52.75	3.64
B	0.05	3.45	0.06	A	48.63	72.95	3.94	3.24	0.04	3.94	3.24
C	0.40	5.21	0.66	A	381.73	572.59	45.02	4.72	0.50	45.03	4.72

Standard - 2022 WD No Dev, AM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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
2022 WD No Dev, AM	2022 WD No Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	A,B,C				8.45	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	20	Arm C

Arms

Arm	Name	Description
A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	539.00	100.000
B	ONE HOUR	✓	243.00	100.000
C	ONE HOUR	✓	746.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Pedi/hr)
07:45-08:00	A	405.79	405.79		
07:45-08:00	B	182.94	182.94		
07:45-08:00	C	561.63	561.63		
08:00-08:15	A	484.55	484.55		
08:00-08:15	B	218.45	218.45		
08:00-08:15	C	670.64	670.64		
08:15-08:30	A	593.45	593.45		
08:15-08:30	B	267.55	267.55		
08:15-08:30	C	821.36	821.36		
08:30-08:45	A	593.45	593.45		
08:30-08:45	B	267.55	267.55		
08:30-08:45	C	821.36	821.36		
08:45-09:00	A	484.55	484.55		
08:45-09:00	B	218.45	218.45		
08:45-09:00	C	670.64	670.64		
09:00-09:15	A	405.79	405.79		
09:00-09:15	B	182.94	182.94		
09:00-09:15	C	561.63	561.63		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To			
	A	B	C	
	A	8.000	39.000	492.000
B	135.000	1.000	107.000	
C	713.000	32.000	1.000	

Turning Proportions (PCU) - Junction 1 (for whole period)

From	To			
	A	B	C	
	A	0.01	0.07	0.91
B	0.56	0.00	0.44	
C	0.96	0.04	0.00	

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To			
	A	B	C	
	A	1.000	1.000	1.000
B	1.000	1.000	1.000	
C	1.000	1.000	1.000	

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
	A	B	C	
	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

Arm	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)
A	0.38	3.65	0.60	A	494.60	741.89	41.33	3.34	0.46	41.33	3.34
B	0.23	4.06	0.30	A	222.98	334.47	20.60	3.70	0.23	20.60	3.70
C	0.75	13.35	2.97	B	684.54	1026.81	161.01	9.41	1.79	161.04	9.41

Standard - 2022 WD No Dev, PM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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
2022 WD No Dev, PM	2022 WD No Dev	PM		ONE HOUR	15:15	16:45	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	A,B,C				4.85	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	90	Arm A

Arms

Arms

Arm	Name	Description
A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	691.00	100.000
B	ONE HOUR	✓	94.00	100.000
C	ONE HOUR	✓	453.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:15-15:30	A	520.22	520.22		
15:15-15:30	B	70.77	70.77		
15:15-15:30	C	341.04	341.04		
15:30-15:45	A	621.19	621.19		
15:30-15:45	B	84.50	84.50		
15:30-15:45	C	407.24	407.24		
15:45-16:00	A	760.81	760.81		
15:45-16:00	B	103.50	103.50		
15:45-16:00	C	498.76	498.76		
16:00-16:15	A	760.81	760.81		
16:00-16:15	B	103.50	103.50		
16:00-16:15	C	498.76	498.76		
16:15-16:30	A	621.19	621.19		
16:15-16:30	B	84.50	84.50		
16:15-16:30	C	407.24	407.24		
16:30-16:45	A	520.22	520.22		
16:30-16:45	B	70.77	70.77		
16:30-16:45	C	341.04	341.04		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.000	94.000	587.000
	B	55.000	0.000	39.000
	C	397.000	52.000	4.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.01	0.14	0.85
	B	0.59	0.00	0.41
	C	0.88	0.11	0.01

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 - Junction 1 (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

Arm	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)
A	0.49	4.48	0.94	A	634.07	951.11	62.23	3.93	0.69	62.23	3.93
B	0.10	3.66	0.11	A	86.26	129.38	7.33	3.40	0.08	7.33	3.40
C	0.44	5.66	0.78	A	415.68	623.52	52.30	5.03	0.58	52.30	5.03

Standard - 2022 WD With Dev, AM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				100.000	100.000	

Demand Set Details

Scenario	Time	Traffic	Model Start	Model Finish	Model Time	Time Segment	Results For	Single Time	Run	Use

Name	Name	Period Name	Description	Profile Type	Time (HH:mm)	Time (HH:mm)	Period Length (min)	Length (min)	Central Hour Only	Segment Only	Locked	Automatically	Relationship	Relationship
2022 WD With Dev, AM	2022 WD With Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	A,B,C				9.54	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	15	Arm C

Arms

Arms

Arm	Name	Description
A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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	2.00					

		✓	✓	Percentages					✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	488.00	100.000
B	ONE HOUR	✓	319.00	100.000
C	ONE HOUR	✓	800.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	367.39	367.39		
07:45-08:00	B	240.16	240.16		
07:45-08:00	C	602.28	602.28		
08:00-08:15	A	438.70	438.70		
08:00-08:15	B	286.77	286.77		
08:00-08:15	C	719.18	719.18		
08:15-08:30	A	537.30	537.30		
08:15-08:30	B	351.23	351.23		
08:15-08:30	C	880.82	880.82		
08:30-08:45	A	537.30	537.30		
08:30-08:45	B	351.23	351.23		
08:30-08:45	C	880.82	880.82		
08:45-09:00	A	438.70	438.70		
08:45-09:00	B	286.77	286.77		
08:45-09:00	C	719.18	719.18		
09:00-09:15	A	367.39	367.39		
09:00-09:15	B	240.16	240.16		
09:00-09:15	C	602.28	602.28		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	8.000	30.000	450.000
	B	90.000	1.000	228.000
	C	689.000	110.000	1.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.02	0.06	0.92
	B	0.28	0.00	0.71
	C	0.86	0.14	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 - Junction 1 (for whole period)

	To		
	A	B	C
	A	0.000	0.000
	B	0.000	0.000
From	C	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.35	3.64	0.54	A	447.80	671.70	37.33	3.33	0.41	37.33	3.33
B	0.30	4.33	0.42	A	292.72	439.08	28.46	3.89	0.32	28.46	3.89
C	0.79	15.21	3.61	C	734.09	1101.14	188.30	10.26	2.09	188.33	10.26

Standard - 2022 WD With Dev, PM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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
2022 WD With Dev, PM	2022 WD With Dev	PM		ONE HOUR	15:15	16:45	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	A,B,C				5.05	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	86	Arm C

Arms

Arms

Arm	Name	Description
A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	653.00	100.000
B	ONE HOUR	✓	138.00	100.000
C	ONE HOUR	✓	503.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:15-15:30	A	491.61	491.61		
15:15-15:30	B	103.89	103.89		
15:15-15:30	C	378.68	378.68		
15:30-15:45	A	587.03	587.03		
15:30-15:45	B	124.06	124.06		
15:30-15:45	C	452.19	452.19		
15:45-16:00	A	718.97	718.97		
15:45-16:00	B	151.94	151.94		
15:45-16:00	C	553.81	553.81		
16:00-16:15	A	718.97	718.97		
16:00-16:15	B	151.94	151.94		
16:00-16:15	C	553.81	553.81		

16:15-16:30	A	587.03	587.03		
16:15-16:30	B	124.06	124.06		
16:15-16:30	C	452.19	452.19		
16:30-16:45	A	491.61	491.61		
16:30-16:45	B	103.89	103.89		
16:30-16:45	C	378.68	378.68		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To			
	A	B	C	
A	10.000	68.000	575.000	
B	40.000	0.000	98.000	
C	382.000	117.000	4.000	

Turning Proportions (PCU) - Junction 1 (for whole period)

From	To			
	A	B	C	
A	0.02	0.10	0.88	
B	0.29	0.00	0.71	
C	0.76	0.23	0.01	

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To			
	A	B	C	
A	1.000	1.000	1.000	
B	1.000	1.000	1.000	
C	1.000	1.000	1.000	

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
	A	B	C	
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

Arm	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)
A	0.47	4.49	0.89	A	599.20	898.81	58.96	3.94	0.66	58.96	3.94
B	0.14	3.82	0.16	A	126.63	189.95	11.14	3.52	0.12	11.14	3.52
C	0.48	6.10	0.93	A	461.56	692.34	61.58	5.34	0.68	61.59	5.34

Standard - 2027 WD No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

	Roundabout		Include In	Use Specific	Specific		Network Flow	Network Capacity	Reason For

Name	Capacity Model	Description	Report	Demand Set(s)	Demand Set(s)	Locked	Scaling Factor (%)	Scaling Factor (%)	Scaling Factors
Standard	ARCADY		✓				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
2027 WD No Dev, AM	2027 WD No Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	A,B,C				10.88	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	11	Arm C

Arms

Arms

Arm	Name	Description
A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	582.00	100.000
B	ONE HOUR	✓	256.00	100.000
C	ONE HOUR	✓	807.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Pedi/hr)
07:45-08:00	A	438.16	438.16		
07:45-08:00	B	192.73	192.73		
07:45-08:00	C	607.55	607.55		
08:00-08:15	A	523.21	523.21		
08:00-08:15	B	230.14	230.14		
08:00-08:15	C	725.48	725.48		
08:15-08:30	A	640.79	640.79		
08:15-08:30	B	281.86	281.86		
08:15-08:30	C	888.52	888.52		
08:30-08:45	A	640.79	640.79		
08:30-08:45	B	281.86	281.86		
08:30-08:45	C	888.52	888.52		
08:45-09:00	A	523.21	523.21		
08:45-09:00	B	230.14	230.14		
08:45-09:00	C	725.48	725.48		
09:00-09:15	A	438.16	438.16		
09:00-09:15	B	192.73	192.73		
09:00-09:15	C	607.55	607.55		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To		
	A	B	C
A	9.000	41.000	532.000
B	142.000	1.000	113.000
C	772.000	34.000	1.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.02	0.07	0.91
B	0.55	0.00	0.44
C	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 - Junction 1 (for whole period)

From	To		
	A	B	C
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

Arm	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)
A	0.41	3.84	0.68	A	534.05	801.08	46.46	3.48	0.52	46.46	3.48
B	0.25	4.26	0.33	A	234.91	352.37	22.55	3.84	0.25	22.55	3.84
C	0.82	18.05	4.29	C	740.52	1110.78	212.61	11.48	2.36	212.65	11.49

Standard - 2027 WD No Dev, PM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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
2027 WD No Dev, PM	2027 WD No Dev	PM		ONE HOUR	15:15	16:45	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	A,B,C				5.23	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	76	Arm A

Arms

Arms

Arm	Name	Description

A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	746.00	100.000
B	ONE HOUR	✓	99.00	100.000
C	ONE HOUR	✓	490.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:15-15:30	A	561.63	561.63		
15:15-15:30	B	74.53	74.53		
15:15-15:30	C	368.90	368.90		
15:30-15:45	A	670.64	670.64		
15:30-15:45	B	89.00	89.00		
15:30-15:45	C	440.50	440.50		
15:45-16:00	A	821.36	821.36		

15:45-16:00	B	109.00	109.00		
15:45-16:00	C	539.50	539.50		
16:00-16:15	A	821.36	821.36		
16:00-16:15	B	109.00	109.00		
16:00-16:15	C	539.50	539.50		
16:15-16:30	A	670.64	670.64		
16:15-16:30	B	89.00	89.00		
16:15-16:30	C	440.50	440.50		
16:30-16:45	A	561.63	561.63		
16:30-16:45	B	74.53	74.53		
16:30-16:45	C	368.90	368.90		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	From	To		
		A	B	C
		A 11.000	99.000	636.000
	B	58.000	0.000	41.000
	C	430.000	55.000	5.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	From	To		
		A	B	C
		A 0.01	0.13	0.85
	B	0.59	0.00	0.41
	C	0.88	0.11	0.01

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	From	To		
		A	B	C
		A 1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	From	To		
		A	B	C
		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

Arm	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)
A	0.53	4.86	1.10	A	684.54	1026.81	71.56	4.18	0.80	71.56	4.18
B	0.10	3.81	0.12	A	90.84	136.27	7.98	3.52	0.09	7.98	3.52
C	0.48	6.07	0.90	A	449.63	674.45	59.73	5.31	0.66	59.73	5.31

Standard - 2027 WD With Dev, AM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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
2027 WD With Dev, AM	2027 WD With Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	A,B,C				12.83	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	7	Arm C

Arms

Arms

Arm	Name	Description
A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	530.00	100.000
B	ONE HOUR	✓	333.00	100.000
C	ONE HOUR	✓	861.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	399.01	399.01		
07:45-08:00	B	250.70	250.70		
07:45-08:00	C	648.21	648.21		
08:00-08:15	A	476.46	476.46		
08:00-08:15	B	299.36	299.36		
08:00-08:15	C	774.02	774.02		
08:15-08:30	A	583.54	583.54		
08:15-08:30	B	366.64	366.64		
08:15-08:30	C	947.98	947.98		
08:30-08:45	A	583.54	583.54		
08:30-08:45	B	366.64	366.64		
08:30-08:45	C	947.98	947.98		
08:45-09:00	A	476.46	476.46		
08:45-09:00	B	299.36	299.36		
08:45-09:00	C	774.02	774.02		
09:00-09:15	A	399.01	399.01		
09:00-09:15	B	250.70	250.70		
09:00-09:15	C	648.21	648.21		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To		
	A	B	C
	A 9.000 32.000 489.000	B 98.000 1.000 234.000	C 748.000 112.000 1.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From	To		
	A	B	C
	A 0.02 0.06 0.92	B 0.29 0.00 0.70	C 0.87 0.13 0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To		
	A	B	C
From	A	1.000	1.000
	B	1.000	1.000
	C	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To		
	A	B	C
From	A	0.000	0.000
	B	0.000	0.000
	C	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.38	3.82	0.62	A	486.34	729.51	42.17	3.47	0.47	42.17	3.47
B	0.32	4.57	0.46	A	305.57	458.35	30.95	4.05	0.34	30.95	4.05
C	0.85	21.56	5.41	C	790.07	1185.10	254.01	12.86	2.82	254.06	12.86

Standard - 2027 WD With Dev, PM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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
2027 WD With Dev, PM	2027 WD With Dev	PM		ONE HOUR	15:15	16:45	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	A,B,C				5.45	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	73	Arm C

Arms

Arms

Arm	Name	Description
A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	708.00	100.000
B	ONE HOUR	✓	143.00	100.000
C	ONE HOUR	✓	540.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time	Arm	Direct Demand Entry Flow	DirectDemandEntryFlowInPCU	Direct Demand Exit Flow	Direct Demand Pedestrian Flow

Segment		(PCU/hr)	(PCU/hr)	(PCU/hr)	(Ped/hr)
15:15-15:30	A	533.02	533.02		
15:15-15:30	B	107.66	107.66		
15:15-15:30	C	406.54	406.54		
15:30-15:45	A	636.48	636.48		
15:30-15:45	B	128.55	128.55		
15:30-15:45	C	485.45	485.45		
15:45-16:00	A	779.52	779.52		
15:45-16:00	B	157.45	157.45		
15:45-16:00	C	594.55	594.55		
16:00-16:15	A	779.52	779.52		
16:00-16:15	B	157.45	157.45		
16:00-16:15	C	594.55	594.55		
16:15-16:30	A	636.48	636.48		
16:15-16:30	B	128.55	128.55		
16:15-16:30	C	485.45	485.45		
16:30-16:45	A	533.02	533.02		
16:30-16:45	B	107.66	107.66		
16:30-16:45	C	406.54	406.54		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From		To		
		A	B	C
	A	11.000	73.000	624.000
	B	43.000	0.000	100.000
	C	415.000	120.000	5.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From		To		
		A	B	C
	A	0.02	0.10	0.88
	B	0.30	0.00	0.70
	C	0.77	0.22	0.01

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From		To		
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From		To		
		A	B	C
	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

Arm	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)
A	0.51	4.88	1.05	A	649.67	974.51	68.11	4.19	0.76	68.11	4.19
B	0.15	3.99	0.17	A	131.22	196.83	11.94	3.64	0.13	11.94	3.64
C	0.52	6.58	1.08	A	495.51	743.27	70.06	5.66	0.78	70.07	5.66

Standard - 2037 WD No Dev, AM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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
2037 WD No Dev, AM	2037 WD No Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	A,B,C				16.26	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	2	Arm C

Arms

Arms

Arm	Name	Description
A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	630.00	100.000
B	ONE HOUR	✓	272.00	100.000
C	ONE HOUR	✓	874.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Pedi/hr)
07:45-08:00	A	474.30	474.30		
07:45-08:00	B	204.78	204.78		
07:45-08:00	C	657.99	657.99		
08:00-08:15	A	566.36	566.36		
08:00-08:15	B	244.52	244.52		
08:00-08:15	C	785.71	785.71		
08:15-08:30	A	693.64	693.64		
08:15-08:30	B	299.48	299.48		
08:15-08:30	C	962.29	962.29		
08:30-08:45	A	693.64	693.64		
08:30-08:45	B	299.48	299.48		
08:30-08:45	C	962.29	962.29		
08:45-09:00	A	566.36	566.36		
08:45-09:00	B	244.52	244.52		
08:45-09:00	C	785.71	785.71		
09:00-09:15	A	474.30	474.30		
09:00-09:15	B	204.78	204.78		
09:00-09:15	C	657.99	657.99		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To		
	A	B	C
	A	10.000	44.000
	B	151.000	1.000
C	838.000	35.000	1.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From	To		
	A	B	C
	A	0.02	0.07
	B	0.56	0.00
C	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To		
	A	B	C
	A	1.000	1.000
	B	1.000	1.000
C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To		
	A	B	C
	A	0.000	0.000
	B	0.000	0.000
C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.44	4.07	0.78	A	578.10	867.15	52.67	3.64	0.59	52.68	3.64
B	0.27	4.52	0.37	A	249.59	374.39	25.08	4.02	0.28	25.09	4.02
C	0.89	28.70	7.22	D	802.00	1203.00	309.06	15.41	3.43	309.12	15.42

Standard - 2037 WD No Dev, PM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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
2037 WD No Dev, PM	2037 WD No Dev	PM		ONE HOUR	15:15	16:45	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS

(untitled)	Roundabout	A,B,C				5.71	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	63	Arm A

Arms

Arms

Arm	Name	Description
A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	807.00	100.000
B	ONE HOUR	✓	104.00	100.000
C	ONE HOUR	✓	530.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:15-15:30	A	607.55	607.55		
15:15-15:30	B	78.30	78.30		
15:15-15:30	C	399.01	399.01		
15:30-15:45	A	725.48	725.48		
15:30-15:45	B	93.49	93.49		
15:30-15:45	C	476.46	476.46		
15:45-16:00	A	888.52	888.52		
15:45-16:00	B	114.51	114.51		
15:45-16:00	C	583.54	583.54		
16:00-16:15	A	888.52	888.52		
16:00-16:15	B	114.51	114.51		
16:00-16:15	C	583.54	583.54		
16:15-16:30	A	725.48	725.48		
16:15-16:30	B	93.49	93.49		
16:15-16:30	C	476.46	476.46		
16:30-16:45	A	607.55	607.55		
16:30-16:45	B	78.30	78.30		
16:30-16:45	C	399.01	399.01		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	12.000	104.000	691.000
	B	61.000	0.000	43.000
	C	467.000	58.000	5.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.01	0.13	0.8
	B	0.59	0.00	0.4
	C	0.88	0.11	0.0

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	0.00
	B	0.000	0.000	0.00
	C	0.000	0.000	0.00

Results

Results Summary for whole modelled period

[illegible]

Arm	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)
A	0.57	5.37	1.32	A	740.52	1110.78	83.40	4.50	0.93	83.41	4.51
B	0.11	4.00	0.13	A	95.43	143.15	8.71	3.65	0.10	8.71	3.65
C	0.52	6.58	1.06	A	486.34	729.51	68.76	5.66	0.76	68.77	5.66

Standard - 2037 WD With Dev, AM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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
2037 WD With Dev, AM	2037 WD With Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	A,B,C				20.59	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-1	Arm C

Arms

Arms

Arm	Name	Description
A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	579.00	100.000
B	ONE HOUR	✓	348.00	100.000
C	ONE HOUR	✓	928.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	435.90	435.90		
07:45-08:00	B	261.99	261.99		
07:45-08:00	C	698.65	698.65		
08:00-08:15	A	520.51	520.51		
08:00-08:15	B	312.84	312.84		
08:00-08:15	C	834.25	834.25		
08:15-08:30	A	637.49	637.49		
08:15-08:30	B	383.16	383.16		
08:15-08:30	C	1021.75	1021.75		
08:30-08:45	A	637.49	637.49		
08:30-08:45	B	383.16	383.16		
08:30-08:45	C	1021.75	1021.75		
08:45-09:00	A	520.51	520.51		
08:45-09:00	B	312.84	312.84		
08:45-09:00	C	834.25	834.25		
09:00-09:15	A	435.90	435.90		
09:00-09:15	B	261.99	261.99		
09:00-09:15	C	698.65	698.65		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
	A	B	C	
	A	10.000	35.000	534.000
	B	106.000	1.000	241.000
	C	814.000	113.000	1.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
	A	B	C	
	A	0.02	0.06	0.92
	B	0.30	0.00	0.69
	C	0.88	0.12	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
	A	B	C	
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
	A	B	C	
	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

Arm	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)
A	0.42	4.06	0.72	A	531.30	796.95	48.28	3.64	0.54	48.29	3.64
B	0.34	4.86	0.51	A	319.33	479.00	33.95	4.25	0.38	33.95	4.25
C	0.92	36.80	9.77	E	851.55	1277.32	384.56	18.06	4.27	384.63	18.07

Standard - 2037 WD With Dev, PM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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
2037 WD With Dev, PM	2037 WD With Dev	PM		ONE HOUR	15:15	16:45	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	A,B,C				5.97	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	61	Arm C

Arms

Arm	Name	Description
A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	770.00	100.000
B	ONE HOUR	✓	148.00	100.000
C	ONE HOUR	✓	580.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Pedi/hr)
15:15-15:30	A	579.70	579.70		
15:15-15:30	B	111.42	111.42		
15:15-15:30	C	436.65	436.65		
15:30-15:45	A	692.21	692.21		
15:30-15:45	B	133.05	133.05		
15:30-15:45	C	521.41	521.41		
15:45-16:00	A	847.79	847.79		
15:45-16:00	B	162.95	162.95		
15:45-16:00	C	638.59	638.59		
16:00-16:15	A	847.79	847.79		
16:00-16:15	B	162.95	162.95		
16:00-16:15	C	638.59	638.59		
16:15-16:30	A	692.21	692.21		
16:15-16:30	B	133.05	133.05		
16:15-16:30	C	521.41	521.41		
16:30-16:45	A	579.70	579.70		
16:30-16:45	B	111.42	111.42		
16:30-16:45	C	436.65	436.65		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To		
	A	B	C
A	12.000	79.000	679.000
B	46.000	0.000	102.000
C	452.000	123.000	5.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.02	0.10	0.88
B	0.31	0.00	0.69
C	0.78	0.21	0.01

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To		
	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To		
	A	B	C
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

Arm	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)
A	0.56	5.39	1.26	A	706.57	1059.85	79.92	4.52	0.89	79.93	4.52
B	0.16	4.18	0.19	A	135.81	203.71	12.85	3.79	0.14	12.85	3.79
C	0.56	7.19	1.26	A	532.22	798.33	80.46	6.05	0.89	80.47	6.05

Standard - 2037 WD With Dev + GA3, AM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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
2037 WD With Dev + GA3, AM	2037 WD With Dev + GA3	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	A,B,C				25.83	D

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-4	Arm C

Arms

Arm	Name	Description
A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	584.00	100.000
B	ONE HOUR	✓	434.00	100.000
C	ONE HOUR	✓	945.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Pedi/hr)
07:45-08:00	A	439.67	439.67		
07:45-08:00	B	326.74	326.74		
07:45-08:00	C	711.45	711.45		
08:00-08:15	A	525.00	525.00		
08:00-08:15	B	390.16	390.16		
08:00-08:15	C	849.54	849.54		
08:15-08:30	A	643.00	643.00		
08:15-08:30	B	477.84	477.84		
08:15-08:30	C	1040.46	1040.46		
08:30-08:45	A	643.00	643.00		
08:30-08:45	B	477.84	477.84		
08:30-08:45	C	1040.46	1040.46		
08:45-09:00	A	525.00	525.00		
08:45-09:00	B	390.16	390.16		
08:45-09:00	C	849.54	849.54		
09:00-09:15	A	439.67	439.67		
09:00-09:15	B	326.74	326.74		
09:00-09:15	C	711.45	711.45		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.000	40.000	534.000
	B	130.000	1.000	303.000
	C	814.000	130.000	1.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.02	0.07	0.91
	B	0.30	0.00	0.70
	C	0.86	0.14	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 - Junction 1 (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

Arm	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)
A	0.42	4.14	0.74	A	535.89	803.83	49.44	3.69	0.55	49.45	3.69
B	0.43	5.57	0.74	A	398.25	597.37	47.02	4.72	0.52	47.03	4.72
C	0.95	48.53	13.21	E	867.15	1300.72	472.47	21.79	5.25	472.55	21.80

Standard - 2037 WD With Dev + GA3, PM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				100.000	100.000	

Demand Set Details

Scenario	Time	Traffic	Model Start	Model Finish	Model Time	Time Segment	Results For	Single Time	Run	Use

Name	Name	Period Name	Description	Profile Type	Time (HH:mm)	Time (HH:mm)	Period Length (min)	Length (min)	Central Hour Only	Segment Only	Locked	Automatically	Relationship	Relationship
2037 WD With Dev + GA3. PM	2037 WD With Dev + GA3	PM		ONE HOUR	15:15	16:45	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	A,B,C				6.41	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	51	Arm C

Arms

Arms

Arm	Name	Description
A	Coast Road (S)	
B	Red Arches Road	
C	Coast Road (N)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.40	6.30	30.00	19.00	29.00	46.00	
B	3.90	5.60	10.80	13.00	29.00	29.00	
C	3.50	5.50	4.10	15.00	29.00	53.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.621	1602.470
B		(calculated)	(calculated)	0.609	1489.409
C		(calculated)	(calculated)	0.521	1172.462

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	787.00	100.000
B	ONE HOUR	✓	184.00	100.000
C	ONE HOUR	✓	614.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:15-15:30	A	592.49	592.49		
15:15-15:30	B	138.52	138.52		
15:15-15:30	C	462.25	462.25		
15:30-15:45	A	707.50	707.50		
15:30-15:45	B	165.41	165.41		
15:30-15:45	C	551.97	551.97		
15:45-16:00	A	866.50	866.50		
15:45-16:00	B	202.59	202.59		
15:45-16:00	C	676.03	676.03		
16:00-16:15	A	866.50	866.50		
16:00-16:15	B	202.59	202.59		
16:00-16:15	C	676.03	676.03		
16:15-16:30	A	707.50	707.50		
16:15-16:30	B	165.41	165.41		
16:15-16:30	C	551.97	551.97		
16:30-16:45	A	592.49	592.49		
16:30-16:45	B	138.52	138.52		
16:30-16:45	C	462.25	462.25		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To		
	A	B	C
	A 12.000	96.000	679.000
B	56.000	0.000	128.000
C	452.000	157.000	5.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From	To		
	A	B	C
	A 0.02	0.12	0.86
B	0.30	0.00	0.70
C	0.74	0.26	0.01

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To		
	A	B	C
	A 1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (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

Arm	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)
A	0.58	5.76	1.38	A	722.16	1083.25	85.77	4.75	0.95	85.78	4.75
B	0.20	4.39	0.25	A	168.84	253.26	16.58	3.93	0.18	16.58	3.93
C	0.60	7.87	1.46	A	563.42	845.13	91.09	6.47	1.01	91.11	6.47

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.3.332 [14595,13/11/2013]
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Filename: R089 Junction 9 ARCADY Model 2010506.arc8
Path: J:\R_JOBSubJob-R089\B_Documents\C_CivilIA_CS Reports\TrafficModelling
Report generation date: 07/05/2021 07:02:04

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
Standard - 2020 WD Surveyed								
Arm A	1.01	6.66	0.50	12 % [Arm D]	0.93	5.47	0.48	4 % [Arm C]
Arm B	1.24	6.87	0.56		3.17	12.53	0.77	
Arm C	1.80	7.54	0.65		5.12	20.56	0.85	
Arm D	3.51	10.65	0.78		1.83	7.03	0.65	
Standard - 2022 WD No Dev								
Arm A	1.25	7.91	0.56	5 % [Arm D]	1.05	6.00	0.52	-1 % [Arm C]
Arm B	1.87	8.96	0.65		4.35	16.45	0.82	
Arm C	2.27	9.09	0.70		7.90	31.00	0.90	
Arm D	5.23	15.12	0.85		2.21	8.12	0.69	
Standard - 2022 WD With Dev								
Arm A	1.38	8.58	0.58	2 % [Arm D]	1.17	6.55	0.54	-4 % [Arm C]
Arm B	2.72	11.70	0.74		6.66	23.92	0.88	
Arm C	2.59	10.25	0.73		12.47	47.51	0.95	
Arm D	6.46	18.42	0.87		2.62	9.30	0.73	
Standard - 2027 WD No Dev								
Arm A	1.78	10.45	0.64	-3 % [Arm D]	1.36	7.17	0.58	-8 % [Arm C]
Arm B	2.64	11.91	0.73		9.31	33.49	0.92	
Arm C	3.23	12.06	0.77		26.63	87.89	1.02	
Arm D	10.94	30.11	0.93		3.07	10.54	0.76	
Standard - 2027 WD With Dev								
Arm A	1.98	11.54	0.67	-6 % [Arm D]	1.52	7.88	0.61	-11 % [Arm C]
Arm B	4.15	17.04	0.81		18.51	60.19	0.98	
Arm C	3.83	14.18	0.80		43.01	130.89	1.06	
Arm D	15.66	41.69	0.96		3.66	12.13	0.79	
Standard - 2037 WD No Dev								
Arm A	2.65	14.55	0.73	-11 % [Arm D]	1.85	9.00	0.65	-16 % [Arm C]
Arm B	4.18	17.78	0.82		36.30	106.03	1.04	
Arm C	5.36	18.83	0.85		74.94	217.30	1.13	
Arm D	40.49	90.40	1.03		4.53	14.44	0.83	
Standard - 2037 WD With Dev								
Arm A	2.88	15.63	0.75	-13 % [Arm D]	2.12	10.15	0.68	-18 % [Arm C]
Arm B	7.33	28.85	0.89		66.52	174.82	1.10	
Arm C	6.81	23.86	0.88		89.81	307.43	1.16	
Arm D	57.74	121.41	1.06		5.62	17.48	0.86	
Standard - 2037 WD With Dev + GA3								
Arm A	3.00	16.16	0.76	-14 % [Arm D]	2.33	11.10	0.71	-20 % [Arm C]
Arm B	15.98	56.44	0.97		85.59	218.35	1.14	
Arm C	8.37	29.35	0.91		99.48	349.77	1.18	
Arm D	67.59	139.32	1.08		6.64	20.32	0.88	

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 WD Surveyed, AM " model duration: 07:45 - 09:15
"D2 - 2020 WD Surveyed, PM" model duration: 15:15 - 16:45
"D3 - 2022 WD No Dev, AM" model duration: 07:45 - 09:15
"D4 - 2022 WD No Dev, PM" model duration: 15:15 - 16:45
"D5 - 2022 WD With Dev, AM" model duration: 07:45 - 09:15
"D6 - 2022 WD With Dev, PM" model duration: 15:15 - 16:45

"D7 - 2027 WD No Dev, AM" model duration: 07:45 - 09:15
"D8 - 2027 WD No Dev, PM" model duration: 15:15 - 16:45
"D9 - 2027 WD With Dev, AM" model duration: 07:45 - 09:15
"D10 - 2027 WD With Dev, PM" model duration: 15:15 - 16:45
"D11 - 2037 WD No Dev, AM" model duration: 07:45 - 09:15
"D12 - 2037 WD No Dev, PM" model duration: 15:15 - 16:45
"D13 - 2037 WD With Dev, AM" model duration: 07:45 - 09:15
"D14 - 2037 WD With Dev, PM" model duration: 15:15 - 16:45
"D15 - 2037 WD With Dev + GA3, AM" model duration: 07:45 - 09:15
"D16 - 2037 WD With Dev + GA3, PM" model duration: 15:15 - 16:45

Run using Junctions 8.0.3.332 at 07/05/2021 07:01:55

File summary

File Description

Title	Baldoyle GA1
Location	
Site Number	9
Date	06/05/2021
Version	Main Assessment
Status	
Identifier	
Client	
Jobnumber	R089
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

Standard - 2020 WD Surveyed, AM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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 WD Surveyed, AM	2020 WD Surveyed	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				8.41	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	12	Arm D

Arms

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	
D	Clarehall Avenue (R139)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	
B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.586	1852.224
B		(calculated)	(calculated)	0.553	1700.886
C		(calculated)	(calculated)	0.548	1607.736
D		(calculated)	(calculated)	0.585	1862.862

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	498.00	100.000
B	ONE HOUR	✓	595.00	100.000
C	ONE HOUR	✓	788.00	100.000
D	ONE HOUR	✓	1103.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	374.92	374.92		
07:45-08:00	B	447.95	447.95		
07:45-08:00	C	593.25	593.25		
07:45-08:00	D	830.40	830.40		
08:00-08:15	A	447.69	447.69		
08:00-08:15	B	534.89	534.89		
08:00-08:15	C	708.40	708.40		
08:00-08:15	D	991.57	991.57		
08:15-08:30	A	548.31	548.31		
08:15-08:30	B	655.11	655.11		
08:15-08:30	C	867.60	867.60		
08:15-08:30	D	1214.43	1214.43		
08:30-08:45	A	548.31	548.31		
08:30-08:45	B	655.11	655.11		
08:30-08:45	C	867.60	867.60		
08:30-08:45	D	1214.43	1214.43		
08:45-09:00	A	447.69	447.69		
08:45-09:00	B	534.89	534.89		
08:45-09:00	C	708.40	708.40		
08:45-09:00	D	991.57	991.57		
09:00-09:15	A	374.92	374.92		
09:00-09:15	B	447.95	447.95		
09:00-09:15	C	593.25	593.25		
09:00-09:15	D	830.40	830.40		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.000	133.000	287.000	78.000
	B	48.000	0.000	237.000	310.000
	C	225.000	211.000	0.000	352.000
	D	131.000	480.000	492.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.27	0.58	0.16
	B	0.08	0.00	0.40	0.52
	C	0.29	0.27	0.00	0.45
	D	0.12	0.44	0.45	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000

From	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.50	6.66	1.01	A	456.97	685.46	58.41	5.11	0.65	58.42	5.11
B	0.56	6.87	1.24	A	545.98	818.97	72.92	5.34	0.81	72.93	5.34
C	0.65	7.54	1.80	A	723.08	1084.62	104.62	5.79	1.16	104.63	5.79
D	0.78	10.65	3.51	B	1012.13	1518.20	178.32	7.05	1.98	178.34	7.05

Standard - 2020 WD Surveyed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D2 - 2020 WD Surveyed, 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
Standard	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period	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 WD Surveyed, PM	2020 WD Surveyed	PM		ONE HOUR	15:15	16:45	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				11.95	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	4	Arm C

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	
D	Clarehall Avenue (R139)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	
B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.586	1852.224
B		(calculated)	(calculated)	0.553	1700.886
C		(calculated)	(calculated)	0.548	1607.736
D		(calculated)	(calculated)	0.585	1862.862

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	557.00	100.000
B	ONE HOUR	✓	848.00	100.000
C	ONE HOUR	✓	853.00	100.000
D	ONE HOUR	✓	859.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlownPcu (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:30-15:45	A	500.73	500.73		
15:30-15:45	B	762.33	762.33		
15:30-15:45	C	766.83	766.83		
15:30-15:45	D	772.22	772.22		
15:45-16:00	A	613.27	613.27		
15:45-16:00	B	933.67	933.67		
15:45-16:00	C	939.17	939.17		
15:45-16:00	D	945.78	945.78		

16:00-16:15	A	613.27	613.27		
16:00-16:15	B	933.67	933.67		
16:00-16:15	C	939.17	939.17		
16:00-16:15	D	945.78	945.78		
16:15-16:30	A	500.73	500.73		
16:15-16:30	B	762.33	762.33		
16:15-16:30	C	766.83	766.83		
16:15-16:30	D	772.22	772.22		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	19.000	113.000	255.000	170.000
	B	91.000	0.000	212.000	545.000
	C	312.000	206.000	2.000	333.000
	D	167.000	348.000	343.000	1.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To				
		A	B	C	D	
From	A	0.03	0.20	0.46	0.31	
	B	0.11	0.00	0.25	0.64	
	C	0.37	0.24	0.00	0.39	
	D	0.19	0.41	0.40	0.00	

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.48	5.47	0.93	A	557.00	557.00	44.38	4.78	0.49	56.50	4.42
B	0.77	12.53	3.17	B	848.00	848.00	131.60	9.31	1.46	157.69	8.11
C	0.85	20.56	5.12	C	853.00	853.00	191.44	13.47	2.13	222.25	11.36
D	0.65	7.03	1.83	A	859.00	859.00	83.62	5.84	0.93	104.26	5.29

Standard - 2022 WD No Dev, AM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (H:Mm)	Model Finish Time (H: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
2022 WD No Dev, AM	2022 WD No Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				11.07	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	5	Arm D

Arms

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	
D	Clarehall Avenue (R139)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	
B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.586	1852.224
B		(calculated)	(calculated)	0.553	1700.886
C		(calculated)	(calculated)	0.548	1607.736
D		(calculated)	(calculated)	0.585	1862.862

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	524.00	100.000
B	ONE HOUR	✓	691.00	100.000
C	ONE HOUR	✓	829.00	100.000
D	ONE HOUR	✓	1174.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	394.49	394.49		
07:45-08:00	B	520.22	520.22		
07:45-08:00	C	624.11	624.11		
07:45-08:00	D	883.85	883.85		
08:00-08:15	A	471.07	471.07		
08:00-08:15	B	621.19	621.19		
08:00-08:15	C	745.25	745.25		
08:00-08:15	D	1055.40	1055.40		
08:15-08:30	A	576.93	576.93		
08:15-08:30	B	760.81	760.81		
08:15-08:30	C	912.75	912.75		
08:15-08:30	D	1292.60	1292.60		
08:30-08:45	A	576.93	576.93		
08:30-08:45	B	760.81	760.81		
08:30-08:45	C	912.75	912.75		
08:30-08:45	D	1292.60	1292.60		
08:45-09:00	A	471.07	471.07		
08:45-09:00	B	621.19	621.19		
08:45-09:00	C	745.25	745.25		
08:45-09:00	D	1055.40	1055.40		
09:00-09:15	A	394.49	394.49		
09:00-09:15	B	520.22	520.22		
09:00-09:15	C	624.11	624.11		
09:00-09:15	D	883.85	883.85		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

	To			
	A	B	C	D
A	0.000	147.000	296.000	81.000

From	B	56.000	0.000	275.000	360.000
	C	232.000	233.000	0.000	364.000
	D	135.000	531.000	508.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.28	0.56	0.15
	B	0.08	0.00	0.40	0.52
	C	0.28	0.28	0.00	0.44
	D	0.11	0.45	0.43	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.56	7.91	1.25	A	480.83	721.25	69.51	5.78	0.77	69.51	5.78
B	0.65	8.96	1.87	A	634.07	951.11	102.27	6.45	1.14	102.28	6.45
C	0.70	9.09	2.27	A	760.70	1141.06	125.66	6.61	1.40	125.68	6.61
D	0.85	15.12	5.23	C	1077.28	1615.92	238.75	8.87	2.65	238.78	8.87

Standard - 2022 WD No Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D4 - 2022 WD 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
Standard	ARCADY		✓				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

2022 WD No Dev. PM	2022 WD No Dev	PM		ONE HOUR	15:15	16:45	90	15	✓		✓	

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				16.25	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-1	Arm C

Arms

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	
D	Clarehall Avenue (R139)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	
B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.586	1852.224
B		(calculated)	(calculated)	0.553	1700.886
C		(calculated)	(calculated)	0.548	1607.736
D		(calculated)	(calculated)	0.585	1862.862

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

Traffic Flows

Demand Set Data Options

Default	Vehicle Mix	Vehicle Mix	Vehicle Mix	Vehicle Mix	PCU Factor for	Default	Estimate from	Turning	Turning	Turning

Vehicle Mix	Varies Over Time	Varies Over Turn	Varies Over Entry	Source	a HV (PCU)	Turning Proportions	entry/exit counts	Proportions Vary Over Time	Proportions Vary Over Turn	Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	579.00	100.000
B	ONE HOUR	✓	897.00	100.000
C	ONE HOUR	✓	889.00	100.000
D	ONE HOUR	✓	904.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:30-15:45	A	520.51	520.51		
15:30-15:45	B	806.38	806.38		
15:30-15:45	C	799.19	799.19		
15:30-15:45	D	812.68	812.68		
15:45-16:00	A	637.49	637.49		
15:45-16:00	B	987.62	987.62		
15:45-16:00	C	978.81	978.81		
15:45-16:00	D	995.32	995.32		
16:00-16:15	A	637.49	637.49		
16:00-16:15	B	987.62	987.62		
16:00-16:15	C	978.81	978.81		
16:00-16:15	D	995.32	995.32		
16:15-16:30	A	520.51	520.51		
16:15-16:30	B	806.38	806.38		
16:15-16:30	C	799.19	799.19		
16:15-16:30	D	812.68	812.68		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To			
From		A	B	C	D
	A	20.000	121.000	263.000	175.000
	B	96.000	0.000	224.000	577.000
	C	322.000	221.000	2.000	344.000
	D	173.000	375.000	355.000	1.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To			
From		A	B	C	D
	A	0.03	0.21	0.45	0.30
	B	0.11	0.00	0.25	0.64
	C	0.36	0.25	0.00	0.39
	D	0.19	0.41	0.39	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

		To			
From		A	B	C	D
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000

	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 9 (for whole period)

		To			
From		A	B	C	D
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.52	6.00	1.05	A	579.00	579.00	49.81	5.16	0.55	62.92	4.74
B	0.82	16.45	4.35	C	897.00	897.00	169.67	11.35	1.89	199.19	9.68
C	0.90	31.00	7.90	D	889.00	889.00	265.08	17.89	2.95	299.70	14.70
D	0.69	8.12	2.21	A	904.00	904.00	98.48	6.54	1.09	121.37	5.85

Standard - 2022 WD With Dev, AM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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
2022 WD With Dev, AM	2022 WD With Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				13.25	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	2	Arm D

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	
D	Clarehall Avenue (R139)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	
B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.586	1852.224
B		(calculated)	(calculated)	0.553	1700.886
C		(calculated)	(calculated)	0.548	1607.736
D		(calculated)	(calculated)	0.585	1862.862

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	532.00	100.000
B	ONE HOUR	✓	777.00	100.000
C	ONE HOUR	✓	842.00	100.000
D	ONE HOUR	✓	1203.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)

07:45-08:00	A	400.52	400.52		
07:45-08:00	B	584.97	584.97		
07:45-08:00	C	633.90	633.90		
07:45-08:00	D	905.68	905.68		
08:00-08:15	A	478.26	478.26		
08:00-08:15	B	698.51	698.51		
08:00-08:15	C	756.94	756.94		
08:00-08:15	D	1081.47	1081.47		
08:15-08:30	A	585.74	585.74		
08:15-08:30	B	855.49	855.49		
08:15-08:30	C	927.06	927.06		
08:15-08:30	D	1324.53	1324.53		
08:30-08:45	A	585.74	585.74		
08:30-08:45	B	855.49	855.49		
08:30-08:45	C	927.06	927.06		
08:30-08:45	D	1324.53	1324.53		
08:45-09:00	A	478.26	478.26		
08:45-09:00	B	698.51	698.51		
08:45-09:00	C	756.94	756.94		
08:45-09:00	D	1081.47	1081.47		
09:00-09:15	A	400.52	400.52		
09:00-09:15	B	584.97	584.97		
09:00-09:15	C	633.90	633.90		
09:00-09:15	D	905.68	905.68		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.000	155.000	296.000	81.000
	B	63.000	0.000	310.000	404.000
	C	232.000	246.000	0.000	364.000
	D	135.000	560.000	508.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.29	0.56	0.15
	B	0.08	0.00	0.40	0.52
	C	0.28	0.29	0.00	0.43
	D	0.11	0.47	0.42	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.58	8.58	1.38	A	488.17	732.26	74.69	6.12	0.83	74.70	6.12
B	0.74	11.70	2.72	B	712.99	1069.48	137.88	7.74	1.53	137.89	7.74
C	0.73	10.25	2.59	B	772.63	1158.95	138.64	7.18	1.54	138.66	7.18
D	0.87	18.42	6.46	C	1103.89	1655.84	277.33	10.05	3.08	277.36	10.05

Standard - 2022 WD With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D6 - 2022 WD 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
Standard	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (H:Mmm)	Model Finish Time (H:Mmm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2022 WD With Dev, PM	2022 WD With Dev	PM		ONE HOUR	15:15	16:45	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				23.18	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-4	Arm C

Arms

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	
D	Clarehall Avenue (R139)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	
B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.586	1852.224
B		(calculated)	(calculated)	0.553	1700.886
C		(calculated)	(calculated)	0.548	1607.736
D		(calculated)	(calculated)	0.585	1862.862

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	591.00	100.000
B	ONE HOUR	✓	963.00	100.000
C	ONE HOUR	✓	911.00	100.000
D	ONE HOUR	✓	941.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:30-15:45	A	531.30	531.30		
15:30-15:45	B	865.72	865.72		
15:30-15:45	C	818.97	818.97		
15:30-15:45	D	845.94	845.94		
15:45-16:00	A	650.70	650.70		
15:45-16:00	B	1060.28	1060.28		
15:45-16:00	C	1003.03	1003.03		
15:45-16:00	D	1036.06	1036.06		
16:00-16:15	A	650.70	650.70		
16:00-16:15	B	1060.28	1060.28		
16:00-16:15	C	1003.03	1003.03		
16:00-16:15	D	1036.06	1036.06		
16:15-16:30	A	531.30	531.30		
16:15-16:30	B	865.72	865.72		
16:15-16:30	C	818.97	818.97		

16:15-16:30	D	845.94	845.94		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	20.000	133.000	263.000	175.000
	B	103.000	0.000	241.000	619.000
	C	322.000	243.000	2.000	344.000
	D	173.000	412.000	355.000	1.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.03	0.23	0.45	0.30
	B	0.11	0.00	0.25	0.64
	C	0.35	0.27	0.00	0.38
	D	0.18	0.44	0.38	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.54	6.55	1.17	A	591.00	591.00	54.61	5.54	0.61	68.49	5.05
B	0.88	23.92	6.66	C	963.00	963.00	236.81	14.75	2.63	271.01	12.27
C	0.95	47.51	12.47	E	911.00	911.00	369.23	24.32	4.10	407.16	19.48
D	0.73	9.30	2.62	A	941.00	941.00	114.01	7.27	1.27	138.99	6.44

Standard - 2027 WD No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout	Description	Include In	Use Specific	Specific	Locked	Network Flow	Network Capacity	Reason For

	Capacity Model		Report	Demand Set(s)	Demand Set(s)		Scaling Factor (%)	Scaling Factor (%)	Scaling Factors
Standard	ARCADY		✓				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
2027 WD No Dev, AM	2027 WD No Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				18.35	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-3	Arm D

Arms

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	
D	Clarehall Avenue (R139)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	F - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	
B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.586	1852.224
B		(calculated)	(calculated)	0.553	1700.886
C		(calculated)	(calculated)	0.548	1607.736
D		(calculated)	(calculated)	0.585	1862.862

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	567.00	100.000
B	ONE HOUR	✓	742.00	100.000
C	ONE HOUR	✓	898.00	100.000
D	ONE HOUR	✓	1268.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	426.87	426.87		
07:45-08:00	B	558.62	558.62		
07:45-08:00	C	676.06	676.06		
07:45-08:00	D	954.62	954.62		
08:00-08:15	A	509.72	509.72		
08:00-08:15	B	667.04	667.04		
08:00-08:15	C	807.28	807.28		
08:00-08:15	D	1139.91	1139.91		
08:15-08:30	A	624.28	624.28		
08:15-08:30	B	816.96	816.96		
08:15-08:30	C	988.72	988.72		
08:15-08:30	D	1396.09	1396.09		
08:30-08:45	A	624.28	624.28		
08:30-08:45	B	816.96	816.96		
08:30-08:45	C	988.72	988.72		
08:30-08:45	D	1396.09	1396.09		
08:45-09:00	A	509.72	509.72		
08:45-09:00	B	667.04	667.04		
08:45-09:00	C	807.28	807.28		
08:45-09:00	D	1139.91	1139.91		
09:00-09:15	A	426.87	426.87		
09:00-09:15	B	558.62	558.62		
09:00-09:15	C	676.06	676.06		
09:00-09:15	D	954.62	954.62		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To			
		A	B	C	D
	A	0.000	158.000	321.000	88.000
	B	60.000	0.000	296.000	386.000
	C	252.000	252.000	0.000	394.000
	D	146.000	572.000	550.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.28	0.57	0.16
	B	0.08	0.00	0.40	0.52
	C	0.28	0.28	0.00	0.44
	D	0.12	0.45	0.43	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.64	10.45	1.78	B	520.29	780.43	91.12	7.01	1.01	91.12	7.01
B	0.73	11.91	2.64	B	680.87	1021.31	133.29	7.83	1.48	133.30	7.83
C	0.77	12.06	3.23	B	824.02	1236.03	164.99	8.01	1.83	165.01	8.01
D	0.93	30.11	10.94	D	1163.54	1745.31	399.07	13.72	4.43	399.11	13.72

Standard - 2027 WD No Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D8 - 2027 WD 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
Standard	ARCADY		✓				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
2027 WD No Dev, PM	2027 WD No Dev	PM		ONE HOUR	15:15	16:45	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				37.29	E

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-8	Arm C

Arms

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	
D	Clarehall Avenue (R139)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	
B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A	(calculated)	(calculated)		0.586	1852.224
B		(calculated)	(calculated)	0.553	1700.886
C		(calculated)	(calculated)	0.548	1607.736
D		(calculated)	(calculated)	0.585	1862.862

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	627.00	100.000
B	ONE HOUR	✓	971.00	100.000
C	ONE HOUR	✓	963.00	100.000
D	ONE HOUR	✓	977.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:30-15:45	A	563.66	563.66		
15:30-15:45	B	872.91	872.91		
15:30-15:45	C	865.72	865.72		
15:30-15:45	D	878.30	878.30		
15:45-16:00	A	690.34	690.34		
15:45-16:00	B	1069.09	1069.09		
15:45-16:00	C	1060.28	1060.28		
15:45-16:00	D	1075.70	1075.70		
16:00-16:15	A	690.34	690.34		
16:00-16:15	B	1069.09	1069.09		
16:00-16:15	C	1060.28	1060.28		
16:00-16:15	D	1075.70	1075.70		
16:15-16:30	A	563.66	563.66		
16:15-16:30	B	872.91	872.91		
16:15-16:30	C	865.72	865.72		
16:15-16:30	D	878.30	878.30		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

	To				
		A	B	C	D
	From A	21.000	131.000	285.000	190.000
	From B	104.000	0.000	243.000	624.000
	From C	349.000	239.000	2.000	373.000
	From D	187.000	405.000	384.000	1.000

Turning Proportions (PCU) - Junction 9 (for whole period)

	To				
		A	B	C	D
	From A	0.03	0.21	0.45	0.30
	From B	0.11	0.00	0.25	0.64
	From C	0.36	0.25	0.00	0.39
	From D	0.19	0.41	0.39	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

	To				
		A	B	C	D
	From A	1.000	1.000	1.000	1.000
	From B	1.000	1.000	1.000	1.000
	From C	1.000	1.000	1.000	1.000
	From D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 9 (for whole period)

	To				
		A	B	C	D
	From A	0.000	0.000	0.000	0.000
	From B	0.000	0.000	0.000	0.000
	From C	0.000	0.000	0.000	0.000
	From D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.58	7.17	1.36	A	627.00	627.00	62.49	5.98	0.69	77.78	5.41
B	0.92	33.49	9.31	D	971.00	971.00	302.00	18.66	3.36	338.45	15.19
C	1.02	87.89	26.63	F	963.00	963.00	672.72	41.91	7.47	716.98	32.45
D	0.76	10.54	3.07	B	977.00	977.00	131.47	8.07	1.46	158.64	7.08

Standard - 2027 WD With Dev, AM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (Ht:mm)	Model Finish Time (Ht: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
2027 WD With Dev, AM	2027 WD With Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				24.30	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	NormalUnknown	-6	Arm D

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	

D	Clarehall Avenue (R139)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	
B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.586	1852.224
B		(calculated)	(calculated)	0.553	1700.886
C		(calculated)	(calculated)	0.548	1607.736
D		(calculated)	(calculated)	0.585	1862.862

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	575.00	100.000
B	ONE HOUR	✓	828.00	100.000
C	ONE HOUR	✓	911.00	100.000
D	ONE HOUR	✓	1298.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	432.89	432.89		
07:45-08:00	B	623.36	623.36		
07:45-08:00	C	685.85	685.85		
07:45-08:00	D	977.20	977.20		

08:00-08:15	A	516.91	516.91		
08:00-08:15	B	744.36	744.36		
08:00-08:15	C	818.97	818.97		
08:00-08:15	D	1166.88	1166.88		
08:15-08:30	A	633.09	633.09		
08:15-08:30	B	911.64	911.64		
08:15-08:30	C	1003.03	1003.03		
08:15-08:30	D	1429.12	1429.12		
08:30-08:45	A	633.09	633.09		
08:30-08:45	B	911.64	911.64		
08:30-08:45	C	1003.03	1003.03		
08:30-08:45	D	1429.12	1429.12		
08:45-09:00	A	516.91	516.91		
08:45-09:00	B	744.36	744.36		
08:45-09:00	C	818.97	818.97		
08:45-09:00	D	1166.88	1166.88		
09:00-09:15	A	432.89	432.89		
09:00-09:15	B	623.36	623.36		
09:00-09:15	C	685.85	685.85		
09:00-09:15	D	977.20	977.20		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.000	166.000	321.000	88.000
	B	67.000	0.000	330.000	431.000
	C	252.000	265.000	0.000	394.000
	D	146.000	602.000	550.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.29	0.56	0.15
	B	0.08	0.00	0.40	0.52
	C	0.28	0.29	0.00	0.43
	D	0.11	0.46	0.42	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.67	11.54	1.98	B	527.63	791.45	99.07	7.51	1.10	99.08	7.51
B	0.81	17.04	4.15	C	759.79	1139.68	188.08	9.90	2.09	188.10	9.90
C	0.80	14.18	3.83	B	835.95	1253.92	186.28	8.91	2.07	186.31	8.91
D	0.96	41.69	15.66	E	1191.07	1786.60	509.24	17.10	5.66	509.29	17.10

Standard - 2027 WD With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D10 - 2027 WD 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
Standard	ARCADY		✓				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
2027 WD With Dev, PM	2027 WD With Dev	PM		ONE HOUR	15:15	16:45	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				56.78	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-11	Arm C

Arms

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	
D	Clarehall Avenue (R139)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	

B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.586	1852.224
B		(calculated)	(calculated)	0.553	1700.886
C		(calculated)	(calculated)	0.548	1607.736
D		(calculated)	(calculated)	0.585	1862.862

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	639.00	100.000
B	ONE HOUR	✓	1036.00	100.000
C	ONE HOUR	✓	985.00	100.000
D	ONE HOUR	✓	1014.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:30-15:45	A	574.45	574.45		
15:30-15:45	B	931.34	931.34		
15:30-15:45	C	885.49	885.49		
15:30-15:45	D	911.57	911.57		
15:45-16:00	A	703.55	703.55		
15:45-16:00	B	1140.66	1140.66		
15:45-16:00	C	1084.51	1084.51		
15:45-16:00	D	1116.43	1116.43		
16:00-16:15	A	703.55	703.55		
16:00-16:15	B	1140.66	1140.66		
16:00-16:15	C	1084.51	1084.51		
16:00-16:15	D	1116.43	1116.43		
16:15-16:30	A	574.45	574.45		
16:15-16:30	B	931.34	931.34		
16:15-16:30	C	885.49	885.49		
16:15-16:30	D	911.57	911.57		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	21.000	143.000	285.000	190.000
	B	111.000	0.000	259.000	666.000
	C	349.000	261.000	2.000	373.000
	D	187.000	442.000	384.000	1.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.03	0.22	0.45	0.30
	B	0.11	0.00	0.25	0.64
	C	0.35	0.26	0.00	0.38
	D	0.18	0.44	0.38	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.61	7.88	1.52	A	639.00	639.00	69.07	6.49	0.77	85.29	5.82
B	0.98	60.19	18.51	F	1036.00	1036.00	505.34	29.27	5.61	547.76	23.05
C	1.06	130.89	43.01	F	985.00	985.00	1099.25	66.96	12.21	1149.09	50.85
D	0.79	12.13	3.66	B	1014.00	1014.00	154.36	9.13	1.72	184.12	7.92

Standard - 2037 WD No Dev, AM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY						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
2037 WD No Dev, AM	2037 WD No Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				44.05	E

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-11	Arm D

Arms

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	
D	Clarehall Avenue (R139)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	
B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.586	1852.224
B		(calculated)	(calculated)	0.553	1700.886
C		(calculated)	(calculated)	0.548	1607.736
D		(calculated)	(calculated)	0.585	1862.862

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	615.00	100.000
B	ONE HOUR	✓	801.00	100.000
C	ONE HOUR	✓	975.00	100.000
D	ONE HOUR	✓	1376.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	463.00	463.00		
07:45-08:00	B	603.03	603.03		
07:45-08:00	C	734.03	734.03		
07:45-08:00	D	1035.92	1035.92		
08:00-08:15	A	552.87	552.87		
08:00-08:15	B	720.08	720.08		
08:00-08:15	C	876.51	876.51		
08:00-08:15	D	1237.00	1237.00		
08:15-08:30	A	677.13	677.13		
08:15-08:30	B	881.92	881.92		
08:15-08:30	C	1073.50	1073.50		
08:15-08:30	D	1515.00	1515.00		
08:30-08:45	A	677.13	677.13		
08:30-08:45	B	881.92	881.92		
08:30-08:45	C	1073.50	1073.50		
08:30-08:45	D	1515.00	1515.00		
08:45-09:00	A	552.87	552.87		
08:45-09:00	B	720.08	720.08		
08:45-09:00	C	876.51	876.51		
08:45-09:00	D	1237.00	1237.00		
09:00-09:15	A	463.00	463.00		
09:00-09:15	B	603.03	603.03		
09:00-09:15	C	734.03	734.03		
09:00-09:15	D	1035.92	1035.92		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To			
		A	B	C	D
	From A	0.000	171.000	349.000	95.000
	B	65.000	0.000	319.000	417.000
	C	274.000	272.000	0.000	429.000
	D	159.000	619.000	598.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To			
		A	B	C	D
	From A	0.00	0.28	0.57	0.15
	B	0.08	0.00	0.40	0.52
	C	0.28	0.28	0.00	0.44
	D	0.12	0.45	0.43	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

		To			
		A	B	C	D
	From A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 9 (for whole period)

		To			
		A	B	C	D
	From A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.73	14.55	2.65	B	564.33	846.50	127.38	9.03	1.42	127.39	9.03
B	0.82	17.78	4.18	C	735.01	1102.52	189.92	10.34	2.11	189.94	10.34
C	0.85	18.83	5.36	C	894.68	1342.02	239.09	10.69	2.66	239.12	10.69
D	1.03	90.40	40.49	F	1262.64	1893.96	1067.77	33.83	11.86	1067.84	33.83

Standard - 2037 WD No Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D12 - 2037 WD 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
Standard	ARCADY		✓				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
2037 WD No Dev, PM	2037 WD No Dev	PM		ONE HOUR	15:15	16:45	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				93.78	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-16	Arm C

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	
D	Clarehall Avenue (R139)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	
B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.586	1852.224
B		(calculated)	(calculated)	0.553	1700.886
C		(calculated)	(calculated)	0.548	1607.736
D		(calculated)	(calculated)	0.585	1862.862

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	682.00	100.000
B	ONE HOUR	✓	1052.00	100.000
C	ONE HOUR	✓	1046.00	100.000
D	ONE HOUR	✓	1062.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:30-15:45	A	613.10	613.10		
15:30-15:45	B	945.73	945.73		
15:30-15:45	C	940.33	940.33		
15:30-15:45	D	954.72	954.72		
15:45-16:00	A	750.90	750.90		
15:45-16:00	B	1158.27	1158.27		
15:45-16:00	C	1151.67	1151.67		
15:45-16:00	D	1169.28	1169.28		
16:00-16:15	A	750.90	750.90		
16:00-16:15	B	1158.27	1158.27		
16:00-16:15	C	1151.67	1151.67		
16:00-16:15	D	1169.28	1169.28		
16:15-16:30	A	613.10	613.10		
16:15-16:30	B	945.73	945.73		
16:15-16:30	C	940.33	940.33		
16:15-16:30	D	954.72	954.72		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To			
From		A	B	C	D
	A	23.000	142.000	310.000	207.000
	B	112.000	0.000	263.000	677.000
	C	380.000	259.000	2.000	405.000
	D	204.000	439.000	418.000	1.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To			
From		A	B	C	D
	A	0.03	0.21	0.45	0.30
	B	0.11	0.00	0.25	0.64
	C	0.36	0.25	0.00	0.39
	D	0.19	0.41	0.39	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

		To			
From		A	B	C	D
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 9 (for whole period)

	To				
		A	B	C	D
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
From	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.65	9.00	1.85	A	682.00	682.00	81.98	7.21	0.91	100.52	6.43
B	1.04	106.03	36.30	F	1052.00	1052.00	894.03	50.99	9.93	941.15	39.00
C	1.13	217.30	74.94	F	1046.00	1046.00	2222.38	127.48	24.69	2470.98	102.98
D	0.83	14.44	4.53	B	1062.00	1062.00	185.73	10.49	2.06	220.90	9.07

Standard - 2037 WD With Dev, AM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY		✓				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
2037 WD With Dev, AM	2037 WD With Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				58.83	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-13	Arm D

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	

D	Clarehall Avenue (R139)

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	
B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.586	1852.224
B		(calculated)	(calculated)	0.553	1700.886
C		(calculated)	(calculated)	0.548	1607.736
D		(calculated)	(calculated)	0.585	1862.862

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	623.00	100.000
B	ONE HOUR	✓	885.00	100.000
C	ONE HOUR	✓	988.00	100.000
D	ONE HOUR	✓	1406.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	469.03	469.03		
07:45-08:00	B	666.27	666.27		
07:45-08:00	C	743.82	743.82		
07:45-08:00	D	1058.51	1058.51		

08:00-08:15	A	560.06	560.06	
08:00-08:15	B	795.60	795.60	
08:00-08:15	C	888.19	888.19	
08:00-08:15	D	1263.97	1263.97	
08:15-08:30	A	685.94	685.94	
08:15-08:30	B	974.40	974.40	
08:15-08:30	C	1087.81	1087.81	
08:15-08:30	D	1548.03	1548.03	
08:30-08:45	A	685.94	685.94	
08:30-08:45	B	974.40	974.40	
08:30-08:45	C	1087.81	1087.81	
08:30-08:45	D	1548.03	1548.03	
08:45-09:00	A	560.06	560.06	
08:45-09:00	B	795.60	795.60	
08:45-09:00	C	888.19	888.19	
08:45-09:00	D	1263.97	1263.97	
09:00-09:15	A	469.03	469.03	
09:00-09:15	B	666.27	666.27	
09:00-09:15	C	743.82	743.82	
09:00-09:15	D	1058.51	1058.51	

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.000	179.000	349.000	95.000
	B	71.000	0.000	353.000	461.000
	C	274.000	285.000	0.000	429.000
	D	159.000	649.000	598.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.29	0.56	0.15
	B	0.08	0.00	0.40	0.52
	C	0.28	0.29	0.00	0.43
	D	0.11	0.46	0.43	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)	
A	0.75	15.63	2.88	C	571.68	857.51	139.54	9.76	1.55	139.55	9.76
B	0.89	28.85	7.33	D	812.09	1218.14	288.74	14.22	3.21	288.77	14.22
C	0.88	23.86	6.81	C	906.61	1359.91	281.11	12.40	3.12	281.15	12.40
D	1.06	121.41	57.74	F	1290.17	1935.26	1544.54	47.89	17.16	1544.62	47.89

Standard - 2037 WD With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D14 - 2037 WD 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
Standard	ARCADY		✓				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
2037 WD With Dev, PM	2037 WD With Dev	PM		ONE HOUR	15:15	16:45	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				138.23	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-18	Arm C

Arms

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	
D	Clarehall Avenue (R139)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	

B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.586	1852.224
B		(calculated)	(calculated)	0.553	1700.886
C		(calculated)	(calculated)	0.548	1607.736
D		(calculated)	(calculated)	0.585	1862.862

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	694.00	100.000
B	ONE HOUR	✓	1118.00	100.000
C	ONE HOUR	✓	1068.00	100.000
D	ONE HOUR	✓	1099.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:30-15:45	A	623.89	623.89		
15:30-15:45	B	1005.06	1005.06		
15:30-15:45	C	960.11	960.11		
15:30-15:45	D	987.98	987.98		
15:45-16:00	A	764.11	764.11		
15:45-16:00	B	1230.94	1230.94		
15:45-16:00	C	1175.89	1175.89		
15:45-16:00	D	1210.02	1210.02		
16:00-16:15	A	764.11	764.11		
16:00-16:15	B	1230.94	1230.94		
16:00-16:15	C	1175.89	1175.89		
16:00-16:15	D	1210.02	1210.02		
16:15-16:30	A	623.89	623.89		
16:15-16:30	B	1005.06	1005.06		
16:15-16:30	C	960.11	960.11		
16:15-16:30	D	987.98	987.98		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	23.000	154.000	310.000	207.000
	B	119.000	0.000	280.000	719.000
	C	380.000	281.000	2.000	405.000
	D	204.000	476.000	418.000	1.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.03	0.22	0.45	0.30
	B	0.11	0.00	0.25	0.64
	C	0.36	0.26	0.00	0.38
	D	0.19	0.43	0.38	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 9 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.68	10.15	2.12	B	694.00	694.00	91.46	7.91	1.02	111.45	7.00
B	1.10	174.82	66.52	F	1118.00	1118.00	1789.43	96.03	19.88	1863.78	72.67
C	1.16	307.43	89.81	F	1068.00	1068.00	2826.89	158.81	31.41	3488.06	142.37
D	0.86	17.48	5.62	C	1099.00	1099.00	220.51	12.04	2.45	261.17	10.36

Standard - 2037 WD With Dev + GA3, AM

Data Errors and Warnings

No errors or warnings

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
Standard	ARCADY						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
2037 WD With Dev + GA3, AM	2037 WD With Dev + GA3	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				72.77	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-14	Arm D

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	
D	Clarehall Avenue (R139)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	
B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.586	1852.224
B		(calculated)	(calculated)	0.553	1700.886
C		(calculated)	(calculated)	0.548	1607.736
D		(calculated)	(calculated)	0.585	1862.862

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	628.00	100.000
B	ONE HOUR	✓	965.00	100.000
C	ONE HOUR	✓	995.00	100.000
D	ONE HOUR	✓	1420.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	472.79	472.79		
07:45-08:00	B	726.50	726.50		
07:45-08:00	C	749.09	749.09		
07:45-08:00	D	1069.05	1069.05		
08:00-08:15	A	564.56	564.56		
08:00-08:15	B	867.52	867.52		
08:00-08:15	C	894.48	894.48		
08:00-08:15	D	1276.55	1276.55		
08:15-08:30	A	691.44	691.44		
08:15-08:30	B	1062.48	1062.48		
08:15-08:30	C	1095.52	1095.52		
08:15-08:30	D	1563.45	1563.45		
08:30-08:45	A	691.44	691.44		
08:30-08:45	B	1062.48	1062.48		
08:30-08:45	C	1095.52	1095.52		
08:30-08:45	D	1563.45	1563.45		
08:45-09:00	A	564.56	564.56		
08:45-09:00	B	867.52	867.52		
08:45-09:00	C	894.48	894.48		
08:45-09:00	D	1276.55	1276.55		
09:00-09:15	A	472.79	472.79		
09:00-09:15	B	726.50	726.50		
09:00-09:15	C	749.09	749.09		
09:00-09:15	D	1069.05	1069.05		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

	From	To			
		A	B	C	D
	A	0.000	184.000	349.000	95.000
	B	78.000	0.000	385.000	502.000
	C	274.000	292.000	0.000	429.000
	D	159.000	663.000	598.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

	To				
	A	B	C	D	
	A	0.00	0.29	0.56	0.15
	B	0.08	0.00	0.40	0.52
	C	0.28	0.29	0.00	0.43
	D	0.11	0.47	0.42	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

	To				
	A	B	C	D	
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 9 (for whole period)

	To				
	A	B	C	D	
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
A	0.76	16.16	3.00	C	576.26	864.40	146.06	10.14	1.62	146.08	10.14
B	0.97	56.44	15.98	F	885.50	1328.25	503.02	22.72	5.59	503.07	22.72
C	0.91	29.35	8.37	D	913.03	1369.54	323.64	14.18	3.60	323.68	14.18
D	1.08	139.32	67.59	F	1303.02	1954.53	1879.17	57.69	20.88	1879.26	57.69

Standard - 2037 WD With Dev + GA3, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D16 - 2037 WD With Dev + GA3, 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
Standard	ARCADY		✓				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
2037 WD With Dev + GA3, PM	2037 WD With Dev + GA3	PM		ONE HOUR	15:15	16:45	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Hole in the Wall Road Roundabout	Roundabout	A,B,C,D				162.80	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-20	Arm C

Arms

Arms

Arm	Name	Description
A	Hole in the Wall Road	
B	Grange Road (R809) East	
C	Grange Road (R809) South	
D	Clarehall Avenue (R139)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	6.00	6.80	3.40	21.00	57.00	46.00	
B	5.30	6.70	5.50	19.00	57.00	51.00	
C	4.80	6.30	4.20	23.00	57.00	42.00	
D	6.20	6.60	16.00	16.00	57.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A	(calculated)	(calculated)	0.586	1852.224	
B	(calculated)	(calculated)	0.553	1700.886	
C	(calculated)	(calculated)	0.548	1607.736	
D	(calculated)	(calculated)	0.585	1862.862	

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

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	702.00	100.000
B	ONE HOUR	✓	1155.00	100.000
C	ONE HOUR	✓	1083.00	100.000
D	ONE HOUR	✓	1124.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
15:30-15:45	A	631.08	631.08		
15:30-15:45	B	1038.32	1038.32		
15:30-15:45	C	973.59	973.59		
15:30-15:45	D	1010.45	1010.45		
15:45-16:00	A	772.92	772.92		
15:45-16:00	B	1271.68	1271.68		
15:45-16:00	C	1192.41	1192.41		
15:45-16:00	D	1237.55	1237.55		
16:00-16:15	A	772.92	772.92		
16:00-16:15	B	1271.68	1271.68		
16:00-16:15	C	1192.41	1192.41		
16:00-16:15	D	1237.55	1237.55		
16:15-16:30	A	631.08	631.08		
16:15-16:30	B	1038.32	1038.32		
16:15-16:30	C	973.59	973.59		
16:15-16:30	D	1010.45	1010.45		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

	To				
		A	B	C	D
From	A	23.000	162.000	310.000	207.000
	B	123.000	0.000	289.000	743.000
	C	380.000	296.000	2.000	405.000
	D	204.000	501.000	418.000	1.000

Turning Proportions (PCU) - Junction 9 (for whole period)

	To				
		A	B	C	D
From	A	0.03	0.23	0.44	0.29
	B	0.11	0.00	0.25	0.64
	C	0.35	0.27	0.00	0.37
	D	0.18	0.45	0.37	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (for whole period)

	To				
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

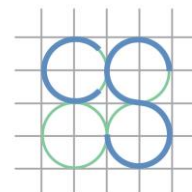
Heavy Vehicle Percentages - Junction 9 (for whole period)

	To				
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

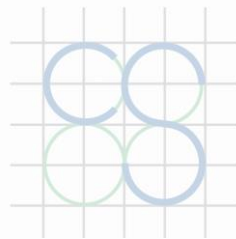
Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A	0.71	11.10	2.33	B	702.00	702.00	99.10	8.47	1.10	119.84	7.44
B	1.14	218.35	85.59	F	1155.00	1155.00	2425.14	125.98	26.95	2619.20	98.85
C	1.18	349.77	99.48	F	1083.00	1083.00	3169.85	175.61	35.22	4175.54	168.07
D	0.88	20.32	6.64	C	1124.00	1124.00	251.36	13.42	2.79	294.31	11.41



CS CONSULTING
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Appendix E

GoCar Letter of Intent



CS CONSULTING
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Richmond Homes,
Castle Vernon,
Clontarf,
Dublin 3

Dublin, 23rd November 2020

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide six (6) shared car club vehicles in the proposed mixed commercial and residential development at Baldoyle Growth Area 1. GoCar representatives have discussed the project with representatives of CS Consulting, who are the Engineers for the Project, and are excited to provide a car sharing service at this location.

It is understood that these vehicles will be provided exclusively for use by residents of the new development. GoCar will work with the eventual managers of the property to promote use of the service within the development.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 800 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars. The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

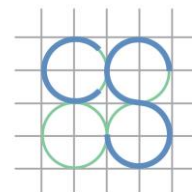
Carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary, and walk and use public transport more often than car owners.

By having GoCar car sharing vehicles in and near a development such as this, residents will have access to pay-as-you-go driving, in close proximity to their homes, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

A handwritten signature in blue ink, appearing to read 'Rob Kearns'.

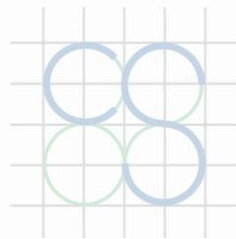
Rob Kearns
Head of Growth
GoCar Carsharing Ltd
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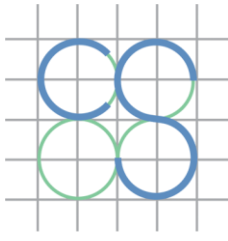
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Appendix F

Supplementary Assessment



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TECHNICAL NOTE

Date: 06.05.2021

Re: R089 Baldoye Stapolin GA1 SHD

Planning Refs: ABP-307288-20

PPSHD/003/20

Stress Test of Junction 1

At the request of Fingal County Council, a further 'stress test' assessment has been carried out of Junction 1 (see Figure 1 for junction location). This represents an extreme worst-case scenario whereby:

- existing traffic currently travelling to/from Red Arches Road via Coast Road is redistributed via the new link such that approx. 60% of this traffic instead travels to/from Longfield Road via Grange Road (through Junction 1);
- all existing traffic currently travelling to/from Longfield Road via Grange Road (through Junction 1) continues to do so, despite a new link to Coast Road;
- all traffic generated by the subject proposed development and the 3no. identified committed developments travels to/from Longfield Road via Grange Road (through Junction 1).

At Junction 1, all such traffic has been distributed in accordance with the existing directional splits in each peak hour period, as recorded by the traffic survey.

The results of this stress test assessment at Junction 1 are given in Table 1, where:

- Arm A = Longfield Road (north)
- Arm B = Grange Road (east)
- Arm C = Grange Rise (south)
- Arm D = Grange Road (west)

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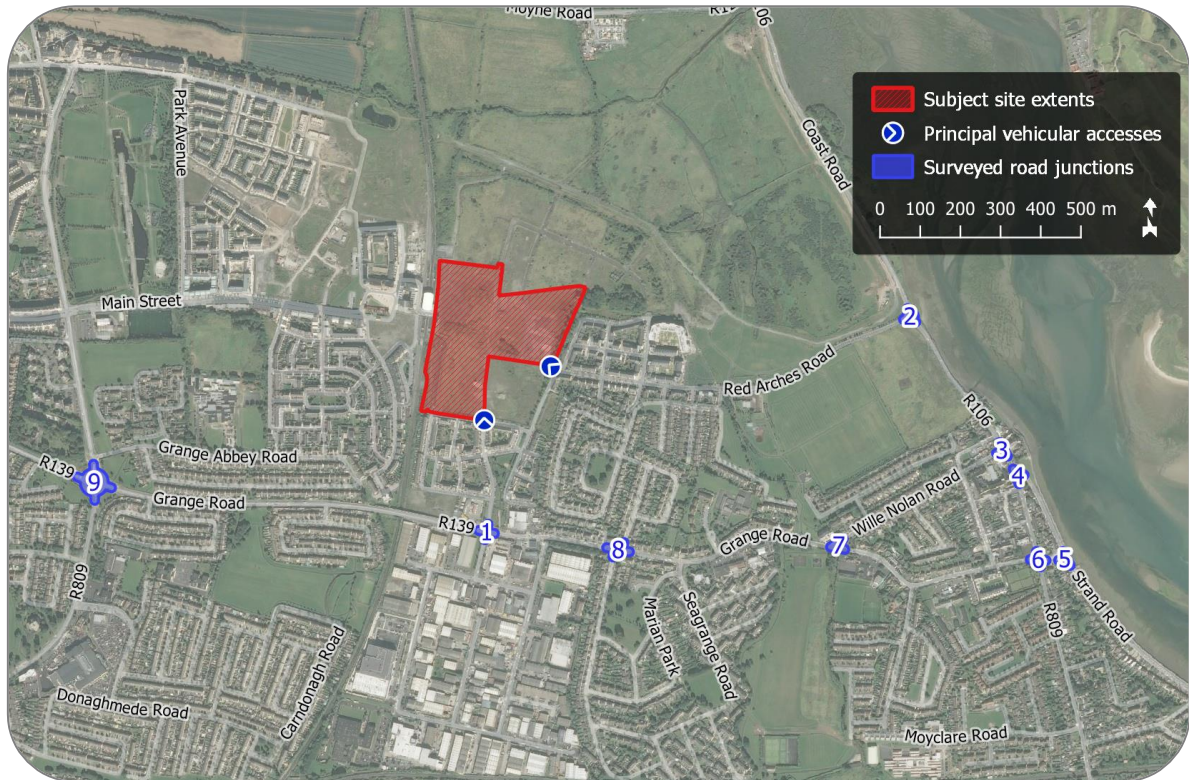
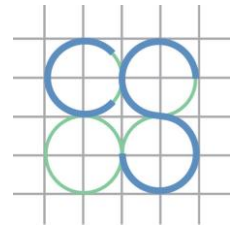


Figure 1: Surveyed junction locations

Under this assessment scenario:

- the right-turning traffic stream on the western approach would exceed effective capacity during the AM peak by the year 2022, and would marginally exceed ultimate capacity during the AM peak by the year 2037;
- the left-turn/straight-ahead traffic stream on the western approach would exceed effective capacity during the PM peak by the year 2027 but would remain within ultimate capacity past the year 2037;
- the right-turning traffic stream on the eastern approach would exceed effective capacity during the PM peak by the year 2027 but would remain within ultimate capacity past the year 2037;
- the left-turn/straight-ahead traffic stream on the eastern approach would exceed effective capacity during both peak hour periods by the year 2037 but would remain within ultimate capacity.

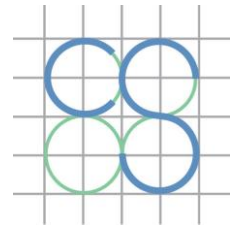


Table 1 – Junction 1 Stress Test Results

Junction Approach Arm and Traffic Stream*		Degree of Saturation (%)		Mean Maximum Queue (PCU)		Maximum Queue at End of Red (PCU)		Mean Delay per Vehicle (seconds)		Practical Reserve Capacity (%)	
Arm	Stream	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
2022 – opening year assessment – WITH subject development in place											
A	S / L	66	57	13	7	11	6	72	83	36	59
	R	80	65	17	8	14	8	81	86	13	39
B	S / L	77	78	26	23	18	17	54	64	17	15
	R	75	85	6	9	6	8	113	129	21	6
C	L	34	64	5	17	5	14	66	53	168	42
	S / R	77	58	5	10	5	9	136	72	17	56
D	S / L	73	86	25	29	17	21	48	67	24	4
	R	91	43	22	8	12	5	89	49	-1	107
2027 assessment – WITH subject development in place											
A	S / L	69	60	13	7	12	6	74	85	30	51
	R	83	69	18	9	15	8	86	90	9	31
B	S / L	88	85	32	26	22	19	67	71	3	6
	R	71	92	6	10	6	10	106	159	26	-2
C	L	32	68	5	19	5	15	62	54	178	33
	S / R	75	60	5	11	5	9	128	72	19	50
D	S / L	78	91	27	33	19	23	52	74	15	-1
	R	97	48	28	9	17	5	118	52	-7	86
2037 – design year assessment – WITH subject development in place											
A	S / L	73	64	14	7	12	7	77	89	24	41
	R	87	73	19	9	16	8	93	95	4	24
B	S / L	96	91	40	31	28	23	91	82	-6	-1
	R	72	99	7	13	6	12	108	213	24	-9
C	L	34	74	6	22	5	16	62	58	162	22
	S / R	81	64	6	11	6	10	141	74	11	41
D	S / L	82	94	30	38	20	26	54	83	10	-4
	R	106	53	40	10	28	6	201	54	-15	70

* S = straight ahead, L = left turn, R = right turn

Peak Hour Traffic Flow Matrices - Stress Test Scenario - Site 1

2020 Thursday AM Peak (08:00-09:00)		SURVEYED TRAFFIC FLOWS				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	52	8	62	122	
Grange Road (E)	24	0	174	427	625	
Grange Rise	3	61	0	110	174	
Grange Road (W)	39	372	378	0	790	
TOTALS	66	485	561	599	1711	

2020 Thursday PM Peak (15:30-16:30)		SURVEYED TRAFFIC FLOWS				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	21	6	29	56	
Grange Road (E)	30	0	82	399	511	
Grange Rise	11	148	0	394	553	
Grange Road (W)	32	411	181	0	625	
TOTALS	73	580	269	823	1745	

2022 Thursday AM Peak		Reallocation of Existing Flows via New Road Link				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	0	8	62	70	
Grange Road (E)	0	0	-6	-44	-50	
Grange Rise	1	-1	0	0	0	
Grange Road (W)	20	-14	0	0	6	
TOTALS	21	-15	2	18	27	

2022 Thursday PM Peak		Reallocation of Existing Flows via New Road Link				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	0	5	22	26	
Grange Road (E)	0	0	-3	-16	-19	
Grange Rise	11	-8	0	0	2	
Grange Road (W)	32	-25	0	0	7	
TOTALS	42	-33	1	6	16	

2022	Thursday AM Peak	Other committed development flows				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	79	13	95	186	
Grange Road (E)	41	0	0	0	41	
Grange Rise	5	0	0	0	5	
Grange Road (W)	68	0	0	0	68	
TOTALS	114	79	13	95	300	

2022 Thursday PM Peak		Other committed development flows				
From	To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS
Longfield Road		0	22	6	30	58
Grange Road (E)		34	0	0	0	34
Grange Rise		13	0	0	0	13
Grange Road (W)		37	0	0	0	37
TOTALS		84	22	6	30	142

2022 Thursday AM Peak		WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + reallocation + committed development flows)				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	132	29	221	382	
Grange Road (E)	66	0	174	397	637	
Grange Rise	10	62	0	114	185	
Grange Road (W)	128	370	391	0	889	
TOTALS	204	565	594	731	2093	

2022 Thursday PM Peak		WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + reallocation + committed development flows)				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	44	17	82	142	
Grange Road (E)	65	0	81	396	543	
Grange Rise	35	144	0	407	586	
Grange Road (W)	102	400	187	0	689	
TOTALS	202	588	285	885	1960	

2022	Thursday AM Peak	SUBJECT DEVELOPMENT FLOWS				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	95	15	114	224	
Grange Road (E)	46	0	0	0	46	
Grange Rise	6	0	0	0	6	
Grange Road (W)	75	0	0	0	75	
TOTALS	127	95	15	114	351	

2022 Thursday PM Peak		SUBJECT DEVELOPMENT FLOWS				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	58	17	80	155	
Grange Road (E)	78	0	0	0	78	
Grange Rise	29	0	0	0	29	
Grange Road (W)	84	0	0	0	84	
TOTALS	191	58	17	80	346	

2022 Thursday AM Peak		WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + reallocation + committed dev. flows + subject dev. flows)				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	227	44	335	606	
Grange Road (E)	112	0	174	397	683	
Grange Rise	15	62	0	114	191	
Grange Road (W)	203	370	391	0	964	
TOTALS	331	660	609	845	2444	

2022 Thursday PM Peak		WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + reallocation + committed dev. flows + subject dev. flows)				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	102	34	162	297	
Grange Road (E)	144	0	81	396	621	
Grange Rise	64	144	0	407	615	
Grange Road (W)	186	400	187	0	773	
TOTALS	394	646	302	965	2307	

2027 Thursday AM Peak		WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + reallocation + committed development flows)				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	137	30	226	393	
Grange Road (E)	68	0	189	434	691	
Grange Rise	10	67	0	123	200	
Grange Road (W)	132	403	423	0	957	
TOTALS	210	607	642	783	2241	

2027 Thursday PM Peak		WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + reallocation + committed development flows)				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	45	17	84	147	
Grange Road (E)	68	0	88	431	587	
Grange Rise	36	157	0	441	634	
Grange Road (W)	105	436	203	0	743	
TOTALS	209	638	309	956	2111	

2027 Thursday AM Peak		WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. + potential dev. + subject dev.)				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	232	45	340	617	
Grange Road (E)	114	0	189	434	737	
Grange Rise	16	67	0	123	206	
Grange Road (W)	207	403	423	0	1032	
TOTALS	336	702	657	897	2592	

2027 Thursday PM Peak		WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. + potential dev. + subject dev.)				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	103	34	165	302	
Grange Road (E)	147	0	88	431	666	
Grange Rise	65	157	0	441	663	
Grange Road (W)	189	436	203	0	827	
TOTALS	400	696	325	1036	2457	

2037 Thursday AM Peak		WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + reallocation + committed development flows)				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	142	31	232	405	
Grange Road (E)	71	0	206	475	752	
Grange Rise	10	73	0	134	217	
Grange Road (W)	135	439	460	0	1035	
TOTALS	216	654	697	841	2409	

2037 Thursday PM Peak		WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + reallocation + committed development flows)			
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS
Longfield Road	0	47	18	87	153
Grange Road (E)	71	0	96	470	637
Grange Rise	37	171	0	480	688
Grange Road (W)	108	476	220	0	804
TOTALS	216	694	335	1037	2282

2037 Thursday AM Peak		WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. + potential dev. + subject dev.)				
From \ To	Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
Longfield Road	0	237	46	346	629	
Grange Road (E)	116	0	206	475	798	
Grange Rise	16	73	0	134	223	
Grange Road (W)	210	439	460	0	1110	
TOTALS	343	749	712	955	2759	

2037		THURSDAY PM Peak				WITH SUBJECT DEVELOPMENT (surveyed flows + TII growth + reallocation + committed dev. + potential dev. + subject dev.)	
To		Longfield Road	Grange Road (E)	Grange Rise	Grange Road (W)	TOTALS	
From							
Longfield Road		0	105	35	167		307
Grange Road (E)		149	0	96	470		716
Grange Rise		66	171	0	480		717
Grange Road (W)		192	476	220	0		888
TOTALS		407	752	351	1117		2628

TRANSYT 16

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Filename: R089 Junction 1 TRANSYT Model Stress Test 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 06/05/2021 21:15:44

- «A1 - : D5 - 2022 WD With Dev, AM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

A1 -

D5 - 2022 WD With Dev, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	2	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	2	1	(untitled)			1800
	1	1	(untitled)			
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	271	271
	2	335	335
1Ax	1	330	330
1B	1	571	571
	2	112	112
1Bx	1	659	659
1C	1	114	114
	2	77	77
1Cx	1	609	609
1D	1	573	573
	2	391	391
1Dx	1	846	846

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00	✓	Nearside	37.51
1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight	80.00
1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight	37.50
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight	80.00
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight	80.00
1Bx	1	3	TrafficStream	1B/2	1Bx/1	33.60	30.00	✓	Offside	67.50
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside	74.45

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
				T-junction opposing flow	TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

From	1-1	0	227	44	335
	1-2	112	0	174	397
	1-3	15	62	0	114
	1-4	203	370	391	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1	#00FF00	
	1-2	1B/1, 1B/2	1Bx/1	#FFFFFF	
	1-3	1C/1, 1C/2	1Cx/1	#0000FF	
	1-4	1D/1, 1D/2	1Dx/1	#FF0000	

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	114
	2		1-3	1-1	1C/2, 1Ax/1	Normal	15
	3		1-3	1-2	1C/2, 1Bx/1	Normal	62
	4		1-4	1-1	1D/1, 1Ax/1	Normal	203
	5		1-4	1-2	1D/1, 1Bx/1	Normal	370
	6		1-4	1-3	1D/2, 1Cx/1	Normal	391
	7		1-1	1-2	1A/1, 1Bx/1	Normal	227
	8		1-1	1-3	1A/1, 1Cx/1	Normal	44
	9		1-1	1-4	1A/2, 1Dx/1	Normal	335
	10		1-2	1-4	1B/1, 1Dx/1	Normal	397
	11		1-2	1-3	1B/1, 1Cx/1	Normal	174
	12		1-2	1-1	1B/2, 1Ax/1	Normal	112

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	1, 60, 84, 98, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

From	To							
	A	B	C	D	E	F	G	H
		5	5	5	5	5	5	5
	B		5	5	5	5	5	5
	C	5	5		5	5		5
	D	5	5			5	5	5
	E	5	5	5			5	5
	F	5	5	5	5		5	5
	G	5	5	5		5		5
	H	5	5			5		5

Banned Stage transitions for Controller Stream 1

To						
	1	2	3	4	5	6

Link Records																				P
			SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P	
Link	Name	Traffic node	Controller stream	Phase	Calculated flow entering	Calculated flow (PCU/hr)	Actual green (s) per	Wasted time total (s) per	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh	Mean stops per Veh	Mean max queue	Mean end of red queue	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£)	P	

- $P = \text{link is a pedestrian link}$
- $\epsilon = \text{adjusted flow warning (upstream links/traffic streams are over-saturated)}$
- $\bullet = \text{Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100\%}$
- $\wedge = \text{Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100\%}$
- $\ast = \text{average link/traffic stream excess queue is greater than 0}$
- **P.I. = PERFORMANCE INDEX**

TRANSYT 16

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Filename: R089 Junction 1 TRANSYT Model Stress Test 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 06/05/2021 21:17:39

- «A1 - : D6 - 2022 WD With Dev, PM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

A1 -

D6 - 2022 WD With Dev, PM

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800			Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	2	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	2	1	(untitled)			1800
	1	1	(untitled)			
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	136	136
	2	162	162
1Ax	1	394	394
1B	1	477	477
	2	144	144
1Bx	1	646	646
1C	1	407	407
	2	208	208
1Cx	1	302	302
1D	1	589	589
	2	187	187
1Dx	1	965	965

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00	✓	Nearside	37.51
1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight	80.00
1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight	37.50
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight	80.00
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight	80.00
1Bx	1	3	TrafficStream	1B/2	1Bx/1	33.60	30.00	✓	Offside	67.50
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside	74.45

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
					TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

From	1-1	0	102	34	162
	1-2	144	0	81	396
	1-3	64	144	0	407
	1-4	186	400	187	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1	#00FF00	
	1-2	1B/1, 1B/2	1Bx/1	#FFFFFF	
	1-3	1C/1, 1C/2	1Cx/1	#0000FF	
	1-4	1D/1, 1D/2	1Dx/1	#FF0000	

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	407
	2		1-3	1-1	1C/2, 1Ax/1	Normal	64
	3		1-3	1-2	1C/2, 1Bx/1	Normal	144
	4		1-4	1-1	1D/1, 1Ax/1	Normal	186
	5		1-4	1-2	1D/1, 1Bx/1	Normal	400
	6		1-4	1-3	1D/2, 1Cx/1	Normal	187
	7		1-1	1-2	1A/1, 1Bx/1	Normal	102
	8		1-1	1-3	1A/1, 1Cx/1	Normal	34
	9		1-1	1-4	1A/2, 1Dx/1	Normal	162
	10		1-2	1-4	1B/1, 1Dx/1	Normal	396
	11		1-2	1-3	1B/1, 1Cx/1	Normal	81
	12		1-2	1-1	1B/2, 1Ax/1	Normal	144

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	3, 47, 75, 115, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

From	To									
	A	B	C	D	E	F	G	H	I	
		5	5	5	5	5	5	5	5	
	B		5	5	5	5	5	5	5	
	C	5	5		5	5			5	
	D	5	5			5	5	5	5	
	E	5	5	5			5	5	5	
	F	5	5	5	5		5	5	5	
	G	5	5	5		5		5	5	
	H	5	5			5			5	
	I	10	10	10	10	10	10	10	10	

Banned Stage transitions for Controller Stream 1

	To						
	1	2	3	4	5	6	7

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Filename: R089 Junction 1 TRANSYT Model Stress Test 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 06/05/2021 21:18:03

- «A1 - : D9 - 2027 WD With Dev, AM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

A1 -

D9 - 2027 WD With Dev, AM

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	1	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	1	1	(untitled)			
	2	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	277	277
	2	340	340
1Ax	1	337	337
	2	623	623
1B	1	114	114
	2	702	702
1Cx	1	123	123
	2	83	83
1D	1	610	610
	2	423	423
1Dx	1	897	897
	2	897	897

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00		Nearside	37.51
	1Bx	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight Movement	80.00
	1Dx	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
	1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight Movement
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
	1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight Movement
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight Movement	80.00
	1Bx	1	3	TrafficStream	1C/2	1Bx/1	33.60	30.00	✓	Offside
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
	1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
				T-junction opposing flow	TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

From	1-1	0	232	45	340
	1-2	114	0	189	434
	1-3	16	67	0	123
	1-4	207	403	423	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1		#00FF00
	1-2	1B/1, 1B/2	1Bx/1		#FFFFFF
	1-3	1C/1, 1C/2	1Cx/1		#0000FF
	1-4	1D/1, 1D/2	1Dx/1		#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	123
	2		1-3	1-1	1C/2, 1Ax/1	Normal	16
	3		1-3	1-2	1C/2, 1Bx/1	Normal	67
	4		1-4	1-1	1D/1, 1Ax/1	Normal	207
	5		1-4	1-2	1D/1, 1Bx/1	Normal	403
	6		1-4	1-3	1D/2, 1Cx/1	Normal	423
	7		1-1	1-2	1A/1, 1Bx/1	Normal	232
	8		1-1	1-3	1A/1, 1Cx/1	Normal	45
	9		1-1	1-4	1A/2, 1Dx/1	Normal	340
	10		1-2	1-4	1B/1, 1Dx/1	Normal	434
	11		1-2	1-3	1B/1, 1Cx/1	Normal	189
	12		1-2	1-1	1B/2, 1Ax/1	Normal	114

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	2, 57, 84, 99, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

From	To									
	A	B	C	D	E	F	G	H	I	
		5	5	5	5	5	5	5	5	
	B		5	5	5	5	5	5	5	
	C	5	5		5	5			5	
	D	5	5			5	5	5	5	
	E	5	5	5			5	5	5	
	F	5	5	5	5		5	5	5	
	G	5	5	5		5		5	5	
	H	5	5	5			5		5	
	I	10	10	10	10	10	10	10	10	

Banned Stage transitions for Controller Stream 1

To						
	1	2	3	4	5	6 7

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Filename: R089 Junction 1 TRANSYT Model Stress Test 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 06/05/2021 21:18:28

- «A1 - : D10 - 2027 WD With Dev, PM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

A1 -

D10 - 2027 WD With Dev, PM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	2	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	2	1	(untitled)			1800
	1	1	(untitled)			
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	137	137
	2	165	165
1Ax	1	401	401
1B	1	519	519
	2	147	147
1Bx	1	696	696
1C	1	441	441
	2	222	222
1Cx	1	325	325
1D	1	625	625
	2	203	203
1Dx	1	1037	1037

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00	✓	Nearside	37.51
1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight	80.00
1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight	37.50
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight	80.00
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight	80.00
1Bx	1	3	TrafficStream	1B/2	1Bx/1	33.60	30.00	✓	Offside	67.50
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside	74.45

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
					TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

From	1-1	0	103	34	165
	1-2	147	0	88	431
	1-3	65	157	0	441
	1-4	189	436	203	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1	#00FF00	
	1-2	1B/1, 1B/2	1Bx/1	#FFFFFF	
	1-3	1C/1, 1C/2	1Cx/1	#0000FF	
	1-4	1D/1, 1D/2	1Dx/1	#FF0000	

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	441
	2		1-3	1-1	1C/2, 1Ax/1	Normal	65
	3		1-3	1-2	1C/2, 1Bx/1	Normal	157
	4		1-4	1-1	1D/1, 1Ax/1	Normal	189
	5		1-4	1-2	1D/1, 1Bx/1	Normal	436
	6		1-4	1-3	1D/2, 1Cx/1	Normal	203
	7		1-1	1-2	1A/1, 1Bx/1	Normal	103
	8		1-1	1-3	1A/1, 1Cx/1	Normal	34
	9		1-1	1-4	1A/2, 1Dx/1	Normal	165
	10		1-2	1-4	1B/1, 1Dx/1	Normal	431
	11		1-2	1-3	1B/1, 1Cx/1	Normal	88
	12		1-2	1-1	1B/2, 1Ax/1	Normal	147

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	2, 47, 75, 116, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

From	To							
	A	B	C	D	E	F	G	H
		5	5	5	5	5	5	5
	B		5	5	5	5	5	5
	C	5	5		5	5		5
	D	5	5			5	5	5
	E	5	5	5			5	5
	F	5	5	5	5		5	5
	G	5	5	5		5		5
	H	5	5			5		5

Banned Stage transitions for Controller Stream 1

To						
	1	2	3	4	5	6

Performance Indicators																				
			SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES		P
Link	Name	Traffic node	Controller stream	Phase	Calculated flow enter/in	Calculated sat flow (PCU/hr)	Actual green (s) per	Wasted time total (s) per	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh	Mean stops per Veh	Mean max queue	Mean end of red queue	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£/veh)	P	

- P = link is a pedestrian link
- $<$ = adjusted flow warning (upstream links/traffic streams are over-saturated)
- ^{n} = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^{n} = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- $^+$ = average link/traffic stream excess queue is greater than 0
- **P.L. = PERFORMANCE INDEX**

TRANSYT 16

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Filename: R089 Junction 1 TRANSYT Model Stress Test 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 06/05/2021 21:19:07

- «A1 - : D13 - 2037 WD With Dev, AM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

A1 -

D13 - 2037 WD With Dev, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800			Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	2	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	2	1	(untitled)			1800
	1	1	(untitled)			
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	283	283
	2	346	346
1Ax	1	342	342
	2	681	681
1B	1	681	681
	2	116	116
1Bx	1	749	749
	1	134	134
1C	2	89	89
	1	712	712
1Cx	1	649	649
	2	460	460
1D	1	955	955
	2	955	955

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00	✓	Nearside	37.51
	1Bx	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight Movement	80.00
1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight	37.50
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight Movement	80.00
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight Movement	80.00
1Bx	1	3	TrafficStream	1C/2	1Bx/1	33.60	30.00	✓	Offside	67.50
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside	74.45

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
				T-junction opposing flow	TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

From	1-1	0	237	46	346
	1-2	116	0	206	475
	1-3	16	73	0	134
	1-4	210	439	460	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1		#00FF00
	1-2	1B/1, 1B/2	1Bx/1		#FFFFFF
	1-3	1C/1, 1C/2	1Cx/1		#0000FF
	1-4	1D/1, 1D/2	1Dx/1		#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	134
	2		1-3	1-1	1C/2, 1Ax/1	Normal	16
	3		1-3	1-2	1C/2, 1Bx/1	Normal	73
	4		1-4	1-1	1D/1, 1Ax/1	Normal	210
	5		1-4	1-2	1D/1, 1Bx/1	Normal	439
	6		1-4	1-3	1D/2, 1Cx/1	Normal	460
	7		1-1	1-2	1A/1, 1Bx/1	Normal	237
	8		1-1	1-3	1A/1, 1Cx/1	Normal	46
	9		1-1	1-4	1A/2, 1Dx/1	Normal	346
	10		1-2	1-4	1B/1, 1Dx/1	Normal	475
	11		1-2	1-3	1B/1, 1Cx/1	Normal	206
	12		1-2	1-1	1B/2, 1Ax/1	Normal	116

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	2, 57, 85, 100, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

From	To									
	A	B	C	D	E	F	G	H	I	
		5	5	5	5	5	5	5	5	
	B		5	5	5	5	5	5	5	
	C	5	5		5	5			5	
	D	5	5			5	5	5	5	
	E	5	5	5			5	5	5	
	F	5	5	5	5		5	5	5	
	G	5	5	5	5	5		5	5	
	H	5	5	5	5	5	5		5	
	I	10	10	10	10	10	10	10	10	

Banned Stage transitions for Controller Stream 1

	To						
	1	2	3	4	5	6	7

TRANSYT 16

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Filename: R089 Junction 1 TRANSYT Model Stress Test 20210506.t16
Path: J:\R_JOBS\Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 06/05/2021 21:19:28

- «A1 - : D14 - 2037 WD With Dev, PM :
- »Links

»Arms and Traffic Streams

»Local OD Matrix - Local Matrix: 1

»Signal Timings

»Final Prediction Table

A1 -

D14 - 2037 WD With Dev, PM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
(ALL)			1	100.00		✓		Pedestrian		

Modelling

Link	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
(ALL)	1	I	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
(ALL)	12.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Longfield Road		1
1Ax	Longfield Road		
1B	Grange Road (E)		1
1Bx	Grange Road (E)		
1C	Grange Rise		1
1Cx	Grange Rise		
1D	Grange Road (W)		1
1Dx	Grange Road (W)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	L / S			90.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			58.00	✓	Sum of lanes	1800			Normal	
1Ax	1	Exit			64.00						Normal	
1B	1	L / S			50.00	✓	Sum of lanes	1800			Normal	
	2	R			50.00	✓	Sum of lanes	1800	✓		Normal	
1Bx	1	Exit			280.00						Normal	
1C	1	L			95.00	✓	Sum of lanes	1800	✓		Normal	
	2	S / R			95.00	✓	Sum of lanes	1800	✓		Normal	
1Cx	1	Exit			102.00						Normal	
1D	1	L / S			100.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			100.00	✓	Sum of lanes	1800	✓	✓	Normal	
1Dx	1	Exit			380.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Ax	1	1	(untitled)			
	2	2	(untitled)			
1B	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Bx	1	1	(untitled)			
	1	1	(untitled)			1800
1C	2	1	(untitled)			1800
	1	1	(untitled)			
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
	2	1	(untitled)			1800
1Dx	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	180

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	140	140
	2	167	167
1Ax	1	407	407
1B	1	566	566
	2	149	149
1Bx	1	752	752
1C	1	480	480
	2	237	237
1Cx	1	351	351
1D	1	668	668
	2	220	220
1Dx	1	1117	1117

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1A	1	1	A	
	2	1	B	
1B	1	1	C	
	2	1	D	
1C	1	1	E	
	2	1	F	
1D	1	1	G	
	2	1	H	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	6.96	30.00
	2	6.96	30.00
1B	1	6.00	30.00
	2	6.00	30.00
1C	1	11.40	30.00
	2	11.40	30.00
1D	1	12.00	30.00
	2	12.00	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1D/1	1Ax/1	7.68	30.00	✓	Nearside	37.51
1Bx	1	1	TrafficStream	1A/1	1Bx/1	33.60	30.00	✓	Nearside	37.48
1Cx	1	1	TrafficStream	1A/1	1Cx/1	12.24	30.00	✓	Straight	80.00
1Dx	1	1	TrafficStream	1C/1	1Dx/1	45.60	30.00	✓	Nearside	37.50
1Ax	1	2	TrafficStream	1B/2	1Ax/1	7.68	30.00	✓	Offside	67.51
1Bx	1	2	TrafficStream	1D/1	1Bx/1	33.60	30.00	✓	Straight	37.50
1Cx	1	2	TrafficStream	1B/1	1Cx/1	12.24	30.00	✓	Nearside	37.50
1Dx	1	2	TrafficStream	1B/1	1Dx/1	45.60	30.00	✓	Straight	80.00
1Ax	1	3	TrafficStream	1C/2	1Ax/1	7.68	30.00	✓	Straight	80.00
1Bx	1	3	TrafficStream	1B/2	1Bx/1	33.60	30.00	✓	Offside	67.50
1Cx	1	3	TrafficStream	1D/2	1Cx/1	12.24	30.00	✓	Offside	67.50
1Dx	1	3	TrafficStream	1A/2	1Dx/1	45.60	30.00	✓	Offside	74.45

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
1D	2	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1D	2	1	1Cx/1	802	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1D	2	1	1Cx/1	T-junction opposing flow	TrafficStreamMovement		1B/1	1Cx/1	100	0.22	
				T-junction opposing flow	TrafficStreamMovement		1B/1	1Dx/1	100	0.22	
					TrafficStream	1B/2			100	0.13	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	To
	1-1 1-2 1-3 1-4

From	1-1	0	105	35	167
	1-2	149	0	96	470
	1-3	66	171	0	480
	1-4	192	476	220	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1, 1A/2	1Ax/1	#00FF00	
	1-2	1B/1, 1B/2	1Bx/1	#FFFFFF	
	1-3	1C/1, 1C/2	1Cx/1	#0000FF	
	1-4	1D/1, 1D/2	1Dx/1	#FF0000	

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-3	1-4	1C/1, 1Dx/1	Normal	480
	2		1-3	1-1	1C/2, 1Ax/1	Normal	66
	3		1-3	1-2	1C/2, 1Bx/1	Normal	171
	4		1-4	1-1	1D/1, 1Ax/1	Normal	192
	5		1-4	1-2	1D/1, 1Bx/1	Normal	476
	6		1-4	1-3	1D/2, 1Cx/1	Normal	220
	7		1-1	1-2	1A/1, 1Bx/1	Normal	105
	8		1-1	1-3	1A/1, 1Cx/1	Normal	35
	9		1-1	1-4	1A/2, 1Dx/1	Normal	167
	10		1-2	1-4	1B/1, 1Dx/1	Normal	470
	11		1-2	1-3	1B/1, 1Cx/1	Normal	96
	12		1-2	1-1	1B/2, 1Ax/1	Normal	149

Signal Timings

Network Default: 180s cycle time; 180 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1			1	NetworkDefault	180	49

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	(untitled)	0	300	0	0	Unknown
	B	(untitled)	0	300	0	0	Unknown
	C	(untitled)	0	300	0	0	Unknown
	D	(untitled)	0	300	0	0	Unknown
	E	(untitled)	0	300	0	0	Unknown
	F	(untitled)	0	300	0	0	Unknown
	G	(untitled)	0	300	0	0	Unknown
	H	(untitled)	0	300	0	0	Unknown
	I	(untitled)	8	8	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
1	1	C, D, H	1	1	100
	2	C, G, H	1	1	100
	3	E, G, H	1	1	100
	4	E, F	1	1	100
	5	A, B	1	1	100
	6	B	1	1	100
	7	I	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5, 6, 7	1, 48, 76, 117, 143, 144, 157	49	

Intergreen Matrix for Controller Stream 1

From	To									
	A	B	C	D	E	F	G	H	I	
		5	5	5	5	5	5	5	5	
	B		5	5	5	5	5	5	5	
	C	5	5		5	5			5	
	D	5	5			5	5	5	5	
	E	5	5	5			5	5	5	
	F	5	5	5	5		5	5	5	
	G	5	5		5			5	5	
	H	5	5				5		5	
	I	10	10	10	10	10	10	10	10	

Banned Stage transitions for Controller Stream 1

To						
	1	2	3	4	5	6 7

		SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES		P
Link	Name	Traffic node	Controller stream	Phase	Calculated flow enter/in	Calculated sat flow (PCU/hr)	Actual green (s) per	Wasted time total (s) per	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh	Mean stops per Veh	Mean max queue	Mean end of red queue	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£)	P

- P = link is a pedestrian link
- $<$ = adjusted flow warning (upstream links/traffic streams are over-saturated)
- $+$ = 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/traffic stream excess queue is greater than 0
- **P.L. = PERFORMANCE INDEX**