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## Traffic and Transport Assessment

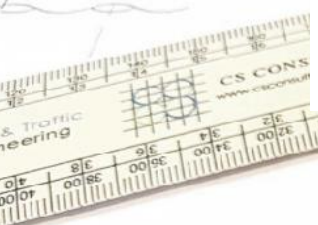
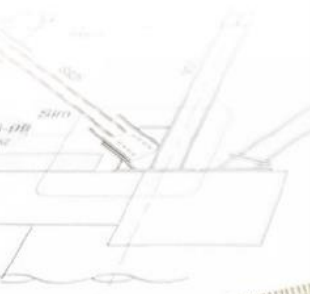
### Park West SHD

### Park West Avenue and Park West Road, Park West, Dublin 12

Client: Greenseed Limited

Job No. H085

November 2021





## TRAFFIC AND TRANSPORT ASSESSMENT

### PARK WEST SHD

### PARK WEST AVENUE AND PARK WEST ROAD, PARK WEST, DUBLIN 12

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## 1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Greenseed Limited to prepare a Traffic and Transport Assessment for a proposed Strategic Housing Development (SHD) on a site at Park West Avenue and Park West Road, Park West, Dublin 12.

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

- Dublin City Development Plan 2016–2022
- Park West - Cherry Orchard Local Area Plan 2019
- Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities) 2020
- TII Project Appraisal Guidelines (2011)
- TII Traffic and Transport Assessment Guidelines (2014)
- Trip Rate Information Computer System (TRICS) database
- CSO 2016 Census data
- Design Manual for Urban Roads and Streets (DMURS) 2019
- The Institution of Structural Engineers (IStructE) Design Recommendations for Multi-Storey and Underground Car Parks (2011)
- National Cycle Manual (2011)
- Greater Dublin Area Cycle Network Plan (2015)

### 1.1 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 3no. key junctions on Park West Avenue and Park West Road. The report also examines the proposed development's vehicular access arrangements, car and bicycle parking provision, site

layout, public transport accessibility, and facilities for pedestrians and cyclists.

## 1.2 Study Methodology

Prior to the preparation of this report, CS Consulting discussed the traffic and transport aspects of the proposed development with representatives of Dublin City Council and An Bord Pleanála in the course of pre-planning meetings conducted on the 11<sup>th</sup> of March 2020, the 27<sup>th</sup> of August 2020, and the 17<sup>th</sup> of February 2021.

The methodology adopted for this report is summarised as follows:

- Receiving environment – A desktop study of the area surrounding the development site has been conducted, examining the nature of the surrounding existing transport infrastructure, the existing public transport services nearby, and proposed future improvements to public transport services and transport infrastructure.
- Traffic flow data – 12-hour classified vehicular traffic count surveys were undertaken on Wednesday the 13<sup>th</sup> of February 2019 by Traffinomics Limited on behalf of CS Consulting. The surveys were conducted between 07:00 and 19:00 at 7no. existing junctions along Park West Avenue, Park West Road, and Killeen Road, as well as within the Park West Business Park.
- Trip generation – A development trip generation assessment has been carried out using data extracted from the Trip Rate Information Computer System (TRICS) database of traffic surveys, to determine the potential vehicular trips to and from the proposed development site during peak hours.
- Trip distribution – Based upon existing traffic characteristics and the surrounding road network, an appropriate distribution has been

assigned to site development vehicular trips across the road network, as described in sub-sections 4.1 and 4.2.

- Existing junction assessment – A spreadsheet model was created that contains the baseline year do-nothing traffic count data described above. The traffic count data were used to develop a computer model (using industry-standard TRANSYT software) comprising the existing roundabout junction of Park West Avenue and Park West Road, as well as the existing access junction to the Aspect Hotel on Park West Avenue. The performance of these modelled junctions was then assessed for the baseline year 2021.
- Future junction operation assessments – The TRANSYT model was expanded to include the proposed development's new access junction on Park West Road. Future year traffic forecasts were derived from TII growth factors and development trip generation figures. The performance of the 3no. junctions within the expanded TRANSYT model was then assessed for the development's proposed year of opening (2025), 5 years after opening (2030), and 15 years after opening (2040; the Design Year assessment).
- Parking – Car, bicycle, and motorcycle parking provisions within the proposed development have been assessed with reference to the parking standards set out in the Local Authority development plan and to those given in the 2020 *Design Standards for New Apartments*.

### 1.3 Structure of Report

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

- Section 2 describes the proposed development location, the existing land use, and the development proposals.



- Section 3 provides an overview of the existing local road network, existing traffic conditions, and nearby public transport services, as well as identifying relevant proposed improvements to local infrastructure or services.
- 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, bicycle, and motorcycle parking provision for the development, with reference to Local Authority standards and to the 2020 *Design Standards for New Apartments*.
- Section 7 examines the development's vehicular access arrangements, internal layout, servicing arrangements, and pedestrian and cyclist facilities.
- Section 8 provides an overview of the relevant opinions and recommendations received from An Bord Pleanála and from Dublin City 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 site of the proposed development is located in Dublin 12, immediately to the north-east of the existing Park West development, approximately 400m to the east of the M50 motorway (between junctions 7 and 9), and immediately to the east of Park West & Cherry Orchard railway station. The development site has a gross area of approx. 9.4ha and is located in the operational area of Dublin City Council (DCC).

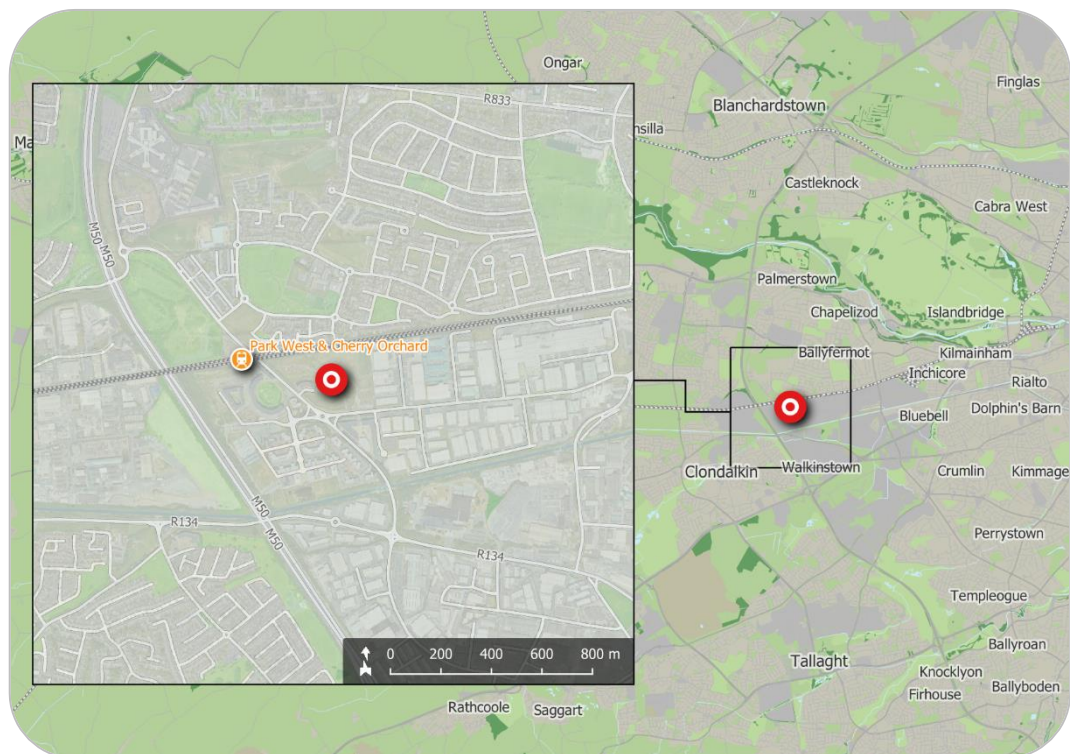


Figure 1 – Location of proposed development site  
(map data and imagery: EPA, OSi, OSM Contributors, Google)

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 north by the Dublin-Kildare railway line, to the east by an existing industrial estate, to the south by Park West Road (along a road frontage of approx. 180m), and to the west by Park West Avenue (along a road frontage of approx. 300m).

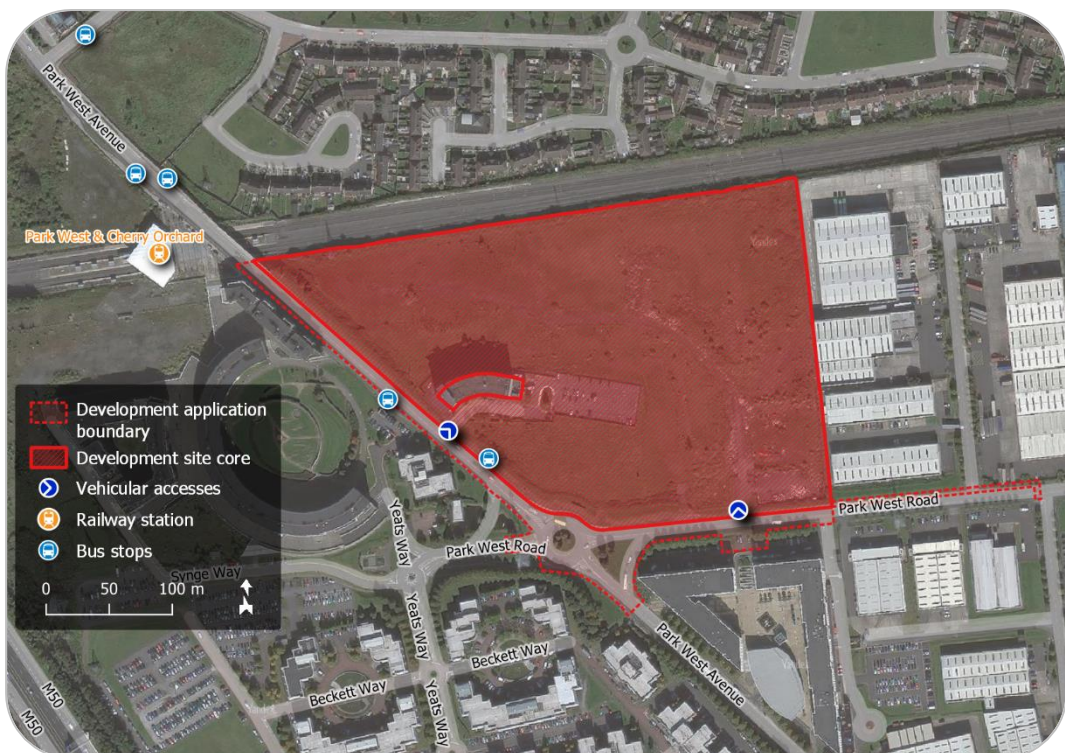


Figure 2 – Site extents and transport context  
(map data and imagery: NTA, OSi, OSM Contributors, Yandex)

## 2.2 Existing Land Use

The site of the proposed development is predominantly greenfield and has never been fully developed. The car park and access road of the existing Aspect Hotel form part of the development site, though the hotel building itself is excluded from the development application boundary. Limited vehicular traffic is currently generated by the Aspect Hotel, the existing access to which shall also serve as one of the proposed development's 2no. vehicular access junctions.

### 2.3 Description of Proposed Development

The proposed development (70,649 sqm gross floor area - GFA) will consist of:

- 750no. residential units (Blocks A to G) comprising a mix of one, two and three bed apartments and all associated ancillary accommodation (69,989sqm GFA)
- Non-residential uses (705sqm GFA) including a retail unit, a creche community space, café/ bar.

The proposed development is described below on a block-by-block basis.

- Block A (11,563sq.m GFA): - A 2 to 15 storey with 109no. residential units and 1no. retail/ commercial unit of 156sq.m.
- Block B (4,180sq.m GFA): - A 2 to 8 storey block with 44no. residential units and resident services and amenities of 84sq.m.
- Block C (8,865sq.m GFA): - A 2 to 8 storey block with 100no. residential units.
- Block D (16,403sq.m GFA): - A 2 to 8 storey block with 179no. residential units in. Residential services and amenities of 403sq.m are proposed at ground, first and second floor levels.
- Block E (15,995sq.m GFA): - A 2 to 8 storey block with 179no. residential units.
- Block F (9,629sq.m): - A 2 to 8 storey block with 99no. residential units.
- Block G (4,059sq.m): - A 1 to 8 storey block with 40no. apartments, a creche of 410sq.m with associated external play area, a café/ bar unit of 91sq.m and a community space of 48sq.m.
- Public Open Space: - c.1.3ha (16%) of public open space is provided and comprises a linear park orientated west to east and functioning as a link to the established residential areas to the west of Park West



Avenue and a public plaza/ square including Multi-Use Games Area (MUGA) located centrally within the site.

- Communal Amenity Space: - Communal amenity spaces totalling 6,175sq.m are provided at podium level within each of the proposed Blocks A to F and at roof levels within Block G and include passive open spaces that are visually and functionally accessible to the future residents of the development.
- Private Open Spaces: - Will be in the form of balconies for the apartments and duplexes and terraces for ground floor units.

Vehicular access to serve the proposed development will be provided via access roads off Park West Road and Park West Avenue. Tie-in works are required to Park West Avenue and Park West Road to provide for suitable junctions and pedestrian crossings at the proposed access points.

In addition to pedestrian and cycle access at the above two locations there will be a pedestrian and cycle access at the north western corner of the site adjoining Park West Avenue and providing access to the proposed west to east street along the northern boundary of the site. This access to Park West Avenue will facilitate safe and efficient access for pedestrians and cyclists to Park West and Park West - Cherry Orchard Train Station located directly to the north west across Park West Avenue.

Car parking is provided at ground floor/ undercroft level beneath Blocks A, B, C, D, E and F and at street level. A total of 487no. car parking spaces are proposed including 482no. residential car parking spaces at ratio of 0.64 per residential unit. The remaining 5no. car parking spaces will serve the proposed non-residential uses.

An additional 70no. car parking relating to the existing Aspect Hotel are included within the current application site. The Aspect Hotel is a pre-existing building located centrally within the site. Permission was granted for

an extension to this hotel in February 2019 (Reg. Ref. 3436/18). Condition 3 attached to Reg. Ref. 3436/18 addresses a legacy issue relating to the Aspect Hotel car park which is located on the site of the proposed Block G. The current application provides for the relocation of the hotel car park to facilitate the development of Block G. It is proposed that the car parking (totalling 70no. spaces) to serve the hotel will be located beneath Blocks A-B-C (36no. spaces) and at street level to the south of the existing Aspect Hotel (34no. spaces).

A total of 1,276 cycle parking spaces are proposed. The cycle parking is provided at ground floor/ undercroft level beneath Blocks A to F to serve the proposed residential units and integrated into the public realm at street level for visitors.

The residual lands within Site 6, identified as development Stages 2 and 3, are sites for future development and will be seeded/ grassed and fenced until such time as development proposals for those sites are advanced. The Stage 2 lands include a site for a proposed school as identified within the LAP and to be brought forward by the Department of Education and Skills.

Permission is also sought for associated hard and soft landscaping, boundary treatments and all associated site and development works.

For the purposes of the present assessment, it is assumed that the proposed development shall be completed and operational by the year 2025.



### **3.0 RECEIVING ENVIRONMENT**

#### **3.1 Existing Road Network Characteristics**

##### **3.1.1 Park West Road**

- Single carriageway road with a pavement width of 9m in the vicinity of the subject development.
- Regional road with an east-west alignment overall, leading to Park West in the west and to Killeen Road in the east.
- Subject to a 50km/h speed limit.
- Raised footpaths are present along both sides of Park West Road. No bus or cycle lanes are present.
- On-street parking is generally not prohibited along Park West Road in the vicinity of the subject development site.

##### **3.1.2 Park West Avenue**

- Single carriageway road with a pavement width of approximately 9m in the vicinity of the subject development site.
- Local road with a north-south alignment, leading to the Fox & Geese in the south and to Palmerstown in the north.
- Subject to a 50km/h speed limit.
- Raised and segregated footpaths are present along both sides of Park West Avenue.
- Raised off-road cycle tracks are present along both sides of Park West Avenue.
- On-street parking is generally not prohibited along Park West Avenue in the vicinity of the subject development site.

### 3.2 Existing Traffic Flows

Full turning movement classified traffic counts were carried out by Nationwide Data Collection (NDC), on behalf of CS Consulting, over a 12-hour period (07:00–19:00) on Wednesday the 13<sup>th</sup> of February 2019. Count information was obtained at the following 7no. sites (see Figure 3):

- J1. Cloverhill Road / Cedar Brook Avenue  
[3-arm roundabout]
- J2. Park West Avenue / Cherry Orchard Green  
[3-arm priority-controlled junction]
- J3. Park West Avenue / Aspect Hotel  
[3-arm priority-controlled junction]
- J4. Park West Avenue / Park West Road  
[4-arm roundabout with slips]
- J5. Yeats Way / Park West Road / Synge Way  
[4-arm roundabout with slip]
- J6. Park West Avenue / Nangor Road / Oak Road  
[4-arm signal-controlled junction with slips]
- J7. Killeen Road / Park West Road  
[3-arm signal-controlled junction]

The peak hour traffic flows across all 7no. survey sites were found to be between 08:00 and 09:00 (AM peak hour) and between 16:30 and 17:30 (PM peak hour). Raw data from this traffic survey 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**.

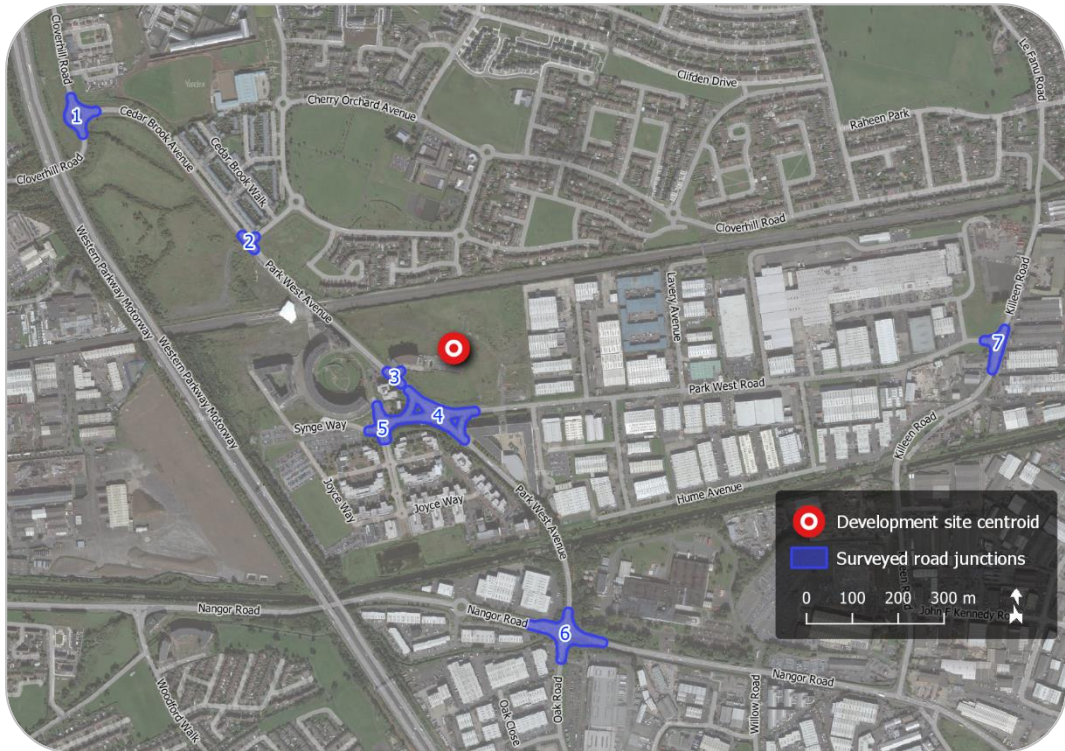


Figure 3 – Surveyed road junctions  
(map data & imagery: OSM Contributors, Yandex)

This traffic survey predates the Government's introduction of travel restrictions related to the COVID-19 public health emergency, the first of which came into force on the 12<sup>th</sup> of March 2020, and is therefore not considered to have been affected by these measures. Continuing changes in travel habits and varying working patterns have however precluded conducting a more recent traffic survey, as data obtained through such a survey may not be representative of typical traffic patterns.

The 2019 traffic movements at each of the surveyed junctions during the peak hours have therefore been isolated from the count data and have been scaled up to baseline levels for the year 2021 using standard TII growth factors (see sub-section 3.3). These total survey year and baseline year peak hour flows at the survey junctions are included in the traffic flow matrices given in **Appendix C** and are also given in **Table 1**.



Table 1 – Total Peak Hour Traffic Flows at Surveyed Junctions

Time Period	Total Surveyed Junction Traffic Movements (in Passenger Car Units)						
	J1	J2	J3	J4	J5	J6	J7
2019 – Survey Year							
AM Peak (08:00-09:00)	1425	1199	1176	2251	774	2580	2017
PM Peak (16:30-17:30)	1285	1196	1098	1979	671	2580	1980
2021 – Baseline Year							
AM Peak (08:00-09:00)	1471	1238	1214	2325	799	2664	2082
PM Peak (16:30-17:30)	1327	1235	1132	2043	693	2664	2043

### 3.3 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:

- 2021 Baseline year
- 2025 Assumed opening year
- 2030 5 years after opening
- 2040 Design year (15 years after opening)

Unit 5.3 of the TII *Project Appraisal Guidelines* (PE-PAG-02017 *Travel Demand Projections*) has been used to apply growth factors to the existing surveyed background traffic flows, to obtain traffic flows for the baseline year and for future year junction assessments. The TII annual growth rates applied are given in **Table 2**, and the resultant cumulative growth in background traffic for each assessment year is given in **Table 3**.

Table 2 – TII Central Growth Rates (Light Vehicles)

Geographic Area	Background Traffic Growth per Year		
	2016-2030	2030-2040	2040-2050
Dublin Metropolitan Area	+ 1.62%	+ 0.51%	+ 0.44%

Table 3 – Predicted Background Traffic Growth \*

2021 Baseline year	2025 Year of opening	2030 Opening year +5	2040 Opening year +15
+ 3.2%	+ 10.1%	+ 19.5%	+ 25.6%

### 3.4 Road Traffic Collision Data



Figure 4 – Recorded road traffic collisions on surrounding road network  
(map data and imagery: RSA, OSM Contributors, Yandex)

\* Cumulative percentage increases over 2019 surveyed traffic levels.

The locations of recorded road traffic collisions in the vicinity of the development site over the 11-year period from 2005 to 2016 (inclusive), which have been collated by the Road Safety Authority, are shown in **Figure 4**. These indicate a low frequency of traffic collisions in the immediate vicinity of the subject development site.

### 3.5 Pedestrian and Cyclist Accessibility

Existing pedestrian facilities on the wider street network in the vicinity of the development site are generally of good quality; raised footpaths and public lighting are in place on both Park West Avenue and Park West Road. As part of the proposed development, its access junctions on Park West Avenue and Park West Road shall both incorporate new signal-controlled pedestrian crossings on all arms.

Existing off-road cycle lanes are in place along Park West Avenue, at the western boundary of the development site. These connect to cycle facilities and bus lanes on the R134 Nangor Road and the R110 Long Mile Road, which provide a route into Dublin city centre.

As shown in **Figure 5**, the development site is within a 10-minute bicycle journey of numerous employment concentrations, including the following:

- Cherry Orchard Hospital
- Cherry Orchard Industrial Estate
- Clondalkin Industrial Estate
- Western Industrial Estate
- John F. Kennedy Industrial Estate

Liffey Valley Shopping Centre, Fonthill Retail Park, and Ballymount Industrial Estate are all within a 15-minute bicycle journey, while the Phoenix Park and the western edge of Dublin city centre are within a 20-minute bicycle journey. These bicycle journey times have been calculated on the basis of an average cycling speed of 18km/h.

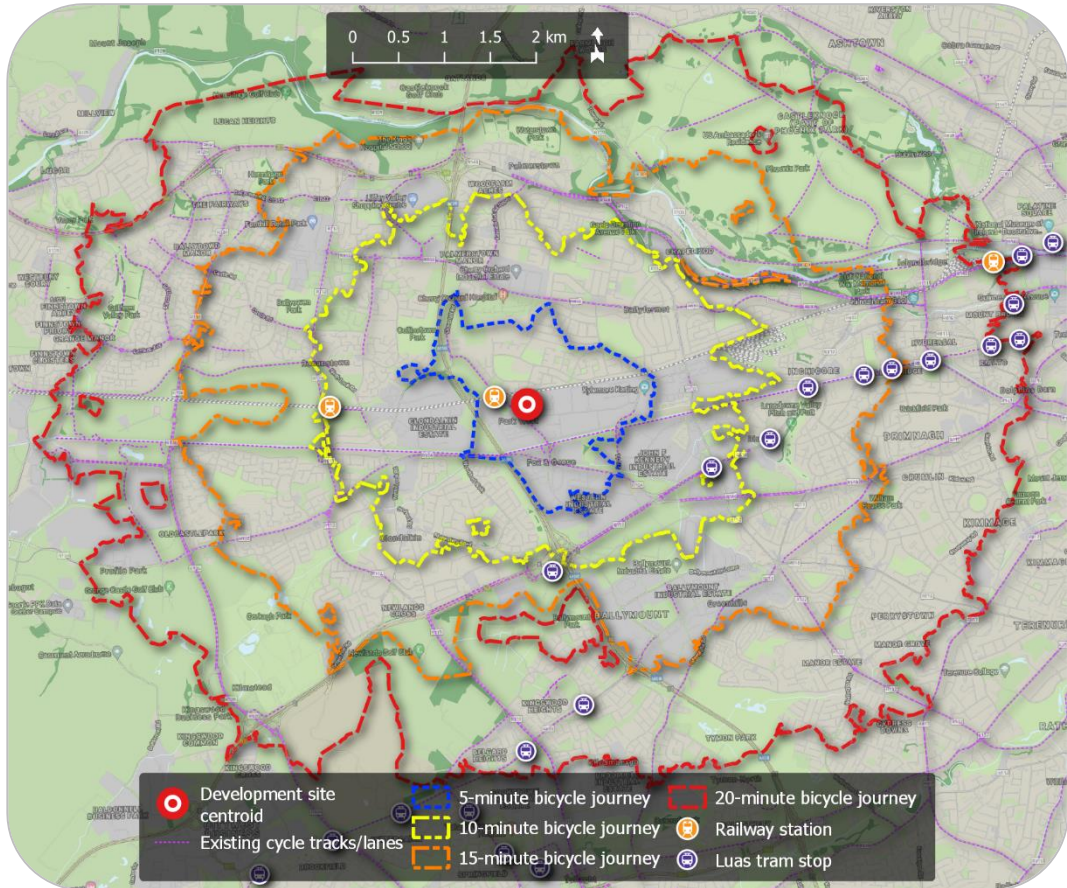
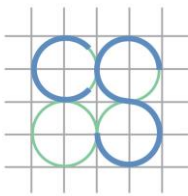


Figure 5 – Bicycle journey times and cycle facilities  
(map data sources: EPA, NTA, OSi, OSM Contributors, Google)

### 3.6 Proposed Transport Infrastructure Works

The *Cycle Network Plan for the Greater Dublin Area*, administered by the National Transport Authority, provides for the integration of the existing cycle facilities along Park West Avenue and Nangor Road into a secondary arterial cycle route (route 8C/8C2) leading to Dublin city centre, while a feeder cycle route is to be provided along Park West Road. A new primary arterial cycle route and greenway (route N10/7B) is to run along the Grand Canal, providing a direct segregated cycle route into the city centre from the vicinity of the development site.



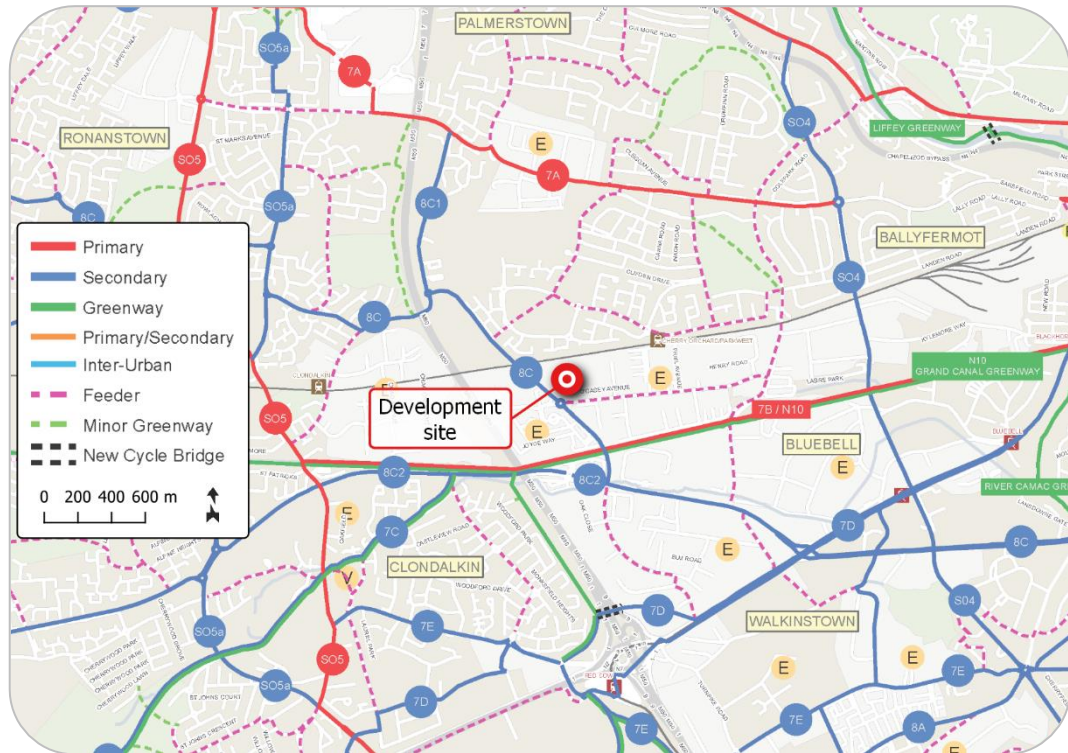


Figure 6 – Extract of Greater Dublin Area Cycle Network Plan mapping  
(background imagery source: NTA)

No information is yet publicly available on the proposed design or delivery timeframe of these cycle infrastructure objectives. The relevant maps extracted from the *Cycle Network Plan for the Greater Dublin Area* are appended to the accompanying Residential Travel Plan framework document.

### 3.7 Existing Public Transport Services

The development site is within a 5-minute walk of Park West & Cherry Orchard railway station. Intercity and commuter rail services operating to and from this station connect it directly to Dublin city centre, as well as to other towns and cities including Cork, Waterford, Portlaoise, and Carlow. Details of these train services are given in **Table 4** and their routes to and from Dublin city centre are illustrated in **Figure 7**.

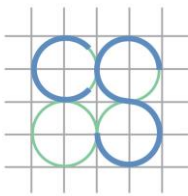


Table 4 – Train Services to/from Park West & Cherry Orchard Station

Direction	Destinations	Weekday Services †	Peak Interval
Eastbound	Dublin Heuston / Grand Canal Dock	44	15 min
Westbound	Portlaoise / Cork / Waterford	44	15 min

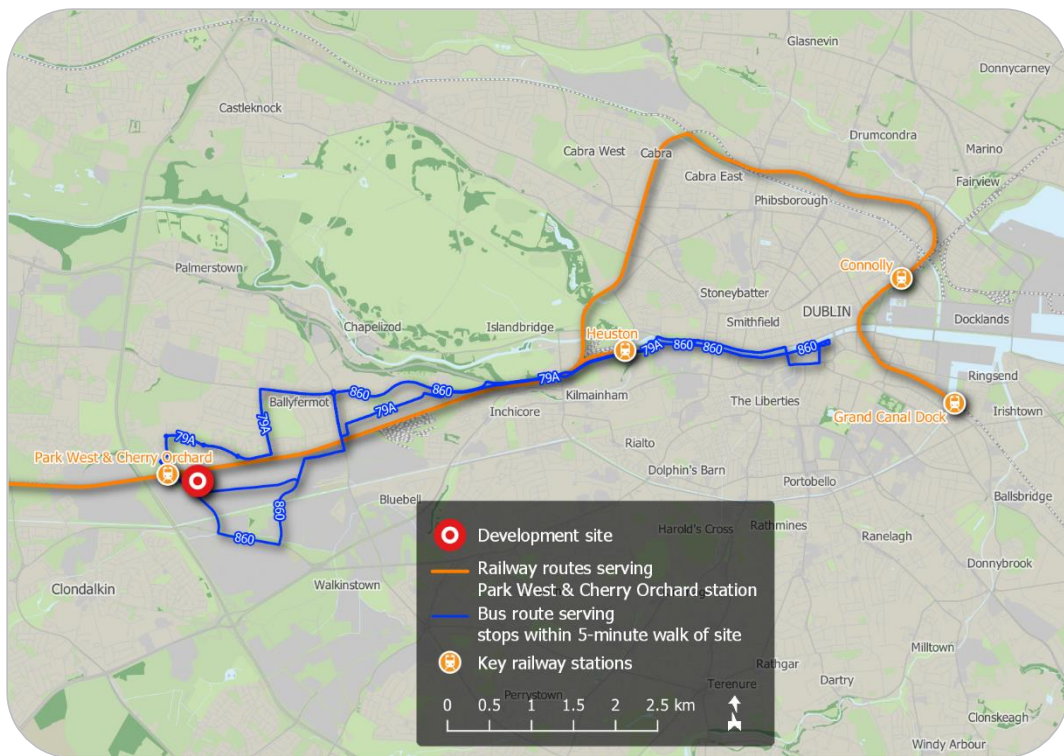


Figure 7 – Existing nearby rail and bus routes  
(map data sources: EPA, NTA, OSi, OSM Contributors)

Bus stops on Park West Avenue, immediately adjacent to the development site, are served by 2no. NTA-regulated bus routes, details of which are given in **Table 5**. The extents of these routes are also illustrated in **Figure 7**.

† Total services per day in given direction, Monday-Friday

Table 5 – Bus Services within 5-minute Walk of Site

Route No.	Operator	Destinations	Weekday Services ‡	Peak Interval
79A	Dublin Bus	Aston Quay – Park West	33	20 min
860	Express Bus	Temple Bar – Park West	22	20 min

**Figure 8** shows the reach of public transport journeys from the development site by total travel time (including service interchanges, and walking to and between stops), based upon a departure time of 08:00 on a typical weekday.

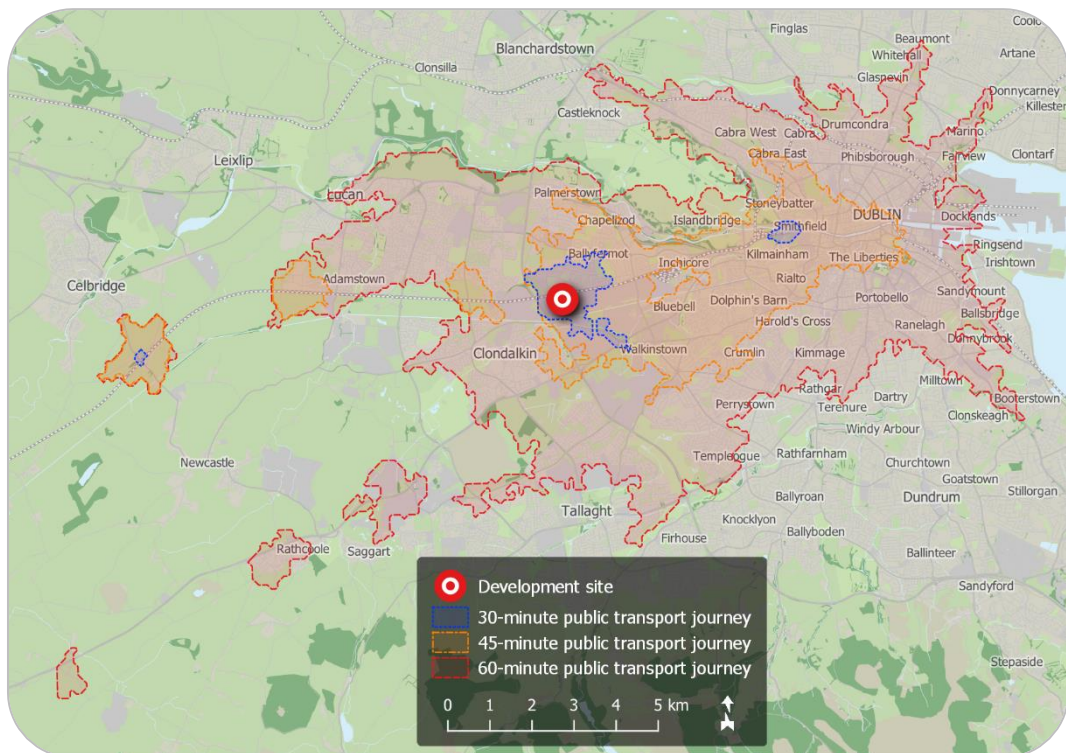


Figure 8 – Public transport travel times from development site  
(map data sources: EPA, OSM Contributors, TravelTime platform)

‡ Average number of services per day in each direction, Monday-Friday



### 3.8 Planned Public Transport Improvements

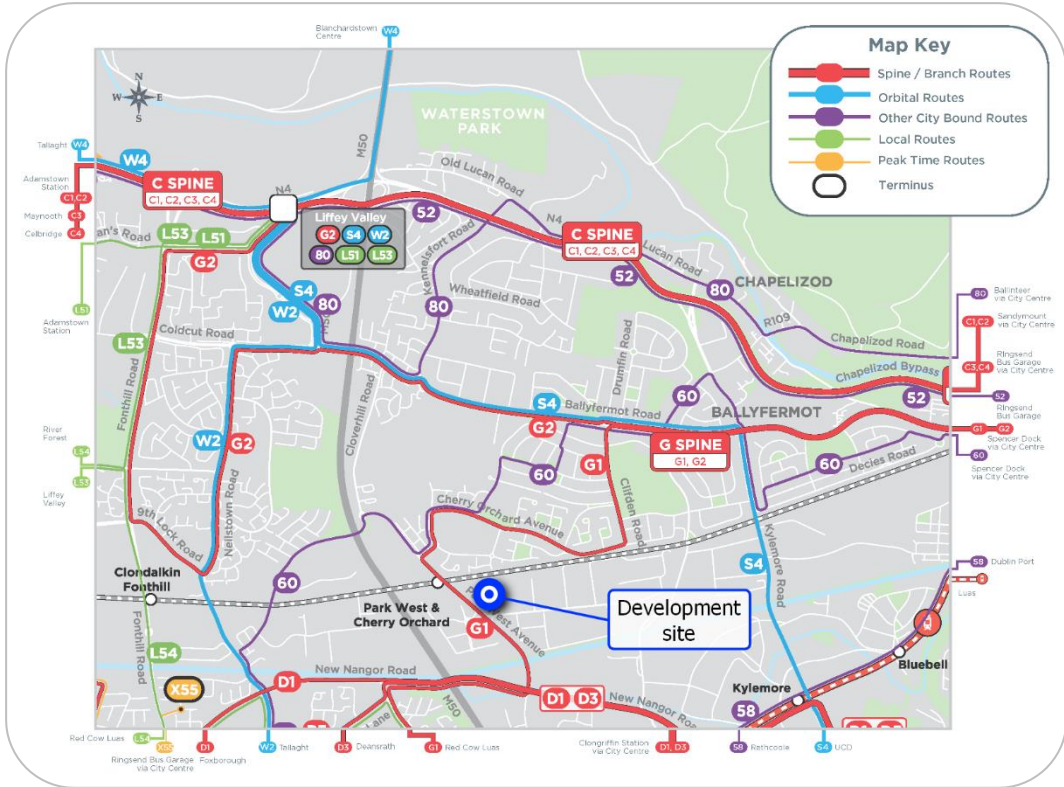


Figure 9 – Dublin Area Revised Bus Network Ballyfermot area map  
(background imagery source: NTA)

Table 6 – Future Bus Services in Proximity to Site

Route No.	Route Type	Destinations	Weekday Services §	Peak Interval
G1	Spine	Spencer Dock – Red Cow	77	12 min
D1/D3	Spine	Clongriffin – Grange Castle / Clondalkin	144	8 min
60	Radial	Spencer Dock – Red Cow	18	60 min

As part of the NTA's BusConnects framework, the Dublin Area Revised Bus Network initiative seeks to improve the overall convenience and efficiency of the city's bus routes. Under these Revised Bus Network proposals, which

§ Average number of services per day in each direction, Monday-Friday



are in the process of being implemented by the NTA, bus stops in proximity to the subject development site will in future be served by the bus routes listed in **Table 6**.

### **3.9 Nearby Committed Developments**

A review of planning data published by the Department of Housing, Local Government, and Heritage has identified no active planning permissions sufficiently close to the subject development site and of sufficient scale to have an impact on the traffic flows at the junctions considered in this report.



## 4.0 VEHICULAR TRAFFIC GENERATION AND TRIP DISTRIBUTION

### 4.1 Subject Development Trip Generation – Operational Stage

The proposed development comprises the following elements relevant to vehicular trip generation:

- 750no. residential apartment units;
- a crèche with a GFA of 410m<sup>2</sup>;
- a community space with a GFA of 48m<sup>2</sup>;
- a retail/commercial unit with a gross floor area (GFA) of 156m<sup>2</sup>; and
- a café/bar unit with a GFA of 91m<sup>2</sup>.

For a full schedule of the proposed development, please refer to sub-section 2.3 of this report and to the architectural documentation submitted with this application.

Trip generation factors from the Trip Rate Information Computer System (TRICS) database of traffic surveys have been used to predict the vehicular trip generation to and from the proposed development once completed, for both the AM and PM peak hour periods. The TRICS database is maintained by a consortium of English County Councils but covers the entirety of Great Britain and Ireland. Full details of the TRICS information used in the assessments are provided in **Appendix B**.

The following TRICS sub-categories have been employed, being the most appropriate for the respective elements of the proposed development:

- 03 Residential / C – Flats Privately Owned
- 04 Education / D – Nursery
- 07 Leisure / Q – Community Centre
- 01 Retail / O – Convenience Store
- 06 Hotel, Food & Drink / C – Pub/Restaurant

These are described in the TRICS land use category definitions as follows:

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. The TRICS definition of a privately owned dwelling is a dwelling at which residents have any degree of equity, or a dwelling that is owned by a private landlord and rented at market rates. Trip rates are calculated by Site Area, Dwellings, Housing Density, or Total Bedrooms.”*

Nursery

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

Community Centre

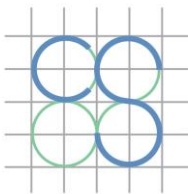
*“Dedicated centre for community activities. Trip rates are calculated by Gross Floor Area, Site Area, Employees, or Parking Spaces.”*

Convenience Store

*“Small “corner shop” style store or small “local” version of a major retailer store, selling various items which may include groceries, newspapers and magazines, confectionery, and household products. Trip rates are calculated by Gross Floor Area, Retail Floor Area, or Employees.”*

Pub/Restaurant

*“A public house that includes a significant dining element, either incorporated into the general seating area or in a separate restaurant area. Examples may include Wetherspoon, Beefeater, All Bar One, a smaller public house with its own restaurant, etc. If overnight accommodation is available then include as 06/H. Trip rates are calculated by 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 outer urban or 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 (645,000 approx.);
- the aggregate mean car ownership rate within 5 miles of the development site (1.0 cars per household).

The trip rates selected for the AM peak hour (08:00–09:00) and PM peak hour (16:30–17:30) are given in **Table 7**.

Table 7 – TRICS Peak Hour Trip Generation Rates

TRICS Category	Trip Type	AM Peak (08:00-09:00)	PM Peak (16:30-17:30)
Residential (trips per hour per dwelling)			
Flats	Arrivals	0.048	0.089
	Departures	0.165	0.043
Non-Residential (trips per hour per 100m <sup>2</sup> GFA)			
Nursery	Arrivals	5.055	1.329
	Departures	3.439	2.293
Community Centre	Arrivals	0.417	0.174
	Departures	0.174	0.279
Convenience Store	Arrivals	3.410	4.587
	Departures	2.786	4.995
Pub/Restaurant	Arrivals	0.000	4.333
	Departures	0.118	2.343

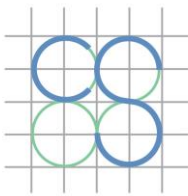
Peak hour trip numbers in this instance have been calculated as a function of the TRICS trip rates given in **Table 7**, the total number of apartments (750no.) within the development, and the gross floor areas of each of the development's non-residential elements. The following trip generation figures are calculated:

Table 8 – Subject Development Peak Hour Trip Generation

Development Element	Trip Type	AM Peak (08:00-09:00)	PM Peak (16:30-17:30)
Apartments	Arrivals	36	67
	Departures	124	32
	Total Trips	160	99
Crèche	Arrivals	21	5
	Departures	14	9
	Total Trips	35	14
Community Space	Arrivals	0	0
	Departures	0	0
	Total Trips	0	0
Commercial/ Retail Unit	Arrivals	5	7
	Departures	4	8
	Total Trips	9	15
Café/Bar Unit	Arrivals	0	4
	Departures	0	2
	Total Trips	0	6
Development TOTALS	Arrivals	62	83
	Departures	142	51
	Total Trips	204	134

#### 4.2 Subject Development Trip Distribution – Operational Stage

With the exception of the existing Aspect Hotel, the subject development site is currently vacant and does not generate vehicular traffic, it is therefore not possible to use the existing directional splits at surveyed junctions to establish the future distribution of traffic to be generated by the proposed development. An alternative method has therefore been employed, which is based upon the existing surveyed mainline traffic flows at key locations on the surrounding street network.



Vehicular traffic arriving to or departing from the development site is expected to leave or enter the immediate surrounding area via one of the following network points:

- (A) Park West Avenue to/from the north;
- (B) Park West Road to/from the east;
- (C) Park West Avenue to/from the south.

The predicted distribution of vehicular trips to and from the subject development has been established following the proportions of the surveyed inbound and outbound mainline traffic flows at these three points on the local road network, in each of the peak hour periods; these are given in **Table 9**. Given the development site's proximity to the existing Park West Business Park, on the western side of Park West Avenue, it is assumed that no vehicular traffic shall travel between the subject development and the existing Business Park.

Table 9 – Distribution of Existing Network Traffic

Network Point	Street Name and Direction	AM Peak Flow (PCU)	PM Peak Flow (PCU)	% of Total AM Flow	% of Total PM Flow
Inbound Traffic (towards development site)					
A	Park West Ave (N)	883	319	42.9%	22.4%
B	Park West Road (E)	318	651	15.5%	45.7%
C	Park West Ave (S)	855	454	41.6%	31.9%
Outbound Traffic (away from development site)					
A	Park West Ave (N)	263	766	15.9%	41.2%
B	Park West Road (E)	805	442	48.6%	23.8%
C	Park West Ave (S)	587	650	35.5%	35.0%

The proposed development shall have 2no. vehicular accesses (described in more detail in sub-section 7.1):

- the existing access junction of the Aspect Hotel (traffic survey site J3), which shall also serve as the proposed development's western access; and
- a new 3-arm access junction on Park West Road (designated junction site J8), which shall serve as the proposed development's southern access.

As the development's 2no. access junctions shall be connected by its internal road network, it is assumed that any vehicle arriving to or departing from the development shall use whichever of these access junctions is the more convenient given its origin or destination on the surrounding road network. Therefore:

- all traffic to and from network point A (Park West Avenue, to/from the north) shall travel via the western access junction J3; and
- all traffic to and from network point B (Park West Road, to/from the east) shall travel via the southern access junction J8.

It is assumed that traffic to and from network point C (Park West Avenue, to/from the south) shall be split between access junctions J3 and J8, in the following proportions:

- 40% of arrivals and 60% of departures shall travel via the western access junction J3; and
- 60% of arrivals and 40% of departures shall travel via the southern access junction J8.

**Table 10** and **Table 11** summarise the distribution of development arrival and departure trips according to the network point from which they arrive or to which they depart. These tables indicate the proportions and numbers of trips from/to each network point, the development access junction used in each case, and the other surveyed junctions through which they will pass (see **Figure 3**, page 12 for junction locations).

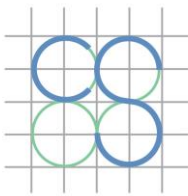


Table 10 – Distribution of Development Arrival Trips

Network Entry Point	Dev. Access Junction No.	Other Junctions Passed Through	% of AM Trips	% of PM Trips	Number of AM Trips	Number of PM Trips
A	3	1,2	43.0%	22.4%	27	19
B	8	7	15.5%	45.7%	10	38
C	3	6,4	16.6%	12.7%	10	11
	8	6,4	25.0%	19.1%	15	16

Table 11 – Distribution of Development Departure Trips

Network Exit Point	Dev. Access Junction No.	Other Junctions Passed Through	% of AM Trips	% of PM Trips	Number of AM Trips	Number of PM Trips
A	3	2,1	15.9%	41.2%	23	21
B	8	7	48.6%	23.8%	69	12
C	3	4,6	21.3%	21.0%	30	11
	8	4,6	14.2%	14.0%	20	7

These proportions (for both arrivals and departures, in both of the peak hour periods) are shown in **Figure 10** and **Figure 11**, along with the mapped routes providing the shortest driving distances between the development site and each of the three network points.

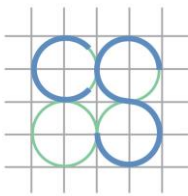




Figure 10 – Distribution of development arrival trips  
(map data and imagery: OSi, OSM Contributors, Yandex)



Figure 11 – Distribution of development departure trips  
(map data and imagery: OSi, OSM Contributors, Yandex)



### 4.3 Proportional Increases in Traffic

As shown in **Table 12**, vehicular traffic generated by the proposed development in its operational phase shall result in a maximum increase of 9.8% in the current total peak hour traffic flows at the location of the future development access junction on Park West Road (junction site J8).

Table 12 – Increases in Traffic at Future Access Junction Location (J8)

Time Period	Baseline Traffic Flows **	Development Traffic Flows	Proportional Increase
AM Peak Hour	1159	114	9.8%
PM Peak Hour	1130	73	6.5%

**Table 13** shows the absolute and proportional increases in peak hour traffic flows that shall result from the proposed development at each of the 7no. surveyed junctions shown in **Figure 3** (page 12).

Table 13 – Changes in Traffic Flows at Surveyed Junctions

Surveyed Junction No.	Baseline Traffic Flows at Junction (Year 2021) ††		Development-Related Trips Through Junction		Proportional Increase	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
J1	1425	1285	50	40	3.5%	3.1%
J2	1199	1196	50	40	4.2%	3.3%
J3	1176	1098	90	62	7.7%	5.6%
J4	2251	1979	75	45	3.3%	2.3%
J5	774	671	0	0	0.0%	0.0%
J6	2580	2580	75	45	2.9%	1.7%
J7	2017	1980	79	50	3.9%	2.5%

\*\* Baseline (year 2021) mainline flows in PCU along Park West Road at location of proposed development access junction.

†† Background traffic movements (PCU/hour), without subject development traffic.

The TII *Traffic and Transport Assessment Guidelines* (PE-PDV-02045) advise that Transport Assessments should generally be applied where traffic to and from a development is predicted to exceed 10% of the existing background traffic on the adjoining road (or 5% at sensitive locations). As shown in **Table 13**, the subject development shall not result in an increase of more than 10% in total traffic flows at any surveyed junction, in either peak hour period.

Surveyed junction J3 (the existing Aspect Hotel access) and the future development access junction J8 shall however experience increases of over 5% in total traffic flows in both peak hour periods; these are considered sensitive locations in the context of the development proposals. The existing roundabout junction J4 (Park West Avenue and Park West Road) is likewise considered a particularly sensitive location, although the subject development shall result in increases of less than 5% in peak hour traffic flows at this location.

Within the scope of this report, therefore, only the existing junctions J3 and J4 have been subjected to detailed operational assessment (as described in Section 5), along with the development's proposed new access junction J8. 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 in traffic flows that it shall give rise to at these locations.

#### **4.4 Subject Development Trip Generation – Construction Stage**

Heavy Goods Vehicle (HGV) construction traffic to and from the site shall reach a peak during the preliminary earthworks, which are required to achieve desired levels across the development site. These works shall require the transport from site of approximately 31,000m<sup>3</sup> of excavated spoil material. This material is expected to be transported by HGVs with a typical load capacity of 12m<sup>3</sup>, equating to a total of approximately 2,600 HGV



journeys to and from the site. Other construction activities requiring HGV trips to and from the site include material delivery and heavy plant transfer; these will be sporadic in nature and also will not occur at the same time as more HGV-intensive activities.

The final programming and scheduling of all construction activities shall be determined by the lead Contractor appointed to the project. As a 'worst-case' scenario, however, it is assumed that at most 6no. HGV trips may be made to the site each hour (one HGV arrival and one HGV departure every 10 minutes). This would equate to total traffic movements of 28 Passenger Car Units (PCU) in each of the background peak hours.

In addition to HGV traffic, periodic deliveries of materials to site shall be made by Light Goods Vehicles. To the extent possible, these shall be scheduled to take place outside of the background peak traffic hours. Such trips are also unlikely to occur frequently during the stages of construction that require frequent GHV trips; LGV trips are therefore unlikely to occur in significant numbers at the same time as HGV trips take place. For the purposes of estimating a worst-case construction traffic generation scenario, however, 6no. LGV arrivals and 6no. LGV departures (total traffic movements of 12 PCU) are assumed in each of the background peak hours.

Limited car parking for construction personnel is likely to be provided on site during construction works. Some additional vehicular trips shall therefore be made to and from the site each day by construction personnel commuting to and from work. The majority of these trips are expected to fall outside the background traffic peak hours. In the worst-case scenario, it is assumed that 25no. such light vehicle trips may be made to the site during the AM peak hour, and 25no. such trips may be made from the site during the PM peak hour.

The anticipated worst-case scenario vehicular trip generation of the subject site during construction is summarised in **Table 14**.

Table 14 – Maximum Peak Hour Construction Traffic Generation

Time Period	Heavy Goods Vehicles	Light Vehicles	TOTAL (PCU) ††
Arrivals			
AM Peak	6	31	45
PM Peak	6	6	20
Departures			
AM Peak	6	6	20
PM Peak	6	31	45
Total Trips			
AM Peak	12	37	65
PM Peak	12	37	65

#### 4.5 Subject Development Trip Distribution – Construction Stage

It is proposed to employ the development's new access junction on Park West Road as the sole vehicular access to the site during construction.

As shown in **Figure 12**, construction traffic shall be routed as follows:

- to/from the west along Park West Road,
- to/from the south along Park West Avenue and the R134 Nangor Road,
- to/from the west along the R110 Naas Road, and
- via the M50 motorway (north/south) or the N7 national road (west).

†† 1 Light Vehicle (car or LGV) = 1 PCU; 1 HGV = 2.3 PCU

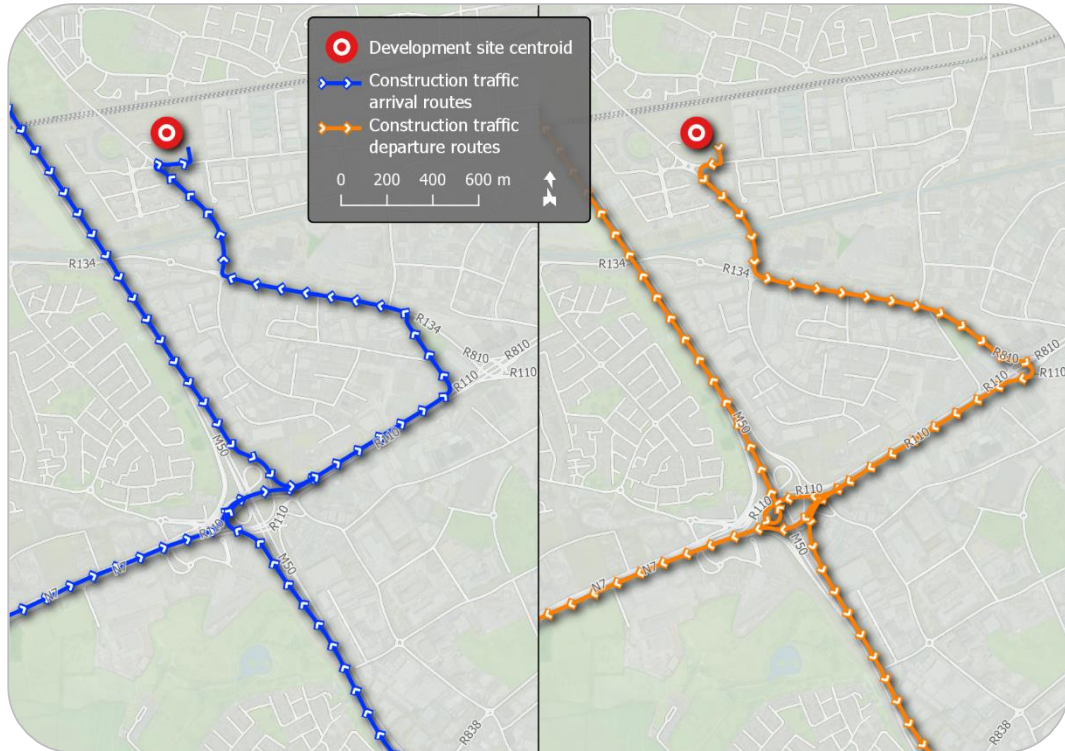
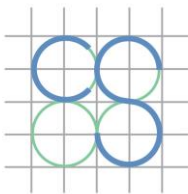


Figure 12 – Development construction traffic routing  
(map data sources: EPA, OSM Contributors, Google)

A supplementary assessment of junction performance during the development's construction stage is provided in sub-section 5.7 of this report.

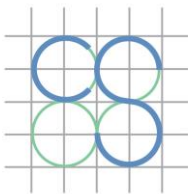
#### 4.6 Aspect Hotel Trip Generation and Distribution

The Aspect Hotel currently generates approximately 45 PCU of vehicular traffic in the AM peak hour period (arrivals and departures combined) and approximately 18 PCU in the PM peak hour period. All of this travels via the hotel's existing access junction on Park West Avenue (traffic survey site J3), which shall also serve as the western vehicular access to the subject proposed development.

While the proposed development shall entail some changes to the car parking arrangements for the Aspect Hotel, as described in Section 6, the



hotel itself does not form part of the development application and no changes are proposed to its operation. It is therefore assumed that there shall be no significant change to the vehicular trip generation of the hotel, nor to the distribution of this traffic across the surrounding road network, and this traffic has simply been included as part of the existing background traffic under all assessment scenarios.



## 5.0 OPERATIONAL ASSESSMENT

### 5.1 Methodology

To determine the likely traffic impact of the proposed development, operational assessments of 3no. key junctions have been undertaken using the industry-standard TRL TRANSYT computer program, for both the weekday AM peak hour (08:00-09:00) and the weekday PM peak hour (16:30-17:30).

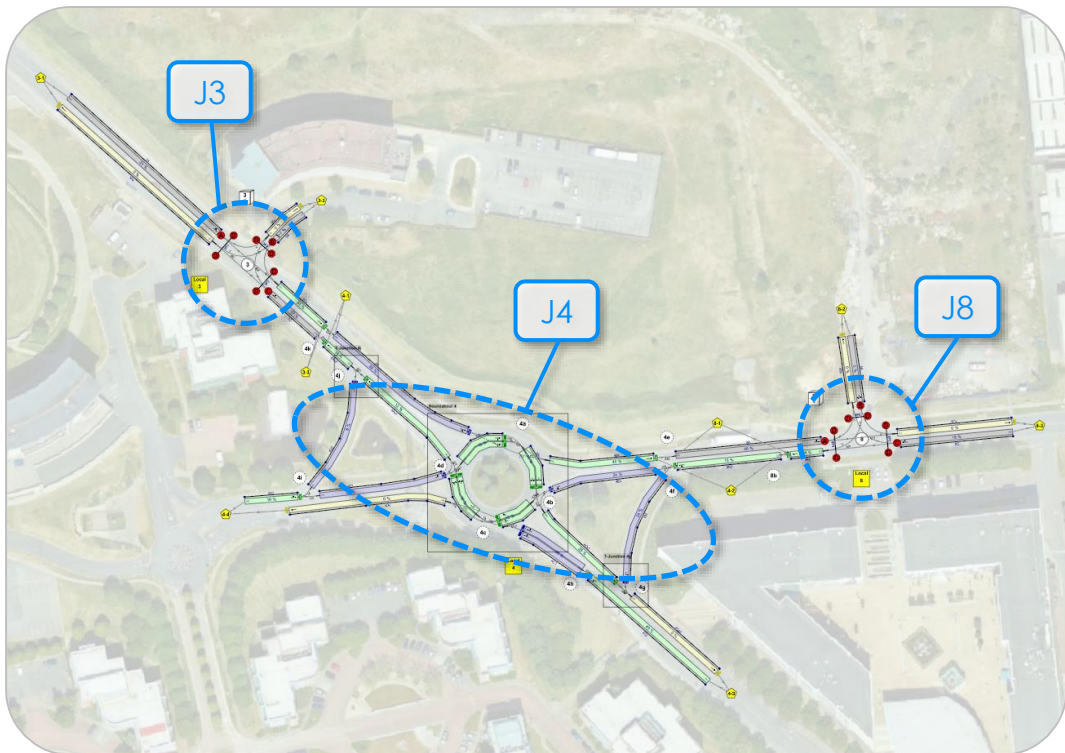


Figure 13 – TRANSYT model for 'with development' scenarios  
(background imagery: Google)

The following junctions have been modelled and assessed:

- J3. Park West Avenue (North/South) / Aspect Hotel & Dev. Site (East)  
(existing 3-arm priority junction & proposed 3-arm signalised junction)
- J4. Park West Avenue (North/South) / Park West Road (East/West)  
(existing 4-arm roundabout with bypass slips)



J8. Park West Road (East/West) / Development Site (North)  
*(proposed 3-arm priority-controlled junction)*

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

## 5.2 Assessment Scenarios

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

- 2021 – existing baseline traffic conditions;
- 2025 (planned year of opening) – with & without subject development;
- 2030 – with & without subject development; and
- 2040 (design year) – with & without subject development.

## 5.3 Definitions

### Degree of Saturation (DoS):

The ratio of current traffic flow to ultimate capacity (also known as RFC) on a link or traffic stream. Effective capacity for a junction approach (or a junction as a whole) is reached at a DoS of 90%, beyond which a junction will not operate efficiently. A DoS of 100% represents ultimate capacity, beyond which significant operational problems will be experienced.

### Mean Maximum Queue (MMQ):

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

### Mean Delay per Vehicle:

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



Practical Reserve Capacity:

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

**Note:**

Where a junction approach arm comprises multiple traffic streams (e.g. a left-turn lane and a right-turn lane), the figures given in the following tables are those of the worst-performing traffic stream on that arm.

**5.4 Junction 3 Assessment Results**

**Table 15** and **Table 16** give the TRANSYT modelling results, for each of the assessment scenarios, at the existing Park West Avenue access junction serving the Aspect Hotel. As part of the proposed development, this junction shall also serve the development site and shall be upgraded from a simple priority junction to a signal-controlled junction incorporating pedestrian crossing phases.

- Arm A: Park West Avenue (north)
- Arm B: Aspect Hotel & Development Site (east)
- Arm C: Park West Avenue (south)

Table 15 – Junction Site J3 Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2021 – baseline year assessment								
A	51	18	0	0	1	0	78	392
B	7	2	0	0	1	0	1194	3765
C	17	45	0	0	0	1	420	102

Table 16 – Junction Site J3 Assessment Results (continued)

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2025 – opening year assessment – WITHOUT subject development								
A	54	20	0	0	1	0	66	362
B	8	3	0	0	1	0	1051	3430
C	19	48	0	0	0	1	383	88
2025 – opening year assessment – WITH subject development in place								
A	72	26	18	3	10	3	26	250
B	61	49	3	2	74	74	48	84
C	28	62	3	10	5	5	216	44
2030 assessment – WITHOUT subject development								
A	59	21	0	0	1	0	54	326
B	9	3	0	0	1	0	912	2971
C	20	52	0	0	0	2	339	74
2030 assessment – WITH subject development in place								
A	77	28	20	3	11	4	18	225
B	70	50	3	2	87	75	29	80
C	31	67	4	10	6	6	191	34
2040 – design year assessment – WITHOUT subject development								
A	62	22	0	0	2	0	46	305
B	10	3	0	0	1	0	846	2740
C	21	54	0	0	0	2	319	65
2040 – design year assessment – WITH subject development in place								
A	81	29	24	4	13	4	12	209
B	71	51	4	2	88	76	27	76
C	33	71	4	17	5	7	177	27

The assessment results show that this junction currently operates well within its effective capacity on all approaches during both peak hour periods, with negligible vehicle queueing and delays. The junction is forecast to continue operating within effective capacity on all approaches past the year 2040, although the addition of traffic generated by the proposed development shall result in increased queue lengths and delays in comparison to the 'without development' scenarios, particularly on the northern and eastern approaches.

In the opening year of 2025, the addition of the vehicular traffic generated by the proposed development, in conjunction with the proposed changes to the junction configuration, is predicted to result in a maximum increase of 17 PCU in mean vehicle queue length on any junction approach, in either peak hour period, and a maximum increase of 74 seconds in mean vehicle delay.

## 5.5 Junction 4 Assessment Results

**Table 17** and **Table 18** give the TRANSYT modelling results, for each of the assessment scenarios, at the existing 4-arm roundabout junction of Park West Avenue and Park West Road.

- Arm A: Park West Avenue (north)
- Arm B: Park West Road (east)
- Arm C: Park West Avenue (south)
- Arm D: Park West Road (west)

Table 17 – Junction Site J4 Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2021 – baseline year assessment								
A	68	25	1	0	4	1	33	263
B	24	53	0	0	1	4	267	68
C	65	36	1	0	4	1	37	149
D	25	83	0	3	2	25	265	8
2025 – opening year assessment – WITHOUT subject development								
A	74	27	2	0	6	1	22	234
B	27	58	0	1	2	5	234	55
C	71	39	1	0	5	1	27	131
D	27	92	0	6	2	49	234	-2
2025 – opening year assessment – WITH subject development in place								
A	76	28	26	0	9	1	18	222
B	30	58	0	5	2	5	201	54
C	73	41	1	0	5	1	24	119
D	27	94	0	17	2	59	228	-4

Table 18 – Junction Site J4 Assessment Results (continued)

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2030 assessment – WITHOUT subject development								
A	82	30	3	0	9	1	10	203
B	30	64	0	1	2	6	198	41
C	78	43	2	0	7	2	16	108
D	30	105	0	19	2	152	198	-14
2030 assessment – WITH subject development in place								
A	85	31	37	0	16	1	6	193
B	33	64	1	7	2	7	176	40
C	80	45	2	0	8	2	13	99
D	31	108	0	36	2	182	193	-16
2040 – design year assessment – WITHOUT subject development								
A	88	31	4	0	14	1	3	189
B	33	67	0	1	2	7	176	34
C	83	46	3	0	10	2	9	96
D	33	115	0	36	3	266	173	-22
2040 – design year assessment – WITH subject development in place								
A	91	32	43	0	27	1	-1	181
B	35	67	1	8	2	8	160	33
C	85	48	6	0	11	2	6	87
D	34	118	0	53	3	301	168	-23

The assessment results show that this junction currently operates within effective capacity on all approaches during both peak hour periods. Under the influence of background traffic growth, however, the junction's western approach is forecast to exceed effective capacity during the PM peak by the year 2025, and to exceed ultimate capacity during the PM peak by the year 2030. By the year 2040 (with the proposed development in place), the junction's northern approach is forecast to slightly exceed effective capacity during the AM peak but shall remain within ultimate capacity.

In the opening year of 2025, the addition of the vehicular traffic generated by the proposed development is predicted to result in a maximum increase of 24 PCU in mean vehicle queue length on any junction approach, in

either peak hour period, and a maximum increase of 10 seconds in mean vehicle delay.

## 5.6 Junction 8 Assessment Results

**Table 19** gives the TRANSYT modelling results, for each of the future year 'with development' assessment scenarios, at the subject development's proposed new signal-controlled access junction on Park West Road.

- Arm A: Park West Road (west)
- Arm B: Development Site (north)
- Arm C: Park West Road (east)

Table 19 – Junction Site J8 Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2025 – opening year assessment – WITH subject development in place								
A	65	34	15	4	10	3	38	163
B	59	32	3	1	70	70	52	184
C	29	58	4	9	5	6	211	55
2030 assessment – WITH subject development in place								
A	71	36	18	5	10	4	27	149
B	59	32	3	1	70	70	52	184
C	31	62	4	11	5	7	188	44
2040 – design year assessment – WITH subject development in place								
A	74	37	17	5	9	4	22	143
B	66	32	3	1	78	70	37	184
C	32	65	4	12	5	7	178	38

The assessment results show that the development's proposed new access junction shall operate well within its effective capacity on all approaches during both the AM and PM peak periods when the development is completed in 2025 and shall continue to do so past the year 2040. Moderate queueing is forecast on the junction's eastern and western approaches at peak times, however, and significant (though acceptable)



mean vehicle delays on the northern approach (on exit from the subject development).

## 5.7 Construction Phase Assessment

**Table 20** gives the TRANSYT modelling results for the 3no. assessed junctions under a worst-case scenario during the development's construction phase in the year 2025.

Table 20 – 2025 Construction Phase Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
Junction Site J3								
A	54	20	0	0	1	0	66	362
B	8	3	0	0	1	0	1051	3430
C	19	48	0	0	0	1	383	88
Junction Site J4								
A	75	27	2	0	6	1	19	231
B	30	58	0	1	2	5	205	55
C	74	41	2	0	6	1	22	122
D	28	93	0	7	2	55	224	-4
Junction Site J8 (priority-controlled)								
A	52	28	0	0	1	0	74	220
B	7	13	0	0	1	1	1273	590
C	19	40	0	0	0	1	363	126

The traffic flows employed for this assessment are those surveyed in 2019, scaled up to 2025 levels using standard TII growth factors, and with the addition of vehicular trips generated by the proposed development during its construction stage (see sub-sections 4.4 and 4.5). Under this assessment scenario, it is assumed that the development's southern access junction on Park West Road (serving as the access for all construction traffic) has not yet been signalised and is operating as a priority-controlled junction.



The assessment results under this scenario are similar to those under the 2025 'with development' scenario for the development's operational phase, though more favourable. All junctions are shown to operate within effective capacity on all approaches, in both peak hour periods, with the exception of the western approach to junction J4: this shall exceed effective capacity during the PM peak hour but remain within ultimate capacity.

In comparison to the 2025 'without development' assessment scenario, construction traffic to and from the proposed development shall result in the following temporary increases in vehicle queue lengths and delays at the 2no. existing junctions assessed:

#### Junction Site J3

- no increase in vehicle queue lengths in either peak hour period; and
- no increase in mean vehicle delay in either peak hour period.

#### Junction Site J4

- a maximum increase of 1 PCU in vehicle queue length on any junction approach, in either peak hour period; and
- a maximum increase of 6 seconds in mean vehicle delay on any junction approach, in either peak hour period.

## 6.0 PARKING PROVISION

The proposed development comprises the following elements relevant to car, motorcycle, and bicycle parking provision:

- 321no. 1-bedroom apartment units;
- 384no. 1-bedroom apartment units;
- 45no. 1-bedroom apartment units;
- a crèche with a GFA of 410m<sup>2</sup> (4no. classrooms and an expected 5no. staff members);
- a community space with a GFA of 48m<sup>2</sup>;
- a retail/commercial unit with a gross floor area (GFA) of 156m<sup>2</sup>; and
- a café/bar unit with a GFA of 91m<sup>2</sup> (of which 55m<sup>2</sup> seating area).

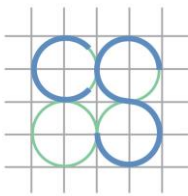
For a full schedule of the proposed development, please refer to sub-section 2.3 of this report and to the architectural documentation submitted with this application.

### 6.1 Overall Car Parking Provision

The development shall include a total of 552no. car parking spaces, comprising:

- 463no. new spaces serving residential units (277no. spaces in undercroft parking areas and 186no. on-street spaces);
- 14no. new spaces (on-street) for residential car club vehicles;
- 5no. new spaces (4no. on-street and 1no. undercroft) serving the development's crèche and retail elements; and
- 70no. existing spaces associated with the Aspect Hotel, which are to be relocated to 34no. new on-street and 36no. new undercroft locations within the development.

The car parking provision of the proposed development has been assessed with respect to the *Dublin City Development Plan 2016–2022*, which defines



the standard maximum car parking provision for new developments by land use type. **Table 21** shows the car parking standards applicable to the proposed development and illustrates that the total car parking provision does not exceed the maximum number permitted by the Local Authority development plan.

Table 21 – Overall Car Parking Provision

Land Use (Zone 2)	Car Parking Maxima	Quantum	Max. Parking Provision	Proposed Provision
New car parking spaces				
Residential	1 space per dwelling	750 dwellings	750 spaces	463 spaces
Schools (Crèche)	1 space per classroom	4 classrooms	4 spaces	4 spaces
Cultural Buildings	1 space per 250m <sup>2</sup> GFA	48m <sup>2</sup> GFA	0 spaces	0 spaces
Retail	1 space per 275m <sup>2</sup> GFA	156m <sup>2</sup> GFA	1 space	1 space
Cafés	1 space per 250m <sup>2</sup> seating area	55m <sup>2</sup> seating area	0 spaces	0 spaces
Residential car club parking			n/a	14 spaces
Relocated existing car parking spaces				
Aspect Hotel			70 spaces	70 spaces
Development Total				
Total			825 spaces	552 spaces

The crèche shall also be served by an on-street loading/set-down bay equivalent to 2no. car spaces. These shall not function as long-term car parking spaces. Refer to CS Consulting drawing **PWT-CSC-XX-XX-DR-C-0042** for the locations and uses of car parking spaces within the development.

In total, the development shall include 478no. car parking spaces for residential use, equating to a parking ratio of 0.64 spaces per residential unit (or 0.62 spaces per unit if car club spaces are excluded).

The *Dublin City Development Plan 2016–2022* specifies the following in relation to residential car parking in apartment developments:

*“Car parking standards are maximum in nature and may be reduced in specific, mainly inner city locations where it is demonstrated that other modes of transport are sufficient for the needs of residents.”*

*“Where sites are constrained or provision of on-site car storage is not possible, alternative solutions will be considered such as residential car clubs or off-site storage.”*

In addition, 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."*

As detailed in the Residential Travel Plan framework document submitted under separate cover in support of this planning application (as well as in sub-section 3.7 of this report), the development site is situated within a 5-minute walk of Park West & Cherry Orchard railway station. Residents shall therefore have convenient access to reliable, high-frequency commuter rail services to and from Dublin city centre.

**Table 22** gives both the assumed starting modal splits of residents' journeys and the suggested initial Residential Travel Plan targets. The assumed starting modal splits have been informed by CSO census data from the year 2016, as described in the Residential Travel Plan framework document. The development's parking ratio of 0.64 spaces per residential unit is sufficient to cater for the anticipated initial modal share of private car use by development residents.

Table 22 – Initial Target Modal Splits for Development Occupants

Mode	Assumed Starting Proportion of Trips	Suggested Initial RTP Targets
Driving a Car	41%	35%
Passenger in a Car	14%	11%
Bicycle	5%	7%
Motorcycle	1%	1%
Bus	14%	17%
Train or Tram	7%	9%
Walking	18%	20%
TOTAL	100%	100%

The proposed development is therefore considered an appropriate candidate for a limited residential car parking provision, in accordance



with the standards and guidelines set out by Dublin City Council and by the Department of Housing, Planning and Local Government.

## 6.2 Disabled-Accessible Car Parking

Table 23 – Accessible Car Parking Provision

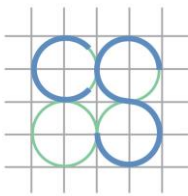
Proposed Car Parking Provision	Minimum Required Proportion	Accessible Spaces Required	Accessible Spaces Proposed
Internal (undercroft)			
314 spaces	5%	16	17
External (on-street)			
238 spaces	5%	12	13
Development Total			
552 spaces	5%	28	30

The *Dublin City Development Plan 2016–2022* 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 23** applies this requirement to the proposed development.

The development includes a total of 30no. disabled-accessible car parking spaces, of which:

- 17no. spaces are located within undercroft parking areas; and
- 13no. spaces are arranged along the development's internal road network.

The development's overall provision of disabled-accessible car parking facilities thereby satisfies the requirements of the *Dublin City Development Plan 2016–2022*.



### 6.3 Bicycle Parking

Table 24 – Bicycle Parking Provision (Development Plan)

Land Use (Zone 2)	Cycle Parking Minima	Quantum	Min. Parking Provision	Proposed Provision
Long-term cycle parking (secure storage)				
Residential	1 space per unit	750 units	750 spaces	1,276 spaces
Short-stay cycle parking (public realm)				
Employment (Crèche)	1 space per 100m <sup>2</sup> GFA	410m <sup>2</sup> GFA	4 spaces	12 spaces
Cultural Buildings	1 space per 150m <sup>2</sup> GFA	48m <sup>2</sup> GFA	0 spaces	4 spaces
Shops	1 space per 150m <sup>2</sup> GFA	156m <sup>2</sup> GFA	1 space	4 spaces
Cafés	1 space per 150m <sup>2</sup> GFA	91m <sup>2</sup> GFA	1 space	4 spaces
Visitor cycle parking (public realm)			n/a	376 spaces
Development Total				
Total			756 spaces	1,676 spaces

The development shall include a total of 1,676no. bicycle parking spaces, comprising:

- 1,276no. long-term bicycle parking spaces for apartment residents, located in secure dedicated cycle stores; and
- 400no. publicly-accessible short-stay bicycle parking spaces for visitor and commercial use, distributed at surface level throughout the development site.

64no. residents' long-term cycle parking spaces and 18no. publicly accessible visitor cycle parking spaces shall be capable of

accommodating cargo bikes. This equates to 5% of the resident and visitor bicycle parking provision.

The proposed development's bicycle parking provision has been assessed with respect to the *Dublin City Development Plan 2016–2022*, which defines the minimum standard bicycle parking provision for new developments by land use type. **Table 24** shows the standards applicable to the proposed development, illustrating that the proposed bicycle parking provision for the development exceeds the requirements of the Local Authority development plan.

As shown in **Table 25**, the development's residential bicycle parking provision also complies with the recommendations of the Apartment Guidelines, which state that:

*“A general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units.”*

Table 25 – Residential Bicycle Parking Provision (Apartment Guidelines)

Cycle Parking Recommendation	Quantum	Recommended Provision	Proposed Provision
Long-term bicycle storage			
1 storage space per bedroom	1,224 bedrooms	1,224 spaces	1,276 spaces
Short-stay bicycle parking			
1 visitor parking space per 2 units	750 units	375 spaces	376 spaces
Total residential bicycle parking			
TOTALS		1,599 spaces	1,652 spaces



## 6.4 Motorcycle Parking

The *Dublin City Development Plan 2016–2022* sets out the standard requirement for the provision of motorcycle parking in new developments, as a proportion of the total development car parking provision. **Table 26** applies this requirement to the proposed development.

Table 26 – Motorcycle Parking Provision

Proposed New Car Parking Provision	Standard Required Proportion	Motorcycle Spaces Required	Motorcycle Spaces Proposed
482 spaces §§	4%	19	20

20no. motorcycle parking spaces shall be provided within the proposed development (18no. undercroft spaces and 2no. on-street spaces); refer to CS Consulting drawing **PWT-CSC-XX-XX-DR-C-0042** for the locations of these. Suitable posts, rings, or hoops shall be provided at these spaces, to enable motorcycles to be secured.

## 6.5 Electric Vehicle Charging Facilities

Facilities for the charging of battery electric vehicles (BEVs) shall be provided at 32no. internal (undercroft) car parking spaces and 24no. on-street car parking spaces, representing 10% of the development's overall car parking provision. All remaining car parking spaces within the development shall be 'future-proofed' by the inclusion of ducting and/or cabling to permit the rapid future installation of additional BEV charging points.

§§ Excluding relocated existing Aspect Hotel car parking spaces.

## 6.6 Residential Car-Share Parking

It is proposed to establish a car-sharing club for residents of the development. 14no. dedicated shared vehicles shall be provided under this scheme, and 14no. on-street car parking spaces within the development shall be reserved for these vehicles. The locations of these car-share spaces are shown on CS Consulting drawing **PWT-CSC-XX-XX-DR-C-0042**.

A recent study of car clubs in Scotland, commissioned and published by CoMoUK <sup>\*\*\*</sup>, concluded that a single shared car may replace 14 private cars. On this basis, the 14no. shared car parking spaces may therefore be considered to reduce residential parking demand within the development by approximately 182no. spaces.

Further details of the proposed residential car club arrangements are provided in sub-section 7.7 of this report.

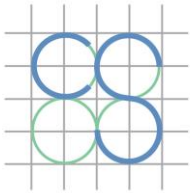
## 6.7 Car Parking Management

Access to the development's 3no. undercroft car parking areas shall be regulated by means of barrier control systems. Authorised development occupants shall gain access by means of an RFID key fob or similar automated system. The development's Management Company shall implement suitable measures to prevent unauthorised use of on-street car parking spaces within the development.

Car parking spaces shall be designated by category of use and identifiable through colour-coding, road markings, and/or signage. All car parking spaces within the development (including the 30no. accessible spaces and

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<sup>\*\*\*</sup> *Car Club Annual Survey for Scotland 2019/2020*, available from <https://como.org.uk/shared-mobility/shared-cars/why/>



14no. car club spaces) shall be controlled by the development's Management Company. Parking spaces shall not be assigned to individual apartment units; spaces shall instead be allocated and/or leased to residents and staff on the basis of availability and need, in part by means of a permit/lottery system, in order to optimise the use of parking spaces.



## 7.0 ACCESS, LAYOUT, SERVICING, SWEEPED PATHS, PEDESTRIANS AND CYCLISTS



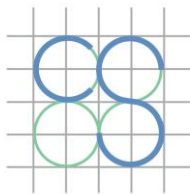
Figure 14 – Development layout and access provisions  
(map data & imagery: Murray & Associates, NTA, OSi, OSM Contributors, Yandex)

### 7.1 Vehicular Access

Vehicular access to the proposed development from the surrounding public road network shall be via 2no. access junctions (see **Figure 14**):

- the existing Aspect Hotel access junction on Park West Avenue, at the site's western boundary, which shall be upgraded to a signal-controlled junction; and
- a new access junction on Park West Road, at the site's southern boundary, which shall also be configured as a 3-arm signal-controlled junction.

The minor arm of each development access junction shall have a carriageway width of 6.0m, allowing 2-way traffic flow into and out from



the development. Maximum kerb radii of 6.0m are provided at these junctions, to discourage excessive vehicle speeds on entry to or exit from the development.

In accordance with the requirements of the *Design Manual for Urban Roads and Streets* (DMURS), unobstructed sightlines of 49m in either direction along Park West Avenue and Park West Road are ensured for vehicles exiting the development at either access junction, measured from a setback of 2.4m behind the major carriageway edge. Raised tables are provided at both access junctions, both to ensure low vehicle speeds and to emphasise pedestrian and cyclist priority across the mouth of the junction.

For further details of the development's vehicular access arrangements, refer to the following CS Consulting drawings:

- **PWT-CSC-XX-XX-DR-C-0021** (Road Layout)
- **PWT-CSC-XX-XX-DR-C-0025** (Road Markings & Signage)
- **PWT-CSC-XX-XX-DR-C-0030** (Visibility Splay)

## 7.2 Internal Road Layout

The proposed development's internal road layout comprises a network of local access streets with carriageway widths of between 5.5m and 6.0m. On-street car parking is provided along several sections of the development's internal road network, in the form of banks of perpendicular and parallel parking spaces. Turning heads are provided at the ends of internal cul-de sac streets, to facilitate the movements of larger vehicles.

In addition to these local access streets, a shared surface road (Road 3) is provided between Road 2 and Road 4, through the centre of the development. This shall be primarily for pedestrian and cyclist use but shall

also be open to use by taxis and servicing vehicles (e.g. deliveries or refuse collection). No other motor vehicles will be permitted to use this road.

The development's internal road layout has been designed for a maximum vehicular speed of 30km/h, and signage to this effect is provided on entry to the development. Several traffic-calming features have been incorporated into the internal road network design. These include kerb radii at internal junctions restricted to 4.0m, as well as raised table treatments and raised pedestrian crossings at internal junctions. The presence of on-street parking bays along significant portions of the internal road network shall also 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.

At all internal road junctions, it has been ensured that forward visibility splays of at least 23m are achieved, in compliance with the requirements of the *Design Manual for Urban Roads and Streets (DMURS)*.

For further details of the development's internal road network, refer to the accompanying Road Infrastructure Design Report and to the following CS Consulting drawings:

- **PWT-CSC-XX-XX-DR-C-0021** (Road Layout)
- **PWT-CSC-XX-XX-DR-C-0022/0023/0024** (Road Profiles)
- **PWT-CSC-XX-XX-DR-C-0025** (Road Markings & Signage)
- **PWT-CSC-XX-XX-DR-C-0029** (Road Cross-Sections)
- **PWT-CSC-XX-XX-DR-C-0030** (Visibility Splay)
- **PWT-CSC-XX-XX-DR-C-0040** (Access & Permeability)
- **PWT-CSC-XX-XX-DR-C-0042** (Parking Arrangement)
- **PWT-CSC-XX-XX-DR-C-0043** (Quality Audit)

### 7.3 Undercroft Car Parks

Three undercroft car parks are located at ground level beneath the residential blocks in the northern part of the development. These accommodate a total of 314no. car parking spaces for residential, hotel, and retail use. Car parking spaces are arranged perpendicularly to either side of circulation aisles with a minimum width of 6.0m. A minimum width of 6.6m is provided for sections of 2-way circulation aisle from which parking spaces are accessed. 17no. disabled-accessible spaces are provided within the undercroft car parks; a minimum vertical clearance of 2.6m is maintained at these spaces and along their approach routes, as required by the *IStructE Design Recommendations for Multi-Storey and Underground Car Parks*.

### 7.4 Pedestrian and Cyclist Access

Pedestrian and cyclist access to the proposed development shall be possible at the following locations (see **Figure 14**):

- via the development's western access junction on Park West Avenue (the existing Aspect Hotel access junction);
- via the development's proposed new southern access junction on Park West Road; and
- at multiple points along the development's western boundary, where the development's internal footpaths tie in to the existing footpath along Park West Avenue.

As part of the proposed development, its access junctions on Park West Avenue and Park West Road shall both incorporate signal-controlled pedestrian crossings on all arms.

In addition to these initial access provisions, the development's internal road network and footpaths are continued up to the site's eastern

boundary. This facilitate future access to lands to the east, should these be put to residential or retail use in future, ensuring east-west pedestrian permeability through the development.

For further details of pedestrian and cyclist access to and permeability through the development, refer to the following CS Consulting drawings:

- **PWT-CSC-XX-XX-DR-C-0021** (Road Layout)
- **PWT-CSC-XX-XX-DR-C-0040** (Access & Permeability)

### **7.5 Servicing and Waste Collection**

All incoming and outgoing servicing of the development (including deliveries, refuse collection, tradespeople, and passenger collection/set-down) shall be conducted within the development site, to avoid obstruction of vehicular or pedestrian traffic on the external road network.

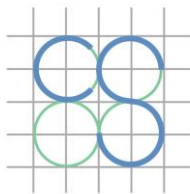
### **7.6 Swept Path Analysis**

Swept path analyses have been carried out for cars, light vans, fire tenders, refuse collection vehicles, and buses accessing the development and circulating within it. These analyses confirm that the development's internal layout can accommodate these vehicle movements where required. Refer to the following CS Consulting drawings:

- **PWT-CSC-XX-XX-DR-C-0031** (Fire Tender Swept Paths)
- **PWT-CSC-XX-XX-DR-C-0033** (Refuse Vehicle Swept Paths)
- **PWT-CSC-XX-XX-DR-C-0035** (Light Van Swept Paths)
- **PWT-CSC-XX-XX-DR-C-0037** (Car and Bus Swept Paths)

### **7.7 Residential Car-Share Club**

A residential car sharing club shall be established within the development, allowing residents the common use of a 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.

Within the proposed development, it is intended to provide 14no. shared cars for the sole use of the development's residents. These may be owned and maintained by the development's management company. Alternatively, the development may '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.

## 7.8 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 components:

- Stage 1/2 Road Safety Audit
- DMURS Street Design Audit
- Accessibility, Cycling, and Walking Audits

The Quality Audit was completed in September 2021. 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 **PWT-CSC-XX-XX-DR-C-0043** for details of these design changes.

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



## 8.0 COMMENTS RECEIVED FROM PLANNING AUTHORITIES

Both An Bord Pleanála and Dublin City 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 and Transport Assessment). A tripartite pre-application consultation meeting has also been held with An Bord Pleanála and Dublin City 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 transport-related recommendations of Dublin City Council, 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 Opinion Issued by An Bord Pleanála

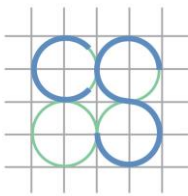
An Bord Pleanála has issued an opinion enumerating the items of specific information that should be submitted with any application for permission. The following items among these are of relevance to this Traffic and Transport Assessment.

#### 8.1.1 ABP Item 1 – Traffic and Transport Assessment

*“A Traffic and Transport Assessment including, inter alia, a rationale for the proposed car parking provision should be prepared, to include details of car parking management, car share schemes, mobility management plan and Residential Travel Plan.”*

#### Response to ABP Item 1

The present document satisfies the requirement for submission of a Traffic and Transport Assessment. A Residential Travel Plan framework



document is also submitted under separate cover in support of this planning application.

8.1.2 ABP Item 4 – DMURS compliance statement

*“A Design Manual for Urban Streets and Roads (DMURS) compliance statement.”*

Response to ABP Item 4

A statement of compliance with the *Design Manual for Urban Roads and Streets* (DMURS) is appended to the Road Infrastructure Design Report submitted under separate cover in support of this planning application.

8.1.3 ABP Item 7 – Parking Strategy and Mobility Management Plan

*“A rationale for the proposed car parking provision should be prepared, to include details of local census, mobility split, car parking management, car share schemes and a mobility management plan.”*

Response to ABP Item 7

A Residential Travel Plan framework document has been prepared in respect of the proposed development and is submitted under separate cover in support of this planning application. The rationale for the development's proposed car parking provision is outlined in Section 6 of the present document; this includes details of anticipated modal splits (informed by local census data), residential car-share scheme, and car parking management.

8.1.4 ABP Item 12 – transportation items raised by DCC

*“Response to issues raised in Addendum B of Planning Authority Report, received 28<sup>th</sup> of January 2021, which includes the internal report of the Transportation Planning Dept.”*

## Response to ABP Item 12

Responses to points raised by Dublin City Council's Transportation Planning Division in its internal report are provided in sub-section 8.2.

## **8.2 Recommendations of Dublin City Council**

The Transportation Planning Division of Dublin City Council issued an internal report on the 22<sup>nd</sup> of January 2021, requesting that the following requirements for additional drawings, information and clarifications be addressed.

### 8.2.1 DCC Item 1 – mobility strategy

*“A comprehensive mobility strategy for the proposed development considering location, access and anticipated population. Location and access should consider not only access to public transport, but also wider socio-economic requirements including access to employment sites, amenities and services.”*

#### Response to DCC Item 1

Sub-sections 3.5 to 3.8 of this report provide details of the existing and proposed public transport services in proximity to the development, as well as illustrating the accessibility of employment centres and amenities by bicycle. A Residential Travel Plan framework document has been prepared in respect of the proposed development and is submitted under separate cover in support of this planning application.

### 8.2.2 DCC Item 2(a) – carriageway design and sightlines

*“A 6m carriageway width seems excessive for the Local Streets design promoted, and a review of widths should be carried out. Sightlines for the proposed hotel car park should be provided. The two main*

*internal roads leading from the junctions with Parkwest Avenue and Parkwest Road shall be designed to a taken in charge standards.”*

#### Response to DCC Item 2(a)

Internal local streets within the development generally have a carriageway width of 5.5m, with the exceptions of:

- The two main internal roads leading from the junctions with Park West Avenue and Park West Road (Roads 1 and 2), which have carriageway widths of 6.0m to accommodate higher traffic volumes and more frequent large vehicle movements than other internal streets.
- Road 8, in the development's north-east corner, where perpendicular parking spaces are located to either side of the carriageway, requiring a 6.0m carriageway width to accommodate parking manoeuvres.

The two main internal roads leading from the junctions with Parkwest Avenue and Parkwest Road have been designed to DCC Taking in Charge standards.

#### 8.2.3 DCC Item 2(b) – adjacent site access strategy

*“A clearer access strategy for the Stage 02 Education site and the Stage 03 site should be provided.”*

#### Response to DCC Item 2(b)

On the proposed development's primary north-south internal street (Road 2), a junction bellmouth is provided to serve the 'Stage 02 Education' site that is zoned for a future school. A recessed bus bay is also provided on this street, as well as off-road cycle tracks. Vehicular access to a future development on the 'Stage 03' site could be facilitated at multiple locations along internal Roads 1 and 2. In this way, future development on either the 'Stage 02' or 'Stage 03' site

would not require any new vehicular access junctions on either Park West Avenue or Park West Road. Refer to CS Consulting drawing **PWT-CSC-XX-XX-DR-C-0021**.

8.2.4 DCC Item 2(c) – junction width and kerb radii

*“The entrance radii at the two junctions with the public roads, Parkwest Avenue and Parkwest Road, and the width of the junction with Parkwest Avenue should be reduced.”*

Response to DCC Item 2(c)

Kerb radii of 6.0m and a minor arm carriageway width of 6.0m are provided at each of the development's access junctions on Parkwest Avenue and Parkwest Road. These represent reductions in the kerb radii and carriageway widths currently in place at these locations.

8.2.5 DCC Item 2(d) – service access strategy

*“A service access strategy should be submitted with the application.”*

Response to DCC Item 2(d)

All incoming and outgoing servicing of the development (including deliveries, refuse collection, tradespeople, and passenger collection/set-down) shall be conducted within the development site, to avoid obstruction of vehicular or pedestrian traffic on the external road network. Recessed servicing bays are provided at suitable locations on the development's internal road network.

As described in sub-section 7.6, swept path analyses have been carried out for light vans, fire tenders, and refuse collection vehicles accessing the development and circulating within it. These analyses confirm that the development's internal layout can accommodate the movements of servicing vehicles where required. Refer in particular to CS Consulting drawing **PWT-CSC-XX-XX-DR-C-0035**.



#### 8.2.6 DCC Item 2(e) – pedestrian and cyclist infrastructure

*“Further discussions with DCC Transport Planning Division are required for proposed works to Parkwest Avenue and Parkwest Road. Improved pedestrian crossings should be provided to enhance connectivity to the south and the west as per the LAP. A more detailed layout of the proposed cycle track and footpath arrangements along Parkwest Avenue and Parkwest Road should be provided.”*

##### Response to DCC Item 2(e)

As part of the proposed development, its access junctions on Park West Avenue and Park West Road shall both incorporate signal-controlled pedestrian crossings on all arms.

For further details of pedestrian and cyclist access to and permeability through the development, including the minor alterations proposed to cycle track and footpath along Park West Avenue and Park West Road, refer to CS Consulting drawings **PWT-CSC-XX-XX-DR-C-0021** and **PWT-CSC-XX-XX-DR-C-0040**.

#### 8.2.7 DCC Item 3(a) – car share provision and visitor car parking

*“Car share provision and visitor car parking should be clarified.”*

##### Response to DCC Item 3(a)

The proposed development shall provide a residential car-share club comprising 14no. shared vehicles, as described in sub-sections 6.6 and 7.7 of this report. No dedicated visitor car parking spaces are proposed within the development.

#### 8.2.8 DCC Item 3(b) – Parking Management Strategy

*“A detailed Parking Management Strategy to be incorporated with the Residential Travel Plan in the application submission.”*



Response to DCC Item 3(b)

Car parking management principles for the development are described in sub-section 6.7 of this report. A more detailed parking management strategy will be prepared by and for the development's Management Company, following completion of the development and prior to the occupation of residential units.

8.2.9 DCC Item 3(c) – resident cycle parking provision

*“Resident cycle parking space allocation within the proposed cycle parking provision should be increased.”*

Response to DCC Item 3(c)

As described in sub-section 6.3, the proposed development now includes 1,276no. long-term bicycle parking spaces for apartment residents, located in secure dedicated cycle stores. This exceeds both the requirements of the *Dublin City Development Plan 2016–2022* and the recommendations of the 2020 Apartment Guidelines.

8.2.10 DCC Item 3(d) – cargo bike parking

*“Secure resident and visitor cargo bike parking provision should be provided.”*

Response to DCC Item 3(d)

As noted in sub-section 6.3, 64no. residents' long-term cycle parking spaces and 18no. publicly accessible visitor cycle parking spaces shall be capable of accommodating cargo bikes. This equates to 5% of the resident and visitor bicycle parking provision.



#### 8.2.11 DCC Item 3(e) – bicycle parking

*“Cycle parking adjacent to the crèche should be provided, both for staff and drop off. Visitor cycle parking adjacent to retail units should be provided.”*

##### Response to DCC Item 3(e)

As described in sub-section 6.3, the development shall include the following bicycle parking provision for the crèche and commercial elements:

- 12no. spaces for the crèche
- 4no. spaces for the community space
- 4no. spaces for the retail unit
- 4no. spaces for the café unit

As shown on CS Consulting drawing **PWT-CSC-XX-XX-DR-C-0042**, bicycle parking stands are located in proximity to each of the above elements.

#### 8.2.12 DCC Item 4 – masterplan and phasing

*“The phasing of the proposed development and timeframe should be clarified. In particular, this division is concerned with the timeframe for delivering the north west pedestrian/cycle connection. The application shall incorporate a clear phasing plan and timeframes for delivering this.”*

##### Response to DCC Item 4

For details of construction phasing and delivery timeframes, refer to the Outline Construction Management Plan submitted under separate cover in support of this planning application.

#### 8.2.13 DCC Item 5 – Traffic Impact Assessment

*“All applicable phases will need to be assessed. Estimated trip generation should take account of census data.”*

##### Response to DCC Item 5

As described in sub-section 4.1 of this report, estimated trip generation for the development in its operational stage has been calculated from TRICS trip rates, which in turn have been selected with reference to local 2016 census data. All phases of the proposed development have been included in the calculation of operational trip generation and the subsequent assessments of junction performance.

#### 8.2.14 DCC Item 6(b) – cumulative impacts

*“Operational and construction traffic impacts and the cumulative impacts of the full masterplan should be assessed. The assessment should consider phasing impacts including cumulative impacts of construction and operational phases, but also impacts from construction phase on completed and occupied phases. This should also take account of the full masterplan.”*

##### Response to DCC Item 6(b)

The proposed development is conceived as a standalone scheme and does not form part of a wider masterplan. While the development layout does seek to facilitate future access to adjacent zoned lands, no assumptions are made regarding the development of these lands. The assessment of construction stage and operational stage traffic impacts is therefore confined to the subject development.

#### 8.2.15 DCC Item 6(c) – mitigation measures

*“Mitigation measures relating to the construction phase should be clearly set out in a Construction Environmental Management Plan*



*incorporating a Traffic Management Plan to be submitted with the application."*

Response to DCC Item 6(c)

Mitigation measures relating to the proposed development's construction phase are set out in Chapter 11 of the Environmental Impact Assessment Report (EIAR) that accompanies this planning application. Details are also included in the Outline Construction Management Plan submitted under separate cover in support of this planning application

## 9.0 SUMMARY AND CONCLUSIONS

This report has been prepared in respect of a proposed Strategic Housing Development (SHD) on a site at Park West Avenue and Park West Road, Park West, Dublin 12. The report examines the development's existing transport context, potential vehicular trip generation, potential impact on the performance of the surrounding road network, proposed parking provision, internal layout, and cyclist and pedestrian facilities.

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

- The development site is situated adjacent to Park West & Cherry Orchard railway station, which is served by frequent commuter and intercity trains to and from Dublin city centre. Existing bus stops adjacent to the site are served by 2no. bus routes to and from Dublin city centre. The development site is also within convenient cycling distance tram stops on the Luas Red Line and of several employment concentrations in the Dublin 12 area.
- The proposed development shall not generate excessive vehicular traffic flows. Total vehicle trips (arrivals and departures combined) of 204 PCU are predicted during the AM peak hour (08:00-09:00), and total vehicle trips of 134 PCU in the PM peak hour (16:30-17:30).
- The existing Aspect Hotel access junction on Park West Avenue, which shall serve as the subject development's western vehicular access, currently operates well within effective capacity during both peak hour periods. This junction is to be upgraded to a signalised junction as part of the proposed development, and is shown to continue operating within effective capacity past the year 2040, with the proposed development in place.
- The existing 4-arm roundabout junction of Park West Avenue and Park West Road currently operates within effective capacity on all approaches during both peak hour periods. Under the influence of



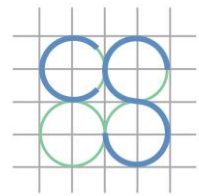
background traffic growth, however, the junction's western approach is forecast to exceed effective capacity during the PM peak by the year 2025, and to exceed ultimate capacity during the PM peak by the year 2030. Traffic generated by the proposed development is however not predicted to contribute significantly to the future poor operational performance of this junction.

- The proposed development's new signal-controlled vehicular access junction on Park West Road shall operate within effective capacity when the development is completed in 2025 and will continue to do so past the year 2040.
- The proposed development includes appropriate quanta of car, bicycle, and motorcycle parking, meeting Local Authority development plan requirements and the recommendations of the 2020 Apartment Guidelines. The proposed provisions of disabled-accessible parking spaces and EV charging points exceed Local Authority standards.
- The proposed development's internal layout is designed in accordance with both the *Design Manual for Urban Roads and Streets* (DMURS) and the *IStructE Design Recommendations for Multi-Storey and Underground Car Parks*. Swept path analyses show that the internal layout can accommodate the movements of cars, light vans, refuse vehicles, fire tenders, and buses where required.
- An independent Quality Audit of the proposed development layout and access arrangements has been conducted by PMCE Consulting Engineers 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 HSQ-CSC-XX-XX-DR-C-0119 for details of these design changes.

In summary, the assessment indicates that the proposed development shall not impact significantly upon the operation of the existing surrounding road network, that appropriate quanta of car and bicycle parking are to be provided, and that the internal road layout of the proposed development is fit for purpose and complies with the *Design Manual for Urban Roads and Streets* and the *IStructE Design Recommendations for Multi-Storey and Underground Car Parks*.







CS CONSULTING  
GROUP

---

## Appendix A

### **Traffic Survey Data**





Ireland

9 City Gate,  
Lower Bridge Street,  
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Tel: 01 633 4725  
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**CS CONSULTING  
PARK WEST  
TRAFFIC SURVEY**

**SURVEY REPORT  
FEBRUARY 2019**

PROJECT NO.	9706
CHECKED	P. MURRAY
DATE	20/02/2019
CONTACT	A.CHAMBERS
REVISION	

**CONTENTS**

Introduction

Junction Turning Counts

Diagrams 9706-01 & 9706-02

Appendix A – Vehicle Categories

## INTRODUCTION

Nationwide Data Collection (NDC) was instructed by CS Consulting to undertake junction turning counts in Park West, Co. Dublin.

General location plans are given in Diagrams 9706-01 & 9706-02.

## JUNCTION TURNING COUNTS

Junction turning counts were undertaken at the following sites:

Site No.	Location.	Day / Date
1	Cloverhill Road / Pamlerstown Way / Park West Avenue	Wednesday 13 <sup>th</sup> February 2019
2	Park West Avenue(N) / Park West Avenue(S) / Cedar Brook Way	
3	Park West Avenue(N) / Park West Avenue(S) / Access Road	
4	Park West Avenue(N) / Park West Avenue(W) / Park West Avenue(S) / Park West Avenue(E)	
5	Yeats Way(N) / Park West Avenue(W) / Yeats Way(S) / Park West Avenue(E)	
6	Park West Avenue / R134(W) / Oak Road / R134(E)	
7	L1014(N) / Park West Avenue / L1014(S)	

All sites were surveyed using telescopically mounted video cameras from which the information was subsequently extracted. Details of the observed movements are given in Diagrams 9706-01 & 9706-02.

The survey was carried out with survey hours of 07:00 to 19:00. All information was collected in 15 minute intervals and has been tabulated with both hourly and period totals.

Vehicles were classified into the following categories:

- Cars and Taxis (**CAR**)
- Light Goods Vehicles (**LGV**),
- Other Goods Vehicles - type 1 (**OGV1**),
- Other Goods Vehicles - type 2 (**OGV2**),
- Buses (**PSV**).

A detailed description of the vehicles included in each category is provided in Appendix A.

**SITE REPORT**

**Weather** Clear and dry.

**Accidents** None.

**Roadworks** None.

**Queues** Not required.

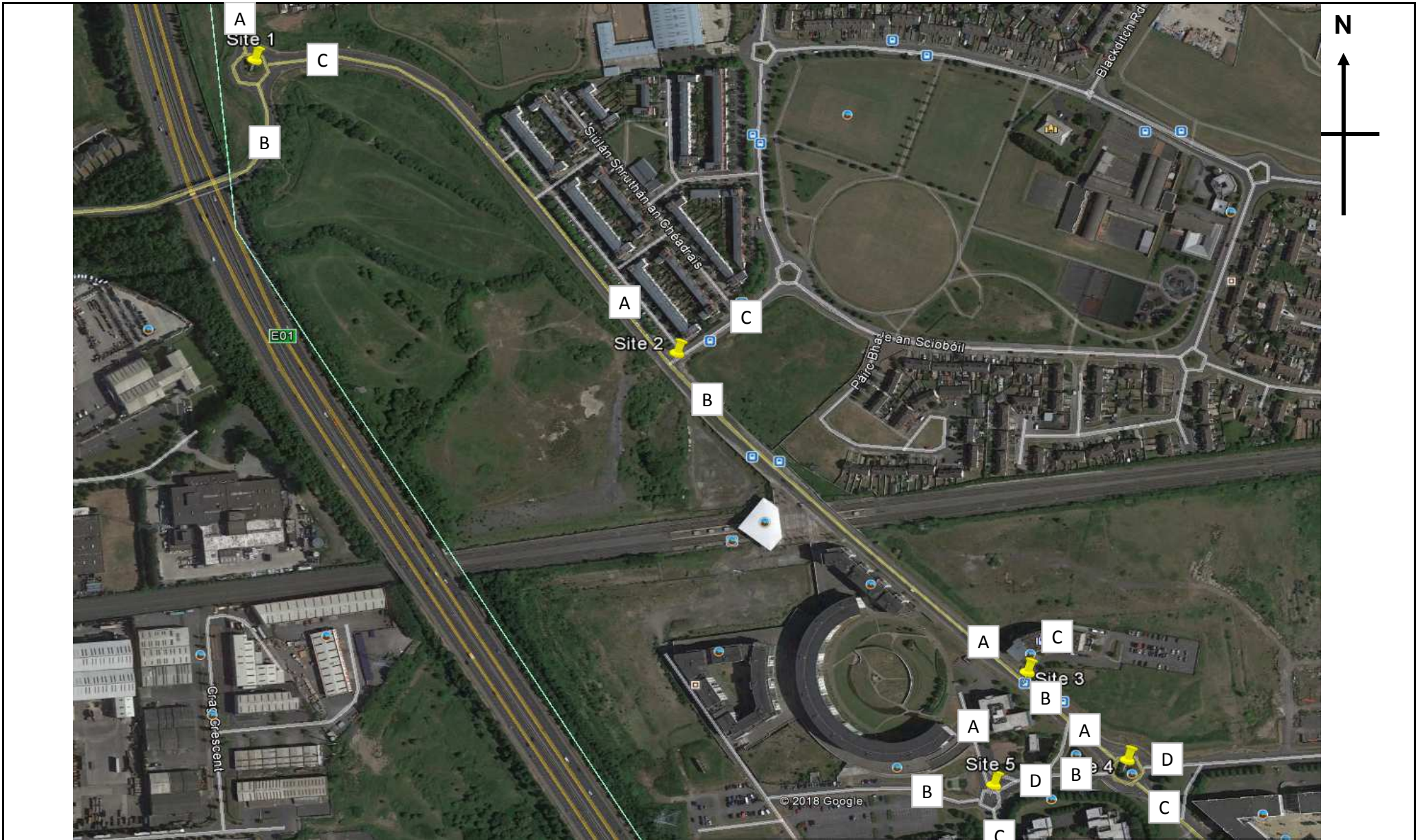
**Pedestrians** Not required.


**General Site Notes.** No additional notes.



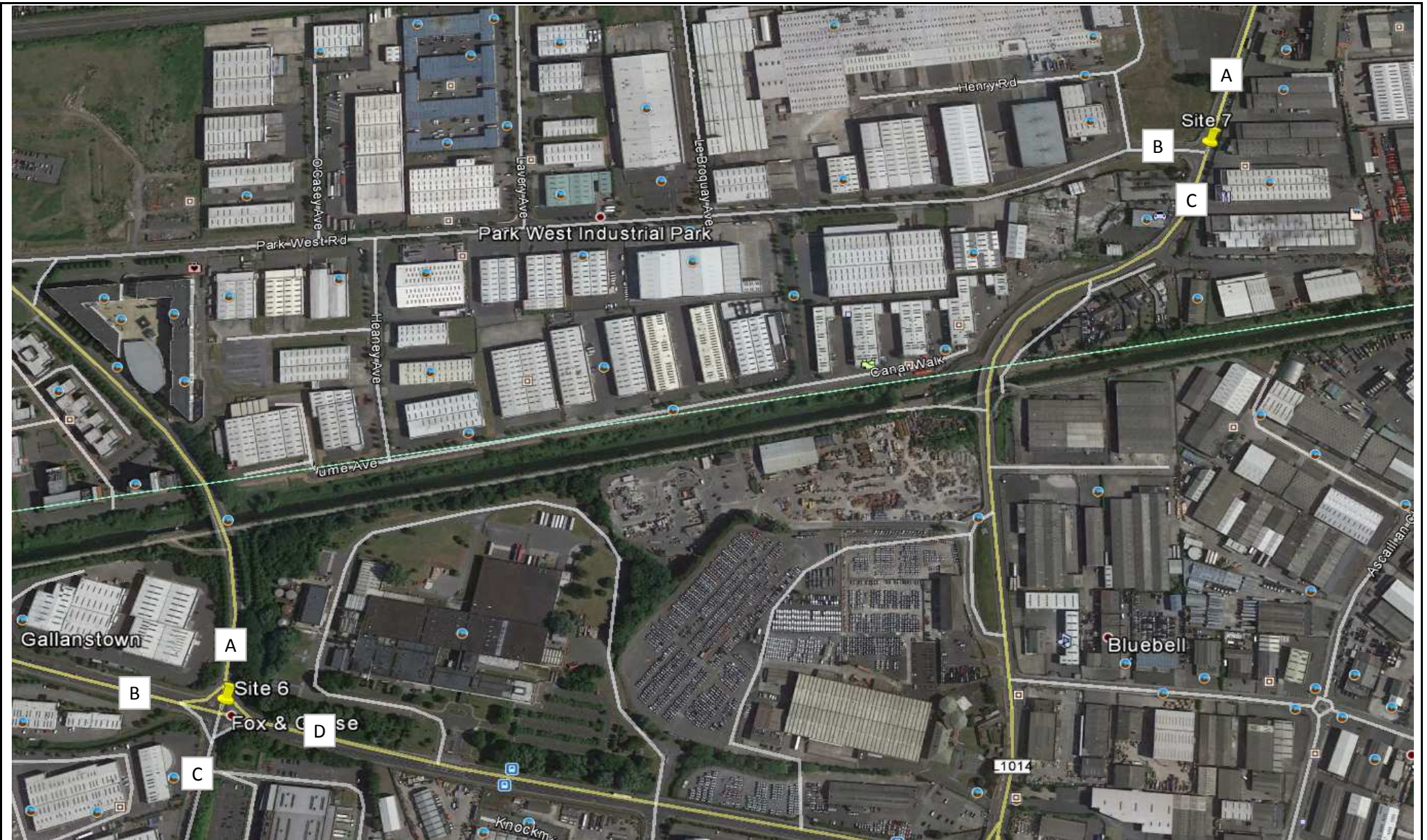
# **APPENDIX A**


# **VEHICLE CATEGORIES**



	<b>Sites / Location:</b> 1 to 5 / Park West	<b>Project No.:</b> 9706	<b>Diagram No.:</b> 9706-01	<b>Drawn By:</b> AC
	<b>Survey Date:</b> Wednesday 13th February 2019	<b>Project Name:</b> PARK WEST		
	<b>Survey Times:</b> 07:00 to 19:00	<b>Diagram Title:</b> General Location Plan		

















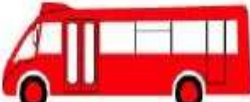




	<b>Sites / Location:</b> 6 & 7 / Park West	<b>Project No:</b> 9706	<b>Diagram No:</b> 9706-02	<b>Drawn By:</b> AC
	<b>Survey Date:</b> Wednesday 13th February 2019	<b>Project Name:</b> PARK WEST		
	<b>Survey Times:</b> 07:00 to 19:00	<b>Diagram Title:</b> General Location Plan		



**COBA VEHICLE CATEGORIES**

<p><b>CAR</b></p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">               SALOON         </div> <div style="text-align: center;">               ESTATE         </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">               PEOPLE CARRIER         </div> <div style="text-align: center;">               CAR TOWING CARAVAN / TRAILER         </div> </div>
<p><b>LIGHT GOODS VEHICLE (LGV)</b></p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">               VAN         </div> <div style="text-align: center;">               &lt;3.5 TONNES – single rear tyres         </div> <div style="text-align: center;">               PICK-UP         </div> </div>
<p><b>OTHER GOODS VEHICLE (OGV1)</b></p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">               &gt; 3.5 TONNES – twin rear tyres         </div> <div style="text-align: center;">               2-AXLES RIGID         </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">               2-AXLES RIGID         </div> <div style="text-align: center;">               3 AXLES-RIGID         </div> </div>
<p><b>OTHER GOODS VEHICLE (OGV2)</b></p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">               4 OR MORE AXLES RIGID         </div> <div style="text-align: center;">               3-AXLES ARTIC         </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">               4 OR MORE AXLES ARTIC         </div> <div style="text-align: center;">               OTHER GOODS VEHICLE WITH TRAILER         </div> </div>
<p><b>BUSES &amp; COACHES (PSV)</b></p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">               DOUBLE DECK BUS         </div> <div style="text-align: center;">               SINGLE DECK BUS OR COACH         </div> </div>

---

## **COBA VEHICLE CATEGORIES**

### **Definition of Categories**

The various components of traffic have different characteristics in terms of operating costs, growth and occupancy. The most common categories into which the traffic is split in COBA; these are defined as:

#### **Cars (CARS)**

Including taxis, estate cars, 'people carriers' and other passenger vehicles (for example, minibuses and camper vans) with a gross vehicle weight of less than 3.5 tonnes, normally ones which can accommodate not more than 15 seats. Three-wheeled cars, motor invalid carriages, Land Rovers, Range Rovers and Jeeps and smaller ambulances are included. Cars towing caravans or trailers are counted as one vehicle unless included as a separate class.

#### **Light Goods Vehicles (LGV)**

Includes all goods vehicles up to 3.5 tonnes gross vehicle weight (goods vehicles over 3.5 tonnes have sideguards fitted between axles), including those towing a trailer or caravan. This includes all car delivery vans and those of the next larger carrying capacity such as transit vans. Included here are small pickup vans, three-wheeled goods vehicles, milk floats and pedestrian controlled motor vehicles. Most of this group is delivery vans of one type or another.

#### **Other Goods Vehicles (OGV 1)**

Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles Includes larger ambulances, tractors (without trailers), road rollers for tarmac pressing, box vans and similar large vans. A two or three axle motor tractive unit without a trailer is also included.

#### **Other Goods Vehicles (OGV 2)**

This category includes all rigid vehicles with four or more axles and all articulated vehicles. Also included in this class are OGV1 goods vehicles towing a caravan or trailer.

#### **Buses and Coaches (PSV)**

Includes all public service vehicles and works buses with a gross vehicle weight of 3.5 tonnes or more, usually vehicles with more than 16 seats.



Site No. 1  
Location Cloverhill Road / Pamlerstown Way / Park West Avenue  
Date Wednesday 13 February 2019

Time	A to C - Cloverhill Road to Park West Avenue					Veh. Total	A to B - Cloverhill Road to Pamlerstown Way					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	58	15	1	0	0	74	16	5	1	1	0	23
07:15	95	12	0	1	0	108	32	4	1	0	0	37
07:30	107	10	1	0	0	118	34	8	3	1	0	46
07:45	123	13	1	0	1	138	45	5	0	0	0	50
Hour	383	50	3	1	1	438	127	22	5	2	0	156
08:00	127	18	2	2	0	149	41	9	2	1	0	53
08:15	93	14	2	0	0	109	23	4	3	0	0	30
08:30	99	16	1	0	0	116	31	2	1	1	0	35
08:45	124	11	2	0	0	137	46	7	2	0	0	55
Hour	443	59	7	2	0	511	141	22	8	2	0	173
09:00	94	12	6	2	0	114	36	7	1	0	0	44
09:15	84	4	2	1	0	91	21	9	1	0	0	31
09:30	61	15	2	2	0	80	27	4	3	1	0	35
09:45	45	14	2	1	0	62	23	4	0	1	0	28
Hour	284	45	12	6	0	347	107	24	5	2	0	138
10:00	41	9	2	0	0	52	26	5	1	0	1	33
10:15	50	13	3	1	0	67	25	7	2	0	0	34
10:30	43	10	1	1	0	55	17	8	1	1	0	27
10:45	34	6	5	0	0	45	22	7	1	1	0	31
Hour	168	38	11	2	0	219	90	27	5	2	1	125
11:00	34	8	2	3	0	47	30	10	1	1	0	42
11:15	30	9	2	1	0	42	26	7	1	2	0	36
11:30	42	8	3	0	0	53	22	8	2	0	0	32
11:45	40	6	4	0	0	50	35	6	1	2	0	44
Hour	146	31	11	4	0	192	113	31	5	5	0	154
12:00	34	2	0	0	1	37	41	5	1	0	1	48
12:15	33	11	3	0	0	47	32	7	0	0	0	39
12:30	39	5	1	0	0	45	35	9	2	1	0	47
12:45	48	8	1	0	0	57	36	7	4	0	0	47
Hour	154	26	5	0	1	186	144	28	7	1	1	181
13:00	40	11	1	1	0	53	37	2	0	1	0	40
13:15	53	9	2	0	0	64	29	7	0	1	0	37
13:30	48	8	2	1	0	59	37	6	2	2	0	47
13:45	66	14	4	0	0	84	40	10	2	0	0	52
Hour	207	42	9	2	0	260	143	25	4	4	0	176
14:00	69	14	2	2	0	87	37	6	3	3	0	49
14:15	51	10	1	0	0	62	36	4	1	2	0	43
14:30	40	7	3	0	0	50	24	11	1	1	1	38
14:45	46	13	2	1	0	62	32	5	3	3	0	43
Hour	206	44	8	3	0	261	129	26	8	9	1	173
15:00	33	10	5	0	0	48	23	9	0	1	0	33
15:15	44	11	3	0	2	60	27	1	2	0	0	30
15:30	38	8	1	0	0	47	29	5	3	0	0	37
15:45	65	10	1	1	0	77	51	5	3	0	0	59
Hour	180	39	10	1	2	232	130	20	8	1	0	159
16:00	41	5	1	0	0	47	40	5	1	1	0	47
16:15	53	5	1	1	0	60	40	14	1	0	0	55
16:30	44	10	0	1	0	55	41	4	0	1	0	46
16:45	48	9	0	0	0	57	63	3	2	0	0	68
Hour	186	29	2	2	0	219	184	26	4	2	0	216
17:00	40	5	3	1	0	49	32	1	0	0	0	33
17:15	40	2	1	0	0	43	26	1	2	0	0	29
17:30	29	1	0	1	0	31	22	3	0	0	0	25
17:45	35	5	0	0	0	40	21	2	0	0	0	23
Hour	144	13	4	2	0	163	101	7	2	0	0	110
18:00	31	8	0	0	0	39	15	4	1	0	0	20
18:15	36	3	0	1	0	40	24	9	0	0	0	33
18:30	37	1	0	0	0	38	28	2	0	0	0	30
18:45	45	1	0	0	0	46	31	2	0	0	0	33
Hour	149	13	0	1	0	163	98	17	1	0	0	116
Total	2650	429	82	26	4	3191	1507	275	62	30	3	1877



Site No. 1  
Location Cloverhill Road / Pamlerstown Way / Park West Avenue  
Date Wednesday 13 February 2019

Time	A to A - Cloverhill Road to Cloverhill Road					Veh. Total	B to A - Pamlerstown Way to Cloverhill Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	31	2	2	2	0	37
07:15	0	0	0	0	0	0	44	4	0	0	0	48
07:30	0	0	0	0	0	0	51	10	0	1	0	62
07:45	0	0	0	0	0	0	35	10	0	0	0	45
Hour	0	0	0	0	0	0	161	26	2	3	0	192
08:00	0	0	0	0	0	0	32	6	0	1	0	39
08:15	0	0	0	0	0	0	36	7	0	1	1	45
08:30	0	0	0	0	0	0	25	9	2	2	0	38
08:45	1	0	0	0	0	1	27	3	1	1	0	32
Hour	1	0	0	0	0	1	120	25	3	5	1	154
09:00	0	0	0	0	0	0	30	6	1	0	0	37
09:15	0	0	0	0	0	0	29	5	0	0	0	34
09:30	0	0	0	0	0	0	33	4	1	0	0	38
09:45	0	0	0	0	0	0	24	7	2	0	0	33
Hour	0	0	0	0	0	0	116	22	4	0	0	142
10:00	0	0	0	0	0	0	44	7	1	1	0	53
10:15	1	0	0	0	0	1	39	5	4	0	1	49
10:30	0	0	0	0	0	0	23	4	3	1	0	31
10:45	0	0	0	0	0	0	33	4	3	2	0	42
Hour	1	0	0	0	0	1	139	20	11	4	1	175
11:00	0	0	0	0	0	0	19	2	1	1	0	23
11:15	0	0	0	0	0	0	25	7	1	0	0	33
11:30	0	0	0	0	0	0	24	5	0	0	0	29
11:45	0	0	0	0	0	0	27	8	3	1	0	39
Hour	0	0	0	0	0	0	95	22	5	2	0	124
12:00	0	0	0	0	0	0	25	5	1	2	0	33
12:15	0	0	0	0	0	0	21	4	2	0	0	27
12:30	0	0	0	0	0	0	17	4	1	1	0	23
12:45	1	0	0	0	0	1	24	5	1	0	0	30
Hour	1	0	0	0	0	1	87	18	5	3	0	113
13:00	1	0	0	0	0	1	30	7	2	1	0	40
13:15	0	0	0	0	0	0	35	4	3	0	0	42
13:30	0	0	0	0	0	0	26	5	4	1	0	36
13:45	0	0	0	0	0	0	25	6	0	0	0	31
Hour	1	0	0	0	0	1	116	22	9	2	0	149
14:00	0	0	0	0	0	0	34	5	1	2	0	42
14:15	0	0	0	0	0	0	27	9	1	2	0	39
14:30	0	0	0	0	0	0	20	4	1	2	0	27
14:45	0	0	0	0	0	0	35	3	2	0	0	40
Hour	0	0	0	0	0	0	116	21	5	6	0	148
15:00	0	0	0	0	0	0	32	5	0	0	0	37
15:15	0	0	0	0	0	0	27	6	0	1	0	34
15:30	0	0	0	0	0	0	31	4	2	2	0	39
15:45	0	0	0	0	0	0	23	8	0	0	0	31
Hour	0	0	0	0	0	0	113	23	2	3	0	141
16:00	0	0	0	0	0	0	29	4	1	1	0	35
16:15	1	0	0	0	0	1	18	5	0	0	0	23
16:30	0	0	0	0	0	0	26	4	0	0	0	30
16:45	0	0	0	0	0	0	13	3	2	2	0	20
Hour	1	0	0	0	0	1	86	16	3	3	0	108
17:00	0	0	0	0	0	0	22	3	0	0	0	25
17:15	0	0	0	0	0	0	22	1	0	0	0	23
17:30	0	0	0	0	0	0	25	0	0	0	0	25
17:45	0	0	0	0	0	0	13	1	0	0	0	14
Hour	0	0	0	0	0	0	82	5	0	0	0	87
18:00	1	0	0	0	0	1	13	4	0	0	0	17
18:15	0	0	0	0	0	0	26	2	0	0	0	28
18:30	0	0	0	0	0	0	21	4	0	0	0	25
18:45	0	0	0	0	0	0	26	3	0	0	0	29
Hour	1	0	0	0	0	1	86	13	0	0	0	99
Total	6	0	0	0	0	6	1317	233	49	31	2	1632

Site No. 1  
Location Cloverhill Road / Pamlerstown Way / Park West Avenue  
Date Wednesday 13 February 2019

Time	B to C - Pamlerstown Way to Park West Avenue					Veh. Total	B to B - Pamlerstown Way to Pamlerstown Way					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	21	4	0	0	0	25	0	0	0	0	0	0
07:15	23	6	0	1	0	30	0	0	0	0	0	0
07:30	41	8	0	0	0	49	0	0	0	0	0	0
07:45	51	6	1	0	0	58	0	0	0	0	0	0
Hour	136	24	1	1	0	162	0	0	0	0	0	0
08:00	76	6	0	0	0	82	0	0	0	0	0	0
08:15	63	9	0	0	0	72	0	0	0	0	0	0
08:30	86	11	2	1	0	100	0	0	0	0	0	0
08:45	48	5	3	1	1	58	0	0	1	0	0	1
Hour	273	31	5	2	1	312	0	0	1	0	0	1
09:00	34	8	1	0	0	43	0	0	0	0	0	0
09:15	30	13	2	0	0	45	0	0	0	0	0	0
09:30	25	8	2	0	0	35	0	0	0	0	0	0
09:45	31	3	1	1	0	36	0	0	0	0	0	0
Hour	120	32	6	1	0	159	0	0	0	0	0	0
10:00	21	3	0	0	0	24	0	0	0	0	0	0
10:15	16	2	2	0	0	20	0	0	0	0	0	0
10:30	24	5	1	1	0	31	0	0	0	0	0	0
10:45	7	3	3	0	0	13	0	0	0	0	0	0
Hour	68	13	6	1	0	88	0	0	0	0	0	0
11:00	19	4	0	0	0	23	0	0	0	0	0	0
11:15	10	6	1	0	0	17	0	1	0	0	0	1
11:30	9	10	3	0	0	22	0	0	0	0	0	0
11:45	17	3	1	2	0	23	0	0	0	0	0	0
Hour	55	23	5	2	0	85	0	1	0	0	0	1
12:00	21	5	1	0	0	27	0	0	0	0	0	0
12:15	4	3	1	0	0	8	1	0	0	0	0	1
12:30	19	4	0	0	0	23	1	0	0	0	0	1
12:45	23	3	1	0	0	27	1	0	0	0	0	1
Hour	67	15	3	0	0	85	3	0	0	0	0	3
13:00	26	7	1	0	1	35	0	0	0	0	0	0
13:15	25	0	1	0	0	26	0	0	0	0	0	0
13:30	15	3	2	0	0	20	0	0	0	0	0	0
13:45	25	5	1	0	1	32	0	0	0	0	0	0
Hour	91	15	5	0	2	113	0	0	0	0	0	0
14:00	30	9	3	0	1	43	1	0	0	0	0	1
14:15	23	4	4	0	0	31	1	0	0	0	0	1
14:30	26	9	0	0	0	35	0	0	0	0	0	0
14:45	17	6	1	1	0	25	0	0	0	0	0	0
Hour	96	28	8	1	1	134	2	0	0	0	0	2
15:00	22	5	3	0	0	30	0	0	0	0	0	0
15:15	20	2	1	0	0	23	1	0	0	0	0	1
15:30	15	6	2	1	0	24	0	0	0	0	0	0
15:45	20	6	3	0	0	29	0	0	0	0	0	0
Hour	77	19	9	1	0	106	1	0	0	0	0	1
16:00	12	5	1	1	0	19	0	0	0	0	0	0
16:15	24	7	2	0	1	34	0	0	0	0	0	0
16:30	23	4	1	0	0	28	0	0	0	0	0	0
16:45	40	7	0	0	0	47	0	0	0	0	0	0
Hour	99	23	4	1	1	128	0	0	0	0	0	0
17:00	52	6	1	0	0	59	1	0	0	0	0	1
17:15	32	3	0	1	0	36	0	0	0	0	0	0
17:30	29	5	0	0	0	34	0	0	0	0	0	0
17:45	28	9	0	0	0	37	0	0	0	0	0	0
Hour	141	23	1	1	0	166	1	0	0	0	0	1
18:00	35	0	1	0	0	36	0	0	0	0	0	0
18:15	28	4	0	0	0	32	0	0	0	0	0	0
18:30	29	3	0	0	0	32	0	0	0	0	0	0
18:45	14	4	0	0	0	18	0	0	0	0	0	0
Hour	106	11	1	0	0	118	0	0	0	0	0	0
Total	1329	257	54	11	5	1656	7	1	1	0	0	9

Site No. 1  
Location Cloverhill Road / Pamlerstown Way / Park West Avenue  
Date Wednesday 13 February 2019

Time	C to B - Park West Avenue to Pamlerstown Way					Veh. Total	C to A - Park West Avenue to Cloverhill Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	9	1	0	0	0	10	14	1	0	1	0	17
07:15	7	2	0	0	0	9	21	5	0	1	0	27
07:30	19	8	0	1	0	28	21	3	1	0	0	25
07:45	26	5	0	1	0	32	22	5	1	1	0	29
Hour	61	16	0	2	0	79	78	14	3	3	0	98
08:00	22	2	1	0	0	25	29	4	2	0	0	35
08:15	36	3	3	0	0	42	22	3	0	0	0	25
08:30	26	4	0	0	1	31	14	3	2	1	0	20
08:45	23	4	0	0	1	28	20	8	0	1	0	29
Hour	107	13	4	0	2	126	85	18	4	2	0	109
09:00	25	2	2	1	1	31	27	4	0	0	0	31
09:15	23	2	2	0	0	27	28	4	1	0	0	33
09:30	7	6	1	1	0	15	30	8	4	0	0	42
09:45	15	3	1	2	0	21	42	6	5	1	0	54
Hour	70	13	6	4	1	94	127	22	10	1	0	160
10:00	12	7	1	1	0	21	21	9	3	1	0	34
10:15	24	12	2	0	0	38	42	12	2	1	0	57
10:30	20	6	2	0	0	28	24	10	3	1	0	38
10:45	11	4	1	0	0	16	37	14	1	1	0	53
Hour	67	29	6	1	0	103	124	45	9	4	0	182
11:00	12	3	1	0	0	16	37	14	1	1	0	53
11:15	13	6	1	0	0	20	30	9	3	0	0	42
11:30	15	8	2	0	0	25	30	4	2	2	0	38
11:45	15	4	4	0	1	24	34	3	4	0	0	41
Hour	55	21	8	0	1	85	131	30	10	3	0	174
12:00	14	8	1	1	0	24	44	8	3	2	0	57
12:15	21	5	0	0	0	26	53	8	1	0	0	62
12:30	17	3	1	0	0	21	46	14	1	0	0	61
12:45	16	5	0	1	0	22	57	9	3	2	0	71
Hour	68	21	2	2	0	93	200	39	8	4	0	251
13:00	22	4	3	1	0	30	62	6	3	1	0	72
13:15	14	3	0	0	0	17	48	6	1	0	0	55
13:30	27	4	0	0	0	31	42	4	1	0	0	47
13:45	17	4	2	0	0	23	47	6	0	0	0	53
Hour	80	15	5	1	0	101	199	22	5	1	0	227
14:00	19	9	1	1	0	30	40	8	4	0	0	52
14:15	16	7	5	0	0	28	45	5	3	0	0	53
14:30	21	9	4	0	1	35	37	11	2	3	0	53
14:45	29	10	2	2	0	43	43	8	3	1	0	55
Hour	85	35	12	3	1	136	165	32	12	4	0	213
15:00	20	2	1	1	0	24	53	9	2	2	0	66
15:15	13	2	2	0	0	17	46	8	3	0	0	57
15:30	25	4	1	0	0	30	37	14	0	1	0	52
15:45	24	6	1	0	0	31	47	9	2	0	0	58
Hour	82	14	5	1	0	102	183	40	7	3	0	233
16:00	38	9	1	0	0	48	83	9	0	1	0	93
16:15	58	12	1	0	0	71	55	12	1	0	0	68
16:30	55	10	2	1	0	68	68	10	0	1	0	79
16:45	52	12	1	0	0	65	57	9	1	1	0	68
Hour	203	43	5	1	0	252	263	40	2	3	0	308
17:00	78	11	1	0	0	90	81	6	0	0	0	87
17:15	77	5	1	1	0	84	62	8	0	0	0	70
17:30	75	6	0	0	0	81	94	2	2	0	0	98
17:45	63	9	1	0	0	73	59	6	2	0	0	67
Hour	293	31	3	1	0	328	296	22	4	0	0	322
18:00	62	3	1	0	0	66	55	3	0	0	0	58
18:15	39	2	1	0	0	42	51	4	0	0	0	55
18:30	41	7	0	1	0	49	66	2	0	1	0	69
18:45	38	3	0	0	0	41	48	3	1	1	0	53
Hour	180	15	2	1	0	198	220	12	1	2	0	235
Total	1351	266	58	17	5	1697	2071	336	75	30	0	2512

Site No. 1  
Location Cloverhill Road / Pamlerstown Way / Park West Avenue  
Date Wednesday 13 February 2019

Time	C to C - Park West Avenue to Park West Avenue					Veh. Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0
07:15	0	0	0	0	0	0
07:30	0	0	0	0	0	0
07:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
08:00	0	0	0	0	0	0
08:15	0	0	0	0	0	0
08:30	1	0	0	0	0	1
08:45	0	0	0	0	0	0
Hour	1	0	0	0	0	1
09:00	0	0	0	0	0	0
09:15	0	0	0	0	0	0
09:30	0	0	0	0	0	0
09:45	0	1	0	0	0	1
Hour	0	1	0	0	0	1
10:00	1	0	0	0	0	1
10:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0
Hour	1	0	0	0	0	1
11:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0
11:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
12:00	0	0	0	0	0	0
12:15	1	0	0	0	0	1
12:30	0	0	0	0	0	0
12:45	0	0	0	0	0	0
Hour	1	0	0	0	0	1
13:00	0	0	0	0	0	0
13:15	0	0	0	0	0	0
13:30	1	0	0	0	0	1
13:45	0	0	0	0	0	0
Hour	1	0	0	0	0	1
14:00	0	0	0	0	0	0
14:15	0	0	0	0	0	0
14:30	0	0	0	0	0	0
14:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
15:00	1	0	0	0	0	1
15:15	1	0	0	0	0	1
15:30	0	0	0	0	0	0
15:45	0	0	0	0	0	0
Hour	2	0	0	0	0	2
16:00	0	0	0	0	0	0
16:15	0	0	0	0	0	0
16:30	0	0	0	0	0	0
16:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
17:00	0	0	0	0	0	0
17:15	3	0	0	0	0	3
17:30	0	0	0	0	0	0
17:45	4	0	0	0	0	4
Hour	7	0	0	0	0	7
18:00	4	1	0	0	0	5
18:15	2	0	0	0	0	2
18:30	0	0	0	0	0	0
18:45	0	0	0	0	0	0
Hour	6	1	0	0	0	7
Total	19	2	0	0	0	21

Site No. 1  
Location Cloverhill Road / Pamlerstown Way / Park West Avenue  
Date Wednesday 13 February 2019

Time	To Arm A - Cloverhill Road					Veh. Total	From Arm A - Cloverhill Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	45	3	3	3	0	54	74	20	2	1	0	97
07:15	65	9	0	1	0	75	127	16	1	1	0	145
07:30	72	13	1	1	0	87	141	18	4	1	0	164
07:45	57	15	1	1	0	74	168	18	1	0	1	188
Hour	239	40	5	6	0	290	510	72	8	3	1	594
08:00	61	10	2	1	0	74	168	27	4	3	0	202
08:15	58	10	0	1	1	70	116	18	5	0	0	139
08:30	39	12	4	3	0	58	130	18	2	1	0	151
08:45	48	11	1	2	0	62	171	18	4	0	0	193
Hour	206	43	7	7	1	264	585	81	15	4	0	685
09:00	57	10	1	0	0	68	130	19	7	2	0	158
09:15	57	9	1	0	0	67	105	13	3	1	0	122
09:30	63	12	5	0	0	80	88	19	5	3	0	115
09:45	66	13	7	1	0	87	68	18	2	2	0	90
Hour	243	44	14	1	0	302	391	69	17	8	0	485
10:00	65	16	4	2	0	87	67	14	3	0	1	85
10:15	82	17	6	1	1	107	76	20	5	1	0	102
10:30	47	14	6	2	0	69	60	18	2	2	0	82
10:45	70	18	4	3	0	95	56	13	6	1	0	76
Hour	264	65	20	8	1	358	259	65	16	4	1	345
11:00	56	16	2	2	0	76	64	18	3	4	0	89
11:15	55	16	4	0	0	75	56	16	3	3	0	78
11:30	54	9	2	2	0	67	64	16	5	0	0	85
11:45	61	11	7	1	0	80	75	12	5	2	0	94
Hour	226	52	15	5	0	298	259	62	16	9	0	346
12:00	69	13	4	4	0	90	75	7	1	0	2	85
12:15	74	12	3	0	0	89	65	18	3	0	0	86
12:30	63	18	2	1	0	84	74	14	3	1	0	92
12:45	82	14	4	2	0	102	85	15	5	0	0	105
Hour	288	57	13	7	0	365	299	54	12	1	2	368
13:00	93	13	5	2	0	113	78	13	1	2	0	94
13:15	83	10	4	0	0	97	82	16	2	1	0	101
13:30	68	9	5	1	0	83	85	14	4	3	0	106
13:45	72	12	0	0	0	84	106	24	6	0	0	136
Hour	316	44	14	3	0	377	351	67	13	6	0	437
14:00	74	13	5	2	0	94	106	20	5	5	0	136
14:15	72	14	4	2	0	92	87	14	2	2	0	105
14:30	57	15	3	5	0	80	64	18	4	1	1	88
14:45	78	11	5	1	0	95	78	18	5	4	0	105
Hour	281	53	17	10	0	361	335	70	16	12	1	434
15:00	85	14	2	2	0	103	56	19	5	1	0	81
15:15	73	14	3	1	0	91	71	12	5	0	2	90
15:30	68	18	2	3	0	91	67	13	4	0	0	84
15:45	70	17	2	0	0	89	116	15	4	1	0	136
Hour	296	63	9	6	0	374	310	59	18	2	2	391
16:00	112	13	1	2	0	128	81	10	2	1	0	94
16:15	74	17	1	0	0	92	94	19	2	1	0	116
16:30	94	14	0	1	0	109	85	14	0	2	0	101
16:45	70	12	3	3	0	88	111	12	2	0	0	125
Hour	350	56	5	6	0	417	371	55	6	4	0	436
17:00	103	9	0	0	0	112	72	6	3	1	0	82
17:15	84	9	0	0	0	93	66	3	3	0	0	72
17:30	119	2	2	0	0	123	51	4	0	1	0	56
17:45	72	7	2	0	0	81	56	7	0	0	0	63
Hour	378	27	4	0	0	409	245	20	6	2	0	273
18:00	69	7	0	0	0	76	47	12	1	0	0	60
18:15	77	6	0	0	0	83	60	12	0	1	0	73
18:30	87	6	0	1	0	94	65	3	0	0	0	68
18:45	74	6	1	1	0	82	76	3	0	0	0	79
Hour	307	25	1	2	0	335	248	30	1	1	0	280
Total	3394	569	124	61	2	4150	4163	704	144	56	7	5074

Site No. 1  
Location Cloverhill Road / Pamlerstown Way / Park West Avenue  
Date Wednesday 13 February 2019

Time	To Arm B - Pamlerstown Way					Veh. Total	From Arm B - Pamlerstown Way					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	25	6	1	1	0	33	52	6	2	2	0	62
07:15	39	6	1	0	0	46	67	10	0	1	0	78
07:30	53	16	3	2	0	74	92	18	0	1	0	111
07:45	71	10	0	1	0	82	86	16	1	0	0	103
Hour	188	38	5	4	0	235	297	50	3	4	0	354
08:00	63	11	3	1	0	78	108	12	0	1	0	121
08:15	59	7	6	0	0	72	99	16	0	1	1	117
08:30	57	6	1	1	1	66	111	20	4	3	0	138
08:45	69	11	3	0	1	84	75	8	5	2	1	91
Hour	248	35	13	2	2	300	393	56	9	7	2	467
09:00	61	9	3	1	1	75	64	14	2	0	0	80
09:15	44	11	3	0	0	58	59	18	2	0	0	79
09:30	34	10	4	2	0	50	58	12	3	0	0	73
09:45	38	7	1	3	0	49	55	10	3	1	0	69
Hour	177	37	11	6	1	232	236	54	10	1	0	301
10:00	38	12	2	1	1	54	65	10	1	1	0	77
10:15	49	19	4	0	0	72	55	7	6	0	1	69
10:30	37	14	3	1	0	55	47	9	4	2	0	62
10:45	33	11	2	1	0	47	40	7	6	2	0	55
Hour	157	56	11	3	1	228	207	33	17	5	1	263
11:00	42	13	2	1	0	58	38	6	1	1	0	46
11:15	39	14	2	2	0	57	35	14	2	0	0	51
11:30	37	16	4	0	0	57	33	15	3	0	0	51
11:45	50	10	5	2	1	68	44	11	4	3	0	62
Hour	168	53	13	5	1	240	150	46	10	4	0	210
12:00	55	13	2	1	1	72	46	10	2	2	0	60
12:15	54	12	0	0	0	66	26	7	3	0	0	36
12:30	53	12	3	1	0	69	37	8	1	1	0	47
12:45	53	12	4	1	0	70	48	8	2	0	0	58
Hour	215	49	9	3	1	277	157	33	8	3	0	201
13:00	59	6	3	2	0	70	56	14	3	1	1	75
13:15	43	10	0	1	0	54	60	4	4	0	0	68
13:30	64	10	2	2	0	78	41	8	6	1	0	56
13:45	57	14	4	0	0	75	50	11	1	0	1	63
Hour	223	40	9	5	0	277	207	37	14	2	2	262
14:00	57	15	4	4	0	80	65	14	4	2	1	86
14:15	53	11	6	2	0	72	51	13	5	2	0	71
14:30	45	20	5	1	2	73	46	13	1	2	0	62
14:45	61	15	5	5	0	86	52	9	3	1	0	65
Hour	216	61	20	12	2	311	214	49	13	7	1	284
15:00	43	11	1	2	0	57	54	10	3	0	0	67
15:15	41	3	4	0	0	48	48	8	1	1	0	58
15:30	54	9	4	0	0	67	46	10	4	3	0	63
15:45	75	11	4	0	0	90	43	14	3	0	0	60
Hour	213	34	13	2	0	262	191	42	11	4	0	248
16:00	78	14	2	1	0	95	41	9	2	2	0	54
16:15	98	26	2	0	0	126	42	12	2	0	1	57
16:30	96	14	2	2	0	114	49	8	1	0	0	58
16:45	115	15	3	0	0	133	53	10	2	2	0	67
Hour	387	69	9	3	0	468	185	39	7	4	1	236
17:00	111	12	1	0	0	124	75	9	1	0	0	85
17:15	103	6	3	1	0	113	54	4	0	1	0	59
17:30	97	9	0	0	0	106	54	5	0	0	0	59
17:45	84	11	1	0	0	96	41	10	0	0	0	51
Hour	395	38	5	1	0	439	224	28	1	1	0	254
18:00	77	7	2	0	0	86	48	4	1	0	0	53
18:15	63	11	1	0	0	75	54	6	0	0	0	60
18:30	69	9	0	1	0	79	50	7	0	0	0	57
18:45	69	5	0	0	0	74	40	7	0	0	0	47
Hour	278	32	3	1	0	314	192	24	1	0	0	217
Total	2865	542	121	47	8	3583	2653	491	104	42	7	3297

Site No. 1  
Location Cloverhill Road / Pamlerstown Way / Park West Avenue  
Date Wednesday 13 February 2019

Time	To Arm C - Park West Avenue					Veh. Total	From Arm C - Park West Avenue					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	79	19	1	0	0	99	23	2	1	1	0	27
07:15	118	18	0	2	0	138	28	7	0	1	0	36
07:30	148	18	1	0	0	167	40	11	1	1	0	53
07:45	174	19	2	0	1	196	48	10	1	2	0	61
Hour	519	74	4	2	1	600	139	30	3	5	0	177
08:00	203	24	2	2	0	231	51	6	3	0	0	60
08:15	156	23	2	0	0	181	58	6	3	0	0	67
08:30	186	27	3	1	0	217	41	7	2	1	1	52
08:45	172	16	5	1	1	195	43	12	0	1	1	57
Hour	717	90	12	4	1	824	193	31	8	2	2	236
09:00	128	20	7	2	0	157	52	6	2	1	1	62
09:15	114	17	4	1	0	136	51	6	3	0	0	60
09:30	86	23	4	2	0	115	37	14	5	1	0	57
09:45	76	18	3	2	0	99	57	10	6	3	0	76
Hour	404	78	18	7	0	507	197	36	16	5	1	255
10:00	63	12	2	0	0	77	34	16	4	2	0	56
10:15	66	15	5	1	0	87	66	24	4	1	0	95
10:30	67	15	2	2	0	86	44	16	5	1	0	66
10:45	41	9	8	0	0	58	48	18	2	1	0	69
Hour	237	51	17	3	0	308	192	74	15	5	0	286
11:00	53	12	2	3	0	70	49	17	2	1	0	69
11:15	40	15	3	1	0	59	43	15	4	0	0	62
11:30	51	18	6	0	0	75	45	12	4	2	0	63
11:45	57	9	5	2	0	73	49	7	8	0	1	65
Hour	201	54	16	6	0	277	186	51	18	3	1	259
12:00	55	7	1	0	1	64	58	16	4	3	0	81
12:15	38	14	4	0	0	56	75	13	1	0	0	89
12:30	58	9	1	0	0	68	63	17	2	0	0	82
12:45	71	11	2	0	0	84	73	14	3	3	0	93
Hour	222	41	8	0	1	272	269	60	10	6	0	345
13:00	66	18	2	1	1	88	84	10	6	2	0	102
13:15	78	9	3	0	0	90	62	9	1	0	0	72
13:30	64	11	4	1	0	80	70	8	1	0	0	79
13:45	91	19	5	0	1	116	64	10	2	0	0	76
Hour	299	57	14	2	2	374	280	37	10	2	0	329
14:00	99	23	5	2	1	130	59	17	5	1	0	82
14:15	74	14	5	0	0	93	61	12	8	0	0	81
14:30	66	16	3	0	0	85	58	20	6	3	1	88
14:45	63	19	3	2	0	87	72	18	5	3	0	98
Hour	302	72	16	4	1	395	250	67	24	7	1	349
15:00	56	15	8	0	0	79	74	11	3	3	0	91
15:15	65	13	4	0	2	84	60	10	5	0	0	75
15:30	53	14	3	1	0	71	62	18	1	1	0	82
15:45	85	16	4	1	0	106	71	15	3	0	0	89
Hour	259	58	19	2	2	340	267	54	12	4	0	337
16:00	53	10	2	1	0	66	121	18	1	1	0	141
16:15	77	12	3	1	1	94	113	24	2	0	0	139
16:30	67	14	1	1	0	83	123	20	2	2	0	147
16:45	88	16	0	0	0	104	109	21	2	1	0	133
Hour	285	52	6	3	1	347	466	83	7	4	0	560
17:00	92	11	4	1	0	108	159	17	1	0	0	177
17:15	75	5	1	1	0	82	142	13	1	1	0	157
17:30	58	6	0	1	0	65	169	8	2	0	0	179
17:45	67	14	0	0	0	81	126	15	3	0	0	144
Hour	292	36	5	3	0	336	596	53	7	1	0	657
18:00	70	9	1	0	0	80	121	7	1	0	0	129
18:15	66	7	0	1	0	74	92	6	1	0	0	99
18:30	66	4	0	0	0	70	107	9	0	2	0	118
18:45	59	5	0	0	0	64	86	6	1	1	0	94
Hour	261	25	1	1	0	288	406	28	3	3	0	440
Total	3998	688	136	37	9	4868	3441	604	133	47	5	4230

Site No. 2  
Location Park West Avenue(N) / Park West Avenue(S) / Cedar Brook Way  
Date Wednesday 13 February 2019

Time	A to C - Park West Avenue(N) to Cedar Brook Way					Veh. Total	A to B - Park West Avenue(N) to Park West Avenue(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	5	2	0	0	0	7	69	14	0	0	0	83
07:15	4	0	0	0	0	4	103	19	1	2	0	125
07:30	5	0	0	0	0	5	131	15	1	0	0	147
07:45	1	1	0	0	0	2	162	17	2	0	1	182
Hour	15	3	0	0	0	18	465	65	4	2	1	537
08:00	2	0	0	0	0	2	162	21	1	2	0	186
08:15	1	1	0	0	0	2	147	19	3	0	0	169
08:30	4	0	0	0	0	4	154	27	3	1	0	185
08:45	3	1	0	0	0	4	140	17	4	0	0	161
Hour	10	2	0	0	0	12	603	84	11	3	0	701
09:00	2	1	0	0	0	3	138	16	9	3	1	167
09:15	5	2	0	0	0	7	104	17	4	1	0	126
09:30	5	1	0	0	0	6	74	20	3	2	0	99
09:45	4	2	0	0	0	6	67	19	3	2	0	91
Hour	16	6	0	0	0	22	383	72	19	8	1	483
10:00	4	0	0	0	0	4	52	10	2	0	0	64
10:15	8	0	0	0	0	8	53	16	4	1	0	74
10:30	4	0	0	0	0	4	50	14	2	2	0	68
10:45	4	0	1	0	0	5	32	10	7	0	0	49
Hour	20	0	1	0	0	21	187	50	15	3	0	255
11:00	4	1	0	0	0	5	39	14	2	2	0	57
11:15	3	1	1	0	0	5	31	14	3	2	0	50
11:30	2	0	0	0	0	2	44	17	4	0	0	65
11:45	10	1	0	1	0	12	39	9	5	1	0	54
Hour	19	3	1	1	0	24	153	54	14	5	0	226
12:00	7	1	0	0	0	8	34	6	1	0	1	42
12:15	1	0	0	0	0	1	32	12	4	0	0	48
12:30	11	3	0	0	0	14	45	8	1	0	0	54
12:45	3	1	0	0	0	4	61	6	3	0	0	70
Hour	22	5	0	0	0	27	172	32	9	0	1	214
13:00	9	3	1	0	1	14	35	15	2	1	0	53
13:15	6	0	0	0	0	6	63	7	3	0	0	73
13:30	4	2	0	0	0	6	54	11	3	1	0	69
13:45	4	1	0	0	0	5	74	15	7	0	1	97
Hour	23	6	1	0	1	31	226	48	15	2	1	292
14:00	5	2	0	0	0	7	89	21	5	2	1	118
14:15	4	3	0	0	0	7	53	13	5	0	0	71
14:30	8	2	0	0	0	10	46	15	3	0	0	64
14:45	7	2	0	0	0	9	43	15	3	3	0	64
Hour	24	9	0	0	0	33	231	64	16	5	1	317
15:00	6	1	0	0	0	7	43	11	8	0	0	62
15:15	8	1	0	0	0	9	48	9	6	0	2	65
15:30	4	3	0	0	0	7	36	9	4	1	0	50
15:45	9	2	0	0	0	11	59	11	4	0	0	74
Hour	27	7	0	0	0	34	186	40	22	1	2	251
16:00	10	0	0	0	0	10	37	10	2	2	0	51
16:15	15	1	1	0	0	17	49	10	2	1	0	62
16:30	15	4	0	0	0	19	33	8	1	1	0	43
16:45	7	4	0	0	0	11	59	12	0	0	0	71
Hour	47	9	1	0	0	57	178	40	5	4	0	227
17:00	13	2	0	0	0	15	52	7	3	1	0	63
17:15	12	1	0	0	0	13	50	3	1	1	0	55
17:30	14	1	0	0	0	15	35	2	0	1	0	38
17:45	13	6	0	0	0	19	43	7	0	0	0	50
Hour	52	10	0	0	0	62	180	19	4	3	0	206
18:00	9	1	0	0	0	10	39	2	0	0	0	41
18:15	13	3	0	1	0	17	42	2	1	0	0	45
18:30	7	1	0	0	0	8	31	4	0	0	0	35
18:45	16	1	0	0	0	17	30	5	0	0	0	35
Hour	45	6	0	1	0	52	142	13	1	0	0	156
<b>Total</b>	<b>320</b>	<b>66</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>393</b>	<b>3106</b>	<b>581</b>	<b>135</b>	<b>36</b>	<b>7</b>	<b>3865</b>



Site No. 2  
Location Park West Avenue(N) / Park West Avenue(S) / Cedar Brook Way  
Date Wednesday 13 February 2019

Time	B to A - Park West Avenue(S) to Park West Avenue(N)					Veh. Total	B to C - Park West Avenue(S) to Cedar Brook Way					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	15	1	1	1	0	18	7	0	0	0	0	7
07:15	22	5	0	1	0	28	6	1	0	0	1	8
07:30	25	7	1	1	0	34	10	3	0	0	1	14
07:45	26	6	1	2	0	35	12	1	0	0	0	13
Hour	88	19	3	5	0	115	35	5	0	0	2	42
08:00	35	4	3	0	0	42	17	3	0	0	1	21
08:15	37	4	3	0	0	44	20	1	0	0	0	21
08:30	20	6	2	1	0	29	20	3	0	0	1	24
08:45	29	11	0	1	0	41	30	3	0	0	0	33
Hour	121	25	8	2	0	156	87	10	0	0	2	99
09:00	24	3	2	1	1	31	17	2	0	0	1	20
09:15	36	8	3	0	0	47	10	1	0	0	0	11
09:30	30	12	6	1	0	49	16	2	0	0	1	19
09:45	43	8	6	3	0	60	13	2	0	0	0	15
Hour	133	31	17	5	1	187	56	7	0	0	2	65
10:00	29	17	4	2	0	52	16	2	0	0	1	19
10:15	30	5	4	1	0	40	13	3	0	0	0	16
10:30	35	14	5	0	0	54	11	2	0	0	1	14
10:45	33	17	1	1	0	52	9	3	0	0	0	12
Hour	127	53	14	4	0	198	49	10	0	0	2	61
11:00	40	10	3	1	0	54	14	0	1	0	1	16
11:15	37	11	3	0	0	51	15	2	1	0	0	18
11:30	35	12	5	2	0	54	7	3	0	0	1	11
11:45	34	8	9	0	1	52	16	4	0	0	0	20
Hour	146	41	20	3	1	211	52	9	2	0	2	65
12:00	44	13	3	3	0	63	8	2	0	0	1	11
12:15	66	11	1	0	0	78	13	1	0	0	0	14
12:30	59	14	4	0	0	77	18	6	0	0	1	25
12:45	59	10	1	3	0	73	9	2	0	0	0	11
Hour	228	48	9	6	0	291	48	11	0	0	2	61
13:00	69	10	6	2	0	87	21	6	0	0	0	27
13:15	57	5	1	0	0	63	15	2	1	1	0	19
13:30	52	8	1	0	0	61	25	1	1	0	1	28
13:45	47	10	4	0	0	61	8	3	0	0	0	11
Hour	225	33	12	2	0	272	69	12	2	1	1	85
14:00	49	14	5	1	0	69	23	3	0	0	1	27
14:15	43	11	8	0	0	62	10	3	0	0	0	13
14:30	48	18	6	4	1	77	26	2	0	0	1	29
14:45	49	11	6	2	0	68	20	4	1	0	0	25
Hour	189	54	25	7	1	276	79	12	1	0	2	94
15:00	56	10	2	2	0	70	19	1	0	0	0	20
15:15	42	9	5	0	0	56	15	2	0	0	0	17
15:30	47	16	2	1	0	66	20	3	0	0	1	24
15:45	57	13	2	0	0	72	27	4	1	0	0	32
Hour	202	48	11	3	0	264	81	10	1	0	1	93
16:00	108	15	3	1	0	127	28	6	0	0	1	35
16:15	94	22	1	0	0	117	28	11	0	0	0	39
16:30	109	15	2	1	0	127	43	7	2	0	1	53
16:45	83	14	3	1	0	101	42	7	1	0	1	51
Hour	394	66	9	3	0	472	141	31	3	0	3	178
17:00	138	18	0	0	0	156	71	4	2	0	0	77
17:15	128	10	1	1	0	140	48	3	1	0	1	53
17:30	138	5	2	0	0	145	38	5	0	0	0	43
17:45	101	13	3	0	0	117	42	6	0	0	1	49
Hour	505	46	6	1	0	558	199	18	3	0	2	222
18:00	102	7	0	0	0	109	33	5	0	0	1	39
18:15	74	6	0	0	0	80	27	5	0	0	0	32
18:30	84	8	0	2	0	94	16	0	0	0	0	16
18:45	58	4	1	0	0	63	28	1	0	0	2	31
Hour	318	25	1	2	0	346	104	11	0	0	3	118
Total	2676	489	135	43	3	3346	1000	146	12	1	24	1183

Site No. 2  
Location Park West Avenue(N) / Park West Avenue(S) / Cedar Brook Way  
Date Wednesday 13 February 2019

Time	C to B - Cedar Brook Way to Park West Avenue(S)					Veh. Total	C to A - Cedar Brook Way to Park West Avenue(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	8	3	0	0	0	11	2	1	0	0	0	3
07:15	14	7	1	0	0	22	2	0	0	0	0	2
07:30	27	4	0	0	1	32	6	3	0	0	0	9
07:45	29	6	1	0	0	36	7	1	0	0	0	8
Hour	78	20	2	0	1	101	17	5	0	0	0	22
08:00	24	5	1	0	1	31	9	0	0	0	0	9
08:15	30	6	1	0	1	38	7	2	0	0	0	9
08:30	44	5	0	0	1	50	10	1	0	0	0	11
08:45	44	3	0	0	1	48	8	2	0	0	1	11
Hour	142	19	2	0	4	167	34	5	0	0	1	40
09:00	37	5	0	0	0	42	6	0	0	0	0	6
09:15	14	2	0	0	1	17	7	0	0	0	0	7
09:30	14	0	0	0	0	14	4	0	0	0	0	4
09:45	23	0	0	0	2	25	5	0	0	0	0	5
Hour	88	7	0	0	3	98	22	0	0	0	0	22
10:00	11	3	0	0	0	14	2	1	0	0	0	3
10:15	11	0	0	0	0	11	2	1	1	0	0	4
10:30	7	0	0	0	0	7	8	1	1	0	0	10
10:45	9	2	0	0	1	12	4	0	0	0	0	4
Hour	38	5	0	0	1	44	16	3	2	0	0	21
11:00	10	4	0	0	0	14	4	0	0	0	0	4
11:15	10	2	0	0	1	13	4	1	1	0	0	6
11:30	13	4	0	0	0	17	4	0	0	0	0	4
11:45	20	5	0	0	0	25	5	1	1	0	0	7
Hour	53	15	0	0	1	69	17	2	2	0	0	21
12:00	17	1	0	0	0	18	8	1	0	0	0	9
12:15	17	2	1	0	1	21	7	1	1	0	0	9
12:30	12	3	0	0	0	15	5	1	0	0	0	6
12:45	16	1	0	0	1	18	2	2	0	0	0	4
Hour	62	7	1	0	2	72	22	5	1	0	0	28
13:00	20	2	2	0	1	25	6	0	0	0	0	6
13:15	15	7	0	0	1	23	5	3	0	0	0	8
13:30	30	2	0	0	0	32	5	0	0	0	0	5
13:45	20	5	1	0	0	26	5	1	0	0	0	6
Hour	85	16	3	0	2	106	21	4	0	0	0	25
14:00	19	4	0	0	1	24	4	0	0	0	0	4
14:15	11	2	0	0	1	14	5	2	0	0	0	7
14:30	17	1	0	0	0	18	4	2	1	0	0	7
14:45	10	5	0	0	1	16	8	4	0	0	0	12
Hour	57	12	0	0	3	72	21	8	1	0	0	30
15:00	15	1	0	0	0	16	5	1	0	0	0	6
15:15	11	2	0	0	0	13	12	0	0	0	0	12
15:30	27	0	0	0	1	28	13	0	1	0	0	14
15:45	38	5	0	0	1	44	11	2	0	0	0	13
Hour	91	8	0	0	2	101	41	3	1	0	0	45
16:00	10	6	1	0	1	18	3	1	0	0	0	4
16:15	9	2	0	0	1	12	11	0	0	0	0	11
16:30	17	2	1	0	0	20	6	2	0	1	0	9
16:45	15	2	0	0	0	17	12	4	0	0	0	16
Hour	51	12	2	0	2	67	32	7	0	1	0	40
17:00	21	2	1	0	1	25	12	1	0	0	0	13
17:15	10	1	1	0	0	12	13	0	0	0	0	13
17:30	20	1	0	0	1	22	24	2	0	0	0	26
17:45	10	1	0	0	1	12	13	2	0	0	0	15
Hour	61	5	2	0	3	71	62	5	0	0	0	67
18:00	17	2	0	0	0	19	10	0	0	0	0	10
18:15	18	5	0	0	1	24	9	2	0	0	0	11
18:30	10	2	0	0	2	14	14	2	0	0	0	16
18:45	18	0	0	0	0	18	8	2	0	1	0	11
Hour	63	9	0	0	3	75	41	6	0	1	0	48
Total	869	135	12	0	27	1043	346	53	7	2	1	409

Site No. 2  
Location Park West Avenue(N) / Park West Avenue(S) / Cedar Brook Way  
Date Wednesday 13 February 2019

Time	To Arm A - Park West Avenue(N)					Veh. Total	From Arm A - Park West Avenue(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	17	2	1	1	0	21	74	16	0	0	0	90
07:15	24	5	0	1	0	30	107	19	1	2	0	129
07:30	31	10	1	1	0	43	136	15	1	0	0	152
07:45	33	7	1	2	0	43	163	18	2	0	1	184
Hour	105	24	3	5	0	137	480	68	4	2	1	555
08:00	44	4	3	0	0	51	164	21	1	2	0	188
08:15	44	6	3	0	0	53	148	20	3	0	0	171
08:30	30	7	2	1	0	40	158	27	3	1	0	189
08:45	37	13	0	1	1	52	143	18	4	0	0	165
Hour	155	30	8	2	1	196	613	86	11	3	0	713
09:00	30	3	2	1	1	37	140	17	9	3	1	170
09:15	43	8	3	0	0	54	109	19	4	1	0	133
09:30	34	12	6	1	0	53	79	21	3	2	0	105
09:45	48	8	6	3	0	65	71	21	3	2	0	97
Hour	155	31	17	5	1	209	399	78	19	8	1	505
10:00	31	18	4	2	0	55	56	10	2	0	0	68
10:15	32	6	5	1	0	44	61	16	4	1	0	82
10:30	43	15	6	0	0	64	54	14	2	2	0	72
10:45	37	17	1	1	0	56	36	10	8	0	0	54
Hour	143	56	16	4	0	219	207	50	16	3	0	276
11:00	44	10	3	1	0	58	43	15	2	2	0	62
11:15	41	12	4	0	0	57	34	15	4	2	0	55
11:30	39	12	5	2	0	58	46	17	4	0	0	67
11:45	39	9	10	0	1	59	49	10	5	2	0	66
Hour	163	43	22	3	1	232	172	57	15	6	0	250
12:00	52	14	3	3	0	72	41	7	1	0	1	50
12:15	73	12	2	0	0	87	33	12	4	0	0	49
12:30	64	15	4	0	0	83	56	11	1	0	0	68
12:45	61	12	1	3	0	77	64	7	3	0	0	74
Hour	250	53	10	6	0	319	194	37	9	0	1	241
13:00	75	10	6	2	0	93	44	18	3	1	1	67
13:15	62	8	1	0	0	71	69	7	3	0	0	79
13:30	57	8	1	0	0	66	58	13	3	1	0	75
13:45	52	11	4	0	0	67	78	16	7	0	1	102
Hour	246	37	12	2	0	297	249	54	16	2	2	323
14:00	53	14	5	1	0	73	94	23	5	2	1	125
14:15	48	13	8	0	0	69	57	16	5	0	0	78
14:30	52	20	7	4	1	84	54	17	3	0	0	74
14:45	57	15	6	2	0	80	50	17	3	3	0	73
Hour	210	62	26	7	1	306	255	73	16	5	1	350
15:00	61	11	2	2	0	76	49	12	8	0	0	69
15:15	54	9	5	0	0	68	56	10	6	0	2	74
15:30	60	16	3	1	0	80	40	12	4	1	0	57
15:45	68	15	2	0	0	85	68	13	4	0	0	85
Hour	243	51	12	3	0	309	213	47	22	1	2	285
16:00	111	16	3	1	0	131	47	10	2	2	0	61
16:15	105	22	1	0	0	128	64	11	3	1	0	79
16:30	115	17	2	2	0	136	48	12	1	1	0	62
16:45	95	18	3	1	0	117	66	16	0	0	0	82
Hour	426	73	9	4	0	512	225	49	6	4	0	284
17:00	150	19	0	0	0	169	65	9	3	1	0	78
17:15	141	10	1	1	0	153	62	4	1	1	0	68
17:30	162	7	2	0	0	171	49	3	0	1	0	53
17:45	114	15	3	0	0	132	56	13	0	0	0	69
Hour	567	51	6	1	0	625	232	29	4	3	0	268
18:00	112	7	0	0	0	119	48	3	0	0	0	51
18:15	83	8	0	0	0	91	55	5	1	1	0	62
18:30	98	10	0	2	0	110	38	5	0	0	0	43
18:45	66	6	1	1	0	74	46	6	0	0	0	52
Hour	359	31	1	3	0	394	187	19	1	1	0	208
Total	3022	542	142	45	4	3755	3426	647	139	38	8	4258

Site No. 2  
Location Park West Avenue(N) / Park West Avenue(S) / Cedar Brook Way  
Date Wednesday 13 February 2019

Time	To Arm B - Park West Avenue(S)					Veh. Total	From Arm B - Park West Avenue(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	77	17	0	0	0	94	22	1	1	1	0	25
07:15	117	26	2	2	0	147	28	6	0	1	1	36
07:30	158	19	1	0	1	179	35	10	1	1	1	48
07:45	191	23	3	0	1	218	38	7	1	2	0	48
Hour	543	85	6	2	2	638	123	24	3	5	2	157
08:00	186	26	2	2	1	217	52	7	3	0	1	63
08:15	177	25	4	0	1	207	57	5	3	0	0	65
08:30	198	32	3	1	1	235	40	9	2	1	1	53
08:45	184	20	4	0	1	209	59	14	0	1	0	74
Hour	745	103	13	3	4	868	208	35	8	2	2	255
09:00	175	21	9	3	1	209	41	5	2	1	2	51
09:15	118	19	4	1	1	143	46	9	3	0	0	58
09:30	88	20	3	2	0	113	46	14	6	1	1	68
09:45	90	19	3	2	2	116	56	10	6	3	0	75
Hour	471	79	19	8	4	581	189	38	17	5	3	252
10:00	63	13	2	0	0	78	45	19	4	2	1	71
10:15	64	16	4	1	0	85	43	8	4	1	0	56
10:30	57	14	2	2	0	75	46	16	5	0	1	68
10:45	41	12	7	0	1	61	42	20	1	1	0	64
Hour	225	55	15	3	1	299	176	63	14	4	2	259
11:00	49	18	2	2	0	71	54	10	4	1	1	70
11:15	41	16	3	2	1	63	52	13	4	0	0	69
11:30	57	21	4	0	0	82	42	15	5	2	1	65
11:45	59	14	5	1	0	79	50	12	9	0	1	72
Hour	206	69	14	5	1	295	198	50	22	3	3	276
12:00	51	7	1	0	1	60	52	15	3	3	1	74
12:15	49	14	5	0	1	69	79	12	1	0	0	92
12:30	57	11	1	0	0	69	77	20	4	0	1	102
12:45	77	7	3	0	1	88	68	12	1	3	0	84
Hour	234	39	10	0	3	286	276	59	9	6	2	352
13:00	55	17	4	1	1	78	90	16	6	2	0	114
13:15	78	14	3	0	1	96	72	7	2	1	0	82
13:30	84	13	3	1	0	101	77	9	2	0	1	89
13:45	94	20	8	0	1	123	55	13	4	0	0	72
Hour	311	64	18	2	3	398	294	45	14	3	1	357
14:00	108	25	5	2	2	142	72	17	5	1	1	96
14:15	64	15	5	0	1	85	53	14	8	0	0	75
14:30	63	16	3	0	0	82	74	20	6	4	2	106
14:45	53	20	3	3	1	80	69	15	7	2	0	93
Hour	288	76	16	5	4	389	268	66	26	7	3	370
15:00	58	12	8	0	0	78	75	11	2	2	0	90
15:15	59	11	6	0	2	78	57	11	5	0	0	73
15:30	63	9	4	1	1	78	67	19	2	1	1	90
15:45	97	16	4	0	1	118	84	17	3	0	0	104
Hour	277	48	22	1	4	352	283	58	12	3	1	357
16:00	47	16	3	2	1	69	136	21	3	1	1	162
16:15	58	12	2	1	1	74	122	33	1	0	0	156
16:30	50	10	2	1	0	63	152	22	4	1	1	180
16:45	74	14	0	0	0	88	125	21	4	1	1	152
Hour	229	52	7	4	2	294	535	97	12	3	3	650
17:00	73	9	4	1	1	88	209	22	2	0	0	233
17:15	60	4	2	1	0	67	176	13	2	1	1	193
17:30	55	3	0	1	1	60	176	10	2	0	0	188
17:45	53	8	0	0	1	62	143	19	3	0	1	166
Hour	241	24	6	3	3	277	704	64	9	1	2	780
18:00	56	4	0	0	0	60	135	12	0	0	1	148
18:15	60	7	1	0	1	69	101	11	0	0	0	112
18:30	41	6	0	0	2	49	100	8	0	2	0	110
18:45	48	5	0	0	0	53	86	5	1	0	2	94
Hour	205	22	1	0	3	231	422	36	1	2	3	464
Total	3975	716	147	36	34	4908	3676	635	147	44	27	4529

Site No. 2  
Location Park West Avenue(N) / Park West Avenue(S) / Cedar Brook Way  
Date Wednesday 13 February 2019

Time	To Arm C - Cedar Brook Way					Veh. Total	From Arm C - Cedar Brook Way					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	12	2	0	0	0	14	10	4	0	0	0	14
07:15	10	1	0	0	1	12	16	7	1	0	0	24
07:30	15	3	0	0	1	19	33	7	0	0	1	41
07:45	13	2	0	0	0	15	36	7	1	0	0	44
Hour	50	8	0	0	2	60	95	25	2	0	1	123
08:00	19	3	0	0	1	23	33	5	1	0	1	40
08:15	21	2	0	0	0	23	37	8	1	0	1	47
08:30	24	3	0	0	1	28	54	6	0	0	1	61
08:45	33	4	0	0	0	37	52	5	0	0	2	59
Hour	97	12	0	0	2	111	176	24	2	0	5	207
09:00	19	3	0	0	1	23	43	5	0	0	0	48
09:15	15	3	0	0	0	18	21	2	0	0	1	24
09:30	21	3	0	0	1	25	18	0	0	0	0	18
09:45	17	4	0	0	0	21	28	0	0	0	2	30
Hour	72	13	0	0	2	87	110	7	0	0	3	120
10:00	20	2	0	0	1	23	13	4	0	0	0	17
10:15	21	3	0	0	0	24	13	1	1	0	0	15
10:30	15	2	0	0	1	18	15	1	1	0	0	17
10:45	13	3	1	0	0	17	13	2	0	0	1	16
Hour	69	10	1	0	2	82	54	8	2	0	1	65
11:00	18	1	1	0	1	21	14	4	0	0	0	18
11:15	18	3	2	0	0	23	14	3	1	0	1	19
11:30	9	3	0	0	1	13	17	4	0	0	0	21
11:45	26	5	0	1	0	32	25	6	1	0	0	32
Hour	71	12	3	1	2	89	70	17	2	0	1	90
12:00	15	3	0	0	1	19	25	2	0	0	0	27
12:15	14	1	0	0	0	15	24	3	2	0	1	30
12:30	29	9	0	0	1	39	17	4	0	0	0	21
12:45	12	3	0	0	0	15	18	3	0	0	1	22
Hour	70	16	0	0	2	88	84	12	2	0	2	100
13:00	30	9	1	0	1	41	26	2	2	0	1	31
13:15	21	2	1	1	0	25	20	10	0	0	1	31
13:30	29	3	1	0	1	34	35	2	0	0	0	37
13:45	12	4	0	0	0	16	25	6	1	0	0	32
Hour	92	18	3	1	2	116	106	20	3	0	2	131
14:00	28	5	0	0	1	34	23	4	0	0	1	28
14:15	14	6	0	0	0	20	16	4	0	0	1	21
14:30	34	4	0	0	1	39	21	3	1	0	0	25
14:45	27	6	1	0	0	34	18	9	0	0	1	28
Hour	103	21	1	0	2	127	78	20	1	0	3	102
15:00	25	2	0	0	0	27	20	2	0	0	0	22
15:15	23	3	0	0	0	26	23	2	0	0	0	25
15:30	24	6	0	0	1	31	40	0	1	0	1	42
15:45	36	6	1	0	0	43	49	7	0	0	1	57
Hour	108	17	1	0	1	127	132	11	1	0	2	146
16:00	38	6	0	0	1	45	13	7	1	0	1	22
16:15	43	12	1	0	0	56	20	2	0	0	1	23
16:30	58	11	2	0	1	72	23	4	1	1	0	29
16:45	49	11	1	0	1	62	27	6	0	0	0	33
Hour	188	40	4	0	3	235	83	19	2	1	2	107
17:00	84	6	2	0	0	92	33	3	1	0	1	38
17:15	60	4	1	0	1	66	23	1	1	0	0	25
17:30	52	6	0	0	0	58	44	3	0	0	1	48
17:45	55	12	0	0	1	68	23	3	0	0	1	27
Hour	251	28	3	0	2	284	123	10	2	0	3	138
18:00	42	6	0	0	1	49	27	2	0	0	0	29
18:15	40	8	0	1	0	49	27	7	0	0	1	35
18:30	23	1	0	0	0	24	24	4	0	0	2	30
18:45	44	2	0	0	2	48	26	2	0	1	0	29
Hour	149	17	0	1	3	170	104	15	0	1	3	123
Total	1320	212	16	3	25	1576	1215	188	19	2	28	1452

Site No. 3  
Location Park West Avenue(N) / Park West Avenue(S) / Access Road  
Date Wednesday 13 February 2019

Time	A to C - Park West Avenue(N) to Access Road					Veh. Total	A to B - Park West Avenue(N) to Park West Avenue(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	1	0	0	0	0	1	80	17	0	0	0	97
07:15	2	0	0	0	0	2	117	25	2	2	0	146
07:30	0	0	0	0	0	0	159	18	1	0	1	179
07:45	0	0	0	0	0	0	188	19	3	0	1	211
Hour	3	0	0	0	0	3	544	79	6	2	2	633
08:00	4	1	0	0	0	5	184	25	2	2	1	214
08:15	0	0	0	0	0	0	176	25	4	0	1	206
08:30	1	0	0	0	0	1	199	29	4	1	1	234
08:45	0	0	0	0	0	0	182	21	4	0	1	208
Hour	5	1	0	0	0	6	741	100	14	3	4	862
09:00	0	0	0	0	0	0	179	22	8	3	1	213
09:15	0	0	0	0	0	0	119	18	4	1	1	143
09:30	1	0	0	0	0	1	91	22	2	2	0	117
09:45	0	0	0	0	0	0	90	19	2	2	2	115
Hour	1	0	0	0	0	1	479	81	16	8	4	588
10:00	0	0	0	0	0	0	69	12	4	0	0	85
10:15	1	0	1	0	0	2	63	15	3	0	0	81
10:30	0	0	0	0	0	0	57	14	2	3	0	76
10:45	1	0	0	0	0	1	39	11	6	0	1	57
Hour	2	0	1	0	0	3	228	52	15	3	1	299
11:00	1	0	0	0	0	1	49	17	3	2	0	71
11:15	1	1	0	0	0	2	44	16	4	2	1	67
11:30	1	1	0	0	0	2	52	20	2	0	0	74
11:45	1	0	0	0	0	1	60	14	7	1	0	82
Hour	4	2	0	0	0	6	205	67	16	5	1	294
12:00	1	0	0	0	0	1	50	7	1	0	1	59
12:15	0	0	0	0	0	0	51	15	5	0	1	72
12:30	0	0	0	0	0	0	58	10	1	0	0	69
12:45	3	0	0	0	0	3	72	9	3	0	1	85
Hour	4	0	0	0	0	4	231	41	10	0	3	285
13:00	0	0	0	0	0	0	58	16	4	1	1	80
13:15	0	0	0	0	0	0	76	14	3	0	1	94
13:30	1	0	0	0	0	1	86	10	3	1	0	100
13:45	1	0	0	0	0	1	96	20	7	0	1	124
Hour	2	0	0	0	0	2	316	60	17	2	3	398
14:00	0	0	0	0	0	0	111	22	6	2	2	143
14:15	0	0	0	0	0	0	68	14	4	0	1	87
14:30	0	0	0	0	0	0	65	16	4	0	0	85
14:45	0	0	0	0	0	0	55	19	3	3	1	81
Hour	0	0	0	0	0	0	299	71	17	5	4	396
15:00	1	0	0	0	0	1	59	13	6	0	0	78
15:15	0	0	0	0	0	0	59	12	7	0	2	80
15:30	0	0	0	0	0	0	66	9	4	1	1	81
15:45	0	0	0	0	0	0	96	13	4	0	1	114
Hour	1	0	0	0	0	1	280	47	21	1	4	353
16:00	1	1	0	0	0	2	47	15	3	2	1	68
16:15	0	0	0	0	0	0	60	13	2	1	0	76
16:30	0	0	0	0	0	0	52	11	2	1	1	67
16:45	0	0	0	0	0	0	74	14	0	0	0	88
Hour	1	1	0	0	0	2	233	53	7	4	2	299
17:00	0	0	0	0	0	0	75	7	4	1	1	88
17:15	1	0	0	0	0	1	57	5	2	1	0	65
17:30	1	0	0	0	0	1	53	3	0	1	1	58
17:45	1	1	0	0	0	2	52	5	0	0	1	58
Hour	3	1	0	0	0	4	237	20	6	3	3	269
18:00	1	1	0	0	0	2	59	3	0	0	0	62
18:15	1	0	0	0	0	1	61	7	1	0	1	70
18:30	0	0	0	0	0	0	44	6	0	0	2	52
18:45	2	1	0	0	0	3	46	4	0	0	0	50
Hour	4	2	0	0	0	6	210	20	1	0	3	234
Total	30	7	1	0	0	38	4003	691	146	36	34	4910

Site No. 3  
Location Park West Avenue(N) / Park West Avenue(S) / Access Road  
Date Wednesday 13 February 2019

Time	B to A - Park West Avenue(S) to Park West Avenue(N)					Veh. Total	B to C - Park West Avenue(S) to Access Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	21	2	1	1	0	25	1	0	0	0	0	1
07:15	29	5	0	1	1	36	0	0	0	0	0	0
07:30	39	8	2	1	1	51	1	0	0	0	0	1
07:45	32	7	1	2	0	42	1	0	0	0	0	1
Hour	121	22	4	5	2	154	3	0	0	0	0	3
08:00	49	7	3	0	1	60	6	0	0	0	0	6
08:15	55	3	3	0	1	62	1	0	0	0	0	1
08:30	46	7	3	1	0	57	4	1	0	0	0	5
08:45	52	13	0	1	0	66	0	1	0	0	0	1
Hour	202	30	9	2	2	245	11	2	0	0	0	13
09:00	45	4	2	1	2	54	1	0	0	0	0	1
09:15	44	9	3	0	0	56	0	1	0	0	0	1
09:30	45	13	9	1	1	69	1	1	0	0	0	2
09:45	54	15	2	3	1	75	0	0	0	0	0	0
Hour	188	41	16	5	4	254	2	2	0	0	0	4
10:00	48	17	4	2	0	71	1	0	0	0	0	1
10:15	40	5	4	2	1	52	1	0	0	0	0	1
10:30	49	17	4	0	0	70	1	1	0	0	0	2
10:45	47	17	1	1	0	66	1	0	0	0	0	1
Hour	184	56	13	5	1	259	4	1	0	0	0	5
11:00	49	9	3	1	1	63	2	0	0	0	0	2
11:15	51	15	6	0	0	72	2	0	0	0	0	2
11:30	42	15	4	2	1	64	3	0	0	0	0	3
11:45	50	13	9	0	2	74	0	1	0	0	0	1
Hour	192	52	22	3	4	273	7	1	0	0	0	8
12:00	52	15	3	3	0	73	0	0	0	0	0	0
12:15	78	14	1	0	1	94	4	0	0	0	0	4
12:30	74	17	4	0	0	95	1	0	0	0	0	1
12:45	67	12	1	3	0	83	3	1	0	0	0	4
Hour	271	58	9	6	1	345	8	1	0	0	0	9
13:00	94	15	6	2	1	118	6	0	0	0	0	6
13:15	72	8	2	0	0	82	0	0	0	0	1	1
13:30	74	7	3	0	1	85	1	0	0	0	0	1
13:45	54	14	4	0	0	72	4	0	0	0	0	4
Hour	294	44	15	2	2	357	11	0	0	0	1	12
14:00	73	15	3	1	1	93	4	0	0	0	0	4
14:15	58	14	9	0	0	81	0	0	0	0	0	0
14:30	78	20	7	4	2	111	2	1	0	0	0	3
14:45	67	16	4	2	0	89	0	0	0	0	0	0
Hour	276	65	23	7	3	374	6	1	0	0	0	7
15:00	69	11	2	2	0	84	0	1	0	0	0	1
15:15	62	10	5	1	0	78	2	0	0	0	0	2
15:30	65	19	2	0	1	87	1	0	0	0	0	1
15:45	91	17	4	0	0	112	3	1	0	0	0	4
Hour	287	57	13	3	1	361	6	2	0	0	0	8
16:00	129	21	1	1	1	153	5	1	0	0	0	6
16:15	128	36	1	1	0	166	1	0	0	0	0	1
16:30	143	20	4	0	1	168	2	0	0	0	0	2
16:45	143	22	4	1	1	171	0	2	0	0	0	2
Hour	543	99	10	3	3	658	8	3	0	0	0	11
17:00	205	21	2	0	1	229	0	0	0	0	0	0
17:15	170	9	2	1	0	182	2	0	0	0	0	2
17:30	186	14	2	0	0	202	1	4	2	0	0	7
17:45	140	15	3	0	1	159	1	3	0	0	0	4
Hour	701	59	9	1	2	772	4	7	2	0	0	13
18:00	135	11	0	0	1	147	6	2	0	0	0	8
18:15	106	4	0	0	0	110	5	4	1	0	0	10
18:30	105	4	1	2	0	112	5	3	0	0	0	8
18:45	94	1	0	0	1	96	5	0	0	0	0	5
Hour	440	20	1	2	2	465	21	9	1	0	0	31
Total	3699	603	144	44	27	4517	91	29	3	0	1	124

Site No. 3  
Location Park West Avenue(N) / Park West Avenue(S) / Access Road  
Date Wednesday 13 February 2019

Time	C to B - Access Road to Park West Avenue(S)					Veh. Total	C to A - Access Road to Park West Avenue(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	3	3	3	0	0	9	1	0	0	0	0	1
07:15	4	3	0	0	0	7	1	0	0	0	0	1
07:30	5	1	0	0	0	6	0	0	0	0	0	0
07:45	2	1	0	0	0	3	1	1	0	0	0	2
Hour	14	8	3	0	0	25	3	1	0	0	0	4
08:00	4	3	0	0	0	7	8	0	0	0	0	8
08:15	3	0	0	0	0	3	1	0	0	0	0	1
08:30	4	1	0	0	0	5	0	0	0	0	0	0
08:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	13	4	0	0	0	17	9	0	0	0	0	9
09:00	1	1	0	0	0	2	1	0	0	0	0	1
09:15	1	1	0	0	0	2	0	0	0	0	0	0
09:30	3	1	0	0	0	4	1	0	0	0	0	1
09:45	1	1	0	0	0	2	0	0	0	0	0	0
Hour	6	4	0	0	0	10	2	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	1	0	0	2	0	0	0	0	0	0
10:30	2	1	0	0	0	3	0	1	0	0	0	1
10:45	0	0	0	0	0	0	0	2	0	0	0	2
Hour	3	1	1	0	0	5	0	3	0	0	0	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	1	0	0	0	2	0	0	0	0	0	0
11:30	3	0	0	0	0	3	0	0	0	0	0	0
11:45	0	1	0	0	0	1	0	0	0	0	0	0
Hour	4	2	0	0	0	6	0	0	0	0	0	0
12:00	1	1	0	0	0	2	2	0	0	0	0	2
12:15	4	0	0	0	0	4	2	0	0	0	0	2
12:30	2	2	0	0	0	4	0	0	0	0	0	0
12:45	2	0	0	0	0	2	3	0	0	0	0	3
Hour	9	3	0	0	0	12	7	0	0	0	0	7
13:00	2	0	0	0	0	2	0	0	0	0	0	0
13:15	1	0	0	0	1	2	0	0	0	0	0	0
13:30	3	0	0	0	0	3	0	0	0	0	0	0
13:45	2	0	0	0	0	2	1	0	0	0	0	1
Hour	8	0	0	0	1	9	1	0	0	0	0	1
14:00	5	0	0	0	0	5	0	0	0	0	0	0
14:15	1	0	0	0	0	1	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	3	0	0	0	0	3	1	0	0	0	0	1
Hour	9	0	0	0	0	9	1	0	0	0	0	1
15:00	2	0	0	0	0	2	1	0	0	0	0	1
15:15	2	0	0	0	0	2	0	0	0	0	0	0
15:30	0	1	0	0	0	1	0	0	0	0	0	0
15:45	6	0	0	0	0	6	2	0	0	0	0	2
Hour	10	1	0	0	0	11	3	0	0	0	0	3
16:00	4	0	0	0	0	4	1	0	0	0	0	1
16:15	3	2	0	0	0	5	2	0	0	0	0	2
16:30	3	0	0	0	0	3	1	0	0	0	0	1
16:45	3	0	0	0	0	3	0	0	0	0	0	0
Hour	13	2	0	0	0	15	4	0	0	0	0	4
17:00	0	0	0	0	0	0	2	0	0	0	0	2
17:15	1	0	0	0	0	1	1	0	0	0	0	1
17:30	0	0	0	0	0	0	1	0	0	0	0	1
17:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	2	0	0	0	0	2	4	0	0	0	0	4
18:00	2	0	0	0	0	2	1	0	0	0	0	1
18:15	2	1	0	0	0	3	0	0	0	0	0	0
18:30	1	0	0	0	0	1	0	1	0	0	0	1
18:45	3	0	0	0	0	3	0	0	0	0	0	0
Hour	8	1	0	0	0	9	1	1	0	0	0	2
Total	99	26	4	0	1	130	35	5	0	0	0	40



Site No. 3  
Location Park West Avenue(N) / Park West Avenue(S) / Access Road  
Date Wednesday 13 February 2019

Time	To Arm A - Park West Avenue(N)					Veh. Total	From Arm A - Park West Avenue(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	22	2	1	1	0	26	81	17	0	0	0	98
07:15	30	5	0	1	1	37	119	25	2	2	0	148
07:30	39	8	2	1	1	51	159	18	1	0	1	179
07:45	33	8	1	2	0	44	188	19	3	0	1	211
Hour	124	23	4	5	2	158	547	79	6	2	2	636
08:00	57	7	3	0	1	68	188	26	2	2	1	219
08:15	56	3	3	0	1	63	176	25	4	0	1	206
08:30	46	7	3	1	0	57	200	29	4	1	1	235
08:45	52	13	0	1	0	66	182	21	4	0	1	208
Hour	211	30	9	2	2	254	746	101	14	3	4	868
09:00	46	4	2	1	2	55	179	22	8	3	1	213
09:15	44	9	3	0	0	56	119	18	4	1	1	143
09:30	46	13	9	1	1	70	92	22	2	2	0	118
09:45	54	15	2	3	1	75	90	19	2	2	2	115
Hour	190	41	16	5	4	256	480	81	16	8	4	589
10:00	48	17	4	2	0	71	69	12	4	0	0	85
10:15	40	5	4	2	1	52	64	15	4	0	0	83
10:30	49	18	4	0	0	71	57	14	2	3	0	76
10:45	47	19	1	1	0	68	40	11	6	0	1	58
Hour	184	59	13	5	1	262	230	52	16	3	1	302
11:00	49	9	3	1	1	63	50	17	3	2	0	72
11:15	51	15	6	0	0	72	45	17	4	2	1	69
11:30	42	15	4	2	1	64	53	21	2	0	0	76
11:45	50	13	9	0	2	74	61	14	7	1	0	83
Hour	192	52	22	3	4	273	209	69	16	5	1	300
12:00	54	15	3	3	0	75	51	7	1	0	1	60
12:15	80	14	1	0	1	96	51	15	5	0	1	72
12:30	74	17	4	0	0	95	58	10	1	0	0	69
12:45	70	12	1	3	0	86	75	9	3	0	1	88
Hour	278	58	9	6	1	352	235	41	10	0	3	289
13:00	94	15	6	2	1	118	58	16	4	1	1	80
13:15	72	8	2	0	0	82	76	14	3	0	1	94
13:30	74	7	3	0	1	85	87	10	3	1	0	101
13:45	55	14	4	0	0	73	97	20	7	0	1	125
Hour	295	44	15	2	2	358	318	60	17	2	3	400
14:00	73	15	3	1	1	93	111	22	6	2	2	143
14:15	58	14	9	0	0	81	68	14	4	0	1	87
14:30	78	20	7	4	2	111	65	16	4	0	0	85
14:45	68	16	4	2	0	90	55	19	3	3	1	81
Hour	277	65	23	7	3	375	299	71	17	5	4	396
15:00	70	11	2	2	0	85	60	13	6	0	0	79
15:15	62	10	5	1	0	78	59	12	7	0	2	80
15:30	65	19	2	0	1	87	66	9	4	1	1	81
15:45	93	17	4	0	0	114	96	13	4	0	1	114
Hour	290	57	13	3	1	364	281	47	21	1	4	354
16:00	130	21	1	1	1	154	48	16	3	2	1	70
16:15	130	36	1	1	0	168	60	13	2	1	0	76
16:30	144	20	4	0	1	169	52	11	2	1	1	67
16:45	143	22	4	1	1	171	74	14	0	0	0	88
Hour	547	99	10	3	3	662	234	54	7	4	2	301
17:00	207	21	2	0	1	231	75	7	4	1	1	88
17:15	171	9	2	1	0	183	58	5	2	1	0	66
17:30	187	14	2	0	0	203	54	3	0	1	1	59
17:45	140	15	3	0	1	159	53	6	0	0	1	60
Hour	705	59	9	1	2	776	240	21	6	3	3	273
18:00	136	11	0	0	1	148	60	4	0	0	0	64
18:15	106	4	0	0	0	110	62	7	1	0	1	71
18:30	105	5	1	2	0	113	44	6	0	0	2	52
18:45	94	1	0	0	1	96	48	5	0	0	0	53
Hour	441	21	1	2	2	467	214	22	1	0	3	240
Total	3734	608	144	44	27	4557	4033	698	147	36	34	4948

Site No. 3  
Location Park West Avenue(N) / Park West Avenue(S) / Access Road  
Date Wednesday 13 February 2019

Time	To Arm B - Park West Avenue(S)					Veh. Total	From Arm B - Park West Avenue(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	83	20	3	0	0	106	22	2	1	1	0	26
07:15	121	28	2	2	0	153	29	5	0	1	1	36
07:30	164	19	1	0	1	185	40	8	2	1	1	52
07:45	190	20	3	0	1	214	33	7	1	2	0	43
Hour	558	87	9	2	2	658	124	22	4	5	2	157
08:00	188	28	2	2	1	221	55	7	3	0	1	66
08:15	179	25	4	0	1	209	56	3	3	0	1	63
08:30	203	30	4	1	1	239	50	8	3	1	0	62
08:45	184	21	4	0	1	210	52	14	0	1	0	67
Hour	754	104	14	3	4	879	213	32	9	2	2	258
09:00	180	23	8	3	1	215	46	4	2	1	2	55
09:15	120	19	4	1	1	145	44	10	3	0	0	57
09:30	94	23	2	2	0	121	46	14	9	1	1	71
09:45	91	20	2	2	2	117	54	15	2	3	1	75
Hour	485	85	16	8	4	598	190	43	16	5	4	258
10:00	69	12	4	0	0	85	49	17	4	2	0	72
10:15	64	15	4	0	0	83	41	5	4	2	1	53
10:30	59	15	2	3	0	79	50	18	4	0	0	72
10:45	39	11	6	0	1	57	48	17	1	1	0	67
Hour	231	53	16	3	1	304	188	57	13	5	1	264
11:00	49	17	3	2	0	71	51	9	3	1	1	65
11:15	45	17	4	2	1	69	53	15	6	0	0	74
11:30	55	20	2	0	0	77	45	15	4	2	1	67
11:45	60	15	7	1	0	83	50	14	9	0	2	75
Hour	209	69	16	5	1	300	199	53	22	3	4	281
12:00	51	8	1	0	1	61	52	15	3	3	0	73
12:15	55	15	5	0	1	76	82	14	1	0	1	98
12:30	60	12	1	0	0	73	75	17	4	0	0	96
12:45	74	9	3	0	1	87	70	13	1	3	0	87
Hour	240	44	10	0	3	297	279	59	9	6	1	354
13:00	60	16	4	1	1	82	100	15	6	2	1	124
13:15	77	14	3	0	2	96	72	8	2	0	1	83
13:30	89	10	3	1	0	103	75	7	3	0	1	86
13:45	98	20	7	0	1	126	58	14	4	0	0	76
Hour	324	60	17	2	4	407	305	44	15	2	3	369
14:00	116	22	6	2	2	148	77	15	3	1	1	97
14:15	69	14	4	0	1	88	58	14	9	0	0	81
14:30	65	16	4	0	0	85	80	21	7	4	2	114
14:45	58	19	3	3	1	84	67	16	4	2	0	89
Hour	308	71	17	5	4	405	282	66	23	7	3	381
15:00	61	13	6	0	0	80	69	12	2	2	0	85
15:15	61	12	7	0	2	82	64	10	5	1	0	80
15:30	66	10	4	1	1	82	66	19	2	0	1	88
15:45	102	13	4	0	1	120	94	18	4	0	0	116
Hour	290	48	21	1	4	364	293	59	13	3	1	369
16:00	51	15	3	2	1	72	134	22	1	1	1	159
16:15	63	15	2	1	0	81	129	36	1	1	0	167
16:30	55	11	2	1	1	70	145	20	4	0	1	170
16:45	77	14	0	0	0	91	143	24	4	1	1	173
Hour	246	55	7	4	2	314	551	102	10	3	3	669
17:00	75	7	4	1	1	88	205	21	2	0	1	229
17:15	58	5	2	1	0	66	172	9	2	1	0	184
17:30	53	3	0	1	1	58	187	18	4	0	0	209
17:45	53	5	0	0	1	59	141	18	3	0	1	163
Hour	239	20	6	3	3	271	705	66	11	1	2	785
18:00	61	3	0	0	0	64	141	13	0	0	1	155
18:15	63	8	1	0	1	73	111	8	1	0	0	120
18:30	45	6	0	0	2	53	110	7	1	2	0	120
18:45	49	4	0	0	0	53	99	1	0	0	1	101
Hour	218	21	1	0	3	243	461	29	2	2	2	496
Total	4102	717	150	36	35	5040	3790	632	147	44	28	4641

Site No. 3  
Location Park West Avenue(N) / Park West Avenue(S) / Access Road  
Date Wednesday 13 February 2019

Time	To Arm C - Access Road					Veh. Total	From Arm C - Access Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	2	0	0	0	0	2	4	3	3	0	0	10
07:15	2	0	0	0	0	2	5	3	0	0	0	8
07:30	1	0	0	0	0	1	5	1	0	0	0	6
07:45	1	0	0	0	0	1	3	2	0	0	0	5
Hour	6	0	0	0	0	6	17	9	3	0	0	29
08:00	10	1	0	0	0	11	12	3	0	0	0	15
08:15	1	0	0	0	0	1	4	0	0	0	0	4
08:30	5	1	0	0	0	6	4	1	0	0	0	5
08:45	0	1	0	0	0	1	2	0	0	0	0	2
Hour	16	3	0	0	0	19	22	4	0	0	0	26
09:00	1	0	0	0	0	1	2	1	0	0	0	3
09:15	0	1	0	0	0	1	1	1	0	0	0	2
09:30	2	1	0	0	0	3	4	1	0	0	0	5
09:45	0	0	0	0	0	0	1	1	0	0	0	2
Hour	3	2	0	0	0	5	8	4	0	0	0	12
10:00	1	0	0	0	0	1	0	0	0	0	0	0
10:15	2	0	1	0	0	3	1	0	1	0	0	2
10:30	1	1	0	0	0	2	2	2	0	0	0	4
10:45	2	0	0	0	0	2	0	2	0	0	0	2
Hour	6	1	1	0	0	8	3	4	1	0	0	8
11:00	3	0	0	0	0	3	0	0	0	0	0	0
11:15	3	1	0	0	0	4	1	1	0	0	0	2
11:30	4	1	0	0	0	5	3	0	0	0	0	3
11:45	1	1	0	0	0	2	0	1	0	0	0	1
Hour	11	3	0	0	0	14	4	2	0	0	0	6
12:00	1	0	0	0	0	1	3	1	0	0	0	4
12:15	4	0	0	0	0	4	6	0	0	0	0	6
12:30	1	0	0	0	0	1	2	2	0	0	0	4
12:45	6	1	0	0	0	7	5	0	0	0	0	5
Hour	12	1	0	0	0	13	16	3	0	0	0	19
13:00	6	0	0	0	0	6	2	0	0	0	0	2
13:15	0	0	0	0	1	1	1	0	0	0	1	2
13:30	2	0	0	0	0	2	3	0	0	0	0	3
13:45	5	0	0	0	0	5	3	0	0	0	0	3
Hour	13	0	0	0	1	14	9	0	0	0	1	10
14:00	4	0	0	0	0	4	5	0	0	0	0	5
14:15	0	0	0	0	0	0	1	0	0	0	0	1
14:30	2	1	0	0	0	3	0	0	0	0	0	0
14:45	0	0	0	0	0	0	4	0	0	0	0	4
Hour	6	1	0	0	0	7	10	0	0	0	0	10
15:00	1	1	0	0	0	2	3	0	0	0	0	3
15:15	2	0	0	0	0	2	2	0	0	0	0	2
15:30	1	0	0	0	0	1	0	1	0	0	0	1
15:45	3	1	0	0	0	4	8	0	0	0	0	8
Hour	7	2	0	0	0	9	13	1	0	0	0	14
16:00	6	2	0	0	0	8	5	0	0	0	0	5
16:15	1	0	0	0	0	1	5	2	0	0	0	7
16:30	2	0	0	0	0	2	4	0	0	0	0	4
16:45	0	2	0	0	0	2	3	0	0	0	0	3
Hour	9	4	0	0	0	13	17	2	0	0	0	19
17:00	0	0	0	0	0	0	2	0	0	0	0	2
17:15	3	0	0	0	0	3	2	0	0	0	0	2
17:30	2	4	2	0	0	8	1	0	0	0	0	1
17:45	2	4	0	0	0	6	1	0	0	0	0	1
Hour	7	8	2	0	0	17	6	0	0	0	0	6
18:00	7	3	0	0	0	10	3	0	0	0	0	3
18:15	6	4	1	0	0	11	2	1	0	0	0	3
18:30	5	3	0	0	0	8	1	1	0	0	0	2
18:45	7	1	0	0	0	8	3	0	0	0	0	3
Hour	25	11	1	0	0	37	9	2	0	0	0	11
Total	121	36	4	0	1	162	134	31	4	0	1	170

Site No. 4  
Location Park West Avenue(N) / Park West Avenue(W) / Park West Avenue(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	A to D - Park West Avenue(N) to Park West Avenue(E)					Veh. Total	A to C - Park West Avenue(N) to Park West Avenue(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	20	5	1	0	0	26	43	14	2	0	0	59
07:15	40	8	3	1	0	52	52	18	0	0	0	70
07:30	62	7	1	0	0	70	60	10	0	0	0	70
07:45	76	14	2	0	1	93	66	10	1	0	0	77
Hour	198	34	7	1	1	241	221	52	3	0	0	276
08:00	66	12	0	2	0	80	76	17	2	0	0	95
08:15	60	15	1	0	0	76	75	10	3	0	0	88
08:30	91	15	3	1	1	111	72	16	1	0	0	89
08:45	68	14	2	0	0	84	62	4	2	0	0	68
Hour	285	56	6	3	1	351	285	47	8	0	0	340
09:00	65	12	5	3	1	86	49	9	3	0	0	61
09:15	47	11	3	0	0	61	49	7	2	0	0	58
09:30	27	16	1	2	0	46	43	4	1	1	0	49
09:45	34	10	3	1	0	48	39	7	0	1	0	47
Hour	173	49	12	6	1	241	180	27	6	2	0	215
10:00	30	6	2	0	1	39	24	6	2	0	0	32
10:15	27	11	2	0	0	40	30	4	2	0	0	36
10:30	20	11	1	2	0	34	24	3	1	1	0	29
10:45	12	7	1	0	0	20	26	3	4	0	0	33
Hour	89	35	6	2	1	133	104	16	9	1	0	130
11:00	14	6	2	2	0	24	24	8	2	0	0	34
11:15	20	6	3	2	0	31	21	11	0	0	0	32
11:30	19	8	2	0	0	29	31	11	0	0	0	42
11:45	24	5	4	1	0	34	32	9	3	1	0	45
Hour	77	25	11	5	0	118	108	39	5	1	0	153
12:00	17	5	0	0	0	22	29	4	1	0	1	35
12:15	18	8	2	0	0	28	28	7	3	0	0	38
12:30	16	4	0	0	0	20	37	8	1	0	0	46
12:45	24	4	1	0	0	29	38	4	2	0	0	44
Hour	75	21	3	0	0	99	132	23	7	0	1	163
13:00	21	5	0	0	0	26	35	9	4	1	1	50
13:15	30	8	2	0	0	40	30	7	0	0	1	38
13:30	24	3	1	1	0	29	51	8	2	0	0	61
13:45	34	5	3	0	0	42	57	15	3	0	1	76
Hour	109	21	6	1	0	137	173	39	9	1	3	225
14:00	31	10	5	1	0	47	68	8	1	1	1	79
14:15	19	6	2	0	0	27	40	5	0	0	0	45
14:30	14	10	4	0	0	28	41	6	1	0	0	48
14:45	10	8	3	2	1	24	40	11	0	1	0	52
Hour	74	34	14	3	1	126	189	30	2	2	1	224
15:00	21	7	4	0	0	32	37	7	2	0	0	46
15:15	25	6	4	0	0	35	30	4	4	0	2	40
15:30	10	4	3	1	0	18	50	5	1	0	0	56
15:45	32	7	3	0	0	42	59	5	0	0	0	64
Hour	88	24	14	1	0	127	176	21	7	0	2	206
16:00	16	7	1	2	0	26	29	7	2	0	0	38
16:15	30	8	1	1	0	40	23	7	1	0	0	31
16:30	17	5	2	1	0	25	31	6	0	0	0	37
16:45	27	5	0	0	0	32	43	8	0	0	0	51
Hour	90	25	4	4	0	123	126	28	3	0	0	157
17:00	31	6	3	1	0	41	32	2	1	0	0	35
17:15	24	2	1	1	0	28	25	3	1	0	0	29
17:30	16	1	0	1	0	18	31	2	0	0	0	33
17:45	14	4	0	0	0	18	33	3	0	0	0	36
Hour	85	13	4	3	0	105	121	10	2	0	0	133
18:00	16	1	0	0	0	17	33	1	0	0	0	34
18:15	10	2	1	0	1	14	40	4	0	0	0	44
18:30	20	1	0	0	1	22	16	3	0	0	0	19
18:45	12	1	0	0	0	13	31	1	0	0	0	32
Hour	58	5	1	0	2	66	120	9	0	0	0	129
Total	1401	342	88	29	7	1867	1935	341	61	7	7	2351

Site No. 4  
Location Park West Avenue(N) / Park West Avenue(W) / Park West Avenue(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	A to B - Park West Avenue(N) to Park West Avenue(W)					Veh. Total	A to A - Park West Avenue(N) to Park West Avenue(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	22	1	0	0	0	23	0	0	0	0	0	0
07:15	29	0	0	0	0	29	2	0	0	0	0	2
07:30	43	0	0	0	0	43	0	0	0	0	1	1
07:45	45	1	0	0	0	46	1	0	0	0	0	1
Hour	139	2	0	0	0	141	3	0	0	0	1	4
08:00	49	1	0	0	0	50	0	0	0	0	1	1
08:15	42	1	0	0	0	43	1	0	0	0	1	2
08:30	41	0	0	0	0	41	2	0	0	0	0	2
08:45	50	3	0	0	0	53	0	0	0	0	0	0
Hour	182	5	0	0	0	187	3	0	0	0	2	5
09:00	68	2	0	0	0	70	0	0	0	0	1	1
09:15	30	1	0	0	0	31	0	0	0	0	0	0
09:30	23	4	0	0	0	27	0	0	0	0	1	1
09:45	19	3	0	0	0	22	0	0	0	0	1	1
Hour	140	10	0	0	0	150	0	0	0	0	3	3
10:00	13	1	0	0	0	14	0	0	0	0	0	0
10:15	5	1	0	0	0	6	0	0	0	0	0	0
10:30	13	1	0	0	0	14	0	0	0	0	0	0
10:45	5	0	0	0	0	5	0	0	0	0	0	0
Hour	36	3	0	0	0	39	0	0	0	0	0	0
11:00	7	2	0	0	0	9	0	0	0	0	1	1
11:15	5	0	1	0	0	6	0	0	0	0	0	0
11:30	4	0	0	0	0	4	2	0	0	0	1	3
11:45	4	2	0	0	0	6	0	0	0	0	0	0
Hour	20	4	1	0	0	25	2	0	0	0	2	4
12:00	4	0	0	0	0	4	0	0	0	0	0	0
12:15	6	1	0	0	0	7	0	0	0	0	1	1
12:30	11	0	0	0	0	11	0	0	0	0	0	0
12:45	8	0	0	0	0	8	0	0	0	0	0	0
Hour	29	1	0	0	0	30	0	0	0	0	1	1
13:00	5	2	0	0	0	7	0	0	0	0	1	1
13:15	16	0	0	0	0	16	0	0	0	0	0	0
13:30	15	0	0	0	0	15	0	0	0	0	1	1
13:45	10	0	0	0	0	10	0	0	1	0	0	1
Hour	46	2	0	0	0	48	0	0	1	0	2	3
14:00	16	3	0	0	0	19	2	0	0	0	1	3
14:15	10	0	0	0	0	10	0	0	0	0	0	0
14:30	10	3	0	0	0	13	0	0	0	0	1	1
14:45	7	0	0	0	0	7	1	0	0	0	0	1
Hour	43	6	0	0	0	49	3	0	0	0	2	5
15:00	6	0	0	0	0	6	0	0	0	0	0	0
15:15	5	1	0	0	0	6	0	0	0	0	0	0
15:30	6	0	0	0	0	6	0	0	0	0	1	1
15:45	8	2	1	0	0	11	0	0	0	0	0	0
Hour	25	3	1	0	0	29	0	0	0	0	1	1
16:00	9	1	0	0	0	10	0	0	0	0	1	1
16:15	9	1	0	0	0	10	0	0	0	0	0	0
16:30	7	0	0	0	0	7	0	0	0	0	1	1
16:45	4	2	0	0	0	6	0	0	0	0	1	1
Hour	29	4	0	0	0	33	0	0	0	0	3	3
17:00	9	0	0	0	0	9	1	0	0	0	1	2
17:15	10	0	0	0	0	10	1	0	0	0	0	1
17:30	7	0	0	0	0	7	0	0	0	0	0	0
17:45	5	0	0	0	0	5	0	0	0	0	1	1
Hour	31	0	0	0	0	31	2	0	0	0	2	4
18:00	10	1	0	0	0	11	1	0	0	0	1	2
18:15	14	1	0	0	0	15	0	0	0	0	0	0
18:30	7	0	0	0	0	7	0	0	0	0	0	0
18:45	6	2	0	0	0	8	0	0	0	0	1	1
Hour	37	4	0	0	0	41	1	0	0	0	2	3
Total	757	44	2	0	0	803	14	0	1	0	21	36

Site No. 4  
Location Park West Avenue(N) / Park West Avenue(W) / Park West Avenue(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	B to A - Park West Avenue(W) to Park West Avenue(N)					Veh. Total	B to D - Park West Avenue(W) to Park West Avenue(E)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	5	0	0	0	0	5	3	0	0	0	0	3
07:15	4	0	0	0	0	4	7	1	0	0	0	8
07:30	10	1	0	0	0	11	9	1	0	0	0	10
07:45	3	2	0	0	0	5	11	2	0	0	0	13
Hour	22	3	0	0	0	25	30	4	0	0	0	34
08:00	11	0	0	0	0	11	14	2	0	0	0	16
08:15	14	0	0	0	0	14	6	5	0	0	0	11
08:30	12	1	0	0	0	13	10	2	0	0	0	12
08:45	18	0	0	0	0	18	8	2	0	0	0	10
Hour	55	1	0	0	0	56	38	11	0	0	0	49
09:00	7	0	0	0	0	7	12	0	0	0	0	12
09:15	7	0	0	0	0	7	6	5	0	0	0	11
09:30	4	1	0	0	0	5	5	2	0	0	0	7
09:45	8	0	0	0	0	8	2	1	0	0	0	3
Hour	26	1	0	0	0	27	25	8	0	0	0	33
10:00	5	0	0	0	0	5	7	4	1	0	0	12
10:15	3	0	0	0	0	3	1	3	0	0	0	4
10:30	7	0	0	0	0	7	4	1	0	0	0	5
10:45	3	1	0	0	0	4	3	3	0	0	0	6
Hour	18	1	0	0	0	19	15	11	1	0	0	27
11:00	5	0	0	0	0	5	9	2	0	0	0	11
11:15	6	1	0	0	0	7	2	1	0	0	0	3
11:30	5	1	0	0	0	6	2	2	2	0	0	6
11:45	6	0	1	0	0	7	5	3	1	0	0	9
Hour	22	2	1	0	0	25	18	8	3	0	0	29
12:00	11	0	0	0	0	11	14	1	0	0	0	15
12:15	18	0	0	0	0	18	9	3	0	0	0	12
12:30	15	1	0	0	0	16	6	3	0	0	0	9
12:45	16	0	0	0	0	16	12	1	0	0	0	13
Hour	60	1	0	0	0	61	41	8	0	0	0	49
13:00	11	0	0	0	0	11	6	2	0	1	0	9
13:15	13	0	0	0	0	13	4	2	0	0	0	6
13:30	15	0	0	0	0	15	6	2	0	0	0	8
13:45	6	0	0	0	0	6	7	0	1	0	0	8
Hour	45	0	0	0	0	45	23	6	1	1	0	31
14:00	11	1	0	0	0	12	6	2	0	0	0	8
14:15	9	1	0	0	0	10	3	2	0	0	0	5
14:30	11	1	0	0	0	12	8	0	0	0	0	8
14:45	4	1	0	0	0	5	3	1	0	1	0	5
Hour	35	4	0	0	0	39	20	5	0	1	0	26
15:00	5	2	0	0	0	7	13	2	1	0	0	16
15:15	6	3	0	0	0	9	7	2	0	0	0	9
15:30	15	1	0	0	0	16	14	0	0	0	0	14
15:45	28	0	0	0	0	28	10	4	0	0	0	14
Hour	54	6	0	0	0	60	44	8	1	0	0	53
16:00	42	1	0	0	0	43	21	3	0	0	0	24
16:15	31	0	0	0	0	31	23	1	0	0	0	24
16:30	41	1	1	0	0	43	29	3	0	0	0	32
16:45	33	1	0	0	0	34	36	1	0	0	0	37
Hour	147	3	1	0	0	151	109	8	0	0	0	117
17:00	41	0	1	0	0	42	35	1	0	0	0	36
17:15	45	0	0	0	0	45	38	2	0	0	0	40
17:30	36	0	0	0	0	36	25	1	0	0	0	26
17:45	28	0	0	0	0	28	32	0	0	0	0	32
Hour	150	0	1	0	0	151	130	4	0	0	0	134
18:00	41	1	0	0	0	42	16	0	0	0	0	16
18:15	19	0	0	0	0	19	15	1	0	0	0	16
18:30	20	1	0	0	0	21	14	0	0	0	0	14
18:45	14	0	0	0	0	14	5	0	0	0	0	5
Hour	94	2	0	0	0	96	50	1	0	0	0	51
Total	728	24	3	0	0	755	543	82	6	2	0	633

Site No. 4  
Location Park West Avenue(N) / Park West Avenue(W) / Park West Avenue(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	B to C - Park West Avenue(W) to Park West Avenue(S)					Veh. Total	B to B - Park West Avenue(W) to Park West Avenue(W)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	10	3	1	0	0	14	0	0	0	0	0	0
07:15	16	4	0	0	0	20	0	0	0	0	0	0
07:30	12	3	0	0	0	15	0	0	0	0	0	0
07:45	15	0	1	0	0	16	0	0	0	0	0	0
Hour	53	10	2	0	0	65	0	0	0	0	0	0
08:00	15	2	0	0	0	17	0	0	0	0	0	0
08:15	17	1	0	0	0	18	0	0	0	0	0	0
08:30	23	2	0	0	0	25	0	0	0	0	0	0
08:45	14	1	1	0	0	16	0	0	0	0	0	0
Hour	69	6	1	0	0	76	0	0	0	0	0	0
09:00	12	2	0	0	0	14	0	0	0	0	0	0
09:15	8	6	1	0	0	15	0	1	0	0	0	1
09:30	8	3	1	0	0	12	0	0	0	0	0	0
09:45	12	3	1	0	0	16	0	0	0	0	0	0
Hour	40	14	3	0	0	57	0	1	0	0	0	1
10:00	4	3	0	0	0	7	0	0	0	0	0	0
10:15	11	4	0	0	0	15	0	0	0	0	0	0
10:30	18	5	0	0	0	23	0	0	0	0	0	0
10:45	10	1	0	0	0	11	0	0	0	0	0	0
Hour	43	13	0	0	0	56	0	0	0	0	0	0
11:00	11	4	2	0	0	17	0	0	0	0	0	0
11:15	8	4	0	0	0	12	0	0	0	0	0	0
11:30	11	6	0	0	0	17	0	0	0	0	0	0
11:45	16	4	1	0	0	21	0	0	0	0	0	0
Hour	46	18	3	0	0	67	0	0	0	0	0	0
12:00	21	9	0	0	0	30	0	0	0	0	0	0
12:15	14	4	0	0	0	18	0	0	0	0	0	0
12:30	15	2	0	0	0	17	0	0	0	0	0	0
12:45	14	2	0	0	0	16	1	0	0	0	0	1
Hour	64	17	0	0	0	81	1	0	0	0	0	1
13:00	27	2	0	0	0	29	0	0	0	0	0	0
13:15	13	4	0	0	0	17	0	0	0	0	0	0
13:30	14	1	0	0	0	15	0	0	0	0	0	0
13:45	19	2	0	0	0	21	0	0	0	0	0	0
Hour	73	9	0	0	0	82	0	0	0	0	0	0
14:00	24	3	0	0	0	27	0	0	0	0	0	0
14:15	15	4	0	0	0	19	0	0	0	0	0	0
14:30	18	1	1	0	0	20	0	0	0	0	0	0
14:45	12	1	0	0	0	13	0	0	0	0	0	0
Hour	69	9	1	0	0	79	0	0	0	0	0	0
15:00	25	3	0	0	0	28	0	0	0	0	0	0
15:15	21	4	0	0	0	25	0	0	0	0	0	0
15:30	42	0	0	0	0	42	0	0	0	0	0	0
15:45	26	7	0	0	0	33	1	0	0	0	0	1
Hour	114	14	0	0	0	128	1	0	0	0	0	1
16:00	85	4	0	0	0	89	1	0	0	0	0	1
16:15	40	4	0	0	0	44	2	0	0	0	0	2
16:30	69	2	0	0	0	71	0	0	0	0	0	0
16:45	51	5	0	0	0	56	0	0	0	0	0	0
Hour	245	15	0	0	0	260	3	0	0	0	0	3
17:00	57	1	0	0	0	58	0	0	0	0	0	0
17:15	52	1	0	0	0	53	0	0	0	0	0	0
17:30	56	2	0	0	0	58	1	0	0	0	0	1
17:45	56	1	0	0	0	57	1	0	0	0	0	1
Hour	221	5	0	0	0	226	2	0	0	0	0	2
18:00	76	0	0	0	0	76	0	0	0	0	0	0
18:15	40	1	0	0	0	41	0	0	0	0	0	0
18:30	45	0	0	0	0	45	0	0	0	0	0	0
18:45	41	2	0	0	0	43	0	0	0	0	0	0
Hour	202	3	0	0	0	205	0	0	0	0	0	0
Total	1239	133	10	0	0	1382	7	1	0	0	0	8

Site No. 4  
Location Park West Avenue(N) / Park West Avenue(W) / Park West Avenue(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	C to B - Park West Avenue(S) to Park West Avenue(W)					Veh. Total	C to A - Park West Avenue(S) to Park West Avenue(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	38	2	0	0	0	40	16	0	1	1	0	18
07:15	41	3	0	0	0	44	20	4	0	0	0	24
07:30	62	1	0	0	0	63	24	5	0	0	0	29
07:45	83	4	1	0	0	88	21	5	0	0	0	26
Hour	224	10	1	0	0	235	81	14	1	1	0	97
08:00	61	4	0	0	0	65	32	6	2	0	0	40
08:15	70	3	0	0	0	73	33	2	2	0	0	37
08:30	82	2	1	0	0	85	25	4	2	0	0	31
08:45	83	1	0	0	0	84	24	10	0	0	0	34
Hour	296	10	1	0	0	307	114	22	6	0	0	142
09:00	87	4	0	0	0	91	27	4	0	0	0	31
09:15	56	5	1	0	0	62	26	5	0	0	0	31
09:30	44	1	1	0	0	46	29	4	2	0	0	35
09:45	37	1	0	0	0	38	26	7	1	0	0	34
Hour	224	11	2	0	0	237	108	20	3	0	0	131
10:00	19	4	0	0	0	23	25	6	1	0	0	32
10:15	20	8	0	0	0	28	23	4	1	1	0	29
10:30	15	4	0	0	0	19	26	8	0	0	0	34
10:45	17	2	0	0	0	19	36	10	1	0	0	47
Hour	71	18	0	0	0	89	110	28	3	1	0	142
11:00	15	6	1	0	0	22	34	3	2	1	0	40
11:15	8	3	3	0	0	14	31	7	3	0	0	41
11:30	11	4	0	0	0	15	25	2	2	0	0	29
11:45	12	5	0	0	0	17	22	6	5	0	0	33
Hour	46	18	4	0	0	68	112	18	12	1	0	143
12:00	11	2	0	0	0	13	19	4	0	2	0	25
12:15	11	3	0	0	0	14	40	5	1	0	0	46
12:30	15	4	0	0	0	19	36	6	0	0	0	42
12:45	22	1	0	0	0	23	29	7	0	1	0	37
Hour	59	10	0	0	0	69	124	22	1	3	0	150
13:00	16	2	0	0	0	18	40	11	0	0	0	51
13:15	12	4	0	0	0	16	33	4	0	0	1	38
13:30	18	3	0	0	0	21	39	6	1	0	0	46
13:45	20	4	1	0	0	25	34	10	2	0	0	46
Hour	66	13	1	0	0	80	146	31	3	0	1	181
14:00	21	3	0	0	0	24	36	7	0	0	0	43
14:15	15	3	1	0	0	19	25	5	4	0	0	34
14:30	13	3	0	0	0	16	48	11	3	1	0	63
14:45	12	2	0	1	0	15	42	6	1	0	0	49
Hour	61	11	1	1	0	74	151	29	8	1	0	189
15:00	15	2	0	0	0	17	42	5	0	1	0	48
15:15	8	3	0	0	0	11	34	6	0	1	0	41
15:30	15	4	0	0	0	19	31	9	0	0	0	40
15:45	17	0	0	0	0	17	40	10	2	0	0	52
Hour	55	9	0	0	0	64	147	30	2	2	0	181
16:00	12	2	0	0	0	14	35	10	1	1	0	47
16:15	13	3	0	0	0	16	49	20	1	1	0	71
16:30	4	5	0	0	0	9	45	6	3	0	0	54
16:45	8	1	0	0	0	9	54	11	0	1	0	66
Hour	37	11	0	0	0	48	183	47	5	3	0	238
17:00	18	1	1	0	0	20	52	6	1	0	0	59
17:15	14	1	0	0	0	15	51	3	1	0	0	55
17:30	13	1	0	0	0	14	60	11	4	0	0	75
17:45	24	0	0	0	0	24	54	8	0	0	0	62
Hour	69	3	1	0	0	73	217	28	6	0	0	251
18:00	17	3	0	0	0	20	39	6	0	0	0	45
18:15	11	1	0	0	0	12	67	7	1	0	0	75
18:30	18	0	0	0	0	18	43	4	0	0	0	47
18:45	11	0	0	0	0	11	46	1	0	0	1	48
Hour	57	4	0	0	0	61	195	18	1	0	1	215
Total	1265	128	11	1	0	1405	1688	307	51	12	2	2060



Site No. 4  
Location Park West Avenue(N) / Park West Avenue(W) / Park West Avenue(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	C to D - Park West Avenue(S) to Park West Avenue(E)					Veh. Total	C to C - Park West Avenue(S) to Park West Avenue(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	22	11	1	1	1	36	0	0	0	0	0	0
07:15	42	9	0	3	0	54	0	0	0	0	0	0
07:30	46	7	4	3	1	61	2	0	0	0	0	2
07:45	90	9	3	2	0	104	0	0	0	0	0	0
Hour	200	36	8	9	2	255	2	0	0	0	0	2
08:00	69	12	2	2	1	86	1	0	0	0	0	1
08:15	54	23	1	3	0	81	7	0	0	0	0	7
08:30	71	16	3	0	1	91	1	0	0	0	0	1
08:45	104	9	5	1	0	119	1	0	0	0	0	1
Hour	298	60	11	6	2	377	10	0	0	0	0	10
09:00	73	10	2	2	1	88	0	0	0	0	0	0
09:15	56	15	2	3	0	76	3	0	0	0	0	3
09:30	48	14	3	2	1	68	3	0	0	0	0	3
09:45	40	13	5	3	0	61	5	0	0	0	0	5
Hour	217	52	12	10	2	293	11	0	0	0	0	11
10:00	35	15	6	0	0	56	2	0	0	0	0	2
10:15	29	16	2	2	0	49	1	0	0	0	0	1
10:30	26	11	4	2	0	43	0	0	0	0	0	0
10:45	20	18	3	3	0	44	0	0	0	0	0	0
Hour	110	60	15	7	0	192	3	0	0	0	0	3
11:00	24	10	8	3	0	45	1	0	0	0	0	1
11:15	33	16	0	3	0	52	3	0	0	0	0	3
11:30	27	11	5	2	0	45	0	0	0	0	0	0
11:45	30	8	3	0	0	41	3	0	0	0	0	3
Hour	114	45	16	8	0	183	7	0	0	0	0	7
12:00	25	14	5	0	0	44	1	0	0	0	0	1
12:15	37	10	4	1	0	52	1	0	0	0	0	1
12:30	29	11	7	0	1	48	1	0	0	1	0	2
12:45	41	15	7	2	0	65	1	0	0	1	0	2
Hour	132	50	23	3	1	209	4	0	0	2	0	6
13:00	32	10	4	1	0	47	1	0	0	0	0	1
13:15	35	15	0	1	0	51	0	0	0	0	0	0
13:30	28	8	1	3	0	40	1	1	0	0	0	2
13:45	39	8	4	2	0	53	1	0	0	0	0	1
Hour	134	41	9	7	0	191	3	1	0	0	0	4
14:00	24	10	9	0	0	43	0	0	0	0	0	0
14:15	29	12	2	3	0	46	2	0	0	0	0	2
14:30	23	11	2	1	0	37	1	0	0	0	0	1
14:45	37	9	1	3	0	50	2	0	0	0	0	2
Hour	113	42	14	7	0	176	5	0	0	0	0	5
15:00	15	8	2	3	0	28	1	0	0	0	0	1
15:15	22	8	7	1	0	38	0	0	0	0	0	0
15:30	32	10	3	1	0	46	4	0	0	0	0	4
15:45	28	15	1	0	0	44	0	0	0	0	0	0
Hour	97	41	13	5	0	156	5	0	0	0	0	5
16:00	30	12	0	0	1	43	1	0	0	0	0	1
16:15	31	3	6	0	0	40	0	0	0	0	0	0
16:30	16	7	3	0	1	27	1	0	0	0	0	1
16:45	36	7	3	2	0	48	0	0	0	0	0	0
Hour	113	29	12	2	2	158	2	0	0	0	0	2
17:00	37	7	1	1	1	47	0	0	0	0	0	0
17:15	29	1	0	0	0	30	0	0	0	0	0	0
17:30	26	5	0	0	0	31	0	0	0	0	0	0
17:45	22	1	0	0	0	23	0	0	0	0	0	0
Hour	114	14	1	1	1	131	0	0	0	0	0	0
18:00	26	1	0	0	1	28	0	0	0	0	0	0
18:15	28	0	1	0	0	29	0	0	0	0	0	0
18:30	12	0	0	1	1	14	0	0	0	0	0	0
18:45	16	1	0	0	0	17	0	0	0	0	0	0
Hour	82	2	1	1	2	88	0	0	0	0	0	0
Total	1724	472	135	66	12	2409	52	1	0	2	0	55

Site No. 4  
Location Park West Avenue(N) / Park West Avenue(W) / Park West Avenue(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	D to C - Park West Avenue(E) to Park West Avenue(S)					Veh. Total	D to B - Park West Avenue(E) to Park West Avenue(W)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	6	2	0	0	0	8	13	0	0	0	0	13
07:15	8	0	3	0	0	11	9	2	0	0	0	11
07:30	14	4	4	0	0	22	14	0	1	0	0	15
07:45	7	7	1	1	0	16	21	1	0	0	0	22
Hour	35	13	8	1	0	57	57	3	1	0	0	61
08:00	21	4	3	2	1	31	29	1	0	0	0	30
08:15	19	7	3	1	0	30	17	1	0	0	0	18
08:30	18	10	5	3	1	37	19	1	0	0	0	20
08:45	34	5	3	0	0	42	23	1	0	0	0	24
Hour	92	26	14	6	2	140	88	4	0	0	0	92
09:00	20	12	0	2	0	34	25	1	1	0	0	27
09:15	15	12	2	1	0	30	13	0	0	0	0	13
09:30	15	13	2	1	0	31	4	1	0	0	0	5
09:45	19	11	2	1	1	34	12	2	0	0	0	14
Hour	69	48	6	5	1	129	54	4	1	0	0	59
10:00	18	10	1	2	0	31	5	3	0	0	0	8
10:15	18	14	2	0	0	34	4	3	0	0	0	7
10:30	22	9	3	3	0	37	5	2	0	0	0	7
10:45	21	16	4	0	0	41	4	1	0	0	0	5
Hour	79	49	10	5	0	143	18	9	0	0	0	27
11:00	31	8	7	3	0	49	7	0	1	0	0	8
11:15	22	5	2	1	0	30	4	4	0	0	0	8
11:30	38	13	3	0	0	54	1	3	0	0	0	4
11:45	26	12	7	2	0	47	7	6	0	0	0	13
Hour	117	38	19	6	0	180	19	13	1	0	0	33
12:00	37	19	2	2	0	60	6	1	0	0	0	7
12:15	33	18	1	1	0	53	7	1	0	1	0	9
12:30	35	13	3	2	0	53	7	0	0	0	0	7
12:45	45	16	5	0	0	66	7	4	0	0	0	11
Hour	150	66	11	5	0	232	27	6	0	1	0	34
13:00	49	9	3	2	0	63	7	1	0	0	0	8
13:15	33	7	4	1	0	45	4	1	0	0	0	5
13:30	33	9	3	0	0	45	15	1	1	0	0	17
13:45	31	9	2	0	0	42	7	1	0	0	0	8
Hour	146	34	12	3	0	195	33	4	1	0	0	38
14:00	38	14	2	1	0	55	10	1	0	0	0	11
14:15	26	11	3	2	0	42	3	2	0	0	0	5
14:30	38	7	4	0	0	49	8	4	0	0	0	12
14:45	31	9	6	1	0	47	3	3	0	0	0	6
Hour	133	41	15	4	0	193	24	10	0	0	0	34
15:00	26	11	4	1	0	42	1	3	0	0	0	4
15:15	43	11	7	2	0	63	5	1	0	0	0	6
15:30	51	17	3	2	0	73	3	1	0	0	0	4
15:45	42	14	1	2	0	59	8	3	0	0	0	11
Hour	162	53	15	7	0	237	17	8	0	0	0	25
16:00	84	20	1	1	0	106	12	1	0	0	0	13
16:15	44	20	2	1	1	68	4	1	1	0	0	6
16:30	62	15	1	0	0	78	11	1	0	0	0	12
16:45	49	18	2	0	0	69	5	2	0	0	0	7
Hour	239	73	6	2	1	321	32	5	1	0	0	38
17:00	55	11	1	0	0	67	6	0	0	0	0	6
17:15	34	6	1	0	0	41	8	1	0	0	0	9
17:30	58	6	1	0	0	65	9	0	0	0	0	9
17:45	40	6	1	0	0	47	13	1	0	0	0	14
Hour	187	29	4	0	0	220	36	2	0	0	0	38
18:00	53	5	0	0	0	58	10	0	0	0	0	10
18:15	42	5	1	0	1	49	3	0	0	0	0	3
18:30	30	2	0	0	0	32	3	0	0	0	0	3
18:45	27	1	0	0	0	28	7	1	0	0	0	8
Hour	152	13	1	0	1	167	23	1	0	0	0	24
Total	1561	483	121	44	5	2214	428	69	5	1	0	503

Site No. 4  
Location Park West Avenue(N) / Park West Avenue(W) / Park West Avenue(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	D to A - Park West Avenue(E) to Park West Avenue(N)					Veh. Total	D to D - Park West Avenue(E) to Park West Avenue(E)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	1	1	0	0	0	2	0	0	0	0	0	0
07:15	3	2	0	1	1	7	1	0	0	0	0	1
07:30	6	3	2	1	0	12	1	0	0	0	0	1
07:45	9	0	1	2	0	12	0	0	0	0	0	0
Hour	19	6	3	4	1	33	2	0	0	0	0	2
08:00	10	2	1	0	0	13	0	0	0	0	0	0
08:15	12	0	1	0	0	13	1	1	0	0	0	2
08:30	8	4	1	1	0	14	2	1	0	0	0	3
08:45	13	4	0	1	1	19	0	0	0	0	0	0
Hour	43	10	3	2	1	59	3	2	0	0	0	5
09:00	10	0	2	1	0	13	1	1	0	0	0	2
09:15	11	5	3	0	0	19	1	0	0	0	0	1
09:30	16	8	7	1	0	32	0	1	0	0	0	1
09:45	17	9	1	4	0	31	0	2	0	1	0	3
Hour	54	22	13	6	0	95	2	4	0	1	0	7
10:00	19	12	3	2	0	36	0	0	0	0	0	0
10:15	13	3	3	1	1	21	0	0	0	0	0	0
10:30	18	9	4	0	0	31	0	0	0	0	0	0
10:45	8	6	0	1	0	15	0	0	0	0	0	0
Hour	58	30	10	4	1	103	0	0	0	0	0	0
11:00	13	6	1	0	0	20	0	0	0	0	0	0
11:15	15	7	3	0	0	25	1	1	0	0	0	2
11:30	15	10	3	2	0	30	1	0	1	0	0	2
11:45	22	5	3	0	2	32	1	0	0	0	0	1
Hour	65	28	10	2	2	107	3	1	1	0	0	5
12:00	23	10	3	1	0	37	0	1	0	0	0	1
12:15	26	9	0	0	0	35	1	0	0	0	0	1
12:30	20	11	4	0	0	35	1	1	0	0	0	2
12:45	24	6	1	2	0	33	1	0	0	0	0	1
Hour	93	36	8	3	0	140	3	2	0	0	0	5
13:00	48	6	6	2	0	62	0	0	0	0	0	0
13:15	25	4	2	0	0	31	2	0	0	0	0	2
13:30	19	3	1	0	0	23	0	0	0	0	0	0
13:45	17	3	1	1	0	22	1	0	0	0	0	1
Hour	109	16	10	3	0	138	3	0	0	0	0	3
14:00	25	10	3	0	0	38	2	1	0	0	0	3
14:15	27	7	6	0	0	40	0	0	0	0	0	0
14:30	18	11	3	3	1	36	0	0	0	0	0	0
14:45	22	8	4	2	0	36	0	0	0	0	0	0
Hour	92	36	16	5	1	150	2	1	0	0	0	3
15:00	21	4	1	1	0	27	1	0	0	0	0	1
15:15	19	3	5	0	0	27	1	0	0	0	0	1
15:30	23	9	2	0	0	34	0	1	0	0	0	1
15:45	27	7	2	0	0	36	1	0	0	0	0	1
Hour	90	23	10	1	0	124	3	1	0	0	0	4
16:00	59	11	0	0	0	70	0	0	1	0	0	1
16:15	49	15	0	0	0	64	0	1	0	0	0	1
16:30	61	13	0	0	0	74	1	0	0	0	0	1
16:45	54	11	4	0	0	69	0	0	0	0	0	0
Hour	223	50	4	0	0	277	1	1	1	0	0	3
17:00	113	15	0	0	0	128	0	0	0	0	0	0
17:15	74	6	1	1	0	82	0	0	0	0	1	1
17:30	92	8	0	0	0	100	0	0	0	0	0	0
17:45	57	12	3	0	0	72	0	0	0	0	0	0
Hour	336	41	4	1	0	382	0	0	0	0	1	1
18:00	61	3	0	0	0	64	0	0	0	0	0	0
18:15	33	1	0	0	0	34	0	0	0	0	0	0
18:30	46	4	1	2	0	53	0	0	0	0	0	0
18:45	30	2	0	0	0	32	0	0	0	0	0	0
Hour	170	10	1	2	0	183	0	0	0	0	0	0
Total	1352	308	92	33	6	1791	22	12	2	1	1	38

Site No. 4  
Location Park West Avenue(N) / Park West Avenue(W) / Park West Avenue(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	To Arm A - Park West Avenue(N)					Veh. Total	From Arm A - Park West Avenue(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	22	1	1	1	0	25	85	20	3	0	0	108
07:15	29	6	0	1	1	37	123	26	3	1	0	153
07:30	40	9	2	1	1	53	165	17	1	0	1	184
07:45	34	7	1	2	0	44	188	25	3	0	1	217
Hour	125	23	4	5	2	159	561	88	10	1	2	662
08:00	53	8	3	0	1	65	191	30	2	2	1	226
08:15	60	2	3	0	1	66	178	26	4	0	1	209
08:30	47	9	3	1	0	60	206	31	4	1	1	243
08:45	55	14	0	1	1	71	180	21	4	0	0	205
Hour	215	33	9	2	3	262	755	108	14	3	3	883
09:00	44	4	2	1	1	52	182	23	8	3	2	218
09:15	44	10	3	0	0	57	126	19	5	0	0	150
09:30	49	13	9	1	1	73	93	24	2	3	1	123
09:45	51	16	2	4	1	74	92	20	3	2	1	118
Hour	188	43	16	6	3	256	493	86	18	8	4	609
10:00	49	18	4	2	0	73	67	13	4	0	1	85
10:15	39	7	4	2	1	53	62	16	4	0	0	82
10:30	51	17	4	0	0	72	57	15	2	3	0	77
10:45	47	17	1	1	0	66	43	10	5	0	0	58
Hour	186	59	13	5	1	264	229	54	15	3	1	302
11:00	52	9	3	1	1	66	45	16	4	2	1	68
11:15	52	15	6	0	0	73	46	17	4	2	0	69
11:30	47	13	5	2	1	68	56	19	2	0	1	78
11:45	50	11	9	0	2	72	60	16	7	2	0	85
Hour	201	48	23	3	4	279	207	68	17	6	2	300
12:00	53	14	3	3	0	73	50	9	1	0	1	61
12:15	84	14	1	0	1	100	52	16	5	0	1	74
12:30	71	18	4	0	0	93	64	12	1	0	0	77
12:45	69	13	1	3	0	86	70	8	3	0	0	81
Hour	277	59	9	6	1	352	236	45	10	0	2	293
13:00	99	17	6	2	1	125	61	16	4	1	2	84
13:15	71	8	2	0	1	82	76	15	2	0	1	94
13:30	73	9	2	0	1	85	90	11	3	1	1	106
13:45	57	13	4	1	0	75	101	20	7	0	1	129
Hour	300	47	14	3	3	367	328	62	16	2	5	413
14:00	74	18	3	0	1	96	117	21	6	2	2	148
14:15	61	13	10	0	0	84	69	11	2	0	0	82
14:30	77	23	6	4	2	112	65	19	5	0	1	90
14:45	69	15	5	2	0	91	58	19	3	3	1	84
Hour	281	69	24	6	3	383	309	70	16	5	4	404
15:00	68	11	1	2	0	82	64	14	6	0	0	84
15:15	59	12	5	1	0	77	60	11	8	0	2	81
15:30	69	19	2	0	1	91	66	9	4	1	1	81
15:45	95	17	4	0	0	116	99	14	4	0	0	117
Hour	291	59	12	3	1	366	289	48	22	1	3	363
16:00	136	22	1	1	1	161	54	15	3	2	1	75
16:15	129	35	1	1	0	166	62	16	2	1	0	81
16:30	147	20	4	0	1	172	55	11	2	1	1	70
16:45	141	23	4	1	1	170	74	15	0	0	1	90
Hour	553	100	10	3	3	669	245	57	7	4	3	316
17:00	207	21	2	0	1	231	73	8	4	1	1	87
17:15	171	9	2	1	0	183	60	5	2	1	0	68
17:30	188	19	4	0	0	211	54	3	0	1	0	58
17:45	139	20	3	0	1	163	52	7	0	0	1	60
Hour	705	69	11	1	2	788	239	23	6	3	2	273
18:00	142	10	0	0	1	153	60	3	0	0	1	64
18:15	119	8	1	0	0	128	64	7	1	0	1	73
18:30	109	9	1	2	0	121	43	4	0	0	1	48
18:45	90	3	0	0	2	95	49	4	0	0	1	54
Hour	460	30	2	2	3	497	216	18	1	0	4	239
Total	3782	639	147	45	29	4642	4107	727	152	36	35	5057

Site No. 4  
Location Park West Avenue(N) / Park West Avenue(W) / Park West Avenue(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	To Arm B - Park West Avenue(W)					Veh. Total	From Arm B - Park West Avenue(W)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	73	3	0	0	0	76	18	3	1	0	0	22
07:15	79	5	0	0	0	84	27	5	0	0	0	32
07:30	119	1	1	0	0	121	31	5	0	0	0	36
07:45	149	6	1	0	0	156	29	4	1	0	0	34
Hour	420	15	2	0	0	437	105	17	2	0	0	124
08:00	139	6	0	0	0	145	40	4	0	0	0	44
08:15	129	5	0	0	0	134	37	6	0	0	0	43
08:30	142	3	1	0	0	146	45	5	0	0	0	50
08:45	156	5	0	0	0	161	40	3	1	0	0	44
Hour	566	19	1	0	0	586	162	18	1	0	0	181
09:00	180	7	1	0	0	188	31	2	0	0	0	33
09:15	99	7	1	0	0	107	21	12	1	0	0	34
09:30	71	6	1	0	0	78	17	6	1	0	0	24
09:45	68	6	0	0	0	74	22	4	1	0	0	27
Hour	418	26	3	0	0	447	91	24	3	0	0	118
10:00	37	8	0	0	0	45	16	7	1	0	0	24
10:15	29	12	0	0	0	41	15	7	0	0	0	22
10:30	33	7	0	0	0	40	29	6	0	0	0	35
10:45	26	3	0	0	0	29	16	5	0	0	0	21
Hour	125	30	0	0	0	155	76	25	1	0	0	102
11:00	29	8	2	0	0	39	25	6	2	0	0	33
11:15	17	7	4	0	0	28	16	6	0	0	0	22
11:30	16	7	0	0	0	23	18	9	2	0	0	29
11:45	23	13	0	0	0	36	27	7	3	0	0	37
Hour	85	35	6	0	0	126	86	28	7	0	0	121
12:00	21	3	0	0	0	24	46	10	0	0	0	56
12:15	24	5	0	1	0	30	41	7	0	0	0	48
12:30	33	4	0	0	0	37	36	6	0	0	0	42
12:45	38	5	0	0	0	43	43	3	0	0	0	46
Hour	116	17	0	1	0	134	166	26	0	0	0	192
13:00	28	5	0	0	0	33	44	4	0	1	0	49
13:15	32	5	0	0	0	37	30	6	0	0	0	36
13:30	48	4	1	0	0	53	35	3	0	0	0	38
13:45	37	5	1	0	0	43	32	2	1	0	0	35
Hour	145	19	2	0	0	166	141	15	1	1	0	158
14:00	47	7	0	0	0	54	41	6	0	0	0	47
14:15	28	5	1	0	0	34	27	7	0	0	0	34
14:30	31	10	0	0	0	41	37	2	1	0	0	40
14:45	22	5	0	1	0	28	19	3	0	1	0	23
Hour	128	27	1	1	0	157	124	18	1	1	0	144
15:00	22	5	0	0	0	27	43	7	1	0	0	51
15:15	18	5	0	0	0	23	34	9	0	0	0	43
15:30	24	5	0	0	0	29	71	1	0	0	0	72
15:45	34	5	1	0	0	40	65	11	0	0	0	76
Hour	98	20	1	0	0	119	213	28	1	0	0	242
16:00	34	4	0	0	0	38	149	8	0	0	0	157
16:15	28	5	1	0	0	34	96	5	0	0	0	101
16:30	22	6	0	0	0	28	139	6	1	0	0	146
16:45	17	5	0	0	0	22	120	7	0	0	0	127
Hour	101	20	1	0	0	122	504	26	1	0	0	531
17:00	33	1	1	0	0	35	133	2	1	0	0	136
17:15	32	2	0	0	0	34	135	3	0	0	0	138
17:30	30	1	0	0	0	31	118	3	0	0	0	121
17:45	43	1	0	0	0	44	117	1	0	0	0	118
Hour	138	5	1	0	0	144	503	9	1	0	0	513
18:00	37	4	0	0	0	41	133	1	0	0	0	134
18:15	28	2	0	0	0	30	74	2	0	0	0	76
18:30	28	0	0	0	0	28	79	1	0	0	0	80
18:45	24	3	0	0	0	27	60	2	0	0	0	62
Hour	117	9	0	0	0	126	346	6	0	0	0	352
Total	2457	242	18	2	0	2719	2517	240	19	2	0	2778

Site No. 4  
Location Park West Avenue(N) / Park West Avenue(W) / Park West Avenue(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	To Arm C - Park West Avenue(S)					Veh. Total	From Arm C - Park West Avenue(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	59	19	3	0	0	81	76	13	2	2	1	94
07:15	76	22	3	0	0	101	103	16	0	3	0	122
07:30	88	17	4	0	0	109	134	13	4	3	1	155
07:45	88	17	3	1	0	109	194	18	4	2	0	218
Hour	311	75	13	1	0	400	507	60	10	10	2	589
08:00	113	23	5	2	1	144	163	22	4	2	1	192
08:15	118	18	6	1	0	143	164	28	3	3	0	198
08:30	114	28	6	3	1	152	179	22	6	0	1	208
08:45	111	10	6	0	0	127	212	20	5	1	0	238
Hour	456	79	23	6	2	566	718	92	18	6	2	836
09:00	81	23	3	2	0	109	187	18	2	2	1	210
09:15	75	25	5	1	0	106	141	25	3	3	0	172
09:30	69	20	4	2	0	95	124	19	6	2	1	152
09:45	75	21	3	2	1	102	108	21	6	3	0	138
Hour	300	89	15	7	1	412	560	83	17	10	2	672
10:00	48	19	3	2	0	72	81	25	7	0	0	113
10:15	60	22	4	0	0	86	73	28	3	3	0	107
10:30	64	17	4	4	0	89	67	23	4	2	0	96
10:45	57	20	8	0	0	85	73	30	4	3	0	110
Hour	229	78	19	6	0	332	294	106	18	8	0	426
11:00	67	20	11	3	0	101	74	19	11	4	0	108
11:15	54	20	2	1	0	77	75	26	6	3	0	110
11:30	80	30	3	0	0	113	63	17	7	2	0	89
11:45	77	25	11	3	0	116	67	19	8	0	0	94
Hour	278	95	27	7	0	407	279	81	32	9	0	401
12:00	88	32	3	2	1	126	56	20	5	2	0	83
12:15	76	29	4	1	0	110	89	18	5	1	0	113
12:30	88	23	4	3	0	118	81	21	7	1	1	111
12:45	98	22	7	1	0	128	93	23	7	4	0	127
Hour	350	106	18	7	1	482	319	82	24	8	1	434
13:00	112	20	7	3	1	143	89	23	4	1	0	117
13:15	76	18	4	1	1	100	80	23	0	1	1	105
13:30	99	19	5	0	0	123	86	18	2	3	0	109
13:45	108	26	5	0	1	140	94	22	7	2	0	125
Hour	395	83	21	4	3	506	349	86	13	7	1	456
14:00	130	25	3	2	1	161	81	20	9	0	0	110
14:15	83	20	3	2	0	108	71	20	7	3	0	101
14:30	98	14	6	0	0	118	85	25	5	2	0	117
14:45	85	21	6	2	0	114	93	17	2	4	0	116
Hour	396	80	18	6	1	501	330	82	23	9	0	444
15:00	89	21	6	1	0	117	73	15	2	4	0	94
15:15	94	19	11	2	2	128	64	17	7	2	0	90
15:30	147	22	4	2	0	175	82	23	3	1	0	109
15:45	127	26	1	2	0	156	85	25	3	0	0	113
Hour	457	88	22	7	2	576	304	80	15	7	0	406
16:00	199	31	3	1	0	234	78	24	1	1	1	105
16:15	107	31	3	1	1	143	93	26	7	1	0	127
16:30	163	23	1	0	0	187	66	18	6	0	1	91
16:45	143	31	2	0	0	176	98	19	3	3	0	123
Hour	612	116	9	2	1	740	335	87	17	5	2	446
17:00	144	14	2	0	0	160	107	14	3	1	1	126
17:15	111	10	2	0	0	123	94	5	1	0	0	100
17:30	145	10	1	0	0	156	99	17	4	0	0	120
17:45	129	10	1	0	0	140	100	9	0	0	0	109
Hour	529	44	6	0	0	579	400	45	8	1	1	455
18:00	162	6	0	0	0	168	82	10	0	0	1	93
18:15	122	10	1	0	1	134	106	8	2	0	0	116
18:30	91	5	0	0	0	96	73	4	0	1	1	79
18:45	99	4	0	0	0	103	73	2	0	0	1	76
Hour	474	25	1	0	1	501	334	24	2	1	3	364
Total	4787	958	192	53	12	6002	4729	908	197	81	14	5929

Site No. 4  
Location Park West Avenue(N) / Park West Avenue(W) / Park West Avenue(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	To Arm D - Park West Avenue(E)					Veh. Total	From Arm D - Park West Avenue(E)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	45	16	2	1	1	65	20	3	0	0	0	23
07:15	90	18	3	4	0	115	21	4	3	1	1	30
07:30	118	15	5	3	1	142	35	7	7	1	0	50
07:45	177	25	5	2	1	210	37	8	2	3	0	50
Hour	430	74	15	10	3	532	113	22	12	5	1	153
08:00	149	26	2	4	1	182	60	7	4	2	1	74
08:15	121	44	2	3	0	170	49	9	4	1	0	63
08:30	174	34	6	1	2	217	47	16	6	4	1	74
08:45	180	25	7	1	0	213	70	10	3	1	1	85
Hour	624	129	17	9	3	782	226	42	17	8	3	296
09:00	151	23	7	5	2	188	56	14	3	3	0	76
09:15	110	31	5	3	0	149	40	17	5	1	0	63
09:30	80	33	4	4	1	122	35	23	9	2	0	69
09:45	76	26	8	5	0	115	48	24	3	6	1	82
Hour	417	113	24	17	3	574	179	78	20	12	1	290
10:00	72	25	9	0	1	107	42	25	4	4	0	75
10:15	57	30	4	2	0	93	35	20	5	1	1	62
10:30	50	23	5	4	0	82	45	20	7	3	0	75
10:45	35	28	4	3	0	70	33	23	4	1	0	61
Hour	214	106	22	9	1	352	155	88	20	9	1	273
11:00	47	18	10	5	0	80	51	14	9	3	0	77
11:15	56	24	3	5	0	88	42	17	5	1	0	65
11:30	49	21	10	2	0	82	55	26	7	2	0	90
11:45	60	16	8	1	0	85	56	23	10	2	2	93
Hour	212	79	31	13	0	335	204	80	31	8	2	325
12:00	56	21	5	0	0	82	66	31	5	3	0	105
12:15	65	21	6	1	0	93	67	28	1	2	0	98
12:30	52	19	7	0	1	79	63	25	7	2	0	97
12:45	78	20	8	2	0	108	77	26	6	2	0	111
Hour	251	81	26	3	1	362	273	110	19	9	0	411
13:00	59	17	4	2	0	82	104	16	9	4	0	133
13:15	71	25	2	1	0	99	64	12	6	1	0	83
13:30	58	13	2	4	0	77	67	13	5	0	0	85
13:45	81	13	8	2	0	104	56	13	3	1	0	73
Hour	269	68	16	9	0	362	291	54	23	6	0	374
14:00	63	23	14	1	0	101	75	26	5	1	0	107
14:15	51	20	4	3	0	78	56	20	9	2	0	87
14:30	45	21	6	1	0	73	64	22	7	3	1	97
14:45	50	18	4	6	1	79	56	20	10	3	0	89
Hour	209	82	28	11	1	331	251	88	31	9	1	380
15:00	50	17	7	3	0	77	49	18	5	2	0	74
15:15	55	16	11	1	0	83	68	15	12	2	0	97
15:30	56	15	6	2	0	79	77	28	5	2	0	112
15:45	71	26	4	0	0	101	78	24	3	2	0	107
Hour	232	74	28	6	0	340	272	85	25	8	0	390
16:00	67	22	2	2	1	94	155	32	2	1	0	190
16:15	84	13	7	1	0	105	97	37	3	1	1	139
16:30	63	15	5	1	1	85	135	29	1	0	0	165
16:45	99	13	3	2	0	117	108	31	6	0	0	145
Hour	313	63	17	6	2	401	495	129	12	2	1	639
17:00	103	14	4	2	1	124	174	26	1	0	0	201
17:15	91	5	1	1	1	99	116	13	2	1	1	133
17:30	67	7	0	1	0	75	159	14	1	0	0	174
17:45	68	5	0	0	0	73	110	19	4	0	0	133
Hour	329	31	5	4	2	371	559	72	8	1	1	641
18:00	58	2	0	0	1	61	124	8	0	0	0	132
18:15	53	3	2	0	1	59	78	6	1	0	1	86
18:30	46	1	0	1	2	50	79	6	1	2	0	88
18:45	33	2	0	0	0	35	64	4	0	0	0	68
Hour	190	8	2	1	4	205	345	24	2	2	1	374
Total	3690	908	231	98	20	4947	3363	872	220	79	12	4546



Site No. 5  
Location Yeats Way(N) / Park West Avenue(W) / Yeats Way(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	A to D - Yeats Way(N) to Park West Avenue(E)					Veh. Total	A to C - Yeats Way(N) to Yeats Way(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	4	0	0	0	0	4	0	0	0	0	0	0
07:15	11	2	0	0	0	13	0	0	0	0	0	0
07:30	10	2	0	0	0	12	0	0	0	0	0	0
07:45	9	0	0	0	0	9	1	0	0	0	0	1
Hour	34	4	0	0	0	38	1	0	0	0	0	1
08:00	17	1	0	0	0	18	1	0	0	0	0	1
08:15	17	2	0	0	0	19	0	0	0	0	0	0
08:30	18	1	0	0	0	19	0	0	0	0	0	0
08:45	15	0	0	0	0	15	2	0	0	0	0	2
Hour	67	4	0	0	0	71	3	0	0	0	0	3
09:00	11	0	0	0	0	11	0	0	0	0	0	0
09:15	5	2	0	0	0	7	0	0	0	0	0	0
09:30	3	1	0	0	0	4	1	0	0	0	0	1
09:45	5	0	0	0	0	5	0	0	0	0	0	0
Hour	24	3	0	0	0	27	1	0	0	0	0	1
10:00	4	2	0	0	0	6	0	0	0	0	0	0
10:15	5	1	0	0	0	6	0	0	0	0	0	0
10:30	8	1	0	0	0	9	1	0	0	0	0	1
10:45	5	2	0	0	0	7	1	0	0	0	0	1
Hour	22	6	0	0	0	28	2	0	0	0	0	2
11:00	5	0	0	0	0	5	0	0	0	0	0	0
11:15	3	1	0	0	0	4	0	0	0	0	0	0
11:30	2	0	1	0	0	3	0	0	0	0	0	0
11:45	5	4	1	0	0	10	0	1	0	0	0	1
Hour	15	5	2	0	0	22	0	1	0	0	0	1
12:00	7	0	0	0	0	7	0	0	0	0	0	0
12:15	5	2	0	0	0	7	0	0	0	0	0	0
12:30	8	1	0	0	0	9	0	0	0	0	0	0
12:45	5	0	0	0	0	5	1	0	0	0	0	1
Hour	25	3	0	0	0	28	1	0	0	0	0	1
13:00	9	1	0	0	0	10	0	1	0	0	0	1
13:15	7	0	0	0	0	7	0	0	0	0	0	0
13:30	9	0	0	0	0	9	1	0	0	0	0	1
13:45	5	0	0	0	0	5	0	1	0	0	0	1
Hour	30	1	0	0	0	31	1	2	0	0	0	3
14:00	8	1	0	0	0	9	1	1	0	0	0	2
14:15	6	1	0	0	0	7	0	0	0	0	0	0
14:30	4	0	0	0	0	4	2	0	0	0	0	2
14:45	1	0	0	0	0	1	0	1	0	0	0	1
Hour	19	2	0	0	0	21	3	2	0	0	0	5
15:00	6	2	0	0	0	8	0	0	0	0	0	0
15:15	5	2	0	0	0	7	0	0	0	0	0	0
15:30	7	0	0	0	0	7	0	0	0	0	0	0
15:45	9	3	0	0	0	12	0	1	0	0	0	1
Hour	27	7	0	0	0	34	0	1	0	0	0	1
16:00	9	2	0	0	0	11	0	0	0	0	0	0
16:15	6	1	0	0	0	7	0	1	0	0	0	1
16:30	5	1	0	0	0	6	0	0	0	0	0	0
16:45	8	1	0	0	0	9	0	0	0	0	0	0
Hour	28	5	0	0	0	33	0	1	0	0	0	1
17:00	8	0	0	0	0	8	0	0	0	0	0	0
17:15	8	1	0	0	0	9	1	0	0	0	0	1
17:30	5	0	0	0	0	5	0	0	0	0	0	0
17:45	11	0	0	0	0	11	0	0	0	0	0	0
Hour	32	1	0	0	0	33	1	0	0	0	0	1
18:00	9	0	0	0	0	9	0	0	0	0	0	0
18:15	2	0	0	0	0	2	1	0	0	0	0	1
18:30	23	0	0	0	0	23	0	0	0	0	0	0
18:45	13	1	0	0	0	14	0	0	0	0	0	0
Hour	47	1	0	0	0	48	1	0	0	0	0	1
Total	370	42	2	0	0	414	14	7	0	0	0	21

Site No. 5  
Location Yeats Way(N) / Park West Avenue(W) / Yeats Way(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	A to B - Yeats Way(N) to Park West Avenue(W)					Veh. Total	A to A - Yeats Way(N) to Yeats Way(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	0	0	0	1	0	0	0	0	0	0
Hour	0	1	0	0	0	1	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	1	0	0	0	1	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	0	0	1	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	1	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	0	0	0	5	0	0	0	0	0	0

Site No. 5  
Location Yeats Way(N) / Park West Avenue(W) / Yeats Way(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	B to A - Park West Avenue(W) to Yeats Way(N)					Veh. Total	B to D - Park West Avenue(W) to Park West Avenue(E)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	7	2	1	0	0	10
07:15	0	0	0	0	0	0	7	1	0	0	0	8
07:30	0	0	0	0	0	0	12	2	0	0	0	14
07:45	0	0	0	0	0	0	10	1	1	0	0	12
Hour	0	0	0	0	0	0	36	6	2	0	0	44
08:00	0	0	0	0	0	0	5	1	0	0	0	6
08:15	0	0	0	0	0	0	13	2	0	0	0	15
08:30	0	0	0	0	0	0	14	2	0	0	0	16
08:45	0	0	0	0	0	0	11	0	0	0	0	11
Hour	0	0	0	0	0	0	43	5	0	0	0	48
09:00	0	0	0	0	0	0	2	0	0	0	0	2
09:15	1	1	0	0	0	2	4	2	0	0	0	6
09:30	0	0	0	0	0	0	4	1	0	0	0	5
09:45	0	0	0	0	0	0	7	0	0	0	0	7
Hour	1	1	0	0	0	2	17	3	0	0	0	20
10:00	0	0	0	0	0	0	4	0	0	0	0	4
10:15	0	0	0	0	0	0	1	0	0	0	0	1
10:30	0	0	0	0	0	0	4	0	0	0	0	4
10:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	11	0	0	0	0	11
11:00	0	0	0	0	0	0	2	1	0	0	0	3
11:15	0	0	0	0	0	0	4	0	0	0	0	4
11:30	1	0	0	0	0	1	9	2	0	0	0	11
11:45	0	0	0	0	0	0	4	0	0	0	0	4
Hour	1	0	0	0	0	1	19	3	0	0	0	22
12:00	0	0	0	0	0	0	1	0	0	0	0	1
12:15	0	0	0	0	0	0	3	0	0	0	0	3
12:30	0	0	0	0	0	0	1	1	0	0	0	2
12:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	1	0	0	0	0	1	6	1	0	0	0	7
13:00	0	0	0	0	0	0	1	0	0	0	0	1
13:15	0	0	0	0	0	0	4	0	0	0	0	4
13:30	0	0	0	0	0	0	5	0	0	0	0	5
13:45	0	1	0	0	0	1	3	0	0	0	0	3
Hour	0	1	0	0	0	1	13	0	0	0	0	13
14:00	1	0	0	0	0	1	3	0	0	0	0	3
14:15	0	0	0	0	0	0	4	0	0	0	0	4
14:30	0	0	0	0	0	0	6	0	0	0	0	6
14:45	0	0	0	0	0	0	3	1	0	0	0	4
Hour	1	0	0	0	0	1	16	1	0	0	0	17
15:00	0	0	0	0	0	0	2	0	0	0	0	2
15:15	0	0	0	0	0	0	4	0	0	0	0	4
15:30	1	0	0	0	0	1	8	0	0	0	0	8
15:45	0	0	0	0	0	0	4	0	0	0	0	4
Hour	1	0	0	0	0	1	18	0	0	0	0	18
16:00	0	1	0	0	0	1	2	1	0	0	0	3
16:15	0	0	0	0	0	0	7	0	0	0	0	7
16:30	0	0	0	0	0	0	6	2	0	0	0	8
16:45	0	0	0	0	0	0	5	0	0	0	0	5
Hour	0	1	0	0	0	1	20	3	0	0	0	23
17:00	0	0	0	0	0	0	3	0	0	0	0	3
17:15	1	0	0	0	0	1	7	0	0	0	0	7
17:30	1	0	0	0	0	1	5	1	0	0	0	6
17:45	0	0	0	0	0	0	6	0	0	0	0	6
Hour	2	0	0	0	0	2	21	1	0	0	0	22
18:00	0	0	0	0	0	0	6	0	0	0	0	6
18:15	0	0	0	0	0	0	6	0	0	0	0	6
18:30	0	0	0	0	0	0	6	0	0	0	0	6
18:45	0	0	0	0	0	0	7	0	0	0	0	7
Hour	0	0	0	0	0	0	25	0	0	0	0	25
Total	7	3	0	0	0	10	245	23	2	0	0	270

Site No. 5  
Location Yeats Way(N) / Park West Avenue(W) / Yeats Way(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	B to C - Park West Avenue(W) to Yeats Way(S)					Veh. Total	B to B - Park West Avenue(W) to Park West Avenue(W)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	1	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	1	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	1	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	1	0	0	0	0	0	0
Hour	0	1	0	0	0	1	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	1	0	0	0	1	0	0	0	0	0	0
12:30	0	0	0	1	0	1	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	1	0	2	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	1	0	0	0	1	0	0	0	0	0	0
Hour	0	1	0	0	0	1	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	2	0	0	0	0	0	0
15:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	2	0	0	0	3	0	0	0	0	0	0
16:30	1	0	0	0	0	1	0	0	0	0	0	0
16:45	0	1	0	0	0	1	0	0	0	0	0	0
Hour	2	3	0	0	0	5	0	0	0	0	0	0
17:00	1	0	0	0	0	1	0	0	0	0	0	0
17:15	1	0	0	0	0	1	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	2	0	0	0	0	2	1	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	3	0	0	0	0	3	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
Total	14	6	0	1	0	21	1	0	0	0	0	1

Site No. 5  
Location Yeats Way(N) / Park West Avenue(W) / Yeats Way(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	C to B - Yeats Way(S) to Park West Avenue(W)					Veh. Total	C to A - Yeats Way(S) to Yeats Way(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	0	1	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	1	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	1	1	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	1	0	0	0	0	1	3	1	0	0	0	4
09:00	0	0	0	0	0	0	1	0	0	0	0	1
09:15	0	1	0	0	0	1	0	0	0	0	0	0
09:30	1	0	0	0	0	1	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	1	0	0	0	2	1	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	1	1	0	0	0	2
10:30	0	0	0	0	0	0	2	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	3	1	0	0	0	4
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	1	0	0	1
11:45	0	0	0	0	0	0	1	2	0	0	0	3
Hour	0	0	0	0	0	0	1	2	1	0	0	4
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	1	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
13:00	0	0	0	0	0	0	2	0	0	0	0	2
13:15	1	0	0	0	0	1	1	0	0	0	0	1
13:30	0	0	0	0	0	0	1	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	4	0	0	0	0	4
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	1	0	0	0	0	1
14:30	0	0	0	0	0	0	1	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	2	0	0	0	0	2
15:00	0	0	0	0	0	0	0	1	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	2	0	0	0	0	2
15:45	0	0	0	0	0	0	0	1	0	0	0	1
Hour	0	0	0	0	0	0	2	2	0	0	0	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	1	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	1	0	0	0	0	1
17:00	0	1	0	0	0	1	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	2	5	0	0	0	0	5
17:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	2	1	0	0	0	3	6	0	0	0	0	6
18:00	0	0	0	0	0	0	1	0	0	0	0	1
18:15	1	0	0	0	0	1	0	0	0	0	0	0
18:30	0	0	0	0	0	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	2	0	0	0	0	2
Total	7	2	0	0	0	9	26	7	1	0	0	34

Site No. 5  
Location Yeats Way(N) / Park West Avenue(W) / Yeats Way(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	C to D - Yeats Way(S) to Park West Avenue(E)					Veh. Total	C to C - Yeats Way(S) to Yeats Way(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	6	2	0	0	0	8	0	0	0	0	0	0
07:15	10	4	0	0	0	14	0	0	0	0	0	0
07:30	9	0	0	0	0	9	0	0	0	0	0	0
07:45	11	3	0	0	0	14	0	0	0	0	0	0
Hour	36	9	0	0	0	45	0	0	0	0	0	0
08:00	17	3	0	0	0	20	0	0	0	0	0	0
08:15	9	1	0	0	0	10	0	0	0	0	0	0
08:30	12	2	0	0	0	14	0	0	0	0	0	0
08:45	13	3	1	0	0	17	0	0	0	0	0	0
Hour	51	9	1	0	0	61	0	0	0	0	0	0
09:00	17	2	0	0	0	19	0	1	0	0	0	1
09:15	13	8	1	0	0	22	0	0	0	0	0	0
09:30	7	5	1	0	0	13	0	0	0	0	0	0
09:45	10	4	1	0	0	15	0	0	0	0	0	0
Hour	47	19	3	0	0	69	0	1	0	0	0	1
10:00	7	5	1	0	0	13	0	0	0	0	0	0
10:15	9	7	0	0	0	16	0	0	0	0	0	0
10:30	16	4	0	0	0	20	1	0	0	0	0	1
10:45	9	3	0	0	0	12	1	0	0	0	0	1
Hour	41	19	1	0	0	61	2	0	0	0	0	2
11:00	16	6	2	0	0	24	0	1	0	0	0	1
11:15	9	4	0	0	0	13	0	0	0	0	0	0
11:30	7	7	3	0	0	17	0	0	0	0	0	0
11:45	16	4	0	0	0	20	1	0	0	0	0	1
Hour	48	21	5	0	0	74	1	1	0	0	0	2
12:00	36	11	0	0	0	47	0	0	0	0	0	0
12:15	35	4	0	0	0	39	0	0	0	0	0	0
12:30	26	4	0	0	0	30	0	0	0	0	0	0
12:45	37	3	0	0	0	40	0	0	0	0	0	0
Hour	134	22	0	0	0	156	0	0	0	0	0	0
13:00	34	3	0	1	0	38	0	0	0	0	0	0
13:15	16	5	0	0	0	21	0	0	0	0	0	0
13:30	18	3	0	0	0	21	0	0	0	0	0	0
13:45	26	1	1	0	0	28	0	0	0	0	0	0
Hour	94	12	1	1	0	108	0	0	0	0	0	0
14:00	30	5	0	0	0	35	0	0	0	0	0	0
14:15	17	6	0	0	0	23	0	0	0	0	0	0
14:30	27	2	1	0	0	30	0	0	0	0	0	0
14:45	16	2	0	0	0	18	0	0	0	0	0	0
Hour	90	15	1	0	0	106	0	0	0	0	0	0
15:00	32	5	1	0	0	38	0	0	0	0	0	0
15:15	25	7	0	0	0	32	0	0	0	0	0	0
15:30	56	2	0	0	0	58	0	0	0	0	0	0
15:45	51	7	0	0	0	58	0	0	0	0	0	0
Hour	164	21	1	0	0	186	0	0	0	0	0	0
16:00	134	7	0	0	0	141	0	0	0	0	0	0
16:15	80	3	0	0	0	83	0	0	0	0	0	0
16:30	125	3	1	0	0	129	0	0	0	0	0	0
16:45	105	6	0	0	0	111	0	0	0	0	0	0
Hour	444	19	1	0	0	464	0	0	0	0	0	0
17:00	134	1	0	0	0	135	0	0	0	0	0	0
17:15	110	2	0	0	0	112	0	0	0	0	0	0
17:30	109	2	0	0	0	111	0	0	0	0	0	0
17:45	101	1	0	0	0	102	0	0	0	0	0	0
Hour	454	6	0	0	0	460	0	0	0	0	0	0
18:00	114	2	0	0	0	116	0	0	0	0	0	0
18:15	67	1	0	0	0	68	0	0	0	0	0	0
18:30	47	1	0	0	0	48	0	0	0	0	0	0
18:45	40	1	0	0	0	41	0	0	0	0	0	0
Hour	268	5	0	0	0	273	0	0	0	0	0	0
Total	1871	177	14	1	0	2063	3	2	0	0	0	5

Site No. 5  
Location Yeats Way(N) / Park West Avenue(W) / Yeats Way(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	D to C - Park West Avenue(E) to Yeats Way(S)					Veh. Total	D to B - Park West Avenue(E) to Park West Avenue(W)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	67	3	0	0	0	70	0	0	0	0	0	0
07:15	76	2	0	0	0	78	3	1	0	0	0	4
07:30	110	2	0	0	0	112	4	0	1	0	0	5
07:45	146	6	1	0	0	153	2	0	0	0	0	2
Hour	399	13	1	0	0	413	9	1	1	0	0	11
08:00	130	5	0	0	0	135	1	0	0	0	0	1
08:15	122	3	0	0	0	125	2	2	0	0	0	4
08:30	130	2	1	0	0	133	5	0	0	0	0	5
08:45	145	5	0	0	0	150	4	0	0	0	0	4
Hour	527	15	1	0	0	543	12	2	0	0	0	14
09:00	158	6	1	0	0	165	10	0	0	0	0	10
09:15	85	7	1	0	0	93	6	0	0	0	0	6
09:30	62	5	1	0	0	68	1	0	0	0	0	1
09:45	60	5	0	0	0	65	4	1	0	0	0	5
Hour	365	23	3	0	0	391	21	1	0	0	0	22
10:00	32	6	0	0	0	38	0	0	0	0	0	0
10:15	23	11	0	0	0	34	5	0	0	0	0	5
10:30	22	4	0	0	0	26	5	2	0	0	0	7
10:45	19	2	0	0	0	21	3	0	0	0	0	3
Hour	96	23	0	0	0	119	13	2	0	0	0	15
11:00	21	6	2	0	0	29	3	0	0	0	0	3
11:15	10	6	3	0	0	19	4	0	0	0	0	4
11:30	8	5	0	0	0	13	1	1	0	0	0	2
11:45	19	10	0	0	0	29	2	1	0	0	0	3
Hour	58	27	5	0	0	90	10	2	0	0	0	12
12:00	13	2	0	0	0	15	3	1	0	0	0	4
12:15	16	3	0	0	0	19	2	1	0	1	0	4
12:30	22	4	0	0	0	26	4	0	0	0	0	4
12:45	27	4	0	0	0	31	4	0	0	0	0	4
Hour	78	13	0	0	0	91	13	2	0	1	0	16
13:00	20	3	0	0	0	23	3	0	0	0	0	3
13:15	25	2	0	0	0	27	1	0	0	0	0	1
13:30	32	4	0	0	0	36	6	0	0	0	0	6
13:45	26	2	1	0	0	29	1	0	0	0	0	1
Hour	103	11	1	0	0	115	11	0	0	0	0	11
14:00	33	7	0	0	0	40	4	0	0	0	0	4
14:15	20	5	1	0	0	26	4	0	0	0	0	4
14:30	16	7	0	0	0	23	10	0	0	0	0	10
14:45	12	4	0	0	0	16	6	1	0	0	0	7
Hour	81	23	1	0	0	105	24	1	0	0	0	25
15:00	13	4	0	0	0	17	2	0	0	0	0	2
15:15	9	3	0	0	0	12	6	1	0	0	0	7
15:30	10	4	0	0	0	14	7	0	0	0	0	7
15:45	17	2	0	0	0	19	2	1	1	0	0	4
Hour	49	13	0	0	0	62	17	2	1	0	0	20
16:00	18	3	0	0	0	21	5	0	0	0	0	5
16:15	9	0	1	0	0	10	6	4	0	0	0	10
16:30	8	5	0	0	0	13	6	0	0	0	0	6
16:45	7	3	0	0	0	10	4	2	0	0	0	6
Hour	42	11	1	0	0	54	21	6	0	0	0	27
17:00	13	1	0	0	0	14	10	0	0	0	0	10
17:15	11	0	0	0	0	11	12	1	0	0	0	13
17:30	8	0	0	0	0	8	9	1	0	0	0	10
17:45	14	0	0	0	0	14	12	1	0	0	0	13
Hour	46	1	0	0	0	47	43	3	0	0	0	46
18:00	18	1	0	0	0	19	8	1	0	0	0	9
18:15	9	1	0	0	0	10	8	0	0	0	0	8
18:30	8	0	0	0	0	8	11	0	0	0	0	11
18:45	2	1	0	0	0	3	7	1	0	0	0	8
Hour	37	3	0	0	0	40	34	2	0	0	0	36
Total	1881	176	13	0	0	2070	228	24	2	1	0	255

Site No. 5  
Location Yeats Way(N) / Park West Avenue(W) / Yeats Way(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	D to A - Park West Avenue(E) to Yeats Way(N)					Veh. Total	D to D - Park West Avenue(E) to Park West Avenue(E)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	4	0	0	0	0	4	1	0	0	0	0	1
07:15	2	1	0	0	0	3	0	0	0	0	0	0
07:30	1	0	0	0	0	1	0	0	0	0	0	0
07:45	3	0	0	0	0	3	0	0	0	0	0	0
Hour	10	1	0	0	0	11	1	0	0	0	0	1
08:00	7	1	0	0	0	8	0	0	0	0	0	0
08:15	6	0	0	0	0	6	0	0	0	0	0	0
08:30	4	1	0	0	0	5	1	0	0	0	0	1
08:45	7	0	0	0	0	7	0	0	0	0	0	0
Hour	24	2	0	0	0	26	1	0	0	0	0	1
09:00	11	1	0	0	0	12	1	0	0	0	0	1
09:15	7	0	0	0	0	7	0	0	0	0	0	0
09:30	8	1	0	0	0	9	0	0	0	0	0	0
09:45	5	0	0	0	0	5	0	0	0	0	0	0
Hour	31	2	0	0	0	33	1	0	0	0	0	1
10:00	2	2	0	0	0	4	1	0	0	0	0	1
10:15	1	1	0	0	0	2	0	0	0	0	0	0
10:30	3	1	0	0	0	4	0	0	0	0	0	0
10:45	6	1	0	0	0	7	0	0	0	0	0	0
Hour	12	5	0	0	0	17	1	0	0	0	0	1
11:00	5	2	0	0	0	7	0	0	0	0	0	0
11:15	3	1	1	0	0	5	0	0	0	0	0	0
11:30	3	1	0	0	0	4	1	0	0	0	0	1
11:45	2	2	0	0	0	4	0	0	0	0	0	0
Hour	13	6	1	0	0	20	1	0	0	0	0	1
12:00	5	0	0	0	0	5	1	0	0	0	0	1
12:15	6	1	0	0	0	7	0	0	0	0	0	0
12:30	4	0	0	0	0	4	1	0	0	0	0	1
12:45	6	1	0	0	0	7	0	0	0	0	0	0
Hour	21	2	0	0	0	23	2	0	0	0	0	2
13:00	4	2	0	0	0	6	0	0	0	0	0	0
13:15	6	2	0	0	0	8	0	1	0	0	0	1
13:30	8	0	1	0	0	9	1	0	0	0	0	1
13:45	8	2	0	0	0	10	0	0	0	0	0	0
Hour	26	6	1	0	0	33	1	1	0	0	0	2
14:00	8	0	0	0	0	8	0	0	0	0	0	0
14:15	5	1	0	0	0	6	0	0	0	0	0	0
14:30	4	2	0	0	0	6	0	0	0	0	0	0
14:45	4	1	0	0	0	5	0	0	0	1	0	1
Hour	21	4	0	0	0	25	0	0	0	1	0	1
15:00	5	1	0	0	0	6	1	0	0	0	0	1
15:15	3	1	0	0	0	4	0	0	0	0	0	0
15:30	6	1	0	0	0	7	0	0	0	0	0	0
15:45	12	1	0	0	0	13	1	1	0	0	0	2
Hour	26	4	0	0	0	30	2	1	0	0	0	3
16:00	7	1	0	0	0	8	3	0	0	0	0	3
16:15	12	1	0	0	0	13	1	0	0	0	0	1
16:30	8	1	0	0	0	9	2	0	0	0	0	2
16:45	3	0	0	0	0	3	1	0	0	0	0	1
Hour	30	3	0	0	0	33	7	0	0	0	0	7
17:00	12	0	0	0	0	12	0	0	1	0	0	1
17:15	10	0	0	0	0	10	0	0	0	0	0	0
17:30	10	1	0	0	0	11	0	0	0	0	0	0
17:45	14	0	0	0	0	14	2	0	0	0	0	2
Hour	46	1	0	0	0	47	2	0	1	0	0	3
18:00	12	2	0	0	0	14	0	0	0	0	0	0
18:15	11	1	0	0	0	12	0	0	0	0	0	0
18:30	11	0	0	0	0	11	0	0	0	0	0	0
18:45	15	1	0	0	0	16	0	0	0	0	0	0
Hour	49	4	0	0	0	53	0	0	0	0	0	0
Total	309	40	2	0	0	351	19	2	1	1	0	23



Site No. 5  
Location Yeats Way(N) / Park West Avenue(W) / Yeats Way(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	To Arm A - Yeats Way(N)					Veh. Total	From Arm A - Yeats Way(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	4	1	0	0	0	5	4	0	0	0	0	4
07:15	2	1	0	0	0	3	11	2	0	0	0	13
07:30	1	0	0	0	0	1	10	2	0	0	0	12
07:45	3	0	0	0	0	3	11	0	0	0	0	11
Hour	10	2	0	0	0	12	36	4	0	0	0	40
08:00	7	1	0	0	0	8	18	1	0	0	0	19
08:15	7	1	0	0	0	8	17	2	0	0	0	19
08:30	4	1	0	0	0	5	18	1	0	0	0	19
08:45	9	0	0	0	0	9	18	0	0	0	0	18
Hour	27	3	0	0	0	30	71	4	0	0	0	75
09:00	12	1	0	0	0	13	11	0	0	0	0	11
09:15	8	1	0	0	0	9	5	2	0	0	0	7
09:30	8	1	0	0	0	9	4	1	0	0	0	5
09:45	5	0	0	0	0	5	5	0	0	0	0	5
Hour	33	3	0	0	0	36	25	3	0	0	0	28
10:00	2	2	0	0	0	4	4	2	0	0	0	6
10:15	2	2	0	0	0	4	5	1	0	0	0	6
10:30	5	1	0	0	0	6	9	1	0	0	0	10
10:45	6	1	0	0	0	7	6	3	0	0	0	9
Hour	15	6	0	0	0	21	24	7	0	0	0	31
11:00	5	2	0	0	0	7	5	0	0	0	0	5
11:15	3	1	1	0	0	5	3	1	0	0	0	4
11:30	4	1	1	0	0	6	2	0	1	0	0	3
11:45	3	4	0	0	0	7	5	5	1	0	0	11
Hour	15	8	2	0	0	25	15	6	2	0	0	23
12:00	5	0	0	0	0	5	7	0	0	0	0	7
12:15	7	1	0	0	0	8	5	2	0	0	0	7
12:30	4	0	0	0	0	4	8	1	0	0	0	9
12:45	7	1	0	0	0	8	6	0	0	0	0	6
Hour	23	2	0	0	0	25	26	3	0	0	0	29
13:00	6	2	0	0	0	8	9	3	0	0	0	12
13:15	7	2	0	0	0	9	7	0	0	0	0	7
13:30	9	0	1	0	0	10	10	0	0	0	0	10
13:45	8	3	0	0	0	11	5	1	0	0	0	6
Hour	30	7	1	0	0	38	31	4	0	0	0	35
14:00	9	0	0	0	0	9	9	2	0	0	0	11
14:15	6	1	0	0	0	7	6	1	0	0	0	7
14:30	5	2	0	0	0	7	6	0	0	0	0	6
14:45	4	1	0	0	0	5	1	1	0	0	0	2
Hour	24	4	0	0	0	28	22	4	0	0	0	26
15:00	5	2	0	0	0	7	6	2	0	0	0	8
15:15	3	1	0	0	0	4	5	2	0	0	0	7
15:30	9	1	0	0	0	10	7	0	0	0	0	7
15:45	12	2	0	0	0	14	9	4	0	0	0	13
Hour	29	6	0	0	0	35	27	8	0	0	0	35
16:00	7	2	0	0	0	9	9	2	0	0	0	11
16:15	13	1	0	0	0	14	7	2	0	0	0	9
16:30	8	1	0	0	0	9	5	1	0	0	0	6
16:45	3	0	0	0	0	3	8	1	0	0	0	9
Hour	31	4	0	0	0	35	29	6	0	0	0	35
17:00	12	0	0	0	0	12	8	0	0	0	0	8
17:15	11	0	0	0	0	11	9	1	0	0	0	10
17:30	16	1	0	0	0	17	5	0	0	0	0	5
17:45	15	0	0	0	0	15	11	0	0	0	0	11
Hour	54	1	0	0	0	55	33	1	0	0	0	34
18:00	13	2	0	0	0	15	9	0	0	0	0	9
18:15	11	1	0	0	0	12	3	0	0	0	0	3
18:30	12	0	0	0	0	12	23	0	0	0	0	23
18:45	15	1	0	0	0	16	13	1	0	0	0	14
Hour	51	4	0	0	0	55	48	1	0	0	0	49
Total	342	50	3	0	0	395	387	51	2	0	0	440

Site No. 5  
Location Yeats Way(N) / Park West Avenue(W) / Yeats Way(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	To Arm B - Park West Avenue(W)					Veh. Total	From Arm B - Park West Avenue(W)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	7	2	1	0	0	10
07:15	3	1	0	0	0	4	8	1	0	0	0	9
07:30	4	0	1	0	0	5	12	2	0	0	0	14
07:45	3	0	0	0	0	3	11	1	1	0	0	13
Hour	10	1	1	0	0	12	38	6	2	0	0	46
08:00	1	0	0	0	0	1	5	1	0	0	0	6
08:15	2	2	0	0	0	4	13	2	0	0	0	15
08:30	5	0	0	0	0	5	14	2	0	0	0	16
08:45	6	0	0	0	0	6	11	0	0	0	0	11
Hour	14	2	0	0	0	16	43	5	0	0	0	48
09:00	10	0	0	0	0	10	3	0	0	0	0	3
09:15	6	1	0	0	0	7	5	3	0	0	0	8
09:30	2	0	0	0	0	2	4	1	0	0	0	5
09:45	4	1	0	0	0	5	7	0	0	0	0	7
Hour	22	2	0	0	0	24	19	4	0	0	0	23
10:00	0	0	0	0	0	0	4	0	0	0	0	4
10:15	5	0	0	0	0	5	2	0	0	0	0	2
10:30	5	2	0	0	0	7	4	0	0	0	0	4
10:45	3	1	0	0	0	4	2	0	0	0	0	2
Hour	13	3	0	0	0	16	12	0	0	0	0	12
11:00	3	0	0	0	0	3	2	1	0	0	0	3
11:15	4	0	0	0	0	4	4	0	0	0	0	4
11:30	1	1	0	0	0	2	10	2	0	0	0	12
11:45	2	1	0	0	0	3	4	1	0	0	0	5
Hour	10	2	0	0	0	12	20	4	0	0	0	24
12:00	3	1	0	0	0	4	1	0	0	0	0	1
12:15	2	1	0	1	0	4	3	1	0	0	0	4
12:30	4	0	0	0	0	4	1	1	0	1	0	3
12:45	4	0	0	0	0	4	2	0	0	0	0	2
Hour	13	2	0	1	0	16	7	2	0	1	0	10
13:00	3	1	0	0	0	4	1	0	0	0	0	1
13:15	2	0	0	0	0	2	4	0	0	0	0	4
13:30	6	0	0	0	0	6	5	0	0	0	0	5
13:45	1	0	0	0	0	1	3	1	0	0	0	4
Hour	12	1	0	0	0	13	13	1	0	0	0	14
14:00	4	0	0	0	0	4	4	0	0	0	0	4
14:15	4	0	0	0	0	4	4	0	0	0	0	4
14:30	10	0	0	0	0	10	6	0	0	0	0	6
14:45	6	1	0	0	0	7	3	2	0	0	0	5
Hour	24	1	0	0	0	25	17	2	0	0	0	19
15:00	2	0	0	0	0	2	2	0	0	0	0	2
15:15	6	1	0	0	0	7	4	0	0	0	0	4
15:30	7	0	0	0	0	7	11	0	0	0	0	11
15:45	2	1	1	0	0	4	5	0	0	0	0	5
Hour	17	2	1	0	0	20	22	0	0	0	0	22
16:00	5	0	0	0	0	5	2	2	0	0	0	4
16:15	8	4	0	0	0	12	8	2	0	0	0	10
16:30	6	0	0	0	0	6	7	2	0	0	0	9
16:45	4	2	0	0	0	6	5	1	0	0	0	6
Hour	23	6	0	0	0	29	22	7	0	0	0	29
17:00	10	1	0	0	0	11	4	0	0	0	0	4
17:15	12	1	0	0	0	13	9	0	0	0	0	9
17:30	11	1	0	0	0	12	6	1	0	0	0	7
17:45	13	1	0	0	0	14	7	0	0	0	0	7
Hour	46	4	0	0	0	50	26	1	0	0	0	27
18:00	8	1	0	0	0	9	6	0	0	0	0	6
18:15	9	0	0	0	0	9	6	0	0	0	0	6
18:30	11	0	0	0	0	11	6	0	0	0	0	6
18:45	7	1	0	0	0	8	10	0	0	0	0	10
Hour	35	2	0	0	0	37	28	0	0	0	0	28
Total	239	28	2	1	0	270	267	32	2	1	0	302

Site No. 5  
Location Yeats Way(N) / Park West Avenue(W) / Yeats Way(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	To Arm C - Yeats Way(S)					Veh. Total	From Arm C - Yeats Way(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	67	3	0	0	0	70	6	3	0	0	0	9
07:15	77	2	0	0	0	79	10	4	0	0	0	14
07:30	110	2	0	0	0	112	9	0	0	0	0	9
07:45	148	6	1	0	0	155	11	3	0	0	0	14
Hour	402	13	1	0	0	416	36	10	0	0	0	46
08:00	131	5	0	0	0	136	17	3	0	0	0	20
08:15	122	3	0	0	0	125	10	2	0	0	0	12
08:30	130	2	1	0	0	133	12	2	0	0	0	14
08:45	147	5	0	0	0	152	16	3	1	0	0	20
Hour	530	15	1	0	0	546	55	10	1	0	0	66
09:00	159	7	1	0	0	167	18	3	0	0	0	21
09:15	85	7	1	0	0	93	13	9	1	0	0	23
09:30	63	5	1	0	0	69	8	5	1	0	0	14
09:45	60	5	0	0	0	65	10	4	1	0	0	15
Hour	367	24	3	0	0	394	49	21	3	0	0	73
10:00	32	6	0	0	0	38	7	5	1	0	0	13
10:15	24	11	0	0	0	35	10	8	0	0	0	18
10:30	24	4	0	0	0	28	19	4	0	0	0	23
10:45	21	2	0	0	0	23	10	3	0	0	0	13
Hour	101	23	0	0	0	124	46	20	1	0	0	67
11:00	21	7	2	0	0	30	16	7	2	0	0	25
11:15	10	6	3	0	0	19	9	4	0	0	0	13
11:30	8	5	0	0	0	13	7	7	4	0	0	18
11:45	20	12	0	0	0	32	18	6	0	0	0	24
Hour	59	30	5	0	0	94	50	24	6	0	0	80
12:00	13	2	0	0	0	15	36	11	0	0	0	47
12:15	16	4	0	0	0	20	36	4	0	0	0	40
12:30	22	4	0	1	0	27	26	4	0	0	0	30
12:45	28	4	0	0	0	32	37	3	0	0	0	40
Hour	79	14	0	1	0	94	135	22	0	0	0	157
13:00	20	4	0	0	0	24	36	3	0	1	0	40
13:15	25	2	0	0	0	27	18	5	0	0	0	23
13:30	33	4	0	0	0	37	19	3	0	0	0	22
13:45	26	3	1	0	0	30	26	1	1	0	0	28
Hour	104	13	1	0	0	118	99	12	1	1	0	113
14:00	34	8	0	0	0	42	30	5	0	0	0	35
14:15	20	5	1	0	0	26	18	6	0	0	0	24
14:30	18	7	0	0	0	25	28	2	1	0	0	31
14:45	12	6	0	0	0	18	16	2	0	0	0	18
Hour	84	26	1	0	0	111	92	15	1	0	0	108
15:00	13	4	0	0	0	17	32	6	1	0	0	39
15:15	9	3	0	0	0	12	25	7	0	0	0	32
15:30	12	4	0	0	0	16	58	2	0	0	0	60
15:45	18	3	0	0	0	21	51	8	0	0	0	59
Hour	52	14	0	0	0	66	166	23	1	0	0	190
16:00	18	3	0	0	0	21	134	7	0	0	0	141
16:15	10	3	1	0	0	14	82	3	0	0	0	85
16:30	9	5	0	0	0	14	125	3	1	0	0	129
16:45	7	4	0	0	0	11	105	6	0	0	0	111
Hour	44	15	1	0	0	60	446	19	1	0	0	466
17:00	14	1	0	0	0	15	134	2	0	0	0	136
17:15	13	0	0	0	0	13	110	2	0	0	0	112
17:30	8	0	0	0	0	8	116	2	0	0	0	118
17:45	14	0	0	0	0	14	102	1	0	0	0	103
Hour	49	1	0	0	0	50	462	7	0	0	0	469
18:00	18	1	0	0	0	19	115	2	0	0	0	117
18:15	10	1	0	0	0	11	68	1	0	0	0	69
18:30	8	0	0	0	0	8	48	1	0	0	0	49
18:45	5	1	0	0	0	6	40	1	0	0	0	41
Hour	41	3	0	0	0	44	271	5	0	0	0	276
Total	1912	191	13	1	0	2117	1907	188	15	1	0	2111

Site No. 5  
Location Yeats Way(N) / Park West Avenue(W) / Yeats Way(S) / Park West Avenue(E)  
Date Wednesday 13 February 2019

Time	To Arm D - Park West Avenue(E)					Veh. Total	From Arm D - Park West Avenue(E)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	18	4	1	0	0	23	72	3	0	0	0	75
07:15	28	7	0	0	0	35	81	4	0	0	0	85
07:30	31	4	0	0	0	35	115	2	1	0	0	118
07:45	30	4	1	0	0	35	151	6	1	0	0	158
Hour	107	19	2	0	0	128	419	15	2	0	0	436
08:00	39	5	0	0	0	44	138	6	0	0	0	144
08:15	39	5	0	0	0	44	130	5	0	0	0	135
08:30	45	5	0	0	0	50	140	3	1	0	0	144
08:45	39	3	1	0	0	43	156	5	0	0	0	161
Hour	162	18	1	0	0	181	564	19	1	0	0	584
09:00	31	2	0	0	0	33	180	7	1	0	0	188
09:15	22	12	1	0	0	35	98	7	1	0	0	106
09:30	14	7	1	0	0	22	71	6	1	0	0	78
09:45	22	4	1	0	0	27	69	6	0	0	0	75
Hour	89	25	3	0	0	117	418	26	3	0	0	447
10:00	16	7	1	0	0	24	35	8	0	0	0	43
10:15	15	8	0	0	0	23	29	12	0	0	0	41
10:30	28	5	0	0	0	33	30	7	0	0	0	37
10:45	16	5	0	0	0	21	28	3	0	0	0	31
Hour	75	25	1	0	0	101	122	30	0	0	0	152
11:00	23	7	2	0	0	32	29	8	2	0	0	39
11:15	16	5	0	0	0	21	17	7	4	0	0	28
11:30	19	9	4	0	0	32	13	7	0	0	0	20
11:45	25	8	1	0	0	34	23	13	0	0	0	36
Hour	83	29	7	0	0	119	82	35	6	0	0	123
12:00	45	11	0	0	0	56	22	3	0	0	0	25
12:15	43	6	0	0	0	49	24	5	0	1	0	30
12:30	36	6	0	0	0	42	31	4	0	0	0	35
12:45	43	3	0	0	0	46	37	5	0	0	0	42
Hour	167	26	0	0	0	193	114	17	0	1	0	132
13:00	44	4	0	1	0	49	27	5	0	0	0	32
13:15	27	6	0	0	0	33	32	5	0	0	0	37
13:30	33	3	0	0	0	36	47	4	1	0	0	52
13:45	34	1	1	0	0	36	35	4	1	0	0	40
Hour	138	14	1	1	0	154	141	18	2	0	0	161
14:00	41	6	0	0	0	47	45	7	0	0	0	52
14:15	27	7	0	0	0	34	29	6	1	0	0	36
14:30	37	2	1	0	0	40	30	9	0	0	0	39
14:45	20	3	0	1	0	24	22	6	0	1	0	29
Hour	125	18	1	1	0	145	126	28	1	1	0	156
15:00	41	7	1	0	0	49	21	5	0	0	0	26
15:15	34	9	0	0	0	43	18	5	0	0	0	23
15:30	71	2	0	0	0	73	23	5	0	0	0	28
15:45	65	11	0	0	0	76	32	5	1	0	0	38
Hour	211	29	1	0	0	241	94	20	1	0	0	115
16:00	148	10	0	0	0	158	33	4	0	0	0	37
16:15	94	4	0	0	0	98	28	5	1	0	0	34
16:30	138	6	1	0	0	145	24	6	0	0	0	30
16:45	119	7	0	0	0	126	15	5	0	0	0	20
Hour	499	27	1	0	0	527	100	20	1	0	0	121
17:00	145	1	1	0	0	147	35	1	1	0	0	37
17:15	125	3	0	0	0	128	33	1	0	0	0	34
17:30	119	3	0	0	0	122	27	2	0	0	0	29
17:45	120	1	0	0	0	121	42	1	0	0	0	43
Hour	509	8	1	0	0	518	137	5	1	0	0	143
18:00	129	2	0	0	0	131	38	4	0	0	0	42
18:15	75	1	0	0	0	76	28	2	0	0	0	30
18:30	76	1	0	0	0	77	30	0	0	0	0	30
18:45	60	2	0	0	0	62	24	3	0	0	0	27
Hour	340	6	0	0	0	346	120	9	0	0	0	129
Total	2505	244	19	2	0	2770	2437	242	18	2	0	2699

Site No. 6  
Location Park West Avenue / R134(W) / Oak Road / R134(E)  
Date Wednesday 13 February 2019

Time	A to D - Park West Avenue to R134(E)					Veh. Total	A to C - Park West Avenue to Oak Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	36	10	4	0	0	50	15	4	0	0	0	19
07:15	40	14	3	0	0	57	11	4	1	0	0	16
07:30	42	9	2	0	0	53	24	5	2	0	0	31
07:45	50	9	1	0	0	60	19	3	0	0	0	22
Hour	168	42	10	0	0	220	69	16	3	0	0	88
08:00	48	11	1	1	0	61	20	3	1	0	0	24
08:15	66	9	4	0	0	79	20	7	1	0	0	28
08:30	55	10	2	3	0	70	15	3	2	0	0	20
08:45	50	3	3	0	0	56	16	3	0	0	0	19
Hour	219	33	10	4	0	266	71	16	4	0	0	91
09:00	29	9	1	1	0	40	16	6	0	1	0	23
09:15	24	6	3	1	0	34	15	5	1	0	0	21
09:30	28	9	2	2	0	41	14	4	2	0	0	20
09:45	32	7	0	3	0	42	10	6	1	0	0	17
Hour	113	31	6	7	0	157	55	21	4	1	0	81
10:00	21	8	2	2	0	33	3	3	1	0	0	7
10:15	28	8	1	0	0	37	9	7	1	0	0	17
10:30	31	7	2	3	0	43	4	3	1	1	0	9
10:45	20	6	1	0	0	27	7	6	2	0	0	15
Hour	100	29	6	5	0	140	23	19	5	1	0	48
11:00	31	13	1	1	0	46	4	5	3	0	0	12
11:15	17	11	1	1	0	30	4	6	0	0	0	10
11:30	34	17	0	0	0	51	10	8	2	0	0	20
11:45	34	9	3	0	0	46	4	5	3	0	0	12
Hour	116	50	5	2	0	173	22	24	8	0	0	54
12:00	31	10	2	2	0	45	8	2	0	0	0	10
12:15	26	8	3	1	1	39	8	5	3	0	0	16
12:30	32	8	1	2	0	43	10	4	2	1	0	17
12:45	17	6	1	0	0	24	18	9	1	0	0	28
Hour	106	32	7	5	1	151	44	20	6	1	0	71
13:00	40	9	1	0	0	50	6	4	3	3	0	16
13:15	38	9	1	0	0	48	13	1	2	0	0	16
13:30	34	10	2	0	0	46	15	3	2	0	0	20
13:45	39	8	2	0	2	51	9	3	2	0	0	14
Hour	151	36	6	0	2	195	43	11	9	3	0	66
14:00	54	9	1	0	0	64	26	6	1	0	0	33
14:15	49	5	1	1	0	56	12	1	2	1	0	16
14:30	44	6	3	1	0	54	15	1	0	0	0	16
14:45	29	12	1	0	0	42	5	2	3	2	0	12
Hour	176	32	6	2	0	216	58	10	6	3	0	77
15:00	36	6	3	1	0	46	4	3	0	0	0	7
15:15	34	11	4	0	2	51	7	3	4	2	0	16
15:30	54	6	2	0	0	62	3	4	1	0	0	8
15:45	55	8	1	1	0	65	6	8	0	0	0	14
Hour	179	31	10	2	2	224	20	18	5	2	0	45
16:00	67	6	1	0	0	74	6	3	2	0	0	11
16:15	38	12	0	0	0	50	5	4	0	1	0	10
16:30	64	8	0	0	0	72	8	2	1	0	0	11
16:45	59	4	1	0	0	64	9	2	0	0	0	11
Hour	228	30	2	0	0	260	28	11	3	1	0	43
17:00	48	3	0	0	0	51	2	3	0	0	0	5
17:15	60	4	1	0	0	65	3	1	1	0	0	5
17:30	67	3	0	0	0	70	5	0	0	0	0	5
17:45	55	2	0	0	0	57	5	0	0	0	0	5
Hour	230	12	1	0	0	243	15	4	1	0	0	20
18:00	70	0	0	0	0	70	7	0	0	0	0	7
18:15	70	5	1	0	0	76	5	4	0	0	0	9
18:30	52	3	0	0	0	55	1	0	0	0	0	1
18:45	49	5	0	0	0	54	1	0	0	0	0	1
Hour	241	13	1	0	0	255	14	4	0	0	0	18
Total	2027	371	70	27	5	2500	462	174	54	12	0	702

Site No. 6  
Location Park West Avenue / R134(W) / Oak Road / R134(E)  
Date Wednesday 13 February 2019

Time	A to B - Park West Avenue to R134(W)					Veh. Total	B to A - R134(W) to Park West Avenue					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	10	5	0	0	0	15	34	4	0	1	0	39
07:15	14	3	0	0	0	17	50	9	1	0	0	60
07:30	23	5	0	0	0	28	68	6	2	1	0	77
07:45	26	4	2	0	0	32	106	11	2	1	0	120
Hour	73	17	2	0	0	92	258	30	5	3	0	296
08:00	36	9	3	1	1	50	89	12	2	0	0	103
08:15	32	2	3	0	0	37	88	20	1	3	0	112
08:30	38	12	4	1	0	55	105	15	3	0	0	123
08:45	42	4	3	0	1	50	121	11	0	0	0	132
Hour	148	27	13	2	2	192	403	58	6	3	0	470
09:00	45	10	1	0	0	56	123	14	0	0	0	137
09:15	26	12	1	0	0	39	67	14	2	0	0	83
09:30	32	7	1	0	0	40	60	5	2	1	0	68
09:45	29	8	2	0	1	40	48	10	2	1	0	61
Hour	132	37	5	0	1	175	298	43	6	2	0	349
10:00	25	7	1	0	0	33	38	9	1	0	0	48
10:15	21	8	1	1	0	31	32	10	1	1	0	44
10:30	24	5	1	0	0	30	27	9	1	0	0	37
10:45	29	8	5	0	0	42	27	11	2	0	0	40
Hour	99	28	8	1	0	136	124	39	5	1	0	169
11:00	35	6	6	1	0	48	31	3	3	2	0	39
11:15	29	4	2	1	0	36	34	13	1	2	0	50
11:30	34	7	3	0	0	44	30	5	0	0	0	35
11:45	35	12	1	3	0	51	29	7	2	0	0	38
Hour	133	29	12	5	0	179	124	28	6	4	0	162
12:00	50	17	2	0	0	69	25	7	0	0	0	32
12:15	41	11	1	0	0	53	45	5	1	0	0	51
12:30	46	12	2	0	0	60	36	6	2	0	0	44
12:45	49	8	5	1	0	63	43	5	1	1	0	50
Hour	186	48	10	1	0	245	149	23	4	1	0	177
13:00	72	11	3	0	1	87	34	5	1	0	0	40
13:15	38	12	1	1	0	52	36	6	0	1	0	43
13:30	44	6	1	0	0	51	51	6	1	1	0	59
13:45	39	10	0	0	0	49	40	2	3	0	0	45
Hour	193	39	5	1	1	239	161	19	5	2	0	187
14:00	65	12	1	1	1	80	34	8	3	0	0	45
14:15	36	11	1	1	0	49	29	11	2	2	0	44
14:30	35	8	2	0	0	45	41	6	0	1	0	48
14:45	46	6	2	0	0	54	46	8	0	0	0	54
Hour	182	37	6	2	1	228	150	33	5	3	0	191
15:00	53	11	1	0	0	65	31	6	1	0	0	38
15:15	54	6	5	0	0	65	30	5	3	1	0	39
15:30	70	10	1	2	0	83	40	6	0	0	0	46
15:45	78	8	0	1	0	87	40	6	1	0	0	47
Hour	255	35	7	3	0	300	141	23	5	1	0	170
16:00	92	15	1	1	0	109	37	7	1	0	0	45
16:15	81	13	2	0	1	97	40	10	2	0	0	52
16:30	98	12	2	0	0	112	33	10	2	0	0	45
16:45	77	21	1	0	0	99	50	5	0	1	0	56
Hour	348	61	6	1	1	417	160	32	5	1	0	198
17:00	74	11	1	0	0	86	50	6	0	1	0	57
17:15	78	8	1	0	0	87	54	3	0	0	0	57
17:30	102	10	1	0	0	113	44	6	0	0	0	50
17:45	91	8	0	0	0	99	50	3	0	0	0	53
Hour	345	37	3	0	0	385	198	18	0	1	0	217
18:00	78	4	1	0	0	83	34	5	0	0	0	39
18:15	75	5	0	0	0	80	47	5	1	0	0	53
18:30	51	3	0	0	0	54	31	0	0	0	0	31
18:45	48	2	0	0	0	50	33	1	0	0	1	35
Hour	252	14	1	0	0	267	145	11	1	0	1	158
Total	2346	409	78	16	6	2855	2311	357	53	22	1	2744

Site No. 6  
Location Park West Avenue / R134(W) / Oak Road / R134(E)  
Date Wednesday 13 February 2019

Time	B to D - R134(W) to R134(E)					Veh. Total	B to C - R134(W) to Oak Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	118	27	2	3	1	151	9	0	0	0	0	9
07:15	125	23	4	2	1	155	13	4	1	0	0	18
07:30	96	16	6	0	1	119	31	2	0	0	0	33
07:45	120	20	2	2	0	144	32	8	3	0	0	43
Hour	459	86	14	7	3	569	85	14	4	0	0	103
08:00	94	18	2	1	3	118	21	11	2	0	0	34
08:15	97	11	4	3	2	117	33	6	1	0	0	40
08:30	99	16	2	0	1	118	38	11	1	0	0	50
08:45	103	19	7	1	0	130	51	4	0	0	0	55
Hour	393	64	15	5	6	483	143	32	4	0	0	179
09:00	102	9	4	1	1	117	38	9	0	0	0	47
09:15	80	18	2	2	2	104	17	9	4	1	0	31
09:30	74	16	7	1	2	100	15	5	0	0	0	20
09:45	72	17	6	2	0	97	18	10	0	2	0	30
Hour	328	60	19	6	5	418	88	33	4	3	0	128
10:00	59	13	5	3	3	83	17	4	0	0	0	21
10:15	54	16	3	3	1	77	10	6	0	0	0	16
10:30	51	16	6	2	0	75	9	1	0	0	0	10
10:45	69	13	6	2	2	92	9	2	3	1	1	16
Hour	233	58	20	10	6	327	45	13	3	1	1	63
11:00	45	14	3	0	1	63	13	3	3	0	0	19
11:15	56	18	5	0	1	80	10	4	2	0	0	16
11:30	56	11	8	0	1	76	8	3	1	1	0	13
11:45	49	12	4	1	1	67	9	7	1	0	1	18
Hour	206	55	20	1	4	286	40	17	7	1	1	66
12:00	47	15	4	0	1	67	5	4	2	0	1	12
12:15	48	15	1	1	2	67	14	8	3	0	0	25
12:30	63	13	4	0	3	83	16	1	2	0	0	19
12:45	51	9	2	0	0	62	10	4	2	0	0	16
Hour	209	52	11	1	6	279	45	17	9	0	1	72
13:00	52	14	3	0	1	70	13	5	2	0	0	20
13:15	68	16	6	0	1	91	17	6	0	0	0	23
13:30	47	9	3	2	1	62	14	3	1	0	0	18
13:45	87	21	2	2	4	116	21	5	0	0	0	26
Hour	254	60	14	4	7	339	65	19	3	0	0	87
14:00	58	10	9	4	2	83	22	8	1	0	0	31
14:15	53	9	3	0	1	66	21	3	0	0	0	24
14:30	74	15	3	0	1	93	16	6	3	0	0	25
14:45	59	12	8	1	0	80	14	2	0	0	0	16
Hour	244	46	23	5	4	322	73	19	4	0	0	96
15:00	55	18	5	0	1	79	8	3	2	0	0	13
15:15	54	17	5	2	1	79	5	2	0	0	0	7
15:30	63	10	3	2	1	79	10	5	0	0	0	15
15:45	60	5	3	3	0	71	9	4	1	0	0	14
Hour	232	50	16	7	3	308	32	14	3	0	0	49
16:00	54	18	6	0	1	79	4	1	0	0	0	5
16:15	55	9	1	1	1	67	12	1	3	0	0	16
16:30	62	7	2	0	2	73	8	2	0	0	0	10
16:45	61	11	3	0	0	75	9	1	0	0	0	10
Hour	232	45	12	1	4	294	33	5	3	0	0	41
17:00	57	7	1	1	1	67	4	1	0	0	0	5
17:15	51	7	0	0	1	59	7	1	1	0	0	9
17:30	43	7	2	1	1	54	7	0	0	0	0	7
17:45	48	3	0	0	0	51	4	1	0	0	0	5
Hour	199	24	3	2	3	231	22	3	1	0	0	26
18:00	55	8	2	0	1	66	13	0	0	0	0	13
18:15	44	4	0	1	1	50	11	0	0	0	0	11
18:30	56	3	0	0	1	60	3	0	0	0	0	3
18:45	80	4	0	0	1	85	3	1	0	0	0	4
Hour	235	19	2	1	4	261	30	1	0	0	0	31
Total	3224	619	169	50	55	4117	701	187	45	5	3	941

Site No. 6  
Location Park West Avenue / R134(W) / Oak Road / R134(E)  
Date Wednesday 13 February 2019

Time	C to B - Oak Road to R134(W)					Veh. Total	C to A - Oak Road to Park West Avenue					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	6	0	1	0	0	7	6	5	1	0	0	12
07:15	2	8	2	0	0	12	10	2	0	0	0	12
07:30	4	2	4	0	0	10	14	1	1	0	0	16
07:45	4	2	2	0	0	8	19	2	0	0	0	21
Hour	16	12	9	0	0	37	49	10	2	0	0	61
08:00	9	7	1	0	0	17	16	4	1	1	0	22
08:15	6	5	1	2	0	14	5	4	2	0	0	11
08:30	7	7	4	0	0	18	11	3	3	0	0	17
08:45	13	4	5	0	0	22	7	4	0	0	0	11
Hour	35	23	11	2	0	71	39	15	6	1	0	61
09:00	16	17	0	0	0	33	14	3	1	1	0	19
09:15	13	8	3	2	0	26	7	5	1	2	0	15
09:30	13	14	2	0	0	29	13	5	3	0	0	21
09:45	21	13	4	0	0	38	20	2	4	2	0	28
Hour	63	52	9	2	0	126	54	15	9	5	0	83
10:00	17	11	1	2	0	31	11	7	5	0	0	23
10:15	9	9	1	0	1	20	5	3	1	0	0	9
10:30	13	8	5	2	0	28	6	3	2	1	0	12
10:45	15	11	0	1	0	27	5	7	0	2	0	14
Hour	54	39	7	5	1	106	27	20	8	3	0	58
11:00	16	8	2	1	1	28	11	5	5	1	0	22
11:15	21	5	3	0	0	29	4	5	3	0	0	12
11:30	22	18	2	1	0	43	5	5	3	1	0	14
11:45	15	16	5	1	0	37	5	3	5	0	0	13
Hour	74	47	12	3	1	137	25	18	16	2	0	61
12:00	16	11	4	0	0	31	13	6	0	0	0	19
12:15	22	14	3	0	0	39	7	4	2	0	0	13
12:30	22	13	6	1	0	42	11	4	1	1	0	17
12:45	28	11	5	0	0	44	13	6	2	1	0	22
Hour	88	49	18	1	0	156	44	20	5	2	0	71
13:00	42	15	5	2	0	64	12	10	1	0	0	23
13:15	27	5	3	0	0	35	10	4	0	0	0	14
13:30	28	9	7	1	0	45	11	2	0	0	0	13
13:45	17	7	3	0	0	27	14	9	1	2	0	26
Hour	114	36	18	3	0	171	47	25	2	2	0	76
14:00	30	9	1	0	0	40	13	1	3	0	0	17
14:15	29	11	4	0	0	44	12	6	1	0	0	19
14:30	24	10	1	1	0	36	15	2	2	2	0	21
14:45	39	11	4	0	0	54	10	4	2	1	0	17
Hour	122	41	10	1	0	174	50	13	8	3	0	74
15:00	39	10	4	0	0	53	9	5	1	3	0	18
15:15	17	11	4	1	0	33	9	2	0	0	0	11
15:30	25	9	3	0	0	37	8	3	1	1	0	13
15:45	28	9	3	1	0	41	7	8	1	0	0	16
Hour	109	39	14	2	0	164	33	18	3	4	0	58
16:00	49	14	2	0	0	65	14	6	1	1	0	22
16:15	59	16	2	0	0	77	14	6	4	1	0	25
16:30	69	11	0	0	0	80	9	4	1	1	0	15
16:45	84	13	4	0	0	101	25	6	1	0	0	32
Hour	261	54	8	0	0	323	62	22	7	3	0	94
17:00	105	12	1	0	0	118	15	2	1	0	0	18
17:15	78	18	0	1	0	97	18	0	0	0	0	18
17:30	95	12	0	0	0	107	23	3	0	0	0	26
17:45	68	8	0	1	0	77	17	1	0	0	0	18
Hour	346	50	1	2	0	399	73	6	1	0	0	80
18:00	43	11	3	0	0	57	12	1	0	0	0	13
18:15	48	11	0	0	0	59	10	3	0	0	0	13
18:30	28	7	1	0	0	36	4	0	0	1	0	5
18:45	16	1	1	0	0	18	8	0	0	0	0	8
Hour	135	30	5	0	0	170	34	4	0	1	0	39
Total	1417	472	122	21	2	2034	537	186	67	26	0	816



Site No. 6  
Location Park West Avenue / R134(W) / Oak Road / R134(E)  
Date Wednesday 13 February 2019

Time	C to D - Oak Road to R134(E)					Veh. Total	D to C - R134(E) to Oak Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	2	2	4	1	0	9	9	1	2	1	0	13
07:15	3	1	4	2	0	10	14	6	0	0	0	20
07:30	4	4	3	0	0	11	14	5	0	0	0	19
07:45	6	3	2	0	0	11	12	3	2	0	0	17
Hour	15	10	13	3	0	41	49	15	4	1	0	69
08:00	5	5	1	2	0	13	8	5	2	0	0	15
08:15	3	2	3	0	0	8	17	2	2	0	0	21
08:30	7	7	1	0	0	15	18	5	0	0	0	23
08:45	5	5	1	1	0	12	14	3	0	1	0	18
Hour	20	19	6	3	0	48	57	15	4	1	0	77
09:00	9	5	2	1	0	17	12	10	3	1	0	26
09:15	8	6	4	1	0	19	14	2	0	1	0	17
09:30	7	16	0	3	0	26	8	6	1	1	0	16
09:45	12	9	2	1	0	24	13	8	0	1	0	22
Hour	36	36	8	6	0	86	47	26	4	4	0	81
10:00	12	3	3	2	0	20	11	6	2	0	0	19
10:15	5	6	2	1	0	14	8	7	0	0	0	15
10:30	8	7	5	1	0	21	9	6	1	3	0	19
10:45	13	10	2	1	0	26	10	6	2	1	0	19
Hour	38	26	12	5	0	81	38	25	5	4	0	72
11:00	12	4	6	4	0	26	4	2	1	0	0	7
11:15	14	9	1	0	0	24	11	8	1	2	0	22
11:30	11	4	6	0	0	21	11	8	1	1	0	21
11:45	8	5	4	2	0	19	5	7	2	0	0	14
Hour	45	22	17	6	0	90	31	25	5	3	0	64
12:00	16	15	0	0	0	31	9	9	3	1	0	22
12:15	15	10	3	2	0	30	13	4	2	0	0	19
12:30	11	11	3	1	0	26	14	4	2	2	0	22
12:45	15	7	5	2	0	29	13	1	0	1	0	15
Hour	57	43	11	5	0	116	49	18	7	4	0	78
13:00	18	5	2	3	0	28	11	3	0	1	0	15
13:15	16	4	1	3	0	24	10	3	2	3	0	18
13:30	22	7	4	2	0	35	19	5	1	1	0	26
13:45	13	4	0	5	1	23	4	5	1	1	0	11
Hour	69	20	7	13	1	110	44	16	4	6	0	70
14:00	9	4	3	3	0	19	10	5	3	0	0	18
14:15	13	6	3	0	0	22	14	4	1	0	0	19
14:30	15	9	1	3	0	28	5	5	1	0	0	11
14:45	14	8	1	2	0	25	5	6	0	0	0	11
Hour	51	27	8	8	0	94	34	20	5	0	0	59
15:00	16	3	6	2	1	28	9	6	1	0	0	16
15:15	11	7	6	1	0	25	7	4	1	0	0	12
15:30	15	8	4	1	0	28	4	4	1	0	0	9
15:45	16	8	3	1	1	29	8	2	2	0	0	12
Hour	58	26	19	5	2	110	28	16	5	0	0	49
16:00	14	9	1	1	0	25	5	5	0	0	0	10
16:15	15	0	0	1	0	16	2	1	0	0	0	3
16:30	15	2	2	2	0	21	7	2	1	0	0	10
16:45	16	2	0	1	0	19	7	0	0	0	0	7
Hour	60	13	3	5	0	81	21	8	1	0	0	30
17:00	21	5	1	2	0	29	2	2	0	0	0	4
17:15	10	2	0	0	0	12	2	1	0	0	0	3
17:30	10	1	1	0	0	12	1	1	0	0	0	2
17:45	14	1	1	1	0	17	3	2	0	0	0	5
Hour	55	9	3	3	0	70	8	6	0	0	0	14
18:00	20	2	2	0	0	24	8	5	0	0	0	13
18:15	20	5	0	1	0	26	12	3	1	0	0	16
18:30	28	6	3	1	0	38	6	1	2	1	0	10
18:45	6	2	0	0	0	8	2	1	1	0	0	4
Hour	74	15	5	2	0	96	28	10	4	1	0	43
Total	578	266	112	64	3	1023	434	200	48	24	0	706

Site No. 6  
Location Park West Avenue / R134(W) / Oak Road / R134(E)  
Date Wednesday 13 February 2019

Time	D to B - R134(E) to R134(W)					Veh. Total	D to A - R134(E) to Park West Avenue					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	37	6	2	1	0	46	33	3	1	2	0	39
07:15	35	5	2	2	1	45	42	5	0	2	1	50
07:30	32	7	2	0	2	43	76	4	1	2	0	83
07:45	54	11	2	2	1	70	68	5	1	1	1	76
Hour	158	29	8	5	4	204	219	17	3	7	2	248
08:00	44	7	1	1	1	54	60	8	2	1	0	71
08:15	46	17	1	0	1	65	61	3	0	0	1	65
08:30	51	7	3	0	0	61	85	3	3	0	0	91
08:45	48	7	1	0	2	58	79	4	1	1	1	86
Hour	189	38	6	1	4	238	285	18	6	2	2	313
09:00	44	11	3	1	0	59	76	1	0	1	0	78
09:15	51	11	5	1	3	71	63	6	1	1	1	72
09:30	42	12	8	1	0	63	50	8	1	1	0	60
09:45	44	13	6	0	1	64	44	7	2	0	0	53
Hour	181	47	22	3	4	257	233	22	4	3	1	263
10:00	45	17	4	4	3	73	30	12	0	0	0	42
10:15	60	17	2	1	1	81	36	12	1	1	0	50
10:30	50	11	5	2	1	69	31	12	3	1	0	47
10:45	50	19	3	1	1	74	39	13	0	2	0	54
Hour	205	64	14	8	6	297	136	49	4	4	0	193
11:00	50	15	2	0	1	68	39	10	3	0	0	52
11:15	59	20	8	1	2	90	30	12	2	2	0	46
11:30	62	15	4	3	0	84	28	7	4	0	0	39
11:45	61	12	3	0	1	77	34	8	2	0	0	44
Hour	232	62	17	4	4	319	131	37	11	2	0	181
12:00	44	17	5	1	1	68	19	7	4	2	0	32
12:15	62	14	7	0	1	84	32	8	3	1	0	44
12:30	82	19	5	1	1	108	38	13	5	0	1	57
12:45	54	16	10	0	2	82	39	12	2	2	0	55
Hour	242	66	27	2	5	342	128	40	14	5	1	188
13:00	82	16	7	0	1	106	38	7	3	1	0	49
13:15	90	13	5	1	0	109	35	11	0	0	1	47
13:30	62	15	3	2	1	83	33	10	1	2	0	46
13:45	81	20	3	1	1	106	37	9	5	0	0	51
Hour	315	64	18	4	3	404	143	37	9	3	1	193
14:00	79	19	3	2	0	103	24	12	1	0	0	37
14:15	63	14	1	2	2	82	31	6	3	1	0	41
14:30	62	19	5	1	2	89	33	13	3	0	0	49
14:45	80	15	2	0	1	98	33	5	0	2	0	40
Hour	284	67	11	5	5	372	121	36	7	3	0	167
15:00	86	27	6	1	1	121	36	4	1	1	0	42
15:15	78	21	7	0	0	106	30	7	5	1	0	43
15:30	81	28	3	0	1	113	35	13	2	0	1	51
15:45	87	21	2	3	1	114	33	9	2	0	1	45
Hour	332	97	18	4	3	454	134	33	10	2	2	181
16:00	125	22	1	0	0	148	26	10	2	0	0	38
16:15	118	29	4	3	2	156	28	8	0	0	0	36
16:30	132	28	2	2	1	165	21	7	2	1	0	31
16:45	131	26	3	1	1	162	38	3	3	0	1	45
Hour	506	105	10	6	4	631	113	28	7	1	1	150
17:00	123	21	4	1	0	149	24	6	0	0	0	30
17:15	127	15	0	0	1	143	26	3	1	0	0	30
17:30	110	20	0	0	0	130	24	7	4	0	0	35
17:45	145	22	0	3	1	171	35	5	1	0	0	41
Hour	505	78	4	4	2	593	109	21	6	0	0	136
18:00	148	12	1	1	1	163	36	5	0	0	1	42
18:15	111	9	2	1	1	124	35	8	1	0	0	44
18:30	98	7	0	0	0	105	21	6	0	0	0	27
18:45	90	4	0	0	1	95	28	1	0	0	0	29
Hour	447	32	3	2	3	487	120	20	1	0	1	142
Total	3596	749	158	48	47	4598	1872	358	82	32	11	2355

Site No. 6  
Location Park West Avenue / R134(W) / Oak Road / R134(E)  
Date Wednesday 13 February 2019

Time	To Arm A - Park West Avenue					Veh. Total	From Arm A - Park West Avenue					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	73	12	2	3	0	90	61	19	4	0	0	84
07:15	102	16	1	2	1	122	65	21	4	0	0	90
07:30	158	11	4	3	0	176	89	19	4	0	0	112
07:45	193	18	3	2	1	217	95	16	3	0	0	114
Hour	526	57	10	10	2	605	310	75	15	0	0	400
08:00	165	24	5	2	0	196	104	23	5	2	1	135
08:15	154	27	3	3	1	188	118	18	8	0	0	144
08:30	201	21	9	0	0	231	108	25	8	4	0	145
08:45	207	19	1	1	1	229	108	10	6	0	1	125
Hour	727	91	18	6	2	844	438	76	27	6	2	549
09:00	213	18	1	2	0	234	90	25	2	2	0	119
09:15	137	25	4	3	1	170	65	23	5	1	0	94
09:30	123	18	6	2	0	149	74	20	5	2	0	101
09:45	112	19	8	3	0	142	71	21	3	3	1	99
Hour	585	80	19	10	1	695	300	89	15	8	1	413
10:00	79	28	6	0	0	113	49	18	4	2	0	73
10:15	73	25	3	2	0	103	58	23	3	1	0	85
10:30	64	24	6	2	0	96	59	15	4	4	0	82
10:45	71	31	2	4	0	108	56	20	8	0	0	84
Hour	287	108	17	8	0	420	222	76	19	7	0	324
11:00	81	18	11	3	0	113	70	24	10	2	0	106
11:15	68	30	6	4	0	108	50	21	3	2	0	76
11:30	63	17	7	1	0	88	78	32	5	0	0	115
11:45	68	18	9	0	0	95	73	26	7	3	0	109
Hour	280	83	33	8	0	404	271	103	25	7	0	406
12:00	57	20	4	2	0	83	89	29	4	2	0	124
12:15	84	17	6	1	0	108	75	24	7	1	1	108
12:30	85	23	8	1	1	118	88	24	5	3	0	120
12:45	95	23	5	4	0	127	84	23	7	1	0	115
Hour	321	83	23	8	1	436	336	100	23	7	1	467
13:00	84	22	5	1	0	112	118	24	7	3	1	153
13:15	81	21	0	1	1	104	89	22	4	1	0	116
13:30	95	18	2	3	0	118	93	19	5	0	0	117
13:45	91	20	9	2	0	122	87	21	4	0	2	114
Hour	351	81	16	7	1	456	387	86	20	4	3	500
14:00	71	21	7	0	0	99	145	27	3	1	1	177
14:15	72	23	6	3	0	104	97	17	4	3	0	121
14:30	89	21	5	3	0	118	94	15	5	1	0	115
14:45	89	17	2	3	0	111	80	20	6	2	0	108
Hour	321	82	20	9	0	432	416	79	18	7	1	521
15:00	76	15	3	4	0	98	93	20	4	1	0	118
15:15	69	14	8	2	0	93	95	20	13	2	2	132
15:30	83	22	3	1	1	110	127	20	4	2	0	153
15:45	80	23	4	0	1	108	139	24	1	2	0	166
Hour	308	74	18	7	2	409	454	84	22	7	2	569
16:00	77	23	4	1	0	105	165	24	4	1	0	194
16:15	82	24	6	1	0	113	124	29	2	1	1	157
16:30	63	21	5	2	0	91	170	22	3	0	0	195
16:45	113	14	4	1	1	133	145	27	2	0	0	174
Hour	335	82	19	5	1	442	604	102	11	2	1	720
17:00	89	14	1	1	0	105	124	17	1	0	0	142
17:15	98	6	1	0	0	105	141	13	3	0	0	157
17:30	91	16	4	0	0	111	174	13	1	0	0	188
17:45	102	9	1	0	0	112	151	10	0	0	0	161
Hour	380	45	7	1	0	433	590	53	5	0	0	648
18:00	82	11	0	0	1	94	155	4	1	0	0	160
18:15	92	16	2	0	0	110	150	14	1	0	0	165
18:30	56	6	0	1	0	63	104	6	0	0	0	110
18:45	69	2	0	0	1	72	98	7	0	0	0	105
Hour	299	35	2	1	2	339	507	31	2	0	0	540
Total	4720	901	202	80	12	5915	4835	954	202	55	11	6057

Site No. 6  
Location Park West Avenue / R134(W) / Oak Road / R134(E)  
Date Wednesday 13 February 2019

Time	To Arm B - R134(W)					Veh. Total	From Arm B - R134(W)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	53	11	3	1	0	68	161	31	2	4	1	199
07:15	51	16	4	2	1	74	188	36	6	2	1	233
07:30	59	14	6	0	2	81	195	24	8	1	1	229
07:45	84	17	6	2	1	110	258	39	7	3	0	307
Hour	247	58	19	5	4	333	802	130	23	10	3	968
08:00	89	23	5	2	2	121	204	41	6	1	3	255
08:15	84	24	5	2	1	116	218	37	6	6	2	269
08:30	96	26	11	1	0	134	242	42	6	0	1	291
08:45	103	15	9	0	3	130	275	34	7	1	0	317
Hour	372	88	30	5	6	501	939	154	25	8	6	1132
09:00	105	38	4	1	0	148	263	32	4	1	1	301
09:15	90	31	9	3	3	136	164	41	8	3	2	218
09:30	87	33	11	1	0	132	149	26	9	2	2	188
09:45	94	34	12	0	2	142	138	37	8	5	0	188
Hour	376	136	36	5	5	558	714	136	29	11	5	895
10:00	87	35	6	6	3	137	114	26	6	3	3	152
10:15	90	34	4	2	2	132	96	32	4	4	1	137
10:30	87	24	11	4	1	127	87	26	7	2	0	122
10:45	94	38	8	2	1	143	105	26	11	3	3	148
Hour	358	131	29	14	7	539	402	110	28	12	7	559
11:00	101	29	10	2	2	144	89	20	9	2	1	121
11:15	109	29	13	2	2	155	100	35	8	2	1	146
11:30	118	40	9	4	0	171	94	19	9	1	1	124
11:45	111	40	9	4	1	165	87	26	7	1	2	123
Hour	439	138	41	12	5	635	370	100	33	6	5	514
12:00	110	45	11	1	1	168	77	26	6	0	2	111
12:15	125	39	11	0	1	176	107	28	5	1	2	143
12:30	150	44	13	2	1	210	115	20	8	0	3	146
12:45	131	35	20	1	2	189	104	18	5	1	0	128
Hour	516	163	55	4	5	743	403	92	24	2	7	528
13:00	196	42	15	2	2	257	99	24	6	0	1	130
13:15	155	30	9	2	0	196	121	28	6	1	1	157
13:30	134	30	11	3	1	179	112	18	5	3	1	139
13:45	137	37	6	1	1	182	148	28	5	2	4	187
Hour	622	139	41	8	4	814	480	98	22	6	7	613
14:00	174	40	5	3	1	223	114	26	13	4	2	159
14:15	128	36	6	3	2	175	103	23	5	2	1	134
14:30	121	37	8	2	2	170	131	27	6	1	1	166
14:45	165	32	8	0	1	206	119	22	8	1	0	150
Hour	588	145	27	8	6	774	467	98	32	8	4	609
15:00	178	48	11	1	1	239	94	27	8	0	1	130
15:15	149	38	16	1	0	204	89	24	8	3	1	125
15:30	176	47	7	2	1	233	113	21	3	2	1	140
15:45	193	38	5	5	1	242	109	15	5	3	0	132
Hour	696	171	39	9	3	918	405	87	24	8	3	527
16:00	266	51	4	1	0	322	95	26	7	0	1	129
16:15	258	58	8	3	3	330	107	20	6	1	1	135
16:30	299	51	4	2	1	357	103	19	4	0	2	128
16:45	292	60	8	1	1	362	120	17	3	1	0	141
Hour	1115	220	24	7	5	1371	425	82	20	2	4	533
17:00	302	44	6	1	0	353	111	14	1	2	1	129
17:15	283	41	1	1	1	327	112	11	1	0	1	125
17:30	307	42	1	0	0	350	94	13	2	1	1	111
17:45	304	38	0	4	1	347	102	7	0	0	0	109
Hour	1196	165	8	6	2	1377	419	45	4	3	3	474
18:00	269	27	5	1	1	303	102	13	2	0	1	118
18:15	234	25	2	1	1	263	102	9	1	1	1	114
18:30	177	17	1	0	0	195	90	3	0	0	1	94
18:45	154	7	1	0	1	163	116	6	0	0	2	124
Hour	834	76	9	2	3	924	410	31	3	1	5	450
Total	7359	1630	358	85	55	9487	6236	1163	267	77	59	7802

Site No. 6  
Location Park West Avenue / R134(W) / Oak Road / R134(E)  
Date Wednesday 13 February 2019

Time	To Arm C - Oak Road					Veh. Total	From Arm C - Oak Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	33	5	2	1	0	41	14	7	6	1	0	28
07:15	38	14	2	0	0	54	15	11	6	2	0	34
07:30	69	12	2	0	0	83	22	7	8	0	0	37
07:45	63	14	5	0	0	82	29	7	4	0	0	40
Hour	203	45	11	1	0	260	80	32	24	3	0	139
08:00	49	19	5	0	0	73	30	16	3	3	0	52
08:15	70	15	4	0	0	89	14	11	6	2	0	33
08:30	71	19	3	0	0	93	25	17	8	0	0	50
08:45	81	10	0	1	0	92	25	13	6	1	0	45
Hour	271	63	12	1	0	347	94	57	23	6	0	180
09:00	66	25	3	2	0	96	39	25	3	2	0	69
09:15	46	16	5	2	0	69	28	19	8	5	0	60
09:30	37	15	3	1	0	56	33	35	5	3	0	76
09:45	41	24	1	3	0	69	53	24	10	3	0	90
Hour	190	80	12	8	0	290	153	103	26	13	0	295
10:00	31	13	3	0	0	47	40	21	9	4	0	74
10:15	27	20	1	0	0	48	19	18	4	1	1	43
10:30	22	10	2	4	0	38	27	18	12	4	0	61
10:45	26	14	7	2	1	50	33	28	2	4	0	67
Hour	106	57	13	6	1	183	119	85	27	13	1	245
11:00	21	10	7	0	0	38	39	17	13	6	1	76
11:15	25	18	3	2	0	48	39	19	7	0	0	65
11:30	29	19	4	2	0	54	38	27	11	2	0	78
11:45	18	19	6	0	1	44	28	24	14	3	0	69
Hour	93	66	20	4	1	184	144	87	45	11	1	288
12:00	22	15	5	1	1	44	45	32	4	0	0	81
12:15	35	17	8	0	0	60	44	28	8	2	0	82
12:30	40	9	6	3	0	58	44	28	10	3	0	85
12:45	41	14	3	1	0	59	56	24	12	3	0	95
Hour	138	55	22	5	1	221	189	112	34	8	0	343
13:00	30	12	5	4	0	51	72	30	8	5	0	115
13:15	40	10	4	3	0	57	53	13	4	3	0	73
13:30	48	11	4	1	0	64	61	18	11	3	0	93
13:45	34	13	3	1	0	51	44	20	4	7	1	76
Hour	152	46	16	9	0	223	230	81	27	18	1	357
14:00	58	19	5	0	0	82	52	14	7	3	0	76
14:15	47	8	3	1	0	59	54	23	8	0	0	85
14:30	36	12	4	0	0	52	54	21	4	6	0	85
14:45	24	10	3	2	0	39	63	23	7	3	0	96
Hour	165	49	15	3	0	232	223	81	26	12	0	342
15:00	21	12	3	0	0	36	64	18	11	5	1	99
15:15	19	9	5	2	0	35	37	20	10	2	0	69
15:30	17	13	2	0	0	32	48	20	8	2	0	78
15:45	23	14	3	0	0	40	51	25	7	2	1	86
Hour	80	48	13	2	0	143	200	83	36	11	2	332
16:00	15	9	2	0	0	26	77	29	4	2	0	112
16:15	19	6	3	1	0	29	88	22	6	2	0	118
16:30	23	6	2	0	0	31	93	17	3	3	0	116
16:45	25	3	0	0	0	28	125	21	5	1	0	152
Hour	82	24	7	1	0	114	383	89	18	8	0	498
17:00	8	6	0	0	0	14	141	19	3	2	0	165
17:15	12	3	2	0	0	17	106	20	0	1	0	127
17:30	13	1	0	0	0	14	128	16	1	0	0	145
17:45	12	3	0	0	0	15	99	10	1	2	0	112
Hour	45	13	2	0	0	60	474	65	5	5	0	549
18:00	28	5	0	0	0	33	75	14	5	0	0	94
18:15	28	7	1	0	0	36	78	19	0	1	0	98
18:30	10	1	2	1	0	14	60	13	4	2	0	79
18:45	6	2	1	0	0	9	30	3	1	0	0	34
Hour	72	15	4	1	0	92	243	49	10	3	0	305
Total	1597	561	147	41	3	2349	2532	924	301	111	5	3873

Site No. 6  
Location Park West Avenue / R134(W) / Oak Road / R134(E)  
Date Wednesday 13 February 2019

Time	To Arm D - R134(E)					Veh. Total	From Arm D - R134(E)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	156	39	10	4	1	210	79	10	5	4	0	98
07:15	168	38	11	4	1	222	91	16	2	4	2	115
07:30	142	29	11	0	1	183	122	16	3	2	2	145
07:45	176	32	5	2	0	215	134	19	5	3	2	163
Hour	642	138	37	10	3	830	426	61	15	13	6	521
08:00	147	34	4	4	3	192	112	20	5	2	1	140
08:15	166	22	11	3	2	204	124	22	3	0	2	151
08:30	161	33	5	3	1	203	154	15	6	0	0	175
08:45	158	27	11	2	0	198	141	14	2	2	3	162
Hour	632	116	31	12	6	797	531	71	16	4	6	628
09:00	140	23	7	3	1	174	132	22	6	3	0	163
09:15	112	30	9	4	2	157	128	19	6	3	4	160
09:30	109	41	9	6	2	167	100	26	10	3	0	139
09:45	116	33	8	6	0	163	101	28	8	1	1	139
Hour	477	127	33	19	5	661	461	95	30	10	5	601
10:00	92	24	10	7	3	136	86	35	6	4	3	134
10:15	87	30	6	4	1	128	104	36	3	2	1	146
10:30	90	30	13	6	0	139	90	29	9	6	1	135
10:45	102	29	9	3	2	145	99	38	5	4	1	147
Hour	371	113	38	20	6	548	379	138	23	16	6	562
11:00	88	31	10	5	1	135	93	27	6	0	1	127
11:15	87	38	7	1	1	134	100	40	11	5	2	158
11:30	101	32	14	0	1	148	101	30	9	4	0	144
11:45	91	26	11	3	1	132	100	27	7	0	1	135
Hour	367	127	42	9	4	549	394	124	33	9	4	564
12:00	94	40	6	2	1	143	72	33	12	4	1	122
12:15	89	33	7	4	3	136	107	26	12	1	1	147
12:30	106	32	8	3	3	152	134	36	12	3	2	187
12:45	83	22	8	2	0	115	106	29	12	3	2	152
Hour	372	127	29	11	7	546	419	124	48	11	6	608
13:00	110	28	6	3	1	148	131	26	10	2	1	170
13:15	122	29	8	3	1	163	135	27	7	4	1	174
13:30	103	26	9	4	1	143	114	30	5	5	1	155
13:45	139	33	4	7	7	190	122	34	9	2	1	168
Hour	474	116	27	17	10	644	502	117	31	13	4	667
14:00	121	23	13	7	2	166	113	36	7	2	0	158
14:15	115	20	7	1	1	144	108	24	5	3	2	142
14:30	133	30	7	4	1	175	100	37	9	1	2	149
14:45	102	32	10	3	0	147	118	26	2	2	1	149
Hour	471	105	37	15	4	632	439	123	23	8	5	598
15:00	107	27	14	3	2	153	131	37	8	2	1	179
15:15	99	35	15	3	3	155	115	32	13	1	0	161
15:30	132	24	9	3	1	169	120	45	6	0	2	173
15:45	131	21	7	5	1	165	128	32	6	3	2	171
Hour	469	107	45	14	7	642	494	146	33	6	5	684
16:00	135	33	8	1	1	178	156	37	3	0	0	196
16:15	108	21	1	2	1	133	148	38	4	3	2	195
16:30	141	17	4	2	2	166	160	37	5	3	1	206
16:45	136	17	4	1	0	158	176	29	6	1	2	214
Hour	520	88	17	6	4	635	640	141	18	7	5	811
17:00	126	15	2	3	1	147	149	29	4	1	0	183
17:15	121	13	1	0	1	136	155	19	1	0	1	176
17:30	120	11	3	1	1	136	135	28	4	0	0	167
17:45	117	6	1	1	0	125	183	29	1	3	1	217
Hour	484	45	7	5	3	544	622	105	10	4	2	743
18:00	145	10	4	0	1	160	192	22	1	1	2	218
18:15	134	14	1	2	1	152	158	20	4	1	1	184
18:30	136	12	3	1	1	153	125	14	2	1	0	142
18:45	135	11	0	0	1	147	120	6	1	0	1	128
Hour	550	47	8	3	4	612	595	62	8	3	4	672
Total	5829	1256	351	141	63	7640	5902	1307	288	104	58	7659

Site No. 7  
Location L1014(N) / Park West Avenue / L1014(S)  
Date Wednesday 13 February 2019

Time	A to C - L1014(N) to L1014(S)					Veh. Total	A to B - L1014(N) to Park West Avenue					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	52	13	1	1	0	67	26	9	1	1	0	37
07:15	70	20	2	2	0	94	31	6	4	1	1	43
07:30	75	13	2	4	1	95	36	7	4	2	0	49
07:45	91	20	3	1	1	116	58	9	2	2	0	71
Hour	288	66	8	8	2	372	151	31	11	6	1	200
08:00	89	14	1	3	0	107	77	7	4	0	1	89
08:15	105	17	4	3	1	130	62	8	2	1	0	73
08:30	80	13	8	1	0	102	62	15	4	0	1	82
08:45	92	21	5	3	1	122	88	11	1	1	0	101
Hour	366	65	18	10	2	461	289	41	11	2	2	345
09:00	85	33	8	2	0	128	61	13	2	1	0	77
09:15	56	14	5	3	2	80	47	11	1	1	0	60
09:30	37	10	5	4	0	56	38	6	0	2	0	46
09:45	35	12	3	7	0	57	34	13	2	2	1	52
Hour	213	69	21	16	2	321	180	43	5	6	1	235
10:00	25	13	6	4	0	48	28	11	5	1	1	46
10:15	28	8	8	1	0	45	27	9	7	1	0	44
10:30	31	7	4	5	1	48	35	8	7	0	0	50
10:45	30	13	4	2	0	49	20	7	4	1	0	32
Hour	114	41	22	12	1	190	110	35	23	3	1	172
11:00	31	10	3	6	0	50	31	14	1	0	0	46
11:15	23	12	3	3	0	41	22	16	5	1	0	44
11:30	43	8	5	4	0	60	38	10	8	3	1	60
11:45	30	15	6	5	0	56	34	12	4	0	1	51
Hour	127	45	17	18	0	207	125	52	18	4	2	201
12:00	45	13	2	2	0	62	27	11	2	1	0	41
12:15	35	19	3	4	0	61	35	10	1	0	0	46
12:30	36	17	2	3	0	58	32	12	6	1	0	51
12:45	42	8	4	1	1	56	42	19	3	2	0	66
Hour	158	57	11	10	1	237	136	52	12	4	0	204
13:00	38	7	5	4	0	54	38	13	3	0	0	54
13:15	49	14	6	6	0	75	28	11	3	1	0	43
13:30	62	13	4	2	0	81	49	12	1	1	0	63
13:45	50	19	4	4	0	77	51	5	4	0	0	60
Hour	199	53	19	16	0	287	166	41	11	2	0	220
14:00	55	8	2	2	0	67	37	15	5	1	0	58
14:15	48	18	5	3	0	74	38	7	5	0	1	51
14:30	44	8	4	2	0	58	36	13	2	1	1	53
14:45	49	10	6	1	0	66	25	10	5	2	0	42
Hour	196	44	17	8	0	265	136	45	17	4	2	204
15:00	58	20	3	1	0	82	30	13	4	0	0	47
15:15	37	16	2	1	0	56	37	11	4	0	0	52
15:30	44	15	6	1	0	66	43	20	5	3	0	71
15:45	54	21	5	1	0	81	45	13	4	0	0	62
Hour	193	72	16	4	0	285	155	57	17	3	0	232
16:00	77	14	1	2	0	94	52	14	6	2	0	74
16:15	70	18	5	1	1	95	54	13	5	0	1	73
16:30	67	16	1	0	0	84	56	24	8	0	0	88
16:45	56	10	1	1	1	69	40	7	1	1	0	49
Hour	270	58	8	4	2	342	202	58	20	3	1	284
17:00	65	9	1	2	0	77	43	10	2	1	0	56
17:15	45	10	1	0	0	56	48	8	2	1	1	60
17:30	61	7	0	0	0	68	47	4	2	0	0	53
17:45	48	10	0	1	1	60	38	8	2	0	0	48
Hour	219	36	2	3	1	261	176	30	8	2	1	217
18:00	56	3	0	0	0	59	44	6	0	3	0	53
18:15	46	4	0	1	0	51	34	2	1	0	1	38
18:30	65	7	2	1	0	75	26	5	2	0	0	33
18:45	58	5	0	0	1	64	24	3	0	0	0	27
Hour	225	19	2	2	1	249	128	16	3	3	1	151
Total	2568	625	161	111	12	3477	1954	501	156	42	12	2665

Site No. 7  
Location L1014(N) / Park West Avenue / L1014(S)  
Date Wednesday 13 February 2019

Time	B to A - Park West Avenue to L1014(N)					Veh. Total	B to C - Park West Avenue to L1014(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	16	10	1	3	1	31	4	2	2	3	0	11
07:15	39	10	6	2	0	57	10	5	3	4	0	22
07:30	34	4	0	0	1	39	13	7	0	3	0	23
07:45	58	7	1	2	0	68	20	13	5	2	0	40
Hour	147	31	8	7	2	195	47	27	10	12	0	96
08:00	43	12	0	1	1	57	31	8	4	3	0	46
08:15	31	15	4	1	0	51	40	9	2	2	0	53
08:30	49	14	5	0	1	69	33	11	1	3	0	48
08:45	47	10	4	1	0	62	25	13	1	3	0	42
Hour	170	51	13	3	2	239	129	41	8	11	0	189
09:00	37	9	4	3	2	55	17	11	5	2	0	35
09:15	29	18	3	0	0	50	10	7	4	0	0	21
09:30	25	17	3	2	1	48	16	14	3	3	0	36
09:45	29	14	2	1	0	46	20	10	3	6	0	39
Hour	120	58	12	6	3	199	63	42	15	11	0	131
10:00	42	12	5	1	1	61	18	9	1	7	0	35
10:15	25	14	3	0	0	42	10	20	4	4	0	38
10:30	19	14	1	1	0	35	24	14	2	3	0	43
10:45	21	17	4	0	0	42	12	17	4	3	0	36
Hour	107	57	13	2	1	180	64	60	11	17	0	152
11:00	20	8	9	0	0	37	21	12	2	2	0	37
11:15	25	12	8	5	0	50	17	18	4	0	0	39
11:30	29	10	5	2	0	46	20	14	6	5	0	45
11:45	32	6	4	2	0	44	26	11	1	3	0	41
Hour	106	36	26	9	0	177	84	55	13	10	0	162
12:00	33	13	3	1	0	50	28	12	1	4	0	45
12:15	41	12	3	0	0	56	27	13	4	1	0	45
12:30	28	6	2	0	1	37	19	11	3	4	0	37
12:45	43	10	4	1	0	58	26	7	2	3	0	38
Hour	145	41	12	2	1	201	100	43	10	12	0	165
13:00	55	13	1	2	0	71	27	9	2	4	0	42
13:15	42	10	4	1	0	57	32	13	1	6	0	52
13:30	31	16	1	1	0	49	21	12	1	1	0	35
13:45	25	7	2	0	0	34	27	12	3	2	0	44
Hour	153	46	8	4	0	211	107	46	7	13	0	173
14:00	48	5	5	0	0	58	27	11	0	1	0	39
14:15	32	13	3	2	0	50	17	19	5	1	0	42
14:30	23	14	6	2	0	45	18	16	7	3	0	44
14:45	36	12	4	4	0	56	15	7	2	3	0	27
Hour	139	44	18	8	0	209	77	53	14	8	0	152
15:00	38	11	2	2	0	53	21	12	4	6	0	43
15:15	41	12	6	2	0	61	21	12	3	1	0	37
15:30	45	5	2	2	0	54	25	8	5	1	0	39
15:45	30	12	6	0	0	48	25	17	2	3	1	48
Hour	154	40	16	6	0	216	92	49	14	11	1	167
16:00	58	13	2	1	1	75	45	12	6	0	0	63
16:15	59	13	6	1	1	80	44	4	0	3	0	51
16:30	65	10	7	0	1	83	35	7	1	1	0	44
16:45	76	8	1	0	0	85	26	4	2	1	0	33
Hour	258	44	16	2	3	323	150	27	9	5	0	191
17:00	101	8	3	2	1	115	73	6	2	0	0	81
17:15	85	3	2	2	0	92	69	5	0	0	0	74
17:30	82	9	2	2	1	96	52	5	0	1	0	58
17:45	54	2	0	2	0	58	34	6	0	0	0	40
Hour	322	22	7	8	2	361	228	22	2	1	0	253
18:00	66	1	2	2	1	72	37	1	0	0	0	38
18:15	45	3	1	0	1	50	31	0	2	1	0	34
18:30	48	3	1	0	1	53	30	2	0	0	0	32
18:45	30	6	1	0	0	37	16	4	1	0	0	21
Hour	189	13	5	2	3	212	114	7	3	1	0	125
Total	2010	483	154	59	17	2723	1255	472	116	112	1	1956



Site No. 7  
Location L1014(N) / Park West Avenue / L1014(S)  
Date Wednesday 13 February 2019

Time	C to B - L1014(S) to Park West Avenue					Veh. Total	C to A - L1014(S) to L1014(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	20	2	0	0	0	22	23	5	1	2	1	32
07:15	20	4	2	0	0	26	21	6	3	2	1	33
07:30	17	7	2	0	0	26	20	7	2	3	0	32
07:45	18	3	2	2	0	25	12	5	2	3	0	22
Hour	75	16	6	2	0	99	76	23	8	10	2	119
08:00	25	6	1	2	0	34	35	6	4	3	0	48
08:15	20	5	2	3	0	30	26	10	5	2	0	43
08:30	29	12	3	2	0	46	27	8	6	2	0	43
08:45	33	5	2	5	1	46	25	10	3	3	0	41
Hour	107	28	8	12	1	156	113	34	18	10	0	175
09:00	27	7	4	4	0	42	23	12	3	3	0	41
09:15	21	8	1	8	0	38	33	5	4	5	0	47
09:30	23	11	5	1	0	40	26	15	6	4	2	53
09:45	18	18	5	4	0	45	38	9	0	4	0	51
Hour	89	44	15	17	0	165	120	41	13	16	2	192
10:00	19	6	3	2	0	30	34	10	6	4	1	55
10:15	19	10	5	2	0	36	30	12	2	6	0	50
10:30	18	11	4	1	0	34	35	15	3	5	0	58
10:45	12	12	3	4	0	31	36	6	3	1	0	46
Hour	68	39	15	9	0	131	135	43	14	16	1	209
11:00	9	10	3	4	0	26	37	12	7	1	0	57
11:15	18	7	7	6	0	38	36	16	4	5	0	61
11:30	22	10	5	2	0	39	27	12	3	6	0	48
11:45	26	15	1	1	1	44	24	8	3	3	0	38
Hour	75	42	16	13	1	147	124	48	17	15	0	204
12:00	21	15	1	3	0	40	38	16	5	2	0	61
12:15	15	15	2	5	0	37	36	17	2	3	0	58
12:30	18	8	4	3	0	33	47	16	3	3	2	71
12:45	23	14	6	4	0	47	29	14	3	1	0	47
Hour	77	52	13	15	0	157	150	63	13	9	2	237
13:00	28	8	5	4	2	47	61	14	4	4	0	83
13:15	19	9	3	0	0	31	49	12	3	3	0	67
13:30	29	11	6	3	0	49	42	9	1	2	0	54
13:45	16	8	2	2	0	28	40	17	3	4	0	64
Hour	92	36	16	9	2	155	192	52	11	13	0	268
14:00	25	11	4	2	0	42	37	12	6	2	0	57
14:15	20	12	3	2	0	37	37	15	3	5	0	60
14:30	19	19	5	3	0	46	50	16	4	0	0	70
14:45	12	5	9	3	0	29	44	14	6	0	0	64
Hour	76	47	21	10	0	154	168	57	19	7	0	251
15:00	17	6	5	1	0	29	37	14	5	4	0	60
15:15	16	11	6	2	0	35	45	7	6	2	0	60
15:30	14	15	3	2	0	34	38	11	8	2	0	59
15:45	13	11	2	1	0	27	47	15	3	2	0	67
Hour	60	43	16	6	0	125	167	47	22	10	0	246
16:00	13	5	2	3	0	23	58	14	6	0	0	78
16:15	15	8	2	0	0	25	65	17	2	0	0	84
16:30	28	9	1	1	0	39	68	15	3	2	1	89
16:45	13	9	1	1	0	24	60	19	3	1	0	83
Hour	69	31	6	5	0	111	251	65	14	3	1	334
17:00	29	6	0	1	0	36	91	12	1	1	0	105
17:15	32	5	2	2	0	41	90	12	3	1	0	106
17:30	34	7	0	1	0	42	88	17	2	1	0	108
17:45	28	6	4	1	0	39	79	14	2	0	0	95
Hour	123	24	6	5	0	158	348	55	8	3	0	414
18:00	16	2	1	3	0	22	82	7	1	0	0	90
18:15	13	3	1	0	0	17	63	7	4	0	0	74
18:30	9	3	1	0	0	13	57	7	0	2	0	66
18:45	11	1	0	0	0	12	46	8	0	0	1	55
Hour	49	9	3	3	0	64	248	29	5	2	1	285
Total	960	411	141	106	4	1622	2092	557	162	114	9	2934

Site No. 7  
Location L1014(N) / Park West Avenue / L1014(S)  
Date Wednesday 13 February 2019

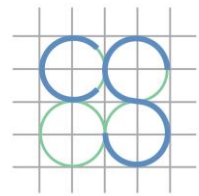
Time	To Arm A - L1014(N)					Veh. Total	From Arm A - L1014(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	39	15	2	5	2	63	78	22	2	2	0	104
07:15	60	16	9	4	1	90	101	26	6	3	1	137
07:30	54	11	2	3	1	71	111	20	6	6	1	144
07:45	70	12	3	5	0	90	149	29	5	3	1	187
Hour	223	54	16	17	4	314	439	97	19	14	3	572
08:00	78	18	4	4	1	105	166	21	5	3	1	196
08:15	57	25	9	3	0	94	167	25	6	4	1	203
08:30	76	22	11	2	1	112	142	28	12	1	1	184
08:45	72	20	7	4	0	103	180	32	6	4	1	223
Hour	283	85	31	13	2	414	655	106	29	12	4	806
09:00	60	21	7	6	2	96	146	46	10	3	0	205
09:15	62	23	7	5	0	97	103	25	6	4	2	140
09:30	51	32	9	6	3	101	75	16	5	6	0	102
09:45	67	23	2	5	0	97	69	25	5	9	1	109
Hour	240	99	25	22	5	391	393	112	26	22	3	556
10:00	76	22	11	5	2	116	53	24	11	5	1	94
10:15	55	26	5	6	0	92	55	17	15	2	0	89
10:30	54	29	4	6	0	93	66	15	11	5	1	98
10:45	57	23	7	1	0	88	50	20	8	3	0	81
Hour	242	100	27	18	2	389	224	76	45	15	2	362
11:00	57	20	16	1	0	94	62	24	4	6	0	96
11:15	61	28	12	10	0	111	45	28	8	4	0	85
11:30	56	22	8	8	0	94	81	18	13	7	1	120
11:45	56	14	7	5	0	82	64	27	10	5	1	107
Hour	230	84	43	24	0	381	252	97	35	22	2	408
12:00	71	29	8	3	0	111	72	24	4	3	0	103
12:15	77	29	5	3	0	114	70	29	4	4	0	107
12:30	75	22	5	3	3	108	68	29	8	4	0	109
12:45	72	24	7	2	0	105	84	27	7	3	1	122
Hour	295	104	25	11	3	438	294	109	23	14	1	441
13:00	116	27	5	6	0	154	76	20	8	4	0	108
13:15	91	22	7	4	0	124	77	25	9	7	0	118
13:30	73	25	2	3	0	103	111	25	5	3	0	144
13:45	65	24	5	4	0	98	101	24	8	4	0	137
Hour	345	98	19	17	0	479	365	94	30	18	0	507
14:00	85	17	11	2	0	115	92	23	7	3	0	125
14:15	69	28	6	7	0	110	86	25	10	3	1	125
14:30	73	30	10	2	0	115	80	21	6	3	1	111
14:45	80	26	10	4	0	120	74	20	11	3	0	108
Hour	307	101	37	15	0	460	332	89	34	12	2	469
15:00	75	25	7	6	0	113	88	33	7	1	0	129
15:15	86	19	12	4	0	121	74	27	6	1	0	108
15:30	83	16	10	4	0	113	87	35	11	4	0	137
15:45	77	27	9	2	0	115	99	34	9	1	0	143
Hour	321	87	38	16	0	462	348	129	33	7	0	517
16:00	116	27	8	1	1	153	129	28	7	4	0	168
16:15	124	30	8	1	1	164	124	31	10	1	2	168
16:30	133	25	10	2	2	172	123	40	9	0	0	172
16:45	136	27	4	1	0	168	96	17	2	2	1	118
Hour	509	109	30	5	4	657	472	116	28	7	3	626
17:00	192	20	4	3	1	220	108	19	3	3	0	133
17:15	175	15	5	3	0	198	93	18	3	1	1	116
17:30	170	26	4	3	1	204	108	11	2	0	0	121
17:45	133	16	2	2	0	153	86	18	2	1	1	108
Hour	670	77	15	11	2	775	395	66	10	5	2	478
18:00	148	8	3	2	1	162	100	9	0	3	0	112
18:15	108	10	5	0	1	124	80	6	1	1	1	89
18:30	105	10	1	2	1	119	91	12	4	1	0	108
18:45	76	14	1	0	1	92	82	8	0	0	1	91
Hour	437	42	10	4	4	497	353	35	5	5	2	400
Total	4102	1040	316	173	26	5657	4522	1126	317	153	24	6142

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Time	To Arm B - Park West Avenue					Veh. Total	From Arm B - Park West Avenue					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	46	11	1	1	0	59	20	12	3	6	1	42
07:15	51	10	6	1	1	69	49	15	9	6	0	79
07:30	53	14	6	2	0	75	47	11	0	3	1	62
07:45	76	12	4	4	0	96	78	20	6	4	0	108
Hour	226	47	17	8	1	299	194	58	18	19	2	291
08:00	102	13	5	2	1	123	74	20	4	4	1	103
08:15	82	13	4	4	0	103	71	24	6	3	0	104
08:30	91	27	7	2	1	128	82	25	6	3	1	117
08:45	121	16	3	6	1	147	72	23	5	4	0	104
Hour	396	69	19	14	3	501	299	92	21	14	2	428
09:00	88	20	6	5	0	119	54	20	9	5	2	90
09:15	68	19	2	9	0	98	39	25	7	0	0	71
09:30	61	17	5	3	0	86	41	31	6	5	1	84
09:45	52	31	7	6	1	97	49	24	5	7	0	85
Hour	269	87	20	23	1	400	183	100	27	17	3	330
10:00	47	17	8	3	1	76	60	21	6	8	1	96
10:15	46	19	12	3	0	80	35	34	7	4	0	80
10:30	53	19	11	1	0	84	43	28	3	4	0	78
10:45	32	19	7	5	0	63	33	34	8	3	0	78
Hour	178	74	38	12	1	303	171	117	24	19	1	332
11:00	40	24	4	4	0	72	41	20	11	2	0	74
11:15	40	23	12	7	0	82	42	30	12	5	0	89
11:30	60	20	13	5	1	99	49	24	11	7	0	91
11:45	60	27	5	1	2	95	58	17	5	5	0	85
Hour	200	94	34	17	3	348	190	91	39	19	0	339
12:00	48	26	3	4	0	81	61	25	4	5	0	95
12:15	50	25	3	5	0	83	68	25	7	1	0	101
12:30	50	20	10	4	0	84	47	17	5	4	1	74
12:45	65	33	9	6	0	113	69	17	6	4	0	96
Hour	213	104	25	19	0	361	245	84	22	14	1	366
13:00	66	21	8	4	2	101	82	22	3	6	0	113
13:15	47	20	6	1	0	74	74	23	5	7	0	109
13:30	78	23	7	4	0	112	52	28	2	2	0	84
13:45	67	13	6	2	0	88	52	19	5	2	0	78
Hour	258	77	27	11	2	375	260	92	15	17	0	384
14:00	62	26	9	3	0	100	75	16	5	1	0	97
14:15	58	19	8	2	1	88	49	32	8	3	0	92
14:30	55	32	7	4	1	99	41	30	13	5	0	89
14:45	37	15	14	5	0	71	51	19	6	7	0	83
Hour	212	92	38	14	2	358	216	97	32	16	0	361
15:00	47	19	9	1	0	76	59	23	6	8	0	96
15:15	53	22	10	2	0	87	62	24	9	3	0	98
15:30	57	35	8	5	0	105	70	13	7	3	0	93
15:45	58	24	6	1	0	89	55	29	8	3	1	96
Hour	215	100	33	9	0	357	246	89	30	17	1	383
16:00	65	19	8	5	0	97	103	25	8	1	1	138
16:15	69	21	7	0	1	98	103	17	6	4	1	131
16:30	84	33	9	1	0	127	100	17	8	1	1	127
16:45	53	16	2	2	0	73	102	12	3	1	0	118
Hour	271	89	26	8	1	395	408	71	25	7	3	514
17:00	72	16	2	2	0	92	174	14	5	2	1	196
17:15	80	13	4	3	1	101	154	8	2	2	0	166
17:30	81	11	2	1	0	95	134	14	2	3	1	154
17:45	66	14	6	1	0	87	88	8	0	2	0	98
Hour	299	54	14	7	1	375	550	44	9	9	2	614
18:00	60	8	1	6	0	75	103	2	2	2	1	110
18:15	47	5	2	0	1	55	76	3	3	1	1	84
18:30	35	8	3	0	0	46	78	5	1	0	1	85
18:45	35	4	0	0	0	39	46	10	2	0	0	58
Hour	177	25	6	6	1	215	303	20	8	3	3	337
<b>Total</b>	<b>2914</b>	<b>912</b>	<b>297</b>	<b>148</b>	<b>16</b>	<b>4287</b>	<b>3265</b>	<b>955</b>	<b>270</b>	<b>171</b>	<b>18</b>	<b>4679</b>

Site No. 7  
Location L1014(N) / Park West Avenue / L1014(S)  
Date Wednesday 13 February 2019

Time	To Arm C - L1014(S)					Veh. Total	From Arm C - L1014(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	56	15	3	4	0	78	43	7	1	2	1	54
07:15	80	25	5	6	0	116	41	10	5	2	1	59
07:30	88	20	2	7	1	118	37	14	4	3	0	58
07:45	111	33	8	3	1	156	30	8	4	5	0	47
Hour	335	93	18	20	2	468	151	39	14	12	2	218
08:00	120	22	5	6	0	153	60	12	5	5	0	82
08:15	145	26	6	5	1	183	46	15	7	5	0	73
08:30	113	24	9	4	0	150	56	20	9	4	0	89
08:45	117	34	6	6	1	164	58	15	5	8	1	87
Hour	495	106	26	21	2	650	220	62	26	22	1	331
09:00	102	44	13	4	0	163	50	19	7	7	0	83
09:15	66	21	9	3	2	101	54	13	5	13	0	85
09:30	53	24	8	7	0	92	49	26	11	5	2	93
09:45	55	22	6	13	0	96	56	27	5	8	0	96
Hour	276	111	36	27	2	452	209	85	28	33	2	357
10:00	43	22	7	11	0	83	53	16	9	6	1	85
10:15	38	28	12	5	0	83	49	22	7	8	0	86
10:30	55	21	6	8	1	91	53	26	7	6	0	92
10:45	42	30	8	5	0	85	48	18	6	5	0	77
Hour	178	101	33	29	1	342	203	82	29	25	1	340
11:00	52	22	5	8	0	87	46	22	10	5	0	83
11:15	40	30	7	3	0	80	54	23	11	11	0	99
11:30	63	22	11	9	0	105	49	22	8	8	0	87
11:45	56	26	7	8	0	97	50	23	4	4	1	82
Hour	211	100	30	28	0	369	199	90	33	28	1	351
12:00	73	25	3	6	0	107	59	31	6	5	0	101
12:15	62	32	7	5	0	106	51	32	4	8	0	95
12:30	55	28	5	7	0	95	65	24	7	6	2	104
12:45	68	15	6	4	1	94	52	28	9	5	0	94
Hour	258	100	21	22	1	402	227	115	26	24	2	394
13:00	65	16	7	8	0	96	89	22	9	8	2	130
13:15	81	27	7	12	0	127	68	21	6	3	0	98
13:30	83	25	5	3	0	116	71	20	7	5	0	103
13:45	77	31	7	6	0	121	56	25	5	6	0	92
Hour	306	99	26	29	0	460	284	88	27	22	2	423
14:00	82	19	2	3	0	106	62	23	10	4	0	99
14:15	65	37	10	4	0	116	57	27	6	7	0	97
14:30	62	24	11	5	0	102	69	35	9	3	0	116
14:45	64	17	8	4	0	93	56	19	15	3	0	93
Hour	273	97	31	16	0	417	244	104	40	17	0	405
15:00	79	32	7	7	0	125	54	20	10	5	0	89
15:15	58	28	5	2	0	93	61	18	12	4	0	95
15:30	69	23	11	2	0	105	52	26	11	4	0	93
15:45	79	38	7	4	1	129	60	26	5	3	0	94
Hour	285	121	30	15	1	452	227	90	38	16	0	371
16:00	122	26	7	2	0	157	71	19	8	3	0	101
16:15	114	22	5	4	1	146	80	25	4	0	0	109
16:30	102	23	2	1	0	128	96	24	4	3	1	128
16:45	82	14	3	2	1	102	73	28	4	2	0	107
Hour	420	85	17	9	2	533	320	96	20	8	1	445
17:00	138	15	3	2	0	158	120	18	1	2	0	141
17:15	114	15	1	0	0	130	122	17	5	3	0	147
17:30	113	12	0	1	0	126	122	24	2	2	0	150
17:45	82	16	0	1	1	100	107	20	6	1	0	134
Hour	447	58	4	4	1	514	471	79	14	8	0	572
18:00	93	4	0	0	0	97	98	9	2	3	0	112
18:15	77	4	2	2	0	85	76	10	5	0	0	91
18:30	95	9	2	1	0	107	66	10	1	2	0	79
18:45	74	9	1	0	1	85	57	9	0	0	1	67
Hour	339	26	5	3	1	374	297	38	8	5	1	349
Total	3823	1097	277	223	13	5433	3052	968	303	220	13	4556



CS CONSULTING  
GROUP

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## Appendix B

### **TRICS Data**



Calculation Reference: AUDIT-656801-211013-1045

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	2 days
	EN ENFIELD	1 days
	HG HARINGEY	1 days
	RD RICHMOND	1 days
15	GREATER DUBLIN	
	DL DUBLIN	4 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: 47 to 472 (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: 01/01/13 to 10/06/21

*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	5 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	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)	5
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:

Development Zone	2
Residential Zone	6
Built-Up 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:

C3 9 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 9 days

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

Population within 5 miles:

500,001 or More 9 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 6 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 2 days

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 4 days

1a (Low) Very poor 2 days

3 Moderate 1 days

5 Very Good 2 days

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



LIST OF SITES relevant to selection parameters

1	BT-03-C-01 LAKESIDE DRIVE PARK ROYAL	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 170 <i>Survey date: WEDNESDAY 28/09/16</i>		<i>Survey Type: MANUAL</i>
2	BT-03-C-02 ENGINEERS WAY WEMBLEY	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 472 <i>Survey date: WEDNESDAY 30/11/16</i>		<i>Survey Type: MANUAL</i>
3	DL-03-C-11 WYCKHAM WAY DUBLIN DUNDRUM	BLOCK OF FLATS	DUBLIN
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 96 <i>Survey date: TUESDAY 10/09/13</i>		<i>Survey Type: MANUAL</i>
4	DL-03-C-12 BOOTERSTOWN AVENUE DUBLIN	BLOCK OF FLATS	DUBLIN
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 47 <i>Survey date: TUESDAY 10/09/13</i>		<i>Survey Type: MANUAL</i>
5	DL-03-C-13 SANDYFORD ROAD DUBLIN	BLOCK OF FLATS	DUBLIN
	Neighbourhood Centre (PPS6 Local Centre) Built-Up Zone Total No of Dwellings: 52 <i>Survey date: TUESDAY 10/09/13</i>		<i>Survey Type: MANUAL</i>
6	DL-03-C-14 BALLINTEER ROAD DUBLIN DUNDRUM	BLOCKS OF FLATS	DUBLIN
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 140 <i>Survey date: TUESDAY 10/09/13</i>		<i>Survey Type: MANUAL</i>
7	EN-03-C-02 CARTERHATCH LANE ENFIELD FORTY HILL	BLOCKS OF FLATS	ENFIELD
	Edge of Town Residential Zone Total No of Dwellings: 76 <i>Survey date: FRIDAY 10/11/17</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	HG-03-C-01 BREAM CLOSE TOTTENHAM HALE	BLOCKS OF FLATS	HARINGEY
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 255 <i>Survey date: TUESDAY 18/06/19</i>		<i>Survey Type: MANUAL</i>
9	RD-03-C-04 BESSANT DRIVE KEW	BLOCKS OF FLATS	RICHMOND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 170 <i>Survey date: WEDNESDAY 15/05/19</i>		<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
MULTI-MODAL TOTAL VEHICLES  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	164	0.036	9	164	0.135	9	164	0.171
08:00 - 09:00	9	164	0.049	9	164	0.165	9	164	0.214
09:00 - 10:00	9	164	0.051	9	164	0.067	9	164	0.118
10:00 - 11:00	9	164	0.050	9	164	0.065	9	164	0.115
11:00 - 12:00	9	164	0.045	9	164	0.060	9	164	0.105
12:00 - 13:00	9	164	0.051	9	164	0.064	9	164	0.115
13:00 - 14:00	9	164	0.050	9	164	0.054	9	164	0.104
14:00 - 15:00	9	164	0.058	9	164	0.037	9	164	0.095
15:00 - 16:00	9	164	0.058	9	164	0.043	9	164	0.101
16:00 - 17:00	9	164	0.072	9	164	0.043	9	164	0.115
17:00 - 18:00	9	164	0.105	9	164	0.045	9	164	0.150
18:00 - 19:00	9	164	0.137	9	164	0.060	9	164	0.197
19:00 - 20:00	4	222	0.107	4	222	0.057	4	222	0.164
20:00 - 21:00	4	222	0.071	4	222	0.036	4	222	0.107
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.940			0.931			1.871

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

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

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Parameter summary

Trip rate parameter range selected: 47 - 472 (units: )  
Survey date range: 01/01/13 - 10/06/21  
Number of weekdays (Monday-Friday): 9  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 1  
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 shown. 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

MULTI-MODAL 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	9	164	0.004	9	164	0.004	9	164	0.008
08:00 - 09:00	9	164	0.005	9	164	0.005	9	164	0.010
09:00 - 10:00	9	164	0.004	9	164	0.004	9	164	0.008
10:00 - 11:00	9	164	0.003	9	164	0.003	9	164	0.006
11:00 - 12:00	9	164	0.002	9	164	0.001	9	164	0.003
12:00 - 13:00	9	164	0.001	9	164	0.001	9	164	0.002
13:00 - 14:00	9	164	0.003	9	164	0.003	9	164	0.006
14:00 - 15:00	9	164	0.004	9	164	0.005	9	164	0.009
15:00 - 16:00	9	164	0.005	9	164	0.005	9	164	0.010
16:00 - 17:00	9	164	0.002	9	164	0.003	9	164	0.005
17:00 - 18:00	9	164	0.002	9	164	0.002	9	164	0.004
18:00 - 19:00	9	164	0.002	9	164	0.002	9	164	0.004
19:00 - 20:00	4	222	0.007	4	222	0.007	4	222	0.014
20:00 - 21:00	4	222	0.003	4	222	0.002	4	222	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.047			0.047			0.094

*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

MULTI-MODAL 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	9	164	0.001	9	164	0.003	9	164	0.004
08:00 - 09:00	9	164	0.000	9	164	0.001	9	164	0.001
09:00 - 10:00	9	164	0.000	9	164	0.000	9	164	0.000
10:00 - 11:00	9	164	0.005	9	164	0.004	9	164	0.009
11:00 - 12:00	9	164	0.001	9	164	0.001	9	164	0.002
12:00 - 13:00	9	164	0.000	9	164	0.001	9	164	0.001
13:00 - 14:00	9	164	0.001	9	164	0.001	9	164	0.002
14:00 - 15:00	9	164	0.001	9	164	0.001	9	164	0.002
15:00 - 16:00	9	164	0.001	9	164	0.000	9	164	0.001
16:00 - 17:00	9	164	0.001	9	164	0.000	9	164	0.001
17:00 - 18:00	9	164	0.000	9	164	0.000	9	164	0.000
18:00 - 19:00	9	164	0.001	9	164	0.001	9	164	0.002
19:00 - 20:00	4	222	0.000	4	222	0.001	4	222	0.001
20:00 - 21:00	4	222	0.000	4	222	0.000	4	222	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.012			0.014			0.026

*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

MULTI-MODAL 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	9	164	0.001	9	164	0.002	9	164	0.003
08:00 - 09:00	9	164	0.000	9	164	0.000	9	164	0.000
09:00 - 10:00	9	164	0.000	9	164	0.000	9	164	0.000
10:00 - 11:00	9	164	0.001	9	164	0.001	9	164	0.002
11:00 - 12:00	9	164	0.000	9	164	0.000	9	164	0.000
12:00 - 13:00	9	164	0.000	9	164	0.000	9	164	0.000
13:00 - 14:00	9	164	0.000	9	164	0.000	9	164	0.000
14:00 - 15:00	9	164	0.000	9	164	0.000	9	164	0.000
15:00 - 16:00	9	164	0.000	9	164	0.000	9	164	0.000
16:00 - 17:00	9	164	0.000	9	164	0.000	9	164	0.000
17:00 - 18:00	9	164	0.000	9	164	0.000	9	164	0.000
18:00 - 19:00	9	164	0.000	9	164	0.000	9	164	0.000
19:00 - 20:00	4	222	0.000	4	222	0.000	4	222	0.000
20:00 - 21:00	4	222	0.000	4	222	0.000	4	222	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.002			0.003			0.005

*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

MULTI-MODAL 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	9	164	0.001	9	164	0.012	9	164	0.013
08:00 - 09:00	9	164	0.000	9	164	0.017	9	164	0.017
09:00 - 10:00	9	164	0.002	9	164	0.005	9	164	0.007
10:00 - 11:00	9	164	0.001	9	164	0.005	9	164	0.006
11:00 - 12:00	9	164	0.002	9	164	0.003	9	164	0.005
12:00 - 13:00	9	164	0.003	9	164	0.003	9	164	0.006
13:00 - 14:00	9	164	0.001	9	164	0.003	9	164	0.004
14:00 - 15:00	9	164	0.004	9	164	0.003	9	164	0.007
15:00 - 16:00	9	164	0.003	9	164	0.005	9	164	0.008
16:00 - 17:00	9	164	0.008	9	164	0.002	9	164	0.010
17:00 - 18:00	9	164	0.011	9	164	0.004	9	164	0.015
18:00 - 19:00	9	164	0.015	9	164	0.002	9	164	0.017
19:00 - 20:00	4	222	0.008	4	222	0.001	4	222	0.009
20:00 - 21:00	4	222	0.010	4	222	0.002	4	222	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.069			0.067			0.136

*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  
MULTI-MODAL VEHICLE OCCUPANTS  
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	9	164	0.044	9	164	0.169	9	164	0.213
08:00 - 09:00	9	164	0.058	9	164	0.226	9	164	0.284
09:00 - 10:00	9	164	0.061	9	164	0.087	9	164	0.148
10:00 - 11:00	9	164	0.062	9	164	0.085	9	164	0.147
11:00 - 12:00	9	164	0.056	9	164	0.079	9	164	0.135
12:00 - 13:00	9	164	0.062	9	164	0.082	9	164	0.144
13:00 - 14:00	9	164	0.067	9	164	0.069	9	164	0.136
14:00 - 15:00	9	164	0.075	9	164	0.044	9	164	0.119
15:00 - 16:00	9	164	0.084	9	164	0.059	9	164	0.143
16:00 - 17:00	9	164	0.097	9	164	0.056	9	164	0.153
17:00 - 18:00	9	164	0.128	9	164	0.065	9	164	0.193
18:00 - 19:00	9	164	0.172	9	164	0.079	9	164	0.251
19:00 - 20:00	4	222	0.149	4	222	0.080	4	222	0.229
20:00 - 21:00	4	222	0.096	4	222	0.053	4	222	0.149
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.211			1.233			2.444

*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  
MULTI-MODAL PEDESTRIANS  
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	9	164	0.035	9	164	0.073	9	164	0.108
08:00 - 09:00	9	164	0.053	9	164	0.108	9	164	0.161
09:00 - 10:00	9	164	0.046	9	164	0.071	9	164	0.117
10:00 - 11:00	9	164	0.051	9	164	0.069	9	164	0.120
11:00 - 12:00	9	164	0.072	9	164	0.059	9	164	0.131
12:00 - 13:00	9	164	0.053	9	164	0.062	9	164	0.115
13:00 - 14:00	9	164	0.055	9	164	0.072	9	164	0.127
14:00 - 15:00	9	164	0.062	9	164	0.078	9	164	0.140
15:00 - 16:00	9	164	0.072	9	164	0.086	9	164	0.158
16:00 - 17:00	9	164	0.095	9	164	0.078	9	164	0.173
17:00 - 18:00	9	164	0.094	9	164	0.056	9	164	0.150
18:00 - 19:00	9	164	0.073	9	164	0.056	9	164	0.129
19:00 - 20:00	4	222	0.090	4	222	0.061	4	222	0.151
20:00 - 21:00	4	222	0.066	4	222	0.043	4	222	0.109
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.917			0.972			1.889

*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  
MULTI-MODAL BUS/TRAM PASSENGERS  
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	9	164	0.004	9	164	0.060	9	164	0.064
08:00 - 09:00	9	164	0.009	9	164	0.113	9	164	0.122
09:00 - 10:00	9	164	0.011	9	164	0.039	9	164	0.050
10:00 - 11:00	9	164	0.016	9	164	0.041	9	164	0.057
11:00 - 12:00	9	164	0.013	9	164	0.023	9	164	0.036
12:00 - 13:00	9	164	0.021	9	164	0.031	9	164	0.052
13:00 - 14:00	9	164	0.028	9	164	0.030	9	164	0.058
14:00 - 15:00	9	164	0.028	9	164	0.032	9	164	0.060
15:00 - 16:00	9	164	0.041	9	164	0.032	9	164	0.073
16:00 - 17:00	9	164	0.072	9	164	0.027	9	164	0.099
17:00 - 18:00	9	164	0.076	9	164	0.036	9	164	0.112
18:00 - 19:00	9	164	0.091	9	164	0.044	9	164	0.135
19:00 - 20:00	4	222	0.072	4	222	0.036	4	222	0.108
20:00 - 21:00	4	222	0.046	4	222	0.025	4	222	0.071
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.528			0.569			1.097

*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  
MULTI-MODAL TOTAL RAIL PASSENGERS  
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	9	164	0.002	9	164	0.101	9	164	0.103
08:00 - 09:00	9	164	0.007	9	164	0.141	9	164	0.148
09:00 - 10:00	9	164	0.016	9	164	0.063	9	164	0.079
10:00 - 11:00	9	164	0.015	9	164	0.045	9	164	0.060
11:00 - 12:00	9	164	0.020	9	164	0.033	9	164	0.053
12:00 - 13:00	9	164	0.020	9	164	0.035	9	164	0.055
13:00 - 14:00	9	164	0.024	9	164	0.028	9	164	0.052
14:00 - 15:00	9	164	0.031	9	164	0.031	9	164	0.062
15:00 - 16:00	9	164	0.040	9	164	0.037	9	164	0.077
16:00 - 17:00	9	164	0.045	9	164	0.024	9	164	0.069
17:00 - 18:00	9	164	0.068	9	164	0.030	9	164	0.098
18:00 - 19:00	9	164	0.086	9	164	0.024	9	164	0.110
19:00 - 20:00	4	222	0.131	4	222	0.038	4	222	0.169
20:00 - 21:00	4	222	0.068	4	222	0.021	4	222	0.089
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.573			0.651			1.224

*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  
MULTI-MODAL PUBLIC TRANSPORT USERS  
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	9	164	0.006	9	164	0.162	9	164	0.168
08:00 - 09:00	9	164	0.016	9	164	0.254	9	164	0.270
09:00 - 10:00	9	164	0.026	9	164	0.102	9	164	0.128
10:00 - 11:00	9	164	0.030	9	164	0.086	9	164	0.116
11:00 - 12:00	9	164	0.033	9	164	0.056	9	164	0.089
12:00 - 13:00	9	164	0.041	9	164	0.066	9	164	0.107
13:00 - 14:00	9	164	0.051	9	164	0.058	9	164	0.109
14:00 - 15:00	9	164	0.059	9	164	0.063	9	164	0.122
15:00 - 16:00	9	164	0.081	9	164	0.069	9	164	0.150
16:00 - 17:00	9	164	0.117	9	164	0.051	9	164	0.168
17:00 - 18:00	9	164	0.145	9	164	0.066	9	164	0.211
18:00 - 19:00	9	164	0.177	9	164	0.068	9	164	0.245
19:00 - 20:00	4	222	0.203	4	222	0.074	4	222	0.277
20:00 - 21:00	4	222	0.114	4	222	0.046	4	222	0.160
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.099			1.221			2.320

*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  
MULTI-MODAL TOTAL PEOPLE  
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	9	164	0.085	9	164	0.415	9	164	0.500
08:00 - 09:00	9	164	0.127	9	164	0.605	9	164	0.732
09:00 - 10:00	9	164	0.135	9	164	0.265	9	164	0.400
10:00 - 11:00	9	164	0.145	9	164	0.245	9	164	0.390
11:00 - 12:00	9	164	0.163	9	164	0.197	9	164	0.360
12:00 - 13:00	9	164	0.158	9	164	0.212	9	164	0.370
13:00 - 14:00	9	164	0.175	9	164	0.202	9	164	0.377
14:00 - 15:00	9	164	0.200	9	164	0.188	9	164	0.388
15:00 - 16:00	9	164	0.240	9	164	0.219	9	164	0.459
16:00 - 17:00	9	164	0.318	9	164	0.187	9	164	0.505
17:00 - 18:00	9	164	0.378	9	164	0.191	9	164	0.569
18:00 - 19:00	9	164	0.437	9	164	0.206	9	164	0.643
19:00 - 20:00	4	222	0.449	4	222	0.216	4	222	0.665
20:00 - 21:00	4	222	0.286	4	222	0.144	4	222	0.430
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.296			3.492			6.788

*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  
**MULTI-MODAL 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	9	164	0.027	9	164	0.119	9	164	0.146
08:00 - 09:00	9	164	0.038	9	164	0.153	9	164	0.191
09:00 - 10:00	9	164	0.039	9	164	0.058	9	164	0.097
10:00 - 11:00	9	164	0.036	9	164	0.047	9	164	0.083
11:00 - 12:00	9	164	0.032	9	164	0.049	9	164	0.081
12:00 - 13:00	9	164	0.042	9	164	0.053	9	164	0.095
13:00 - 14:00	9	164	0.041	9	164	0.043	9	164	0.084
14:00 - 15:00	9	164	0.046	9	164	0.025	9	164	0.071
15:00 - 16:00	9	164	0.046	9	164	0.035	9	164	0.081
16:00 - 17:00	9	164	0.065	9	164	0.037	9	164	0.102
17:00 - 18:00	9	164	0.099	9	164	0.036	9	164	0.135
18:00 - 19:00	9	164	0.125	9	164	0.053	9	164	0.178
19:00 - 20:00	4	222	0.090	4	222	0.042	4	222	0.132
20:00 - 21:00	4	222	0.063	4	222	0.032	4	222	0.095
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.789			0.782			1.571

*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  
MULTI-MODAL 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	9	164	0.002	9	164	0.006	9	164	0.008
08:00 - 09:00	9	164	0.005	9	164	0.005	9	164	0.010
09:00 - 10:00	9	164	0.007	9	164	0.003	9	164	0.010
10:00 - 11:00	9	164	0.006	9	164	0.011	9	164	0.017
11:00 - 12:00	9	164	0.009	9	164	0.008	9	164	0.017
12:00 - 13:00	9	164	0.007	9	164	0.009	9	164	0.016
13:00 - 14:00	9	164	0.006	9	164	0.007	9	164	0.013
14:00 - 15:00	9	164	0.007	9	164	0.005	9	164	0.012
15:00 - 16:00	9	164	0.004	9	164	0.003	9	164	0.007
16:00 - 17:00	9	164	0.005	9	164	0.003	9	164	0.008
17:00 - 18:00	9	164	0.003	9	164	0.005	9	164	0.008
18:00 - 19:00	9	164	0.004	9	164	0.003	9	164	0.007
19:00 - 20:00	4	222	0.002	4	222	0.000	4	222	0.002
20:00 - 21:00	4	222	0.000	4	222	0.000	4	222	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.067			0.068			0.135

*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  
MULTI-MODAL 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	9	164	0.001	9	164	0.001	9	164	0.002
08:00 - 09:00	9	164	0.000	9	164	0.001	9	164	0.001
09:00 - 10:00	9	164	0.000	9	164	0.001	9	164	0.001
10:00 - 11:00	9	164	0.000	9	164	0.000	9	164	0.000
11:00 - 12:00	9	164	0.000	9	164	0.001	9	164	0.001
12:00 - 13:00	9	164	0.001	9	164	0.000	9	164	0.001
13:00 - 14:00	9	164	0.000	9	164	0.000	9	164	0.000
14:00 - 15:00	9	164	0.000	9	164	0.001	9	164	0.001
15:00 - 16:00	9	164	0.002	9	164	0.000	9	164	0.002
16:00 - 17:00	9	164	0.000	9	164	0.001	9	164	0.001
17:00 - 18:00	9	164	0.001	9	164	0.002	9	164	0.003
18:00 - 19:00	9	164	0.004	9	164	0.001	9	164	0.005
19:00 - 20:00	4	222	0.008	4	222	0.008	4	222	0.016
20:00 - 21:00	4	222	0.005	4	222	0.002	4	222	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.022			0.019			0.041

*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-656801-211103-1118

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	KI KINGSTON	1 days
	RB REDBRIDGE	2 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	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: 129 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: 01/01/13 to 06/05/21

*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
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)	2
Edge of Town	3
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
------------------	---

*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:

E(f) 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 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 1 days  
25,001 to 50,000 3 days  
50,001 to 100,000 2 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 4 days  
500,001 or More 2 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 4 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 6 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  
2 Poor 1 days

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



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

TOTAL 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	129	0.000	1	129	0.000	1	129	0.000
07:00 - 08:00	6	320	2.397	6	320	1.094	6	320	3.491
08:00 - 09:00	6	320	5.055	6	320	3.439	6	320	8.494
09:00 - 10:00	6	320	2.084	6	320	2.241	6	320	4.325
10:00 - 11:00	6	320	0.573	6	320	0.365	6	320	0.938
11:00 - 12:00	6	320	0.990	6	320	0.469	6	320	1.459
12:00 - 13:00	6	320	2.189	6	320	2.293	6	320	4.482
13:00 - 14:00	6	320	1.303	6	320	1.928	6	320	3.231
14:00 - 15:00	6	320	1.094	6	320	0.782	6	320	1.876
15:00 - 16:00	6	320	1.720	6	320	2.606	6	320	4.326
16:00 - 17:00	6	320	1.303	6	320	1.980	6	320	3.283
17:00 - 18:00	6	320	1.355	6	320	2.606	6	320	3.961
18:00 - 19:00	6	320	0.208	6	320	0.573	6	320	0.781
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			20.271			20.376			40.647

*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: 129 - 666 (units: sqm)  
Survey date range: 01/01/13 - 06/05/21  
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 shown. 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	129	0.000	1	129	0.000	1	129	0.000
07:00 - 08:00	6	320	0.000	6	320	0.000	6	320	0.000
08:00 - 09:00	6	320	0.052	6	320	0.052	6	320	0.104
09:00 - 10:00	6	320	0.000	6	320	0.000	6	320	0.000
10:00 - 11:00	6	320	0.052	6	320	0.052	6	320	0.104
11:00 - 12:00	6	320	0.000	6	320	0.000	6	320	0.000
12:00 - 13:00	6	320	0.000	6	320	0.000	6	320	0.000
13:00 - 14:00	6	320	0.000	6	320	0.000	6	320	0.000
14:00 - 15:00	6	320	0.104	6	320	0.052	6	320	0.156
15:00 - 16:00	6	320	0.000	6	320	0.052	6	320	0.052
16:00 - 17:00	6	320	0.000	6	320	0.000	6	320	0.000
17:00 - 18:00	6	320	0.000	6	320	0.000	6	320	0.000
18:00 - 19:00	6	320	0.000	6	320	0.000	6	320	0.000
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.208			0.208			0.416

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

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

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	129	0.000	1	129	0.000	1	129	0.000
07:00 - 08:00	6	320	0.000	6	320	0.000	6	320	0.000
08:00 - 09:00	6	320	0.000	6	320	0.000	6	320	0.000
09:00 - 10:00	6	320	0.052	6	320	0.052	6	320	0.104
10:00 - 11:00	6	320	0.000	6	320	0.000	6	320	0.000
11:00 - 12:00	6	320	0.000	6	320	0.000	6	320	0.000
12:00 - 13:00	6	320	0.000	6	320	0.000	6	320	0.000
13:00 - 14:00	6	320	0.000	6	320	0.000	6	320	0.000
14:00 - 15:00	6	320	0.000	6	320	0.000	6	320	0.000
15:00 - 16:00	6	320	0.000	6	320	0.000	6	320	0.000
16:00 - 17:00	6	320	0.000	6	320	0.000	6	320	0.000
17:00 - 18:00	6	320	0.000	6	320	0.000	6	320	0.000
18:00 - 19:00	6	320	0.000	6	320	0.000	6	320	0.000
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.052			0.052			0.104

*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

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	129	0.000	1	129	0.000	1	129	0.000
07:00 - 08:00	6	320	0.208	6	320	0.000	6	320	0.208
08:00 - 09:00	6	320	0.417	6	320	0.104	6	320	0.521
09:00 - 10:00	6	320	0.208	6	320	0.104	6	320	0.312
10:00 - 11:00	6	320	0.000	6	320	0.104	6	320	0.104
11:00 - 12:00	6	320	0.156	6	320	0.052	6	320	0.208
12:00 - 13:00	6	320	0.104	6	320	0.104	6	320	0.208
13:00 - 14:00	6	320	0.104	6	320	0.156	6	320	0.260
14:00 - 15:00	6	320	0.000	6	320	0.000	6	320	0.000
15:00 - 16:00	6	320	0.104	6	320	0.313	6	320	0.417
16:00 - 17:00	6	320	0.000	6	320	0.104	6	320	0.104
17:00 - 18:00	6	320	0.000	6	320	0.208	6	320	0.208
18:00 - 19:00	6	320	0.052	6	320	0.104	6	320	0.156
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.353			1.353			2.706

*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

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	129	0.000	1	129	0.000	1	129	0.000
07:00 - 08:00	6	320	2.293	6	320	0.990	6	320	3.283
08:00 - 09:00	6	320	5.003	6	320	3.387	6	320	8.390
09:00 - 10:00	6	320	1.980	6	320	2.189	6	320	4.169
10:00 - 11:00	6	320	0.521	6	320	0.261	6	320	0.782
11:00 - 12:00	6	320	0.938	6	320	0.469	6	320	1.407
12:00 - 13:00	6	320	2.137	6	320	2.189	6	320	4.326
13:00 - 14:00	6	320	1.251	6	320	1.876	6	320	3.127
14:00 - 15:00	6	320	0.938	6	320	0.677	6	320	1.615
15:00 - 16:00	6	320	1.668	6	320	2.553	6	320	4.221
16:00 - 17:00	6	320	1.303	6	320	1.928	6	320	3.231
17:00 - 18:00	6	320	1.355	6	320	2.606	6	320	3.961
18:00 - 19:00	6	320	0.208	6	320	0.573	6	320	0.781
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			19.595			19.698			39.293

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

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



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

LGVS

Calculation factor: 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	129	0.000	1	129	0.000	1	129	0.000
07:00 - 08:00	6	320	0.104	6	320	0.104	6	320	0.208
08:00 - 09:00	6	320	0.000	6	320	0.000	6	320	0.000
09:00 - 10:00	6	320	0.052	6	320	0.000	6	320	0.052
10:00 - 11:00	6	320	0.000	6	320	0.052	6	320	0.052
11:00 - 12:00	6	320	0.052	6	320	0.000	6	320	0.052
12:00 - 13:00	6	320	0.052	6	320	0.104	6	320	0.156
13:00 - 14:00	6	320	0.052	6	320	0.052	6	320	0.104
14:00 - 15:00	6	320	0.052	6	320	0.052	6	320	0.104
15:00 - 16:00	6	320	0.052	6	320	0.000	6	320	0.052
16:00 - 17:00	6	320	0.000	6	320	0.052	6	320	0.052
17:00 - 18:00	6	320	0.000	6	320	0.000	6	320	0.000
18:00 - 19:00	6	320	0.000	6	320	0.000	6	320	0.000
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.416			0.416			0.832

*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-656801-211103-1120

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
Category : Q - COMMUNITY CENTRE  
TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
15	GREATER DUBLIN	
	DL DUBLIN	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: 450 to 1800 (units: sqm)  
Range Selected by User: 100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 24/05/19

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Friday	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 undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	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	1
Retail Zone	1
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:

F2(b) 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 3 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

1 days

500,001 or More

2 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

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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



TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE  
 TOTAL 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	2	538	0.093	2	538	0.000	2	538	0.093
08:00 - 09:00	3	958	0.417	3	958	0.174	3	958	0.591
09:00 - 10:00	3	958	0.835	3	958	0.313	3	958	1.148
10:00 - 11:00	3	958	0.243	3	958	0.243	3	958	0.486
11:00 - 12:00	3	958	0.383	3	958	0.487	3	958	0.870
12:00 - 13:00	3	958	0.591	3	958	0.348	3	958	0.939
13:00 - 14:00	3	958	0.313	3	958	0.278	3	958	0.591
14:00 - 15:00	3	958	0.174	3	958	0.070	3	958	0.244
15:00 - 16:00	3	958	0.452	3	958	0.696	3	958	1.148
16:00 - 17:00	3	958	0.104	3	958	0.487	3	958	0.591
17:00 - 18:00	3	958	0.243	3	958	0.070	3	958	0.313
18:00 - 19:00	3	958	0.209	3	958	0.348	3	958	0.557
19:00 - 20:00	3	958	0.243	3	958	0.452	3	958	0.695
20:00 - 21:00	3	958	0.139	3	958	0.348	3	958	0.487
21:00 - 22:00	3	958	0.000	3	958	0.035	3	958	0.035
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			4.439			4.349			8.788

*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: 450 - 1800 (units: sqm)  
 Survey date date range: 01/01/13 - 24/05/19  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

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	2	538	0.000	2	538	0.000	2	538	0.000
08:00 - 09:00	3	958	0.000	3	958	0.000	3	958	0.000
09:00 - 10:00	3	958	0.070	3	958	0.070	3	958	0.140
10:00 - 11:00	3	958	0.000	3	958	0.000	3	958	0.000
11:00 - 12:00	3	958	0.000	3	958	0.000	3	958	0.000
12:00 - 13:00	3	958	0.139	3	958	0.139	3	958	0.278
13:00 - 14:00	3	958	0.000	3	958	0.000	3	958	0.000
14:00 - 15:00	3	958	0.000	3	958	0.000	3	958	0.000
15:00 - 16:00	3	958	0.278	3	958	0.278	3	958	0.556
16:00 - 17:00	3	958	0.000	3	958	0.000	3	958	0.000
17:00 - 18:00	3	958	0.000	3	958	0.000	3	958	0.000
18:00 - 19:00	3	958	0.000	3	958	0.000	3	958	0.000
19:00 - 20:00	3	958	0.000	3	958	0.000	3	958	0.000
20:00 - 21:00	3	958	0.035	3	958	0.035	3	958	0.070
21:00 - 22:00	3	958	0.000	3	958	0.000	3	958	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.522			0.522			1.044

*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/Q - COMMUNITY CENTRE  
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	2	538	0.000	2	538	0.000	2	538	0.000
08:00 - 09:00	3	958	0.035	3	958	0.000	3	958	0.035
09:00 - 10:00	3	958	0.070	3	958	0.000	3	958	0.070
10:00 - 11:00	3	958	0.070	3	958	0.035	3	958	0.105
11:00 - 12:00	3	958	0.035	3	958	0.035	3	958	0.070
12:00 - 13:00	3	958	0.000	3	958	0.035	3	958	0.035
13:00 - 14:00	3	958	0.035	3	958	0.035	3	958	0.070
14:00 - 15:00	3	958	0.104	3	958	0.035	3	958	0.139
15:00 - 16:00	3	958	0.000	3	958	0.035	3	958	0.035
16:00 - 17:00	3	958	0.035	3	958	0.104	3	958	0.139
17:00 - 18:00	3	958	0.139	3	958	0.000	3	958	0.139
18:00 - 19:00	3	958	0.000	3	958	0.000	3	958	0.000
19:00 - 20:00	3	958	0.070	3	958	0.139	3	958	0.209
20:00 - 21:00	3	958	0.000	3	958	0.139	3	958	0.139
21:00 - 22:00	3	958	0.000	3	958	0.000	3	958	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.593			0.592			1.185

*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/Q - COMMUNITY CENTRE

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	2	538	0.093	2	538	0.000	2	538	0.093
08:00 - 09:00	3	958	0.417	3	958	0.174	3	958	0.591
09:00 - 10:00	3	958	0.730	3	958	0.243	3	958	0.973
10:00 - 11:00	3	958	0.243	3	958	0.209	3	958	0.452
11:00 - 12:00	3	958	0.313	3	958	0.417	3	958	0.730
12:00 - 13:00	3	958	0.383	3	958	0.174	3	958	0.557
13:00 - 14:00	3	958	0.243	3	958	0.278	3	958	0.521
14:00 - 15:00	3	958	0.174	3	958	0.000	3	958	0.174
15:00 - 16:00	3	958	0.174	3	958	0.417	3	958	0.591
16:00 - 17:00	3	958	0.070	3	958	0.452	3	958	0.522
17:00 - 18:00	3	958	0.243	3	958	0.035	3	958	0.278
18:00 - 19:00	3	958	0.209	3	958	0.348	3	958	0.557
19:00 - 20:00	3	958	0.243	3	958	0.452	3	958	0.695
20:00 - 21:00	3	958	0.104	3	958	0.313	3	958	0.417
21:00 - 22:00	3	958	0.000	3	958	0.035	3	958	0.035
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.639			3.547			7.186

*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/Q - COMMUNITY CENTRE

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	2	538	0.000	2	538	0.000	2	538	0.000
08:00 - 09:00	3	958	0.000	3	958	0.000	3	958	0.000
09:00 - 10:00	3	958	0.035	3	958	0.000	3	958	0.035
10:00 - 11:00	3	958	0.000	3	958	0.035	3	958	0.035
11:00 - 12:00	3	958	0.070	3	958	0.070	3	958	0.140
12:00 - 13:00	3	958	0.070	3	958	0.035	3	958	0.105
13:00 - 14:00	3	958	0.070	3	958	0.000	3	958	0.070
14:00 - 15:00	3	958	0.000	3	958	0.070	3	958	0.070
15:00 - 16:00	3	958	0.000	3	958	0.000	3	958	0.000
16:00 - 17:00	3	958	0.035	3	958	0.035	3	958	0.070
17:00 - 18:00	3	958	0.000	3	958	0.035	3	958	0.035
18:00 - 19:00	3	958	0.000	3	958	0.000	3	958	0.000
19:00 - 20:00	3	958	0.000	3	958	0.000	3	958	0.000
20:00 - 21:00	3	958	0.000	3	958	0.000	3	958	0.000
21:00 - 22:00	3	958	0.000	3	958	0.000	3	958	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.280			0.280			0.560

*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-656801-211103-1157

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : 0 - CONVENIENCE STORE  
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	EG EALING	1 days
	EN ENFIELD	1 days
	KI KINGSTON	1 days
10	WALES	
	CF CARDIFF	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: 257 to 795 (units: sqm)  
Range Selected by User: 70 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 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	1 days
Thursday	3 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)	3
Neighbourhood Centre (PPS6 Local Centre)	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:

Development Zone	1
Residential Zone	4

*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:

Not Known	1 days
E(a)	4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	3 days
50,001 to 100,000	2 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	1 days
500,001 or More	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	5 days
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*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:

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	1 days
1b Very poor	1 days
2 Poor	1 days
3 Moderate	1 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1	BT-01-O-01 EMPIRE WAY WEMBLEY	TESCO EXPRESS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 310 sqm <i>Survey date: THURSDAY 14/05/15</i>		<i>Survey Type: MANUAL</i>
2	CF-01-O-02 HEOL-Y-DERI CARDIFF RHIWBINA	CO-OPERATIVE	CARDIFF
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 350 sqm <i>Survey date: FRIDAY 07/10/16</i>		<i>Survey Type: MANUAL</i>
3	EG-01-O-01 LADY MARGARET ROAD SOUTHALL	TESCO EXPRESS	EALING
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 370 sqm <i>Survey date: MONDAY 16/11/15</i>		<i>Survey Type: MANUAL</i>
4	EN-01-O-02 WINDMILL HILL ENFIELD ENFIELD CHASE	LITTLE WAI TROSE	ENFIELD
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 795 sqm <i>Survey date: THURSDAY 09/11/17</i>		<i>Survey Type: MANUAL</i>
5	KI-01-O-01 KINGS ROAD KINGSTON UPON THAMES	THE CO-OPERATIVE	KINGSTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 257 sqm <i>Survey date: THURSDAY 16/11/17</i>		<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE  
**TOTAL 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	1	370	0.000	1	370	1.081	1	370	1.081
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	370	0.811	1	370	0.270	1	370	1.081
06:00 - 07:00	2	360	2.639	2	360	2.083	2	360	4.722
07:00 - 08:00	5	416	3.506	5	416	3.218	5	416	6.724
08:00 - 09:00	5	416	3.410	5	416	2.786	5	416	6.196
09:00 - 10:00	5	416	4.227	5	416	3.842	5	416	8.069
10:00 - 11:00	5	416	3.650	5	416	3.026	5	416	6.676
11:00 - 12:00	5	416	4.131	5	416	4.467	5	416	8.598
12:00 - 13:00	5	416	3.362	5	416	3.746	5	416	7.108
13:00 - 14:00	5	416	3.746	5	416	3.362	5	416	7.108
14:00 - 15:00	5	416	4.851	5	416	4.995	5	416	9.846
15:00 - 16:00	5	416	4.275	5	416	3.987	5	416	8.262
16:00 - 17:00	5	416	4.611	5	416	4.707	5	416	9.318
17:00 - 18:00	5	416	4.563	5	416	5.283	5	416	9.846
18:00 - 19:00	5	416	5.043	5	416	4.803	5	416	9.846
19:00 - 20:00	5	416	4.179	5	416	4.995	5	416	9.174
20:00 - 21:00	5	416	3.939	5	416	4.035	5	416	7.974
21:00 - 22:00	5	416	2.738	5	416	3.506	5	416	6.244
22:00 - 23:00	1	370	8.378	1	370	8.649	1	370	17.027
23:00 - 24:00	1	370	6.486	1	370	5.676	1	370	12.162
<b>Total Rates:</b>			78.545			78.517			157.062

*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: 257 - 795 (units: sqm)  
Survey date date range: 01/01/13 - 25/09/19  
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 01 - RETAIL/O - CONVENIENCE STORE

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	1	370	0.000	1	370	0.000	1	370	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	370	0.000	1	370	0.000	1	370	0.000
06:00 - 07:00	2	360	0.000	2	360	0.000	2	360	0.000
07:00 - 08:00	5	416	0.096	5	416	0.096	5	416	0.192
08:00 - 09:00	5	416	0.000	5	416	0.000	5	416	0.000
09:00 - 10:00	5	416	0.096	5	416	0.096	5	416	0.192
10:00 - 11:00	5	416	0.048	5	416	0.048	5	416	0.096
11:00 - 12:00	5	416	0.048	5	416	0.048	5	416	0.096
12:00 - 13:00	5	416	0.000	5	416	0.000	5	416	0.000
13:00 - 14:00	5	416	0.048	5	416	0.048	5	416	0.096
14:00 - 15:00	5	416	0.144	5	416	0.144	5	416	0.288
15:00 - 16:00	5	416	0.240	5	416	0.240	5	416	0.480
16:00 - 17:00	5	416	0.192	5	416	0.192	5	416	0.384
17:00 - 18:00	5	416	0.048	5	416	0.048	5	416	0.096
18:00 - 19:00	5	416	0.192	5	416	0.192	5	416	0.384
19:00 - 20:00	5	416	0.144	5	416	0.144	5	416	0.288
20:00 - 21:00	5	416	0.192	5	416	0.192	5	416	0.384
21:00 - 22:00	5	416	0.096	5	416	0.096	5	416	0.192
22:00 - 23:00	1	370	0.541	1	370	0.541	1	370	1.082
23:00 - 24:00	1	370	0.000	1	370	0.000	1	370	0.000
<b>Total Rates:</b>			2.125			2.125			4.250

*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/O - CONVENIENCE STORE

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	1	370	0.000	1	370	0.000	1	370	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	370	0.270	1	370	0.270	1	370	0.540
06:00 - 07:00	2	360	0.278	2	360	0.278	2	360	0.556
07:00 - 08:00	5	416	0.192	5	416	0.096	5	416	0.288
08:00 - 09:00	5	416	0.144	5	416	0.240	5	416	0.384
09:00 - 10:00	5	416	0.048	5	416	0.048	5	416	0.096
10:00 - 11:00	5	416	0.144	5	416	0.096	5	416	0.240
11:00 - 12:00	5	416	0.096	5	416	0.048	5	416	0.144
12:00 - 13:00	5	416	0.000	5	416	0.096	5	416	0.096
13:00 - 14:00	5	416	0.048	5	416	0.000	5	416	0.048
14:00 - 15:00	5	416	0.000	5	416	0.048	5	416	0.048
15:00 - 16:00	5	416	0.048	5	416	0.000	5	416	0.048
16:00 - 17:00	5	416	0.048	5	416	0.096	5	416	0.144
17:00 - 18:00	5	416	0.048	5	416	0.048	5	416	0.096
18:00 - 19:00	5	416	0.048	5	416	0.048	5	416	0.096
19:00 - 20:00	5	416	0.048	5	416	0.048	5	416	0.096
20:00 - 21:00	5	416	0.000	5	416	0.000	5	416	0.000
21:00 - 22:00	5	416	0.000	5	416	0.000	5	416	0.000
22:00 - 23:00	1	370	0.000	1	370	0.000	1	370	0.000
23:00 - 24:00	1	370	0.000	1	370	0.000	1	370	0.000
<b>Total Rates:</b>			1.460			1.460			2.920

*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/O - CONVENIENCE STORE

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	1	370	0.000	1	370	0.000	1	370	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	370	0.000	1	370	0.000	1	370	0.000
06:00 - 07:00	2	360	0.000	2	360	0.000	2	360	0.000
07:00 - 08:00	5	416	0.000	5	416	0.000	5	416	0.000
08:00 - 09:00	5	416	0.000	5	416	0.000	5	416	0.000
09:00 - 10:00	5	416	0.000	5	416	0.000	5	416	0.000
10:00 - 11:00	5	416	0.000	5	416	0.000	5	416	0.000
11:00 - 12:00	5	416	0.000	5	416	0.000	5	416	0.000
12:00 - 13:00	5	416	0.000	5	416	0.000	5	416	0.000
13:00 - 14:00	5	416	0.000	5	416	0.000	5	416	0.000
14:00 - 15:00	5	416	0.048	5	416	0.048	5	416	0.096
15:00 - 16:00	5	416	0.000	5	416	0.000	5	416	0.000
16:00 - 17:00	5	416	0.000	5	416	0.000	5	416	0.000
17:00 - 18:00	5	416	0.000	5	416	0.000	5	416	0.000
18:00 - 19:00	5	416	0.000	5	416	0.000	5	416	0.000
19:00 - 20:00	5	416	0.000	5	416	0.000	5	416	0.000
20:00 - 21:00	5	416	0.000	5	416	0.000	5	416	0.000
21:00 - 22:00	5	416	0.000	5	416	0.000	5	416	0.000
22:00 - 23:00	1	370	0.000	1	370	0.000	1	370	0.000
23:00 - 24:00	1	370	0.000	1	370	0.000	1	370	0.000
<b>Total Rates:</b>			0.048			0.048			0.096

*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/O - CONVENIENCE STORE

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	1	370	0.000	1	370	0.000	1	370	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	370	0.000	1	370	0.000	1	370	0.000
06:00 - 07:00	2	360	0.139	2	360	0.139	2	360	0.278
07:00 - 08:00	5	416	0.144	5	416	0.192	5	416	0.336
08:00 - 09:00	5	416	0.144	5	416	0.144	5	416	0.288
09:00 - 10:00	5	416	0.144	5	416	0.096	5	416	0.240
10:00 - 11:00	5	416	0.192	5	416	0.096	5	416	0.288
11:00 - 12:00	5	416	0.336	5	416	0.288	5	416	0.624
12:00 - 13:00	5	416	0.144	5	416	0.192	5	416	0.336
13:00 - 14:00	5	416	0.480	5	416	0.432	5	416	0.912
14:00 - 15:00	5	416	0.432	5	416	0.432	5	416	0.864
15:00 - 16:00	5	416	0.288	5	416	0.384	5	416	0.672
16:00 - 17:00	5	416	0.576	5	416	0.624	5	416	1.200
17:00 - 18:00	5	416	0.384	5	416	0.192	5	416	0.576
18:00 - 19:00	5	416	0.288	5	416	0.384	5	416	0.672
19:00 - 20:00	5	416	0.336	5	416	0.144	5	416	0.480
20:00 - 21:00	5	416	0.288	5	416	0.240	5	416	0.528
21:00 - 22:00	5	416	0.240	5	416	0.480	5	416	0.720
22:00 - 23:00	1	370	0.541	1	370	0.811	1	370	1.352
23:00 - 24:00	1	370	0.541	1	370	0.541	1	370	1.082
<b>Total Rates:</b>			5.637			5.811			11.448

*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/O - CONVENIENCE STORE

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	1	370	0.000	1	370	1.081	1	370	1.081
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	370	0.541	1	370	0.000	1	370	0.541
06:00 - 07:00	2	360	2.222	2	360	1.806	2	360	4.028
07:00 - 08:00	5	416	2.978	5	416	2.930	5	416	5.908
08:00 - 09:00	5	416	3.074	5	416	2.305	5	416	5.379
09:00 - 10:00	5	416	3.987	5	416	3.602	5	416	7.589
10:00 - 11:00	5	416	3.026	5	416	2.738	5	416	5.764
11:00 - 12:00	5	416	3.794	5	416	3.939	5	416	7.733
12:00 - 13:00	5	416	2.930	5	416	3.266	5	416	6.196
13:00 - 14:00	5	416	3.506	5	416	3.170	5	416	6.676
14:00 - 15:00	5	416	4.515	5	416	4.563	5	416	9.078
15:00 - 16:00	5	416	3.890	5	416	3.554	5	416	7.444
16:00 - 17:00	5	416	4.083	5	416	4.179	5	416	8.262
17:00 - 18:00	5	416	4.227	5	416	4.851	5	416	9.078
18:00 - 19:00	5	416	4.707	5	416	4.515	5	416	9.222
19:00 - 20:00	5	416	3.939	5	416	4.659	5	416	8.598
20:00 - 21:00	5	416	3.602	5	416	3.746	5	416	7.348
21:00 - 22:00	5	416	2.257	5	416	3.026	5	416	5.283
22:00 - 23:00	1	370	7.568	1	370	7.568	1	370	15.136
23:00 - 24:00	1	370	6.486	1	370	5.676	1	370	12.162
<b>Total Rates:</b>			71.332			71.174			142.506

*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/O - CONVENIENCE STORE

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	1	370	0.000	1	370	0.000	1	370	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	370	0.000	1	370	0.000	1	370	0.000
06:00 - 07:00	2	360	0.139	2	360	0.000	2	360	0.139
07:00 - 08:00	5	416	0.192	5	416	0.096	5	416	0.288
08:00 - 09:00	5	416	0.096	5	416	0.096	5	416	0.192
09:00 - 10:00	5	416	0.096	5	416	0.096	5	416	0.192
10:00 - 11:00	5	416	0.432	5	416	0.144	5	416	0.576
11:00 - 12:00	5	416	0.144	5	416	0.432	5	416	0.576
12:00 - 13:00	5	416	0.432	5	416	0.336	5	416	0.768
13:00 - 14:00	5	416	0.144	5	416	0.144	5	416	0.288
14:00 - 15:00	5	416	0.096	5	416	0.144	5	416	0.240
15:00 - 16:00	5	416	0.096	5	416	0.192	5	416	0.288
16:00 - 17:00	5	416	0.288	5	416	0.240	5	416	0.528
17:00 - 18:00	5	416	0.144	5	416	0.240	5	416	0.384
18:00 - 19:00	5	416	0.096	5	416	0.048	5	416	0.144
19:00 - 20:00	5	416	0.048	5	416	0.144	5	416	0.192
20:00 - 21:00	5	416	0.048	5	416	0.000	5	416	0.048
21:00 - 22:00	5	416	0.336	5	416	0.384	5	416	0.720
22:00 - 23:00	1	370	0.000	1	370	0.000	1	370	0.000
23:00 - 24:00	1	370	0.000	1	370	0.000	1	370	0.000
<b>Total Rates:</b>			2.827			2.736			5.563

*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/O - CONVENIENCE STORE  
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	1	370	0.000	1	370	0.000	1	370	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	370	0.270	1	370	0.000	1	370	0.270
06:00 - 07:00	2	360	0.000	2	360	0.000	2	360	0.000
07:00 - 08:00	5	416	0.000	5	416	0.000	5	416	0.000
08:00 - 09:00	5	416	0.096	5	416	0.144	5	416	0.240
09:00 - 10:00	5	416	0.000	5	416	0.000	5	416	0.000
10:00 - 11:00	5	416	0.000	5	416	0.000	5	416	0.000
11:00 - 12:00	5	416	0.048	5	416	0.000	5	416	0.048
12:00 - 13:00	5	416	0.000	5	416	0.048	5	416	0.048
13:00 - 14:00	5	416	0.000	5	416	0.000	5	416	0.000
14:00 - 15:00	5	416	0.048	5	416	0.048	5	416	0.096
15:00 - 16:00	5	416	0.000	5	416	0.000	5	416	0.000
16:00 - 17:00	5	416	0.000	5	416	0.000	5	416	0.000
17:00 - 18:00	5	416	0.096	5	416	0.096	5	416	0.192
18:00 - 19:00	5	416	0.000	5	416	0.000	5	416	0.000
19:00 - 20:00	5	416	0.000	5	416	0.000	5	416	0.000
20:00 - 21:00	5	416	0.096	5	416	0.096	5	416	0.192
21:00 - 22:00	5	416	0.048	5	416	0.000	5	416	0.048
22:00 - 23:00	1	370	0.270	1	370	0.541	1	370	0.811
23:00 - 24:00	1	370	0.000	1	370	0.000	1	370	0.000
<b>Total Rates:</b>			0.972			0.973			1.945

*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-656801-211103-1152

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : C - PUB/RESTAURANT  
 TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON HD HILLINGDON	1 days
02	SOUTH EAST ES EAST SUSSEX	1 days
08	NORTH WEST GM GREATER MANCHESTER	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: 460 to 850 (units: sqm)  
 Range Selected by User: 112 to 2384 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 23/11/19

*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:

Tuesday	1 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	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 undertaken using machines.*

Selected Locations:

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:

Residential Zone	3
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*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:

Sui Generis 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 2 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 1 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 3 days

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

PTAL Rating:

No PTAL Present 2 days

1b Very poor 1 days

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



TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT  
**TOTAL 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	1	850	0.471	1	850	0.118	1	850	0.589
08:00 - 09:00	1	850	0.000	1	850	0.118	1	850	0.118
09:00 - 10:00	1	850	0.588	1	850	0.353	1	850	0.941
10:00 - 11:00	3	612	0.654	3	612	0.654	3	612	1.308
11:00 - 12:00	3	612	1.253	3	612	0.599	3	612	1.852
12:00 - 13:00	3	612	3.052	3	612	0.708	3	612	3.760
13:00 - 14:00	3	612	2.670	3	612	2.561	3	612	5.231
14:00 - 15:00	3	612	1.471	3	612	1.962	3	612	3.433
15:00 - 16:00	3	612	0.981	3	612	2.180	3	612	3.161
16:00 - 17:00	3	612	3.651	3	612	1.471	3	612	5.122
17:00 - 18:00	3	612	5.014	3	612	3.215	3	612	8.229
18:00 - 19:00	3	612	4.033	3	612	3.542	3	612	7.575
19:00 - 20:00	3	612	3.706	3	612	4.142	3	612	7.848
20:00 - 21:00	3	612	2.834	3	612	4.033	3	612	6.867
21:00 - 22:00	3	612	0.817	3	612	3.215	3	612	4.032
22:00 - 23:00	3	612	1.090	3	612	2.616	3	612	3.706
23:00 - 24:00	3	612	0.163	3	612	0.708	3	612	0.871
<b>Total Rates:</b>			32.448			32.195			64.643

*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: 460 - 850 (units: sqm)  
Survey date date range: 01/01/13 - 23/11/19  
Number of weekdays (Monday-Friday): 3  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 0  
Surveys manually removed from selection: 0

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



TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

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	1	850	0.000	1	850	0.000	1	850	0.000
08:00 - 09:00	1	850	0.000	1	850	0.000	1	850	0.000
09:00 - 10:00	1	850	0.000	1	850	0.000	1	850	0.000
10:00 - 11:00	3	612	0.000	3	612	0.000	3	612	0.000
11:00 - 12:00	3	612	0.000	3	612	0.000	3	612	0.000
12:00 - 13:00	3	612	0.000	3	612	0.000	3	612	0.000
13:00 - 14:00	3	612	0.000	3	612	0.000	3	612	0.000
14:00 - 15:00	3	612	0.000	3	612	0.000	3	612	0.000
15:00 - 16:00	3	612	0.000	3	612	0.000	3	612	0.000
16:00 - 17:00	3	612	0.000	3	612	0.000	3	612	0.000
17:00 - 18:00	3	612	0.000	3	612	0.000	3	612	0.000
18:00 - 19:00	3	612	0.000	3	612	0.000	3	612	0.000
19:00 - 20:00	3	612	0.109	3	612	0.109	3	612	0.218
20:00 - 21:00	3	612	0.054	3	612	0.054	3	612	0.108
21:00 - 22:00	3	612	0.000	3	612	0.000	3	612	0.000
22:00 - 23:00	3	612	0.163	3	612	0.163	3	612	0.326
23:00 - 24:00	3	612	0.054	3	612	0.054	3	612	0.108
<b>Total Rates:</b>			0.380			0.380			0.760

*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/C - PUB/RESTAURANT

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									
07:00 - 08:00	1	850	0.235	1	850	0.118	1	850	0.353
08:00 - 09:00	1	850	0.000	1	850	0.118	1	850	0.118
09:00 - 10:00	1	850	0.000	1	850	0.000	1	850	0.000
10:00 - 11:00	3	612	0.000	3	612	0.000	3	612	0.000
11:00 - 12:00	3	612	0.000	3	612	0.000	3	612	0.000
12:00 - 13:00	3	612	0.000	3	612	0.000	3	612	0.000
13:00 - 14:00	3	612	0.000	3	612	0.000	3	612	0.000
14:00 - 15:00	3	612	0.000	3	612	0.000	3	612	0.000
15:00 - 16:00	3	612	0.000	3	612	0.000	3	612	0.000
16:00 - 17:00	3	612	0.000	3	612	0.000	3	612	0.000
17:00 - 18:00	3	612	0.000	3	612	0.000	3	612	0.000
18:00 - 19:00	3	612	0.000	3	612	0.000	3	612	0.000
19:00 - 20:00	3	612	0.000	3	612	0.000	3	612	0.000
20:00 - 21:00	3	612	0.000	3	612	0.000	3	612	0.000
21:00 - 22:00	3	612	0.000	3	612	0.000	3	612	0.000
22:00 - 23:00	3	612	0.000	3	612	0.000	3	612	0.000
23:00 - 24:00	3	612	0.000	3	612	0.000	3	612	0.000
<b>Total Rates:</b>			0.235			0.236			0.471

*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/C - PUB/RESTAURANT  
 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									
07:00 - 08:00	1	850	0.000	1	850	0.000	1	850	0.000
08:00 - 09:00	1	850	0.000	1	850	0.000	1	850	0.000
09:00 - 10:00	1	850	0.000	1	850	0.000	1	850	0.000
10:00 - 11:00	3	612	0.000	3	612	0.000	3	612	0.000
11:00 - 12:00	3	612	0.000	3	612	0.000	3	612	0.000
12:00 - 13:00	3	612	0.000	3	612	0.000	3	612	0.000
13:00 - 14:00	3	612	0.000	3	612	0.000	3	612	0.000
14:00 - 15:00	3	612	0.000	3	612	0.000	3	612	0.000
15:00 - 16:00	3	612	0.000	3	612	0.000	3	612	0.000
16:00 - 17:00	3	612	0.000	3	612	0.000	3	612	0.000
17:00 - 18:00	3	612	0.054	3	612	0.054	3	612	0.108
18:00 - 19:00	3	612	0.000	3	612	0.000	3	612	0.000
19:00 - 20:00	3	612	0.000	3	612	0.000	3	612	0.000
20:00 - 21:00	3	612	0.000	3	612	0.000	3	612	0.000
21:00 - 22:00	3	612	0.000	3	612	0.000	3	612	0.000
22:00 - 23:00	3	612	0.000	3	612	0.000	3	612	0.000
23:00 - 24:00	3	612	0.000	3	612	0.000	3	612	0.000
<b>Total Rates:</b>			0.054			0.054			0.108

*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/C - PUB/RESTAURANT  
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	1	850	0.000	1	850	0.000	1	850	0.000
08:00 - 09:00	1	850	0.000	1	850	0.000	1	850	0.000
09:00 - 10:00	1	850	0.000	1	850	0.000	1	850	0.000
10:00 - 11:00	3	612	0.000	3	612	0.000	3	612	0.000
11:00 - 12:00	3	612	0.000	3	612	0.000	3	612	0.000
12:00 - 13:00	3	612	0.000	3	612	0.000	3	612	0.000
13:00 - 14:00	3	612	0.054	3	612	0.054	3	612	0.108
14:00 - 15:00	3	612	0.000	3	612	0.000	3	612	0.000
15:00 - 16:00	3	612	0.000	3	612	0.000	3	612	0.000
16:00 - 17:00	3	612	0.000	3	612	0.000	3	612	0.000
17:00 - 18:00	3	612	0.000	3	612	0.000	3	612	0.000
18:00 - 19:00	3	612	0.000	3	612	0.054	3	612	0.054
19:00 - 20:00	3	612	0.000	3	612	0.000	3	612	0.000
20:00 - 21:00	3	612	0.000	3	612	0.000	3	612	0.000
21:00 - 22:00	3	612	0.000	3	612	0.000	3	612	0.000
22:00 - 23:00	3	612	0.000	3	612	0.000	3	612	0.000
23:00 - 24:00	3	612	0.000	3	612	0.000	3	612	0.000
<b>Total Rates:</b>			0.054			0.108			0.162

*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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT  
**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	1	850	0.118	1	850	0.000	1	850	0.118
08:00 - 09:00	1	850	0.000	1	850	0.000	1	850	0.000
09:00 - 10:00	1	850	0.588	1	850	0.235	1	850	0.823
10:00 - 11:00	3	612	0.490	3	612	0.490	3	612	0.980
11:00 - 12:00	3	612	1.144	3	612	0.545	3	612	1.689
12:00 - 13:00	3	612	2.943	3	612	0.545	3	612	3.488
13:00 - 14:00	3	612	2.616	3	612	2.507	3	612	5.123
14:00 - 15:00	3	612	1.471	3	612	1.962	3	612	3.433
15:00 - 16:00	3	612	0.981	3	612	2.180	3	612	3.161
16:00 - 17:00	3	612	3.433	3	612	1.471	3	612	4.904
17:00 - 18:00	3	612	4.796	3	612	2.943	3	612	7.739
18:00 - 19:00	3	612	3.978	3	612	3.379	3	612	7.357
19:00 - 20:00	3	612	3.542	3	612	3.978	3	612	7.520
20:00 - 21:00	3	612	2.561	3	612	3.924	3	612	6.485
21:00 - 22:00	3	612	0.763	3	612	2.997	3	612	3.760
22:00 - 23:00	3	612	0.926	3	612	2.398	3	612	3.324
23:00 - 24:00	3	612	0.054	3	612	0.599	3	612	0.653
<b>Total Rates:</b>			30.404			30.153			60.557

*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/C - PUB/RESTAURANT

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	1	850	0.118	1	850	0.000	1	850	0.118
08:00 - 09:00	1	850	0.000	1	850	0.000	1	850	0.000
09:00 - 10:00	1	850	0.000	1	850	0.118	1	850	0.118
10:00 - 11:00	3	612	0.163	3	612	0.163	3	612	0.326
11:00 - 12:00	3	612	0.109	3	612	0.054	3	612	0.163
12:00 - 13:00	3	612	0.109	3	612	0.163	3	612	0.272
13:00 - 14:00	3	612	0.054	3	612	0.054	3	612	0.108
14:00 - 15:00	3	612	0.000	3	612	0.000	3	612	0.000
15:00 - 16:00	3	612	0.000	3	612	0.000	3	612	0.000
16:00 - 17:00	3	612	0.109	3	612	0.000	3	612	0.109
17:00 - 18:00	3	612	0.163	3	612	0.163	3	612	0.326
18:00 - 19:00	3	612	0.054	3	612	0.109	3	612	0.163
19:00 - 20:00	3	612	0.000	3	612	0.054	3	612	0.054
20:00 - 21:00	3	612	0.218	3	612	0.000	3	612	0.218
21:00 - 22:00	3	612	0.000	3	612	0.163	3	612	0.163
22:00 - 23:00	3	612	0.000	3	612	0.054	3	612	0.054
23:00 - 24:00	3	612	0.054	3	612	0.054	3	612	0.108
<b>Total Rates:</b>			1.151			1.149			2.300

*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/C - PUB/RESTAURANT  
MOTOR CYCLES  
Calculation factor: 100 sqm  
**BOLD print indicates peak (busiest) period**

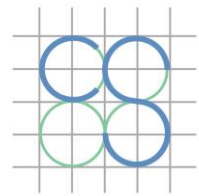
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	850	0.000	1	850	0.000	1	850	0.000
08:00 - 09:00	1	850	0.000	1	850	0.000	1	850	0.000
09:00 - 10:00	1	850	0.000	1	850	0.000	1	850	0.000
10:00 - 11:00	3	612	0.000	3	612	0.000	3	612	0.000
11:00 - 12:00	3	612	0.000	3	612	0.000	3	612	0.000
12:00 - 13:00	3	612	0.000	3	612	0.000	3	612	0.000
13:00 - 14:00	3	612	0.000	3	612	0.000	3	612	0.000
14:00 - 15:00	3	612	0.000	3	612	0.000	3	612	0.000
15:00 - 16:00	3	612	0.000	3	612	0.000	3	612	0.000
16:00 - 17:00	3	612	0.109	3	612	0.000	3	612	0.109
17:00 - 18:00	3	612	0.000	3	612	0.054	3	612	0.054
18:00 - 19:00	3	612	0.000	3	612	0.054	3	612	0.054
19:00 - 20:00	3	612	0.054	3	612	0.000	3	612	0.054
20:00 - 21:00	3	612	0.000	3	612	0.054	3	612	0.054
21:00 - 22:00	3	612	0.054	3	612	0.054	3	612	0.108
22:00 - 23:00	3	612	0.000	3	612	0.000	3	612	0.000
23:00 - 24:00	3	612	0.000	3	612	0.000	3	612	0.000
<b>Total Rates:</b>			0.217			0.216			0.433

*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**



Junction 3 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

**2019 AM Peak (08:00-09:00) SURVEYED TRAFFIC FLOWS**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	6	877	883
Aspect Hotel (E)	9	0	17	26
Park West Ave (S)	254	13	0	267
<b>TOTALS</b>	<b>263</b>	<b>19</b>	<b>894</b>	<b>1176</b>

**2019 PM Peak (16:30-17:30) SURVEYED TRAFFIC FLOWS**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	1	318	319
Aspect Hotel (E)	4	0	7	11
Park West Ave (S)	762	6	0	768
<b>TOTALS</b>	<b>766</b>	<b>7</b>	<b>325</b>	<b>1098</b>

**2021 AM Peak BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	6	906	912
Aspect Hotel (E)	9	0	18	27
Park West Ave (S)	262	13	0	275
<b>TOTALS</b>	<b>271</b>	<b>19</b>	<b>924</b>	<b>1214</b>

**2021 PM Peak BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	1	328	329
Aspect Hotel (E)	4	0	7	11
Park West Ave (S)	786	6	0	792
<b>TOTALS</b>	<b>790</b>	<b>7</b>	<b>335</b>	<b>1132</b>

**2025 AM Peak Other committed development flows**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	0	0	0
Aspect Hotel (E)	0	0	0	0
Park West Ave (S)	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**2025 PM Peak Other committed development flows**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	0	0	0
Aspect Hotel (E)	0	0	0	0
Park West Ave (S)	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**2025 AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	7	966	973
Aspect Hotel (E)	10	0	19	29
Park West Ave (S)	280	14	0	294
<b>TOTALS</b>	<b>290</b>	<b>21</b>	<b>985</b>	<b>1296</b>

**2025 PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	1	350	351
Aspect Hotel (E)	4	0	8	12
Park West Ave (S)	839	7	0	846
<b>TOTALS</b>	<b>843</b>	<b>8</b>	<b>358</b>	<b>1209</b>

**2025 AM Peak SUBJECT DEVELOPMENT FLOWS CONSTRUCTION STAGE**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	0	0	0
Aspect Hotel (E)	0	0	0	0
Park West Ave (S)	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**2025 PM Peak SUBJECT DEVELOPMENT FLOWS CONSTRUCTION STAGE**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	0	0	0
Aspect Hotel (E)	0	0	0	0
Park West Ave (S)	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**2025 AM Peak DURING DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	7	966	973
Aspect Hotel (E)	10	0	19	29
Park West Ave (S)	280	14	0	294
<b>TOTALS</b>	<b>290</b>	<b>21</b>	<b>985</b>	<b>1296</b>

**2025 PM Peak DURING DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	1	350	351
Aspect Hotel (E)	4	0	8	12
Park West Ave (S)	839	7	0	846
<b>TOTALS</b>	<b>843</b>	<b>8</b>	<b>358</b>	<b>1209</b>

**2025 AM Peak SUBJECT DEVELOPMENT FLOWS OPERATIONAL STAGE**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	27	0	27
Aspect Hotel (E)	23	0	30	53
Park West Ave (S)	0	10	0	10
<b>TOTALS</b>	<b>23</b>	<b>37</b>	<b>30</b>	<b>90</b>

**2025 PM Peak SUBJECT DEVELOPMENT FLOWS OPERATIONAL STAGE**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	19	0	19
Aspect Hotel (E)	21	0	11	32
Park West Ave (S)	0	11	0	11
<b>TOTALS</b>	<b>21</b>	<b>30</b>	<b>11</b>	<b>62</b>

**2025 AM Peak WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	34	966	1000
Aspect Hotel (E)	33	0	49	82
Park West Ave (S)	280	24	0	304
<b>TOTALS</b>	<b>313</b>	<b>58</b>	<b>1015</b>	<b>1386</b>

**2025 PM Peak WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	20	350	370
Aspect Hotel (E)	25	0	19	44
Park West Ave (S)	839	18	0	857
<b>TOTALS</b>	<b>864</b>	<b>38</b>	<b>369</b>	<b>1271</b>

**2030 AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	7	1046	1053
Aspect Hotel (E)	11	0	20	31
Park West Ave (S)	303	16	0	319
<b>TOTALS</b>	<b>314</b>	<b>23</b>	<b>1066</b>	<b>1403</b>

**2030 PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	1	379	380
Aspect Hotel (E)	5	0	8	13
Park West Ave (S)	909	7	0	916
<b>TOTALS</b>	<b>914</b>	<b>8</b>	<b>387</b>	<b>1309</b>

**2030 AM Peak WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	34	1046	1080
Aspect Hotel (E)	34	0	50	84
Park West Ave (S)	303	26	0	329
<b>TOTALS</b>	<b>337</b>	<b>60</b>	<b>1096</b>	<b>1493</b>

**2030 PM Peak WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	20	379	399
Aspect Hotel (E)	26	0	19	45
Park West Ave (S)	909	18	0	927
<b>TOTALS</b>	<b>935</b>	<b>38</b>	<b>398</b>	<b>1371</b>

**2040 AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	8	1101	1109
Aspect Hotel (E)	11	0	21	32
Park West Ave (S)	319	16	0	335
<b>TOTALS</b>	<b>330</b>	<b>24</b>	<b>1122</b>	<b>1476</b>

**2040 PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	1	399	400
Aspect Hotel (E)	5	0	9	14
Park West Ave (S)	956	8	0	964
<b>TOTALS</b>	<b>961</b>	<b>9</b>	<b>408</b>	<b>1378</b>

**2040 AM Peak WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	35	1101	1136
Aspect Hotel (E)	34	0	51	85
Park West Ave (S)	319	26	0	345
<b>TOTALS</b>	<b>353</b>	<b>61</b>	<b>1152</b>	<b>1566</b>

**2040 PM Peak WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
Park West Ave (N)	0	20	399	419
Aspect Hotel (E)	26	0	20	46
Park West Ave (S)	956	19	0	975
<b>TOTALS</b>	<b>982</b>	<b>39</b>	<b>419</b>	<b>1440</b>

Junction 3 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2019 Light Vehicles AADT SURVEYED TRAFFIC FLOWS

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	44	5639	5683
Aspect Hotel (E)	48	0	150	198
Park West Ave (S)	5168	144	0	5312
TOTALS	5216	188	5789	11193

2019 Heavy Vehicles AADT SURVEYED TRAFFIC FLOWS

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	1	259	260
Aspect Hotel (E)	0	0	6	6
Park West Ave (S)	258	5	0	263
TOTALS	258	6	265	529

2021 Light Vehicles BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	45	5823	5868
Aspect Hotel (E)	50	0	155	205
Park West Ave (S)	5337	149	0	5486
TOTALS	5387	194	5978	11559

2021 Heavy Vehicles BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	1	275	276
Aspect Hotel (E)	0	0	6	6
Park West Ave (S)	273	5	0	278
TOTALS	273	6	281	560

2025 Light Vehicles Other committed development flows

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	0	0	0
Aspect Hotel (E)	0	0	0	0
Park West Ave (S)	0	0	0	0
TOTALS	0	0	0	0

2025 Heavy Vehicles Other committed development flows

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	0	0	0
Aspect Hotel (E)	0	0	0	0
Park West Ave (S)	0	0	0	0
TOTALS	0	0	0	0

2025 Light Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	48	6210	6258
Aspect Hotel (E)	53	0	165	218
Park West Ave (S)	5691	159	0	5850
TOTALS	5744	207	6375	12326

2025 Heavy Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	1	308	309
Aspect Hotel (E)	0	0	7	7
Park West Ave (S)	307	6	0	313
TOTALS	307	7	315	629

2025 Light Vehicles SUBJECT DEVELOPMENT FLOWS CONSTRUCTION STAGE

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	0	0	0
Aspect Hotel (E)	0	0	0	0
Park West Ave (S)	0	0	0	0
TOTALS	0	0	0	0

2025 Heavy Vehicles SUBJECT DEVELOPMENT FLOWS CONSTRUCTION STAGE

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	0	0	0
Aspect Hotel (E)	0	0	0	0
Park West Ave (S)	0	0	0	0
TOTALS	0	0	0	0

2025 Light Vehicles DURING DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	48	6210	6258
Aspect Hotel (E)	53	0	165	218
Park West Ave (S)	5691	159	0	5850
TOTALS	5744	207	6375	12326

2025 Heavy Vehicles DURING DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	1	308	309
Aspect Hotel (E)	0	0	7	7
Park West Ave (S)	307	6	0	313
TOTALS	307	7	315	629

2025 Light Vehicles SUBJECT DEVELOPMENT FLOWS OPERATIONAL STAGE

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	310	0	310
Aspect Hotel (E)	283	0	225	508
Park West Ave (S)	0	148	0	148
TOTALS	283	458	225	966

2025 Heavy Vehicles SUBJECT DEVELOPMENT FLOWS OPERATIONAL STAGE

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	4	0	4
Aspect Hotel (E)	4	0	3	7
Park West Ave (S)	0	2	0	2
TOTALS	4	6	3	13

2025 Light Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	358	6210	6568
Aspect Hotel (E)	336	0	390	726
Park West Ave (S)	5691	307	0	5998
TOTALS	6027	665	6600	13292

2025 Heavy Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	5	308	313
Aspect Hotel (E)	4	0	10	14
Park West Ave (S)	307	8	0	315
TOTALS	311	13	318	642

2030 Light Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	53	6729	6782
Aspect Hotel (E)	57	0	179	236
Park West Ave (S)	6167	172	0	6339
TOTALS	6224	225	6908	13357

2030 Heavy Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	1	357	358
Aspect Hotel (E)	0	0	8	8
Park West Ave (S)	355	7	0	362
TOTALS	355	8	365	728

2030 Light Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	363	6729	7092
Aspect Hotel (E)	340	0	404	744
Park West Ave (S)	6167	320	0	6487
TOTALS	6507	683	7133	14323

2030 Heavy Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	5	357	362
Aspect Hotel (E)	4	0	11	15
Park West Ave (S)	355	9	0	364
TOTALS	359	14	368	741

2040 Light Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	55	7081	7136
Aspect Hotel (E)	60	0	188	248
Park West Ave (S)	6489	181	0	6670
TOTALS	6549	236	7269	14054

2040 Heavy Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	2	408	410
Aspect Hotel (E)	0	0	9	9
Park West Ave (S)	407	8	0	415
TOTALS	407	10	417	834

2040 Light Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	365	7081	7446
Aspect Hotel (E)	343	0	413	756
Park West Ave (S)	6489	329	0	6818
TOTALS	6832	694	7494	15020

2040 Heavy Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Ave (N)	Aspect Hotel (E)	Park West Ave (S)	TOTALS
From				
Park West Ave (N)	0	6	408	414
Aspect Hotel (E)	4	0	12	16
Park West Ave (S)	407	10	0	417
TOTALS	411	16	420	847

Junction 4 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2019 AM Peak (08:00-09:00)		SURVEYED TRAFFIC FLOWS				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		7	359	344	187	897
Park West Road (E)		64	5	157	92	318
Park West Ave (S)		145	392	10	308	855
Park West Road (W)		56	49	77	0	182
TOTALS		272	805	587	587	2121

2019 PM Peak (16:30-17:30)		SURVEYED TRAFFIC FLOWS				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		8	133	153	32	326
Park West Road (E)		357	3	258	34	651
Park West Ave (S)		238	161	1	54	454
Park West Road (W)		165	145	238	0	548
TOTALS		768	442	650	120	1979

2021 AM Peak		BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		7	371	355	193	926
Park West Road (E)		66	5	162	95	328
Park West Ave (S)		150	405	10	318	883
Park West Road (W)		58	51	79	0	188
TOTALS		281	832	606	606	2325

2021 PM Peak		BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		8	137	158	33	336
Park West Road (E)		368	3	266	35	672
Park West Ave (S)		246	167	1	55	469
Park West Road (W)		170	150	246	0	566
TOTALS		792	457	671	123	2043

2025 AM Peak		Other committed development flows				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		0	0	0	0	0
Park West Road (E)		0	0	0	0	0
Park West Ave (S)		0	0	0	0	0
Park West Road (W)		0	0	0	0	0
TOTALS		0	0	0	0	0

2025 PM Peak		Other committed development flows				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		0	0	0	0	0
Park West Road (E)		0	0	0	0	0
Park West Ave (S)		0	0	0	0	0
Park West Road (W)		0	0	0	0	0
TOTALS		0	0	0	0	0

2025 AM Peak		WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		8	395	379	206	988
Park West Road (E)		71	6	173	101	351
Park West Ave (S)		160	432	11	339	942
Park West Road (W)		62	54	84	0	200
TOTALS		301	887	647	646	2481

2025 PM Peak		WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		9	146	168	35	358
Park West Road (E)		393	3	284	37	717
Park West Ave (S)		262	178	1	59	500
Park West Road (W)		182	160	262	0	604
TOTALS		846	487	715	131	2179

2025 AM Peak		SUBJECT DEVELOPMENT FLOWS CONSTRUCTION STAGE				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		0	0	0	0	0
Park West Road (E)		0	0	20	0	20
Park West Ave (S)		0	45	0	0	45
Park West Road (W)		0	0	0	0	0
TOTALS		0	45	20	0	65

2025 PM Peak		SUBJECT DEVELOPMENT FLOWS CONSTRUCTION STAGE				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		0	0	0	0	0
Park West Road (E)		0	0	45	0	45
Park West Ave (S)		0	20	0	0	20
Park West Road (W)		0	0	0	0	0
TOTALS		0	20	45	0	65

2025 AM Peak		DURING DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		8	395	379	206	988
Park West Road (E)		71	6	193	101	371
Park West Ave (S)		160	477	11	339	987
Park West Road (W)		62	54	84	0	200
TOTALS		301	932	667	646	2546

2025 PM Peak		DURING DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		9	146	168	35	358
Park West Road (E)		393	3	329	37	762
Park West Ave (S)		262	198	1	59	520
Park West Road (W)		182	160	262	0	604
TOTALS		846	507	760	131	2244

2025 AM Peak		SUBJECT DEVELOPMENT FLOWS OPERATIONAL STAGE				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		0	0	30	0	30
Park West Road (E)		0	0	20	0	20
Park West Ave (S)		10	15	0	0	25
Park West Road (W)		0	0	0	0	0
TOTALS		10	15	50	0	75

2025 PM Peak		SUBJECT DEVELOPMENT FLOWS OPERATIONAL STAGE				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		0	0	11	0	11
Park West Road (E)		0	0	7	0	7
Park West Ave (S)		11	16	0	0	27
Park West Road (W)		0	0	0	0	0
TOTALS		11	16	18	0	45

2025 AM Peak		WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		8	395	409	206	1018
Park West Road (E)		71	6	193	101	371
Park West Ave (S)		170	447	11	339	967
Park West Road (W)		62	54	84	0	200
TOTALS		311	902	697	646	2556

2025 PM Peak		WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		9	146	179	35	369
Park West Road (E)		393	3	291	37	724
Park West Ave (S)		273	194	1	59	527
Park West Road (W)		182	160	262	0	604
TOTALS		857	503	733	131	2224

2030 AM Peak		WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		8	428	411	223	1070
Park West Road (E)		76	6	187	110	379
Park West Ave (S)		173	468	12	367	1020
Park West Road (W)		67	58	91	0	216
TOTALS		324	960	701	700	2685

2030 PM Peak		WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		10	159	183	38	390
Park West Road (E)		426	4	307	41	778
Park West Ave (S)		284	193	1	64	542
Park West Road (W)		197	173	284	0	654
TOTALS		917	529	775	143	2364

2030 AM Peak		WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		8	428	441	223	1100
Park West Road (E)		76	6	207	110	399
Park West Ave (S)		183	483	12	367	1045
Park West Road (W)		67	58	91	0	216
TOTALS		334	975	751	700	2760

2030 PM Peak		WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		10	159	194	38	401
Park West Road (E)		426	4	314	41	785
Park West Ave (S)		295	209	1	64	569
Park West Road (W)		197	173	284	0	654
TOTALS		928	545	793	143	2409

2040 AM Peak		WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		9	451	432	235	1127
Park West Road (E)		80	6	197	116	399
Park West Ave (S)		182	493	13	386	1074
Park West Road (W)		70	62	96	0	228
TOTALS		341	1012	788	737	2828

2040 PM Peak		WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		10	167	192	40	409
Park West Road (E)		448	4	323	43	818
Park West Ave (S)		299	203	1	67	570
Park West Road (W)		207	182	299	0	688
TOTALS		964	556	815	150	2485

2040 AM Peak		WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		9	451	462	235	1157
Park West Road (E)		80	6	217	116	419
Park West Ave (S)		192	508	13	386	1099
Park West Road (W)		70	62	96	0	228
TOTALS		351	1027	788	737	2903

2040 PM Peak		WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)				
From	To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)		10	167	203	40	420
Park West Road (E)		448	4	330	43	825
Park West Ave (S)		310	219	1	67	597
Park West Road (W)		207	182	299	0	688
TOTALS		975	572	833	150	2530

Junction 4 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2019 Light Vehicles AADT SURVEYED TRAFFIC FLOWS

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	17	2094	2734	962	5807
Park West Road (E)	1994	41	2456	597	5088
Park West Ave (S)	2397	2638	64	1674	6773
Park West Road (W)	903	751	1648	10	3312
TOTALS	5311	5524	6902	3243	20980

2019 Heavy Vehicles AADT SURVEYED TRAFFIC FLOWS

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	26	149	90	2	267
Park West Road (E)	157	5	204	7	373
Park West Ave (S)	78	256	2	14	350
Park West Road (W)	4	10	12	0	26
TOTALS	265	420	308	23	1016

2021 Light Vehicles BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	18	2162	2823	993	5996
Park West Road (E)	2059	42	2536	616	5253
Park West Ave (S)	2475	2724	66	1729	6994
Park West Road (W)	932	776	1702	10	3420
TOTALS	5484	5704	7127	3348	21663

2021 Heavy Vehicles BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	28	158	95	2	283
Park West Road (E)	166	5	216	7	394
Park West Ave (S)	83	271	2	15	371
Park West Road (W)	4	11	13	0	28
TOTALS	281	445	326	24	1076

2025 Light Vehicles Other committed development flows

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	0	0	0	0	0
Park West Road (E)	0	0	0	0	0
Park West Ave (S)	0	0	0	0	0
Park West Road (W)	0	0	0	0	0
TOTALS	0	0	0	0	0

2025 Heavy Vehicles Other committed development flows

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	0	0	0	0	0
Park West Road (E)	0	0	0	0	0
Park West Ave (S)	0	0	0	0	0
Park West Road (W)	0	0	0	0	0
TOTALS	0	0	0	0	0

2025 Light Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	19	2306	3011	1059	6395
Park West Road (E)	2196	45	2705	657	5603
Park West Ave (S)	2640	2905	70	1843	7458
Park West Road (W)	994	827	1815	11	3647
TOTALS	5849	6083	7601	3570	23103

2025 Heavy Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	31	177	107	2	317
Park West Road (E)	187	6	243	8	444
Park West Ave (S)	93	305	2	17	417
Park West Road (W)	5	12	14	0	31
TOTALS	316	500	366	27	1209

2025 Light Vehicles SUBJECT DEVELOPMENT FLOWS CONSTRUCTION STAGE

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	0	0	0	0	0
Park West Road (E)	0	0	80	0	80
Park West Ave (S)	0	80	0	0	80
Park West Road (W)	0	0	0	0	0
TOTALS	0	80	80	0	160

2025 Heavy Vehicles SUBJECT DEVELOPMENT FLOWS CONSTRUCTION STAGE

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	0	0	0	0	0
Park West Road (E)	0	0	60	0	60
Park West Ave (S)	0	60	0	0	60
Park West Road (W)	0	0	0	0	0
TOTALS	0	60	60	0	120

2025 Light Vehicles DURING DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	19	2306	3011	1059	6395
Park West Road (E)	2196	45	2785	657	5683
Park West Ave (S)	2640	2985	70	1843	7538
Park West Road (W)	994	827	1815	11	3647
TOTALS	5849	6163	7681	3570	23263

2025 Heavy Vehicles DURING DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	31	177	107	2	317
Park West Road (E)	187	6	303	8	504
Park West Ave (S)	93	365	2	17	477
Park West Road (W)	5	12	14	0	31
TOTALS	316	560	426	27	1329

2025 Light Vehicles SUBJECT DEVELOPMENT FLOWS OPERATIONAL STAGE

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	0	0	225	0	225
Park West Road (E)	0	0	150	0	150
Park West Ave (S)	148	222	0	0	370
Park West Road (W)	0	0	0	0	0
TOTALS	148	222	375	0	745

2025 Heavy Vehicles SUBJECT DEVELOPMENT FLOWS OPERATIONAL STAGE

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	0	0	3	0	3
Park West Road (E)	0	0	2	0	2
Park West Ave (S)	2	3	0	0	5
Park West Road (W)	0	0	0	0	0
TOTALS	2	3	5	0	10

2025 Light Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	19	2306	3236	1059	6620
Park West Road (E)	2196	45	2855	657	5753
Park West Ave (S)	2788	3127	70	1843	7828
Park West Road (W)	994	827	1815	11	3647
TOTALS	5997	6305	7976	3570	23848

2025 Heavy Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	31	177	110	2	320
Park West Road (E)	187	6	245	8	446
Park West Ave (S)	95	308	2	17	422
Park West Road (W)	5	12	14	0	31
TOTALS	318	503	371	27	1219

2030 Light Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	20	2499	3263	1148	6930
Park West Road (E)	2380	49	2931	712	6072
Park West Ave (S)	2860	3148	76	1998	8082
Park West Road (W)	1078	896	1967	12	3953
TOTALS	6338	6592	8237	3870	25037

2030 Heavy Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	36	205	124	3	368
Park West Road (E)	216	7	281	10	514
Park West Ave (S)	107	352	3	19	481
Park West Road (W)	6	14	17	0	37
TOTALS	365	578	425	32	1400

2030 Light Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	20	2499	3488	1148	7155
Park West Road (E)	2380	49	3081	712	6222
Park West Ave (S)	3008	3370	76	1998	8452
Park West Road (W)	1078	896	1967	12	3953
TOTALS	6486	6814	8612	3870	25782

2030 Heavy Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	36	205	127	3	371
Park West Road (E)	216	7	283	10	516
Park West Ave (S)	109	355	3	19	486
Park West Road (W)	6	14	17	0	37
TOTALS	367	581	430	32	1410

2040 Light Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	21	2629	3433	1208	7291
Park West Road (E)	2504	51	3084	750	6389
Park West Ave (S)	3010	3312	80	2102	8504
Park West Road (W)	1134	943	2069	13	4159
TOTALS	6669	6935	8666	4073	26343

2040 Heavy Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	41	235	142	3	421
Park West Road (E)	247	8	322	11	588
Park West Ave (S)	123	403	3	22	551
Park West Road (W)	6	16	19	0	41
TOTALS	417	662	486	36	1601

2040 Light Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	21	2629	3658	1208	7516
Park West Road (E)	2504	51	3234	750	6539
Park West Ave (S)	3158	3534	80	2102	8874
Park West Road (W)	1134	943	2069	13	4159
TOTALS	6817	7157	9041	4073	27088

2040 Heavy Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Park West Ave (N)	Park West Road (E)	Park West Ave (S)	Park West Road (W)	TOTALS
Park West Ave (N)	41	235	145	3	424
Park West Road (E)	247	8	324	11	590
Park West Ave (S)	125	406	3	22	556
Park West Road (W)	6	16	19	0	41
TOTALS	419	665	491	36	1611

Junction 8 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

**2019 AM Peak (08:00-09:00) SURVEYED TRAFFIC FLOWS**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	0	805	805
New Site Access (N)	0	0	0	0
Park West Road (E)	318	0	0	318
<b>TOTALS</b>	<b>318</b>	<b>0</b>	<b>805</b>	<b>1123</b>

**2019 PM Peak (16:30-17:30) SURVEYED TRAFFIC FLOWS**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	0	442	442
New Site Access (N)	0	0	0	0
Park West Road (E)	651	0	0	651
<b>TOTALS</b>	<b>651</b>	<b>0</b>	<b>442</b>	<b>1094</b>

**2021 AM Peak BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	0	831	831
New Site Access (N)	0	0	0	0
Park West Road (E)	328	0	0	328
<b>TOTALS</b>	<b>328</b>	<b>0</b>	<b>831</b>	<b>1159</b>

**2021 PM Peak BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	0	457	457
New Site Access (N)	0	0	0	0
Park West Road (E)	673	0	0	673
<b>TOTALS</b>	<b>673</b>	<b>0</b>	<b>457</b>	<b>1130</b>

**2025 AM Peak Other committed development flows**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	0	0	0
New Site Access (N)	0	0	0	0
Park West Road (E)	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**2025 PM Peak Other committed development flows**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	0	0	0
New Site Access (N)	0	0	0	0
Park West Road (E)	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**2025 AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	0	887	887
New Site Access (N)	0	0	0	0
Park West Road (E)	350	0	0	350
<b>TOTALS</b>	<b>350</b>	<b>0</b>	<b>887</b>	<b>1237</b>

**2025 PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	0	487	487
New Site Access (N)	0	0	0	0
Park West Road (E)	717	0	0	717
<b>TOTALS</b>	<b>717</b>	<b>0</b>	<b>487</b>	<b>1204</b>

**2025 AM Peak SUBJECT DEVELOPMENT FLOWS CONSTRUCTION STAGE**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	45	0	45
New Site Access (N)	20	0	0	20
Park West Road (E)	0	0	0	0
<b>TOTALS</b>	<b>20</b>	<b>45</b>	<b>0</b>	<b>65</b>

**2025 PM Peak SUBJECT DEVELOPMENT FLOWS CONSTRUCTION STAGE**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	20	0	20
New Site Access (N)	45	0	0	45
Park West Road (E)	0	0	0	0
<b>TOTALS</b>	<b>45</b>	<b>20</b>	<b>0</b>	<b>65</b>

**2025 AM Peak DURING DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	45	887	932
New Site Access (N)	20	0	0	20
Park West Road (E)	350	0	0	350
<b>TOTALS</b>	<b>370</b>	<b>45</b>	<b>887</b>	<b>1302</b>

**2025 PM Peak DURING DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	20	487	507
New Site Access (N)	45	0	0	45
Park West Road (E)	717	0	0	717
<b>TOTALS</b>	<b>762</b>	<b>20</b>	<b>487</b>	<b>1269</b>

**2025 AM Peak SUBJECT DEVELOPMENT FLOWS OPERATIONAL STAGE**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	15	0	15
New Site Access (N)	20	0	69	89
Park West Road (E)	0	10	0	10
<b>TOTALS</b>	<b>20</b>	<b>25</b>	<b>69</b>	<b>114</b>

**2025 PM Peak SUBJECT DEVELOPMENT FLOWS OPERATIONAL STAGE**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	16	0	16
New Site Access (N)	7	0	12	19
Park West Road (E)	0	38	0	38
<b>TOTALS</b>	<b>7</b>	<b>54</b>	<b>12</b>	<b>73</b>

**2025 AM Peak WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	15	887	902
New Site Access (N)	20	0	69	89
Park West Road (E)	350	10	0	360
<b>TOTALS</b>	<b>370</b>	<b>25</b>	<b>956</b>	<b>1351</b>

**2025 PM Peak WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	16	487	503
New Site Access (N)	7	0	12	19
Park West Road (E)	717	38	0	755
<b>TOTALS</b>	<b>724</b>	<b>54</b>	<b>499</b>	<b>1277</b>

**2030 AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	0	961	961
New Site Access (N)	0	0	0	0
Park West Road (E)	379	0	0	379
<b>TOTALS</b>	<b>379</b>	<b>0</b>	<b>961</b>	<b>1340</b>

**2030 PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	0	528	528
New Site Access (N)	0	0	0	0
Park West Road (E)	777	0	0	777
<b>TOTALS</b>	<b>777</b>	<b>0</b>	<b>528</b>	<b>1305</b>

**2030 AM Peak WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	15	961	976
New Site Access (N)	20	0	69	89
Park West Road (E)	379	10	0	389
<b>TOTALS</b>	<b>399</b>	<b>25</b>	<b>1030</b>	<b>1454</b>

**2030 PM Peak WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	16	528	544
New Site Access (N)	7	0	12	19
Park West Road (E)	777	38	0	815
<b>TOTALS</b>	<b>784</b>	<b>54</b>	<b>540</b>	<b>1378</b>

**2040 AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	0	1011	1011
New Site Access (N)	0	0	0	0
Park West Road (E)	399	0	0	399
<b>TOTALS</b>	<b>399</b>	<b>0</b>	<b>1011</b>	<b>1410</b>

**2040 PM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	0	555	555
New Site Access (N)	0	0	0	0
Park West Road (E)	818	0	0	818
<b>TOTALS</b>	<b>818</b>	<b>0</b>	<b>555</b>	<b>1373</b>

**2040 AM Peak WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	15	1011	1026
New Site Access (N)	20	0	69	89
Park West Road (E)	399	10	0	409
<b>TOTALS</b>	<b>419</b>	<b>25</b>	<b>1080</b>	<b>1524</b>

**2040 PM Peak WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)**

From \ To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
Park West Road (W)	0	16	555	571
New Site Access (N)	7	0	12	19
Park West Road (E)	818	38	0	856
<b>TOTALS</b>	<b>825</b>	<b>54</b>	<b>567</b>	<b>1446</b>



Junction 8 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2019 Light Vehicles AADT SURVEYED TRAFFIC FLOWS

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	0	5524	5524
New Site Access (N)	0	0	0	0
Park West Road (E)	5088	0	0	5088
TOTALS	5088	0	5524	10612

2019 Heavy Vehicles AADT SURVEYED TRAFFIC FLOWS

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	0	420	420
New Site Access (N)	0	0	0	0
Park West Road (E)	373	0	0	373
TOTALS	373	0	420	793

2021 Light Vehicles BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	0	5704	5704
New Site Access (N)	0	0	0	0
Park West Road (E)	5254	0	0	5254
TOTALS	5254	0	5704	10958

2021 Heavy Vehicles BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	0	445	445
New Site Access (N)	0	0	0	0
Park West Road (E)	395	0	0	395
TOTALS	395	0	445	840

2025 Light Vehicles Other committed development flows

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	0	0	0
New Site Access (N)	0	0	0	0
Park West Road (E)	0	0	0	0
TOTALS	0	0	0	0

2025 Heavy Vehicles Other committed development flows

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	0	0	0
New Site Access (N)	0	0	0	0
Park West Road (E)	0	0	0	0
TOTALS	0	0	0	0

2025 Light Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	0	6083	6083
New Site Access (N)	0	0	0	0
Park West Road (E)	5603	0	0	5603
TOTALS	5603	0	6083	11686

2025 Heavy Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	0	500	500
New Site Access (N)	0	0	0	0
Park West Road (E)	444	0	0	444
TOTALS	444	0	500	944

2025 Light Vehicles SUBJECT DEVELOPMENT FLOWS CONSTRUCTION STAGE

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	80	0	80
New Site Access (N)	80	0	0	80
Park West Road (E)	0	0	0	0
TOTALS	80	80	0	160

2025 Heavy Vehicles SUBJECT DEVELOPMENT FLOWS CONSTRUCTION STAGE

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	60	0	60
New Site Access (N)	60	0	0	60
Park West Road (E)	0	0	0	0
TOTALS	60	60	0	120

2025 Light Vehicles DURING DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	80	6083	6163
New Site Access (N)	80	0	0	80
Park West Road (E)	5603	0	0	5603
TOTALS	5683	80	6083	11846

2025 Heavy Vehicles DURING DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	60	500	560
New Site Access (N)	60	0	0	60
Park West Road (E)	444	0	0	444
TOTALS	504	60	500	1064

2025 Light Vehicles SUBJECT DEVELOPMENT FLOWS OPERATIONAL STAGE

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	222	0	222
New Site Access (N)	150	0	300	450
Park West Road (E)	0	278	0	278
TOTALS	150	500	300	950

2025 Heavy Vehicles SUBJECT DEVELOPMENT FLOWS OPERATIONAL STAGE

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	3	0	3
New Site Access (N)	2	0	6	8
Park West Road (E)	0	6	0	6
TOTALS	2	9	6	17

2025 Light Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	222	6083	6305
New Site Access (N)	150	0	300	450
Park West Road (E)	5603	278	0	5881
TOTALS	5753	500	6383	12636

2025 Heavy Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	3	500	503
New Site Access (N)	2	0	6	8
Park West Road (E)	444	6	0	450
TOTALS	446	9	506	961

2030 Light Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	0	6592	6592
New Site Access (N)	0	0	0	0
Park West Road (E)	6072	0	0	6072
TOTALS	6072	0	6592	12664

2030 Heavy Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	0	578	578
New Site Access (N)	0	0	0	0
Park West Road (E)	514	0	0	514
TOTALS	514	0	578	1092

2030 Light Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	222	6592	6814
New Site Access (N)	150	0	300	450
Park West Road (E)	6072	278	0	6350
TOTALS	6222	500	6892	13614

2030 Heavy Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	3	578	581
New Site Access (N)	2	0	6	8
Park West Road (E)	514	6	0	520
TOTALS	516	9	584	1109

2040 Light Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	0	6936	6936
New Site Access (N)	0	0	0	0
Park West Road (E)	6389	0	0	6389
TOTALS	6389	0	6936	13325

2040 Heavy Vehicles WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	0	662	662
New Site Access (N)	0	0	0	0
Park West Road (E)	588	0	0	588
TOTALS	588	0	662	1250

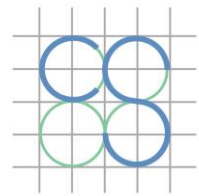
2040 Light Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	222	6936	7158
New Site Access (N)	150	0	300	450
Park West Road (E)	6389	278	0	6667
TOTALS	6539	500	7236	14275

2040 Heavy Vehicles WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

To	Park West Road (W)	New Site Access (N)	Park West Road (E)	TOTALS
From				
Park West Road (W)	0	3	662	665
New Site Access (N)	2	0	6	8
Park West Road (E)	588	6	0	594
TOTALS	590	9	668	1267





CS CONSULTING  
GROUP

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## Appendix D

### **TRANSYT Modelling Results**



## TRANSYT 16

Version: 16.0.1.8473  
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**Filename:** H085 TRANSYT Model No Dev Const 20211111.t16  
**Path:** J:\H\_JOBS\Job-H085\B\_Documents\C\_CivilA\_CS Reports\Traffic\Modelling  
**Report generation date:** 12/11/2021 17:26:08

»A1 - Standard : D1 - 2021 Baseline, AM :  
»A1 - Standard : D2 - 2021 Baseline, PM :  
»A1 - Standard : D3 - 2025 No Dev, AM :  
»A1 - Standard : D4 - 2025 No Dev, PM :  
»A1 - Standard : D7 - 2030 No Dev, AM :  
»A1 - Standard : D8 - 2030 No Dev, PM :  
»A1 - Standard : D11 - 2040 No Dev, AM :  
»A1 - Standard : D12 - 2040 No Dev, PM :

### Summary of network performance

	AM				PM			
	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Standard - 2021 Baseline							
Network	D1	3.57	68% (TS 4A/1)	0 (0%)	D2	5.01	83% (TS 4D1/1)	0 (0%)
	Standard - 2025 No Dev							
Network	D3	4.70	74% (TS 4A/1)	0 (0%)	D4	8.44	92% (TS 4D1/1)	1 (3%)
	Standard - 2030 No Dev							
Network	D7	7.06	82% (TS 4A/1)	0 (0%)	D8	22.74	105% (TS 4D1/1)	1 (3%)
	Standard - 2040 No Dev							
Network	D11	10.05	88% (TS 4A/1)	0 (0%)	D12	39.63	115% (TS 4D1/1)	1 (3%)

# A1 - Standard D1 - 2021 Baseline, AM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	84.44	✓	Sum of lanes	1800			Normal	
3Ax	1			✓	98.86						Normal	
3B	1			✓	22.35	✓	Sum of lanes	1800		✓	Normal	
3Bx	1			✓	31.71						Normal	
3C	1			✓	37.82	✓	Sum of lanes	1800		✓	Normal	
3Cx	1			✓	41.96	✓	Sum of lanes	1800			Normal	
4A	1			✓	67.49	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	69.91	✓	Sum of lanes	1800			Normal	
8Ax	1			✓	43.62	✓	Sum of lanes	1800			Normal	
8B	1			✓	32.81	✓	Sum of lanes	1800		✓	Normal	
8Bx	1			✓	51.19						Normal	
8C	1			✓	45.07	✓	Sum of lanes	1800		✓	Normal	
8Cx	1			✓	62.85						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	47.68	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	48.99	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	40.85	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
3A	1	1	(untitled)			1800

3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800
4Bc	1	1				1800
		2				1800
4Bx	1	1				1800
4Cc	1	1				1800
		2				1800
4Dc	1	1				1800
		2				1800
4Dx	1	1				
8A	1	1	(untitled)			1800
8Ax	1	1	(untitled)			1800
8B	1	1	(untitled)			1800
8Bx	1	1	(untitled)			
8C	1	1	(untitled)			1800
8Cx	1	1	(untitled)			
4Ax1	1	1				1800
4B1	1	1				1800
4C1	1	1				1800
		2				1800
4Cx1	1	1				1800
4D1	1	1				1800
4Ax2	1	1	(untitled)			1800
4B2	1	1	(untitled)			1800
4C2	1	1	(untitled)			1800
4Cx2	1	1	(untitled)			
4D2	1	1	(untitled)			1800
4B3	1	1	(untitled)			1800
4D3	1	1	(untitled)			1800

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	912	912
3Ax	1	271	271
3B	1	27	27
3Bx	1	19	19
3C	1	275	275
3Cx	1	924	924
4A	1	926	926
4Ac	1	550	550
4Bc	1	644	644
4Bx	1	832	832
4Cc	1	366	366
4Dc	1	643	643
4Dx	1	606	606
8A	1	831	831
8Ax	1	328	328
8B	1	0	0
8Bx	1	0	0
8C	1	328	328
8Cx	1	831	831
4Ax1	1	223	223
4B1	1	166	166
4C1	1	883	883
4Cx1	1	444	444
4D1	1	130	130
4Ax2	1	281	281
4B2	1	162	162
4C2	1	883	883
4Cx2	1	606	606
4D2	1	58	58
4B3	1	328	328
4D3	1	188	188

Roundabouts

Roundabouts

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

Entries

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B1/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C1/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571
	D	W		✓	TrafficStream	4D1/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744

### T-Junctions

#### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
3			✓	TrafficStream	Two-Way	3A/1	3A/1	3Ax/1	Two-Way	3B/1	3B/1	3Bx/1	Two-Way	3C/1	3C/1	3Cx/1	✓
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓
8			✓	TrafficStream	Two-Way	8A/1	8A/1	8Ax/1	Two-Way	8B/1	8B/1	8Bx/1	Two-Way	8C/1	8C/1	8Cx/1	✓

#### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
3	9.00	9.00	0.00	2.20	180.00
4g	4.50	4.50	0.00	2.20	0.00
4j	4.50	4.50	0.00	2.20	0.00
8	9.00	9.00	0.00	2.20	120.00

#### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
3	2.90	2.90	50.00	73.00
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00
8	2.30	2.30	171.00	121.00

#### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-aBSlope	BC-aCSlope	BAIntercept (PCU/hr)	BA-aBSlope	BA-aCSlope	BA-cBSlope	BA-cBSlope	BA-cBSlope	CBIntercept (PCU/hr)	CB-aBSlope	CB-aCSlope
3	663	0.09	0.22	525	0.08	0.21	0.13	0.30	678	0.23	0.23	
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19	
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19	
8	651	0.09	0.22	555	0.09	0.22	0.14	0.32	643	0.22	0.22	

### Local OD Matrix - Local Matrix: 4

#### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	7	371	355	193
	4-2	66	5	162	95
	4-3	150	405	10	318
	4-4	58	51	79	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFF00
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	5
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	95
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	10
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	355
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	193
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	371
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	405
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	318
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	162
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	79
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	51
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	150
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	58
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	7
	22		4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	66

### Local OD Matrix - Local Matrix: 3

#### 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
3		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	6	906
	3-2	9	0	18
	3-3	262	13	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	13
	2		3-2	3-3	3B/1, 3Cx/1	Normal	18
	3		3-2	3-1	3B/1, 3Ax/1	Normal	9
	4		3-3	3-1	3C/1, 3Ax/1	Normal	262
	5		3-1	3-3	3A/1, 3Cx/1	Normal	906
	6		3-1	3-2	3A/1, 3Bx/1	Normal	6

### Local OD Matrix - Local Matrix: 8

#### 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
8		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To		
		8-1	8-2	8-3
From	8-1	0	0	831
	8-2	0	0	0
	8-3	328	0	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	0
	2		8-2	8-1	8B/1, 8Ax/1	Normal	0
	3		8-1	8-3	8A/1, 8Cx/1	Normal	831
	4		8-2	8-3	8B/1, 8Cx/1	Normal	0
	5		8-3	8-1	8C/1, 8Ax/1	Normal	328
	6		8-3	8-2	8C/1, 8Bx/1	Normal	0

### Final Prediction Table

#### Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Calculated flow entering	Calculated sat flow	Actual green (s per	Wasted time total (s	Degree of saturation	Practical reserve capacity	JourneyTime (s)	Mean Delay per	Mean stops per	Mean max queue	Mean end of red	Delay weighting multiplier	Stop weighting multiplier	Cost of traffic penalties (€	P.I.

			(PCU/hr)	(PCU/hr)	cycle))	(per cycle))	(%)	(%)		Veh (s)	Veh (%)	(PCU)	queue (PCU)	(%)	(%)	per hr	
3A	1	3	912	1800	100	0.00	51	78	11.16	1.03	0.00	0.26		100	100	0.00	3.69
3Ax	1		271	Unrestricted	100	0.00	0	Unrestricted	11.86	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	3	27	388	100	100.00	7	1194	3.20	0.52	0.00	0.00		100	100	0.00	0.06
3Bx	1		19	Unrestricted	100	100.00	0	Unrestricted	3.81	0.00	0.00	0.00		100	100	0.00	0.00
3C	1	3	275	1588	100	0.00	17	420	4.89	0.36	0.00	0.03		100	100	0.00	0.39
3Cx	1	4k	924	1800	100	0.00	51	75	6.09	1.05	0.00	0.27		100	100	0.00	3.84
4A	1	4a	926	1365	100	0.00	68	33	12.23	4.14	0.00	1.06		100	100	0.00	15.11
4Ac	1	4a	550	3600	100	0.00	15	489	3.26	0.09	0.00	0.01		100	100	0.00	0.20
4Bc	1	4b	644	3600	100	0.00	18	403	3.86	0.11	0.00	0.02		100	100	0.00	0.28
4Bx	1	4e	832	1800	100	0.00	46	95	8.85	0.86	0.00	0.20		100	100	0.00	2.82
4Cc	1	4c	366	3600	100	0.00	10	785	2.75	0.06	0.00	0.01		100	100	0.00	0.08
4Dc	1	4d	643	3600	100	0.00	18	404	3.87	0.11	0.00	0.02		100	100	0.00	0.28
4Dx	1		606	Unrestricted	100	0.00	0	Unrestricted	10.52	0.00	0.00	0.00		100	100	0.00	0.00
8A	1	8	831	1800	100	0.00	46	95	9.25	0.86	0.00	0.20		100	100	0.00	2.81
8Ax	1	8b	328	1800	100	0.00	18	394	5.46	0.22	0.00	0.02		100	100	0.00	0.29
8B	1	8	0	0	100	100.00	0	-100	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8Bx	1		0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8C	1	8	328	1800	100	0.00	18	394	5.74	0.33	0.00	0.03		100	100	0.00	0.43
8Cx	1		831	Unrestricted	100	0.00	0	Unrestricted	7.54	0.00	0.00	0.00		100	100	0.00	0.00
4Ax1	1	4j	223	1800	100	0.00	12	626	6.31	0.14	0.00	0.01		100	100	0.00	0.12
4B1	1	4b	166	678	100	0.00	24	268	7.01	1.29	0.00	0.06		100	100	0.00	0.84
4C1	1	4c	883	1348	100	0.00	65	37	7.47	3.77	0.00	0.92		100	100	0.00	13.13
4Cx1	1	4g	444	1800	100	0.00	25	265	6.14	0.33	0.00	0.04		100	100	0.00	0.57
4D1	1	4d	130	527	100	0.00	25	265	8.35	1.67	0.00	0.06		100	100	0.00	0.86
4Ax2	1	4k	281	1800	100	0.00	16	477	2.66	0.18	0.00	0.01		100	100	0.00	0.20
4B2	1	4g	162	661	100	0.00	24	267	7.20	1.32	0.00	0.06		100	100	0.00	0.85
4C2	1	4h	883	1800	100	0.00	49	83	8.13	0.96	0.00	0.24		100	100	0.00	3.35
4Cx2	1		606	Unrestricted	100	0.00	0	Unrestricted	6.17	0.00	0.00	0.00		100	100	0.00	0.00
4D2	1	4j	58	698	100	100.00	8	983	6.38	0.35	0.00	0.01		100	100	0.00	0.08
4B3	1	4f	328	1800	100	0.00	18	394	5.12	0.22	0.00	0.02		100	100	0.00	0.29
4D3	1	4i	188	1800	100	0.00	10	762	2.54	0.12	0.00	0.01		100	100	0.00	0.09

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)
<b>Normal traffic</b>	720.73	27.59	26.12	0.00	3.57	50.63	0.00	0.00	50.63
Bus									
Tram									
Pedestrians									
<b>TOTAL</b>	720.73	27.59	26.12	0.00	3.57	50.63	0.00	0.00	50.63

- < = 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.I. = PERFORMANCE INDEX



# A1 - Standard D2 - 2021 Baseline, PM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	84.44	✓	Sum of lanes	1800			Normal	
3Ax	1			✓	98.86						Normal	
3B	1			✓	22.35	✓	Sum of lanes	1800		✓	Normal	
3Bx	1			✓	31.71						Normal	
3C	1			✓	37.82	✓	Sum of lanes	1800		✓	Normal	
3Cx	1			✓	41.96	✓	Sum of lanes	1800			Normal	
4A	1			✓	67.49	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	69.91	✓	Sum of lanes	1800			Normal	
8Ax	1			✓	43.62	✓	Sum of lanes	1800			Normal	
8B	1			✓	32.81	✓	Sum of lanes	1800		✓	Normal	
8Bx	1			✓	51.19						Normal	
8C	1			✓	45.07	✓	Sum of lanes	1800		✓	Normal	
8Cx	1			✓	62.85						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	47.68	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	48.99	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	40.85	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
3A	1	1	(untitled)			1800

3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800
4Bc	1	1				1800
		2				1800
4Bx	1	1				1800
4Cc	1	1				1800
		2				1800
4Dc	1	1				1800
		2				1800
4Dx	1	1				
8A	1	1	(untitled)			1800
8Ax	1	1	(untitled)			1800
8B	1	1	(untitled)			1800
8Bx	1	1	(untitled)			
8C	1	1	(untitled)			1800
8Cx	1	1	(untitled)			
4Ax1	1	1				1800
4B1	1	1				1800
4C1	1	1				1800
		2				1800
4Cx1	1	1				1800
4D1	1	1				1800
4Ax2	1	1	(untitled)			1800
4B2	1	1	(untitled)			1800
4C2	1	1	(untitled)			1800
4Cx2	1	1	(untitled)			
4D2	1	1	(untitled)			1800
4B3	1	1	(untitled)			1800
4D3	1	1	(untitled)			1800

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	329	329
3Ax	1	790	790
3B	1	11	11
3Bx	1	7	7
3C	1	792	792
3Cx	1	335	335
4A	1	336	336
4Ac	1	567	567
4Bc	1	446	446
4Bx	1	457	457
4Cc	1	447	447
4Dc	1	793	793
4Dx	1	123	123
8A	1	457	457
8Ax	1	673	673
8B	1	0	0
8Bx	1	0	0
8C	1	673	673
8Cx	1	457	457
4Ax1	1	622	622
4B1	1	406	406
4C1	1	469	469
4Cx1	1	405	405
4D1	1	396	396
4Ax2	1	792	792
4B2	1	266	266
4C2	1	469	469
4Cx2	1	671	671
4D2	1	170	170
4B3	1	672	672
4D3	1	566	566

Roundabouts

Roundabouts

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

Entries

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B1/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C1/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571
	D	W		✓	TrafficStream	4D1/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744

### T-Junctions

#### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
3			✓	TrafficStream	Two-Way	3A/1	3A/1	3Ax/1	Two-Way	3B/1	3B/1	3Bx/1	Two-Way	3C/1	3C/1	3Cx/1	✓
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓
8			✓	TrafficStream	Two-Way	8A/1	8A/1	8Ax/1	Two-Way	8B/1	8B/1	8Bx/1	Two-Way	8C/1	8C/1	8Cx/1	✓

#### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
3	9.00	9.00	0.00	2.20	180.00
4g	4.50	4.50	0.00	2.20	0.00
4j	4.50	4.50	0.00	2.20	0.00
8	9.00	9.00	0.00	2.20	120.00

#### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
3	2.90	2.90	50.00	73.00
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00
8	2.30	2.30	171.00	121.00

#### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-aBSlope	BC-aCSlope	BAIntercept (PCU/hr)	BA-aBSlope	BA-aCSlope	BA-cBSlope	BA-cBSlope	BA-cBSlope	CBIntercept (PCU/hr)	CB-aBSlope	CB-aCSlope
3	663	0.09	0.22	525	0.08	0.21	0.13	0.30	678	0.23	0.23	
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19	
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19	
8	651	0.09	0.22	555	0.09	0.22	0.14	0.32	643	0.22	0.22	

### Local OD Matrix - Local Matrix: 4

#### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	8	137	158	33
	4-2	368	3	266	35
	4-3	246	167	1	55
	4-4	170	150	246	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFF00
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	3
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	35
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	1
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	158
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	33
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	137
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	167
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	55
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	266
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	246
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	150
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	246
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	170
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	8
	22		4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	368

**Local OD Matrix - Local Matrix: 3**

**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
3		✓	✓	Path Equalisation			✓			✓	1.25				

**Normal Input Flows (PCU/hr)**

		To		
		3-1	3-2	3-3
From	3-1	0	1	328
	3-2	4	0	7
	3-3	786	6	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

**Normal Paths and Flows**

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	6
	2		3-2	3-3	3B/1, 3Cx/1	Normal	7
	3		3-2	3-1	3B/1, 3Ax/1	Normal	4
	4		3-3	3-1	3C/1, 3Ax/1	Normal	786
	5		3-1	3-3	3A/1, 3Cx/1	Normal	328
	6		3-1	3-2	3A/1, 3Bx/1	Normal	1

**Local OD Matrix - Local Matrix: 8**

**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
8		✓	✓	Path Equalisation			✓			✓	1.25				

**Normal Input Flows (PCU/hr)**

		To		
		8-1	8-2	8-3
From	8-1	0	0	457
	8-2	0	0	0
	8-3	673	0	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

**Normal Paths and Flows**

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	0
	2		8-2	8-1	8B/1, 8Ax/1	Normal	0
	3		8-1	8-3	8A/1, 8Cx/1	Normal	457
	4		8-2	8-3	8B/1, 8Cx/1	Normal	0
	5		8-3	8-1	8C/1, 8Ax/1	Normal	673
	6		8-3	8-2	8C/1, 8Bx/1	Normal	0

**Final Prediction Table**

**Traffic Stream Results**

Arm	Traffic Stream	Name	Traffic node	FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Calculated flow entering	Calculated sat flow	Actual green (s per	Wasted time total (s	Degree of saturation	Practical reserve capacity	JourneyTime (s)	Mean Delay per	Mean stops per	Mean max queue	Mean end of red	Delay weighting multiplier	Stop weighting multiplier	Cost of traffic penalties (€	P.I.

			(PCU/hr)	(PCU/hr)	cycle))	(per cycle))	(%)	(%)		Veh (s)	Veh (%)	(PCU)	queue (PCU)	(%)	(%)	per hr	
3A	1	3	329	1800	100	0.00	18	392	10.36	0.22	0.00	0.02		100	100	0.00	0.29
3Ax	1		790	Unrestricted	100	0.00	0	Unrestricted	11.86	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	3	11	472	100	100.00	2	3765	2.82	0.14	0.00	0.00		100	100	0.00	0.01
3Bx	1		7	Unrestricted	100	100.00	0	Unrestricted	3.81	0.00	0.00	0.00		100	100	0.00	0.00
3C	1	3	792	1773	100	0.00	45	102	5.77	1.23	0.00	0.27		100	100	0.00	3.83
3Cx	1	4k	335	1800	100	0.00	19	384	5.26	0.23	0.00	0.02		100	100	0.00	0.30
4A	1	4a	336	1354	100	0.00	25	263	8.76	0.66	0.00	0.06		100	100	0.00	0.87
4Ac	1	4a	567	3600	100	0.00	16	471	3.26	0.09	0.00	0.01		100	100	0.00	0.21
4Bc	1	4b	446	3600	100	0.00	12	626	3.83	0.07	0.00	0.01		100	100	0.00	0.12
4Bx	1	4e	457	1800	100	0.00	25	254	8.33	0.34	0.00	0.04		100	100	0.00	0.61
4Cc	1	4c	447	3600	100	0.00	12	625	2.76	0.07	0.00	0.01		100	100	0.00	0.12
4Dc	1	4d	793	3600	100	0.00	22	309	3.90	0.14	0.00	0.03		100	100	0.00	0.44
4Dx	1		123	Unrestricted	100	0.00	0	Unrestricted	10.52	0.00	0.00	0.00		100	100	0.00	0.00
8A	1	8	457	1800	100	0.00	25	254	8.73	0.34	0.00	0.04		100	100	0.00	0.61
8Ax	1	8b	673	1800	100	0.00	37	141	5.83	0.60	0.00	0.11		100	100	0.00	1.58
8B	1	8	0	0	100	100.00	0	-100	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8Bx	1		0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8C	1	8	673	1800	100	0.00	37	141	6.30	0.89	0.00	0.17		100	100	0.00	2.37
8Cx	1		457	Unrestricted	100	0.00	0	Unrestricted	7.54	0.00	0.00	0.00		100	100	0.00	0.00
4Ax1	1	4j	622	1800	100	0.00	35	160	6.70	0.53	0.00	0.09		100	100	0.00	1.29
4B1	1	4b	406	760	100	0.00	53	68	9.77	4.05	0.00	0.46		100	100	0.00	6.49
4C1	1	4c	469	1299	100	0.00	36	149	4.87	1.17	0.00	0.15		100	100	0.00	2.17
4Cx1	1	4g	405	1800	100	0.00	23	300	6.11	0.29	0.00	0.03		100	100	0.00	0.46
4D1	1	4d	396	476	100	0.00	83	8	32.06	25.38	0.00	2.79		100	100	0.00	39.65
4Ax2	1	4k	792	1800	100	0.00	44	105	3.26	0.78	0.00	0.17		100	100	0.00	2.45
4B2	1	4g	266	671	100	0.00	40	127	8.51	2.63	0.00	0.19		100	100	0.00	2.76
4C2	1	4h	469	1800	100	0.00	26	245	7.52	0.35	0.00	0.05		100	100	0.00	0.65
4Cx2	1		671	Unrestricted	100	0.00	0	Unrestricted	6.17	0.00	0.00	0.00		100	100	0.00	0.00
4D2	1	4j	170	596	100	0.00	29	216	7.83	1.80	0.00	0.09		100	100	0.00	1.21
4B3	1	4f	672	1800	100	0.00	37	141	5.50	0.60	0.00	0.11		100	100	0.00	1.58
4D3	1	4i	566	1800	100	0.00	31	186	2.88	0.46	0.00	0.07		100	100	0.00	1.02

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)
<b>Normal traffic</b>	645.18	26.51	24.33	0.00	5.01	71.12	0.00	0.00	71.12
Bus									
Tram									
Pedestrians									
<b>TOTAL</b>	645.18	26.51	24.33	0.00	5.01	71.12	0.00	0.00	71.12

- < = 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.I. = PERFORMANCE INDEX

# A1 - Standard D3 - 2025 No Dev, AM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	84.44	✓	Sum of lanes	1800			Normal	
3Ax	1			✓	98.86						Normal	
3B	1			✓	22.35	✓	Sum of lanes	1800		✓	Normal	
3Bx	1			✓	31.71						Normal	
3C	1			✓	37.82	✓	Sum of lanes	1800		✓	Normal	
3Cx	1			✓	41.96	✓	Sum of lanes	1800			Normal	
4A	1			✓	67.49	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	69.91	✓	Sum of lanes	1800			Normal	
8Ax	1			✓	43.62	✓	Sum of lanes	1800			Normal	
8B	1			✓	32.81	✓	Sum of lanes	1800		✓	Normal	
8Bx	1			✓	51.19						Normal	
8C	1			✓	45.07	✓	Sum of lanes	1800		✓	Normal	
8Cx	1			✓	62.85						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	47.68	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	48.99	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	40.85	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
3A	1	1	(untitled)			1800

3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800
4Bc	1	1				1800
		2				1800
4Bx	1	1				1800
4Cc	1	1				1800
		2				1800
4Dc	1	1				1800
		2				1800
4Dx	1	1				
8A	1	1	(untitled)			1800
8Ax	1	1	(untitled)			1800
8B	1	1	(untitled)			1800
8Bx	1	1	(untitled)			
8C	1	1	(untitled)			1800
8Cx	1	1	(untitled)			
4Ax1	1	1				1800
4B1	1	1				1800
4C1	1	1				1800
		2				1800
4Cx1	1	1				1800
4D1	1	1				1800
4Ax2	1	1	(untitled)			1800
4B2	1	1	(untitled)			1800
4C2	1	1	(untitled)			1800
4Cx2	1	1	(untitled)			
4D2	1	1	(untitled)			1800
4B3	1	1	(untitled)			1800
4D3	1	1	(untitled)			1800

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	973	973
3Ax	1	290	290
3B	1	29	29
3Bx	1	21	21
3C	1	294	294
3Cx	1	985	985
4A	1	988	988
4Ac	1	587	587
4Bc	1	688	688
4Bx	1	887	887
4Cc	1	392	392
4Dc	1	688	688
4Dx	1	646	646
8A	1	887	887
8Ax	1	350	350
8B	1	0	0
8Bx	1	0	0
8C	1	350	350
8Cx	1	887	887
4Ax1	1	239	239
4B1	1	178	178
4C1	1	942	942
4Cx1	1	474	474
4D1	1	138	138
4Ax2	1	301	301
4B2	1	173	173
4C2	1	942	942
4Cx2	1	647	647
4D2	1	62	62
4B3	1	351	351
4D3	1	200	200

Roundabouts

Roundabouts

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

Entries

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B1/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C1/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571
	D	W		✓	TrafficStream	4D1/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744

### T-Junctions

#### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
3			✓	TrafficStream	Two-Way	3A/1	3A/1	3Ax/1	Two-Way	3B/1	3B/1	3Bx/1	Two-Way	3C/1	3C/1	3Cx/1	✓
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓
8			✓	TrafficStream	Two-Way	8A/1	8A/1	8Ax/1	Two-Way	8B/1	8B/1	8Bx/1	Two-Way	8C/1	8C/1	8Cx/1	✓

#### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
3	9.00		0.00	2.20	180.00
4g	4.50	4.50	0.00	2.20	0.00
4j	4.50	4.50	0.00	2.20	0.00
8	9.00	9.00	0.00	2.20	120.00

#### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
3	2.90	2.90	50.00	73.00
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00
8	2.30	2.30	171.00	121.00

#### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-aBSlope	BC-aCSlope	BAIntercept (PCU/hr)	BA-aBSlope	BA-aCSlope	BA-cASlope	BA-cBSlope	CBIntercept (PCU/hr)	CB-aBSlope	CB-aCSlope
3	663	0.09	0.22	525	0.08	0.21	0.13	0.30	678	0.23	0.23
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19
8	651	0.09	0.22	555	0.09	0.22	0.14	0.32	643	0.22	0.22

### Local OD Matrix - Local Matrix: 4

#### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	8	395	379	206
	4-2	71	6	173	101
	4-3	160	432	11	339
	4-4	62	54	84	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFF00
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	6
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	101
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	11
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	379
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	206
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	395
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	432
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	339
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	173
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	84
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	54
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	160
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	62
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	8
	22		4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	71



**Local OD Matrix - Local Matrix: 3**

**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
3		✓	✓	Path Equalisation			✓			✓	1.25				

**Normal Input Flows (PCU/hr)**

		To		
		3-1	3-2	3-3
From	3-1	0	7	966
	3-2	10	0	19
	3-3	280	14	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

**Normal Paths and Flows**

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	14
	2		3-2	3-3	3B/1, 3Cx/1	Normal	19
	3		3-2	3-1	3B/1, 3Ax/1	Normal	10
	4		3-3	3-1	3C/1, 3Ax/1	Normal	280
	5		3-1	3-3	3A/1, 3Cx/1	Normal	966
	6		3-1	3-2	3A/1, 3Bx/1	Normal	7

**Local OD Matrix - Local Matrix: 8**

**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
8		✓	✓	Path Equalisation			✓			✓	1.25				

**Normal Input Flows (PCU/hr)**

		To		
		8-1	8-2	8-3
From	8-1	0	0	887
	8-2	0	0	0
	8-3	350	0	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

**Normal Paths and Flows**

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	0
	2		8-2	8-1	8B/1, 8Ax/1	Normal	0
	3		8-1	8-3	8A/1, 8Cx/1	Normal	887
	4		8-2	8-3	8B/1, 8Cx/1	Normal	0
	5		8-3	8-1	8C/1, 8Ax/1	Normal	350
	6		8-3	8-2	8C/1, 8Bx/1	Normal	0

**Final Prediction Table**

**Traffic Stream Results**

Arm	Traffic Stream	Name	Traffic node	FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Calculated flow entering	Calculated sat flow	Actual green (s per	Wasted time total (s	Degree of saturation	Practical reserve capacity	JourneyTime (s)	Mean Delay per	Mean stops per	Mean max queue	Mean end of red	Delay weighting multiplier	Stop weighting multiplier	Cost of traffic penalties (€	P.I.

			(PCU/hr)	(PCU/hr)	cycle))	(per cycle))	(%)	(%)		Veh (s)	Veh (%)	(PCU)	queue (PCU)	(%)	(%)	per hr	
3A	1	3	973	1800	100	0.00	54	66	11.31	1.17	0.00	0.32		100	100	0.00	4.51
3Ax	1		290	Unrestricted	100	0.00	0	Unrestricted	11.86	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	3	29	371	100	100.00	8	1051	3.30	0.62	0.00	0.00		100	100	0.00	0.07
3Bx	1		21	Unrestricted	100	100.00	0	Unrestricted	3.81	0.00	0.00	0.00		100	100	0.00	0.00
3C	1	3	294	1578	100	0.00	19	383	4.93	0.39	0.00	0.03		100	100	0.00	0.45
3Cx	1	4k	985	1800	100	0.00	55	64	6.24	1.21	0.00	0.33		100	100	0.00	4.69
4A	1	4a	988	1341	100	0.00	74	22	13.65	5.56	0.00	1.52		100	100	0.00	21.65
4Ac	1	4a	587	3600	100	0.00	16	452	3.27	0.10	0.00	0.02		100	100	0.00	0.23
4Bc	1	4b	688	3600	100	0.00	19	371	3.87	0.12	0.00	0.02		100	100	0.00	0.32
4Bx	1	4e	887	1800	100	0.00	49	83	8.96	0.97	0.00	0.24		100	100	0.00	3.39
4Cc	1	4c	392	3600	100	0.00	11	727	2.75	0.06	0.00	0.01		100	100	0.00	0.09
4Dc	1	4d	688	3600	100	0.00	19	371	3.88	0.12	0.00	0.02		100	100	0.00	0.32
4Dx	1		646	Unrestricted	100	0.00	0	Unrestricted	10.52	0.00	0.00	0.00		100	100	0.00	0.00
8A	1	8	887	1800	100	0.00	49	83	9.36	0.97	0.00	0.24		100	100	0.00	3.39
8Ax	1	8b	350	1800	100	0.00	19	363	5.48	0.24	0.00	0.02		100	100	0.00	0.33
8B	1	8	0	0	100	100.00	0	-100	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8Bx	1		0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8C	1	8	350	1800	100	0.00	19	363	5.77	0.36	0.00	0.04		100	100	0.00	0.50
8Cx	1		887	Unrestricted	100	0.00	0	Unrestricted	7.54	0.00	0.00	0.00		100	100	0.00	0.00
4Ax1	1	4j	239	1800	100	0.00	13	578	6.32	0.15	0.00	0.01		100	100	0.00	0.14
4B1	1	4b	178	660	100	0.00	27	234	7.23	1.51	0.00	0.07		100	100	0.00	1.06
4C1	1	4c	942	1332	100	0.00	71	27	8.53	4.83	0.00	1.26		100	100	0.00	17.95
4Cx1	1	4g	474	1800	100	0.00	26	242	6.17	0.36	0.00	0.05		100	100	0.00	0.67
4D1	1	4d	138	512	100	0.00	27	234	8.62	1.94	0.00	0.07		100	100	0.00	1.06
4Ax2	1	4k	301	1800	100	0.00	17	438	2.67	0.20	0.00	0.02		100	100	0.00	0.24
4B2	1	4g	173	653	100	0.00	26	240	7.36	1.49	0.00	0.07		100	100	0.00	1.01
4C2	1	4h	942	1800	100	0.00	52	72	8.26	1.10	0.00	0.29		100	100	0.00	4.07
4Cx2	1		647	Unrestricted	100	0.00	0	Unrestricted	6.17	0.00	0.00	0.00		100	100	0.00	0.00
4D2	1	4j	62	694	100	0.00	9	907	6.41	0.38	0.00	0.01		100	100	0.00	0.09
4B3	1	4f	351	1800	100	0.00	20	362	5.14	0.24	0.00	0.02		100	100	0.00	0.34
4D3	1	4i	200	1800	100	0.00	11	710	2.55	0.12	0.00	0.01		100	100	0.00	0.10

**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)
<b>Normal traffic</b>	769.31	30.34	25.36	0.00	4.70	66.68	0.00	0.00	66.68
Bus									
Tram									
Pedestrians									
<b>TOTAL</b>	769.31	30.34	25.36	0.00	4.70	66.68	0.00	0.00	66.68

- < = 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.I. = PERFORMANCE INDEX

# A1 - Standard D4 - 2025 No Dev, PM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	84.44	✓	Sum of lanes	1800			Normal	
3Ax	1			✓	98.86						Normal	
3B	1			✓	22.35	✓	Sum of lanes	1800		✓	Normal	
3Bx	1			✓	31.71						Normal	
3C	1			✓	37.82	✓	Sum of lanes	1800		✓	Normal	
3Cx	1			✓	41.96	✓	Sum of lanes	1800			Normal	
4A	1			✓	67.49	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	69.91	✓	Sum of lanes	1800			Normal	
8Ax	1			✓	43.62	✓	Sum of lanes	1800			Normal	
8B	1			✓	32.81	✓	Sum of lanes	1800		✓	Normal	
8Bx	1			✓	51.19						Normal	
8C	1			✓	45.07	✓	Sum of lanes	1800		✓	Normal	
8Cx	1			✓	62.85						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	47.68	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	48.99	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	40.85	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
3A	1	1	(untitled)			1800

3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800
4Bc	1	1				1800
		2				1800
4Bx	1	1				1800
4Cc	1	1				1800
		2				1800
4Dc	1	1				1800
		2				1800
4Dx	1	1				
8A	1	1	(untitled)			1800
8Ax	1	1	(untitled)			1800
8B	1	1	(untitled)			1800
8Bx	1	1	(untitled)			
8C	1	1	(untitled)			1800
8Cx	1	1	(untitled)			
4Ax1	1	1				1800
4B1	1	1				1800
4C1	1	1				1800
		2				1800
4Cx1	1	1				1800
4D1	1	1				1800
4Ax2	1	1	(untitled)			1800
4B2	1	1	(untitled)			1800
4C2	1	1	(untitled)			1800
4Cx2	1	1	(untitled)			
4D2	1	1	(untitled)			1800
4B3	1	1	(untitled)			1800
4D3	1	1	(untitled)			1800

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	351	351
3Ax	1	843	843
3B	1	12	12
3Bx	1	8	8
3C	1	846	846
3Cx	1	358	358
4A	1	358	358
4Ac	1	604	604
4Bc	1	475	475
4Bx	1	487	487
4Cc	1	477	477
4Dc	1	846	846
4Dx	1	131	131
8A	1	487	487
8Ax	1	717	717
8B	1	0	0
8Bx	1	0	0
8C	1	717	717
8Cx	1	487	487
4Ax1	1	664	664
4B1	1	433	433
4C1	1	500	500
4Cx1	1	431	431
4D1	1	422	422
4Ax2	1	846	846
4B2	1	284	284
4C2	1	500	500
4Cx2	1	715	715
4D2	1	182	182
4B3	1	717	717
4D3	1	604	604

Roundabouts

Roundabouts

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

Entries

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B1/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C1/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571
	D	W		✓	TrafficStream	4D1/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744

### T-Junctions

#### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
3			✓	TrafficStream	Two-Way	3A/1	3A/1	3Ax/1	Two-Way	3B/1	3B/1	3Bx/1	Two-Way	3C/1	3C/1	3Cx/1	✓
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓
8			✓	TrafficStream	Two-Way	8A/1	8A/1	8Ax/1	Two-Way	8B/1	8B/1	8Bx/1	Two-Way	8C/1	8C/1	8Cx/1	✓

#### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
3	9.00	9.00	0.00	2.20	180.00
4g	4.50	4.50	0.00	2.20	0.00
4j	4.50	4.50	0.00	2.20	0.00
8	9.00	9.00	0.00	2.20	120.00

#### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
3	2.90	2.90	50.00	73.00
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00
8	2.30	2.30	171.00	121.00

#### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-aBSlope	BC-aCSlope	BAIntercept (PCU/hr)	BA-aBSlope	BA-aCSlope	BA-cBSlope	BA-cBSlope	BA-cBSlope	CBIntercept (PCU/hr)	CB-aBSlope	CB-aCSlope
3	663	0.09	0.22	525	0.08	0.21	0.13	0.30	678	0.23	0.23	
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19	
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19	
8	651	0.09	0.22	555	0.09	0.22	0.14	0.32	643	0.22	0.22	

### Local OD Matrix - Local Matrix: 4

#### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	9	146	168	35
	4-2	393	3	284	37
	4-3	262	178	1	59
	4-4	182	160	262	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFF00
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	3
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	37
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	1
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	168
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	35
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	146
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	178
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	59
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	284
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	262
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	160
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	262
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	182
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	9
	22		4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	393

**Local OD Matrix - Local Matrix: 3**

**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
3		✓	✓	Path Equalisation			✓			✓	1.25				

**Normal Input Flows (PCU/hr)**

		To		
		3-1	3-2	3-3
From	3-1	0	1	350
	3-2	4	0	8
	3-3	839	7	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

**Normal Paths and Flows**

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	7
	2		3-2	3-3	3B/1, 3Cx/1	Normal	8
	3		3-2	3-1	3B/1, 3Ax/1	Normal	4
	4		3-3	3-1	3C/1, 3Ax/1	Normal	839
	5		3-1	3-3	3A/1, 3Cx/1	Normal	350
	6		3-1	3-2	3A/1, 3Bx/1	Normal	1

**Local OD Matrix - Local Matrix: 8**

**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
8		✓	✓	Path Equalisation			✓			✓	1.25				

**Normal Input Flows (PCU/hr)**

		To		
		8-1	8-2	8-3
From	8-1	0	0	487
	8-2	0	0	0
	8-3	717	0	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

**Normal Paths and Flows**

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	0
	2		8-2	8-1	8B/1, 8Ax/1	Normal	0
	3		8-1	8-3	8A/1, 8Cx/1	Normal	487
	4		8-2	8-3	8B/1, 8Cx/1	Normal	0
	5		8-3	8-1	8C/1, 8Ax/1	Normal	717
	6		8-3	8-2	8C/1, 8Bx/1	Normal	0

**Final Prediction Table**

**Traffic Stream Results**

Arm	Traffic Stream	Name	Traffic node	FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Calculated flow entering	Calculated sat flow	Actual green (s per	Wasted time total (s	Degree of saturation	Practical reserve capacity	JourneyTime (s)	Mean Delay per	Mean stops per	Mean max queue	Mean end of red	Delay weighting multiplier	Stop weighting multiplier	Cost of traffic penalties (€	P.I.

			(PCU/hr)	(PCU/hr)	cycle))	(per cycle))	(%)	(%)		Veh (s)	Veh (%)	(PCU)	queue (PCU)	(%)	(%)	per hr	
3A	1	3	351	1800	100	0.00	20	362	10.38	0.24	0.00	0.02		100	100	0.00	0.34
3Ax	1		843	Unrestricted	100	0.00	0	Unrestricted	11.86	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	3	12	471	100	100.00	3	3430	2.83	0.15	0.00	0.00		100	100	0.00	0.01
3Bx	1		8	Unrestricted	100	100.00	0	Unrestricted	3.81	0.00	0.00	0.00		100	100	0.00	0.00
3C	1	3	846	1771	100	0.00	48	88	5.93	1.39	0.00	0.33		100	100	0.00	4.65
3Cx	1	4k	358	1800	100	0.00	20	353	5.28	0.25	0.00	0.02		100	100	0.00	0.35
4A	1	4a	358	1330	100	0.00	27	234	8.85	0.75	0.00	0.07		100	100	0.00	1.06
4Ac	1	4a	604	3600	100	0.00	17	436	3.27	0.10	0.00	0.02		100	100	0.00	0.24
4Bc	1	4b	475	3600	100	0.00	13	582	3.83	0.08	0.00	0.01		100	100	0.00	0.14
4Bx	1	4e	487	1800	100	0.00	27	233	8.36	0.37	0.00	0.05		100	100	0.00	0.71
4Cc	1	4c	477	3600	100	0.00	13	579	2.77	0.08	0.00	0.01		100	100	0.00	0.14
4Dc	1	4d	846	3600	100	0.00	24	283	3.92	0.15	0.00	0.04		100	100	0.00	0.51
4Dx	1		131	Unrestricted	100	0.00	0	Unrestricted	10.52	0.00	0.00	0.00		100	100	0.00	0.00
8A	1	8	487	1800	100	0.00	27	233	8.76	0.37	0.00	0.05		100	100	0.00	0.71
8Ax	1	8b	717	1800	100	0.00	40	126	5.90	0.66	0.00	0.13		100	100	0.00	1.87
8B	1	8	0	0	100	100.00	0	-100	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8Bx	1		0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8C	1	8	717	1800	100	0.00	40	126	6.40	0.99	0.00	0.20		100	100	0.00	2.80
8Cx	1		487	Unrestricted	100	0.00	0	Unrestricted	7.54	0.00	0.00	0.00		100	100	0.00	0.00
4Ax1	1	4j	664	1800	100	0.00	37	144	6.75	0.58	0.00	0.11		100	100	0.00	1.53
4B1	1	4b	433	748	100	0.00	58	55	10.64	4.92	0.00	0.59		100	100	0.00	8.41
4C1	1	4c	500	1281	100	0.00	39	131	5.05	1.35	0.00	0.19		100	100	0.00	2.66
4Cx1	1	4g	431	1800	100	0.00	24	276	6.13	0.31	0.00	0.04		100	100	0.00	0.54
4D1	1	4d	422	458	100	0.00	92	-2	55.70	49.02	0.00	5.75		100	100	0.00	81.60
4Ax2	1	4k	846	1800	100	0.00	47	91	3.36	0.89	0.00	0.21		100	100	0.00	2.96
4B2	1	4g	284	665	100	0.00	43	111	8.90	3.02	0.00	0.24		100	100	0.00	3.38
4C2	1	4h	500	1800	100	0.00	28	224	7.55	0.38	0.00	0.05		100	100	0.00	0.76
4Cx2	1		715	Unrestricted	100	0.00	0	Unrestricted	6.17	0.00	0.00	0.00		100	100	0.00	0.00
4D2	1	4j	182	586	100	0.00	31	190	8.10	2.07	0.00	0.10		100	100	0.00	1.49
4B3	1	4f	717	1800	100	0.00	40	126	5.56	0.66	0.00	0.13		100	100	0.00	1.87
4D3	1	4i	604	1800	100	0.00	34	168	2.93	0.50	0.00	0.08		100	100	0.00	1.20

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	688.05	31.38	21.93	0.00	8.44	119.91	0.00	0.00	119.91
Bus									
Tram									
Pedestrians									
TOTAL	688.05	31.38	21.93	0.00	8.44	119.91	0.00	0.00	119.91

- < = 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.I. = PERFORMANCE INDEX

# A1 - Standard D7 - 2030 No Dev, AM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	84.44	✓	Sum of lanes	1800			Normal	
3Ax	1			✓	98.86						Normal	
3B	1			✓	22.35	✓	Sum of lanes	1800		✓	Normal	
3Bx	1			✓	31.71						Normal	
3C	1			✓	37.82	✓	Sum of lanes	1800		✓	Normal	
3Cx	1			✓	41.96	✓	Sum of lanes	1800			Normal	
4A	1			✓	67.49	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	69.91	✓	Sum of lanes	1800			Normal	
8Ax	1			✓	43.62	✓	Sum of lanes	1800			Normal	
8B	1			✓	32.81	✓	Sum of lanes	1800		✓	Normal	
8Bx	1			✓	51.19						Normal	
8C	1			✓	45.07	✓	Sum of lanes	1800		✓	Normal	
8Cx	1			✓	62.85						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	47.68	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	48.99	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	40.85	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
3A	1	1	(untitled)			1800



3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800
4Bc	1	1				1800
		2				1800
4Bx	1	1				1800
4Cc	1	1				1800
		2				1800
4Dc	1	1				1800
		2				1800
4Dx	1	1				
8A	1	1	(untitled)			1800
8Ax	1	1	(untitled)			1800
8B	1	1	(untitled)			1800
8Bx	1	1	(untitled)			
8C	1	1	(untitled)			1800
8Cx	1	1	(untitled)			
4Ax1	1	1				1800
4B1	1	1				1800
4C1	1	1				1800
		2				1800
4Cx1	1	1				1800
4D1	1	1				1800
4Ax2	1	1	(untitled)			1800
4B2	1	1	(untitled)			1800
4C2	1	1	(untitled)			1800
4Cx2	1	1	(untitled)			
4D2	1	1	(untitled)			1800
4B3	1	1	(untitled)			1800
4D3	1	1	(untitled)			1800

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	1053	1053
3Ax	1	314	314
3B	1	31	31
3Bx	1	23	23
3C	1	319	319
3Cx	1	1066	1066
4A	1	1070	1070
4Ac	1	635	635
4Bc	1	745	745
4Bx	1	960	960
4Cc	1	423	423
4Dc	1	743	743
4Dx	1	700	700
8A	1	961	961
8Ax	1	379	379
8B	1	0	0
8Bx	1	0	0
8C	1	379	379
8Cx	1	961	961
4Ax1	1	257	257
4B1	1	192	192
4C1	1	1020	1020
4Cx1	1	514	514
4D1	1	149	149
4Ax2	1	324	324
4B2	1	187	187
4C2	1	1020	1020
4Cx2	1	701	701
4D2	1	67	67
4B3	1	379	379
4D3	1	216	216

Roundabouts

Roundabouts

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

Entries

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B1/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C1/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571
	D	W		✓	TrafficStream	4D1/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744

### T-Junctions

#### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
3			✓	TrafficStream	Two-Way	3A/1	3A/1	3Ax/1	Two-Way	3B/1	3B/1	3Bx/1	Two-Way	3C/1	3C/1	3Cx/1	✓
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓
8			✓	TrafficStream	Two-Way	8A/1	8A/1	8Ax/1	Two-Way	8B/1	8B/1	8Bx/1	Two-Way	8C/1	8C/1	8Cx/1	✓

#### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
3	9.00	9.00	0.00	2.20	180.00
4g	4.50	4.50	0.00	2.20	0.00
4j	4.50	4.50	0.00	2.20	0.00
8	9.00	9.00	0.00	2.20	120.00

#### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
3	2.90	2.90	50.00	73.00
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00
8	2.30	2.30	171.00	121.00

#### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-aBSlope	BC-aCSlope	BAIntercept (PCU/hr)	BA-aBSlope	BA-aCSlope	BA-cASlope	BA-cBSlope	CBIntercept (PCU/hr)	CB-aBSlope	CB-aCSlope
3	663	0.09	0.22	525	0.08	0.21	0.13	0.30	678	0.23	0.23
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19
8	651	0.09	0.22	555	0.09	0.22	0.14	0.32	643	0.22	0.22

### Local OD Matrix - Local Matrix: 4

#### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	8	428	411	223
	4-2	76	6	187	110
	4-3	173	468	12	367
	4-4	67	58	91	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFF00
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	6
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	110
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	12
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	411
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	223
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	428
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	468
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	367
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	187
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	91
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	58
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	173
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	67
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	8
	22		4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	76

**Local OD Matrix - Local Matrix: 3**

**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
3		✓	✓	Path Equalisation			✓			✓	1.25				

**Normal Input Flows (PCU/hr)**

		To		
		3-1	3-2	3-3
From	3-1	0	7	1046
	3-2	11	0	20
	3-3	303	16	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

**Normal Paths and Flows**

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	16
	2		3-2	3-3	3B/1, 3Cx/1	Normal	20
	3		3-2	3-1	3B/1, 3Ax/1	Normal	11
	4		3-3	3-1	3C/1, 3Ax/1	Normal	303
	5		3-1	3-3	3A/1, 3Cx/1	Normal	1046
	6		3-1	3-2	3A/1, 3Bx/1	Normal	7

**Local OD Matrix - Local Matrix: 8**

**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
8		✓	✓	Path Equalisation			✓			✓	1.25				

**Normal Input Flows (PCU/hr)**

		To		
		8-1	8-2	8-3
From	8-1	0	0	961
	8-2	0	0	0
	8-3	379	0	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

**Normal Paths and Flows**

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	0
	2		8-2	8-1	8B/1, 8Ax/1	Normal	0
	3		8-1	8-3	8A/1, 8Cx/1	Normal	961
	4		8-2	8-3	8B/1, 8Cx/1	Normal	0
	5		8-3	8-1	8C/1, 8Ax/1	Normal	379
	6		8-3	8-2	8C/1, 8Bx/1	Normal	0

**Final Prediction Table**

**Traffic Stream Results**

				FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
Arm	Traffic Stream	Name	Traffic node	Calculated flow entering	Calculated sat flow	Actual green (s per	Wasted time total (s	Degree of saturation	Practical reserve capacity	JourneyTime (s)	Mean Delay per	Mean stops per	Mean max queue	Mean end of red	Delay weighting multiplier	Stop weighting multiplier	Cost of traffic penalties (€	P.I.

			(PCU/hr)	(PCU/hr)	cycle))	(per cycle))	(%)	(%)		Veh (s)	Veh (%)	(PCU)	queue (PCU)	(%)	(%)	per hr	
3A	1	3	1053	1800	100	0.00	59	54	11.54	1.41	0.00	0.41		100	100	0.00	5.84
3Ax	1		314	Unrestricted	100	0.00	0	Unrestricted	11.86	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	3	31	348	100	100.00	9	912	3.44	0.76	0.00	0.01		100	100	0.00	0.09
3Bx	1		23	Unrestricted	100	100.00	0	Unrestricted	3.81	0.00	0.00	0.00		100	100	0.00	0.00
3C	1	3	319	1557	100	0.00	20	339	4.99	0.45	0.00	0.04		100	100	0.00	0.56
3Cx	1	4k	1066	1800	100	0.00	59	52	6.48	1.45	0.00	0.43		100	100	0.00	6.09
4A	1	4a	1070	1310	100	0.00	82	10	17.01	8.91	0.00	2.65		100	100	0.00	37.62
4Ac	1	4a	635	3600	100	0.00	18	410	3.28	0.11	0.00	0.02		100	100	0.00	0.27
4Bc	1	4b	745	3600	100	0.00	21	335	3.89	0.13	0.00	0.03		100	100	0.00	0.38
4Bx	1	4e	960	1800	100	0.00	53	69	9.13	1.14	0.00	0.30		100	100	0.00	4.32
4Cc	1	4c	423	3600	100	0.00	12	666	2.76	0.07	0.00	0.01		100	100	0.00	0.11
4Dc	1	4d	743	3600	100	0.00	21	336	3.89	0.13	0.00	0.03		100	100	0.00	0.38
4Dx	1		700	Unrestricted	100	0.00	0	Unrestricted	10.52	0.00	0.00	0.00		100	100	0.00	0.00
8A	1	8	961	1800	100	0.00	53	69	9.53	1.14	0.00	0.31		100	100	0.00	4.33
8Ax	1	8b	379	1800	100	0.00	21	327	5.50	0.27	0.00	0.03		100	100	0.00	0.40
8B	1	8	0	0	100	100.00	0	-100	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8Bx	1		0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8C	1	8	379	1800	100	0.00	21	327	5.81	0.40	0.00	0.04		100	100	0.00	0.60
8Cx	1		961	Unrestricted	100	0.00	0	Unrestricted	7.54	0.00	0.00	0.00		100	100	0.00	0.00
4Ax1	1	4j	257	1800	100	0.00	14	530	6.34	0.17	0.00	0.01		100	100	0.00	0.17
4B1	1	4b	192	637	100	0.00	30	198	7.55	1.83	0.00	0.10		100	100	0.00	1.38
4C1	1	4c	1020	1314	100	0.00	78	16	10.69	6.99	0.00	1.98		100	100	0.00	28.13
4Cx1	1	4g	514	1800	100	0.00	29	215	6.22	0.40	0.00	0.06		100	100	0.00	0.81
4D1	1	4d	149	493	100	0.00	30	198	9.04	2.36	0.00	0.10		100	100	0.00	1.39
4Ax2	1	4k	324	1800	100	0.00	18	400	2.69	0.22	0.00	0.02		100	100	0.00	0.28
4B2	1	4g	187	643	100	0.00	29	209	7.60	1.72	0.00	0.09		100	100	0.00	1.27
4C2	1	4h	1020	1800	100	0.00	57	59	8.47	1.30	0.00	0.37		100	100	0.00	5.25
4Cx2	1		701	Unrestricted	100	0.00	0	Unrestricted	6.17	0.00	0.00	0.00		100	100	0.00	0.00
4D2	1	4j	67	689	100	0.00	10	826	6.45	0.42	0.00	0.01		100	100	0.00	0.11
4B3	1	4f	379	1800	100	0.00	21	327	5.17	0.27	0.00	0.03		100	100	0.00	0.40
4D3	1	4i	216	1800	100	0.00	12	650	2.56	0.14	0.00	0.01		100	100	0.00	0.12

**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)
<b>Normal traffic</b>	832.75	34.82	23.91	0.00	7.06	100.30	0.00	0.00	100.30
Bus									
Tram									
Pedestrians									
<b>TOTAL</b>	832.75	34.82	23.91	0.00	7.06	100.30	0.00	0.00	100.30

- < = 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.I. = PERFORMANCE INDEX

# A1 - Standard D8 - 2030 No Dev, PM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	84.44	✓	Sum of lanes	1800			Normal	
3Ax	1			✓	98.86						Normal	
3B	1			✓	22.35	✓	Sum of lanes	1800		✓	Normal	
3Bx	1			✓	31.71						Normal	
3C	1			✓	37.82	✓	Sum of lanes	1800		✓	Normal	
3Cx	1			✓	41.96	✓	Sum of lanes	1800			Normal	
4A	1			✓	67.49	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	69.91	✓	Sum of lanes	1800			Normal	
8Ax	1			✓	43.62	✓	Sum of lanes	1800			Normal	
8B	1			✓	32.81	✓	Sum of lanes	1800		✓	Normal	
8Bx	1			✓	51.19						Normal	
8C	1			✓	45.07	✓	Sum of lanes	1800		✓	Normal	
8Cx	1			✓	62.85						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	47.68	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	48.99	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	40.85	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
3A	1	1	(untitled)			1800

3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800
4Bc	1	1				1800
		2				1800
4Bx	1	1				1800
4Cc	1	1				1800
		2				1800
4Dc	1	1				1800
		2				1800
4Dx	1	1				
8A	1	1	(untitled)			1800
8Ax	1	1	(untitled)			1800
8B	1	1	(untitled)			1800
8Bx	1	1	(untitled)			
8C	1	1	(untitled)			1800
8Cx	1	1	(untitled)			
4Ax1	1	1				1800
4B1	1	1				1800
4C1	1	1				1800
		2				1800
4Cx1	1	1				1800
4D1	1	1				1800
4Ax2	1	1	(untitled)			1800
4B2	1	1	(untitled)			1800
4C2	1	1	(untitled)			1800
4Cx2	1	1	(untitled)			
4D2	1	1	(untitled)			1800
4B3	1	1	(untitled)			1800
4D3	1	1	(untitled)			1800

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	380	380
3Ax	1	914	914
3B	1	13	13
3Bx	1	8	8
3C	1	916	916
3Cx	1	387	387
4A	1	390	390
4Ac	1	655	655
4Bc	1	516	516
4Bx	1	529	529
4Cc	1	519	519
4Dc	1	918	918
4Dx	1	143	143
8A	1	528	528
8Ax	1	777	777
8B	1	0	0
8Bx	1	0	0
8C	1	777	777
8Cx	1	528	528
4Ax1	1	720	720
4B1	1	471	471
4C1	1	542	542
4Cx1	1	468	468
4D1	1	457	457
4Ax2	1	917	917
4B2	1	307	307
4C2	1	542	542
4Cx2	1	775	775
4D2	1	197	197
4B3	1	778	778
4D3	1	654	654

Roundabouts

Roundabouts

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

Entries

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B1/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C1/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571
	D	W		✓	TrafficStream	4D1/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744

### T-Junctions

#### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
3			✓	TrafficStream	Two-Way	3A/1	3A/1	3Ax/1	Two-Way	3B/1	3B/1	3Bx/1	Two-Way	3C/1	3C/1	3Cx/1	✓
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓
8			✓	TrafficStream	Two-Way	8A/1	8A/1	8Ax/1	Two-Way	8B/1	8B/1	8Bx/1	Two-Way	8C/1	8C/1	8Cx/1	✓

#### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
3	9.00	9.00	0.00	2.20	180.00
4g	4.50	4.50	0.00	2.20	0.00
4j	4.50	4.50	0.00	2.20	0.00
8	9.00	9.00	0.00	2.20	120.00

#### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
3	2.90	2.90	50.00	73.00
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00
8	2.30	2.30	171.00	121.00

#### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-aBSlope	BC-aCSlope	BAIntercept (PCU/hr)	BA-aBSlope	BA-aCSlope	BA-cBSlope	BA-cBSlope	BA-cBSlope	CBIntercept (PCU/hr)	CB-aBSlope	CB-aCSlope
3	663	0.09	0.22	525	0.08	0.21	0.13	0.30	678	0.23	0.23	
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19	
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19	
8	651	0.09	0.22	555	0.09	0.22	0.14	0.32	643	0.22	0.22	

### Local OD Matrix - Local Matrix: 4

#### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	10	159	183	38
	4-2	426	4	307	41
	4-3	284	193	1	64
	4-4	197	173	284	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFF00
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	4
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	41
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	1
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	183
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	38
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	159
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	193
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	64
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	307
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	284
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	173
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	284
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	197
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	10
	22		4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	426

### Local OD Matrix - Local Matrix: 3

#### 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
3		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	1	379
	3-2	5	0	8
	3-3	909	7	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	7
	2		3-2	3-3	3B/1, 3Cx/1	Normal	8
	3		3-2	3-1	3B/1, 3Ax/1	Normal	5
	4		3-3	3-1	3C/1, 3Ax/1	Normal	909
	5		3-1	3-3	3A/1, 3Cx/1	Normal	379
	6		3-1	3-2	3A/1, 3Bx/1	Normal	1

### Local OD Matrix - Local Matrix: 8

#### 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
8		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To		
		8-1	8-2	8-3
From	8-1	0	0	528
	8-2	0	0	0
	8-3	777	0	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	0
	2		8-2	8-1	8B/1, 8Ax/1	Normal	0
	3		8-1	8-3	8A/1, 8Cx/1	Normal	528
	4		8-2	8-3	8B/1, 8Cx/1	Normal	0
	5		8-3	8-1	8C/1, 8Ax/1	Normal	777
	6		8-3	8-2	8C/1, 8Bx/1	Normal	0

### Final Prediction Table

#### Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Calculated flow entering	Calculated sat flow	Actual green (s per	Wasted time total (s	Degree of saturation	Practical reserve capacity	JourneyTime (s)	Mean Delay per	Mean stops per	Mean max queue	Mean end of red	Delay weighting multiplier	Stop weighting multiplier	Cost of traffic penalties (€	P.I.



			(PCU/hr)	(PCU/hr)	cycle)	(per cycle)	(%)	(%)		Veh (s)	Veh (%)	(PCU)	queue (PCU)	(%)	(%)	per hr	
3A	1	3	380	1800	100	0.00	21	326	10.40	0.27	0.00	0.03		100	100	0.00	0.40
3Ax	1		914	Unrestricted	100	0.00	0	Unrestricted	11.86	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	3	13	444	100	100.00	3	2971	2.87	0.18	0.00	0.00		100	100	0.00	0.01
3Bx	1		8	Unrestricted	100	100.00	0	Unrestricted	3.81	0.00	0.00	0.00		100	100	0.00	0.00
3C	1	3	916	1772	100	0.00	52	74	6.16	1.63	0.00	0.41		100	100	0.00	5.87
3Cx	1	4k	387	1800	100	0.00	22	319	5.31	0.27	0.00	0.03		100	100	0.00	0.42
4A	1	4a	390	1312	100	0.00	30	203	8.97	0.87	0.00	0.09		100	100	0.00	1.34
4Ac	1	4a	632	3600	100	0.00	18	413	3.28	0.11	0.00	0.02		100	100	0.00	0.27
4Bc	1	4b	502	3600	100	0.00	14	546	3.84	0.08	0.00	0.01		100	100	0.00	0.16
4Bx	1	4e	520	1800	100	0.00	29	211	8.39	0.41	0.00	0.06		100	100	0.00	0.83
4Cc	1	4c	519	3600	100	0.00	14	524	2.77	0.08	0.00	0.01		100	100	0.00	0.17
4Dc	1	4d	918	3600	100	0.00	26	253	3.93	0.17	0.00	0.04		100	100	0.00	0.62
4Dx	1		143	Unrestricted	100	0.00	0	Unrestricted	10.52	0.00	0.00	0.00		100	100	0.00	0.00
8A	1	8	519	1800	100	0.00	29	212	8.79	0.41	0.00	0.06		100	100	0.00	0.83
8Ax	1	8b	777	1800	100	0.00	43	108	5.99	0.76	0.00	0.16		100	100	0.00	2.33
8B	1	8	0	0	100	100.00	0	-100	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8Bx	1		0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8C	1	8	777	1800	100	0.00	43	108	6.55	1.14	0.00	0.25		100	100	0.00	3.49
8Cx	1		519	Unrestricted	100	0.00	0	Unrestricted	7.54	0.00	0.00	0.00		100	100	0.00	0.00
4Ax1	1	4j	720	1800	100	0.00	40	125	6.84	0.67	0.00	0.13		100	100	0.00	1.89
4B1	1	4b	471	737	100	0.00	64	41	12.13	6.41	0.00	0.84		100	100	0.00	11.91
4C1	1	4c	542	1255	100	0.00	43	108	5.33	1.63	0.00	0.25		100	100	0.00	3.49
4Cx1	1	4g	454	1800	100	0.00	25	257	6.15	0.34	0.00	0.04		100	100	0.00	0.60
4D1	1	4d	457 <	434	100	0.00	105	-14	158.42	151.74	68.30	19.26 +		100	100	0.00	277.25
4Ax2	1	4k	917	1800	100	0.00	51	77	3.51	1.04	0.00	0.26		100	100	0.00	3.75
4B2	1	4g	307	659	100	0.00	47	93	9.44	3.56	0.00	0.30		100	100	0.00	4.31
4C2	1	4h	542	1800	100	0.00	30	199	7.60	0.43	0.00	0.06		100	100	0.00	0.92
4Cx2	1		761	Unrestricted	100	0.00	0	Unrestricted	6.17	0.00	0.00	0.00		100	100	0.00	0.00
4D2	1	4j	197	572	100	0.00	34	161	8.50	2.48	0.00	0.14		100	100	0.00	1.92
4B3	1	4f	778	1800	100	0.00	43	108	5.66	0.76	0.00	0.16		100	100	0.00	2.33
4D3	1	4i	654	1800	100	100.00	36	148	3.00	0.57	0.00	0.10		100	100	0.00	1.47

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	741.99	47.47	15.63	0.00	22.74	322.86	3.72	0.00	326.58
Bus									
Tram									
Pedestrians									
<b>TOTAL</b>	741.99	47.47	15.63	0.00	22.74	322.86	3.72	0.00	326.58

- <= 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.I. = PERFORMANCE INDEX

# A1 - Standard D11 - 2040 No Dev, AM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	84.44	✓	Sum of lanes	1800			Normal	
3Ax	1			✓	98.86						Normal	
3B	1			✓	22.35	✓	Sum of lanes	1800		✓	Normal	
3Bx	1			✓	31.71						Normal	
3C	1			✓	37.82	✓	Sum of lanes	1800		✓	Normal	
3Cx	1			✓	41.96	✓	Sum of lanes	1800			Normal	
4A	1			✓	67.49	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	69.91	✓	Sum of lanes	1800			Normal	
8Ax	1			✓	43.62	✓	Sum of lanes	1800			Normal	
8B	1			✓	32.81	✓	Sum of lanes	1800		✓	Normal	
8Bx	1			✓	51.19						Normal	
8C	1			✓	45.07	✓	Sum of lanes	1800		✓	Normal	
8Cx	1			✓	62.85						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	47.68	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	48.99	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	40.85	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
3A	1	1	(untitled)			1800

3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800
4Bc	1	1				1800
		2				1800
4Bx	1	1				1800
4Cc	1	1				1800
		2				1800
4Dc	1	1				1800
		2				1800
4Dx	1	1				
8A	1	1	(untitled)			1800
8Ax	1	1	(untitled)			1800
8B	1	1	(untitled)			1800
8Bx	1	1	(untitled)			
8C	1	1	(untitled)			1800
8Cx	1	1	(untitled)			
4Ax1	1	1				1800
4B1	1	1				1800
4C1	1	1				1800
		2				1800
4Cx1	1	1				1800
4D1	1	1				1800
4Ax2	1	1	(untitled)			1800
4B2	1	1	(untitled)			1800
4C2	1	1	(untitled)			1800
4Cx2	1	1	(untitled)			
4D2	1	1	(untitled)			1800
4B3	1	1	(untitled)			1800
4D3	1	1	(untitled)			1800

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	1109	1109
3Ax	1	330	330
3B	1	32	32
3Bx	1	24	24
3C	1	335	335
3Cx	1	1122	1122
4A	1	1127	1127
4Ac	1	670	670
4Bc	1	785	785
4Bx	1	1012	1012
4Cc	1	446	446
4Dc	1	783	783
4Dx	1	737	737
8A	1	1011	1011
8Ax	1	399	399
8B	1	0	0
8Bx	1	0	0
8C	1	399	399
8Cx	1	1011	1011
4Ax1	1	271	271
4B1	1	202	202
4C1	1	1074	1074
4Cx1	1	541	541
4D1	1	158	158
4Ax2	1	341	341
4B2	1	197	197
4C2	1	1074	1074
4Cx2	1	738	738
4D2	1	70	70
4B3	1	399	399
4D3	1	228	228

Roundabouts

Roundabouts

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

Entries

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B1/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C1/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571
	D	W		✓	TrafficStream	4D1/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744

## T-Junctions

### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
3			✓	TrafficStream	Two-Way	3A/1	3A/1	3Ax/1	Two-Way	3B/1	3B/1	3Bx/1	Two-Way	3C/1	3C/1	3Cx/1	✓
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓
8			✓	TrafficStream	Two-Way	8A/1	8A/1	8Ax/1	Two-Way	8B/1	8B/1	8Bx/1	Two-Way	8C/1	8C/1	8Cx/1	✓

### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
3	9.00	9.00	0.00	2.20	180.00
4g	4.50	4.50	0.00	2.20	0.00
4j	4.50	4.50	0.00	2.20	0.00
8	9.00	9.00	0.00	2.20	120.00

### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
3	2.90	2.90	50.00	73.00
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00
8	2.30	2.30	171.00	121.00

### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-aBSlope	BC-aCSlope	BAIntercept (PCU/hr)	BA-aBSlope	BA-aCSlope	BA-cBSlope	BA-cBSlope	CBIntercept (PCU/hr)	CB-aBSlope	CB-aCSlope
3	663	0.09	0.22	525	0.08	0.21	0.13	0.30	678	0.23	0.23
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19
8	651	0.09	0.22	555	0.09	0.22	0.14	0.32	643	0.22	0.22

## Local OD Matrix - Local Matrix: 4

### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	9	451	432	235
	4-2	80	6	197	116
	4-3	182	493	13	386
	4-4	70	62	96	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFF00
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	6
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	116
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	13
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	432
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	235
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	451
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	493
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	386
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	197
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	96
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	62
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	182
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	70
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	9
	22		4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	80

**Local OD Matrix - Local Matrix: 3**

**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
3		✓	✓	Path Equalisation			✓			✓	1.25				

**Normal Input Flows (PCU/hr)**

		To		
		3-1	3-2	3-3
From	3-1	0	8	1101
	3-2	11	0	21
	3-3	319	16	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

**Normal Paths and Flows**

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	16
	2		3-2	3-3	3B/1, 3Cx/1	Normal	21
	3		3-2	3-1	3B/1, 3Ax/1	Normal	11
	4		3-3	3-1	3C/1, 3Ax/1	Normal	319
	5		3-1	3-3	3A/1, 3Cx/1	Normal	1101
	6		3-1	3-2	3A/1, 3Bx/1	Normal	8

**Local OD Matrix - Local Matrix: 8**

**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
8		✓	✓	Path Equalisation			✓			✓	1.25				

**Normal Input Flows (PCU/hr)**

		To		
		8-1	8-2	8-3
From	8-1	0	0	1011
	8-2	0	0	0
	8-3	399	0	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

**Normal Paths and Flows**

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	0
	2		8-2	8-1	8B/1, 8Ax/1	Normal	0
	3		8-1	8-3	8A/1, 8Cx/1	Normal	1011
	4		8-2	8-3	8B/1, 8Cx/1	Normal	0
	5		8-3	8-1	8C/1, 8Ax/1	Normal	399
	6		8-3	8-2	8C/1, 8Bx/1	Normal	0

**Final Prediction Table**

**Traffic Stream Results**

Arm	Traffic Stream	Name	Traffic node	FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Calculated flow entering	Calculated sat flow	Actual green (s per	Wasted time total (s	Degree of saturation	Practical reserve capacity	JourneyTime (s)	Mean Delay per	Mean stops per	Mean max queue	Mean end of red	Delay weighting multiplier	Stop weighting multiplier	Cost of traffic penalties (€	P.I.

			(PCU/hr)	(PCU/hr)	cycle))	(per cycle))	(%)	(%)		Veh (s)	Veh (%)	(PCU)	queue (PCU)	(%)	(%)	per hr	
3A	1	3	1109	1800	100	0.00	62	46	11.73	1.60	0.00	0.49		100	100	0.00	7.00
3Ax	1		330	Unrestricted	100	0.00	0	Unrestricted	11.86	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	3	32	336	100	100.00	10	846	3.52	0.84	0.00	0.01		100	100	0.00	0.11
3Bx	1		24	Unrestricted	100	100.00	0	Unrestricted	3.81	0.00	0.00	0.00		100	100	0.00	0.00
3C	1	3	335	1559	100	0.00	21	319	5.01	0.47	0.00	0.04		100	100	0.00	0.63
3Cx	1	4k	1122	1800	100	0.00	62	44	6.68	1.65	0.00	0.51		100	100	0.00	7.30
4A	1	4a	1127	1287	100	0.00	88	3	21.90	13.80	0.00	4.32		100	100	0.00	61.35
4Ac	1	4a	670	3600	100	0.00	19	384	3.29	0.11	0.00	0.02		100	100	0.00	0.30
4Bc	1	4b	785	3600	100	0.00	22	313	3.89	0.14	0.00	0.03		100	100	0.00	0.43
4Bx	1	4e	1012	1800	100	0.00	56	60	9.27	1.28	0.00	0.36		100	100	0.00	5.11
4Cc	1	4c	446	3600	100	0.00	12	626	2.76	0.07	0.00	0.01		100	100	0.00	0.12
4Dc	1	4d	783	3600	100	0.00	22	314	3.90	0.14	0.00	0.03		100	100	0.00	0.43
4Dx	1		737	Unrestricted	100	0.00	0	Unrestricted	10.52	0.00	0.00	0.00		100	100	0.00	0.00
8A	1	8	1011	1800	100	0.00	56	60	9.67	1.28	0.00	0.36		100	100	0.00	5.10
8Ax	1	8b	399	1800	100	0.00	22	306	5.52	0.28	0.00	0.03		100	100	0.00	0.45
8B	1	8	0	0	100	100.00	0	-100	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8Bx	1		0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8C	1	8	399	1800	100	0.00	22	306	5.84	0.43	0.00	0.05		100	100	0.00	0.67
8Cx	1		1011	Unrestricted	100	0.00	0	Unrestricted	7.54	0.00	0.00	0.00		100	100	0.00	0.00
4Ax1	1	4j	271	1800	100	0.00	15	498	6.35	0.18	0.00	0.01		100	100	0.00	0.19
4B1	1	4b	202	620	100	0.00	33	176	7.82	2.10	0.00	0.12		100	100	0.00	1.67
4C1	1	4c	1074	1300	100	0.00	83	9	13.25	9.55	0.00	2.85		100	100	0.00	40.44
4Cx1	1	4g	541	1800	100	0.00	30	199	6.25	0.43	0.00	0.06		100	100	0.00	0.92
4D1	1	4d	158	480	100	0.00	33	173	9.43	2.75	0.00	0.12		100	100	0.00	1.72
4Ax2	1	4k	341	1800	100	0.00	19	375	2.71	0.23	0.00	0.02		100	100	0.00	0.31
4B2	1	4g	197	636	100	0.00	31	190	7.78	1.90	0.00	0.10		100	100	0.00	1.48
4C2	1	4h	1074	1800	100	0.00	60	51	8.64	1.48	0.00	0.44		100	100	0.00	6.25
4Cx2	1		738	Unrestricted	100	0.00	0	Unrestricted	6.17	0.00	0.00	0.00		100	100	0.00	0.00
4D2	1	4j	70	686	100	0.00	10	782	6.47	0.45	0.00	0.01		100	100	0.00	0.12
4B3	1	4f	399	1800	100	0.00	22	306	5.19	0.28	0.00	0.03		100	100	0.00	0.45
4D3	1	4i	228	1800	100	0.00	13	611	2.57	0.15	0.00	0.01		100	100	0.00	0.13

**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)
<b>Normal traffic</b>	876.82	39.27	22.33	0.00	10.05	142.67	0.00	0.00	142.67
Bus									
Tram									
Pedestrians									
<b>TOTAL</b>	876.82	39.27	22.33	0.00	10.05	142.67	0.00	0.00	142.67

- < = 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.I. = PERFORMANCE INDEX

# A1 - Standard D12 - 2040 No Dev, PM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	84.44	✓	Sum of lanes	1800			Normal	
3Ax	1			✓	98.86						Normal	
3B	1			✓	22.35	✓	Sum of lanes	1800		✓	Normal	
3Bx	1			✓	31.71						Normal	
3C	1			✓	37.82	✓	Sum of lanes	1800		✓	Normal	
3Cx	1			✓	41.96	✓	Sum of lanes	1800			Normal	
4A	1			✓	67.49	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	69.91	✓	Sum of lanes	1800			Normal	
8Ax	1			✓	43.62	✓	Sum of lanes	1800			Normal	
8B	1			✓	32.81	✓	Sum of lanes	1800		✓	Normal	
8Bx	1			✓	51.19						Normal	
8C	1			✓	45.07	✓	Sum of lanes	1800		✓	Normal	
8Cx	1			✓	62.85						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	47.68	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	48.99	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	40.85	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
3A	1	1	(untitled)			1800

3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800
4Bc	1	1				1800
		2				1800
4Bx	1	1				1800
4Cc	1	1				1800
		2				1800
4Dc	1	1				1800
		2				1800
4Dx	1	1				
8A	1	1	(untitled)			1800
8Ax	1	1	(untitled)			1800
8B	1	1	(untitled)			1800
8Bx	1	1	(untitled)			
8C	1	1	(untitled)			1800
8Cx	1	1	(untitled)			
4Ax1	1	1				1800
4B1	1	1				1800
4C1	1	1				1800
		2				1800
4Cx1	1	1				1800
4D1	1	1				1800
4Ax2	1	1	(untitled)			1800
4B2	1	1	(untitled)			1800
4C2	1	1	(untitled)			1800
4Cx2	1	1	(untitled)			
4D2	1	1	(untitled)			1800
4B3	1	1	(untitled)			1800
4D3	1	1	(untitled)			1800

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	400	400
3Ax	1	961	961
3B	1	14	14
3Bx	1	9	9
3C	1	964	964
3Cx	1	408	408
4A	1	409	409
4Ac	1	689	689
4Bc	1	542	542
4Bx	1	556	556
4Cc	1	545	545
4Dc	1	965	965
4Dx	1	150	150
8A	1	555	555
8Ax	1	818	818
8B	1	0	0
8Bx	1	0	0
8C	1	818	818
8Cx	1	555	555
4Ax1	1	757	757
4B1	1	495	495
4C1	1	570	570
4Cx1	1	492	492
4D1	1	481	481
4Ax2	1	964	964
4B2	1	323	323
4C2	1	570	570
4Cx2	1	815	815
4D2	1	207	207
4B3	1	818	818
4D3	1	688	688

Roundabouts

Roundabouts

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

Entries

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B1/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C1/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571
	D	W		✓	TrafficStream	4D1/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744



### T-Junctions

#### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
3			✓	TrafficStream	Two-Way	3A/1	3A/1	3Ax/1	Two-Way	3B/1	3B/1	3Bx/1	Two-Way	3C/1	3C/1	3Cx/1	✓
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓
8			✓	TrafficStream	Two-Way	8A/1	8A/1	8Ax/1	Two-Way	8B/1	8B/1	8Bx/1	Two-Way	8C/1	8C/1	8Cx/1	✓

#### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
3	9.00		0.00	2.20	180.00
4g	4.50	4.50	0.00	2.20	0.00
4j	4.50	4.50	0.00	2.20	0.00
8	9.00	9.00	0.00	2.20	120.00

#### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
3	2.90	2.90	50.00	73.00
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00
8	2.30	2.30	171.00	121.00

#### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-aBSlope	BC-aCSlope	BAIntercept (PCU/hr)	BA-aBSlope	BA-aCSlope	BA-cASlope	BA-cBSlope	CBIntercept (PCU/hr)	CB-aBSlope	CB-aCSlope
3	663	0.09	0.22	525	0.08	0.21	0.13	0.30	678	0.23	0.23
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19
8	651	0.09	0.22	555	0.09	0.22	0.14	0.32	643	0.22	0.22

### Local OD Matrix - Local Matrix: 4

#### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	10	167	192	40
	4-2	448	4	323	43
	4-3	299	203	1	67
	4-4	207	182	299	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFF00
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	4
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	43
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	1
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	192
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	40
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	167
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	203
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	67
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	323
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	299
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	182
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	299
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	207
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	10
	22		4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	448

### Local OD Matrix - Local Matrix: 3

#### 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
3		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	1	399
	3-2	5	0	9
	3-3	956	8	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	8
	2		3-2	3-3	3B/1, 3Cx/1	Normal	9
	3		3-2	3-1	3B/1, 3Ax/1	Normal	5
	4		3-3	3-1	3C/1, 3Ax/1	Normal	956
	5		3-1	3-3	3A/1, 3Cx/1	Normal	399
	6		3-1	3-2	3A/1, 3Bx/1	Normal	1

### Local OD Matrix - Local Matrix: 8

#### 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
8		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To		
		8-1	8-2	8-3
From	8-1	0	0	555
	8-2	0	0	0
	8-3	818	0	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	0
	2		8-2	8-1	8B/1, 8Ax/1	Normal	0
	3		8-1	8-3	8A/1, 8Cx/1	Normal	555
	4		8-2	8-3	8B/1, 8Cx/1	Normal	0
	5		8-3	8-1	8C/1, 8Ax/1	Normal	818
	6		8-3	8-2	8C/1, 8Bx/1	Normal	0

### Final Prediction Table

#### Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Calculated flow entering	Calculated sat flow	Actual green (s per	Wasted time total (s	Degree of saturation	Practical reserve capacity	JourneyTime (s)	Mean Delay per	Mean stops per	Mean max queue	Mean end of red	Delay weighting multiplier	Stop weighting multiplier	Cost of traffic penalties (€	P.I.

			(PCU/hr)	(PCU/hr)	cycle)	(per cycle)	(%)	(%)		Veh (s)	Veh (%)	(PCU)	queue (PCU)	(%)	(%)	per hr	
3A	1	3	400	1800	100	0.00	22	305	10.42	0.29	0.00	0.03		100	100	0.00	0.45
3Ax	1		961	Unrestricted	100	0.00	0	Unrestricted	11.86	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	3	14	442	100	100.00	3	2740	2.88	0.20	0.00	0.00		100	100	0.00	0.01
3Bx	1		9	Unrestricted	100	100.00	0	Unrestricted	3.81	0.00	0.00	0.00		100	100	0.00	0.00
3C	1	3	964	1770	100	0.00	54	65	6.36	1.82	0.00	0.49		100	100	0.00	6.92
3Cx	1	4k	408	1800	100	0.00	23	297	5.33	0.29	0.00	0.03		100	100	0.00	0.47
4A	1	4a	409	1315	100	0.00	31	189	9.02	0.93	0.00	0.11		100	100	0.00	1.49
4Ac	1	4a	626	3600	100	0.00	17	417	3.28	0.11	0.00	0.02		100	100	0.00	0.26
4Bc	1	4b	503	3600	100	0.00	14	544	3.84	0.08	0.00	0.01		100	100	0.00	0.16
4Bx	1	4e	532	1800	100	0.00	30	204	8.41	0.42	0.00	0.06		100	100	0.00	0.88
4Cc	1	4c	545	3600	100	0.00	15	494	2.78	0.09	0.00	0.01		100	100	0.00	0.19
4Dc	1	4d	965	3600	100	0.00	27	236	3.95	0.18	0.00	0.05		100	100	0.00	0.70
4Dx	1		150	Unrestricted	100	0.00	0	Unrestricted	10.52	0.00	0.00	0.00		100	100	0.00	0.00
8A	1	8	531	1800	100	0.00	30	205	8.81	0.42	0.00	0.06		100	100	0.00	0.88
8Ax	1	8b	818	1800	100	0.00	45	98	6.07	0.83	0.00	0.19		100	100	0.00	2.68
8B	1	8	0	0	100	100.00	0	-100	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8Bx	1		0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
8C	1	8	818	1800	100	0.00	45	98	6.66	1.25	0.00	0.28		100	100	0.00	4.02
8Cx	1		531	Unrestricted	100	0.00	0	Unrestricted	7.54	0.00	0.00	0.00		100	100	0.00	0.00
4Ax1	1	4j	757	1800	100	0.00	42	114	6.89	0.72	0.00	0.15		100	100	0.00	2.16
4B1	1	4b	495	736	100	0.00	67	34	13.12	7.40	0.00	1.02		100	100	0.00	14.45
4C1	1	4c	570	1239	100	0.00	46	96	5.55	1.85	0.00	0.29		100	100	0.00	4.16
4Cx1	1	4g	453	1800	100	0.00	25	258	6.15	0.34	0.00	0.04		100	100	0.00	0.60
4D1	1	4d	481 <	418	100	0.00	115	-22	272.93	266.26	87.08	35.58 +		100	100	0.00	509.74
4Ax2	1	4k	964	1800	100	0.00	54	68	3.62	1.15	0.00	0.31		100	100	0.00	4.38
4B2	1	4g	323	659	100	0.00	49	84	9.79	3.91	0.00	0.35		100	100	0.00	4.99
4C2	1	4h	570	1800	100	0.00	32	184	7.63	0.46	0.00	0.07		100	100	0.00	1.04
4Cx2	1		776	Unrestricted	100	0.00	0	Unrestricted	6.17	0.00	0.00	0.00		100	100	0.00	0.00
4D2	1	4j	207	562	100	0.00	37	144	8.81	2.79	0.00	0.16		100	100	0.00	2.28
4B3	1	4f	818	1800	100	0.00	45	98	5.73	0.83	0.00	0.19		100	100	0.00	2.68
4D3	1	4i	688	1800	100	100.00	38	135	3.04	0.62	0.00	0.12		100	100	0.00	1.68

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	773.16	65.40	11.82	0.00	39.63	562.71	4.57	0.00	567.28
Bus									
Tram									
Pedestrians									
<b>TOTAL</b>	773.16	65.40	11.82	0.00	39.63	562.71	4.57	0.00	567.28

- <= 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.I. = PERFORMANCE INDEX



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**Path:** J:\H\_JOBS\Job-H085\B\_Documents\C\_Civil\A\_CS Reports\Traffic\Modelling  
**Report generation date:** 12/11/2021 17:28:48

- »A1 - Standard : D13 - 2025 Construction, AM :
- »A1 - Standard : D14 - 2025 Construction, PM :

**Summary of network performance**

	AM				PM			
	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Standard - 2025 Construction							
<b>Network</b>	D13	5.33	75% (TS 4A/1)	0 (0%)	D14	9.42	93% (TS 4D1/1)	1 (3%)

# A1 - Standard D13 - 2025 Construction, AM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	84.44	✓	Sum of lanes	1800			Normal	
3Ax	1			✓	98.86						Normal	
3B	1			✓	22.35	✓	Sum of lanes	1800		✓	Normal	
3Bx	1			✓	31.71						Normal	
3C	1			✓	37.82	✓	Sum of lanes	1800		✓	Normal	
3Cx	1			✓	41.96	✓	Sum of lanes	1800			Normal	
4A	1			✓	67.49	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	69.91	✓	Sum of lanes	1800			Normal	
8Ax	1			✓	43.62	✓	Sum of lanes	1800			Normal	
8B	1			✓	32.81	✓	Sum of lanes	1800		✓	Normal	
8Bx	1			✓	51.19						Normal	
8C	1			✓	45.07	✓	Sum of lanes	1800		✓	Normal	
8Cx	1			✓	62.85						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	47.68	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	48.99	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	40.85	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
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3A	1	1	(untitled)			1800
3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800
4Bc	1	1				1800
		2				1800
4Bx	1	1				1800
4Cc	1	1				1800
		2				1800
4Dc	1	1				1800
		2				1800
4Dx	1	1				
8A	1	1	(untitled)			1800
8Ax	1	1	(untitled)			1800
8B	1	1	(untitled)			1800
8Bx	1	1	(untitled)			
8C	1	1	(untitled)			1800
8Cx	1	1	(untitled)			
4Ax1	1	1				1800
4B1	1	1				1800
4C1	1	1				1800
		2				1800
4Cx1	1	1				1800
4D1	1	1				1800
4Ax2	1	1	(untitled)			1800
4B2	1	1	(untitled)			1800
4C2	1	1	(untitled)			1800
4Cx2	1	1	(untitled)			
4D2	1	1	(untitled)			1800
4B3	1	1	(untitled)			1800
4D3	1	1	(untitled)			1800

**Flows**

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	973	973
3Ax	1	290	290
3B	1	29	29
3Bx	1	21	21
3C	1	294	294
3Cx	1	985	985
4A	1	988	988
4Ac	1	632	632
4Bc	1	688	688
4Bx	1	932	932
4Cc	1	392	392
4Dc	1	733	733
4Dx	1	646	646
8A	1	932	932
8Ax	1	370	370
8B	1	20	20
8Bx	1	45	45
8C	1	350	350
8Cx	1	887	887
4Ax1	1	239	239
4B1	1	178	178
4C1	1	987	987
4Cx1	1	474	474
4D1	1	138	138
4Ax2	1	301	301
4B2	1	193	193
4C2	1	987	987
4Cx2	1	667	667
4D2	1	62	62
4B3	1	371	371
4D3	1	200	200

**Roundabouts**

**Roundabouts**

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

**Entries**

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B1/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C1/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571

	D	W	✓	TrafficStream	4D1/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744
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### T-Junctions

#### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
3			✓	TrafficStream	Two-Way	3A/1	3A/1	3Ax/1	Two-Way	3B/1	3B/1	3Bx/1	Two-Way	3C/1	3C/1	3Cx/1	✓
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓
8			✓	TrafficStream	Two-Way	8A/1	8A/1	8Ax/1	Two-Way	8B/1	8B/1	8Bx/1	Two-Way	8C/1	8C/1	8Cx/1	✓

#### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
3	9.00	9.00	0.00	2.20	180.00
4g	4.50	4.50	0.00	2.20	0.00
4j	4.50	4.50	0.00	2.20	0.00
8	9.00	9.00	0.00	2.20	120.00

#### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
3	2.90	2.90	50.00	73.00
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00
8	2.30	2.30	171.00	121.00

#### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-aBSlope	BC-aCSlope	BAIntercept (PCU/hr)	BA-aBSlope	BA-aCSlope	BA-cASlope	BA-cBSlope	CBIntercept (PCU/hr)	CB-aBSlope	CB-aCSlope
3	663	0.09	0.22	525	0.08	0.21	0.13	0.30	678	0.23	0.23
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19
8	651	0.09	0.22	555	0.09	0.22	0.14	0.32	643	0.22	0.22

### Local OD Matrix - Local Matrix: 4

#### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	8	395	379	206
	4-2	71	6	193	101
	4-3	160	477	11	339
	4-4	62	54	84	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFF00
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	6
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	101
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	11
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	379
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	206
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	395
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	477
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	339
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	193
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	84
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	54
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	160
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	62
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	8



22	4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	71
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### Local OD Matrix - Local Matrix: 3

#### 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
3		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	7	966
	3-2	10	0	19
	3-3	280	14	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	14
	2		3-2	3-3	3B/1, 3Cx/1	Normal	19
	3		3-2	3-1	3B/1, 3Ax/1	Normal	10
	4		3-3	3-1	3C/1, 3Ax/1	Normal	280
	5		3-1	3-3	3A/1, 3Cx/1	Normal	966
	6		3-1	3-2	3A/1, 3Bx/1	Normal	7

### Local OD Matrix - Local Matrix: 8

#### 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
8		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To		
		8-1	8-2	8-3
From	8-1	0	45	887
	8-2	20	0	0
	8-3	350	0	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	45
	2		8-2	8-1	8B/1, 8Ax/1	Normal	20
	3		8-1	8-3	8A/1, 8Cx/1	Normal	887
	4		8-2	8-3	8B/1, 8Cx/1	Normal	0
	5		8-3	8-1	8C/1, 8Ax/1	Normal	350
	6		8-3	8-2	8C/1, 8Bx/1	Normal	0

### Final Prediction Table

#### Traffic Stream Results

	FLOW	PERFORMANCE	PER PCU	QUEUES	WEIGHTS	PENALTIES	P.I.

Arm	Traffic Stream	Name	Traffic node	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 (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (€ per hr)	P.I.
3A	1		3	973	1800	100	0.00	54	66	11.31	1.17	0.00	0.32		100	100	0.00	4.51
3Ax	1			290	Unrestricted	100	0.00	0	Unrestricted	11.86	0.00	0.00	0.00		100	100	0.00	0.00
3B	1		3	29	371	100	100.00	8	1051	3.30	0.62	0.00	0.00		100	100	0.00	0.07
3Bx	1			21	Unrestricted	100	100.00	0	Unrestricted	3.81	0.00	0.00	0.00		100	100	0.00	0.00
3C	1		3	294	1578	100	0.00	19	383	4.93	0.39	0.00	0.03		100	100	0.00	0.45
3Cx	1		4k	985	1800	100	0.00	55	64	6.24	1.21	0.00	0.33		100	100	0.00	4.69
4A	1		4a	988	1312	100	0.00	75	19	14.27	6.18	0.00	1.69		100	100	0.00	24.07
4Ac	1		4a	632	3600	100	0.00	18	413	3.28	0.11	0.00	0.02		100	100	0.00	0.27
4Bc	1		4b	688	3600	100	0.00	19	371	3.87	0.12	0.00	0.02		100	100	0.00	0.32
4Bx	1		4e	932	1800	100	0.00	52	74	9.06	1.07	0.00	0.28		100	100	0.00	3.94
4Cc	1		4c	392	3600	100	0.00	11	727	2.75	0.06	0.00	0.01		100	100	0.00	0.09
4Dc	1		4d	733	3600	100	0.00	20	342	3.89	0.13	0.00	0.03		100	100	0.00	0.37
4Dx	1			646	Unrestricted	100	0.00	0	Unrestricted	10.52	0.00	0.00	0.00		100	100	0.00	0.00
8A	1		8	932	1800	100	0.00	52	74	9.46	1.07	0.00	0.28		100	100	0.00	3.94
8Ax	1		8b	370	1800	100	0.00	21	338	5.49	0.26	0.00	0.03		100	100	0.00	0.38
8B	1		8	20	305	100	100.00	7	1273	4.56	0.62	0.00	0.00		100	100	0.00	0.05
8Bx	1			45	Unrestricted	100	100.00	0	Unrestricted	6.14	0.00	0.00	0.00		100	100	0.00	0.00
8C	1		8	350	1800	100	0.00	19	363	5.77	0.36	0.00	0.04		100	100	0.00	0.50
8Cx	1			887	Unrestricted	100	0.00	0	Unrestricted	7.54	0.00	0.00	0.00		100	100	0.00	0.00
4Ax1	1		4j	239	1800	100	0.00	13	578	6.32	0.15	0.00	0.01		100	100	0.00	0.14
4B1	1		4b	178	660	100	0.00	27	234	7.23	1.51	0.00	0.07		100	100	0.00	1.06
4C1	1		4c	987	1332	100	0.00	74	22	9.40	5.70	0.00	1.56		100	100	0.00	22.20
4Cx1	1		4g	474	1800	100	0.00	26	242	6.17	0.36	0.00	0.05		100	100	0.00	0.67
4D1	1		4d	138	497	100	0.00	28	224	8.76	2.09	0.00	0.08		100	100	0.00	1.14
4Ax2	1		4k	301	1800	100	0.00	17	438	2.67	0.20	0.00	0.02		100	100	0.00	0.24
4B2	1		4g	193	653	100	0.00	30	205	7.61	1.73	0.00	0.09		100	100	0.00	1.32
4C2	1		4h	987	1800	100	0.00	55	64	8.38	1.21	0.00	0.33		100	100	0.00	4.72
4Cx2	1			667	Unrestricted	100	0.00	0	Unrestricted	6.17	0.00	0.00	0.00		100	100	0.00	0.00
4D2	1		4j	62	694	100	0.00	9	907	6.41	0.38	0.00	0.01		100	100	0.00	0.09
4B3	1		4f	371	1800	100	0.00	21	337	5.16	0.26	0.00	0.03		100	100	0.00	0.38
4D3	1		4i	200	1800	100	0.00	11	710	2.55	0.12	0.00	0.01		100	100	0.00	0.10

**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	788.78	31.62	24.94	0.00	5.33	75.68	0.00	0.00	75.68
Bus									
Tram									
Pedestrians									
<b>TOTAL</b>	<b>788.78</b>	<b>31.62</b>	<b>24.94</b>	<b>0.00</b>	<b>5.33</b>	<b>75.68</b>	<b>0.00</b>	<b>0.00</b>	<b>75.68</b>

- < = 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.I. = PERFORMANCE INDEX

# A1 - Standard D14 - 2025 Construction, PM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	84.44	✓	Sum of lanes	1800			Normal	
3Ax	1			✓	98.86						Normal	
3B	1			✓	22.35	✓	Sum of lanes	1800		✓	Normal	
3Bx	1			✓	31.71						Normal	
3C	1			✓	37.82	✓	Sum of lanes	1800		✓	Normal	
3Cx	1			✓	41.96	✓	Sum of lanes	1800			Normal	
4A	1			✓	67.49	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	69.91	✓	Sum of lanes	1800			Normal	
8Ax	1			✓	43.62	✓	Sum of lanes	1800			Normal	
8B	1			✓	32.81	✓	Sum of lanes	1800		✓	Normal	
8Bx	1			✓	51.19						Normal	
8C	1			✓	45.07	✓	Sum of lanes	1800		✓	Normal	
8Cx	1			✓	62.85						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	47.68	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	48.99	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	40.85	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
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3A	1	1	(untitled)			1800
3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800
4Bc	1	1				1800
		2				1800
4Bx	1	1				1800
4Cc	1	1				1800
		2				1800
4Dc	1	1				1800
		2				1800
4Dx	1	1				
8A	1	1	(untitled)			1800
8Ax	1	1	(untitled)			1800
8B	1	1	(untitled)			1800
8Bx	1	1	(untitled)			
8C	1	1	(untitled)			1800
8Cx	1	1	(untitled)			
4Ax1	1	1				1800
4B1	1	1				1800
4C1	1	1				1800
		2				1800
4Cx1	1	1				1800
4D1	1	1				1800
4Ax2	1	1	(untitled)			1800
4B2	1	1	(untitled)			1800
4C2	1	1	(untitled)			1800
4Cx2	1	1	(untitled)			
4D2	1	1	(untitled)			1800
4B3	1	1	(untitled)			1800
4D3	1	1	(untitled)			1800

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	351	351
3Ax	1	843	843
3B	1	12	12
3Bx	1	8	8
3C	1	846	846
3Cx	1	358	358
4A	1	358	358
4Ac	1	624	624
4Bc	1	475	475
4Bx	1	507	507
4Cc	1	477	477
4Dc	1	866	866
4Dx	1	131	131
8A	1	507	507
8Ax	1	762	762
8B	1	45	45
8Bx	1	20	20
8C	1	717	717
8Cx	1	487	487
4Ax1	1	664	664
4B1	1	433	433
4C1	1	520	520
4Cx1	1	431	431
4D1	1	422	422
4Ax2	1	846	846
4B2	1	329	329
4C2	1	520	520
4Cx2	1	760	760
4D2	1	182	182
4B3	1	762	762
4D3	1	604	604

Roundabouts

Roundabouts

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

Entries

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B1/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C1/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571

	D	W	✓	TrafficStream	4D1/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744
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### T-Junctions

#### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
3			✓	TrafficStream	Two-Way	3A/1	3A/1	3Ax/1	Two-Way	3B/1	3B/1	3Bx/1	Two-Way	3C/1	3C/1	3Cx/1	✓
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓
8			✓	TrafficStream	Two-Way	8A/1	8A/1	8Ax/1	Two-Way	8B/1	8B/1	8Bx/1	Two-Way	8C/1	8C/1	8Cx/1	✓

#### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
3	9.00	9.00	0.00	2.20	180.00
4g	4.50	4.50	0.00	2.20	0.00
4j	4.50	4.50	0.00	2.20	0.00
8	9.00	9.00	0.00	2.20	120.00

#### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
3	2.90	2.90	50.00	73.00
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00
8	2.30	2.30	171.00	121.00

#### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-aBSlope	BC-aCSlope	BAIntercept (PCU/hr)	BA-aBSlope	BA-aCSlope	BA-cASlope	BA-cBSlope	CBIntercept (PCU/hr)	CB-aBSlope	CB-aCSlope
3	663	0.09	0.22	525	0.08	0.21	0.13	0.30	678	0.23	0.23
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19
8	651	0.09	0.22	555	0.09	0.22	0.14	0.32	643	0.22	0.22

### Local OD Matrix - Local Matrix: 4

#### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	9	146	168	35
	4-2	393	3	329	37
	4-3	262	198	1	59
	4-4	182	160	262	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFF00
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	3
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	37
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	1
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	168
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	35
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	146
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	198
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	59
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	329
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	262
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	160
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	262
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	182
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	9

22	4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	393
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### Local OD Matrix - Local Matrix: 3

#### 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
3		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	1	350
	3-2	4	0	8
	3-3	839	7	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	7
	2		3-2	3-3	3B/1, 3Cx/1	Normal	8
	3		3-2	3-1	3B/1, 3Ax/1	Normal	4
	4		3-3	3-1	3C/1, 3Ax/1	Normal	839
	5		3-1	3-3	3A/1, 3Cx/1	Normal	350
	6		3-1	3-2	3A/1, 3Bx/1	Normal	1

### Local OD Matrix - Local Matrix: 8

#### 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
8		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To		
		8-1	8-2	8-3
From	8-1	0	20	487
	8-2	45	0	0
	8-3	717	0	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	20
	2		8-2	8-1	8B/1, 8Ax/1	Normal	45
	3		8-1	8-3	8A/1, 8Cx/1	Normal	487
	4		8-2	8-3	8B/1, 8Cx/1	Normal	0
	5		8-3	8-1	8C/1, 8Ax/1	Normal	717
	6		8-3	8-2	8C/1, 8Bx/1	Normal	0

### Final Prediction Table

#### Traffic Stream Results

	FLOW	PERFORMANCE	PER PCU	QUEUES	WEIGHTS	PENALTIES	P.I.

Arm	Traffic Stream	Name	Traffic node	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 (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (€ per hr)	P.I.
3A	1		3	351	1800	100	0.00	20	362	10.38	0.24	0.00	0.02		100	100	0.00	0.34
3Ax	1			843	Unrestricted	100	0.00	0	Unrestricted	11.86	0.00	0.00	0.00		100	100	0.00	0.00
3B	1		3	12	471	100	100.00	3	3430	2.83	0.15	0.00	0.00		100	100	0.00	0.01
3Bx	1			8	Unrestricted	100	100.00	0	Unrestricted	3.81	0.00	0.00	0.00		100	100	0.00	0.00
3C	1		3	846	1771	100	0.00	48	88	5.93	1.39	0.00	0.33		100	100	0.00	4.65
3Cx	1		4k	358	1800	100	0.00	20	353	5.28	0.25	0.00	0.02		100	100	0.00	0.35
4A	1		4a	358	1317	100	0.00	27	231	8.86	0.76	0.00	0.08		100	100	0.00	1.08
4Ac	1		4a	624	3600	100	0.00	17	419	3.28	0.10	0.00	0.02		100	100	0.00	0.26
4Bc	1		4b	475	3600	100	0.00	13	582	3.83	0.08	0.00	0.01		100	100	0.00	0.14
4Bx	1		4e	507	1800	100	0.00	28	220	8.38	0.39	0.00	0.06		100	100	0.00	0.78
4Cc	1		4c	477	3600	100	0.00	13	579	2.77	0.08	0.00	0.01		100	100	0.00	0.14
4Dc	1		4d	866	3600	100	0.00	24	274	3.92	0.16	0.00	0.04		100	100	0.00	0.54
4Dx	1			131	Unrestricted	100	0.00	0	Unrestricted	10.52	0.00	0.00	0.00		100	100	0.00	0.00
8A	1		8	507	1800	100	0.00	28	220	8.78	0.39	0.00	0.06		100	100	0.00	0.78
8Ax	1		8b	762	1800	100	0.00	42	113	5.97	0.73	0.00	0.16		100	100	0.00	2.20
8B	1		8	45	345	100	100.00	13	590	5.11	1.17	0.00	0.01		100	100	0.00	0.21
8Bx	1			20	Unrestricted	100	100.00	0	Unrestricted	6.14	0.00	0.00	0.00		100	100	0.00	0.00
8C	1		8	717	1800	100	0.00	40	126	6.40	0.99	0.00	0.20		100	100	0.00	2.80
8Cx	1			487	Unrestricted	100	0.00	0	Unrestricted	7.54	0.00	0.00	0.00		100	100	0.00	0.00
4Ax1	1		4j	664	1800	100	0.00	37	144	6.75	0.58	0.00	0.11		100	100	0.00	1.53
4B1	1		4b	433	748	100	0.00	58	55	10.64	4.92	0.00	0.59		100	100	0.00	8.41
4C1	1		4c	520	1281	100	0.00	41	122	5.14	1.44	0.00	0.21		100	100	0.00	2.95
4Cx1	1		4g	431	1800	100	0.00	24	276	6.13	0.31	0.00	0.04		100	100	0.00	0.54
4D1	1		4d	422	452	100	0.00	93	-4	62.13	55.45	0.00	6.50		100	100	0.00	92.30
4Ax2	1		4k	846	1800	100	0.00	47	91	3.36	0.89	0.00	0.21		100	100	0.00	2.96
4B2	1		4g	329	665	100	0.00	49	82	9.83	3.96	0.00	0.36		100	100	0.00	5.13
4C2	1		4h	520	1800	100	0.00	29	212	7.57	0.41	0.00	0.06		100	100	0.00	0.83
4Cx2	1			760	Unrestricted	100	0.00	0	Unrestricted	6.17	0.00	0.00	0.00		100	100	0.00	0.00
4D2	1		4j	182	586	100	0.00	31	190	8.10	2.07	0.00	0.10		100	100	0.00	1.49
4B3	1		4f	762	1800	100	0.00	42	113	5.63	0.73	0.00	0.16		100	100	0.00	2.20
4D3	1		4i	604	1800	100	0.00	34	168	2.93	0.50	0.00	0.08		100	100	0.00	1.20

**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	704.57	32.91	21.41	0.00	9.42	133.82	0.00	0.00	133.82
Bus									
Tram									
Pedestrians									
<b>TOTAL</b>	<b>704.57</b>	<b>32.91</b>	<b>21.41</b>	<b>0.00</b>	<b>9.42</b>	<b>133.82</b>	<b>0.00</b>	<b>0.00</b>	<b>133.82</b>

- < = 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.I. = PERFORMANCE INDEX





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**Filename:** H085 TRANSYT Model With Dev 20211104.t16  
**Path:** J:\H\_JOBS\Job-H085\B\_Documents\C\_Civil\A\_CS Reports\Traffic\Modelling  
**Report generation date:** 12/11/2021 17:34:42

- «A1 - Standard : D5 - 2025 With Dev, AM :
- »Arms and Traffic Streams
  - »Pedestrian Crossings
  - »Roundabouts
  - »T-Junctions
  - »Local OD Matrix - Local Matrix: 4
  - »Local OD Matrix - Local Matrix: 3
  - »Local OD Matrix - Local Matrix: 8
  - »Signal Timings
  - »Final Prediction Table

**Summary of network performance**

		AM		
	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
Standard - 2025 With Dev				
<b>Network</b>	D5	15.08	76% (TS 4A/1)	0 (0%)

# A1 - Standard D5 - 2025 With Dev, AM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	76.88	✓	Sum of lanes	1800	✓		Normal	
3Ax	1			✓	105.89						Normal	
3B	1			✓	14.67	✓	Sum of lanes	1800	✓		Normal	
3Bx	1			✓	39.71						Normal	
3C	1			✓	28.38	✓	Sum of lanes	1800	✓	✓	Normal	
3Cx	1			✓	48.13	✓	Sum of lanes	1800			Normal	
4A	1			✓	68.53	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	63.99	✓	Sum of lanes	1800	✓		Normal	
8Ax	1			✓	40.97	✓	Sum of lanes	1800			Normal	
8B	1			✓	25.45	✓	Sum of lanes	1800	✓		Normal	
8Bx	1			✓	50.15						Normal	
8C	1			✓	42.85	✓	Sum of lanes	1800	✓	✓	Normal	
8Cx	1			✓	69.12						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	48.29	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	49.91	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	43.36	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
3A	1	1	(untitled)			1800
3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800

4Bc	1	1				1800
		2				1800
4Bx	1	1				1800
4Cc	1	1				1800
		2				1800
4Dc	1	1				1800
		2				1800
4Dx	1	1				
8A	1	1	(untitled)			1800
8Ax	1	1	(untitled)			1800
8B	1	1	(untitled)			1800
8Bx	1	1	(untitled)			
8C	1	1	(untitled)			1800
8Cx	1	1	(untitled)			
4Ax1	1	1				1800
4B1	1	1				1800
4C1	1	1				1800
		2				1800
4Cx1	1	1				1800
4D1	1	1				1800
4Ax2	1	1	(untitled)			1800
4B2	1	1	(untitled)			1800
4C2	1	1	(untitled)			1800
4Cx2	1	1	(untitled)			
4D2	1	1	(untitled)			1800
4B3	1	1	(untitled)			1800
4D3	1	1	(untitled)			1800

**Flows**

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	1000	1000
3Ax	1	313	313
3B	1	82	82
3Bx	1	58	58
3C	1	304	304
3Cx	1	1015	1015
4A	1	1018	1018
4Ac	1	602	602
4Bc	1	718	718
4Bx	1	902	902
4Cc	1	392	392
4Dc	1	713	713
4Dx	1	646	646
8A	1	902	902
8Ax	1	370	370
8B	1	89	89
8Bx	1	25	25
8C	1	360	360
8Cx	1	956	956
4Ax1	1	249	249
4B1	1	178	178
4C1	1	967	967
4Cx1	1	504	504
4D1	1	138	138
4Ax2	1	311	311
4B2	1	193	193
4C2	1	967	967
4Cx2	1	697	697
4D2	1	62	62
4B3	1	371	371
4D3	1	200	200

**Signals**

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A	1	3	A	
3B	1	3	B	
3C	1	3	C	
8A	1	8	A	
8B	1	8	B	
8C	1	8	C	

**Pedestrian Crossings**

**Pedestrian Crossings**

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
3P1			3		Farside	8.80	7.04	4.50
3P2			3		Farside	6.30	5.04	4.50
3P3			3		Farside	8.80	7.04	4.50
8P1					Farside	3.00	2.40	4.50
8P2					Farside	6.20	4.96	4.50
8P3			8		Farside	9.10	7.28	4.50

**Pedestrian Crossings - Signals**

Crossing	Controller stream	Phase	Second phase enabled
3P1	3	D	
3P2	3	D	
3P3	3	D	
8P1	8	D	
8P2	8	D	
8P3	8	D	

**Pedestrian Crossings - Sides**

Crossing	Side	Saturation flow (Ped/hr)

(ALL) (ALL) 11000

### Roundabouts

#### Roundabouts

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

#### Entries

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B/1/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C/1/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571
	D	W		✓	TrafficStream	4D/1/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744

### T-Junctions

#### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓

#### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
(ALL)	4.50	4.50	0.00	2.20	0.00

#### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00

#### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC- aBSlope	BC- aCSlope	BAIntercept (PCU/hr)	BA- aBSlope	BA- aCSlope	BA- cASlope	BA- cBSlope	CBIntercept (PCU/hr)	CB- aBSlope	CB- aCSlope
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19

### Local OD Matrix - Local Matrix: 4

#### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	8	395	409	206
	4-2	71	6	193	101
	4-3	170	447	11	339
	4-4	62	54	84	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFFFF
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	6
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	101
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	11
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	409
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	206
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	395
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	447
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	339
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	193
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	84
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	54
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	170
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	62
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	8
	22		4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	71

### Local OD Matrix - Local Matrix: 3

#### 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
3		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	34	966
	3-2	33	0	49
	3-3	280	24	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	24
	2		3-2	3-3	3B/1, 3Cx/1	Normal	49
	3		3-2	3-1	3B/1, 3Ax/1	Normal	33
	4		3-3	3-1	3C/1, 3Ax/1	Normal	280
	5		3-1	3-3	3A/1, 3Cx/1	Normal	966
	6		3-1	3-2	3A/1, 3Bx/1	Normal	34

### Local OD Matrix - Local Matrix: 8

#### 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
8		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To		
		8-1	8-2	8-3
From	8-1	0	15	887
	8-2	20	0	69
	8-3	350	10	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	15
	2		8-2	8-1	8B/1, 8Ax/1	Normal	20
	3		8-1	8-3	8A/1, 8Cx/1	Normal	887
	4		8-2	8-3	8B/1, 8Cx/1	Normal	69
	5		8-3	8-1	8C/1, 8Ax/1	Normal	350
	6		8-3	8-2	8C/1, 8Bx/1	Normal	10

### Signal Timings

Network Default: 120s cycle time; 120 steps

#### Controller Stream 3

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
3			1	NetworkDefault	120	26

#### Controller Stream 3 - Properties

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

#### Controller Stream 3 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
3	✓	✓	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	Blackout Time (s)
3	A		3	100	0	0	Traffic	
	B		3	100	0	0	Traffic	
	C		3	100	0	0	Traffic	
	D		3	3	0	0	Pedestrian	0

**Library Stages**

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
3	1	A, C	1	1	100
	2	B	1	1	100
	3	D	1	1	100

**Stage Sequences**

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
3	1	(untitled)	Single	1, 2, 3	46, 59, 67	26	
	2	(untitled)	Single	1, 3, 2	35, 74, 115	26	

**Intergreen Matrix for Controller Stream 3**

		To			
		A	B	C	D
From	A		5		5
	B	5		5	5
	C		5		5
	D	7	7	7	

**Banned Stage transitions for Controller Stream 3**

		To		
		1	2	3
From	1			
	2			
	3			

**Interstage Matrix for Controller Stream 3**

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	7	7	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)
3	1	✓	1	A,C	74	46	92	1	3
	2	✓	2	B	51	59	8	1	3
	3	✓	3	D	64	67	3	1	3

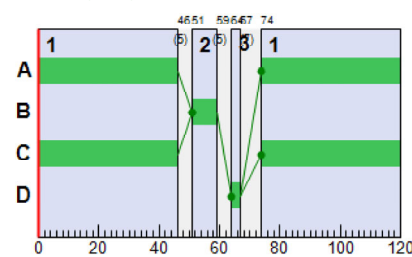
**Resultant Phase Green Periods**

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
3	A	1	✓	74	46	92
	B	1	✓	51	59	8
	C	1	✓	74	46	92
	D	1	✓	64	67	3

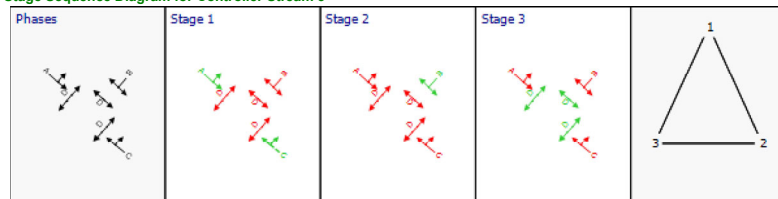
**Traffic Stream Green Times**

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
3A	1	3	3	A	74	46	92
3B	1	3	3	B	51	59	8
3C	1	3	3	C	74	46	92

**Phase Timings Diagram for Controller Stream 3**



**Stage Sequence Diagram for Controller Stream 3**



**Controller Stream 8**

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
8			1	NetworkDefault	120	26

**Controller Stream 8 - Properties**

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

**Controller Stream 8 - Optimisation**

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
8	✓	✓	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	Blackout Time (s)
8	A		3	100	0	0	Traffic	
	B		3	100	0	0	Traffic	
	C		3	100	0	0	Traffic	
	D		3	3	0	0	Pedestrian	0

**Library Stages**

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
8	1	A, C	1	1	100
	2	B	1	1	100
	3	D	1	1	100

**Stage Sequences**

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
8	1	(untitled)	Single	1, 2, 3	31, 45, 53	26	
	2	(untitled)	Single	1, 3, 2	35, 74, 115	26	

**Intergreen Matrix for Controller Stream 8**

		To			
		A	B	C	D
From	A		5		5
	B	5		5	5
	C		5		5
	D	7	7	7	

**Banned Stage transitions for Controller Stream 8**

		To		
		1	2	3
From	1			
	2			
	3			

**Interstage Matrix for Controller Stream 8**

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	7	7	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)
8	1	✓	1	A,C	60	31	91	1	3
	2	✓	2	B	36	45	9	1	3
	3	✓	3	D	50	53	3	1	3

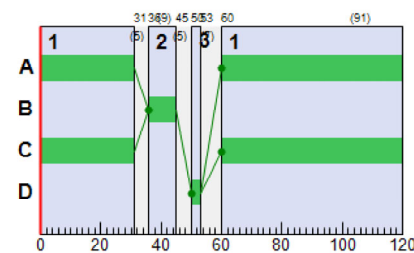
**Resultant Phase Green Periods**

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
8	A	1	✓	60	31	91
	B	1	✓	36	45	9
	C	1	✓	60	31	91
	D	1	✓	50	53	3

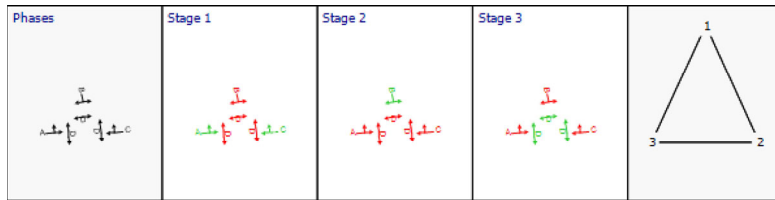
**Traffic Stream Green Times**

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
8A	1	8	8	A	60	31	91
8B	1	8	8	B	36	45	9
8C	1	8	8	C	60	31	91

**Phase Timings Diagram for Controller Stream 8**



**Stage Sequence Diagram for Controller Stream 8**



**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	(ALL)	0.00	0.00	0.00	0.00

**Final Prediction Table**

**Traffic Stream Results**

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		Cost of traffic penalties (€ per hr)	P.I.	
				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 (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)			Stop weighting multiplier (%)
3A	1		3	3	A	1000 <	1800	92	0.00	72	26	19.30	10.08	50.15	17.57 +	8.40	100	100	0.00	46.03
3Ax	1					313	Unrestricted	120	9.00	0	Unrestricted	12.71	0.00	0.00	0.00		100	100	0.00	0.00
3B	1		3	3	B	82 <	1800	8	0.00	61	48	75.40	73.64	111.52	3.09 +	2.98	100	100	0.00	24.97
3Bx	1					58	Unrestricted	120	79.00	0	Unrestricted	4.76	0.00	0.00	0.00		100	100	0.00	0.00
3C	1		3	3	C	304	1377	92	0.00	28	216	8.00	4.60	27.30	2.90	2.28	100	100	0.00	6.55
3Cx	1		4k			1015	1800	120	12.00	56	60	7.07	1.29	0.00	0.36		100	100	0.00	5.16
4A	1		4a			1018 <	1331	120	7.00	76	18	17.69	9.46	60.62	25.57 +		100	100	0.00	45.73
4Ac	1		4a			602	3600	120	0.00	17	438	3.27	0.10	0.00	0.02		100	100	0.00	0.24
4Bc	1		4b			718	3600	120	0.00	20	351	3.88	0.12	0.00	0.02		100	100	0.00	0.35
4Bx	1		4e			902	1800	120	0.00	50	80	8.99	1.00	0.00	0.25		100	100	0.00	3.57
4Cc	1		4c			392	3600	120	0.00	11	727	2.75	0.06	0.00	0.01		100	100	0.00	0.09
4Dc	1		4d			713	3600	120	0.00	20	354	3.89	0.12	0.00	0.02		100	100	0.00	0.35
4Dx	1					646	Unrestricted	120	0.00	0	Unrestricted	10.52	0.00	0.00	0.00		100	100	0.00	0.00
8A	1		8	8	A	902 <	1800	91	0.00	65	38	17.67	9.99	48.09	14.89 +	8.38	100	100	0.00	40.99
8Ax	1		8b			370	1800	120	16.00	21	338	5.18	0.26	0.00	0.03		100	100	0.00	0.38
8B	1		8	8	B	89	1800	9	0.00	59	52	73.06	70.00	108.48	3.26	3.14	100	100	0.00	25.79
8Bx	1					25	Unrestricted	120	114.00	0	Unrestricted	6.02	0.00	0.00	0.00		100	100	0.00	0.00
8C	1		8	8	C	360	1622	91	0.00	29	211	10.00	4.86	29.18	3.66	2.86	100	100	0.00	8.21
8Cx	1					956	Unrestricted	120	10.00	0	Unrestricted	8.29	0.00	0.00	0.00		100	100	0.00	0.00
4Ax1	1		4j			249	1800	120	0.00	14	551	6.33	0.16	0.00	0.01		100	100	0.00	0.16
4B1	1		4b			178	648	120	14.00	27	228	7.37	1.58	0.00	0.08		100	100	0.00	1.11
4C1	1		4c			967	1332	120	0.00	73	24	8.99	5.29	0.00	1.42		100	100	0.00	20.17
4Cx1	1		4g			504	1800	120	0.00	28	221	6.21	0.39	0.00	0.05		100	100	0.00	0.77
4D1	1		4d			138	503	120	0.00	27	228	8.70	2.02	0.00	0.08		100	100	0.00	1.10
4Ax2	1		4k			311	1800	120	0.00	17	421	2.68	0.21	0.00	0.02		100	100	0.00	0.26
4B2	1		4g			193	646	120	13.00	30	201	7.77	1.78	0.00	0.10		100	100	0.00	1.35
4C2	1		4h			967	1800	120	0.00	54	68	8.32	1.16	0.00	0.31		100	100	0.00	4.42
4Cx2	1					697	Unrestricted	120	0.00	0	Unrestricted	6.17	0.00	0.00	0.00		100	100	0.00	0.00
4D2	1		4j			62	691	120	0.00	9	903	6.41	0.38	0.00	0.01		100	100	0.00	0.09
4B3	1		4f			371	1800	120	12.00	21	337	5.46	0.26	0.00	0.03		100	100	0.00	0.38
4D3	1		4i			200	1800	120	0.00	11	710	2.55	0.12	0.00	0.01		100	100	0.00	0.10

**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	801.06	41.78	19.17	7.93	7.15	214.15	24.18	0.00	238.33
Bus									
Tram									
Pedestrians									
<b>TOTAL</b>	801.06	41.78	19.17	7.93	7.15	214.15	24.18	0.00	238.33

- < = 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.I. = PERFORMANCE INDEX



<b>TRANSYT 16</b>
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**Filename:** H085 TRANSYT Model With Dev 20211104.t16  
**Path:** J:\H\_JOBS\Job-H085\B\_Documents\C\_Civil\A\_CS Reports\Traffic\Modelling  
**Report generation date:** 12/11/2021 17:35:40

- «A1 - Standard : D6 - 2025 With Dev, PM :
- »Arms and Traffic Streams
  - »Pedestrian Crossings
  - »Roundabouts
  - »T-Junctions
  - »Local OD Matrix - Local Matrix: 4
  - »Local OD Matrix - Local Matrix: 3
  - »Local OD Matrix - Local Matrix: 8
  - »Signal Timings
  - »Final Prediction Table

**Summary of network performance**

		PM		
	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Standard - 2025 With Dev			
<b>Network</b>	D6	13.87	94% (TS 4D1/1)	1 (2%)

# A1 - Standard D6 - 2025 With Dev, PM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	76.88	✓	Sum of lanes	1800	✓		Normal	
3Ax	1			✓	105.89						Normal	
3B	1			✓	14.67	✓	Sum of lanes	1800	✓		Normal	
3Bx	1			✓	39.71						Normal	
3C	1			✓	28.38	✓	Sum of lanes	1800	✓	✓	Normal	
3Cx	1			✓	48.13	✓	Sum of lanes	1800			Normal	
4A	1			✓	68.53	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	63.99	✓	Sum of lanes	1800	✓		Normal	
8Ax	1			✓	40.97	✓	Sum of lanes	1800			Normal	
8B	1			✓	25.45	✓	Sum of lanes	1800	✓		Normal	
8Bx	1			✓	50.15						Normal	
8C	1			✓	42.85	✓	Sum of lanes	1800	✓	✓	Normal	
8Cx	1			✓	69.12						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	48.29	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	49.91	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	43.36	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
3A	1	1	(untitled)			1800
3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800

4Bc	1	1				1800
		2				1800
4Bx	1	1				1800
4Cc	1	1				1800
		2				1800
4Dc	1	1				1800
		2				1800
4Dx	1	1				
8A	1	1	(untitled)			1800
8Ax	1	1	(untitled)			1800
8B	1	1	(untitled)			1800
8Bx	1	1	(untitled)			
8C	1	1	(untitled)			1800
8Cx	1	1	(untitled)			
4Ax1	1	1				1800
4B1	1	1				1800
4C1	1	1				1800
		2				1800
4Cx1	1	1				1800
4D1	1	1				1800
4Ax2	1	1	(untitled)			1800
4B2	1	1	(untitled)			1800
4C2	1	1	(untitled)			1800
4Cx2	1	1	(untitled)			
4D2	1	1	(untitled)			1800
4B3	1	1	(untitled)			1800
4D3	1	1	(untitled)			1800

**Flows**

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	370	370
3Ax	1	864	864
3B	1	44	44
3Bx	1	38	38
3C	1	857	857
3Cx	1	369	369
4A	1	369	369
4Ac	1	620	620
4Bc	1	486	486
4Bx	1	503	503
4Cc	1	477	477
4Dc	1	873	873
4Dx	1	131	131
8A	1	503	503
8Ax	1	724	724
8B	1	19	19
8Bx	1	54	54
8C	1	755	755
8Cx	1	499	499
4Ax1	1	675	675
4B1	1	433	433
4C1	1	527	527
4Cx1	1	442	442
4D1	1	422	422
4Ax2	1	857	857
4B2	1	291	291
4C2	1	527	527
4Cx2	1	733	733
4D2	1	182	182
4B3	1	724	724
4D3	1	604	604

**Signals**

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A	1	3	A	
3B	1	3	B	
3C	1	3	C	
8A	1	8	A	
8B	1	8	B	
8C	1	8	C	

**Pedestrian Crossings**

**Pedestrian Crossings**

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
3P1			3		Farside	8.80	7.04	4.50
3P2			3		Farside	6.30	5.04	4.50
3P3			3		Farside	8.80	7.04	4.50
8P1					Farside	3.00	2.40	4.50
8P2					Farside	6.20	4.96	4.50
8P3			8		Farside	9.10	7.28	4.50

**Pedestrian Crossings - Signals**

Crossing	Controller stream	Phase	Second phase enabled
3P1	3	D	
3P2	3	D	
3P3	3	D	
8P1	8	D	
8P2	8	D	
8P3	8	D	

**Pedestrian Crossings - Sides**

Crossing	Side	Saturation flow (Ped/hr)

(ALL) (ALL) 11000

### Roundabouts

#### Roundabouts

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

#### Entries

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571
	D	W		✓	TrafficStream	4D/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744

### T-Junctions

#### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓

#### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
(ALL)	4.50	4.50	0.00	2.20	0.00

#### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00

#### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC- aBSlope	BC- aCSlope	BAIntercept (PCU/hr)	BA- aBSlope	BA- aCSlope	BA- cASlope	BA- cBSlope	CBIntercept (PCU/hr)	CB- aBSlope	CB- aCSlope
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19

### Local OD Matrix - Local Matrix: 4

#### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	9	146	179	35
	4-2	393	3	291	37
	4-3	273	194	1	59
	4-4	182	160	262	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFFFF00
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	3
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	37
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	1
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	179
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	35
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	146
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	194
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	59
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	291
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	262
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	160
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	273
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	182
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	9
	22		4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	393

**Local OD Matrix - Local Matrix: 3**

**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
3		✓	✓	Path Equalisation			✓			✓	1.25				

**Normal Input Flows (PCU/hr)**

		To		
		3-1	3-2	3-3
From	3-1	0	20	350
	3-2	25	0	19
	3-3	839	18	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

**Normal Paths and Flows**

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	18
	2		3-2	3-3	3B/1, 3Cx/1	Normal	19
	3		3-2	3-1	3B/1, 3Ax/1	Normal	25
	4		3-3	3-1	3C/1, 3Ax/1	Normal	839
	5		3-1	3-3	3A/1, 3Cx/1	Normal	350
	6		3-1	3-2	3A/1, 3Bx/1	Normal	20

**Local OD Matrix - Local Matrix: 8**

**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
8		✓	✓	Path Equalisation			✓			✓	1.25				

**Normal Input Flows (PCU/hr)**

		To		
		8-1	8-2	8-3
From	8-1	0	16	487
	8-2	7	0	12
	8-3	717	38	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

**Normal Paths and Flows**

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	16
	2		8-2	8-1	8B/1, 8Ax/1	Normal	7
	3		8-1	8-3	8A/1, 8Cx/1	Normal	487
	4		8-2	8-3	8B/1, 8Cx/1	Normal	12
	5		8-3	8-1	8C/1, 8Ax/1	Normal	717
	6		8-3	8-2	8C/1, 8Bx/1	Normal	38

**Signal Timings**

Network Default: 120s cycle time; 120 steps

**Controller Stream 3**

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
3			1	NetworkDefault	120	26

**Controller Stream 3 - Properties**

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

**Controller Stream 3 - Optimisation**

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
3	✓	✓	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	Blackout Time (s)
3	A		3	100	0	0	Traffic	
	B		3	100	0	0	Traffic	
	C		3	100	0	0	Traffic	
	D		3	3	0	0	Pedestrian	0

**Library Stages**

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
3	1	A, C	1	1	100
	2	B	1	1	100
	3	D	1	1	100

**Stage Sequences**

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
3	1	(untitled)	Single	1, 2, 3	15, 25, 33	26	
	2	(untitled)	Single	1, 3, 2	35, 74, 115	26	

**Intergreen Matrix for Controller Stream 3**

		To			
		A	B	C	D
From	A		5		5
	B	5		5	5
	C		5		5
	D	7	7	7	

**Banned Stage transitions for Controller Stream 3**

		To		
		1	2	3
From	1			
	2			
	3			

**Interstage Matrix for Controller Stream 3**

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	7	7	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)
3	1	✓	1	A,C	40	15	95	1	3
	2	✓	2	B	20	25	5	1	3
	3	✓	3	D	30	33	3	1	3

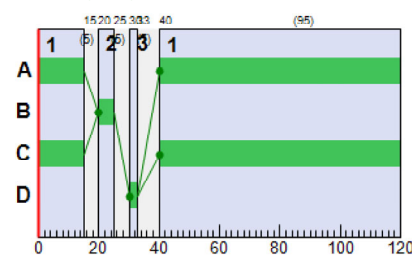
**Resultant Phase Green Periods**

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
3	A	1	✓	40	15	95
	B	1	✓	20	25	5
	C	1	✓	40	15	95
	D	1	✓	30	33	3

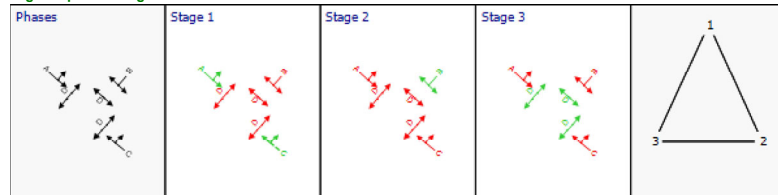
**Traffic Stream Green Times**

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
3A	1	3	3	A	40	15	95
3B	1	3	3	B	20	25	5
3C	1	3	3	C	40	15	95

**Phase Timings Diagram for Controller Stream 3**



**Stage Sequence Diagram for Controller Stream 3**



**Controller Stream 8**

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
8			1	NetworkDefault	120	26

**Controller Stream 8 - Properties**

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

**Controller Stream 8 - Optimisation**

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
8	✓	✓	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	Blackout Time (s)
8	A		3	100	0	0	Traffic	
	B		3	100	0	0	Traffic	
	C		3	100	0	0	Traffic	
	D		3	3	0	0	Pedestrian	0

**Library Stages**

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
8	1	A, C	1	1	100
	2	B	1	1	100
	3	D	1	1	100

**Stage Sequences**

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
8	1	(untitled)	Single	1, 2, 3	102, 110, 118	26	
	2	(untitled)	Single	1, 3, 2	35, 74, 115	26	

**Intergreen Matrix for Controller Stream 8**

		To			
		A	B	C	D
From	A		5		5
	B	5		5	5
	C		5		5
	D	7	7	7	

**Banned Stage transitions for Controller Stream 8**

		To		
		1	2	3
From	1			
	2			
	3			

**Interstage Matrix for Controller Stream 8**

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	7	7	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)
8	1	✓	1	A,C	5	102	97	1	3
	2	✓	2	B	107	110	3	1	3
	3	✓	3	D	115	118	3	1	3

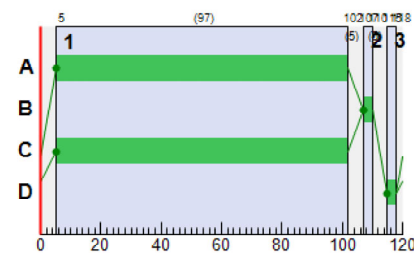
**Resultant Phase Green Periods**

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
8	A	1	✓	5	102	97
	B	1	✓	107	110	3
	C	1	✓	5	102	97
	D	1	✓	115	118	3

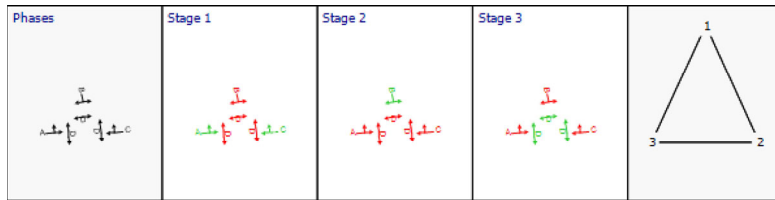
**Traffic Stream Green Times**

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
8A	1	8	8	A	5	102	97
8B	1	8	8	B	107	110	3
8C	1	8	8	C	5	102	97

**Phase Timings Diagram for Controller Stream 8**



**Stage Sequence Diagram for Controller Stream 8**



**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)
16:30-17:30	(ALL)	0.00	0.00	0.00	0.00

**Final Prediction Table**

**Traffic Stream Results**

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU		QUEUES		WEIGHTS		PENALTIES	P.I.	
				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 (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)		Cost of traffic penalties (€ per hr)
3A	1		3	3	A	370	1800	95	0.00	26	250	12.68	3.46	23.84	3.13	2.51	100	100	0.00	6.15
3Ax	1					864	Unrestricted	120	8.00	0	Unrestricted	12.71	0.00	0.00	0.00		100	100	0.00	0.00
3B	1		3	3	B	44	1800	5	3.00	49	84	75.84	110.56	1.64	1.62	100	100	0.00	13.47	
3Bx	1					38	Unrestricted	120	110.00	0	Unrestricted	4.76	0.00	0.00	0.00		100	100	0.00	0.00
3C	1		3	3	C	857 <	1719	95	0.00	62	44	8.73	5.32	30.44	10.00 +	4.54	100	100	0.00	21.27
3Cx	1		4k			369	1800	120	14.00	20	339	6.03	0.26	0.00	0.03		100	100	0.00	0.38
4A	1		4a			369	1319	120	9.00	28	222	9.02	0.79	0.00	0.08		100	100	0.00	1.16
4Ac	1		4a			620	3600	120	0.00	17	423	3.28	0.10	0.00	0.02		100	100	0.00	0.25
4Bc	1		4b			486	3600	120	0.00	14	567	3.83	0.08	0.00	0.01		100	100	0.00	0.15
4Bx	1		4e			503	1800	120	0.00	28	222	8.38	0.39	0.00	0.05		100	100	0.00	0.77
4Cc	1		4c			477	3600	120	6.00	13	579	2.77	0.08	0.00	0.01		100	100	0.00	0.14
4Dc	1		4d			873	3600	120	0.00	24	271	3.92	0.16	0.00	0.04		100	100	0.00	0.55
4Dx	1					131	Unrestricted	120	0.00	0	Unrestricted	10.52	0.00	0.00	0.00		100	100	0.00	0.00
8A	1		8	8	A	503	1800	97	0.00	34	163	11.14	3.46	24.29	4.31	3.18	100	100	0.00	8.40
8Ax	1		8b			724	1800	120	14.00	40	124	5.59	0.67	0.00	0.14		100	100	0.00	1.92
8B	1		8	8	B	19	1800	3	2.00	32	184	73.43	70.38	107.57	0.69	0.68	100	100	0.00	5.53
8Bx	1					54	Unrestricted	120	96.00	0	Unrestricted	6.02	0.00	0.00	0.00		100	100	0.00	0.00
8C	1		8	8	C	755 <	1588	97	0.00	58	55	11.22	6.08	35.44	9.42 +	5.02	100	100	0.00	21.47
8Cx	1					499	Unrestricted	120	11.00	0	Unrestricted	8.29	0.00	0.00	0.00		100	100	0.00	0.00
4Ax1	1		4j			675	1800	120	0.00	38	140	6.77	0.60	0.00	0.11		100	100	0.00	1.60
4B1	1		4b			433	743	120	12.00	58	54	11.10	5.31	17.02	4.99		100	100	0.00	9.98
4C1	1		4c			527	1281	120	0.00	41	119	5.17	1.47	0.00	0.22		100	100	0.00	3.06
4Cx1	1		4g			442	1800	120	0.00	25	267	6.14	0.33	0.00	0.04		100	100	0.00	0.57
4D1	1		4d			422 <	449	120	0.00	94	-4	66.16	59.48	88.90	16.88 +		100	100	0.00	103.72
4Ax2	1		4k			857	1800	120	0.00	48	89	3.38	0.91	0.00	0.22		100	100	0.00	3.07
4B2	1		4g			291	662	120	13.00	44	105	9.17	3.19	0.00	0.26		100	100	0.00	3.66
4C2	1		4h			527	1800	120	0.00	29	207	7.58	0.41	0.00	0.06		100	100	0.00	0.86
4Cx2	1					733	Unrestricted	120	0.00	0	Unrestricted	6.17	0.00	0.00	0.00		100	100	0.00	0.00
4D2	1		4j			182	583	120	0.00	31	188	8.12	2.10	0.00	0.11		100	100	0.00	1.50
4B3	1		4f			724	1800	120	11.00	40	124	5.88	0.67	0.00	0.14		100	100	0.00	1.92
4D3	1		4i			604	1800	120	62.00	34	168	2.93	0.50	0.00	0.08		100	100	0.00	1.20

**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	706.83	37.43	18.88	3.52	10.35	196.98	15.76	0.00	212.74
Bus									
Tram									
Pedestrians									
<b>TOTAL</b>	<b>706.83</b>	<b>37.43</b>	<b>18.88</b>	<b>3.52</b>	<b>10.35</b>	<b>196.98</b>	<b>15.76</b>	<b>0.00</b>	<b>212.74</b>

- <= 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.I. = PERFORMANCE INDEX



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**Filename:** H085 TRANSYT Model With Dev 20211104.t16  
**Path:** J:\H\_JOBS\Job-H085\B\_Documents\C\_Civil\A\_CS Reports\Traffic\Modelling  
**Report generation date:** 12/11/2021 17:36:11

- «A1 - Standard : D9 - 2030 With Dev, AM :
- »Arms and Traffic Streams
  - »Pedestrian Crossings
  - »Roundabouts
  - »T-Junctions
  - »Local OD Matrix - Local Matrix: 4
  - »Local OD Matrix - Local Matrix: 3
  - »Local OD Matrix - Local Matrix: 8
  - »Signal Timings
  - »Final Prediction Table

**Summary of network performance**

		AM		
	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Standard - 2030 With Dev			
<b>Network</b>	D9	19.96	85% (TS 4A/1)	0 (0%)

# A1 - Standard D9 - 2030 With Dev, AM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	76.88	✓	Sum of lanes	1800	✓		Normal	
3Ax	1			✓	105.89						Normal	
3B	1			✓	14.67	✓	Sum of lanes	1800	✓		Normal	
3Bx	1			✓	39.71						Normal	
3C	1			✓	28.38	✓	Sum of lanes	1800	✓	✓	Normal	
3Cx	1			✓	48.13	✓	Sum of lanes	1800			Normal	
4A	1			✓	68.53	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	63.99	✓	Sum of lanes	1800	✓		Normal	
8Ax	1			✓	40.97	✓	Sum of lanes	1800			Normal	
8B	1			✓	25.45	✓	Sum of lanes	1800	✓		Normal	
8Bx	1			✓	50.15						Normal	
8C	1			✓	42.85	✓	Sum of lanes	1800	✓	✓	Normal	
8Cx	1			✓	69.12						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	48.29	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	49.91	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	43.36	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
3A	1	1	(untitled)			1800
3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800

4Bc	1	1			1800
		2			1800
4Bx	1	1			1800
4Cc	1	1			1800
		2			1800
4Dc	1	1			1800
		2			1800
4Dx	1	1			
8A	1	1	(untitled)		1800
8Ax	1	1	(untitled)		1800
8B	1	1	(untitled)		1800
8Bx	1	1	(untitled)		
8C	1	1	(untitled)		1800
8Cx	1	1	(untitled)		
4Ax1	1	1			1800
4B1	1	1			1800
4C1	1	1			1800
		2			1800
4Cx1	1	1			1800
4D1	1	1			1800
4Ax2	1	1	(untitled)		1800
4B2	1	1	(untitled)		1800
4C2	1	1	(untitled)		1800
4Cx2	1	1	(untitled)		
4D2	1	1	(untitled)		1800
4B3	1	1	(untitled)		1800
4D3	1	1	(untitled)		1800

**Flows**

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	1080	1080
3Ax	1	337	337
3B	1	84	84
3Bx	1	60	60
3C	1	329	329
3Cx	1	1096	1096
4A	1	1100	1100
4Ac	1	650	650
4Bc	1	775	775
4Bx	1	975	975
4Cc	1	423	423
4Dc	1	768	768
4Dx	1	700	700
8A	1	976	976
8Ax	1	399	399
8B	1	89	89
8Bx	1	25	25
8C	1	389	389
8Cx	1	1030	1030
4Ax1	1	267	267
4B1	1	192	192
4C1	1	1045	1045
4Cx1	1	544	544
4D1	1	149	149
4Ax2	1	334	334
4B2	1	207	207
4C2	1	1045	1045
4Cx2	1	751	751
4D2	1	67	67
4B3	1	399	399
4D3	1	216	216

**Signals**

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A	1	3	A	
3B	1	3	B	
3C	1	3	C	
8A	1	8	A	
8B	1	8	B	
8C	1	8	C	

**Pedestrian Crossings**

**Pedestrian Crossings**

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
3P1			3		Farside	8.80	7.04	4.50
3P2			3		Farside	6.30	5.04	4.50
3P3			3		Farside	8.80	7.04	4.50
8P1					Farside	3.00	2.40	4.50
8P2					Farside	6.20	4.96	4.50
8P3			8		Farside	9.10	7.28	4.50

**Pedestrian Crossings - Signals**

Crossing	Controller stream	Phase	Second phase enabled
3P1	3	D	
3P2	3	D	
3P3	3	D	
8P1	8	D	
8P2	8	D	
8P3	8	D	

**Pedestrian Crossings - Sides**

Crossing	Side	Saturation flow (Ped/hr)

(ALL) (ALL) 11000

### Roundabouts

#### Roundabouts

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

#### Entries

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B/1/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C/1/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571
	D	W		✓	TrafficStream	4D/1/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744

### T-Junctions

#### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓

#### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
(ALL)	4.50	4.50	0.00	2.20	0.00

#### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00

#### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC- aBSlope	BC- aCSlope	BAIntercept (PCU/hr)	BA- aBSlope	BA- aCSlope	BA- cASlope	BA- cBSlope	CBIntercept (PCU/hr)	CB- aBSlope	CB- aCSlope
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19

### Local OD Matrix - Local Matrix: 4

#### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	8	428	441	223
	4-2	76	6	207	110
	4-3	183	483	12	367
	4-4	67	58	91	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFF00
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	6
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	110
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	12
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	441
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	223
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	428
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	483
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	367
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	207
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	91
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	58
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	183
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	67
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	8
	22		4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	76

**Local OD Matrix - Local Matrix: 3**

**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
3		✓	✓	Path Equalisation			✓			✓	1.25				

**Normal Input Flows (PCU/hr)**

		To		
		3-1	3-2	3-3
From	3-1	0	34	1046
	3-2	34	0	50
	3-3	303	26	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

**Normal Paths and Flows**

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	26
	2		3-2	3-3	3B/1, 3Cx/1	Normal	50
	3		3-2	3-1	3B/1, 3Ax/1	Normal	34
	4		3-3	3-1	3C/1, 3Ax/1	Normal	303
	5		3-1	3-3	3A/1, 3Cx/1	Normal	1046
	6		3-1	3-2	3A/1, 3Bx/1	Normal	34

**Local OD Matrix - Local Matrix: 8**

**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
8		✓	✓	Path Equalisation			✓			✓	1.25				

**Normal Input Flows (PCU/hr)**

		To		
		8-1	8-2	8-3
From	8-1	0	15	961
	8-2	20	0	69
	8-3	379	10	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

**Normal Paths and Flows**

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	15
	2		8-2	8-1	8B/1, 8Ax/1	Normal	20
	3		8-1	8-3	8A/1, 8Cx/1	Normal	961
	4		8-2	8-3	8B/1, 8Cx/1	Normal	69
	5		8-3	8-1	8C/1, 8Ax/1	Normal	379
	6		8-3	8-2	8C/1, 8Bx/1	Normal	10

**Signal Timings**

Network Default: 120s cycle time; 120 steps

**Controller Stream 3**

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
3			1	NetworkDefault	120	26

**Controller Stream 3 - Properties**

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

**Controller Stream 3 - Optimisation**

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
3	✓	✓	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	Blackout Time (s)
3	A		3	100	0	0	Traffic	
	B		3	100	0	0	Traffic	
	C		3	100	0	0	Traffic	
	D		3	3	0	0	Pedestrian	0

**Library Stages**

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
3	1	A, C	1	1	100
	2	B	1	1	100
	3	D	1	1	100

**Stage Sequences**

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
3	1	(untitled)	Single	1, 2, 3	43, 55, 63	26	
	2	(untitled)	Single	1, 3, 2	35, 74, 115	26	

**Intergreen Matrix for Controller Stream 3**

		To			
		A	B	C	D
From	A		5		5
	B	5		5	5
	C		5		5
	D	7	7	7	

**Banned Stage transitions for Controller Stream 3**

		To		
		1	2	3
From	1			
	2			
	3			

**Interstage Matrix for Controller Stream 3**

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	7	7	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)
3	1	✓	1	A,C	70	43	93	1	3
	2	✓	2	B	48	55	7	1	3
	3	✓	3	D	60	63	3	1	3

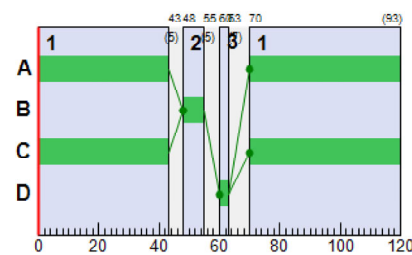
**Resultant Phase Green Periods**

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
3	A	1	✓	70	43	93
	B	1	✓	48	55	7
	C	1	✓	70	43	93
	D	1	✓	60	63	3

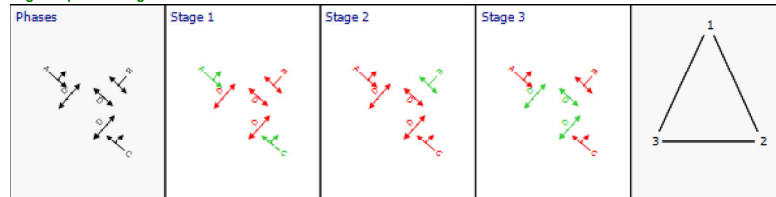
**Traffic Stream Green Times**

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
3A	1	3	3	A	70	43	93
3B	1	3	3	B	48	55	7
3C	1	3	3	C	70	43	93

**Phase Timings Diagram for Controller Stream 3**



**Stage Sequence Diagram for Controller Stream 3**



**Controller Stream 8**

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
8			1	NetworkDefault	120	26

**Controller Stream 8 - Properties**

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

**Controller Stream 8 - Optimisation**

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
8	✓	✓	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	Blackout Time (s)
8	A		3	100	0	0	Traffic	
	B		3	100	0	0	Traffic	
	C		3	100	0	0	Traffic	
	D		3	3	0	0	Pedestrian	0

**Library Stages**

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
8	1	A, C	1	1	100
	2	B	1	1	100
	3	D	1	1	100

**Stage Sequences**

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
8	1	(untitled)	Single	1, 2, 3	96, 110, 118	26	
	2	(untitled)	Single	1, 3, 2	35, 74, 115	26	

**Intergreen Matrix for Controller Stream 8**

		To			
		A	B	C	D
From	A		5		5
	B	5		5	5
	C		5		5
	D	7	7	7	

**Banned Stage transitions for Controller Stream 8**

		To		
		1	2	3
From	1			
	2			
	3			

**Interstage Matrix for Controller Stream 8**

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	7	7	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)
8	1	✓	1	A,C	5	96	91	1	3
	2	✓	2	B	101	110	9	1	3
	3	✓	3	D	115	118	3	1	3

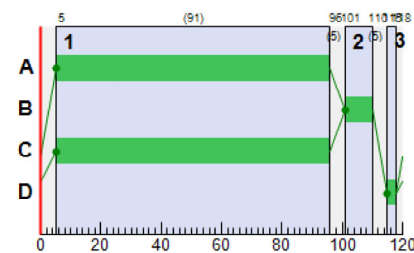
**Resultant Phase Green Periods**

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
8	A	1	✓	5	96	91
	B	1	✓	101	110	9
	C	1	✓	5	96	91
	D	1	✓	115	118	3

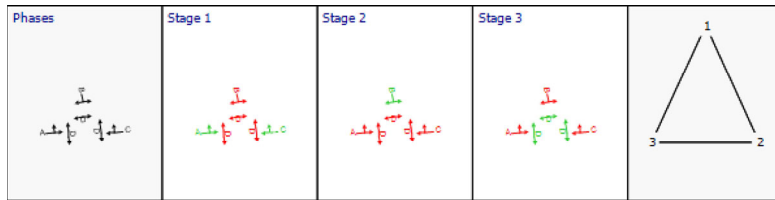
**Traffic Stream Green Times**

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
8A	1	8	8	A	5	96	91
8B	1	8	8	B	101	110	9
8C	1	8	8	C	5	96	91

**Phase Timings Diagram for Controller Stream 8**



**Stage Sequence Diagram for Controller Stream 8**



**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	(ALL)	0.00	0.00	0.00	0.00

**Final Prediction Table**

**Traffic Stream Results**

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				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 (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (€ per hr)	P.I.
3A	1		3	3	A	1080 <	1800	93	0.00	77	18	20.40	11.17	54.04	20.44 +	9.04	100	100	0.00	54.90
3Ax	1					337	Unrestricted	120	8.00	0	Unrestricted	12.71	0.00	0.00	0.00		100	100	0.00	0.00
3B	1		3	3	B	84 <	1800	7	0.00	70	29	89.00	87.24	121.77	3.49 +	3.37	100	100	0.00	30.19
3Bx	1					60	Unrestricted	120	73.00	0	Unrestricted	4.76	0.00	0.00	0.00		100	100	0.00	0.00
3C	1		3	3	C	329	1356	93	0.00	31	191	9.08	5.67	33.15	3.76	2.86	100	100	0.00	8.73
3Cx	1		4k			1096	1800	120	11.00	61	48	7.33	1.55	0.00	0.47		100	100	0.00	6.71
4A	1		4a			1100 <	1300	120	6.00	85	6	24.65	16.43	87.97	36.68 +		100	100	0.00	83.42
4Ac	1		4a			650	3600	120	0.00	18	398	3.28	0.11	0.00	0.02		100	100	0.00	0.28
4Bc	1		4b			775	3600	120	0.00	22	318	3.89	0.14	0.00	0.03		100	100	0.00	0.42
4Bx	1		4e			975	1800	120	0.00	54	66	9.17	1.18	0.00	0.32		100	100	0.00	4.54
4Cc	1		4c			423	3600	120	0.00	12	666	2.76	0.07	0.00	0.01		100	100	0.00	0.11
4Dc	1		4d			768	3600	120	0.00	21	322	3.90	0.14	0.00	0.03		100	100	0.00	0.41
4Dx	1					700	Unrestricted	120	0.00	0	Unrestricted	10.52	0.00	0.00	0.00		100	100	0.00	0.00
8A	1		8	8	A	976 <	1800	91	0.00	71	27	17.71	10.03	53.33	18.42 +	8.19	100	100	0.00	45.15
8Ax	1		8b			399	1800	120	16.00	22	306	5.20	0.28	0.00	0.03		100	100	0.00	0.45
8B	1		8	8	B	89	1800	9	0.00	59	52	73.06	70.00	108.48	3.26	3.14	100	100	0.00	25.79
8Bx	1					25	Unrestricted	120	115.00	0	Unrestricted	6.02	0.00	0.00	0.00		100	100	0.00	0.00
8C	1		8	8	C	389	1624	91	0.00	31	188	10.16	5.02	29.90	4.07	3.10	100	100	0.00	9.15
8Cx	1					1030	Unrestricted	120	10.00	0	Unrestricted	8.29	0.00	0.00	0.00		100	100	0.00	0.00
4Ax1	1		4j			267	1800	120	0.00	15	507	6.34	0.17	0.00	0.01		100	100	0.00	0.18
4B1	1		4b			192	624	120	14.00	31	193	7.74	1.95	3.41	1.09		100	100	0.00	1.56
4C1	1		4c			1045	1314	120	0.00	80	13	11.50	7.80	0.00	2.26		100	100	0.00	32.14
4Cx1	1		4g			544	1800	120	0.00	30	198	6.25	0.43	0.00	0.07		100	100	0.00	0.93
4D1	1		4d			149	485	120	0.00	31	193	9.14	2.46	0.00	0.10		100	100	0.00	1.45
4Ax2	1		4k			334	1800	120	0.00	19	385	2.70	0.23	0.00	0.02		100	100	0.00	0.30
4B2	1		4g			207	635	120	13.00	33	176	8.07	2.09	3.63	1.31		100	100	0.00	1.80
4C2	1		4h			1045	1800	120	0.00	58	55	8.55	1.38	0.00	0.40		100	100	0.00	5.69
4Cx2	1					751	Unrestricted	120	0.00	0	Unrestricted	6.17	0.00	0.00	0.00		100	100	0.00	0.00
4D2	1		4j			67	687	120	0.00	10	822	6.45	0.42	0.00	0.01		100	100	0.00	0.11
4B3	1		4f			399	1800	120	12.00	22	306	5.49	0.28	0.00	0.03		100	100	0.00	0.45
4D3	1		4i			216	1800	120	0.00	12	650	2.56	0.14	0.00	0.01		100	100	0.00	0.12

**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	864.39	48.78	17.72	9.18	10.78	283.49	31.47	0.00	314.96
Bus									
Tram									
Pedestrians									
<b>TOTAL</b>	864.39	48.78	17.72	9.18	10.78	283.49	31.47	0.00	314.96

- < = 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.I. = PERFORMANCE INDEX



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**Filename:** H085 TRANSYT Model With Dev 20211104.t16  
**Path:** J:\H\_JOBS\Job-H085\B\_Documents\C\_Civil\A\_CS Reports\Traffic\Modelling  
**Report generation date:** 12/11/2021 17:36:41

«A1 - Standard : D10 - 2030 With Dev, PM :

- »Arms and Traffic Streams
- »Pedestrian Crossings
- »Roundabouts
- »T-Junctions
- »Local OD Matrix - Local Matrix: 4
- »Local OD Matrix - Local Matrix: 3
- »Local OD Matrix - Local Matrix: 8
- »Signal Timings
- »Final Prediction Table

Summary of network performance

		PM		
	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
		Standard - 2030 With Dev		
<b>Network</b>	D10	31.47	108% (TS 4D1/1)	1 (2%)

# A1 - Standard D10 - 2030 With Dev, PM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	76.88	✓	Sum of lanes	1800	✓		Normal	
3Ax	1			✓	105.89						Normal	
3B	1			✓	14.67	✓	Sum of lanes	1800	✓		Normal	
3Bx	1			✓	39.71						Normal	
3C	1			✓	28.38	✓	Sum of lanes	1800	✓	✓	Normal	
3Cx	1			✓	48.13	✓	Sum of lanes	1800			Normal	
4A	1			✓	68.53	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	63.99	✓	Sum of lanes	1800	✓		Normal	
8Ax	1			✓	40.97	✓	Sum of lanes	1800			Normal	
8B	1			✓	25.45	✓	Sum of lanes	1800	✓		Normal	
8Bx	1			✓	50.15						Normal	
8C	1			✓	42.85	✓	Sum of lanes	1800	✓	✓	Normal	
8Cx	1			✓	69.12						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	48.29	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	49.91	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	43.36	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
3A	1	1	(untitled)			1800
3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800

4Bc	1	1			1800
		2			1800
4Bx	1	1			1800
4Cc	1	1			1800
		2			1800
4Dc	1	1			1800
		2			1800
4Dx	1	1			
8A	1	1	(untitled)		1800
8Ax	1	1	(untitled)		1800
8B	1	1	(untitled)		1800
8Bx	1	1	(untitled)		
8C	1	1	(untitled)		1800
8Cx	1	1	(untitled)		
4Ax1	1	1			1800
4B1	1	1			1800
4C1	1	1			1800
		2			1800
4Cx1	1	1			1800
4D1	1	1			1800
4Ax2	1	1	(untitled)		1800
4B2	1	1	(untitled)		1800
4C2	1	1	(untitled)		1800
4Cx2	1	1	(untitled)		
4D2	1	1	(untitled)		1800
4B3	1	1	(untitled)		1800
4D3	1	1	(untitled)		1800

**Flows**

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	399	399
3Ax	1	935	935
3B	1	45	45
3Bx	1	38	38
3C	1	927	927
3Cx	1	398	398
4A	1	401	401
4Ac	1	671	671
4Bc	1	527	527
4Bx	1	545	545
4Cc	1	519	519
4Dc	1	945	945
4Dx	1	143	143
8A	1	544	544
8Ax	1	784	784
8B	1	19	19
8Bx	1	54	54
8C	1	815	815
8Cx	1	540	540
4Ax1	1	731	731
4B1	1	471	471
4C1	1	569	569
4Cx1	1	479	479
4D1	1	457	457
4Ax2	1	928	928
4B2	1	314	314
4C2	1	569	569
4Cx2	1	793	793
4D2	1	197	197
4B3	1	785	785
4D3	1	654	654

**Signals**

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A	1	3	A	
3B	1	3	B	
3C	1	3	C	
8A	1	8	A	
8B	1	8	B	
8C	1	8	C	

**Pedestrian Crossings**

**Pedestrian Crossings**

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
3P1			3		Farside	8.80	7.04	4.50
3P2			3		Farside	6.30	5.04	4.50
3P3			3		Farside	8.80	7.04	4.50
8P1					Farside	3.00	2.40	4.50
8P2					Farside	6.20	4.96	4.50
8P3			8		Farside	9.10	7.28	4.50

**Pedestrian Crossings - Signals**

Crossing	Controller stream	Phase	Second phase enabled
3P1	3	D	
3P2	3	D	
3P3	3	D	
8P1	8	D	
8P2	8	D	
8P3	8	D	

**Pedestrian Crossings - Sides**

Crossing	Side	Saturation flow (Ped/hr)

(ALL) (ALL) 11000

### Roundabouts

#### Roundabouts

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

#### Entries

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B/1/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C/1/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571
	D	W		✓	TrafficStream	4D/1/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744

### T-Junctions

#### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓

#### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
(ALL)	4.50	4.50	0.00	2.20	0.00

#### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00

#### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC- aBSlope	BC- aCSlope	BAIntercept (PCU/hr)	BA- aBSlope	BA- aCSlope	BA- cASlope	BA- cBSlope	CBIntercept (PCU/hr)	CB- aBSlope	CB- aCSlope
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19

### Local OD Matrix - Local Matrix: 4

#### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	10	159	194	38
	4-2	426	4	314	41
	4-3	295	209	1	64
	4-4	197	173	284	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFFFF
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	4
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	41
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	1
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	194
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	38
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	159
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	209
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	64
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	314
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	284
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	173
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	295
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	197
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	10
	22		4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	426

### Local OD Matrix - Local Matrix: 3

#### 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
3		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	20	379
	3-2	26	0	19
	3-3	909	18	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	18
	2		3-2	3-3	3B/1, 3Cx/1	Normal	19
	3		3-2	3-1	3B/1, 3Ax/1	Normal	26
	4		3-3	3-1	3C/1, 3Ax/1	Normal	909
	5		3-1	3-3	3A/1, 3Cx/1	Normal	379
	6		3-1	3-2	3A/1, 3Bx/1	Normal	20

### Local OD Matrix - Local Matrix: 8

#### 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
8		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To		
		8-1	8-2	8-3
From	8-1	0	16	528
	8-2	7	0	12
	8-3	777	38	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	16
	2		8-2	8-1	8B/1, 8Ax/1	Normal	7
	3		8-1	8-3	8A/1, 8Cx/1	Normal	528
	4		8-2	8-3	8B/1, 8Cx/1	Normal	12
	5		8-3	8-1	8C/1, 8Ax/1	Normal	777
	6		8-3	8-2	8C/1, 8Bx/1	Normal	38

### Signal Timings

Network Default: 120s cycle time; 120 steps

#### Controller Stream 3

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
3			1	NetworkDefault	120	26

#### Controller Stream 3 - Properties

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

#### Controller Stream 3 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
3	✓	✓	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	Blackout Time (s)
3	A		3	100	0	0	Traffic	
	B		3	100	0	0	Traffic	
	C		3	100	0	0	Traffic	
	D		3	3	0	0	Pedestrian	0

**Library Stages**

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
3	1	A, C	1	1	100
	2	B	1	1	100
	3	D	1	1	100

**Stage Sequences**

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
3	1	(untitled)	Single	1, 2, 3	6, 16, 24	26	
	2	(untitled)	Single	1, 3, 2	35, 74, 115	26	

**Intergreen Matrix for Controller Stream 3**

		To			
		A	B	C	D
From	A		5		5
	B	5		5	5
	C		5		5
	D	7	7	7	

**Banned Stage transitions for Controller Stream 3**

		To		
		1	2	3
From	1			
	2			
	3			

**Interstage Matrix for Controller Stream 3**

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	7	7	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)
3	1	✓	1	A,C	31	6	95	1	3
	2	✓	2	B	11	16	5	1	3
	3	✓	3	D	21	24	3	1	3

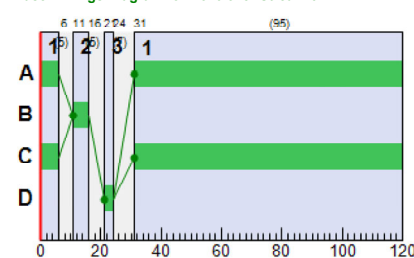
**Resultant Phase Green Periods**

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
3	A	1	✓	31	6	95
	B	1	✓	11	16	5
	C	1	✓	31	6	95
	D	1	✓	21	24	3

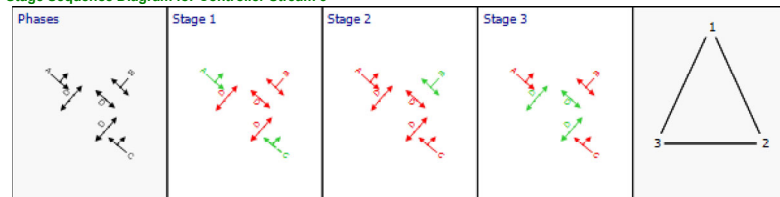
**Traffic Stream Green Times**

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
3A	1	3	3	A	31	6	95
3B	1	3	3	B	11	16	5
3C	1	3	3	C	31	6	95

**Phase Timings Diagram for Controller Stream 3**



**Stage Sequence Diagram for Controller Stream 3**



**Controller Stream 8**

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
8			1	NetworkDefault	120	26

**Controller Stream 8 - Properties**

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

**Controller Stream 8 - Optimisation**

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
8	✓	✓	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	Blackout Time (s)
8	A		3	100	0	0	Traffic	
	B		3	100	0	0	Traffic	
	C		3	100	0	0	Traffic	
	D		3	3	0	0	Pedestrian	0

**Library Stages**

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
8	1	A, C	1	1	100
	2	B	1	1	100
	3	D	1	1	100

**Stage Sequences**

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
8	1	(untitled)	Single	1, 2, 3	102, 110, 118	26	
	2	(untitled)	Single	1, 3, 2	35, 74, 115	26	

**Intergreen Matrix for Controller Stream 8**

		To			
		A	B	C	D
From	A		5		5
	B	5		5	5
	C		5		5
	D	7	7	7	

**Banned Stage transitions for Controller Stream 8**

		To		
		1	2	3
From	1			
	2			
	3			

**Interstage Matrix for Controller Stream 8**

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	7	7	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)
8	1	✓	1	A,C	5	102	97	1	3
	2	✓	2	B	107	110	3	1	3
	3	✓	3	D	115	118	3	1	3

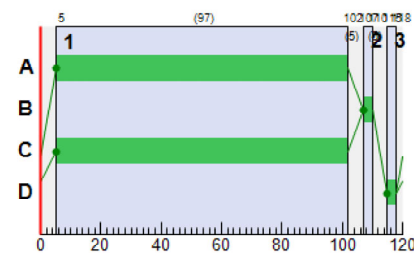
**Resultant Phase Green Periods**

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
8	A	1	✓	5	102	97
	B	1	✓	107	110	3
	C	1	✓	5	102	97
	D	1	✓	115	118	3

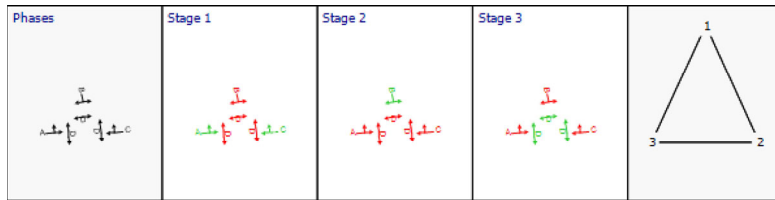
**Traffic Stream Green Times**

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
8A	1	8	8	A	5	102	97
8B	1	8	8	B	107	110	3
8C	1	8	8	C	5	102	97

**Phase Timings Diagram for Controller Stream 8**



**Stage Sequence Diagram for Controller Stream 8**



**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)
16:30-17:30	(ALL)	0.00	0.00	0.00	0.00

**Final Prediction Table**

**Traffic Stream Results**

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU		QUEUES		WEIGHTS		PENALTIES	P.I.	
				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 (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)		Cost of traffic penalties (€ per hr)
3A	1		3	3	A	399	1800	95	0.00	28	225	12.79	3.56	24.23	3.38	2.71	100	100	0.00	6.82
3Ax	1					935	Unrestricted	120	7.00	0	Unrestricted	12.71	0.00	0.00	0.00	100	100	0.00	0.00	
3B	1		3	3	B	45	1800	5	3.00	50	80	76.67	74.91	111.18	1.69	1.67	100	100	0.00	13.92
3Bx	1					38	Unrestricted	120	110.00	0	Unrestricted	4.76	0.00	0.00	0.00	100	100	0.00	0.00	
3C	1		3	3	C	927 <	1723	95	0.00	67	34	9.86	6.46	28.95	9.75 +	6.00	100	100	0.00	26.98
3Cx	1		4k			398	1800	120	14.00	22	307	6.06	0.28	0.00	0.03	100	100	0.00	0.45	
4A	1		4a			401	1307	120	9.00	31	193	9.14	0.91	0.00	0.10	100	100	0.00	1.44	
4Ac	1		4a			639	3600	120	0.00	18	407	3.28	0.11	0.00	0.02	100	100	0.00	0.27	
4Bc	1		4b			507	3600	120	0.00	14	539	3.84	0.08	0.00	0.01	100	100	0.00	0.16	
4Bx	1		4e			533	1800	120	0.00	30	204	8.41	0.42	0.00	0.06	100	100	0.00	0.88	
4Cc	1		4c			519	3600	120	5.00	14	524	2.77	0.08	0.00	0.01	100	100	0.00	0.17	
4Dc	1		4d			945	3600	120	0.00	26	243	3.94	0.18	0.00	0.05	100	100	0.00	0.66	
4Dx	1					143	Unrestricted	120	0.00	0	Unrestricted	10.52	0.00	0.00	0.00	100	100	0.00	0.00	
8A	1		8	8	A	532	1800	97	0.00	36	149	11.18	3.50	24.07	4.62	3.31	100	100	0.00	8.96
8Ax	1		8b			784	1800	120	14.00	44	107	5.69	0.77	0.00	0.17	100	100	0.00	2.38	
8B	1		8	8	B	19	1800	3	2.00	32	184	73.43	70.38	107.57	0.69	0.68	100	100	0.00	5.53
8Bx	1					54	Unrestricted	120	93.00	0	Unrestricted	6.02	0.00	0.00	0.00	100	100	0.00	0.00	
8C	1		8	8	C	815 <	1598	97	0.00	62	44	11.87	6.73	38.03	10.93 +	5.50	100	100	0.00	25.52
8Cx	1					528	Unrestricted	120	11.00	0	Unrestricted	8.29	0.00	0.00	0.00	100	100	0.00	0.00	
4Ax1	1		4j			731	1800	120	0.00	41	122	6.85	0.68	0.00	0.14	100	100	0.00	1.97	
4B1	1		4b			471	735	120	12.00	64	40	12.77	6.98	26.44	7.18	100	100	0.00	14.53	
4C1	1		4c			569	1255	120	0.00	45	99	5.48	1.78	0.00	0.28	100	100	0.00	3.99	
4Cx1	1		4g			459	1800	120	0.00	26	253	6.16	0.34	0.00	0.04	100	100	0.00	0.62	
4D1	1		4d			457 <	425	120	0.00	108	-16	189.06	182.39	206.95	36.41 +	100	100	0.00	339.80	
4Ax2	1		4k			928	1800	120	0.00	52	75	3.53	1.06	0.00	0.27	100	100	0.00	3.89	
4B2	1		4g			314	657	120	13.00	48	88	9.72	3.73	0.00	0.33	100	100	0.00	4.63	
4C2	1		4h			569	1800	120	0.00	32	185	7.63	0.46	0.00	0.07	100	100	0.00	1.04	
4Cx2	1					773	Unrestricted	120	0.00	0	Unrestricted	6.17	0.00	0.00	0.00	100	100	0.00	0.00	
4D2	1		4j			197	569	120	0.00	35	160	8.53	2.51	0.00	0.14	100	100	0.00	1.95	
4B3	1		4f			785	1800	120	11.00	44	106	5.98	0.77	0.00	0.17	100	100	0.00	2.39	
4D3	1		4i			654	1800	120	120.00	36	148	3.00	0.57	0.00	0.10	100	100	0.00	1.47	

**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	758.84	56.77	13.37	4.36	27.11	446.88	23.54	0.00	470.43
Bus									
Tram									
Pedestrians									
<b>TOTAL</b>	<b>758.84</b>	<b>56.77</b>	<b>13.37</b>	<b>4.36</b>	<b>27.11</b>	<b>446.88</b>	<b>23.54</b>	<b>0.00</b>	<b>470.43</b>

- < = 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.I. = PERFORMANCE INDEX



<b>TRANSYT 16</b>
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**Filename:** H085 TRANSYT Model With Dev 20211104.t16  
**Path:** J:\H\_JOBS\Job-H085\B\_Documents\C\_Civil\A\_CS Reports\Traffic\Modelling  
**Report generation date:** 12/11/2021 17:37:15

«A1 - Standard : D13 - 2040 With Dev, AM :

- »Arms and Traffic Streams
- »Pedestrian Crossings
- »Roundabouts
- »T-Junctions
- »Local OD Matrix - Local Matrix: 4
- »Local OD Matrix - Local Matrix: 3
- »Local OD Matrix - Local Matrix: 8
- »Signal Timings
- »Final Prediction Table

Summary of network performance

		AM		
	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
Standard - 2040 With Dev				
<b>Network</b>	D13	25.63	91% (TS 4A/1)	1 (2%)

# A1 - Standard D13 - 2040 With Dev, AM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	76.88	✓	Sum of lanes	1800	✓		Normal	
3Ax	1			✓	105.89						Normal	
3B	1			✓	14.67	✓	Sum of lanes	1800	✓		Normal	
3Bx	1			✓	39.71						Normal	
3C	1			✓	28.38	✓	Sum of lanes	1800	✓	✓	Normal	
3Cx	1			✓	48.13	✓	Sum of lanes	1800			Normal	
4A	1			✓	68.53	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	63.99	✓	Sum of lanes	1800	✓		Normal	
8Ax	1			✓	40.97	✓	Sum of lanes	1800			Normal	
8B	1			✓	25.45	✓	Sum of lanes	1800	✓		Normal	
8Bx	1			✓	50.15						Normal	
8C	1			✓	42.85	✓	Sum of lanes	1800	✓	✓	Normal	
8Cx	1			✓	69.12						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	48.29	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	49.91	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	43.36	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
3A	1	1	(untitled)			1800
3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800

4Bc	1	1			1800
		2			1800
4Bx	1	1			1800
4Cc	1	1			1800
		2			1800
4Dc	1	1			1800
		2			1800
4Dx	1	1			
8A	1	1	(untitled)		1800
8Ax	1	1	(untitled)		1800
8B	1	1	(untitled)		1800
8Bx	1	1	(untitled)		
8C	1	1	(untitled)		1800
8Cx	1	1	(untitled)		
4Ax1	1	1			1800
4B1	1	1			1800
4C1	1	1			1800
		2			1800
4Cx1	1	1			1800
4D1	1	1			1800
4Ax2	1	1	(untitled)		1800
4B2	1	1	(untitled)		1800
4C2	1	1	(untitled)		1800
4Cx2	1	1	(untitled)		
4D2	1	1	(untitled)		1800
4B3	1	1	(untitled)		1800
4D3	1	1	(untitled)		1800

**Flows**

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	1136	1136
3Ax	1	353	353
3B	1	85	85
3Bx	1	61	61
3C	1	345	345
3Cx	1	1152	1152
4A	1	1157	1157
4Ac	1	685	685
4Bc	1	815	815
4Bx	1	1027	1027
4Cc	1	446	446
4Dc	1	808	808
4Dx	1	737	737
8A	1	1026	1026
8Ax	1	419	419
8B	1	89	89
8Bx	1	25	25
8C	1	409	409
8Cx	1	1080	1080
4Ax1	1	281	281
4B1	1	202	202
4C1	1	1099	1099
4Cx1	1	571	571
4D1	1	158	158
4Ax2	1	351	351
4B2	1	217	217
4C2	1	1099	1099
4Cx2	1	788	788
4D2	1	70	70
4B3	1	419	419
4D3	1	228	228

**Signals**

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A	1	3	A	
3B	1	3	B	
3C	1	3	C	
8A	1	8	A	
8B	1	8	B	
8C	1	8	C	

**Pedestrian Crossings**

**Pedestrian Crossings**

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
3P1			3		Farside	8.80	7.04	4.50
3P2			3		Farside	6.30	5.04	4.50
3P3			3		Farside	8.80	7.04	4.50
8P1					Farside	3.00	2.40	4.50
8P2					Farside	6.20	4.96	4.50
8P3			8		Farside	9.10	7.28	4.50

**Pedestrian Crossings - Signals**

Crossing	Controller stream	Phase	Second phase enabled
3P1	3	D	
3P2	3	D	
3P3	3	D	
8P1	8	D	
8P2	8	D	
8P3	8	D	

**Pedestrian Crossings - Sides**

Crossing	Side	Saturation flow (Ped/hr)

(ALL) (ALL) 11000

### Roundabouts

#### Roundabouts

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

#### Entries

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B1/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C1/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571
	D	W		✓	TrafficStream	4D1/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744

### T-Junctions

#### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓

#### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
(ALL)	4.50	4.50	0.00	2.20	0.00

#### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00

#### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC- aBSlope	BC- aCSlope	BAIntercept (PCU/hr)	BA- aBSlope	BA- aCSlope	BA- cASlope	BA- cBSlope	CBIntercept (PCU/hr)	CB- aBSlope	CB- aCSlope
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19

### Local OD Matrix - Local Matrix: 4

#### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	9	451	462	235
	4-2	80	6	217	116
	4-3	192	508	13	386
	4-4	70	62	96	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFFFF
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	6
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	116
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	13
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	462
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	235
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	451
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	508
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	386
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	217
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	96
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	62
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	192
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	70
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	9
	22		4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	80

### Local OD Matrix - Local Matrix: 3

#### 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
3		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

From	To		
	3-1	3-2	3-3
3-1	0	35	1101
3-2	34	0	51
3-3	319	26	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	26
	2		3-2	3-3	3B/1, 3Cx/1	Normal	51
	3		3-2	3-1	3B/1, 3Ax/1	Normal	34
	4		3-3	3-1	3C/1, 3Ax/1	Normal	319
	5		3-1	3-3	3A/1, 3Cx/1	Normal	1101
	6		3-1	3-2	3A/1, 3Bx/1	Normal	35

### Local OD Matrix - Local Matrix: 8

#### 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
8		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

From	To		
	8-1	8-2	8-3
8-1	0	15	1011
8-2	20	0	69
8-3	399	10	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	15
	2		8-2	8-1	8B/1, 8Ax/1	Normal	20
	3		8-1	8-3	8A/1, 8Cx/1	Normal	1011
	4		8-2	8-3	8B/1, 8Cx/1	Normal	69
	5		8-3	8-1	8C/1, 8Ax/1	Normal	399
	6		8-3	8-2	8C/1, 8Bx/1	Normal	10

### Signal Timings

Network Default: 120s cycle time; 120 steps

#### Controller Stream 3

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
3			1	NetworkDefault	120	26

#### Controller Stream 3 - Properties

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

#### Controller Stream 3 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
3	✓	✓	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	Blackout Time (s)
3	A		3	100	0	0	Traffic	
	B		3	100	0	0	Traffic	
	C		3	100	0	0	Traffic	
	D		3	3	0	0	Pedestrian	0

**Library Stages**

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
3	1	A, C	1	1	100
	2	B	1	1	100
	3	D	1	1	100

**Stage Sequences**

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
3	1	(untitled)	Single	1, 2, 3	98, 110, 118	26	
	2	(untitled)	Single	1, 3, 2	35, 74, 115	26	

**Intergreen Matrix for Controller Stream 3**

		To			
		A	B	C	D
From	A		5		5
	B	5		5	5
	C		5		5
	D	7	7	7	

**Banned Stage transitions for Controller Stream 3**

		To		
		1	2	3
From	1			
	2			
	3			

**Interstage Matrix for Controller Stream 3**

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	7	7	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)
3	1	✓	1	A,C	5	98	93	1	3
	2	✓	2	B	103	110	7	1	3
	3	✓	3	D	115	118	3	1	3

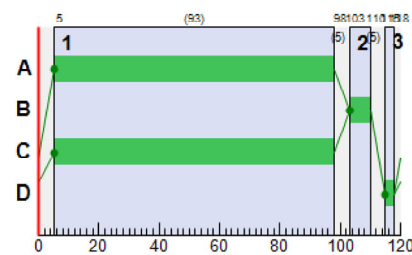
**Resultant Phase Green Periods**

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
3	A	1	✓	5	98	93
	B	1	✓	103	110	7
	C	1	✓	5	98	93
	D	1	✓	115	118	3

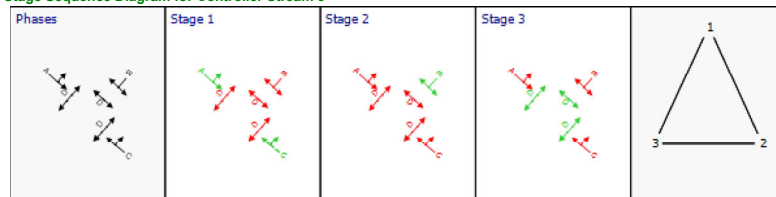
**Traffic Stream Green Times**

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
3A	1	3	3	A	5	98	93
3B	1	3	3	B	103	110	7
3C	1	3	3	C	5	98	93

**Phase Timings Diagram for Controller Stream 3**



**Stage Sequence Diagram for Controller Stream 3**



**Controller Stream 8**

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
8			1	NetworkDefault	120	26

**Controller Stream 8 - Properties**

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

**Controller Stream 8 - Optimisation**

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
8	✓	✓	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	Blackout Time (s)
8	A		3	100	0	0	Traffic	
	B		3	100	0	0	Traffic	
	C		3	100	0	0	Traffic	
	D		3	3	0	0	Pedestrian	0

**Library Stages**

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
8	1	A, C	1	1	100
	2	B	1	1	100
	3	D	1	1	100

**Stage Sequences**

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
8	1	(untitled)	Single	1, 2, 3	22, 35, 43	26	
	2	(untitled)	Single	1, 3, 2	35, 74, 115	26	

**Intergreen Matrix for Controller Stream 8**

		To			
		A	B	C	D
From	A		5		5
	B	5		5	5
	C		5		5
	D	7	7	7	

**Banned Stage transitions for Controller Stream 8**

		To		
		1	2	3
From	1			
	2			
	3			

**Interstage Matrix for Controller Stream 8**

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	7	7	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)
8	1	✓	1	A,C	50	22	92	1	3
	2	✓	2	B	27	35	8	1	3
	3	✓	3	D	40	43	3	1	3

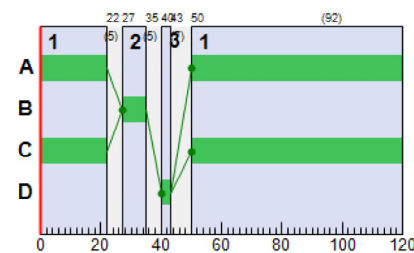
**Resultant Phase Green Periods**

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
8	A	1	✓	50	22	92
	B	1	✓	27	35	8
	C	1	✓	50	22	92
	D	1	✓	40	43	3

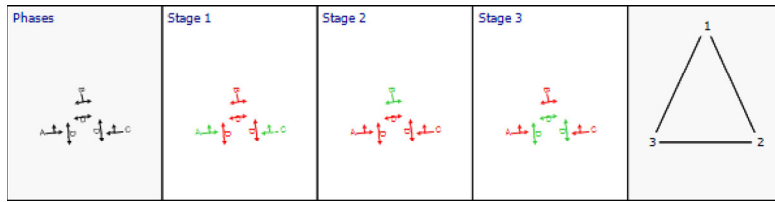
**Traffic Stream Green Times**

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
8A	1	8	8	A	50	22	92
8B	1	8	8	B	27	35	8
8C	1	8	8	C	50	22	92

**Phase Timings Diagram for Controller Stream 8**



**Stage Sequence Diagram for Controller Stream 8**



**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	(ALL)	0.00	0.00	0.00	0.00

**Final Prediction Table**

**Traffic Stream Results**

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				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 (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (€ per hr)	
3A	1		3	3	A	1136 <	1800	93	0.00	81	12	22.06	12.84	59.23	23.73 +	9.85	100	100	0.00	65.95
3Ax	1					353	Unrestricted	120	8.00	0	Unrestricted	12.71	0.00	0.00	0.00		100	100	0.00	0.00
3B	1		3	3	B	85 <	1800	7	0.00	71	27	90.20	88.44	122.62	3.55 +	3.44	100	100	0.00	30.96
3Bx	1					61	Unrestricted	120	53.00	0	Unrestricted	4.76	0.00	0.00	0.00		100	100	0.00	0.00
3C	1		3	3	C	345	1354	93	0.00	33	177	8.45	5.04	29.97	3.64	2.69	100	100	0.00	8.16
3Cx	1		4k			1152	1800	120	11.00	64	41	7.55	1.77	0.00	0.57		100	100	0.00	8.05
4A	1		4a			1157 <	1277	120	6.00	91	-1	34.75	26.52	102.63	42.97 +		100	100	0.00	135.94
4Ac	1		4a			685	3600	120	0.00	19	373	3.29	0.12	0.00	0.02		100	100	0.00	0.32
4Bc	1		4b			815	3600	120	0.00	23	298	3.90	0.15	0.00	0.03		100	100	0.00	0.47
4Bx	1		4e			1027	1800	120	0.00	57	58	9.31	1.33	0.00	0.38		100	100	0.00	5.37
4Cc	1		4c			446	3600	120	0.00	12	626	2.76	0.07	0.00	0.01		100	100	0.00	0.12
4Dc	1		4d			808	3600	120	0.00	22	301	3.91	0.14	0.00	0.03		100	100	0.00	0.46
4Dx	1					737	Unrestricted	120	0.00	0	Unrestricted	10.52	0.00	0.00	0.00		100	100	0.00	0.00
8A	1		8	8	A	1026 <	1800	92	0.00	74	22	16.68	9.00	46.27	17.04 +	7.52	100	100	0.00	42.36
8Ax	1		8b			419	1800	120	15.00	23	287	5.22	0.30	0.00	0.04		100	100	0.00	0.50
8B	1		8	8	B	89	1800	8	0.00	66	37	81.53	78.48	115.06	3.47	3.35	100	100	0.00	28.83
8Bx	1					25	Unrestricted	120	116.00	0	Unrestricted	6.02	0.00	0.00	0.00		100	100	0.00	0.00
8C	1		8	8	C	409	1629	92	0.00	32	178	9.94	4.80	29.18	4.17	3.15	100	100	0.00	9.23
8Cx	1					1080	Unrestricted	120	9.00	0	Unrestricted	8.29	0.00	0.00	0.00		100	100	0.00	0.00
4Ax1	1		4j			281	1800	120	0.00	16	477	6.35	0.18	0.00	0.01		100	100	0.00	0.20
4B1	1		4b			202	608	120	13.00	33	171	8.04	2.24	4.09	1.26		100	100	0.00	1.89
4C1	1		4c			1099	1300	120	0.00	85	6	14.60	10.90	9.54	6.38		100	100	0.00	48.55
4Cx1	1		4g			571	1800	120	0.00	32	184	6.28	0.46	0.00	0.07		100	100	0.00	1.05
4D1	1		4d			158	471	120	0.00	34	168	9.55	2.88	0.00	0.13		100	100	0.00	1.79
4Ax2	1		4k			351	1800	120	0.00	19	362	2.71	0.24	0.00	0.02		100	100	0.00	0.34
4B2	1		4g			217	628	120	12.00	35	160	8.30	2.31	4.29	1.36		100	100	0.00	2.09
4C2	1		4h			1099	1800	120	0.00	61	47	8.73	1.56	0.00	0.48		100	100	0.00	6.78
4Cx2	1					788	Unrestricted	120	0.00	0	Unrestricted	6.17	0.00	0.00	0.00		100	100	0.00	0.00
4D2	1		4j			70	683	120	0.00	10	778	6.48	0.45	0.00	0.01		100	100	0.00	0.12
4B3	1		4f			419	1800	120	11.00	23	287	5.51	0.30	0.00	0.04		100	100	0.00	0.50
4D3	1		4i			228	1800	120	0.00	13	611	2.57	0.15	0.00	0.01		100	100	0.00	0.13

**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	908.40	55.91	16.25	10.16	15.47	363.98	36.20	0.00	400.18
Bus									
Tram									
Pedestrians									
TOTAL	908.40	55.91	16.25	10.16	15.47	363.98	36.20	0.00	400.18

- < = 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.I. = PERFORMANCE INDEX



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**Filename:** H085 TRANSYT Model With Dev 20211104.t16  
**Path:** J:\H\_JOBS\Job-H085\B\_Documents\C\_Civil\A\_CS Reports\Traffic\Modelling  
**Report generation date:** 12/11/2021 17:37:50

«A1 - Standard : D14 - 2040 With Dev, PM :

- »Arms and Traffic Streams
- »Pedestrian Crossings
- »Roundabouts
- »T-Junctions
- »Local OD Matrix - Local Matrix: 4
- »Local OD Matrix - Local Matrix: 3
- »Local OD Matrix - Local Matrix: 8
- »Signal Timings
- »Final Prediction Table

Summary of network performance

		PM		
	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
		Standard - 2040 With Dev		
<b>Network</b>	D14	49.58	118% (TS 4D1/1)	1 (2%)

# A1 - Standard D14 - 2040 With Dev, PM

## Arms and Traffic Streams

### Arms

Arm	Name	Description	Traffic node
3A	Park West Avenue		3
3Ax			
3B	Aspect Hotel Egress		3
3Bx			
3C	Park West Avenue		3
3Cx			4k
4A	Park West Avenue		4a
4Ac	Park West Road Roundabout		4a
4Bc	Park West Road Roundabout		4b
4Bx			4e
4Cc	Park West Road Roundabout		4c
4Dc	Park West Road Roundabout		4d
4Dx			
8A	Park West Road		8
8Ax			8b
8B	Development Egress		8
8Bx			
8C	Park West Road		8
8Cx			
4Ax1			4j
4B1	Park West Road		4b
4C1	Park West Avenue		4c
4Cx1			4g
4D1	Park West Road		4d
4Ax2			4k
4B2	Park West Rd SE Slip		4g
4C2	Park West Avenue		4h
4Cx2			
4D2	Park West Rd NW Slip		4j
4B3	Park West Road		4f
4D3	Park West Road		4i

### 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
3A	1			✓	76.88	✓	Sum of lanes	1800	✓		Normal	
3Ax	1			✓	105.89						Normal	
3B	1			✓	14.67	✓	Sum of lanes	1800	✓		Normal	
3Bx	1			✓	39.71						Normal	
3C	1			✓	28.38	✓	Sum of lanes	1800	✓	✓	Normal	
3Cx	1			✓	48.13	✓	Sum of lanes	1800			Normal	
4A	1			✓	68.53	✓	Sum of lanes	1800		✓	Normal	
4Ac	1			✓	26.43	✓	Sum of lanes	3600			Normal	
4Bc	1			✓	31.29	✓	Sum of lanes	3600			Normal	
4Bx	1			✓	66.57	✓	Sum of lanes	1800			Normal	
4Cc	1			✓	22.41	✓	Sum of lanes	3600			Normal	
4Dc	1			✓	31.36	✓	Sum of lanes	3600			Normal	
4Dx	1			✓	87.63						Normal	
8A	1			✓	63.99	✓	Sum of lanes	1800	✓		Normal	
8Ax	1			✓	40.97	✓	Sum of lanes	1800			Normal	
8B	1			✓	25.45	✓	Sum of lanes	1800	✓		Normal	
8Bx	1			✓	50.15						Normal	
8C	1			✓	42.85	✓	Sum of lanes	1800	✓	✓	Normal	
8Cx	1			✓	69.12						Normal	
4Ax1	1			✓	51.42	✓	Sum of lanes	1800			Normal	
4B1	1			✓	48.29	✓	Sum of lanes	1800		✓	Normal	
4C1	1			✓	30.84	✓	Sum of lanes	3600		✓	Normal	
4Cx1	1			✓	48.47	✓	Sum of lanes	1800			Normal	
4D1	1			✓	55.62	✓	Sum of lanes	1800		✓	Normal	
4Ax2	1			✓	20.60	✓	Sum of lanes	1800			Normal	
4B2	1			✓	49.91	✓	Sum of lanes	1800		✓	Normal	
4C2	1			✓	59.71	✓	Sum of lanes	1800			Normal	
4Cx2	1			✓	51.44						Normal	
4D2	1			✓	50.22	✓	Sum of lanes	1800		✓	Normal	
4B3	1			✓	43.36	✓	Sum of lanes	1800			Normal	
4D3	1			✓	20.22	✓	Sum of lanes	1800			Normal	

### Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
3A	1	1	(untitled)			1800
3Ax	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			
3C	1	1	(untitled)			1800
3Cx	1	1	(untitled)			1800
4A	1	1				1800
4Ac	1	1				1800
		2				1800

4Bc	1	1				1800
		2				1800
4Bx	1	1				1800
4Cc	1	1				1800
		2				1800
4Dc	1	1				1800
		2				1800
4Dx	1	1				
8A	1	1	(untitled)			1800
8Ax	1	1	(untitled)			1800
8B	1	1	(untitled)			1800
8Bx	1	1	(untitled)			
8C	1	1	(untitled)			1800
8Cx	1	1	(untitled)			
4Ax1	1	1				1800
4B1	1	1				1800
4C1	1	1				1800
		2				1800
4Cx1	1	1				1800
4D1	1	1				1800
4Ax2	1	1	(untitled)			1800
4B2	1	1	(untitled)			1800
4C2	1	1	(untitled)			1800
4Cx2	1	1	(untitled)			
4D2	1	1	(untitled)			1800
4B3	1	1	(untitled)			1800
4D3	1	1	(untitled)			1800

**Flows**

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
3A	1	419	419
3Ax	1	982	982
3B	1	46	46
3Bx	1	39	39
3C	1	975	975
3Cx	1	419	419
4A	1	420	420
4Ac	1	705	705
4Bc	1	553	553
4Bx	1	572	572
4Cc	1	545	545
4Dc	1	992	992
4Dx	1	150	150
8A	1	571	571
8Ax	1	825	825
8B	1	19	19
8Bx	1	54	54
8C	1	856	856
8Cx	1	567	567
4Ax1	1	768	768
4B1	1	495	495
4C1	1	597	597
4Cx1	1	503	503
4D1	1	481	481
4Ax2	1	975	975
4B2	1	330	330
4C2	1	597	597
4Cx2	1	833	833
4D2	1	207	207
4B3	1	825	825
4D3	1	688	688

**Signals**

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A	1	3	A	
3B	1	3	B	
3C	1	3	C	
8A	1	8	A	
8B	1	8	B	
8C	1	8	C	

**Pedestrian Crossings**

**Pedestrian Crossings**

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
3P1			3		Farside	8.80	7.04	4.50
3P2			3		Farside	6.30	5.04	4.50
3P3			3		Farside	8.80	7.04	4.50
8P1					Farside	3.00	2.40	4.50
8P2					Farside	6.20	4.96	4.50
8P3			8		Farside	9.10	7.28	4.50

**Pedestrian Crossings - Signals**

Crossing	Controller stream	Phase	Second phase enabled
3P1	3	D	
3P2	3	D	
3P3	3	D	
8P1	8	D	
8P2	8	D	
8P3	8	D	

**Pedestrian Crossings - Sides**

Crossing	Side	Saturation flow (Ped/hr)

(ALL) (ALL) 11000

### Roundabouts

#### Roundabouts

Roundabout	Name	Roundabout type	Lighting
4		Standard	Normal/unknown

#### Entries

Roundabout	Entry	Name	Description	Auto assign priority	Type	Entry	Number of circulating items	Circulating 1	Calculate slope intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
4	A	NW		✓	TrafficStream	4A/1	1	4Ac/1	✓	4.50	6.60	7.50	38.50	41.00	33.00	0.65	1721
	B	E		✓	TrafficStream	4B/1/1	1	4Bc/1	✓	4.20	4.20	0.00	4.50	41.00	56.00	0.41	943
	C	SE		✓	TrafficStream	4C/1/1	1	4Cc/1	✓	4.40	6.40	5.00	39.50	41.00	42.00	0.61	1571
	D	W		✓	TrafficStream	4D/1/1	1	4Dc/1	✓	3.90	3.90	0.00	3.00	41.00	57.00	0.34	744

### T-Junctions

#### T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
4g			✓	TrafficStream	Entry Only		4Cx1/1		Entry Only		4B2/1		Exit Only			4Cx2/1	✓
4j			✓	TrafficStream	Entry Only		4Ax1/1		Entry Only		4D2/1		Exit Only			4Ax2/1	✓

#### T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
(ALL)	4.50	4.50	0.00	2.20	0.00

#### T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
4g	5.00	2.20	0.00	38.00
4j	4.60	2.20	0.00	42.00

#### T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC- aBSlope	BC- aCSlope	BAIntercept (PCU/hr)	BA- aBSlope	BA- aCSlope	BA- cASlope	BA- cBSlope	CBIntercept (PCU/hr)	CB- aBSlope	CB- aCSlope
4g	778	0.10	0.26	456	0.07	0.18	0.11	0.26	574	0.19	0.19
4j	755	0.10	0.25	458	0.07	0.18	0.12	0.26	574	0.19	0.19

### Local OD Matrix - Local Matrix: 4

#### 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
4		✓	✓	Lane Balancing			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

		To			
		4-1	4-2	4-3	4-4
From	4-1	10	167	203	40
	4-2	448	4	330	43
	4-3	310	219	1	67
	4-4	207	182	299	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
4	4-1		4A/1	4Ax2/1	#00FF00
	4-2		4B3/1	4Bx/1	#FFFFFF
	4-3		4C2/1	4Cx2/1	#0000FF
	4-4		4D3/1	4Dx/1	#FF0000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
4	5		4-2	4-2	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	4
	6		4-2	4-4	4B3/1, 4B1/1, 4Cc/1, 4Dx/1	Normal	43
	7		4-3	4-3	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	1
	8		4-1	4-3	4A/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	203
	10		4-1	4-4	4A/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	40
	11		4-4	4-4	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cc/1, 4Dx/1	Normal	0
	12		4-1	4-2	4A/1, 4Bx/1	Normal	167
	13		4-3	4-2	4C2/1, 4C1/1, 4Dc/1, 4Ac/1, 4Bx/1	Normal	219
	14		4-3	4-4	4C2/1, 4C1/1, 4Dx/1	Normal	67
	15		4-2	4-3	4B3/1, 4B2/1, 4Cx2/1	Normal	330
	16		4-4	4-3	4D3/1, 4D1/1, 4Ac/1, 4Bc/1, 4Cx1/1, 4Cx2/1	Normal	299
	17		4-4	4-2	4D3/1, 4D1/1, 4Ac/1, 4Bx/1	Normal	182
	18		4-3	4-1	4C2/1, 4C1/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	310
	20		4-4	4-1	4D3/1, 4D2/1, 4Ax2/1	Normal	207
	21		4-1	4-1	4A/1, 4Bc/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	10
	22		4-2	4-1	4B3/1, 4B1/1, 4Cc/1, 4Dc/1, 4Ax1/1, 4Ax2/1	Normal	448

### Local OD Matrix - Local Matrix: 3

#### 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
3		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

From	To		
	3-1	3-2	3-3
3-1	0	20	399
3-2	26	0	20
3-3	956	19	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
3	3-1		3A/1	3Ax/1	#00FFFF
	3-2		3B/1	3Bx/1	#FF00FF
	3-3		3C/1	3Cx/1	#008000

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-3	3-2	3C/1, 3Bx/1	Normal	19
	2		3-2	3-3	3B/1, 3Cx/1	Normal	20
	3		3-2	3-1	3B/1, 3Ax/1	Normal	26
	4		3-3	3-1	3C/1, 3Ax/1	Normal	956
	5		3-1	3-3	3A/1, 3Cx/1	Normal	399
	6		3-1	3-2	3A/1, 3Bx/1	Normal	20

### Local OD Matrix - Local Matrix: 8

#### 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
8		✓	✓	Path Equalisation			✓			✓	1.25				

#### Normal Input Flows (PCU/hr)

From	To		
	8-1	8-2	8-3
8-1	0	16	555
8-2	7	0	12
8-3	818	38	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
8	8-1		8A/1	8Ax/1	#FFA500
	8-2		8B/1	8Bx/1	#A52A2A
	8-3		8C/1	8Cx/1	#8A2BE2

#### Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
8	1		8-1	8-2	8A/1, 8Bx/1	Normal	16
	2		8-2	8-1	8B/1, 8Ax/1	Normal	7
	3		8-1	8-3	8A/1, 8Cx/1	Normal	555
	4		8-2	8-3	8B/1, 8Cx/1	Normal	12
	5		8-3	8-1	8C/1, 8Ax/1	Normal	818
	6		8-3	8-2	8C/1, 8Bx/1	Normal	38

### Signal Timings

Network Default: 120s cycle time; 120 steps

#### Controller Stream 3

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
3			1	NetworkDefault	120	26

#### Controller Stream 3 - Properties

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

#### Controller Stream 3 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
3	✓	✓	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	Blackout Time (s)
3	A		3	100	0	0	Traffic	
	B		3	100	0	0	Traffic	
	C		3	100	0	0	Traffic	
	D		3	3	0	0	Pedestrian	0

**Library Stages**

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
3	1	A, C	1	1	100
	2	B	1	1	100
	3	D	1	1	100

**Stage Sequences**

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
3	1	(untitled)	Single	1, 2, 3	17, 27, 35	26	
	2	(untitled)	Single	1, 3, 2	35, 74, 115	26	

**Intergreen Matrix for Controller Stream 3**

		To			
		A	B	C	D
From	A		5		5
	B	5		5	5
	C		5		5
	D	7	7	7	

**Banned Stage transitions for Controller Stream 3**

		To		
		1	2	3
From	1			
	2			
	3			

**Interstage Matrix for Controller Stream 3**

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	7	7	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)
3	1	✓	1	A,C	42	17	95	1	3
	2	✓	2	B	22	27	5	1	3
	3	✓	3	D	32	35	3	1	3

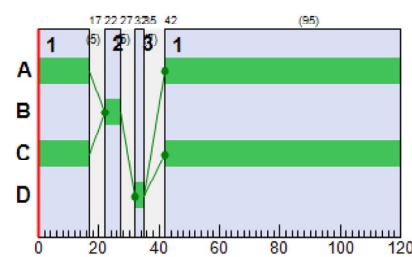
**Resultant Phase Green Periods**

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
3	A	1	✓	42	17	95
	B	1	✓	22	27	5
	C	1	✓	42	17	95
	D	1	✓	32	35	3

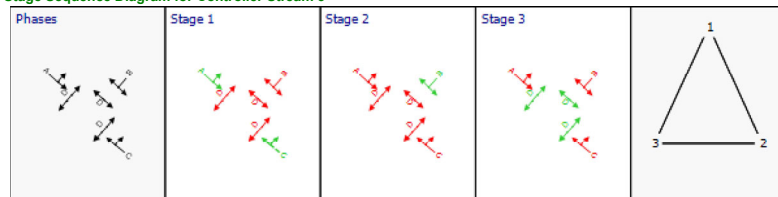
**Traffic Stream Green Times**

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
3A	1	3	3	A	42	17	95
3B	1	3	3	B	22	27	5
3C	1	3	3	C	42	17	95

**Phase Timings Diagram for Controller Stream 3**



**Stage Sequence Diagram for Controller Stream 3**



**Controller Stream 8**

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
8			1	NetworkDefault	120	26

**Controller Stream 8 - Properties**

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

**Controller Stream 8 - Optimisation**

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
8	✓	✓	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	Blackout Time (s)
8	A		3	100	0	0	Traffic	
	B		3	100	0	0	Traffic	
	C		3	100	0	0	Traffic	
	D		3	3	0	0	Pedestrian	0

**Library Stages**

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
8	1	A, C	1	1	100
	2	B	1	1	100
	3	D	1	1	100

**Stage Sequences**

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
8	1	(untitled)	Single	1, 2, 3	95, 103, 111	26	
	2	(untitled)	Single	1, 3, 2	35, 74, 115	26	

**Intergreen Matrix for Controller Stream 8**

		To			
		A	B	C	D
From	A		5		5
	B	5		5	5
	C		5		5
	D	7	7	7	

**Banned Stage transitions for Controller Stream 8**

		To		
		1	2	3
From	1			
	2			
	3			

**Interstage Matrix for Controller Stream 8**

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	7	7	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)
8	1	✓	1	A,C	118	95	97	1	3
	2	✓	2	B	100	103	3	1	3
	3	✓	3	D	108	111	3	1	3

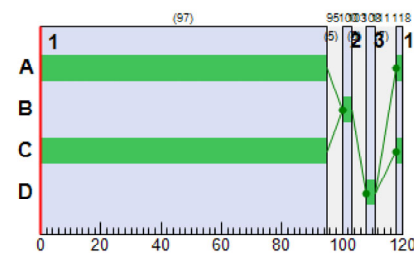
**Resultant Phase Green Periods**

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
8	A	1	✓	118	95	97
	B	1	✓	100	103	3
	C	1	✓	118	95	97
	D	1	✓	108	111	3

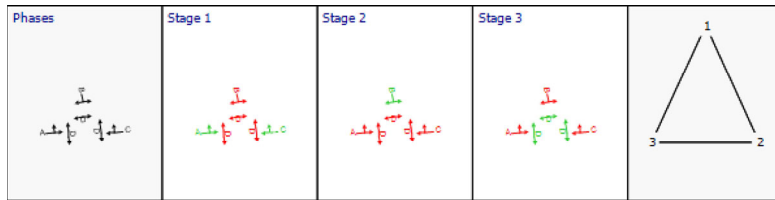
**Traffic Stream Green Times**

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
8A	1	8	8	A	118	95	97
8B	1	8	8	B	100	103	3
8C	1	8	8	C	118	95	97

**Phase Timings Diagram for Controller Stream 8**



**Stage Sequence Diagram for Controller Stream 8**



**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)
16:30-17:30	(ALL)	0.00	0.00	0.00	0.00

**Final Prediction Table**

**Traffic Stream Results**

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU		QUEUES		WEIGHTS		PENALTIES	P.I.	
				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 (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)		Cost of traffic penalties (€ per hr)
3A	1		3	3	A	419	1800	95	0.00	29	209	12.87	3.64	24.76	3.67	2.85	100	100	0.00	7.32
3Ax	1					982	Unrestricted	120	8.00	0	Unrestricted	12.71	0.00	0.00	0.00	100	100	0.00	0.00	
3B	1		3	3	B	46	1800	5	3.00	51	76	77.54	111.83	1.74	1.71	100	100	0.00	14.39	
3Bx	1					39	Unrestricted	120	110.00	0	Unrestricted	4.76	0.00	0.00	0.00	100	100	0.00	0.00	
3C	1		3	3	C	975 <	1721	95	0.00	71	27	10.47	7.07	45.12	16.51 +	5.50	100	100	0.00	32.70
3Cx	1		4k			419	1800	120	13.00	23	287	6.08	0.30	0.00	0.04	100	100	0.00	0.50	
4A	1		4a			420	1311	120	8.00	32	181	9.19	0.97	0.00	0.11	100	100	0.00	1.61	
4Ac	1		4a			633	3600	120	0.00	18	412	3.28	0.11	0.00	0.02	100	100	0.00	0.27	
4Bc	1		4b			508	3600	120	0.00	14	537	3.84	0.08	0.00	0.01	100	100	0.00	0.16	
4Bx	1		4e			545	1800	120	0.00	30	197	8.42	0.43	0.00	0.07	100	100	0.00	0.93	
4Cc	1		4c			545	3600	120	5.00	15	494	2.78	0.09	0.00	0.01	100	100	0.00	0.19	
4Dc	1		4d			992	3600	120	0.00	28	227	3.95	0.19	0.00	0.05	100	100	0.00	0.74	
4Dx	1					150	Unrestricted	120	0.00	0	Unrestricted	10.52	0.00	0.00	0.00	100	100	0.00	0.00	
8A	1		8	8	A	544	1800	97	0.00	37	143	11.25	3.57	24.53	4.74	3.40	100	100	0.00	9.33
8Ax	1		8b			825	1800	120	14.00	46	96	5.76	0.85	0.00	0.19	100	100	0.00	2.75	
8B	1		8	8	B	19	1800	3	2.00	32	184	73.43	70.38	107.57	0.69	0.68	100	100	0.00	5.53
8Bx	1					53	Unrestricted	120	91.00	0	Unrestricted	6.02	0.00	0.00	0.00	100	100	0.00	0.00	
8C	1		8	8	C	856 <	1605	97	0.00	65	38	12.37	7.23	39.97	12.02 +	5.84	100	100	0.00	28.70
8Cx	1					541	Unrestricted	120	11.00	0	Unrestricted	8.29	0.00	0.00	0.00	100	100	0.00	0.00	
4Ax1	1		4j			768	1800	120	0.00	43	111	6.91	0.74	0.00	0.16	100	100	0.00	2.25	
4B1	1		4b			495	734	120	12.00	67	33	14.19	8.40	33.31	8.27	100	100	0.00	18.47	
4C1	1		4c			597	1239	120	0.00	48	87	5.72	2.02	0.00	0.33	100	100	0.00	4.75	
4Cx1	1		4g			458	1800	120	0.00	25	253	6.16	0.34	0.00	0.04	100	100	0.00	0.62	
4D1	1		4d			481 <	409	120	0.00	118	-23	307.55	300.88	261.94	53.04 +	100	100	0.00	584.28	
4Ax2	1		4k			975	1800	120	0.00	54	66	3.65	1.18	0.00	0.32	100	100	0.00	4.54	
4B2	1		4g			330	658	120	13.00	50	79	10.10	4.11	0.00	0.38	100	100	0.00	5.35	
4C2	1		4h			597	1800	120	0.00	33	171	7.66	0.50	0.00	0.08	100	100	0.00	1.17	
4Cx2	1					788	Unrestricted	120	0.00	0	Unrestricted	6.17	0.00	0.00	0.00	100	100	0.00	0.00	
4D2	1		4j			207	559	120	0.00	37	143	8.85	2.82	0.00	0.16	100	100	0.00	2.31	
4B3	1		4f			825	1800	120	11.00	46	96	6.05	0.85	0.00	0.19	100	100	0.00	2.75	
4D3	1		4i			688	1800	120	120.00	38	135	3.04	0.62	0.00	0.12	100	100	0.00	1.68	

**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	789.83	75.91	10.40	4.67	44.92	704.10	29.19	0.00	733.29
Bus									
Tram									
Pedestrians									
<b>TOTAL</b>	<b>789.83</b>	<b>75.91</b>	<b>10.40</b>	<b>4.67</b>	<b>44.92</b>	<b>704.10</b>	<b>29.19</b>	<b>0.00</b>	<b>733.29</b>

- < = 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.I. = PERFORMANCE INDEX