

GROUP

Traffic and Transport Assessment
Proposed Residential Development
Bridgegate, Mulladrillen and Rathgory,
Drogheda Road, Ardee, Co. Louth

Client: The Ardee Partnership

Job No. R086







TRAFFIC AND TRANSPORT ASSESSMENT

PROPOSED RESIDENTIAL DEVELOPMENT, BRIDGEGATE, MULLADRILLEN AND RATHGORY, DROGHEDA ROAD, ARDEE, CO. LOUTH

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1.0 INTRODUCTION

1.1 Scope

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by The Ardee Partnership to prepare a Traffic and Transport Assessment for a proposed 272-unit residential development at Bridgegate, Mulladrillen and Rathgory, Drogheda Road, Ardee, County Louth.

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

- Louth County Development Plan 2021–2027
- Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities) 2020
- The Institute of Highways and Transportation Guidelines for Traffic Impact Assessments
- TII Project Appraisal Guidelines 2011
- TII Traffic and Transport Assessment Guidelines
- Trip Rate Information Computer System (TRICS) Database
- CSO 2016 Census Data
- National Cycle Manual 2011
- Design Manual for Urban Roads and Streets
- NTA Permeability Best Practice Guide 2015

1.2 Objective

The objective of this report is to examine the traffic implications associated with the proposed development, in terms of integration with existing traffic in the area. The report determines the impact of the proposed development on the existing road network, through the operational assessment of 2no. key junctions on the N2 national road in the vicinity of the development site.



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

1.3 Study Methodology

The methodology adopted for this report is summarised as follows:

- Traffic flow data A 12-hour classified vehicular traffic count survey was undertaken on Thursday the 3rd of May 2018 by Nationwide Data Collection (NDC), on behalf of CS Consulting. This survey was conducted between 07:00 and 19:00, at 2no. junctions on the N2 national road. The surveyed traffic flows were then scaled up to baseline figures for the year 2022 by the application of TII growth factors.
- <u>Trip generation</u> A trip generation assessment has been carried out using both recorded survey data and TRICS database data, to determine the potential vehicular trips to and from the proposed development site during peak hours, as well as to and from nearby committed developments.
- <u>Trip distribution</u> 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.
 Suitable trip distributions were also assigned to nearby committed developments.
- <u>Existing junction assessment</u> A spreadsheet model was created which
 contains the base year do-nothing traffic count data described above.
 The traffic count data was used to develop TRANSYT and PICADY
 models of two existing junctions on the N2 (one that was surveyed and
 one that has been constructed since the survey date).
- <u>Future junction operation assessments</u> Future year traffic forecasts were derived from TII growth factors and development trip generation



figures. These traffic flows were applied to the PICADY junction models. The performances of these junctions were assessed for the baseline year (2022), the proposed year of opening (2024), 5 years after opening, and 15 years after opening (the Design Year Assessment).

 <u>Parking</u> – Car parking and bicycle parking provisions within the proposed development have been assessed with reference to the parking standards set out in the Local Authority development plan and in the 2020 Design Standards for New Apartments.

1.4 Structure of Report

As outlined above, this Traffic and Transport Assessment report seeks to establish the traffic impact generated by the proposed development on the surrounding road network and subsequently ascertain the future operational performance of the local road network.

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

- Section 2 describes the proposed development location, existing land use and the development proposals.
- Section 3 provides an overview of the existing traffic conditions and the local road network, identifying any existing issues related to traffic flow or road infrastructure of particular relevance to this transport appraisal.
- Sections 4 and 5 detail the analysis as described in the study methodology above. The analysis examines trip generation, trip distribution and resulting junction operational performance with the development in place.
- Section 6 assesses the proposed car and bicycle parking provision for the development, with reference to Local Authority standards.



- Section 7 addresses the development's internal layout and access for motor vehicles, pedestrians and cyclists.
- Section 8 provides an overview of the relevant opinions and recommendations received from An Bord Pleanála and from Louth County Council in the course of the Strategic Housing Development application process to date, and details the measures taken in response to these comments.
- Section 9 presents the conclusions of the report.



2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 Site Location

The site of the proposed development lies on the outskirts of Ardee in County Louth, approx. 800m to the south-east of the town centre, in the townland of Rathgory and Mulladrillen. The site has a total area of 13.03ha and is located in the operational area of Louth County Council.

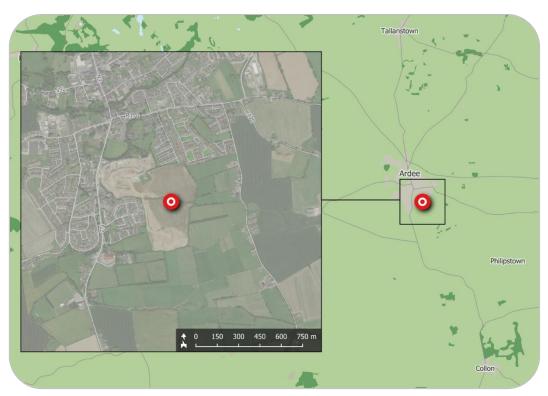


Figure 1 – Location of proposed development site (map data & imagery: EPA, OSM Contributors, ESRI)

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 and north-east by the existing De la Salle Crescent and Moorehall residential developments, to the west by the existing Cherrybrook residential estate and by lands currently under



development (planning ref. 10/174), and on all other sides by agricultural lands.



Figure 2 – Site extents, access, and transport infrastructure (map data & imagery: NTA, OSM Contributors, Microsoft)

2.2 Existing Land Use

The subject site is greenfield and currently generates no vehicular traffic.

2.3 Description of Proposed Development

The proposed development site extends to c. 13.03 ha at Bridgegate, Rathgory & Mulladrillen, Drogheda Road, Ardee, County Louth and adjoins Phases 1-3 at Bridgegate (under construction) on lands to the west, accessed from the N2 Drogheda Road. The proposals overlap the boundary of permitted development Reg. Ref.: 10174; ABP Ref: PL15.238053 (as amended) at the western boundary and will supersede granted



development in this area which consists of 31 no. dwellings, crèche and community building and public open space.

The development will consist of:

- A) The construction of 272 no. residential units comprising a mix of 206 no. 2, 3 and 4 bedroom houses (all 2 storeys) including 50 no. 2-bedroom houses (Type 1), 145 no. 3-bedroom houses (Types 2, 3, 6) and 11 no. 4-bedroom houses (Types 4, 5) all with private open space and car parking, alongside 66 no. duplex units (all 3 storeys) including 17 no. 1-bedroom units (Types D5, D8), 24 no. 2-bedroom units (Types D1, D3, D6) and 25 no. 3-bedroom units (Types D2, D4, D7), all with private open space in the form of terrace at upper floor level and external garden space, with 499 sqm of communal open space serving Duplex Blocks A-B (48 no. units) (served by 2 no. bin and bike stores [each c. 51 sqm] adjacent) at Bridgegate Avenue, providing a total residential gross floor area of c. 28,168.9 sqm;
- B) A part 1, part 2 no. storey crèche (c. 484.1 sqm) and playground and a single storey community building (c. 165 sqm) located adjacent at a central community hub (with bin and bike store [c. 23 sqm]) accessed from Bridgegate Avenue served by car parking located on Bridgegate Green and Bridgegate Avenue;
- C) A landscaped Public Park located in the northern part of the site extending to c. 3.6 ha accessed from the community hub and between duplex Blocks B & C at Bridgegate Avenue, with 2 no. pedestrian links to permitted public park adjoining to the west and 1 no. pedestrian footpath extending to the northern perimeter at Hale Street, with a reservation for a future link road to lands to the east facilitated in the northern section of the park;
- D) Works to the Rathgory Tributary located to the south of Bridgegate Avenue comprising the realignment of the channel and regrading and



reprofiling of land (as required), implementation of 2 no. vehicular crossings (including culverts and mammal passes) and the provision of a riparian corridor based around the open watercourse comprising landscaping and planting with safe access to the watercourse provided for maintenance purposes and 1 no. pedestrian and cyclist crossing;

- E) A series of landscaped public open spaces provided throughout the site with Public Open Space 01 (c. 1.05 ha) and Public Open Space 2 (c. 0.43 ha) located within the linear park (including riparian corridor) adjacent to the Rathgory Tributary with Public Open Space 03 (c. 0.29 ha) centrally located in the southern part of the site; open spaces will provide a mix of hard and soft landscaping, pedestrian and cycle access (cycle lanes provided at POS 1 and POS 2) and a range of activities including fitness spaces, kickabout area, amphitheatre and nature based play areas;
- F) Provision of shared surfaces, landscaped streetscapes including planting and landscaping at two neighbourhood streets in the southern part of the site, with roads provided to site boundaries to the east, south and west to facilitate possible future connections;
- G) All landscaping including planting to consolidate treelines and hedgerows forming existing site boundaries with agricultural lands to the east and Cherrybrook residential development to the west and all boundary treatments;
- H) Roads and access infrastructure taken from Bridgegate Avenue (permitted under Reg. Ref.: 10/174; ABP Ref: PL15.238053 [as amended]), the provision of a bus stop on the south side of Bridgegate Avenue adjacent to community hub and provision of cycle lanes at this location (continued through Public Open Space 01); a total of 480 no. car parking spaces (362 no. serving houses, 84 no. serving duplexes, 23 no. serving crèche and community building and 11 no. visitor and



public open spaces), a total of 296 no. bicycle parking spaces (204 no. spaces serving duplexes [60 visitor spaces], 32 no. spaces at the community hub and 60 no. visitor spaces);

 Provision of 2 no. ESB substations, all associated drainage and services infrastructure (surface water, foul and water supply), public lighting, SUDS drainage and works to facilitate the development.

For the purposes of the present assessment, it is assumed that the subject development shall be completed and occupied by the year 2024.



3.0 RECEIVING ENVIRONMENT

3.1 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 Thursday the 3rd of May 2018. Count information was obtained at the following 2no. sites on the N2 (Drogheda Road / Bridge Street) and on the R170 (see Figure 3):

- J1. Bridge St (N2) / William St (R170) / Drogheda Rd (N2) / John St (existing 4-arm priority junction)
- J2. Drogheda Rd (N2) / Cherrybrook Estate (existing 3-arm priority junction)



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

The peak hour traffic flows across these two survey sites were found to be between 08:30 and 09:30 (AM peak hour) and between 17:45 and 18:45



(PM peak hour). The 2018 surveyed traffic movements during the peak hours have been adjusted to produce baseline traffic flows for the year 2022 by:

- the application of TII growth factors (see sub-section 4.7); and
- the addition of vehicular traffic generated by nearby development completed between 2018 and 2022 (see sub-sections 3.6 and 4.4).

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

Table 1 – Peak Hour Traffic Flows at Surveyed Junctions

	Total Junction Traffic Movements (Passenger Car Units)				
Time Period	2018 Surveyed Flows		2022 Baseline Flows		
	J1	J2	J1	J2	
AM Peak Hour	1762	826	1949	888	
PM Peak Hour	1576	986	1692	1048	

3.2 Observed Traffic Conditions

An on-demand signalised pedestrian crossing is in place on Castle Street (N2), in Ardee town centre, opposite Ardee Castle and approx. 16m to the south of the N2/N52 junction. Onsite observations of traffic conditions have shown that traffic queueing can occur southward along the N2 from this pedestrian crossing, extending as far as the junction approx. 650m to the south (see Figure 2 and Figure 3) that provides access to the subject development via the adjacent development under construction (ref. 10/174).

The observed pattern of queueing is sporadic, arising from pedestrian demand at the signalised crossing, and it is therefore not possible to



effectively account for this in operational assessments of nearby road junctions.

3.3 Existing Road Network Characteristics

3.3.1 N2 (Drogheda Road / Bridge Street)



Figure 4 – Drogheda Rd (view to north from new access junction)



Figure 5 – Drogheda Rd (view to south from new access junction)





Figure 6 – Drogheda Rd (view to north into junction with R170)

- Single carriageway road with a pavement width of approx. 9m generally in the vicinity of the new access junction serving the subject site (via the adjacent development under construction).
- National road with a north-south alignment generally: passes through Ardee town centre to the north and continues towards Carrickmacross and Monaghan town; to the south, passes through Slane before joining the M2 motorway into Dublin at Ashbourne.
- Subject to a 50km/h speed limit through Ardee, including in the vicinity of the new access junction serving the subject site.
- Raised footpaths are present in the vicinity of the new access junction serving the subject site. No cycle tracks or bus lanes are present.
- On-street parking is not prohibited generally on the N2 in the vicinity of the new access junction serving the subject site.



3.3.2 R170 (William Street / Moorhall / Hale Street)



Figure 7 – William St (view to west into junction with N2 and John St)

- Single carriageway road with a pavement width of approx. 10m at its junction with the N2.
- Regional road with an east-west alignment generally, connecting
 to the N2 in the west and to the M1 motorway at Dunleer in the
 east, approx. 8km from Ardee. Also provides access (via a 500mlong link road) from Ardee to the N33 national road, which
 constitutes an alternative route to the M1 motorway.
- Subject to a 50km/h speed limit through Ardee.
- Raised footpaths are present along both sides of the R170 through Ardee. No cycle tracks or bus lanes are present.
- On-street parking is prohibited along most of the R170 within Ardee, with some exceptions.



3.3.3 John Street



Figure 8 – John St (view to east into junction with N2 and R170)

- Single carriageway road with a pavement width of approx. 12m generally in the vicinity of its junction with the N2.
- Local road with an east-west alignment locally, connecting to the N2 and R170 in the east and to the R165 in the south-west.
- Subject to a 50km/h speed limit in the vicinity of its junction with the N2.
- Raised footpaths are present along John Street for a distance of approx. 900m west of its junction with the N2. No cycle tracks or bus lanes are present.
- Significant on-street parking provision in the form of marked bays
 is in place on John Street in the vicinity of its junction with the N2.



3.4 Traffic Collision Data

Data on recorded road traffic collisions in the years 2005 to 2016, collated and presented by the Road Safety Authority, show that no serious or fatal collisions occurred in proximity to the development site (or its proposed access onto the existing road network) within that 12-year period. The locations of recorded collisions in the vicinity of the development site are shown in Figure 9.



Figure 9 – Recorded traffic collisions (2005-2016) on surrounding roads (data & imagery sources: RSA, OSM Contributors, Microsoft)

The nearest serious collision occurred in 2015 on the N2, approx. 270m to the south of the new access to the adjacent committed development (which shall also function as the vehicular access to the subject development). One minor collision occurred in 2010 on the N2 approx. 30m to the north of this new access junction. Neither of these collisions involved pedestrians.



3.5 Potential Local Infrastructure Improvements

3.5.1 East-West Local Connector Road

The Louth County Development Plan 2021–2027 includes as Strategic Settlement Strategy Policy Objective SS 42 the provision of "a new link road from Rathgory and Mulladrillen to Black Road". This east-west connector road, to the south of Ardee town centre, would link the N2 Drogheda Road and Jumping Church Road (Black Road), bypassing William Street and Hale Street. This roads objective appears also to be included among the 'Key Road and Bridge Projects' (Table 7.4) listed in the Louth County Development Plan 2021–2027, in which it is referred to as 'Link from N2 Rathgory to Clanmore'. No preferred alignment for this road objective is given in the Louth County Development Plan 2021–2027 or shown on its associated maps.

The internal road layouts of both the subject development and the adjacent residential development currently under construction (ref. 10/174), which bounds the subject site to the north-west, allow for the potential future provision of such a connector road via these development lands, as described in sub-section 7.3.

3.5.2 N52 Ardee Bypass

Funding has been allocated for the construction of a 4.5km bypass to the north-west of Ardee town, linking the N2 at Mullanstown (to the north of Ardee) with the N52 at Mandistown (to the west, at the Louth/Meath boundary). The bypass is intended to relieve congestion on Castle Street and Market Street in Ardee town centre, by providing an alternative route for east-west traffic travelling between the Kells Road (N52) and Carrickmacross, Dundalk or the M1 motorway.

The N52 Ardee Bypass (TII Route ID: N52D1CM) is currently at planning stage, with land acquisition and detailed design ongoing, and no timeline has been published for construction works. The bypass is not



expected to impact directly upon traffic conditions in the vicinity of the subject development, but is likely to have an indirect beneficial impact by reducing vehicle queuing along Castle Street, which at present impacts sporadically upon the operation of the N2/R170 junction.

It should be noted that the above-mentioned infrastructure improvement proposals have not been factored in to the traffic distribution and junction performance modelling conducted as part of this assessment, as the future delivery of these objectives is not guaranteed. The present assessment of traffic impact therefore considers the local road network only in its current form.

No further relevant transport-related infrastructure objectives in the vicinity of the development site are given in the Louth County Development Plan 2021–2027.

3.6 Interim Development 2018-2022

At the time of the traffic survey conducted in May 2018, planning permission had been granted (ref. 15/670) for the removal of 490m² of existing prefabricated structures at Ardee Community School and the construction of a new 2,911m² standalone extension, with access to/from John Street (see Figure 10). These works have since been carried out in the intervening period. The operational traffic generated by this development has been included in the baseline year traffic flows and in all future year junction assessments, as described in sub-section 4.4 of this report.



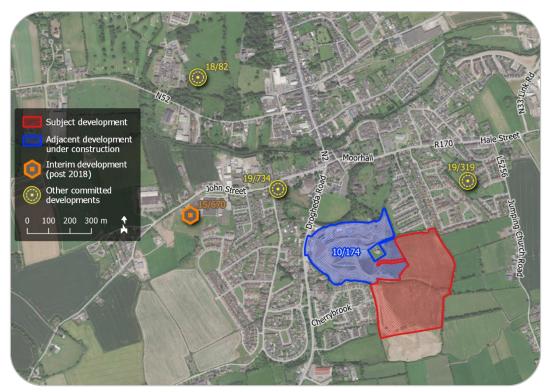


Figure 10 – Relevant other nearby developments (map data & imagery: Louth Co. Co. / DoHPLG, OSM Contributors, Microsoft)

3.7 Adjacent Development Under Construction

As previously noted, the subject site is bounded to the north-west by a mixed residential development that is currently under construction and through which the subject development shall have vehicular access to/from the N2. Planning permission for this adjacent development was granted under register ref. 10/174 and has since been amended under refs. 19/336, 19/353, 19/549, and 19/875.

As currently permitted, the adjacent development comprises 158no. residential units, a 378m² creche, and a 176m² community facility. Vehicular access to/from this development is via a new priority-controlled access junction on N2, which has recently been constructed (see Figure 2 and Figure 10). The projected operational traffic to be generated by this



adjacent development has been included in all future year junction assessments, as described in sub-section 4.5 of this report.

3.8 Nearby Committed Developments

3no. further active planning permissions have been identified that are considered sufficiently close to the subject development site to have a potential impact on the traffic flows at the junctions considered in this report, if developed as permitted (see Figure 10):

- (A) Ref. 19/319
 - Residential development of 55no. units at Dawson's Demesne, with vehicular access to/from Jumping Church Road via the existing Clonmore residential development.
- (B) Refs. 15/670 & 19/734 (ABP ref. 307819-20)
 Residential development of 26no. units on a site at the corner of John Street and Stoney Lane, with vehicular access to/from Stoney Lane.
- (C) Ref. 18/82

Ardee Educate Together Primary School, comprising 10no. classrooms in total and with a GFA of 1,923m², with vehicular access to/from the N52 (Kells Road).

For the purposes of this Traffic Impact Assessment, it has been assumed that the above-listed permitted developments shall all proceed and shall be occupied by the year 2024. The projected operational traffic to be generated by these developments has been included in all future year junction assessments, as described in sub-section 4.6 of this report.



4.0 TRAFFIC GENERATION AND TRIP DISTRIBUTION

4.1 Subject Development Trip Generation

The subject development comprises the following elements:

- 206no. dwelling houses;
- 66no. duplex units;
- a crèche with a gross floor area of 484m²; and
- a community centre building with a gross floor area of 165m².

4.1.1 Residential Trip Generation

The predicted vehicular trip generation of the proposed development's residential elements has been calculated with reference to the nearby residential cul-de-sac of Cherrybrook. The access to the Cherrybrook development is located on the Drogheda Road (N2) and was one of the two junctions surveyed (see sub-section 3.1). The recorded arrivals and departures to/from Cherrybrook, for both the AM and PM peak hour periods, are given in Table 2.

Table 2 – Surveyed Arrivals and Departures at Cherrybrook

	Arrivals	Departures	Total Trips
AM Peak (08:30-09:30)	31	71	102
PM Peak (17:45-18:45)	76	54	130

The Cherrybrook estate comprises 109no. residential units, with a mix of detached and semidetached houses. Location-specific residential trip rates were derived through the division of the surveyed Cherrybrook arrival and departure trip numbers by the number of existing residential units. These derived trip rates are given in Table 3.



Table 3 – Survey-Derived Residential Trip Rates

Peak Hour	Arrivals per residential unit	Departures per residential unit
AM Peak	0.284	0.647
PM Peak	0.695	0.495

The predicted peak hour residential trip generation of the proposed development has been obtained by applying the total number of residential units within the development (272no.) to the trip rates given in Table 3. These final residential trip generation figures are given in Table 4.

Table 4 – Predicted Subject Development Residential Trips

Peak Hour	Arrivals	Departures	Total Trips
AM Peak	77	176	253
PM Peak	189	135	324

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

- population within 1 mile of the development site (5,000 approx.);
- population within 5 miles of the development site (14,000 approx.);
- aggregate mean car ownership rate within 5 miles of the development site (1.5 cars per household).

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



Table 5 – TRICS Residential Trip Rates

Peak Hour	Arrivals per residential unit	Departures per residential unit
AM Peak	0.196	0.348
PM Peak	0.391	0.236

It should however be noted that the existing Cherrybrook estate, comprising established detached and semidetached houses, is likely to generate vehicular traffic at higher rates than the subject development. To ensure a robust assessment of traffic impact, however, the derived trip generation rates given in Table 3 have been applied with no alteration.

4.1.2 Non-Residential Trip Generation

The predicted vehicular trip generation of the proposed development's non-residential elements has been calculated from trip rates drawn from the TRICS database. The following TRICS subcategories have been employed, being the most appropriate for the respective elements of this development:

- 04 Education / D Nursery
- 07 Leisure / Q Community Centre

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

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."



The trip rates selected are given in Table 6. Full details of the TRICS information used in the assessments are provided in Appendix B.

Table 6 – Non-Residential TRICS Trip Generation Rates

Element	Direction	AM Peak	PM Peak
Crèche (trips per hour per 100m ² GFA)	Arrivals	4.107	0.774
	Departures	3.572	2.233
Community Centre	Arrivals	4.546	3.610
(trips per hour per 100m² GFA)	Departures	0.802	1.872

The resultant trip generation for the non-residential elements of the subject development is given in Table 7.

Table 7 – Predicted Subject Development Non-Residential Trips

Element	Direction	AM Peak	PM Peak
Crèche	Arrivals	20	4
Creche	Departures	17	11
Community	Arrivals	8	6
Centre	Departures	1	3

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

The true vehicular traffic generation of the subject development's non-residential elements is therefore likely to be lower than that given



in Table 7. To ensure a robust assessment of traffic impact, however, non-residential trip generation has been assessed on a stand-alone basis and no discount has been applied.

4.1.3 <u>Total Development Trip Generation</u>

The following trip generation figures are calculated for the proposed development as a whole:

Table 8 – Overall Development Trip Generation

Element	Direction AM Peak		PM Peak
	Arrivals	77	189
Residential Dwellings	Departures	176	135
2 ,, 6,,,, 196	Total Trips	253	324
	Arrivals	20	4
Crèche	Departures	17	11
	Total Trips	37	15
	Arrivals	8	6
Community Centre	Departures	1	3
	Total Trips	9	9
	Arrivals	105	199
Development TOTALS	Departures	194	149
	Total Trips	299	348

4.2 Subject Development Trip Distribution

Vehicular traffic to and from the subject development may arrive or depart along the Drogheda Road (N2) either from/to the north or from/to the south. It is assumed that vehicular traffic related to the development shall be distributed according to the directional splits currently observed at the surveyed access junction of Cherrybrook. These are given in Table 9.



Table 9 – Existing Surveyed Traffic Splits at Survey Junction 2

Drogheda Road (N2) / Cherrybrook Access

Arrivals TO Cherrybrook					
From	TOTAL				
AM Peak	65%	35%	100%		
PM Peak	61%	39%	100%		
	Departures FRC	M Cherrybrook			
То	TOTAL				
AM Peak	79%	21%	100%		
PM Peak	56%	44%	100%		

At the other surveyed junction on the existing road network (that of the N2 with William Street and John Street), it is assumed that vehicular traffic to and from the subject development shall be distributed according to the directional splits currently observed at this location. These splits, for both the AM and PM peak periods, are given in Table 10.

Table 10 – Existing Surveyed Traffic Splits at Survey Junction 1
Bridge Street (N2) / William Street (R170) / Drogheda Road (N2) / John Street

Bridge Street (N2) / William Street (R170) / Drogheda Road (N2) / John Street							
	Arrivals TO Drogheda Road (N2)						
From	Bridge St (N2 North)	William St (R170 East)	John Street (West)	TOTAL			
AM Peak	70%	23%	7%	100%			
PM Peak	72%	22%	6%	100%			
	Departures	FROM Drogheda	Road (N2)				
То	To Bridge St (N2 North) William St (West) John Street						
AM Peak	62%	23%	15%	100%			
PM Peak	73%	23%	4%	100%			



4.3 **Proportional Increases in Traffic**

As shown in Table 11, vehicular traffic generated by the proposed development shall result in a maximum increase of 36.3% in the current total peak hour traffic flows at the location of the future development access junction; total traffic flows shall however remain relatively low.

Table 11 – Increases in Traffic at Development Access Junction Location

Time Period	Baseline Traffic Flows along N2 ¹	Development Traffic Flows	Proportional Increase
AM Peak Hour	874	299	34.2%
PM Peak Hour	956	347	36.3%

As shown in Table 12, vehicular traffic generated by the proposed development shall result in a maximum increase of 12.3% in the current total peak hour traffic flows at the surveyed junction of the N2 with William Street and John Street.

Table 12 – Increases in Traffic at N2 / William St. / John St. Junction

Time Period	Baseline Traffic Movements ²	Development Traffic Flows	Proportional Increase
AM Peak Hour	1920	220	11.5%
PM Peak Hour	1665	204	12.3%

4.4 Interim Development Trip Generation and Distribution

The vehicular trips predicted to be generated by the interim school development identified in sub-section 3.6 have been included in all background traffic flows for the baseline year 2022, as well as for future

¹ Baseline (year 2022) mainline flows in PCU along Drogheda Road (N2) at location of development access junction.

² Baseline (year 2022) total traffic movements in PCU at existing junction.



assessment years. The predicted peak hour trip generation of this development, reproduced in Table 13, has been sourced from the Traffic and Transport Assessment report prepared by Duffy Consulting Engineers (DCE) and submitted in support of planning application ref. 15/670. These trips have also been distributed across the local road network as specified in the DCE Traffic and Transport Assessment.

Table 13 – Interim Development Trip Generation

Peak Hour	Arrivals	Departures	Total Trips
AM Peak	49	39	88
PM Peak	8	11	19

It should be noted that the DCE assessment considers a different PM peak hour (15:15-16:15) to that considered in the present assessment (17:45-18:45). The true trip generation of the interim development in the 17:45-18:45 period is likely to be significantly lower; to ensure a robust assessment, however, the interim development's trip generation and distribution have been adopted from the DCE Traffic and Transport Assessment without modification.

4.5 Adjacent Development Trip Generation and Distribution

As noted in sub-section 3.7, the subject site is bounded to the north-west by a mixed residential development that is currently under construction. Vehicular access to/from this development is via a new priority-controlled access junction on N2, which has recently been constructed and which shall also serve as the vehicular access for the subject development. As currently permitted, the adjacent development comprises:

- 158no. residential units;
- a 378m² creche; and
- a 176m² community facility.



The vehicular trip generation of the adjacent development, given in Table 14, has been calculated in the same manner as that of the subject development: the residential element has been determined based on surveyed trips to/from the existing Cherrybrook estate on the N2, while non-residential trips have been calculated from the TRICS trip rates given in Table 6. These trips have also been distributed across the local road network in the same manner as those of the subject development.

Table 14 – Adjacent Development Trip Generation

Peak Hour	Arrivals	Departures	Total Trips
AM Peak	68	117	185
PM Peak	119	90	209

While a limited number of residential units within the adjacent development have been completed and are in the process of being occupied, it is assumed for the purposes of the present assessment that no vehicular traffic related to this development is yet present on the local road network. It is however assumed that the full level of the adjacent development's operational trip generation shall be present from the year 2024 onward.

4.6 Committed Development Trip Generation and Distribution

Table 15 – Committed Development Trip Generation

Committed Development 3	Peak Period	Arrivals	Departures	Total Trips
/ A \	AM	16	36	52
(A)	PM	38	27	65
(D)	AM	7	17	24
(B)	PM	18	13	31
(C)	AM	53	43	96
	PM	9	17	26

³ See Figure 10, page 16.

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The vehicular trips predicted to be generated by the 3no. committed developments identified in sub-section 3.8 have been included in all background traffic flows for future assessment years.

Table 16 – Existing Surveyed Traffic Splits at Survey Junction 1 Bridge Street (N2) / William Street (R170) / Drogheda Road (N2) / John Street

Arrivals TO Bridge Street (N2)				
From	William St (R170 East)	Drogheda Rd (N2 South)	John Street (West)	TOTAL
AM Peak	21%	47%	32%	100%
PM Peak	17%	58%	25%	100%
	Departure	es FROM Bridge Str	eet (N2)	
То	William St (R170 East)	Drogheda Rd (N2 South)	John Street (West)	TOTAL
AM Peak	24%	44%	32%	100%
PM Peak	27%	52%	21%	100%
	Arrivals	TO William Street (R170)	
From	Bridge St (N2 North)	Drogheda Rd (N2 South)	John Street (West)	TOTAL
AM Peak	41%	28%	31%	100%
PM Peak	47%	32%	21%	100%
	Departures	S FROM William Stre	et (R170)	
То	Bridge St (N2 North)	Drogheda Rd (N2 South)	John Street (West)	TOTAL
AM Peak	37%	27%	36%	100%
PM Peak	36%	34%	30%	100%
	Arr	rivals TO John Stree	e†	
From	Bridge St (N2 North)	William St (R170 East)	Drogheda Rd (N2 South)	TOTAL
AM Peak	51%	32%	17%	100%
PM Peak	55%	38%	7%	100%
Departures FROM John Street				
То	Bridge St (N2 North)	William St (R170 East)	Drogheda Rd (N2 South)	TOTAL
AM Peak	56%	36%	8%	100%
PM Peak	60%	29%	11%	100%



4.6.1 Committed Development (A) - Ref. 19/319

Trips to be generated by this committed development have been calculated in the same manner as the residential element of the subject development: based upon the recorded arrivals and departures to/from the Cherrybrook estate.

It has been assumed that approximately 50% of all vehicular trips to and from this development shall pass through the N2 / William Street / John Street junction, at which location it is assumed that they shall follow the directional splits currently observed (see Table 16).

4.6.2 Committed Development (B) – Ref. 15/670

Trips to be generated by this committed development have been calculated in the same manner as the residential element of the subject development: based upon the recorded arrivals and departures to/from the Cherrybrook estate.

It has been assumed that approximately 50% of all vehicular trips to and from this development shall pass through the N2 / William Street / John Street junction, at which location it is assumed that they shall follow the directional splits currently observed (see Table 16).

4.6.3 Committed Development (C) – Ref. 18/82

Trip generation factors from the TRICS database have been used to predict the trip generation to and from this committed development, for both the AM and PM peak hour periods. The TRICS sub-category '04 Education / A – Primary' has been employed, being the most appropriate for this type of development, with trips being calculated on the basis of the proposed total gross floor area (1,923m²). Details of the TRICS information used are included in Appendix B.

It has been assumed that 50% of all vehicular trips to and from this development shall pass through the N2 / William Street / John Street



junction, at which location it is assumed that they shall follow the directional splits currently observed (see Table 16).

4.7 Future Year 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:

- 2022 Baseline year 4
- 2024 Proposed opening year
- 2029 5 years after opening
- 2039 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 2018 surveyed traffic flows, for the baseline year and future year junction assessments. The TII annual growth rates applied are given in Table 17, and the resultant cumulative growth in background traffic for each assessment year is given in Table 18.

Table 17 – TII Central Growth Rates (Light Vehicles)

Coographic Area	Background Traffic Growth per Year		
Geographic Area	2016-2030	2030-2040	2040-2050
Louth County	+ 1.48%	+ 0.70%	+ 0.63%

Table 18 – Predicted Background Traffic Growth 5

2022	2024	2029	2039
Baseline year	Year of opening	Opening year + 5	Opening year + 15
+ 6.1%	+ 9.3%	+ 17.5%	+ 26.9%

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⁴ N2/R170 junction only.

⁵ Cumulative percentage increases over 2018 surveyed traffic levels.



5.0 OPERATIONAL ASSESSMENT

5.1 Introduction

To determine the likely traffic impact of the proposed development, capacity assessments of the following existing junctions, for both the AM peak hour and the PM peak hour, have been undertaken using industry-standard TRANSYT and PICADY software:

- J1. Bridge St (N2) / William St (R170) / Drogheda Rd (N2) / John St (existing established 4-arm priority junction)
- J3. Drogheda Rd (N2) / development access (existing new 3-arm priority junction)



Figure 11 – Assessment junction locations (map data & imagery: OSM Contributors, Microsoft)

The following tables summarise the performances of these junctions in 2022 (baseline conditions), in 2024 (the planned year of opening), in 2029 (five years after development completion), and in 2039 (the design year; fifteen



years after the completion of the development), using the existing and predicted traffic flows given in Appendix C. It is noted that the baseline traffic flows for the year 2022 have been scaled up from traffic survey data collected in 2018; they are therefore unaffected by subsequent changes in traffic patterns resulting from the current COVID-19 public health emergency.

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

Note: The assessment junctions have been numbered in accordance with the numbering of the surveyed junctions listed in sub-section 3.1; J2 therefore does not feature in this list, as this junction was surveyed but has not been modelled.

5.2 Definitions

<u>Degree of Saturation:</u>

The ratio of flow to capacity (also known as RFC) on a link or traffic stream. When calculating this value, account is taken of blocking effects and oversaturation effects.

Mean Maximum Queue:

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

Mean Delay per PCU:

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



Practical Reserve Capacity:

The percentage by which the arrival rate on a traffic stream could increase before the stream would be at practical capacity (i.e. 90% saturation).

Note: In the case of a multi-stream junction approach arm, the results in the following tables are those of the worst-performing traffic stream under each assessment criterion.

5.3 Junction 1 Assessment Results

The following tables give the TRANSYT modelling results, for each of the assessment scenarios, at the junction of the N2 (Drogheda Road / Bridge Street) with the R170 (William Street) and with John Street.

Arm A: Bridge Street [N2] (to the north)
Arm B: William Street [R170] (to the east)
Arm C: Drogheda Road [N2] (to the south)
Arm D: John Street (to the west)

The assessment results show that this junction currently slightly exceeds effective capacity on its northern approach during the AM peak hour but operates within effective capacity on all other approaches during both peak hour periods, with minor vehicle queues and delays.

By the opening year 2024, as a result of background traffic growth and trips generated by nearby committed developments, the junction's northern approach is predicted to exceed ultimate capacity during the AM peak hour. By the year 2029, without the addition of subject development traffic, the junction's eastern and southern approaches shall exceed effective capacity (90% saturation) during the AM peak hour but shall remain within ultimate capacity. By the design year 2039, all but the western junction approach are predicted to exceed ultimate capacity during the AM peak hour.



During the PM peak hour, without the addition of subject development traffic, all junction approaches are predicted to continue operating within effective capacity past the design year 2039. The addition of subject development traffic results in the northern and southern junction approaches exceeding effective capacity during the PM peak hour in the year 2039; all approaches shall however remain within ultimate capacity under this scenario.

Table 19 – Junction 1 Assessment Results

Table 17 – Johann Lassessinetti kesolis											
Junction Approach Arm	Degree of Saturation		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity				
	AM	PM	AM	PM	AM	PM	AM	PM			
2	022 asse	essmen	t (baseli	ine con	ditions)						
N2 Bridge St	92%	66%	5	1	21	3	-2%	36%			
R170 William St	59%	42%	0	0	11	5	53%	116%			
N2 Drogheda Rd	75%	63%	1	1	5	3	20%	43%			
John St	64%	43%	1	0	6	2	40%	108%			
2024 – opening year assessment – WITHOUT subject developme											
N2 Bridge St	104%	76%	26	1	106	6	-14%	18%			
R170 William St	80%	52%	1	0	35	8	12%	73%			
N2 Drogheda Rd	89%	73%	3	1	14	5	1%	23%			
John St	73%	48%	1	0	9	3	23%	87%			
2024 – openir	ng year	assessn	nent – W	VITH sub	ject de	velopm	ent in p	olace			
N2 Bridge St	113%	84%	57	2	218	9	-20%	7%			
R170 William St	94%	62%	4	1	92	13	-5%	45%			
N2 Drogheda Rd	103%	82%	25	2	87	8	-13%	9%			
John St	78%	50%	1	0	13	4	15%	79%			
2029 assessment – WITHOUT subject development											
N2 Bridge St	113%	82%	56	2	216	8	-20%	10%			
R170 William St	96%	59%	4	0	100	12	-6%	52%			
N2 Drogheda Rd	97%	80%	9	2	33	6	-7%	13%			
John St	79%	53%	1	0	13	4	13%	71%			



Table 20 – Junction 1 Assessment Results (continued)

Table 20 Sofielion 17/33c33mem Resons (commoda)											
Junction Approach Arm	_	Degree of Saturation		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		tical erve acity			
	AM	PM	AM	PM	AM	PM	AM	PM			
2029	assessn	nent – V	VITH sub	ject de	velopm	ent in p	lace				
N2 Bridge St	122%	90%	91	4	328	14	-26%	0%			
R170 William St	105%	70%	8	1	180	23	-14%	28%			
N2 Drogheda Rd	111%	89%	56	3	187	13	-19%	1%			
John St	85%	55%	2	0	20	4	6%	63%			
2039 – de	esign ye	ar asses	sment –	WITHO	UT subje	ect deve	elopme	nt			
N2 Bridge St	122%	89%	92	3	333	14	-26%	1%			
R170 William St	112%	71%	12	1	259	23	-20%	27%			
N2 Drogheda Rd	105%	87%	33	3	117	10	-15%	4%			
John St	87%	58%	3	0	22	5	3%	56%			
2039 – design year assessment – WITH subject development in place											
N2 Bridge St	132%	97%	129	10	437	35	-32%	-7%			
R170 William St	118%	86%	16	2	324	57	-24%	5%			
N2 Drogheda Rd	120%	96%	97	8	305	30	-25%	-6%			
John St	93%	61%	5	0	40	6	-4%	49%			

During the AM peak hour in the opening year of 2024, traffic generated by the subject development may be expected to result in a maximum increase of 31 PCU in mean vehicle queue length and a maximum increase of 111 seconds in mean vehicle delay. These effects are disproportionate to the actual trip generation of the subject development, and arise largely due to the junction's existing operational condition, the influence of background traffic growth, and the addition of traffic generated by other nearby committed developments.

During the PM peak hour in the opening year of 2024, subject development traffic may be expected to result in a maximum increase of 1 PCU in mean vehicle queue length and a maximum increase of 5 seconds in mean vehicle delay.



5.4 Junction 3 Assessment Results

The following tables give the PICADY modelling results, for each of the assessment scenarios, at the junction of Drogheda Road (N2) with the newly constructed access to the permitted 'Bridgegate' mixed residential development to the west of the subject site (ref. 10/174). This shall also serve as the access junction to the subject development.

Arm A: Drogheda Road [N2] (to the north)
 Arm B: Bridgegate Access (to the east)
 Arm C: Drogheda Road [N2] (to the south)

The assessment results show that this junction shall operate well within effective capacity on all approaches during both the AM and PM peak hours in the subject development's opening year of 2024, with minimal mean vehicle queues and minor delays experienced on junction approaches. All junction approaches are shown to continue operating within their effective capacities past the year 2039, and vehicle queues on all junction approaches shall remain low.

Table 21 – Junction 3 Assessment Results Mean Mean Practical Degree of Maximum Delay per Reserve Junction Approach Saturation PCU Queue Capacity Arm (PCU) (seconds) AM РМ AM ΑM PM PM AM PM 2024 - opening year assessment - WITHOUT subject development N2 Drogheda Rd (N) n/a n/a n/a n/a n/a n/a **Bridgegate Access** 27% 17% 0 0 13 13 85% 97% N2 Drogheda Rd (S) 4% 8% 0 0 6 6 2024 – opening year assessment – WITH subject development in place N2 Drogheda Rd (N) n/a n/a n/a n/a n/a n/a Bridgegate Access 75% 50% 3 38 25 10% 26% N2 Drogheda Rd (S) 11% 23% 0 0 6 8



Table 22 – Junction 3 Assessment Results (continued)

Table 22 – Johanna Assessment Results (Continued)										
Junction Approach Arm	Degree of Saturation		Maxi Que	ean mum eue CU)	Med Delay PC (seco	per U	Prac Rese Cap			
	AM	PM	AM	PM	AM	PM	AM	PM		
2029 asse	ssment	- WITH	DUT sub	ject de	velopm	ent				
N2 Drogheda Rd (N)	n/a	n/a	n/a	n/a	n/a	n/a				
Bridgegate Access	28%	17%	0	0	13	14	77%	87%		
N2 Drogheda Rd (S)	4%	8%	0	0	6	6				
2029 assessment – WITH subject development in place										
N2 Drogheda Rd (N)	n/a	n/a	n/a	n/a	n/a	n/a				
Bridgegate Access	78%	53%	3	1	45	27	7%	22%		
N2 Drogheda Rd (S)	11%	23%	0	0	7	8				
2039 – design ye	ar asse	ssment	– WITHC	DUT subj	ject dev	velopr	nent			
N2 Drogheda Rd (N)	n/a	n/a	n/a	n/a	n/a	n/a				
Bridgegate Access	29%	18%	0	0	14	14	70%	78%		
N2 Drogheda Rd (S)	4%	9%	0	0	6	7				
2039 – design year assessment – WITH subject development in place										
N2 Drogheda Rd (N)	n/a	n/a	n/a	n/a	n/a	n/a				
Bridgegate Access	82%	56%	4	1	55	31	5%	18%		
N2 Drogheda Rd (S)	11%	24%	0	0	7	8				

During the AM peak hour in the opening year of 2024, traffic generated by the subject development may be expected to result in a maximum increase of 2 PCU in mean vehicle queue length on any junction approach, and a maximum increase of 26 seconds in mean vehicle delay. During the PM peak hour in the same year, subject development traffic may be expected to result in a maximum increase of 1 PCU in mean vehicle queue length and a maximum increase of 12 seconds in mean vehicle delay.



6.0 PARKING

6.1 Overall Car Parking Provision

The subject development comprises the following elements:

- 50no. 2-bedroom houses;
- 145no. 3-bedroom houses:
- 11no. 4-bedroom houses;
- 17no. 1-bedroom duplex units;
- 24no. 2-bedroom duplex units;
- 25no. 3-bedroom duplex units;
- a crèche providing 100no. childcare places, with a staff complement of 17; and
- a community centre building with a gross floor area of 165m².

Table 23 – Overall Car Parking Provision

Land Use (Zone 3)	Car Parking Standard	Quantum	Standard Provision	Proposed Provision				
Houses	2 spaces per dwelling	206 dwellings	412 spaces	362 spaces				
Duplexes	2 spaces per dwelling	66 dwellings	132 spaces	84 spaces				
Crèche	1 space per 6 children	100 children	17 spaces	23				
Community Building	1 space per 30m ² GFA	165m² GFA	6 spaces	spaces				
Public Open Space	' (ase-ny-case has							
Visitor Parking	is	spaces						
	567 spaces	480 spaces						

The car parking provision of the proposed development has been assessed with respect to the Louth County Development Plan 2021–2027, which



defines the requirements for car parking provision in new residential developments. Table 23 shows the car parking standards applicable to the proposed development.

A total of 446no. parking spaces have been provided for the residential dwellings within the development, equating to an overall provision of 1.64 spaces per dwelling. 2016 CSO census data indicate that the average rate of car ownership in the established residential areas surrounding the subject site varies between 1.0 and 1.5 cars per household.

Parking has been allocated to dwellings based on the dwelling type and number of bedrooms. 2-bed houses have been allocated 1no. space each, while 3-bed and 4-bed houses have each been allocated 2no. spaces. Parking for 1-bed duplex units has been provided at a rate of 1no. space per unit, while parking for 2-bed and 3-bed duplex units has been provided at a rate of 1.2no. and 1.5no. spaces per unit, respectively.

23no. spaces have been provided to serve the proposed crèche and community building, while 11no. spaces have been provided to serve visitors and others using the public open space.

6.2 Transport Mobility Management Plan

It is noted that Section 13.16.12 of the Louth County Development Plan 2021–2027 includes the stipulation that:

"A Transport Mobility Management Plan supporting any reduction in car parking shall be included with any application where the quantum of parking is significantly below that set out in the Car Parking Standards (Table 13.11)."

While the subject development's proposed car parking provision is acknowledged to be lower than the standard provision derived from the County Development Plan, this difference is not considered to represent a



significant shortfall. As previously noted, the development's overall residential car parking provision equates to 1.64 spaces per dwelling; this is at the upper end of the existing range of car ownership rates in the established residential areas surrounding the subject site, which vary between 1.0 and 1.5 cars per household. Accordingly, it is not considered necessary to implement a Transport Mobility Management Plan (or Residential Travel Plan) for the proposed development.

As the proposed development comprises for the most part single-occupancy houses, a Residential Travel Plan (RTP) would also be of very limited effectiveness in this case. Many mechanisms by which an RTP seeks to support and encourage sustainable travel habits among residents rely on an organisational structure (e.g. a Management Company) capable of overseeing such a Plan, allocating resources, and maintaining shared transport facilities. An RTP is therefore principally suited to residential developments consisting mostly or entirely of apartments, with common parking, storage, and maintenance facilities.

6.3 Disabled-Accessible Car Parking Provision

The Louth County Development Plan 2021–2027 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 24 applies this requirement to the proposed development.

Table 24 – Accessible Car Parking Provision

Proposec	g Required	Accessible	Accessible
Car Parkin		Spaces	Spaces
Provision		Required	Proposed
480 space	es 5%	24 spaces	152 spaces

144no. houses or duplex blocks in the proposed development shall each have at least 1no. in-curtilage car parking space with sufficient effective



dimensions for use by people with impaired mobility. An additional 2no. disabled-accessible spaces shall be provided in proximity to the crèche and community building, and a further 2no. disabled-accessible spaces shall be provided along the southern side of Bridgegate Avenue. The development's provision of disabled-accessible car parking is therefore deemed to meet Development Plan requirements.

6.4 Bicycle Parking Provision

The Louth County Development Plan 2021–2027 sets out the requirements for bicycle parking provision in new developments by land use type. Table 25 shows the standards applicable to the proposed development and illustrates that the development's bicycle parking provision meets these requirements.

In the case of the houses within the proposed development, ample space for the secure storage of bicycles shall be available within the curtilage of each dwelling. At a minimum, it is assumed that 2no. bicycles can be accommodated within the curtilage of each house (1no. space for a resident and 1no. space for a visitor). This is considered to satisfy the Local Authority Development Plan's bicycle parking requirements for houses.

It is noted that the minimum bicycle parking standards for apartments set out in the Louth County Development Plan 2021–2027 correspond to the cycle parking provision rates recommended by the 2020 policy document Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities). The development's proposed duplex bicycle parking provision is therefore also in compliance with these Apartment Guidelines.



Table 25 – Bicycle Parking Provision – County Development Plan

Table 25 – Bicycle Parking Provision – County Development Plan											
Cycle Parking Minimum	Quantum	Minimum Provision	Proposed Provision								
Long-Term Cycle Parking Spaces											
1 space per unit	206 units	206 spaces	206 spaces (in-curtilage)								
1 space per bedroom	140 bedrooms	140 spaces	144 spaces								
1 space per 5 staff	17 staff	3 spaces	10 spaces								
1 space per 5 staff	n/a	n/a	2 spaces								
Sub-Totals	349 spaces	362 spaces									
Short Stay (Visitor) Cycle Parking Spaces											
1 space per 5 units	206 units	41 spaces	206 spaces (in-curtilage)								
1 space per 2 units	66 units	33 spaces	60 spaces								
1 space per 10 children	100 children	10 spaces	10 spaces								
1 space per 200m² GFA	165m² GFA	1 space	10 spaces								
n/a	n/a	n/a	60 spaces								
Sub-Totals	85 spaces	346 spaces									
Combined Cyc	le Parking Pro	vision									
TOTALS											
	Cycle Parking Minimum Long-Term Cyc 1 space per unit 1 space per bedroom 1 space per 5 staff 1 space per 5 staff Sub-Totals Short Stay (Visitor) 1 space per 2 units 1 space per 2 units 1 space per 10 children 1 space per 200m² GFA n/a Sub-Totals Combined Cyc	Cycle Parking Minimum Long-Term Cycle Parking Sp I space per unit I space per bedroom I space per 5 staff I space per 5 staff I space per 5 staff I space per 5 units I space per 2 units I space per 10 children I space per 2000m² GFA n/a Sub-Totals Combined Cycle Parking Processors Cycle Parking Quantum Quantum Quantum Quantum Quantum Quantum Aunits 140 bedrooms 17 staff n/a per 5 staff N/a 1 space per 206 units 1 space 66 per 2 units units 1 space 100 children I space per 200m² GFA n/a N/a Sub-Totals Combined Cycle Parking Processors Combined Parking Processors Combined Cycle Parking Processors Cycle Parking Space Cycle Parking S	Cycle Parking Minimum Provision Long-Term Cycle Parking Spaces 1 space 206 206 per unit units spaces 1 space 140 140 per bedroom bedrooms spaces 1 space 17 3 per 5 staff staff spaces 1 space n/a n/a Sub-Totals 349 spaces 1 space 206 41 per 5 units units spaces 1 space 66 33 per 2 units units spaces 1 space 100 10 per 10 children children spaces 1 space per 200m² GFA GFA spaces Combined Cycle Parking Provision								



7.0 ACCESS, LAYOUT, PUBLIC TRANSPORT, PEDESTRIANS AND CYCLISTS

7.1 Development Access

Vehicular and pedestrian access to the development shall be via the internal roads of the adjacent permitted development to the northwest (planning ref. 10/174), which is currently under construction. The adjacent development in turn has vehicular and pedestrian access onto the N2 (Drogheda Road) to the west via a recently constructed simple priority junction (shown in Figure 12).



Figure 12 – New access junction on N2 (Drogheda Road)

The subject development's internal layout also makes provision for a potential future vehicular and pedestrian link via the neighbouring Cherrybrook residential estate, to the west of the site. Within the development, a pedestrian/cycle route also extends through the public park up to the site's northern boundary. In addition to this, the internal road



network of the subject development allows for potential future road connections to the lands to the east and to the south, if developed.

7.2 Internal Site Layout

The internal road layout of the proposed development comprises a network of local streets, connecting to a link street that traverses the development site along an east-west axis, as well as to a link street that runs through the adjacent permitted development (ref. 10/174 – currently under construction) This link street within the adjacent development in turn connects to the access junction on the N2 Drogheda Road, to the west, which constitutes the vehicular access to both developments from the public road network.

All internal roads have a carriageway width of 5.5m (with the exception of Bridgegate Avenue, which has a carriageway width of 6m) and junction corner radii do not exceed 6m. Turning heads are provided at cul-de-sacs and traffic calming measures are incorporated into the design of the internal local streets, in the form of raised tables at junctions and horizontal deflections. On-street car parking for the residential units is arranged along the internal roads.

The internal road layout of the proposed development is designed in accordance with the guidance provided in the Design Manual for Urban Roads and Streets (DMURS). As stated in the introduction to the DMURS:

"Better street design in urban areas will facilitate the implementation of policy on sustainable living by achieving a better balance between all modes of transport and road users. It will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant."



Dated design elements that reflect poor design standards (such as wide roads, long straights or sweeping curves, unnecessarily large junction corner radii, and large junction visibility splays) are omitted to the extent possible within the site layout, to reduce vehicle speeds within the development.

The objectives of the site layout design are:

- to keep vehicle speeds low;
- to minimise the intrusion of vehicle traffic;
- to encourage walking and cycling;
- to create short walking routes to shops, public transport, etc.;
- to create a safe, secure, and pleasant environment for people, particularly vulnerable road users (VRUs) such as children; and
- to ensure ease of access for emergency services and for refuse collection and servicing operations.

Traffic calming and VRU protection measures to be implemented in the design include:

- designated and marked pedestrian crossing points;
- smaller corner radii;
- the arrangement of on-street parking;
- horizontal alignment constraints to restrict vehicle speeds;
- vertical deflections (raised tables) at internal junctions; and
- implementation of raised local streets.

Refer to architect's drawings for full detail of site layout.

7.3 Provision for Potential Future Connector Road

As described in sub-section 3.5 of this report, there is the potential to construct a local connector road between the N2 (Drogheda Road) and the L5256 (Jumping Church Road / Black Road), providing an alternative



east-west traffic route that would bypass William Street and Hale Street (see Figure 13). This would traverse both the subject development and the adjacent residential development currently under construction (ref. 10/174) to the west. The internal layouts of both the permitted development and the subject development allow for the potential future provision of such a connector road via these development lands.

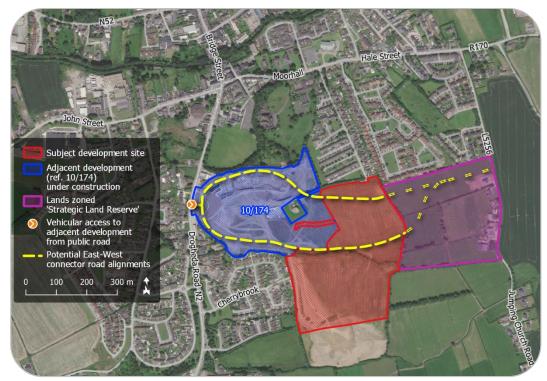


Figure 13 – Indicative alignment options for E-W connector road (map data & imagery: NTA, OSM Contributors, Microsoft)

Within the permitted and subject developments, two potential alignments have been identified for the future provision of this link:

- a southern route, incorporating the street named Bridgegate Avenue in both developments; and
- a northern route, incorporating the street named Bridgegate Drive in the permitted development and continuing through the northern section of the subject development site.





Figure 14 – Indicative alignment options for E-W connector road

In both developments, those streets with the potential to be incorporated into a future connector road have been designed to allow their use for this purpose. Within the subject development, Bridgegate Avenue is proposed to be continued up to the site's eastern boundary, while a road reservation corridor has been maintained through the northernmost section of the public park area to permit the future extension of Bridgegate Drive if required.

Lands to the east of the subject development site, which would be required for the full completion of this connector road under Objective SS 42 of the Louth County Development Plan 2021–2027, are in third-party ownership and are zoned 'Strategic Land Reserve'. The alignment options between the subject site and Jumping Church Road, illustrated in Figure 13 and Figure 14, are therefore indicative only and do not form part of this development proposal.



7.4 Pedestrians and Cyclists

Pedestrian and cyclist access to the proposed development shall initially be facilitated at 2no. locations:

- to/from the N2 Drogheda Road, via the access junction and internal road network of the adjacent permitted Bridgegate development to the north-west (currently under construction); and
- to/from Hale Street, at the subject site's northern boundary.

Provision is also made for a potential future additional access to the development via the existing adjacent Cherrybrook estate, to the west.

Raised footpaths are provided along all internal roads of the development. Further footpaths provide pedestrian connectivity between internal roads, as well as to the development's public open spaces and to the public park located at the centre of the development.

Cycle tracks are provided along the full length of Bridgegate Avenue, in order to provide suitable facilities for cyclists in the event that this forms part of an east-west connector road in the future. Marked pedestrian crossings of the internal roads are provided at several locations, with raised junctions, raised streets, and horizontal deflections to calm vehicular traffic.

7.5 Servicing and Waste Collection

All servicing of the residential units shall be conducted on the internal road network of the proposed development. Non-recyclable, recyclable, and organic waste (black, green, and brown bins) generated by houses within the development shall be collected directly by an authorised waste collector, in common with existing residential developments, subject to the requirements of Louth County Council.



7.6 Swept Path Analyses

Swept path analyses have been conducted of fire tenders and refuse collection vehicles accessing the development and manoeuvring within it. These analyses, provided on CS Consulting drawings ARDEE-CSC-ZZ-XX-C-DR-C-1014 and ARDEE-CSC-ZZ-XX-C-DR-C-1015, indicate that the development access design and internal roads layout can accommodate these vehicle movements where required, and that any vehicle accessing the site shall be able to turn within it and exit in a forward direction.

7.7 Public Transport

Bus stops located are served by 4no. bus routes, operated by Bus Éireann and by McConnons Buses, which connect Ardee to Dublin, Drogheda, Dundalk, Carrickmacross, and Monaghan town.

Bus stops located on the N2 (Drogheda Road) within a 10-minute walk of the development site's access junction are served by 4no. bus routes, operated by Bus Éireann and by McConnons Buses, which connect Ardee to Dublin, Drogheda, Dundalk, Carrickmacross, and Monaghan town. These include the no. 167 local service connecting to Ardee Lidl from the town centre, the no. 182 linking Monaghan bus station with Drogheda bus station, and the no. 182A service providing a connection between Ardee and Drogheda.

Any future connection from the proposed development through Cherrybrook to the west (subject to landowner agreement) would bring the western site boundary within approx. 300 metres of the nearest bus stops on the N2 Drogheda Road.

Within the subject development, a new bus stop shall be constructed on Bridgegate Avenue at a location within 400m of all dwellings within the site. This will facilitate the potential future provision of a local bus service through



the subject development. As shown on CS Consulting drawing ARDEE-CSC-00-XX-DR-C-1026, the development's internal road layout permits a bus of the type typically used by Local Link services to follow a looped route through the development, servicing this bus stop.

7.8 Independent Quality Audit

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

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

The Quality Audit was completed in April 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 ARDEE-CSC-00-XX-DR-C-1027 for details of these design changes.

The Quality Audit report document issued by PMCE, together with the audit response form, are provided as an appendix to the Road Infrastructure Design Report included under separate cover within this planning application.



8.0 COMMENTS RECEIVED FROM PLANNING AUTHORITIES

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

The relevant opinions of An Bord Pleanála that pertain to traffic and transport matters, as communicated to the applicant, are reproduced below; also examined in this section are the transport-related recommendations of Louth County 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 on the 11th of December 2020 issued an opinion enumerating the items of specific information that should be submitted with any application for permission. The following item among these is of relevance to this Traffic and Transport Assessment:

2. "A layout plan and report that address and provides a clear rationale for connectivity and permeability within and through the site."

The ABP opinion also notes that the final SHD application should include:

"Further consideration / amendment of the location of the link road as required by Objective INF13, having regard to the development potential of lands to the east of the site, which are zoned as Strategic Reserve and to the zoning objective of the northern portion of the site which seeks to provide a '12 acre' area of open space."



8.1.1 Response to ABP Opinion Items

Refer to the following CS Consulting drawings for details of vehicular, pedestrian, and cyclist connectivity and permeability within and through the site:

- ARDEE-CSC-00-XX-DR-C-1001 (Proposed Site Layout)
- ARDEE-CSC-00-XX-DR-C-1004 (Road Layout)
- ARDEE-CSC-00-XX-DR-C-1019 (Visibility Splays & Permeability)

Refer to sub-section 7.3 of this report for a description of the provisions made to accommodate a potential future link road satisfying Objective SS 42 of the Louth County Development Plan 2021–2027 (corresponding to Infrastructure Objective INF 13 of the now-superseded Ardee Local Area Plan 2010–2016). As described therein, a road reservation corridor has been maintained through the northernmost section of the public park area, to permit the future extension of Bridgegate Drive if required as part of this link road.

8.2 Recommendations of Louth County Council

Louth County Council on the 23rd of October 2020 issued an opinion, informed by the internal report of its Infrastructure Section, requesting that further clarification or consideration be given to a number of transportation and roads infrastructure aspects of the subject development. These are addressed below.

8.2.1 LCC Point 3 – access from N2

"The development strategy for the site in so far as it relates to layout potential linkages for vehicular, pedestrian and cycle movements to the east, south and west of this development. As proposed there is only one access available to the development from the Drogheda Road (N2) through the newly developed entrance to the first phase of the Bridgegate development. The applicant should demonstrate



that the connections indicated will be delivered in a timely manner contiguous to the phased development of this site to provide for connectivity with the town and surrounding areas."

8.2.2 Response to LCC Point 3

As described in sub-sections 7.1 and 7.4 of this report, vehicular access to the development shall initially be solely to from the recently constructed Bridgegate access junction on the N2, via the internal roads of the adjacent permitted development to the northwest (planning ref. 10/174) that is currently under construction. Pedestrian and cyclist access shall also be accommodated via this route.

A secondary pedestrian/cyclist-only access to the development is also provided from Hale Street, at the subject site's northern boundary, giving an alternative route to/from Ardee town centre. It is proposed that this access link be in place prior to occupation of any residential units within the subject development.

The subject development's internal layout does make provision for a potential future vehicular and pedestrian link via the neighbouring Cherrybrook residential estate, to the west of the site. The Cherrybrook estate is however not yet taken in charge by Louth County Council, and delivery of such a link in the short term is outside the control of the applicant.

In addition to this, the internal road network of the subject development allows for potential future road connections to the lands to the east and to the south, if developed.

8.2.3 LCC Point 4 – internal public transport infrastructure

"Demonstrate penetration of the development by public transport and provision for bus stop(s) in a location(s) where the majority of dwellings are at a maximum distance of 400 metres."



8.2.4 Response to LCC Point 4

As described in sub-section 7.7 of this report, and as indicated on CS Consulting drawing ARDEE-CSC-00-XX-DR-C-1026, a new bus stop shall be constructed on Bridgegate Avenue at a location within 400m of all dwellings within the subject development. This will facilitate the potential future provision of a local bus service through the subject development. The development's internal road layout permits a bus of the type typically used by Local Link services to follow a looped route through the development, servicing this bus stop.

8.2.5 LCC Point 6(a) – consultation with TII

"Consult Transport Infrastructure Ireland as development traffic will access on National Primary Road, N2 and Til are a stakeholder in assessing planning applications that access and/or are developed along national roads."

8.2.6 Response to LCC Point 6(a)

CS Consulting contacted Transport Infrastructure Ireland (TII) by email on the 17th of May 2021, inviting comment on the proposed development. TII responded with a request that all prescribed details relating to the SHD be provided as part of the statutory consultation process (i.e. once the SHD application has been lodged). CS Consulting replied to clarify that the application has not yet been submitted and to request the opportunity to consult with TII prior to lodgement. No subsequent response was received from TII.

Please refer to Appendix E for a record of email correspondence between CS Consulting and TII Land Use Planning.

8.2.7 LCC Point 6(b) – trip generation calculations

"Clarify anomaly in Section 4.0 [of the submitted Traffic Impact Assessment] – Traffic Generation & Trip Distribution where Predicted



Subject Development Residential Trips have been incorrectly factored up from Cherrybrook Estate figures and correct inaccuracies in Section 4.1.2 in respect of factoring up of Non Residential Trip Generation from Table 4 to Table 5."

8.2.8 Response to LCC Point 6(b)

The subject development trip generation calculations presented in sub-section 4.1 of this report have been revised and corrected.

8.2.9 LCC Point 6(c) – development impact on N2/R170 junction

"Address the conflict between the assertion in Section 5.3 of the TIA where it is stated that the addition of vehicular traffic generated by the proposed development will result in only minor increases in vehicle queues and delays to the N2/Bridge StreetWilliam Street/John Street junction and with the assessment results presented in Table 16 of the TIA, whereby the Degree of Saturation, Mean Maximum Queue (PCU) and Mean Delay per PCU (secs) increase considerably for each of the assessment years when comparing Without Subject Development against With Subject Development."

8.2.10 Response to LCC Point 6(c)

As outlined in sub-section 5.3 of this report, it is acknowledged that vehicular traffic generated by the subject development shall result in an adverse impact upon the operation of the existing N2/R170 junction. It is however submitted that these effects are disproportionate to the actual trip generation of the subject development, and arise largely due to the junction's existing operational condition, the influence of background traffic growth, and the addition of traffic generated by other nearby committed developments.



8.2.11 LCC Point 6(d) – external infrastructure objectives

"Note that an assumption on the delivery of the proposed by pass to the south east of Ardee linking the N2 to the south of Ardee with the R170 and N52 to the east and how its delivery would significantly reduce traffic loading at the N2/Bridge Street/William Street/John Street junction in future years, referenced in Section 5.3, cannot form part of the TIA as no commitment for implementation of this major capital project has been given at this time."

8.2.12 Response to LCC Point 6(d)

The proposed bypass to the south-east of Ardee has been described as an infrastructure development objective in this report purely for the purpose of providing context to the subject development. No assumptions have been made regarding funding or delivery of this objective, and it has not been factored in to the trip distribution or junction modelling conducted as part of this assessment. Additional clarification to this effect has been provided in sub-section 3.5 of this report.

8.2.13 LCC Point 6(e) – access junction modelling

"Demonstrate how the results presented in Table 18 for instance, the Mean Maximum Queue (PCU) for the Development Access Arm in the AM Peak is 1 at the junction of the N2 with the newly constructed access permitted under ref 10/174, have been arrived at. This appears very low when compared to other residential developments of similar size and scale."

8.2.14 Response to LCC Point 6(e)

The subject development trip generation calculations presented in sub-section 4.1 of this report have been revised and corrected, and junction modelling conducted anew with the resulting traffic flows.



The updated modelling results for the Bridgegate access junction on the N2 (presented in sub-section 5.4) do show higher mean maximum queue and mean vehicle delay values than those previously presented; this junction is however shown to operate within effective capacity on all approaches past the design year 2039.

8.2.15 LCC Point 6(f) – car and cycle parking at public park

"Consider provision for car parking and cycle parking at the Public Park & Landscape Amenity Space."

8.2.16 Response to LCC Point 6(f)

Increased quanta of car and bicycle parking have been provided to serve users of the development's public open space, as described in sub-sections 6.1 and 6.4 of this report.

8.2.17 LCC Point 6(g) – connector road alignment

"Address the anomaly where the indicative alignment of the proposed connector road in Figure 10 of the TIA shows Bridgegate Drive as forming part of the connector road and Section 7.3 make reference to future east-west connector road and how Bridgegate Avenue will receive cycle facilities in the event that it will form part of the connector road."

8.2.18 Response to LCC Point 6(g)

Two indicative potential alignments have been identified for the provision of a future East-West connector road through the subject development site and the adjacent permitted development, one of which incorporates Bridgegate Avenue and the other Bridgegate Drive. This has now been clarified in sub-sections 3.5.1 and 7.3 of this report.



8.2.19 LCC Point 6(h) - connector road alignment

"Clearly identify the route of the connector route to Jumping Church Road (Black Road) and develop in a masterplan approach this link which will involve engagement with third parties. The junction assessments within the applicant's TIA documents clearly the adverse affect the additional traffic generated by the development will have on the surrounding road network, particularly the N2/Bridge Street/William Street/John Street junction. Louth County Council considers that the construction of the east-west connector road to be essential for the proper planning and sustainable development of these residential zoned lands and a prerequisite in the consideration of this planning application. The projected line of the connector road is shown as traversing the Public Park & Landscape Amenity Space, albeit the developer does not have control over a portion of land located between the subject site and the Jumping Church Road."

8.2.20 Response to LCC Point 6(h)

As noted in sub-section 7.3, the lands separating the subject development site from Jumping Church Road (Black Road) lie outside the control of the applicant and are zoned 'Strategic Land Reserve' under the Louth County Development Plan 2021–2027. It is therefore not possible to deliver the entirety of this connector road objective as part of the subject development, or to commit to a precise alignment for the connector road beyond the applicant's lands.

A reservation corridor for such a route has however been maintained through the northern part of the subject development, and the development's internal road network design also allows for the extension of Bridgegate Avenue, located to the south of Mulladrillen Hill, if required to form part of such a connector route. This approach is informed by the topography of the subject site and adjacent lands,



and provides flexibility for the future completion of the connector road.

8.2.21 LCC Point 8(a) – internal crossroads

"Introduce staggered junctions in the layout where crossroads junctions are proposed to avoid driver indecisiveness and confusion regarding right of way."

8.2.22 Response to LCC Point 8(a)

The internal road network of the subject development has undergone independent review as part of a Quality Audit, as described in subsection 7.8 of this report, and design changes have been made in response. The Quality Audit did not however recommend the replacement of crossroads by staggered junctions.

8.2.23 LCC Point 8(b) - perpendicular parking

"Avoid perpendicular parking along opposite sides of the carriageways within the development and along straight sections of carriageway."

8.2.24 Response to LCC Point 8(b)

The internal road network of the subject development has undergone independent review as part of a Quality Audit, as described in subsection 7.8 of this report, and design changes have been made in response. The Quality Audit did not however recommend the omission of any perpendicular parking spaces.

8.2.25 LCC Point 8(c) – car and refuse vehicle movements

"Provide an Autotrack analysis of a scenario, whereby simultaneous traffic movements involving a car and refuse vehicle are negotiating



at all internal junctions. The kerb radiuses within the development appear tight."

8.2.26 Response to LCC Point 8(c)

CS Consulting drawing ARDEE-CSC-00-XX-DR-C-1015, showing the Autotrack swept path analysis of refuse vehicle movements within the development, has been amended to illustrate the ability of a car and a refuse vehicle to negotiate internal junctions simultaneously.

8.2.27 LCC Point 8(d) – link to existing Cherrybrook development

"Submitted drawings illustrates Road 3 having a direct link with an existing road within the adjacent Cherrybrook development and the overland flood Route map shows flood paths traversing the site boundary. Please note that the roads pertaining to Cherrybrook are within the ownership of a private entity and as such consent is required in this regard."

8.2.28 Response to LCC Point 8(d)

As described in sub-sections 7.1 and 7.4 of this report, it is not intended to provide a direct link from the outset between the subject development and the existing Cherrybrook estate to the west. It is acknowledged that the Cherrybrook estate has not yet been taken in charge by Louth County Council. The subject development's internal road network and pedestrian/cyclist infrastructure shall however extend up to the site's western boundary with Cherrybrook, so as to facilitate a potential vehicular and/or pedestrian link between the two developments, should this become possible in the future.



9.0 SUMMARY AND CONCLUSIONS

This report examines the impact of a proposed residential development at Bridgegate, Mulladrillen and Rathgory, Drogheda Road, Ardee, County Louth on the performance of the surrounding road network, and assesses the internal road layout, car parking provision, cyclist and pedestrian facilities, and public transport availability.

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

- The proposed development shall not generate excessive vehicular traffic flows. Total vehicle trips (arrivals and departures combined) of 299 PCU are predicted during the AM peak hour (08:30-09:30), and total vehicle trips of 348 PCU in the PM peak hour (17:45-18:45).
- The newly constructed priority-controlled junction on Drogheda Road (N2) that shall give access to the proposed development via the adjacent development under construction shall operate within effective capacity in both AM and PM peak hour periods in the development's opening year of 2024, and shall continue to do so past the design year 2039 with the subject development in place.
- The existing priority-controlled junction of the N2 (Drogheda Road and Bridge Street) with the R170 (William Street) and with John Street currently operates within effective capacity but is predicted to exceed ultimate capacity on its northern approach during the AM peak hour by the year 2024, principally under the influence of background traffic growth and trips generated by nearby committed developments. Traffic flows generated by the subject development shall make a relatively minor contribution to the decline in this junction's operational performance.
- The proposed provision of car parking and bicycle parking within the development has been assessed with reference to Local Authority standards.



- Swept path analyses have been conducted for a fire tender, a refuse vehicle, and a 'Local Link' bus. These indicate that the design of the development's internal layout can accommodate these vehicle movements where required.
- An independent Quality Audit of the proposed development layout and access arrangements has been conducted by 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 ARDEE-CSC-00-XX-DR-C-1027 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 an appropriate quantum of car parking is to be provided, and that the internal road layout of the proposed development is fit for purpose and in compliance with the Design Manual for Urban Roads and Streets.



Appendix A

Traffic Survey Data





Site No.

Location N2(N) / John Street / N2(S) / R170 Thursday 3 May 2018

<u>Date</u>			3 May 201									
Time		A to	D - N2(N) to	R170		Veh. Total		A to	C - N2(N) to	N2(S)		Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	ven. rotar	CAR	LGV	OGV1	OGV2	PSV	
07:00	7	6	1	0	1	15	31	16	4	8	0	59
07:15	8	3	0	1	0	12	38	12	2	7	2	61
07:30	17	4	0	0	0	21	33	13	2	1	3	52
07:45	32	6	0	0	1	39	39	13	1	8	1	62
Hour	64	19	1	1	2	87	141	54	9	24	6	234
08:00	21	5	2	2	0	30	40	19	3	3	3	68
08:15	18	3	0	5	0	26	38	11	2	1	1	53
08:30	24	6	1	0	0	31	37	15	0	3	0	55
08:45	14	2	1	1	0	18	37	13	4	4	0	58
Hour	77	16	4	8	0	105	152	58	9	11	4	234
09:00	40	4	2	1	1	48	49	10	3	8	1	71
09:15	47	4	1	0	0	52	46	17	3	1	3	70
09:30	22	3	1	2	0	28	24	13	3	3	1	44
09:45	27	3	0	2	0	32	38	10	2	0	1	51
Hour	136	14	4	5	1	160	157	50	11	12	6	236
10:00	35	5	1	1	0	42	38	9	2	3	3	55
10:15	22	3	1	1	0	27	36	6	3	2	0	47
10:30	30	3	1	0	0	34	35	6	3	4	0	48
10:45	24	2	1	0	0	27	43	6	1	4	1	55
Hour	111	13	4	2	0	130	152	27	9	13	4	205
11:00	30	5	2	0	0	37	33	7	3	4	0	47
11:15	28	3	0	3	0	34	41	7	1	3	2	54
11:30	23	4	0	0	0	27	46	8	6	4	0	64
11:45	20	5	0	2	0	27	56	5	1	1	0	63
Hour	101	17	2	5	0	125	176	27	11	12	2	228
12:00	31	4	0	0	0	35	52	5	2	4	1	64
12:15	35	4	0	0	0	39	38	5	3	5	3	54
12:30	26	3	1	0	0	30	44	5	2	6	0	57
12:45	32	9	1	0	0	42	43	9	1	6	1	60
Hour	124	20	2	0	0	146	177	24	8	21	5	235
13:00	28	3	0	1	0	32	63	6	3	2	0	74
13:15	23	4	1	0	0	28	50	8	1	2	1	62
13:30	26	3	1	1	0	31	46	13	4	3	0	66
13:45	44	3	2	0	0	49	46	6	2	3	0	57
Hour	121	13	4	2	0	140	205	33	10	10	1	259
14:00	30	2	0	0	0	32	56	6	5	4	1	72
14:15	26	2	0	1	0	29	46	6	2	2	0	56
14:30	21	5	0	2	0	28	49	6	1	4	0	60
14:45	43	5	0	1	0	49	42	11	1	1	0	55
Hour	120	14	0	4	0	138	193	29	9	11	1	243
15:00	27	3	0	1	0	31	40	13	1	3	3	60
15:15	25	5	1	0	0	31	50	11	5	3	0	69
15:30	20	4	2	1	0	27	40	7	5	4	0	56
15:45	21	5	0	0	0	26	43	10	0	2	0	55
Hour	93	17	3	2	0	115	173	41	11	12	3	240
16:00	27	4	0	0	0	31	42	9	3	1	1	56
16:15	23	5	0	1	0	29	47	11	2	3	0	63
16:30	30	2	0	0	0	32	44	9	0	5	0	58
16:45	29				0							59
Hour	109	6 17	1	0	0	36 128	42 175	11 40	6	10	4 5	236
17:00												
	37	3	2	0	0	42	57	3	4	4	0	68
17:15	38	5	0	0	0	43	52	7	2	5	1	67
17:30	34	7	1	0	0	42	65	6	3	5	2	81
17:45	37	4	0	0	0	41	56	5	0	0	0	61
Hour	146	19	3	0	0	168	230	21	9	14	3	277
18:00	25	6	0	3	1	35	68	14	0	0	1	83
18:15	34	7	2	0	0	43	59	8	2	3	0	72
18:30	27	7	0	0	0	34	69	7	3	4	1	84
18:45	22	5	1	0	0	28	59	0	1	2	2	64
Hour	108	25	3	3	1	140	255	29	6	9	4	303
Total	1310	204	31	33	4	1582	2186	433	108	159	44	2930



Site No.

Location N2(N) / John Street / N2(S) / R170 Thursday 3 May 2018

The Cart C	<u>Date</u>			3 May 201									
OAS	Time		A to B -	N2(N) to Joh	n Street		Veh Total		B to A -	John Street	to N2(N)		Veh Total
D739		CAR	LGV	OGV1	OGV2	PSV	VCII. IOIGI	CAR	LGV	OGV1	OGV2	PSV	VOII. TOTAL
10730	07:00	8	1	0	0	0	9	7	6	1	0	0	14
	07:15	6	4	1	0	0	11	6	3	1	0	0	10
	07:30	9	6	1	0	0	16	19	5	1	0	0	25
Corp. Corp	07:45	24	6	0	0	0	30	18	7	0	0	0	25
0815	Hour	47	17	2	0	0	66	50	21	3	0	0	74
08.50	08:00	27	3	0	0	1	31	35	4	1	0	0	40
0839	08:15	42	5	0	1	2	50	37	13	0	1	3	54
Hour 204 18	08:30	79	5	0	1		85	47	5	2	1	0	55
Hour 204 18	08:45	56	3	1	0	0	60	48	6	0	0	0	54
09:15 22				1	2		226				2	l .	
DOTE												l .	
OPES 0													
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11300 38													I
11:15	Hour		16		2		104	89			3		104
11:30													
11:45			5	2	0	0	29		2	1	0	0	26
Hour 100	11:30	20	2	0	0	0	22	17	4	1	0	0	22
12:00	11:45	20	7	1	0	0	28	33	3	1	0	0	37
12:15	Hour	100	14	5	0	0	119	90	14	3	1	0	108
12:30	12:00	19	3	0	0	0	22	16	1	0	0	0	17
12:45	12:15	22	4	1	0	0	27	32	5	1	0	0	38
Hour	12:30	15	7	1	1	0	24	36	2	2	0	0	40
13:00	12:45	21	5	0	0	0	26	27	5	1	1	0	34
13:15	Hour	77	19	2	1	0	99	111	13	4	1	0	129
13:30	13:00	22	6	0	0	0	28	29	3	0	0	0	32
13:30	13:15	27	5	0	0	0	32	19	2	0	0	0	21
13:45	13:30	23		0	0	0	24	20			0	0	24
Hour 99					0	0	29				0		30
14:00						0				1	0		I
14:15													
14:30 19 5 0 0 0 24 34 4 0 1 0 39 14:45 39 2 0 0 0 41 32 5 0 0 0 37 Hour 97 21 3 0 0 121 122 18 1 2 0 143 15:00 35 6 1 0 0 42 52 6 0 0 0 58 15:15 13 3 0 0 1 17 34 1 0 0 0 35 15:30 12 3 0 0 0 15 19 6 0 0 0 25 15:45 28 8 0 0 1 37 18 5 0 0 0 141 16:00 26 2 1 0													
14:45													
Hour													
15:00 35 6													
15:15													
15:30													
15:45 28													
Hour 88 20 1 0 2 111 123 18 0 0 0 141 16:00 26 2 1 0 0 29 15 10 0 0 0 25 16:15 28 5 3 0 0 36 22 7 0 0 0 29 16:30 19 2 1 1 0 23 25 5 2 0 0 32 16:45 28 5 0 0 0 33 26 6 0 0 0 32 Hour 101 14 5 1 0 121 88 28 2 0 0 118 17:00 31 3 1 0 0 35 32 3 0 0 0 35 17:15 30 4 1 0													
16:00 26 2 1 0 0 29 15 10 0 0 25 16:15 28 5 3 0 0 36 22 7 0 0 0 29 16:30 19 2 1 1 0 23 25 5 2 0 0 32 16:45 28 5 0 0 0 33 26 6 0 0 0 32 Hour 101 14 5 1 0 121 88 28 2 0 0 118 17:00 31 3 1 0 0 35 32 3 0 0 0 35 17:15 30 4 1 0 0 35 20 5 1 0 0 26 17:30 33 4 0 0 0													
16:15 28 5 3 0 0 36 22 7 0 0 0 29 16:30 19 2 1 1 0 23 25 5 2 0 0 32 16:45 28 5 0 0 0 33 26 6 0 0 0 32 Hour 101 14 5 1 0 121 88 28 2 0 0 118 17:00 31 3 1 0 0 35 32 3 0 0 0 35 17:15 30 4 1 0 0 35 20 5 1 0 0 26 17:30 33 4 0 0 0 37 29 6 0 0 0 35 17:45 25 5 2 2 0													
16:30 19 2 1 1 0 23 25 5 2 0 0 32 16:45 28 5 0 0 0 33 26 6 0 0 0 32 Hour 101 14 5 1 0 121 88 28 2 0 0 118 17:00 31 3 1 0 0 35 32 3 0 0 0 35 17:15 30 4 1 0 0 35 20 5 1 0 0 26 17:30 33 4 0 0 0 37 29 6 0 0 0 35 17:45 25 5 2 2 0 34 31 7 1 1 0 40 Hour 119 16 4 2													
16:45 28 5 0 0 0 0 33 26 6 0 0 0 0 32 Hour 101 14 5 1 0 121 88 28 2 0 0 0 118 17:00 31 3 1 0 0 35 32 3 0 0 0 0 35 17:15 30 4 1 0 0 35 20 5 1 0 0 26 17:30 33 4 0 0 0 37 29 6 0 0 0 35 17:45 25 5 2 2 0 34 31 7 1 1 0 40 Hour 119 16 4 2 0 141 112 21 2 1 0 136 18:00 30 6 0 0 0 36 24 5 0 1 0 30 18:15 23 4 1 0 0 28 37 6 0 0 0 30 18:45 20 0 0 0 0 20 31 5 0 0 0 36 Hour 92 13 1 0 0 106 117 21 0 1 0 139													
Hour 101 14 5 1 0 121 88 28 2 0 0 118 17:00 31 3 1 0 0 35 32 3 0 0 0 35 17:15 30 4 1 0 0 35 20 5 1 0 0 26 17:30 33 4 0 0 0 37 29 6 0 0 0 26 17:45 25 5 2 2 0 34 31 7 1 1 0 40 Hour 119 16 4 2 0 141 112 21 2 1 0 136 18:00 30 6 0 0 0 36 24 5 0 1 0 30 18:15 23 4 1 0													
17:00 31 3 1 0 0 35 32 3 0 0 0 35 17:15 30 4 1 0 0 35 20 5 1 0 0 26 17:30 33 4 0 0 0 37 29 6 0 0 0 35 17:45 25 5 2 2 0 34 31 7 1 1 0 40 Hour 119 16 4 2 0 141 112 21 2 1 0 136 18:00 30 6 0 0 0 36 24 5 0 1 0 30 18:15 23 4 1 0 0 28 37 6 0 0 0 43 18:30 19 3 0 0													
17:15 30 4 1 0 0 35 20 5 1 0 0 26 17:30 33 4 0 0 0 37 29 6 0 0 0 35 17:45 25 5 2 2 0 34 31 7 1 1 0 40 Hour 119 16 4 2 0 141 112 21 2 1 0 136 18:00 30 6 0 0 0 36 24 5 0 1 0 30 18:15 23 4 1 0 0 28 37 6 0 0 0 43 18:30 19 3 0 0 0 22 25 5 0 0 0 36 18:45 20 0 0 0			14										
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17:45 25 5 2 2 0 34 31 7 1 1 0 40 Hour 119 16 4 2 0 141 112 21 2 1 0 136 18:00 30 6 0 0 0 36 24 5 0 1 0 30 18:15 23 4 1 0 0 28 37 6 0 0 0 43 18:30 19 3 0 0 0 22 25 5 0 0 0 30 18:45 20 0 0 0 0 20 31 5 0 0 0 36 Hour 92 13 1 0 0 106 117 21 0 1 0 139	17:15	30	4	1	0	0	35	20	5	1	0	0	26
Hour 119 16 4 2 0 141 112 21 2 1 0 136 18:00 30 6 0 0 0 36 24 5 0 1 0 30 18:15 23 4 1 0 0 28 37 6 0 0 0 43 18:30 19 3 0 0 0 22 25 5 0 0 0 30 18:45 20 0 0 0 20 31 5 0 0 0 36 Hour 92 13 1 0 0 106 117 21 0 1 0 139	17:30	33	4	0	0	0	37	29	6	0	0	0	35
18:00 30 6 0 0 0 36 24 5 0 1 0 30 18:15 23 4 1 0 0 28 37 6 0 0 0 43 18:30 19 3 0 0 0 22 25 5 0 0 0 30 18:45 20 0 0 0 20 31 5 0 0 0 36 Hour 92 13 1 0 0 106 117 21 0 1 0 139	17:45	25	5	2	2	0	34	31	7	1	1	0	40
18:15 23 4 1 0 0 28 37 6 0 0 0 43 18:30 19 3 0 0 0 22 25 5 0 0 0 30 18:45 20 0 0 0 0 20 31 5 0 0 0 36 Hour 92 13 1 0 0 106 117 21 0 1 0 139	Hour	119	16	4	2	0	141	112	21	2	1	0	136
18:15 23 4 1 0 0 28 37 6 0 0 0 43 18:30 19 3 0 0 0 22 25 5 0 0 0 30 18:45 20 0 0 0 0 20 31 5 0 0 0 36 Hour 92 13 1 0 0 106 117 21 0 1 0 139	18:00	30	6	0		0	36	24	5	0	1	0	30
18:30 19 3 0 0 0 22 25 5 0 0 0 30 18:45 20 0 0 0 0 20 31 5 0 0 0 36 Hour 92 13 1 0 0 106 117 21 0 1 0 139		23						37					43
18:45 20 0 0 0 20 31 5 0 0 0 36 Hour 92 13 1 0 0 106 117 21 0 1 0 139													
Hour 92 13 1 0 0 106 117 21 0 1 0 139													
1 10101 II 1207 107 00 0 0 1 1404 II 1777 770 77 11 3 1343	Total	1204	187	30	8	5	1434	1279	228	22	11	3	1543



Location N2(N) / John Street / N2(S) / R170 Thursday 3 May 2018

Time		B to D -	John Street	to R170				R to C -	- John Street	12)CIA 01		
IIIIIC				, ,		Veh. Total		D 10 C -	- 301111311661	10 142(3)		Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	veni. Total	CAR	LGV	OGV1	OGV2	PSV	VCII. TOTAL
07:00	2	2	1	0	0	5	2	2	0	0	0	4
07:15	4	5	0	0	0	9	2	1	0	0	0	3
07:30	11	3	0	0	0	14	2	1	0	1	0	4
07:45	13	1	0	0	0	14	6	1	0	0	0	7
Hour	30	11	1	0	0	42	12	5	0	1	0	18
08:00	14	5	0	0	0	19	1	2	1	0	0	4
08:15	21	2	0	0	0	23	7	3	0	0	0	10
08:30	21	2	0	2	0	25	8	3	0	0	0	11
08:45	25	1	1	1	0	28	5	0	0	0	0	5
Hour	81	10	1	3	0	95	21	8	1	0	0	30
09:00	33	1	0	0	0	34	2	1	0	0	0	3
09:15	25	2	1	0	0	28	5	0	0	1	0	6
09:30	17	0	0	0	1	18	4	1	0	0	0	5
09:45	10	2	1	0	0	13	3	1	0	0	0	4
Hour	85	5	2	0	1	93	14	3	0	1	0	18
10:00	3	3	1	0	0	73	6	1	1	0	0	8
10:00	9	2	0	0	0		4	2	0	0	0	6
						11						
10:30	9	1	1	0	0	11	2	1	0	0	0	3
10:45	7	9	0	2	0	18	4	2	0	0	0	6
Hour	28	15	2	2	0	47	16	6	1	0	0	23
11:00	9	0	0	1	0	10	2	1	0	0	0	3
11:15	2	2	1	0	0	5	5	1	0	0	0	6
11:30	7	1	1	0	0	9	5	1	0	0	0	6
11:45	14	5	0	1	0	20	5	0	0	0	0	5
Hour	32	8	2	2	0	44	17	3	0	0	0	20
12:00	10	3	1	0	0	14	4	0	0	0	0	4
12:15	19	1	0	0	0	20	5	1	0	1	0	7
12:30	13	2	0	0	0	15	5	3	0	1	0	9
12:45	7	2	0	0	0	9	5	1	0	0	0	6
Hour	49	8	1	0	0	58	19	5	0	2	0	26
13:00	7	1	0	0	0	8	4	2	0	0	0	6
13:15	3	1	0	0	0	4	6	0	0	0	0	6
13:30	9	4	0	0	0	13	2	2	1	0	0	5
13:45	13	3	1	0	0	17	5	0	0	0	0	5
Hour	32	9	1	0	0	42	17	4	1	0	0	22
14:00	10	2	0	0	1	13	3	2	0	0	0	5
14:15	8	3	0	0	0	11	2	4	0	0	0	6
14:30	13	1	0	0	0	14	6	1	0	0	0	7
14:45	17	3	0	0	0	20	3	0	0	0	0	3
Hour	48	9	0	0	1	58	14	7	0	0	0	21
15:00	20	2	0	1	0	23	2	2	0	1	0	5
15:15	18	1	0	0	0	19	2	0	0	0	0	2
15:30	15	2	0	0	0	17	2	0	0	0	0	2
15:45	12	6	0	0	2	20	1	1	0	0	0	2
Hour	65	11	0	1	2	79	7	3	0	1	0	11
16:00	12	1	0	0	0	13	4	0	0	1	0	5
16:15	8	4	0	0	0	12	3	0	0	0	0	3
16:30	26	6	0	1	0	33	3	1	0	0	0	4
16:45	15	1	1	0	0	17	4	1	0	0	0	5
Hour	61	12	1	1	0	75	14	2	0	1	0	17
17:00	15	4	0	0	0	19	5	0	0	0	0	5
17:00	19		0		0	23	3		0			4
		4		0				1		0	0	
17:30	17	3	0	0	0	20	5	0	0	1	0	6
17:45	13	4	0	0	0	17	8	1	0	0	0	9
Hour	64	15	0	0	0	79	21	2	0	1	0	24
18:00	24	1	0	0	0	25	5	1	0	0	0	6
18:15	17	1	0	0	0	18	5	0	0	0	0	5
18:30	7	1	1	0	0	9	5	1	0	0	0	6
18:45	15	2	0	0	0	17	5	1	0	0	0	6
Hour	63	5	1	0	0	69	20	3	0	0	0	23
Total	638	118	12	9	4	781	192	51	3	7	0	253



Location Date N2(N) / John Street / N2(S) / R170 Thursday 3 May 2018

CAME	Date			3 May 201									
CAR	Time	Veh lotal									Veh. Total		
Oct Oct	11110	CAR	LGV	OGV1	OGV2	PSV	7011. TOTAL	CAR	LGV	OGV1	OGV2	PSV	VOII. 10101
December December				·									
					· ·								
Hotel													
Best 12 0								.				ł	
Design													4
08500 28													
Horr 958 S													
DPS-00													
Definition Def													
07:30													
Nover 196													
10000													
1015													
1030													
1045 6 5 0 0 0 11 39 3 2 4 1 49													
Hour													
11300 3													
11:15 3												ł	
11:30													
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Hour													
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12:15			· ·									l .	
12:30													
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14:30													
14:45													
Hour 30													
15:00 6													259
15:15												l .	
15:30													
15:45													
Hour 22 2 0 1 0 25 181 41 5 12 1 240 16:00 6 0 0 0 0 0 6 48 11 2 2 1 64 16:15 0 0 0 0 0 53 8 2 3 0 66 16:30 7 0 1 0 0 8 51 8 2 3 1 65 16:45 5 2 1 0 0 8 55 16 2 7 1 81 Hour 18 2 2 0 0 22 207 43 8 15 3 276 17:00 6 0 0 0 0 6 38 22 0 5 3 68 17:15 5 0 0 0 0													
16:00 6 0 0 0 6 48 11 2 2 1 64 16:15 0 0 0 0 0 53 8 2 3 0 66 16:30 7 0 1 0 0 8 51 8 2 3 1 65 16:45 5 2 1 0 0 8 55 16 2 7 1 81 Hour 18 2 2 0 0 22 207 43 8 15 3 276 17:00 6 0 0 0 0 6 38 22 0 5 3 68 17:15 5 0 0 0 0 5 37 15 3 0 0 55 17:30 3 0 0 0 3 28 9													240
16:15 0 0 0 0 0 53 8 2 3 0 66 16:30 7 0 1 0 0 8 51 8 2 3 1 65 16:45 5 2 1 0 0 8 55 16 2 7 1 81 Hour 18 2 2 0 0 22 207 43 8 15 3 276 17:00 6 0 0 0 0 6 38 22 0 5 3 68 17:15 5 0 0 0 0 5 37 15 3 0 0 55 17:30 3 0 0 0 3 28 9 0 4 0 41 17:45 3 0 0 0 0 3 55					0			.					-
16:30 7 0 1 0 0 8 51 8 2 3 1 65 16:45 5 2 1 0 0 8 55 16 2 7 1 81 Hour 18 2 2 0 0 22 207 43 8 15 3 276 17:00 6 0 0 0 0 6 38 22 0 5 3 68 17:15 5 0 0 0 0 5 37 15 3 0 0 55 17:30 3 0 0 0 0 3 28 9 0 4 0 41 17:45 3 0 0 0 3 55 16 0 1 3 75 Hour 17 0 0 0 0 17													
16:45 5 2 1 0 0 8 55 16 2 7 1 81 Hour 18 2 2 0 0 22 207 43 8 15 3 276 17:00 6 0 0 0 0 6 38 22 0 5 3 68 17:15 5 0 0 0 0 5 37 15 3 0 0 55 17:30 3 0 0 0 0 3 28 9 0 4 0 41 17:45 3 0 0 0 0 3 55 16 0 1 3 75 Hour 17 0 0 0 0 17 158 62 3 10 6 239 18:00 1 0 0 0 0		7	0	1	0	0	8	51	8				65
Hour 18 2 2 0 0 22 207 43 8 15 3 276 17:00 6 0 0 0 0 6 38 22 0 5 3 68 17:15 5 0 0 0 0 5 37 15 3 0 0 0 55 17:30 3 0 0 0 0 3 28 9 0 4 0 41 17:45 3 0 0 0 0 3 55 16 0 1 3 75 Hour 17 0 0 0 0 17 158 62 3 10 6 239 18:00 1 0 0 0 0 1 42 21 2 3 2 70 18:15 4 1 0 0													
17:00 6 0 0 0 6 38 22 0 5 3 68 17:15 5 0 0 0 0 5 37 15 3 0 0 0 55 17:30 3 0 0 0 0 3 28 9 0 4 0 41 17:45 3 0 0 0 0 3 55 16 0 1 3 75 Hour 17 0 0 0 0 17 158 62 3 10 6 239 18:00 1 0 0 0 0 1 42 21 2 3 2 70 18:15 4 1 0 0 0 5 54 28 0 5 1 88 18:30 7 0 0 0 0				2								3	276
17:30 3 0 0 0 0 3 28 9 0 4 0 41 17:45 3 0 0 0 0 0 3 55 16 0 1 3 75 Hour 17 0 0 0 0 17 158 62 3 10 6 239 18:00 1 0 0 0 0 1 42 21 2 3 2 70 18:15 4 1 0 0 0 5 54 28 0 5 1 88 18:30 7 0 0 0 0 7 60 19 1 1 1 82 18:45 4 4 0 0 0 8 78 11 1 3 3 96 Hour 16 5 0 0 0 21 234 79 4 12 7 336	17:00	6	0		0	0	6	38	22	0	5	3	68
17:45 3 0 0 0 0 3 55 16 0 1 3 75 Hour 17 0 0 0 0 17 158 62 3 10 6 239 18:00 1 0 0 0 1 42 21 2 3 2 70 18:15 4 1 0 0 0 5 54 28 0 5 1 88 18:30 7 0 0 0 0 7 60 19 1 1 1 82 18:45 4 4 0 0 0 8 78 11 1 3 3 96 Hour 16 5 0 0 0 21 234 79 4 12 7 336	17:15	5	0	0	0	0	5	37	15	3		0	55
Hour 17 0 0 0 0 17 158 62 3 10 6 239 18:00 1 0 0 0 1 42 21 2 3 2 70 18:15 4 1 0 0 0 5 54 28 0 5 1 88 18:30 7 0 0 0 7 60 19 1 1 1 82 18:45 4 4 0 0 0 8 78 11 1 3 3 96 Hour 16 5 0 0 0 21 234 79 4 12 7 336	17:30	3	0	0	0	0	3	28	9	0	4	0	41
18:00 1 0 0 0 0 1 42 21 2 3 2 70 18:15 4 1 0 0 0 5 54 28 0 5 1 88 18:30 7 0 0 0 0 7 60 19 1 1 1 1 82 18:45 4 4 0 0 0 8 78 11 1 3 3 96 Hour 16 5 0 0 0 21 234 79 4 12 7 336	17:45	3	0	0	0	0	3	55	16	0	1	3	75
18:00 1 0 0 0 0 1 42 21 2 3 2 70 18:15 4 1 0 0 0 5 54 28 0 5 1 88 18:30 7 0 0 0 0 7 60 19 1 1 1 1 82 18:45 4 4 0 0 0 8 78 11 1 3 3 96 Hour 16 5 0 0 0 21 234 79 4 12 7 336	Hour	17	0	0	0	0	17	158	62	3	10	6	239
18:30 7 0 0 0 0 7 60 19 1 1 1 1 82 18:45 4 4 0 0 0 8 78 11 1 3 3 96 Hour 16 5 0 0 0 21 234 79 4 12 7 336	18:00	1	0	0	0	0	1	42	21			2	70
18:30 7 0 0 0 0 7 60 19 1 1 1 1 82 18:45 4 4 0 0 0 8 78 11 1 3 3 96 Hour 16 5 0 0 0 21 234 79 4 12 7 336	18:15	4	1	0	0	0	5	54	28	0	5	1	88
Hour 16 5 0 0 0 21 234 79 4 12 7 336	18:30	7	0	0	0	0	7	60	19			1	82
Hour 16 5 0 0 0 21 234 79 4 12 7 336	18:45	4	4	0	0	0	8	78	11	1	3	3	96
Total 289 47 6 8 1 351 2056 463 82 174 37 2812	Hour	16	5	0	0	0	21	234	79	4		7	336
	Total	289	47	6	8	1	351	2056	463	82	174	37	2812



Location N2(N) / John Street / N2(S) / R170 Thursday 3 May 2018

The Case C	<u>Date</u>			3 May 201									
Color	Time		C to	D - N2(S) to	R170		Veh Total		D to	C - R170 to I	N2(S)		Veh Total
1007-15 14		CAR	LGV	OGV1	OGV2	PSV	ven. rotar	CAR	LGV	OGV1	OGV2	PSV	
	07:00	2	4	0	1	0	7	8	4	0	0	0	12
	07:15	4	2	0	0	0	6	4	2	0	0	1	7
	07:30	10	2	0	0	0	12	8	1	0	0	0	9
	07:45	13	7	0	0	0	20	16	4	0	0	0	20
1881 9	Hour	29	15	0	1	0	45	36	11	0	0	1	48
BREAT 14	08:00	9	5	0	0	0	14	12	5	0	0	0	17
BREAT 14		9		0	1	0	10	19		0	0	0	22
New 58			3							1	0		
OPENION COUNTY													
OPSIDE 1928													
1998 17													
Heart 178													
1000													
1015 114													
1030 199 0													
10.645 199 0	10:15	14	4	0	0	0	18	7	2	1	0	0	10
Hour	10:30	19	0	1	0	0	20	16	2	0	0	1	19
11100	10:45	19	0	0	0	0	19	10	0	1	0	0	11
11:15	Hour	66	6	1	0	0	73	47	8	3	0	1	59
11:30	11:00	10	2	1	0	0	13	14	4	2	0	0	20
11:45	11:15	11	4	1	0	0	16	12	2	1	0	0	15
Hour	11:30	6	3	0	0	0	9	14	4	0	1	0	19
12:00 12	11:45	14	3	0	0	1	18	19	5	1	0	0	25
12:00 12	Hour	41	12	2	0	1	56	59	15	4	1	0	79
12:15					0	0	14				0	0	14
12:30 30													
12:45													
Hour													
13:00													
13:15													
13:30													
13:45													
Hour 57 4 2 1 0 644 555 9 2 0 0 0 666 14:00 10 1 0 1 0 0 0 0 11 16 4 1 0 0 0 21 14:15 10 0 0 0 0 0 10 27 1 1 1 0 0 0 27 14:45 20 4 0 0 0 0 24 13 2 1 0 0 0 16 Hour 64 7 0 0 0 0 17 81 9 3 0 0 0 27 15:15 18 3 0 0 0 0 17 31 3 3 1 0 0 0 33 15:00 15 2 0 0 0 0 1 21 27 5 1 0 0 0 33 15:50 21 3 0 1 0 0 25 27 5 0 0 0 0 33 15:45 17 0 0 0 0 1 1 18 18 3 2 0 0 0 0 33 Hour 71 8 0 1 1 0 25 27 5 0 0 0 0 23 Hour 71 8 0 1 1 0 27 14 4 2 0 0 0 123 16:00 22 4 0 0 1 0 27 14 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1													
14:00													
14:15 10 0 0 0 10 27 1 1 0 0 29 14:30 24 2 0 0 0 26 25 2 0 0 0 27 14:45 20 4 0 0 0 24 13 2 1 0 0 16 Hour 64 7 0 0 0 71 81 9 3 0 0 93 15:00 15 2 0 0 0 71 81 9 3 0 0 335 15:15 18 3 0 1 0 25 27 5 1 0 0 332 15:45 17 0 0 0 1 18 18 3 2 0 0 23 16:45 17 0 0 1 0 27 </td <td></td>													
14:30 24 2 0 0 0 26 25 2 0 0 0 27 14:45 20 4 0 0 0 24 13 2 1 0 0 16 Hour 64 7 0 0 0 71 81 9 3 0 0 93 15:00 15 2 0 0 0 17 31 3 1 0 0 35 15:15 18 3 0 0 0 21 27 5 1 0 0 33 15:15 18 3 0 1 0 25 27 5 0 0 0 33 15:15 18 3 0 1 0 25 27 5 0 0 0 32 15:00 21 1 1 18 18 <td></td>													
14:45		10	0			0	10	27				0	29
Hour 64	14:30	24	2					25			0		27
15:00	14:45	20	4		0	0		13	2	1	0	0	16
15:15 18 3 0 0 0 21 27 5 1 0 0 33 15:30 21 3 0 1 0 25 27 5 0 0 0 32 15:45 17 0 0 0 1 18 18 3 2 0 0 23 Hour 71 8 0 1 1 81 103 16 4 0 0 123 16:00 22 4 0 1 0 27 14 4 2 0 0 20 16:15 17 4 0 0 0 19 17 4 2 0 0 1 18 16:45 111 4 2 0 1 1 85 64 13 5 0 1 83 17:00 24 6 0		64	7	0	0	0	71	81	9	3	0	0	93
15:30 21 3 0 1 0 25 27 5 0 0 0 32 15:45 17 0 0 0 1 18 18 3 2 0 0 23 Hour 71 8 0 1 1 81 103 16 4 0 0 123 16:00 22 4 0 1 0 27 14 4 2 0 0 20 16:15 17 4 0 0 0 21 14 2 1 0 1 18 16:30 14 5 0 0 0 19 17 4 2 0 0 23 16:45 11 4 2 0 1 18 19 3 0 0 0 22 Hour 64 17 2 1 1 </td <td>15:00</td> <td>15</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>17</td> <td>31</td> <td>3</td> <td>1</td> <td>0</td> <td>0</td> <td>35</td>	15:00	15	2	0	0	0	17	31	3	1	0	0	35
15:45	15:15	18	3	0	0	0	21	27	5	1	0	0	33
Hour 71 8 0 1 1 81 103 16 4 0 0 123 16:00 22 4 0 1 0 27 14 4 2 0 0 20 16:15 17 4 0 0 0 21 14 2 1 0 1 18 16:30 14 5 0 0 0 19 17 4 2 0 0 23 16:45 11 4 2 0 1 18 19 3 0 0 0 22 Hour 64 17 2 1 1 85 64 13 5 0 1 83 17:00 24 6 0 0 0 3 27 2 2 0 0 25 17:30 3 0 0 0 0 <td>15:30</td> <td>21</td> <td>3</td> <td>0</td> <td>1</td> <td>0</td> <td>25</td> <td>27</td> <td>5</td> <td>0</td> <td>0</td> <td>0</td> <td>32</td>	15:30	21	3	0	1	0	25	27	5	0	0	0	32
16:00 22 4 0 1 0 27 14 4 2 0 0 20 16:15 17 4 0 0 0 21 14 2 1 0 1 18 16:30 14 5 0 0 0 19 17 4 2 0 0 23 16:45 11 4 2 0 1 18 19 3 0 0 0 22 Hour 64 17 2 1 1 85 64 13 5 0 1 83 17:00 24 6 0 0 0 30 2 3 1 0 0 6 17:15 5 0 0 0 0 5 19 4 2 0 0 25 17:30 3 0 0 0 24	15:45	17	0	0	0	1	18	18	3	2	0	0	23
16:00 22 4 0 1 0 27 14 4 2 0 0 20 16:15 17 4 0 0 0 21 14 2 1 0 1 18 16:30 14 5 0 0 0 19 17 4 2 0 0 23 16:45 11 4 2 0 1 18 19 3 0 0 0 22 Hour 64 17 2 1 1 85 64 13 5 0 1 83 17:00 24 6 0 0 0 30 2 3 1 0 0 6 17:15 5 0 0 0 0 5 19 4 2 0 0 25 17:30 3 0 0 0 24	Hour	71	8	0	1	1	81	103	16	4	0	0	123
16:15 17 4 0 0 0 21 14 2 1 0 1 18 16:30 14 5 0 0 0 19 17 4 2 0 0 23 16:45 11 4 2 0 1 18 19 3 0 0 0 22 Hour 64 17 2 1 1 85 64 13 5 0 1 83 17:00 24 6 0 0 0 30 2 3 1 0 0 6 17:15 5 0 0 0 0 5 19 4 2 0 0 25 17:30 3 0 0 0 24 21 2 0 0 31 17:45 21 3 0 0 0 24 21	-		4	0	1	0	27	14			0	0	20
16:30 14 5 0 0 0 19 17 4 2 0 0 23 16:45 11 4 2 0 1 18 19 3 0 0 0 22 Hour 64 17 2 1 1 85 64 13 5 0 1 83 17:00 24 6 0 0 0 30 2 3 1 0 0 6 17:15 5 0 0 0 0 5 19 4 2 0 0 25 17:30 3 0 0 0 3 27 2 2 0 0 31 17:45 21 3 0 0 0 24 21 2 0 0 23 Hour 53 9 0 0 0 62 69													
16:45 11 4 2 0 1 18 19 3 0 0 0 22 Hour 64 17 2 1 1 85 64 13 5 0 1 83 17:00 24 6 0 0 0 30 2 3 1 0 0 6 17:15 5 0 0 0 0 5 19 4 2 0 0 25 17:30 3 0 0 0 3 27 2 2 0 0 31 17:45 21 3 0 0 0 24 21 2 0 0 0 23 Hour 53 9 0 0 0 62 69 11 5 0 0 85 18:00 21 5 0 1 0 27													
Hour 64 17 2 1 1 85 64 13 5 0 1 83 17:00 24 6 0 0 0 30 2 3 1 0 0 6 17:15 5 0 0 0 0 5 19 4 2 0 0 25 17:30 3 0 0 0 3 27 2 2 0 0 31 17:45 21 3 0 0 0 24 21 2 0 0 31 Hour 53 9 0 0 0 62 69 11 5 0 0 85 18:00 21 5 0 1 0 27 19 7 1 0 0 27 18:15 23 4 0 0 0 27 20													
17:00 24 6 0 0 0 30 2 3 1 0 0 6 17:15 5 0 0 0 0 5 19 4 2 0 0 25 17:30 3 0 0 0 0 3 27 2 2 0 0 31 17:45 21 3 0 0 0 24 21 2 0 0 0 23 Hour 53 9 0 0 0 62 69 11 5 0 0 85 18:00 21 5 0 1 0 27 19 7 1 0 0 27 18:15 23 4 0 0 0 27 20 1 0 0 23 18:45 23 2 0 0 0 25													
17:15 5 0 0 0 0 5 19 4 2 0 0 25 17:30 3 0 0 0 0 3 27 2 2 0 0 31 17:45 21 3 0 0 0 24 21 2 0 0 0 23 Hour 53 9 0 0 0 62 69 11 5 0 0 85 18:00 21 5 0 1 0 27 19 7 1 0 0 27 18:15 23 4 0 0 0 27 20 1 0 0 0 21 18:30 25 2 0 0 0 27 18 4 0 1 0 23 18:45 23 2 0 0 0													
17:30 3 0 0 0 0 3 27 2 2 0 0 31 17:45 21 3 0 0 0 24 21 2 0 0 0 23 Hour 53 9 0 0 0 62 69 11 5 0 0 85 18:00 21 5 0 1 0 27 19 7 1 0 0 27 18:15 23 4 0 0 0 27 20 1 0 0 0 21 18:30 25 2 0 0 0 27 18 4 0 1 0 23 18:45 23 2 0 0 0 25 22 2 0 0 0 24 Hour 92 13 0 1 0													
17:45 21 3 0 0 0 24 21 2 0 0 0 23 Hour 53 9 0 0 0 62 69 11 5 0 0 85 18:00 21 5 0 1 0 27 19 7 1 0 0 27 18:15 23 4 0 0 0 27 20 1 0 0 0 21 18:30 25 2 0 0 0 27 18 4 0 1 0 23 18:45 23 2 0 0 0 25 22 2 0 0 0 24 Hour 92 13 0 1 0 106 79 14 1 1 0 95													
Hour 53 9 0 0 0 62 69 11 5 0 0 85 18:00 21 5 0 1 0 27 19 7 1 0 0 27 18:15 23 4 0 0 0 27 20 1 0 0 0 21 18:30 25 2 0 0 0 27 18 4 0 1 0 23 18:45 23 2 0 0 0 25 22 2 0 0 0 24 Hour 92 13 0 1 0 106 79 14 1 1 0 95													
18:00 21 5 0 1 0 27 19 7 1 0 0 27 18:15 23 4 0 0 0 27 20 1 0 0 0 21 18:30 25 2 0 0 0 27 18 4 0 1 0 23 18:45 23 2 0 0 0 25 22 2 0 0 0 24 Hour 92 13 0 1 0 106 79 14 1 1 0 95													
18:15 23 4 0 0 0 27 20 1 0 0 0 21 18:30 25 2 0 0 0 27 18 4 0 1 0 23 18:45 23 2 0 0 0 25 22 2 0 0 0 24 Hour 92 13 0 1 0 106 79 14 1 1 0 95													
18:30 25 2 0 0 0 27 18 4 0 1 0 23 18:45 23 2 0 0 0 25 22 2 0 0 0 24 Hour 92 13 0 1 0 106 79 14 1 1 0 95									7				
18:45 23 2 0 0 0 25 22 2 0 0 0 24 Hour 92 13 0 1 0 106 79 14 1 1 0 95		23		0	0	0	27	20	1	0	0	0	21
Hour 92 13 0 1 0 106 79 14 1 1 0 95	18:30	25	2	0	0	0	27	18	4	0	1	0	23
	18:45	23	2	0	0	0	25	22	2	0	0	0	24
Total 757 119 12 6 3 897 817 143 32 4 4 1000	Hour	92	13	0	1	0	106	79	14	1	1	0	95
	Total	757	119	12	6	3	897	817	143	32	4	4	1000



Location N2(N) / John Street / N2(S) / R170 Thursday 3 May 2018

<u>Date</u>			3 May 201									
Time		D to B -	R170 to Joh	n Street		Veh. Total		D to	A - R170 to N	12(N)		Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	VCII. TOTAL	CAR	LGV	OGV1	OGV2	PSV	
07:00	5	2	0	0	0	7	10	2	0	0	0	12
07:15	3	5	0	0	0	8	6	4	0	0	0	10
07:30	8	2	0	0	0	10	11	3	0	1	0	15
07:45	5	4	0	0	0	9	24	7	0	0	1	32
Hour	21	13	0	0	0	34	51	16	0	1	1	69
08:00	9	4	0	2	0	15	12	5	1	0	0	18
08:15	26	5	0	1	0	32	19	2	1	2	0	24
08:30	31	1	1	0	0	33	23	2	0	3	0	28
08:45	36	0	0	0	0	36	23	5	1	1	0	30
Hour	102	10	1	3	0	116	77	14	3	6	0	100
09:00	26	3	2	1	0	32	27	2	0	1	0	30
09:15	19	1	0	0	0	20	24	4	2	0	0	30
09:30	20	5	0	0	0	25	39	2	0	2	0	43
09:45	16	0	0	0	0	16	19	3	0	2	0	24
	81	9	2	1	0		109	11		5	0	127
Hour						93			2			4
10:00	14	4	1	0	0	19	19	5	0	2	0	26
10:15	7	2	1	0	0	10	18	2	0	2	0	22
10:30	6	3	0	1	0	10	11	3	0	1	0	15
10:45	8	4	0	2	1	15	24	3	0	0	0	27
Hour	35	13	2	3	1	54	72	13	0	5	0	90
11:00	13	3	1	0	0	17	12	5	0	0	0	17
11:15	10	4	0	0	0	14	20	1	0	0	0	21
11:30	4	5	1	1	0	11	11	2	1	2	0	16
11:45	15	2	0	0	1	18	16	3	1	0	0	20
Hour	42	14	2	1	1	60	59	11	2	2	0	74
12:00	7	2	0	0	0	9	15	1	2	0	0	18
12:15	9	1	0	0	0	10	26	0	0	0	0	26
12:30	13	2	0	0	0	15	24	4	0	1	0	29
12:45	8	2	0	0	0	10	14	4	0	0	0	18
Hour	37	7	0	0	0	44	79	9	2	1	0	91
13:00	19	5	0	0	0	24	24	5	0	0	0	29
13:15	13	2	0	1	0	16	17	1	0	1	0	19
13:30	11	1	1	0	0	13	22	3	2	0	0	27
		2	0	0	0			5	0	1	0	1
13:45	13					15	26					32
Hour	56	10	1	1	0	68	89	14	2	2	0	107
14:00	16	2	0	0	0	18	26	0	1	0	0	27
14:15	15	2	0	0	0	17	16	3	0	1	0	20
14:30	21	1	0	1	1	24	19	1	1	0	0	21
14:45	22	2	0	0	0	24	9	5	0	2	0	16
Hour	74	7	0	1	1	83	70	9	2	3	0	84
15:00	24	2	1	0	0	27	13	1	0	1	0	15
15:15	10	3	0	0	0	13	17	6	1	0	0	24
15:30	12	6	0	1	0	19	15	3	0	0	0	18
15:45	13	1	0	0	0	14	15	6	1	0	0	22
Hour	59	12	1	1	0	73	60	16	2	1	0	79
16:00	16	1	0	0	0	17	14	3	0	1	0	18
16:15	12	2	1	1	0	16	18	2	0	0	0	20
16:30	15	2	0	0	1	18	12	8	0	0	0	20
16:45	18	5	0	0	0	23	7	1	0	1	0	9
Hour	61	10	1	1	1	74	51	14	0	2	0	67
17:00	10	3	0	0	0	13	12	0	1	0	0	13
17:15	23	3	0	0	0	26	21	2	0	0	0	23
17:13	19	4	0	0	0	23	12	3	1	0	0	16
17:45			0					7		0		
	18	3		0	0	21	11	, i	0		0	18
Hour	70	13	0	0	0	83	56	12	2	0	0	70
18:00	19	2	0	0	0	21	20	4	0	0	0	24
18:15	22	5	1	0	0	28	26	6	1	0	0	33
18:30	11	3	0	0	0	14	19	2	0	1	0	22
18:45	13	1	0	0	0	14	18	5	0	0	0	23
Hour	65	11	1	0	0	77	83	17	1	1	0	102
Total	703	129	11	12	4	859	856	156	18	29	1	1060



Location Date N2(N) / John Street / N2(S) / R170 Thursday 3 May 2018

Date			3 May 201									
Time		To	Arm A - N2(N)		Veh. Total		Fro	m Arm A - Ni	2(N)		Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	7011. TOTAL	CAR	LGV	OGV1	OGV2	PSV	7 OH: 10101
07:00	24	16	3	2	0	45	46	23	5	8	1	83
07:15	23	17	2	6	0	48	52	19	3	8	2	84
07:30	55	18	1	6	2	82	59	23	3	1	3	89
07:45	68	22	3	2	5	100	95	25	1	8	2	131
Hour	170	73	9	16	7	275	252	90	12	25	8	387
08:00	78	19	4	2	0	103	88	27	5	5	4	129
08:15	97	22	2	10	3	134	98	19	2	7	3	129
08:30	109	16	6	7	0	138	140	26	1	4	0	171
08:45	139	15	3	3	1	161	107	18	6	5	0	136
Hour	423	72	15	22	4	536	433	90	14	21	7	565
09:00	95	14	3	4	0	116	111	15	5	9	2	142
09:15	128	12	2	2	0	144	122	22	5	1	3	153
09:30	121 75	16 17	3	4	1	145	67 90	19 15	5	5	1	97
09:45	419	59	10	8 18	1 2	103 508	390	71	3 18	2 17	7	111 503
10:00	62	12	2	7	0	83	92	17	4	4	3	120
10:00	112	20	4	7	0	143	80	14	5	4	0	103
10:13	73	8	0	6	0	87	86	14	5	5	0	110
10:30	73	9	2	5	1	96	88	11	2	4	1	106
Hour	326	49	8	25	1	409	346	56	16	17	4	439
11:00	61	19	4	8	1	93	101	12	7	4	0	124
11:15	94	13	7	6	0	120	91	15	3	6	2	117
11:30	67	13	4	8	0	92	89	14	6	4	0	113
11:45	96	14	2	3	2	117	96	17	2	3	0	118
Hour	318	59	17	25	3	422	377	58	18	17	2	472
12:00	55	7	3	4	1	70	102	12	2	4	1	121
12:15	94	10	2	5	0	111	95	13	4	5	3	120
12:30	100	11	5	5	0	121	85	15	4	7	0	111
12:45	90	13	3	3	1	110	96	23	2	6	1	128
Hour	339	41	13	17	2	412	378	63	12	22	5	480
13:00	93	16	1	4	1	115	113	15	3	3	0	134
13:15	58	11	1	6	0	76	100	17	2	2	1	122
13:30	88	11	5	5	0	109	95	17	5	4	0	121
13:45	96	19	1	7	1	124	117	11	4	3	0	135
Hour	335	57	8	22	2	424	425	60	14	12	1	512
14:00	104	13	2	3	1	123	110	15	7	4	1	137
14:15	101	21	4	3	2	131	87	15	3	3	0	108
14:30	94	9	5	3	0	111	89	16	1	6	0	112
14:45	92	22	2	5	0	121	124	18	1	2	0	145
Hour	391	65	13	14	3	486	410	64	12	15	1	502
15:00	96	17	2	5	1	121	102	22	2	4	3	133
15:15	100	16	1	0	0	117	88	19	6	3	1	117
15:30	75	18	1	5	0	99	72	14	7	5	0	98
15:45	93	24	3	3	0	123	92	23	0	2	1	118
Hour	364	75	7	13	1	460	354	78	15	14	5	466
16:00	77	24	2	3	1	107	95	15	4	1	1	116
16:15	93	17	2	3	0	115	98	21	5	4	0	128
16:30	88	21	4	3	1	117	93	13	1	6	0	113
16:45	88	23	2	8	1	122	99	22	2	1	4	128
Hour	346	85	10	17	3	461	385	71	12	12	5	485
17:00	82	25	1	5	3	116	125	9	7	4	0	145
17:15	78	22	4	0	0	104	120	16	3	5	1	145
17:30	69	18	1	4	0	92	132	17	4	5	2	160
17:45	97	30	1	2	3	133	118	14	2	2	0	136
Hour	326	95	7	11	6	445	495	56	16	16	3	586
18:00	86	30	2	4	2	124	123	26	0	3	2	154
18:15	117	40	1	5	1	164	116	19	5	3	0	143
18:30	104	26	1	2	1	134	115	17	3	4	1	140
18:45	127 434	21 117	1 5	3 14	3 7	155 577	101 455	5 67	10	2 12	5	112 549
Hour Total	434	847	122	214	41	5415	455	824	169	200	53	5946
ioidi	4171	047	122	Z1 4	41	3413	4700	024	107	200	33	3740



Location N2(N) / John Street / N2(S) / R170 Thursday 3 May 2018

<u>Date</u>		Thursday:	3 May 201	8								
Time		To A	rm B - John S	treet		Veh. Total		From	Arm B - John	Street		Veh. Total
TITLE	CAR	LGV	OGV1	OGV2	PSV	ven. iolai	CAR	LGV	OGV1	OGV2	PSV	ven. rolai
07:00	16	5	1	0	0	22	11	10	2	0	0	23
07:15	10	10	1	1	0	22	12	9	1	0	0	22
07:30	19	8	1	0	0	28	32	9	1	1	0	43
07:45	31	11	1	0	0	43	37	9	0	0	0	46
Hour	76	34	4	1	0	115	92	37	4	1	0	134
08:00	45	9	0	2	2	58	50	11	2	0	0	63
08:15	80	10	0	2	2	94	65	18	0	1	3	87
08:30	138	7	1	1	0	147	76	10	2	3	0	91
08:45	101	3	1	0	0	105	78	7	1	1	0	87
Hour	364	29	2	5	4	404	269	46	5	5	3	328
09:00	63	6	3	1	0	73	63	8	1	0	0	72
09:15	58	2	1	0	0	61	66	5	1	1	0	73
09:30	45	9	1	0	0	55	54	8	0	0	1	63
09:45	48	4	1	0	0	53	32	9	3	0	0	44
Hour	214	21	6	1	0	242	215	30	5	1	1	252
10:00	37	7	3	0	0	47	23	6	2	0	0	31
10:00	36	9	2	1	0	48	49	10	0	2	0	61
10:30	33	9	1	2	0	45	34	3	1	0	0	38
10:45	35	12	0	2	1	50	27	14	0	3	0	174
Hour	141	37	6	5	1	190	133	33	3	5	0	174
11:00	54	4	3	1	0	62	28	6	0	2	0	36
11:15	35	9	2	0	0	46	30	5	2	0	0	37
11:30	29	7	1	1	0	38	29	6	2	0	0	37
11:45	41	9	1	0	1	52	52	8	1	1	0	62
Hour	159	29	7	2	1	198	139	25	5	3	0	172
12:00	31	6	0	0	0	37	30	4	1	0	0	35
12:15	32	5	1	1	0	39	56	7	1	1	0	65
12:30	31	12	1	1	0	45	54	7	2	1	0	64
12:45	33	9	0	0	0	42	39	8	1	1	0	49
Hour	127	32	2	2	0	163	179	26	5	3	0	213
13:00	48	12	0	0	0	60	40	6	0	0	0	46
13:15	48	8	0	1	0	57	28	3	0	0	0	31
13:30	41	4	1	0	0	46	31	10	1	0	0	42
13:45	49	4	0	2	0	55	44	6	2	0	0	52
Hour	186	28	1	3	0	218	143	25	3	0	0	171
14:00	49	11	2	0	0	62	36	8	0	1	1	46
14:15	37	10	1	0	0	48	43	12	1	0	0	56
14:30	44	7	0	1	1	53	53	6	0	1	0	60
14:45	71	7	0	2	0	80	52	8	0	0	0	60
Hour	201	35	3	3	1	243	184	34	1	2	1	222
15:00	65	9	2	0	0	76	74	10	0	2	0	86
15:15	27	7	0	0	1	35	54	2	0	0	0	56
15:30	31	9	0	1	0	41	36	8	0	0	0	44
15:45	46	9	0	1	1	57	31	12	0	0	2	45
Hour	169	34	2	2	2	209	195	32	0	2	2	231
16:00	48	3	1	0	0	52	31	11	0	1	0	43
16:15	40	7	4	1	0	52	33	11	0	0	0	44
16:30	41	4	2	1	1	49	54	12	2	1	0	69
16:45	51	12	1	0	0	64	45	8	1	0	0	54
Hour	180	26	8	2	1	217	163	42	3	2	0	210
17:00	47	6	1	0	0	54	52	7	0	0	0	59
17:15	58	7	1	0	0	66	42	10	1	0	0	53
17:13		8	0	0	0		51	9	0	1	0	61
	55					63						
17:45	46	8	2	2	0	58	52	12	1	1	0	66
Hour	206	29	4	2	0	241	197	38	2	2	0	239
18:00	50	8	0	0	0	58	53	7	0	1	0	61
18:15	49	10	2	0	0	61	59	7	0	0	0	66
18:30	37	6	0	0	0	43	37	7	1	0	0	45
18:45	37	5	0	0	0	42	51	8	0	0	0	59
Hour	173	29	2	0	0	204	200	29	1	1	0	231
Total	2196	363	47	28	10	2644	2109	397	37	27	7	2577



Location Date N2(N) / John Street / N2(S) / R170 Thursday 3 May 2018

	Date		Thursday	3 May 201	8								
CAS	Time		To	o Arm C - N2((S)		Veh Total		Fro	m Arm C - N	2(S)		Veh Total
1971 198	TITLE	CAR	LGV	OGV1	OGV2	PSV	ven. rorar	CAR	LGV	OGV1	OGV2	PSV	ven. rolai
1973 1973 1974 1975													
		44					71						37
	07:45		18				89	41		4		4	67
1985 64												6	
1882 1892 1892 1893 1894 11							89						
How													
1999 988													
19915													
1993													
19946 60													
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1015													
1030													
Hour 215													
Hour Hour													
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13:30 59													
13:45													
Hour 277													
14:00 75 12 6 4 1 98 74 12 1 2 1 90 14:15 75 11 3 2 0 91 69 14 3 2 2 90 14:30 80 9 1 4 0 94 69 7 4 2 0 82 14:45 58 13 2 1 0 74 81 19 2 5 0 107 Hour 288 45 12 11 1 357 293 52 10 11 3 369 15:00 73 18 2 4 3 100 52 13 2 4 1 72 15:15 79 16 6 3 0 104 71 13 0 0 0 84 15:00 69 12 5 4													l
14:15 75 11 3 2 0 91 69 14 3 2 2 90 14:30 80 9 1 4 0 94 69 7 4 2 0 82 14:45 58 13 2 1 0 74 81 19 2 5 0 107 Hour 288 45 12 111 1 357 293 52 10 111 3 369 15:00 73 18 2 4 3 100 52 13 2 4 1 72 15:15 79 16 6 3 0 104 71 13 0 0 0 84 15:30 69 12 5 4 0 90 69 12 1 6 0 88 15:45 62 14 2 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>l</td></td<>													l
14:30 80 9 1 4 0 94 69 7 4 2 0 82 14:45 58 13 2 1 0 74 81 19 2 5 0 107 Hour 288 45 12 11 1 357 293 52 10 11 3 369 15:00 73 18 2 4 3 100 52 13 2 4 1 72 15:15 79 16 6 3 0 104 71 13 0 0 0 84 15:30 69 12 5 4 0 90 69 12 1 6 0 88 15:45 62 14 2 2 0 80 82 13 2 4 1 102 Hour 283 60 15 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>													
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15:00			13	2		0			19			0	
15:15 79 16 6 3 0 104 71 13 0 0 0 84 15:30 69 12 5 4 0 90 69 12 1 6 0 88 15:45 62 14 2 2 0 80 82 13 2 4 1 102 Hour 283 60 15 13 3 374 274 51 5 14 2 346 16:00 60 13 5 2 1 81 76 15 2 3 1 97 16:15 64 13 3 3 1 84 70 12 2 3 0 87 16:30 64 14 2 5 0 85 72 13 3 3 1 92 16:45 65 15 1 1	Hour	288	45	12	11	1	357	293	52	10	11	3	369
15:30 69 12 5 4 0 90 69 12 1 6 0 88 15:45 62 14 2 2 0 80 82 13 2 4 1 102 Hour 283 60 15 13 3 374 274 51 5 14 2 346 16:00 60 13 5 2 1 81 76 15 2 3 1 97 16:15 64 13 3 3 1 84 70 12 2 3 0 87 16:45 65 15 1 1 4 86 71 22 5 7 2 107 Hour 253 55 11 11 4 86 71 22 5 7 2 107 Hour 253 55 11 <	15:00	73	18	2	4	3	100	52	13	2	4	1	72
15:30 69 12 5 4 0 90 69 12 1 6 0 88 15:45 62 14 2 2 0 80 82 13 2 4 1 102 Hour 283 60 15 13 3 374 274 51 5 14 2 346 16:00 60 13 5 2 1 81 76 15 2 3 1 97 16:15 64 13 3 3 1 84 70 12 2 3 0 87 16:45 65 15 1 1 4 86 71 22 5 7 2 107 Hour 253 55 11 11 4 86 71 22 5 7 2 107 Hour 253 55 11 <			16				104					0	84
Hour 283 60 15 13 3 374 274 51 5 14 2 346 16:00 60 13 5 2 1 81 76 15 2 3 1 97 16:15 64 13 3 3 1 84 70 12 2 3 0 87 16:30 64 14 2 5 0 85 72 13 3 3 1 92 16:45 65 15 1 1 4 86 71 22 5 7 2 107 Hour 253 55 11 11 6 336 289 62 12 16 4 383 17:00 64 6 5 4 0 79 68 28 0 5 3 104 17:15 74 12 4													
16:00 60 13 5 2 1 81 76 15 2 3 1 97 16:15 64 13 3 3 1 84 70 12 2 3 0 87 16:30 64 14 2 5 0 85 72 13 3 3 1 92 16:45 65 15 1 1 4 86 71 22 5 7 2 107 Hour 253 55 11 11 6 336 289 62 12 16 4 383 17:00 64 6 5 4 0 79 68 28 0 5 3 104 17:15 74 12 4 5 1 96 47 15 3 0 0 47 17:45 85 8 0 0<						0	80						102
16:00 60 13 5 2 1 81 76 15 2 3 1 97 16:15 64 13 3 3 1 84 70 12 2 3 0 87 16:30 64 14 2 5 0 85 72 13 3 3 1 92 16:45 65 15 1 1 4 86 71 22 5 7 2 107 Hour 253 55 11 11 6 336 289 62 12 16 4 383 17:00 64 6 5 4 0 79 68 28 0 5 3 104 17:15 74 12 4 5 1 96 47 15 3 0 0 47 17:45 85 8 0 0<	Hour	283	60	15	13	3	374	274	51	5	14	2	346
16:30 64 14 2 5 0 85 72 13 3 3 1 92 16:45 65 15 1 1 4 86 71 22 5 7 2 107 Hour 253 55 11 11 6 336 289 62 12 16 4 383 17:00 64 6 5 4 0 79 68 28 0 5 3 104 17:15 74 12 4 5 1 96 47 15 3 0 0 65 17:30 97 8 5 6 2 118 34 9 0 4 0 47 17:45 85 8 0 0 0 93 79 19 0 1 3 102 Hour 320 34 14 1	16:00	60	13	5		1	81	76	15	2	3	1	97
16:45 65 15 1 1 4 86 71 22 5 7 2 107 Hour 253 55 11 11 6 336 289 62 12 16 4 383 17:00 64 6 5 4 0 79 68 28 0 5 3 104 17:15 74 12 4 5 1 96 47 15 3 0 0 65 17:30 97 8 5 6 2 118 34 9 0 4 0 47 17:45 85 8 0 0 0 93 79 19 0 1 3 102 Hour 320 34 14 15 3 386 228 71 3 10 6 318 18:00 92 22 1	16:15	64	13	3	3	1	84	70	12	2	3	0	87
Hour 253 55 11 11 6 336 289 62 12 16 4 383 17:00 64 6 5 4 0 79 68 28 0 5 3 104 17:15 74 12 4 5 1 96 47 15 3 0 0 65 17:30 97 8 55 6 2 118 34 9 0 4 0 47 17:45 85 8 0 0 0 0 0 93 79 19 0 1 3 102 Hour 320 34 14 15 3 386 228 71 3 10 6 318 18:00 92 22 1 0 0 1 116 64 26 2 4 2 98 18:15 84 9 2 3 0 98 81 33 0 5 1 120 18:30 92 12 3 5 1 113 92 21 1 1 1 1 116 18:45 86 3 1 2 2 2 94 105 17 1 3 3 7 463	16:30	64	14	2	5	0	85	72	13	3	3	1	92
17:00 64 6 5 4 0 79 68 28 0 5 3 104 17:15 74 12 4 5 1 96 47 15 3 0 0 65 17:30 97 8 5 6 2 118 34 9 0 4 0 47 17:45 85 8 0 0 0 93 79 19 0 1 3 102 Hour 320 34 14 15 3 386 228 71 3 10 6 318 18:00 92 22 1 0 1 116 64 26 2 4 2 98 18:15 84 9 2 3 0 98 81 33 0 5 1 120 18:30 92 12 3 5 </td <td>16:45</td> <td>65</td> <td>15</td> <td>1</td> <td>1</td> <td>4</td> <td>86</td> <td>71</td> <td>22</td> <td>5</td> <td>7</td> <td>2</td> <td>107</td>	16:45	65	15	1	1	4	86	71	22	5	7	2	107
17:15 74 12 4 5 1 96 47 15 3 0 0 65 17:30 97 8 5 6 2 118 34 9 0 4 0 47 17:45 85 8 0 0 0 93 79 19 0 1 3 102 Hour 320 34 14 15 3 386 228 71 3 10 6 318 18:00 92 22 1 0 1 116 64 26 2 4 2 98 18:15 84 9 2 3 0 98 81 33 0 5 1 120 18:30 92 12 3 5 1 113 92 21 1 1 1 116 18:45 86 3 1 2<	Hour	253	55	11	11	6	336	289	62	12	16	4	383
17:30 97 8 5 6 2 118 34 9 0 4 0 47 17:45 85 8 0 0 0 93 79 19 0 1 3 102 Hour 320 34 14 15 3 386 228 71 3 10 6 318 18:00 92 22 1 0 1 116 64 26 2 4 2 98 18:15 84 9 2 3 0 98 81 33 0 5 1 120 18:30 92 12 3 5 1 113 92 21 1 1 116 18:45 86 3 1 2 2 94 105 17 1 3 3 129 Hour 354 46 7 10 <td< td=""><td>17:00</td><td>64</td><td>6</td><td>5</td><td>4</td><td>0</td><td>79</td><td>68</td><td>28</td><td>0</td><td>5</td><td>3</td><td>104</td></td<>	17:00	64	6	5	4	0	79	68	28	0	5	3	104
17:45 85 8 0 0 93 79 19 0 1 3 102 Hour 320 34 14 15 3 386 228 71 3 10 6 318 18:00 92 22 1 0 1 116 64 26 2 4 2 98 18:15 84 9 2 3 0 98 81 33 0 5 1 120 18:30 92 12 3 5 1 113 92 21 1 1 116 18:45 86 3 1 2 2 94 105 17 1 3 3 129 Hour 354 46 7 10 4 421 342 97 4 13 7 463	17:15	74	12	4	5	1	96	47	15	3	0	0	65
Hour 320 34 14 15 3 386 228 71 3 10 6 318 18:00 92 22 1 0 1 116 64 26 2 4 2 98 18:15 84 9 2 3 0 98 81 33 0 5 1 120 18:30 92 12 3 5 1 113 92 21 1 1 1 116 18:45 86 3 1 2 2 94 105 17 1 3 3 129 Hour 354 46 7 10 4 421 342 97 4 13 7 463	17:30	97	8	5	6	2	118	34	9	0	4	0	47
18:00 92 22 1 0 1 116 64 26 2 4 2 98 18:15 84 9 2 3 0 98 81 33 0 5 1 120 18:30 92 12 3 5 1 113 92 21 1 1 1 116 18:45 86 3 1 2 2 94 105 17 1 3 3 129 Hour 354 46 7 10 4 421 342 97 4 13 7 463	17:45	85	8	0	0	0	93	79	19	0	1	3	102
18:15 84 9 2 3 0 98 81 33 0 5 1 120 18:30 92 12 3 5 1 113 92 21 1 1 1 116 18:45 86 3 1 2 2 94 105 17 1 3 3 129 Hour 354 46 7 10 4 421 342 97 4 13 7 463	Hour	320	34	14	15	3	386	228	71	3	10	6	318
18:30 92 12 3 5 1 113 92 21 1 1 1 116 18:45 86 3 1 2 2 94 105 17 1 3 3 129 Hour 354 46 7 10 4 421 342 97 4 13 7 463	18:00	92	22	1	0	1	116	64	26	2	4	2	98
18:45 86 3 1 2 2 94 105 17 1 3 3 129 Hour 354 46 7 10 4 421 342 97 4 13 7 463	18:15	84	9	2	3	0	98	81	33	0	5	1	120
18:45 86 3 1 2 2 94 105 17 1 3 3 129 Hour 354 46 7 10 4 421 342 97 4 13 7 463	18:30	92	12	3	5	1	113	92	21	1	1	1	116
	18:45	86	3		2	2	94	105	17	1	3	3	129
Total 3195 627 143 170 48 4183 3102 629 100 188 41 4060	Hour	354	46	7	10	4	421	342	97	4	13	7	463
	Total	3195	627	143	170	48	4183	3102	629	100	188	41	4060



Location N2(N) / John Street / N2(S) / R170 Thursday 3 May 2018

Time	170		
CAR IGV OGV1 OGV2 PSV CAR IGV OGV1			Veh. Total
07:15 16 10 0 1 0 27 13 11 0 07:30 38 9 0 0 0 47 27 6 0 07:45 58 14 0 0 1 73 45 15 0 Hour 123 45 2 2 2 174 108 40 0 08:00 44 115 2 2 0 63 33 14 1 08:05 48 5 0 6 0 59 64 10 1 08:45 65 6 6 2 2 0 75 80 9 2 Hour 216 35 5 12 0 268 242 40 6 09:00 100 10 2 1 1 114 70 8 2 09:15 95 <	OGV2	PSV	Von. rolar
07:30 38 9 0 0 0 47 27 6 0 07:45 58 14 0 0 1 73 45 15 0 08:00 44 15 2 2 2 0 63 33 14 1 08:15 48 5 0 6 0 59 64 10 1 08:30 59 9 1 2 0 71 65 7 2 08:45 65 6 2 2 0 75 80 9 2 Hour 216 35 5 12 0 268 242 40 6 09:00 100 10 2 1 1 114 70 8 2 09:15 95 9 4 0 0 108 66 7 2 09:45 48 6 </td <td>0</td> <td>0</td> <td>31</td>	0	0	31
O7:45	0	1	25
Hour	1	0	34
08:00 44 15 2 2 0 63 33 14 1 08:15 48 5 0 6 0 59 64 10 1 08:30 59 9 1 2 0 71 65 7 2 08:45 65 6 2 2 0 75 80 9 2 Hour 216 35 5 12 0 268 242 40 6 09:00 100 10 2 1 1 114 70 8 2 09:15 95 9 4 0 0 108 66 7 2 09:30 56 4 2 2 1 65 80 12 1 09:45 48 6 1 2 0 57 54 6 0 Hour 2999 2 9 </td <td>0</td> <td>1</td> <td>61</td>	0	1	61
08:15 48 5 0 6 0 59 64 10 1 08:30 59 9 1 2 0 71 65 7 2 08:45 65 6 2 2 0 75 80 9 2 Hour 216 35 5 12 0 268 242 40 6 09:00 100 10 2 1 1 114 70 8 2 09:15 95 9 4 0 0 108 66 7 2 09:30 56 4 2 2 1 65 80 12 1 09:45 48 6 1 2 0 57 54 6 0 Hour 299 29 9 5 2 344 270 33 5 10:00 55 47 1	1	2	151
08:30 59 9 1 2 0 71 65 7 2 08:45 65 6 2 2 0 75 80 9 2 Hour 216 35 5 12 0 268 242 40 6 09:00 100 10 2 1 1 114 70 8 2 09:15 95 9 4 0 0 108 66 7 2 0 09:30 56 4 2 2 1 65 80 12 1 1 09:45 48 6 1 2 0 57 54 6 0 0 1 1 1 0 56 4 2 2 344 270 33 5 1 1 1 0 65 47 13 2 1 0 65 32	2	0	50
08:30 59 9 1 2 0 71 65 7 2 08:45 65 6 2 2 0 75 80 9 2 Hour 216 35 5 12 0 268 242 40 6 09:00 100 10 2 1 1 114 70 8 2 09:15 95 9 4 0 0 108 66 7 2 0 09:30 56 4 2 2 1 65 80 12 1 1 09:45 48 6 1 2 0 57 54 6 0 0 1 1 1 0 56 4 2 2 344 270 33 5 1 1 1 0 65 47 13 2 1 0 65 32	3	0	78
08:45	4	0	78
Hour 216 35 5 12 0 268 242 40 6 09:00 100 10 2 1 1 114 70 8 2 2 09:15 95 9 4 0 0 0 108 66 7 2 2 1 09:30 56 4 2 2 2 1 65 80 12 1 1 109:45 48 6 1 2 0 57 54 6 0 0 1000 52 10 2 1 0 0 65 47 13 2 1 1000 52 10 2 1 0 0 65 47 13 2 1 1000 55 45 9 1 1 0 0 65 32 6 2 1 1000 58 4 3 0 0 65 33 8 0 10:45 50 11 1 2 0 64 42 7 1 1 100 49 7 3 1 0 60 39 12 3 1 11:15 41 9 2 3 0 55 42 7 1 1 11:30 36 8 1 0 0 45 29 11 2 2 2 1 11:45 48 13 0 3 1 65 50 10 2 1 1 2 2 1 1 2 2 3 3 3 3 3 3 3 3	1	0	92
09:00 100 10 2 1 1 114 70 8 2 09:15 95 9 4 0 0 108 66 7 2 09:30 56 4 2 2 1 65 80 12 1 09:45 48 6 1 2 0 57 54 6 0 Hour 299 29 9 5 2 344 270 33 5 10:00 52 10 2 1 0 65 47 13 2 10:15 45 9 1 1 0 56 32 6 2 10:30 58 4 3 0 0 65 33 8 0 10:45 50 11 1 2 0 64 34 7 1 Hour 205 34 7 <td>10</td> <td>0</td> <td>298</td>	10	0	298
09:15 95 9 4 0 0 108 66 7 2 09:30 56 4 2 2 1 65 80 12 1 09:45 48 6 1 2 0 57 54 6 0 Hour 299 29 9 5 2 344 270 33 5 10:00 52 10 2 1 0 65 47 13 2 10:15 45 9 1 1 0 56 32 6 2 10:30 58 4 3 0 0 65 33 8 0 10:45 50 11 1 2 0 64 42 7 1 Hour 205 34 7 4 0 250 154 34 5 11:00 49 7 3 <td>2</td> <td>1</td> <td>83</td>	2	1	83
09:30 56 4 2 2 1 65 80 12 1 09:45 48 6 1 2 0 57 54 6 0 Hour 299 29 9 5 2 344 270 33 5 10:00 52 10 2 1 0 65 47 13 2 10:15 45 9 1 1 0 56 32 6 2 10:30 58 4 3 0 0 65 33 8 0 10:45 50 11 1 2 0 64 42 7 1 Hour 205 34 7 4 0 250 154 34 5 11:00 49 7 3 1 0 60 39 12 3 11:15 41 9 2 <td>0</td> <td>0</td> <td>75</td>	0	0	75
09:45 48 6 1 2 0 57 54 6 0 Hour 299 29 9 5 2 344 270 33 5 10:00 52 10 2 1 0 65 47 13 2 10:15 45 9 1 1 0 56 32 6 2 10:30 58 4 3 0 0 65 33 8 0 10:45 50 111 1 2 0 64 42 7 1 Hour 205 34 7 4 0 250 154 34 5 11:00 49 7 3 1 0 60 39 12 3 11:15 41 9 2 3 0 55 42 7 1 11:30 36 8 1 <td></td> <td></td> <td></td>			
Hour 299 29 9 5 2 344 270 33 5 10:00 52 10 2 1 0 65 47 13 2 10:15 45 9 1 1 0 56 32 6 2 10:30 58 4 3 0 0 65 33 8 0 10:45 50 11 1 2 0 64 42 7 1 Hour 205 34 7 4 0 250 154 34 5 11:00 49 7 3 1 0 60 39 12 3 11:15 41 9 2 3 0 55 42 7 1 11:30 36 8 1 0 0 45 29 11 2 11:45 48 13 0 </td <td>2</td> <td>0</td> <td>95</td>	2	0	95
10:00 52 10 2 1 0 65 47 13 2 10:15 45 9 1 1 0 56 32 6 2 10:30 58 4 3 0 0 65 33 8 0 10:45 50 11 1 2 0 64 42 7 1 1 10 205 34 7 4 0 250 154 34 5 11:00 49 7 3 1 0 60 39 12 3 11:15 41 9 2 3 0 55 42 7 1 11:30 36 8 1 0 0 45 29 11 2 11:45 48 13 0 3 1 65 50 10 2 11:45 48 13 0 3 1 65 50 10 2 12:15 80 8 0 0 0 63 35 4 2 12:15 80 8 0 0 0 69 50 8 0 12:45 55 13 1 0 0 69 50 8 0 12:45 55 13 1 0 0 67 63 16 0 13:15 41 5 1 0 0 47 44 3 1 13:30 48 8 1 1 0 58 44 7 4 13:45 71 7 5 1 0 84 49 7 0	3	0	63
10:15 45 9 1 1 0 56 32 6 2 10:30 58 4 3 0 0 65 33 8 0 10:45 50 11 1 2 0 64 42 7 1 Hour 205 34 7 4 0 250 154 34 5 11:00 49 7 3 1 0 60 39 12 3 11:15 41 9 2 3 0 55 42 7 1 11:30 36 8 1 0 0 45 29 11 2 11:45 48 13 0 3 1 65 50 10 2 Hour 174 37 6 7 1 225 160 40 8 12:00 53 7 3 <td>7</td> <td>1</td> <td>316</td>	7	1	316
10:30 58 4 3 0 0 65 33 8 0 10:45 50 11 1 2 0 64 42 7 1 Hour 205 34 7 4 0 250 154 34 5 11:00 49 7 3 1 0 60 39 12 3 11:15 41 9 2 3 0 55 42 7 1 11:30 36 8 1 0 0 45 29 11 2 11:45 48 13 0 3 1 65 50 10 2 Hour 174 37 6 7 1 225 160 40 8 12:00 53 7 3 0 0 63 35 4 2 12:15 80 8 0 <td>2</td> <td>0</td> <td>64</td>	2	0	64
10:45 50	2	0	42
Hour 205 34 7 4 0 250 154 34 5 11:00 49 7 3 1 0 60 39 12 3 11:15 41 9 2 3 0 55 42 7 1 11:30 36 8 1 0 0 45 29 11 2 11:45 48 13 0 3 1 65 50 10 2 Hour 174 37 6 7 1 225 160 40 8 12:00 53 7 3 0 0 63 35 4 2 12:15 80 8 0 0 0 88 59 1 2 12:30 69 9 1 0 0 79 53 11 0 12:45 55 13 1 </td <td>2</td> <td>1</td> <td>44</td>	2	1	44
11:00 49 7 3 1 0 60 39 12 3 11:15 41 9 2 3 0 55 42 7 1 11:30 36 8 1 0 0 45 29 11 2 11:45 48 13 0 3 1 65 50 10 2 Hour 174 37 6 7 1 225 160 40 8 12:00 53 7 3 0 0 63 35 4 2 12:15 80 8 0 0 0 88 59 1 2 12:30 69 9 1 0 0 79 53 11 0 12:45 55 13 1 0 0 69 50 8 0 Hour 257 37 5	2	1	53
11:15 41 9 2 3 0 55 42 7 1 11:30 36 8 1 0 0 45 29 11 2 11:45 48 13 0 3 1 65 50 10 2 Hour 174 37 6 7 1 225 160 40 8 12:00 53 7 3 0 0 63 35 4 2 12:15 80 8 0 0 0 88 59 1 2 12:30 69 9 1 0 0 79 53 11 0 12:45 55 13 1 0 0 69 50 8 0 Hour 257 37 5 0 0 299 197 24 4 13:00 50 6 0 <td>8</td> <td>2</td> <td>203</td>	8	2	203
11:30 36 8 1 0 0 45 29 11 2 11:45 48 13 0 3 1 65 50 10 2 Hour 174 37 6 7 1 225 160 40 8 12:00 53 7 3 0 0 63 35 4 2 12:15 80 8 0 0 0 88 59 1 2 12:30 69 9 1 0 0 79 53 11 0 12:45 55 13 1 0 0 69 50 8 0 Hour 257 37 5 0 0 299 197 24 4 13:00 50 6 0 1 0 57 63 16 0 13:15 41 5 1 </td <td>0</td> <td>0</td> <td>54</td>	0	0	54
11:45 48 13 0 3 1 65 50 10 2 Hour 174 37 6 7 1 225 160 40 8 12:00 53 7 3 0 0 63 35 4 2 12:15 80 8 0 0 0 88 59 1 2 12:30 69 9 1 0 0 79 53 11 0 12:45 55 13 1 0 0 69 50 8 0 Hour 257 37 5 0 0 299 197 24 4 13:00 50 6 0 1 0 57 63 16 0 13:15 41 5 1 0 47 44 3 1 13:30 48 8 1 1 <td>0</td> <td>0</td> <td>50</td>	0	0	50
Hour 174 37 6 7 1 225 160 40 8 12:00 53 7 3 0 0 63 35 4 2 12:15 80 8 0 0 0 88 59 1 2 12:30 69 9 1 0 0 79 53 11 0 12:45 55 13 1 0 0 69 50 8 0 Hour 257 37 5 0 0 299 197 24 4 13:00 50 6 0 1 0 57 63 16 0 13:15 41 5 1 0 0 47 44 3 1 13:30 48 8 1 1 0 58 44 7 4 13:45 71 7 5	4	0	46
12:00 53 7 3 0 0 63 35 4 2 12:15 80 8 0 0 0 88 59 1 2 12:30 69 9 1 0 0 79 53 11 0 12:45 55 13 1 0 0 69 50 8 0 Hour 257 37 5 0 0 299 197 24 4 13:00 50 6 0 1 0 57 63 16 0 13:15 41 5 1 0 0 47 44 3 1 13:30 48 8 1 1 0 58 44 7 4 13:45 71 7 5 1 0 84 49 7 0	0	1	63
12:00 53 7 3 0 0 63 35 4 2 12:15 80 8 0 0 0 88 59 1 2 12:30 69 9 1 0 0 79 53 11 0 12:45 55 13 1 0 0 69 50 8 0 Hour 257 37 5 0 0 299 197 24 4 13:00 50 6 0 1 0 57 63 16 0 13:15 41 5 1 0 0 47 44 3 1 13:30 48 8 1 1 0 58 44 7 4 13:45 71 7 5 1 0 84 49 7 0	4	1	213
12:15 80 8 0 0 0 88 59 1 2 12:30 69 9 1 0 0 79 53 11 0 12:45 55 13 1 0 0 69 50 8 0 Hour 257 37 5 0 0 299 197 24 4 13:00 50 6 0 1 0 57 63 16 0 13:15 41 5 1 0 0 47 44 3 1 13:30 48 8 1 1 0 58 44 7 4 13:45 71 7 5 1 0 84 49 7 0	0	0	41
12:30 69 9 1 0 0 79 53 11 0 12:45 55 13 1 0 0 69 50 8 0 Hour 257 37 5 0 0 299 197 24 4 13:00 50 6 0 1 0 57 63 16 0 13:15 41 5 1 0 0 47 44 3 1 13:30 48 8 1 1 0 58 44 7 4 13:45 71 7 5 1 0 84 49 7 0	0	0	62
12:45 55 13 1 0 0 69 50 8 0 Hour 257 37 5 0 0 299 197 24 4 13:00 50 6 0 1 0 57 63 16 0 13:15 41 5 1 0 0 47 44 3 1 13:30 48 8 1 1 0 58 44 7 4 13:45 71 7 5 1 0 84 49 7 0	1	0	65
Hour 257 37 5 0 0 299 197 24 4 13:00 50 6 0 1 0 57 63 16 0 13:15 41 5 1 0 0 47 44 3 1 13:30 48 8 1 1 0 58 44 7 4 13:45 71 7 5 1 0 84 49 7 0	0	0	58
13:00 50 6 0 1 0 57 63 16 0 13:15 41 5 1 0 0 47 44 3 1 13:30 48 8 1 1 0 58 44 7 4 13:45 71 7 5 1 0 84 49 7 0	1	0	
13:15 41 5 1 0 0 47 44 3 1 13:30 48 8 1 1 0 58 44 7 4 13:45 71 7 5 1 0 84 49 7 0			226
13:30 48 8 1 1 0 58 44 7 4 13:45 71 7 5 1 0 84 49 7 0	0	0	79
13:45 71 7 5 1 0 84 49 7 0	2	0	50
	0	0	55
Hour 210 26 7 3 0 246 200 33 5	1	0	57
	3	0	241
14:00 50 5 0 0 1 56 58 6 2	0	0	66
14:15 44 5 0 1 0 50 58 6 1	1	0	66
14:30 58 8 0 2 0 68 65 4 1	1	1	72
14:45 80 12 0 1 0 93 44 9 1	2	0	56
Hour 232 30 0 4 1 267 225 25 5	4	1	260
15:00 62 7 0 2 0 71 68 6 2	1	0	77
15:15 61 9 1 0 0 71 54 14 2	0	0	70
15:30 56 9 2 2 0 69 54 14 0	1	0	69
15:45 50 11 0 0 3 64 46 10 3	0	0	59
Hour 229 36 3 4 3 275 222 44 7	2	0	275
16:00 61 9 0 1 0 71 44 8 2	1	0	55
16:15 48 13 0 1 0 62 44 6 2	1	1	54
16:30 70 13 0 1 0 84 44 14 2	0	1	61
16:45	1	0	54
Hour 234 46 4 3 1 288 176 37 6	3	2	224
	0	0	32
17:15 62 9 0 0 0 71 63 9 2 17:00 54 10 1 0 0 71 63 9 2	0	0	74
17:30 54 10 1 0 0 65 58 9 3	0	0	70
17:45 71 11 0 0 0 82 50 12 0	0	0	62
Hour 263 43 3 0 0 309 195 36 7	0	0	238
18:00 70 12 0 4 1 87 58 13 1	0	0	72
18:15 74 12 2 0 0 88 68 12 2	0	0	82
18:30 59 10 1 0 0 70 48 9 0	2	0	59
18:45 60 9 1 0 0 70 53 8 0	0	0	61
Hour 263 43 4 4 1 315 227 42 3	2	0	274
Total 2705 441 55 48 11 3260 2376 428 61	45	9	2919



<u>Date</u>		Thursday	3 May 201									
			N2(N) to Che			\/-l- T-+		A to	B - N2(N) to	N2(S)		\/- - T-+
Time	CAR	LGV	OGV1	OGV2	PSV	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	Veh. Total
07:00	3	0	0	0	0	3	39	19	3	10	4	75
07:15	4	0	0	0	0	4	43	12	3	6	2	66
07:30	3	0	0	0	0	3	34	17	2	3	4	60
07:45 Hour	0 10	1	0	0	0	1 11	71 187	19 67	2 10	6 25	0 10	98 299
08:00	2	0	0	0	0	2	55	16	2	6	3	82
08:15	4	1	0	0	0	5	52	16	3	1	1	73
08:30	3	0	0	0	0	3	72	16	3	3	1	95
08:45	6	0	0	0	0	6	65	18	5	4	0	92
Hour	15	1	0	0	0	16	244	66	13	14	5	342
09:00	8	0	0	0	0	8	49	10	1	8	1	69
09:15	3	0	0	0	0	3	67	15	4	2	3	91
09:30	5	0	0	0	0	5	48	18	4	3	1	74
09:45	2	2	0	0	0	4	50	11	2	1	1	65
Hour	18	2	0	0	0	20	214	54	11	14	6	299
10:00	4	0	0	0	0	4	55	12	4	3	2	76
10:15	4	0	0	0	0	5	47 51	7	3	2	0	55 65
10:30	4	2	0	0	0	6	49	6	2	4	1	62
Hour	16	3	0	0	0	19	202	29	11	13	3	258
11:00	1	2	0	0	0	3	38	6	5	4	0	53
11:15	6	0	0	0	0	6	53	7	4	3	3	70
11:30	1	0	0	0	0	1	68	10	6	5	0	89
11:45	6	0	0	0	0	6	74	8	4	1	0	87
Hour	14	2	0	0	0	16	233	31	19	13	3	299
12:00	3	0	0	0	0	3	70	5	3	3	1	82
12:15	4	1	0	0	0	5	65	7	6	7	3	88
12:30	5	0	0	0	0	5	52	13	3	6	0	74
12:45	5	0	0	0	0	5	58	7	12	5	1	72
Hour 13:00	17 14	0	0	0	0	18 14	245 64	32 12	13 1	21 4	5 0	316 81
13:15	2	1	0	0	0	3	62	8	1	2	1	74
13:30	9	0	0	0	0	9	44	13	9	1	0	67
13:45	5	1	0	0	0	6	45	5	3	2	0	55
Hour	30	2	0	0	0	32	215	38	14	9	1	277
14:00	5	0	0	0	0	5	52	9	9	3	1	74
14:15	5	0	0	0	0	5	67	9	3	1	0	80
14:30	7	0	0	0	0	7	60	6	1	4	0	71
14:45	5	0	0	0	0	5	47	8	2	2	2	61
Hour	22	0	0	0	0	22	226	32	15	10	3	286
15:00	5	0	0	0	0	5	65	12	2	4	3	86
15:15	22	1	0	0	0	23	76	16	3	3	1	99
15:30	5 3	0	0	0	0	5	64	8	6	3	0	81
15:45 Hour	35	0	0	0	0	3 36	54 259	11 47	12	13	0 4	69 335
16:00	10	0	0	0	0	10	63	10	3	2	1	79
16:15	8	1	0	0	0	9	62	10	2	3	0	77
16:30	10	2	0	0	0	12	60	7	1	4	0	72
16:45	4	4	0	0	0	8	58	12	0	0	3	73
Hour	32	7	0	0	0	39	243	39	6	9	4	301
17:00	10	3	0	0	0	13	76	5	4	4	1	90
17:15	7	3	0	0	0	10	71	9	4	7	1	92
17:30	5	3	0	0	0	8	90	8	4	4	2	108
17:45	9	1	0	1	0	11	90	9	0	1	0	100
Hour	31	10	0	1	0	42	327	31	12	16	4	390
18:00	10	1	0	0	0	11	76	10	2	2	1	91
18:15	11	1	0	0	0	12	79	6	0	4	0	89
18:30	11	0	0	0	0	11	91	10	4	3	1	109
18:45 Hour	13 45	3	0	0	0	14 48	80 326	7 33	2	2 11	3	92 381
Total	285	33	0	1	0	319	2921	499	144	168	51	3783
10101	200	33			U	317	2721	477	144	100	JI	3703



<u>Date</u>			2(s) / Cnei <u>3 May 201</u>									
			A - N2(S) to 1			\/-l- T-+		B to C -	N2(S) to Che	errybrook		Vala Takad
Time	CAR	LGV	OGV1	OGV2	PSV	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	Veh. Total
07:00	7	8	2	3	0	20	0	1	0	0	0	1
07:15	8	10	1	7	0	26	0	0	0	0	0	0
07:30	32	10	0	5	3	50	0	1	0	0	0	1
07:45 Hour	28 75	9 37	6 9	16	3 6	143	1	0 2	0	0	0	3
08:00	38	11	5	16	1	56	1	0	0	0	0	1
08:15	54	5	2	8	0	69	2	0	0	0	0	2
08:30	70	9	6	3	0	88	1	1	0	0	0	2
08:45	70	7	2	2	1	82	3	0	0	0	0	3
Hour	232	32	15	14	2	295	7	1	0	0	0	8
09:00	69	12	0	5	0	86	3	0	0	0	0	3
09:15	56	5	3	2	0	66	3	0	0	0	0	3
09:30	44	7	2	1	1	55	1	0	0	0	0	1
09:45	47	11	0	6	1	65	2	0	0	0	0	2
Hour	216	35	5	14	2	272	9	0	0	0	0	9
10:00	44	8	3	7	0	62	1	1	0	0	0	2
10:15	59 49	9 5	0	6 3	1	77 58	1	0	0	0	0	1
10:30	51	5	2	5	0	63	2	0	0	0	0	2
Hour	203	27	7	21	2	260	5	2	0	0	0	7
11:00	42	9	5	7	1	64	1	0	0	0	0	1
11:15	55	7	7	6	0	75	2	0	0	0	0	2
11:30	52	6	3	5	1	67	1	1	0	0	0	2
11:45	53	8	1	3	1	66	2	0	0	0	0	2
Hour	202	30	16	21	3	272	6	1	0	0	0	7
12:00	48	6	5	3	1	63	2	0	0	0	0	2
12:15	45	7	2	6	0	60	2	0	0	0	0	2
12:30	46	11	2	4	0	63	2	0	0	0	0	2
12:45	56	5	3	2	1	67	3	0	0	0	0	3
Hour	195	29	12	15	2	253	9	0	0	0	0	9
13:00	51 42	11	2	5	0	69 54	2	0	0	0	0	3
13:30	50	6 5	3	6	1	65	3	1	0	0	0	4
13:45	48	11	2	9	0	70	0	0	0	0	0	0
Hour	191	33	8	24	2	258	6	2	0	0	0	8
14:00	56	7	1	1	2	67	3	0	0	0	0	3
14:15	50	12	2	3	2	69	1	0	0	0	0	1
14:30	69	5	5	1	0	80	3	1	0	0	0	4
14:45	75	16	3	4	1	99	1	1	0	0	0	2
Hour	250	40	11	9	5	315	8	2	0	0	0	10
15:00	56	16	3	4	1	80	2	0	0	0	0	2
15:15	50	6	1	2	0	59	1	1	0	0	0	2
15:30	61	13	0	5	0	79	2	1	0	0	0	3
15:45	51 218	12 47	0 4	5	2	69	3 8	0 2	0	0	0	3 10
16:00	61	12	3	16 2	1	287 79	8	0	0	0	0	10
16:15	83	12	1	4	0	99	2	0	0	0	0	2
16:30	49	12	2	2	1	66	4	0	0	0	0	4
16:45	61	21	3	7	3	95	7	0	0	0	0	7
Hour	254	56	9	15	5	339	14	0	0	0	0	14
17:00	66	29	0	5	2	102	1	0	0	0	0	1
17:15	60	29	5	1	0	95	3	1	0	0	0	4
17:30	58	19	0	2	1	80	4	1	0	0	0	5
17:45	73	25	2	3	1	104	3	0	0	0	0	3
Hour	257	102	7	11	4	381	11	2	0	0	0	13
18:00	77	31	0	1	2	111	8	0	1	0	0	9
18:15	86	23	1	5	1	116	7	2	0	0	0	9
18:30	84	15	0	1	0	100	8	0	0	0	0	8
18:45	77	14	1	3	4	99	6	1	0	0	0	7
Hour	324	83	2	10	7	426	29	3	1	0	0	33
Total	2617	551	105	186	42	3501	113	17	1	0	0	131



<u>Date</u>		Thursday	3 May 201	8								
			Cherrybrook			\/- - T-+		C to A -	Cherrybrook	to N2(N)		Veh. Total
Time	CAR	LGV	OGV1	OGV2	PSV	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	ven. Iotal
07:00	1	1	0	0	0	2	2	3	0	0	0	5
07:15	2	1	0	0	0	3	5	0	0	0	0	5
07:30	3	2	0	0	0	5	6	2	0	0	0	8
07:45 Hour	7	0 4	0	0	0	11	7 20	1	1	0	0	9 27
08:00	3	0	0	0	0	3	1	0	0	0	0	1
08:15	1	0	0	0	0	1	6	3	0	0	0	9
08:30	4	0	0	0	0	4	9	0	0	0	0	9
08:45	5	0	0	0	0	5	16	1	1	0	0	18
Hour	13	0	0	0	0	13	32	4	1	0	0	37
09:00	2	0	0	0	0	2	18	1	0	0	0	19
09:15	4	0	0	0	0	4	9	0	0	0	0	9
09:30	1	0	0	0	0	1	4	0	0	0	0	4
09:45	3	1	0	0	0	4	2	1	0	0	0	3
Hour	10	1	0	0	0	11	33	2	0	0	0	35
10:00	0	0	0	0	0	0	2	0	0	0	0	2
10:15 10:30	2	0	0	0	0	2	3	0	0	0	0	4
10:30	3	1	0	0	0	4	6	1	0	0	0	7
Hour	7	2	0	0	0	9	15	2	0	0	0	17
11:00	1	0	0	0	0	1	2	0	0	0	0	2
11:15	2	0	0	0	0	2	7	2	0	0	0	9
11:30	1	1	0	0	0	2	4	0	0	0	0	4
11:45	2	0	0	0	0	2	1	0	0	0	0	1
Hour	6	1	0	0	0	7	14	2	0	0	0	16
12:00	3	1	0	0	0	4	4	1	0	0	0	5
12:15	0	1	0	0	0	1	8	0	0	0	0	8
12:30	2	0	0	0	0	2	1	0	0	0	0	1
12:45	2	0	0	0	0	2	4	0	0	0	0	4
Hour	7	2	0	0	0	9	17	1	0	0	0	18
13:00 13:15	2	0	0	0	0	2	6	0	0	0	0	6 3
13:30	0	1	0	0	0	1	7	0	0	0	0	7
13:45	3	0	0	0	0	3	9	1	0	0	0	10
Hour	6	1	0	0	0	7	24	2	0	0	0	26
14:00	2	0	0	0	0	2	5	0	0	0	0	5
14:15	1	0	0	0	0	1	3	0	0	0	0	3
14:30	2	1	0	0	0	3	5	0	0	0	0	5
14:45	0	2	0	0	0	2	7	0	0	0	0	7
Hour	5	3	0	0	0	8	20	0	0	0	0	20
15:00	1	0	0	0	0	1	6	0	0	0	0	6
15:15	4	0	0	0	0	4	9	1	0	0	0	10
15:30	3	0	0	0	0	3	9	0	0	0	0	9
15:45	1	1	0	0	0	2	6	0	0	0	0	6
16:00	9	0	0	0	0	10	30 10	1	0	0	0	31 11
16:00	3	0	0	0	0	3	4	0	0	0	0	4
16:30	2	1	0	0	0	3	6	1	0	0	0	7
16:45	4	1	0	0	0	5	5	0	0	0	0	5
Hour	10	2	0	0	0	12	25	2	0	0	0	27
17:00	5	1	0	0	0	6	9	3	0	0	0	12
17:15	2	0	0	0	0	2	9	1	0	0	0	10
17:30	3	0	0	0	0	3	3	0	0	0	0	3
17:45	5	0	0	0	0	5	8	2	0	0	0	10
Hour	15	1	0	0	0	16	29	6	0	0	0	35
18:00	6	0	0	0	0	6	4	1	0	0	0	5
18:15	7	0	0	0	0	7	6	1	0	0	0	7
18:30	6	0	0	0	0	6	8	0	0	0	0	8
18:45	6	0	0	0	0	6	10	0	0	0	0	10
Hour	25	0	0	0	0	25	28	2	0	0	0	30
Total	120	18	0	0	0	138	287	30	2	0	0	319



Date		Thursday	3 May 201									
			Arm A - N2(Veh. Total		Fro	m Arm A - N	2(N)		Mala Takad
Time	CAR	LGV	OGV1	OGV2	PSV	ven. Iotal	CAR	LGV	OGV1	OGV2	PSV	Veh. Total
07:00	9	11	2	3	0	25	42	19	3	10	4	78
07:15	13	10	1	7	0	31	47	12	3	6	2	70
07:30	38	12	0	5	3	58	37	17	2	3	4	63
07:45 Hour	35 95	10 43	7	1 16	3 6	56 170	71 197	20 68	2 10	6 25	0 10	99 310
08:00	39	11	5	16	1	57	57	16	2	6	3	84
08:15	60	8	2	8	0	78	56	17	3	1	1	78
08:30	79	9	6	3	0	97	75	16	3	3	1	98
08:45	86	8	3	2	1	100	71	18	5	4	0	98
Hour	264	36	16	14	2	332	259	67	13	14	5	358
09:00	87	13	0	5	0	105	57	10	1	8	1	77
09:15	65	5	3	2	0	75	70	15	4	2	3	94
09:30	48	7	2	1	1	59	53	18	4	3	1	79
09:45	49	12	0	6	1	68	52	13	2	1	1	69
Hour	249	37	5	14	2	307	232	56	11	14	6	319
10:00	46	8	3	7	0	64	59	12	4	3	2	80
10:15	63 52	9	0	3	1	81 62	51 55	5 7	3	2	0	60 69
10:30	57	6	2	5	0	70	53	8	2	4	1	68
Hour	218	29	7	21	2	277	218	32	11	13	3	277
11:00	44	9	5	7	1	66	39	8	5	4	0	56
11:15	62	9	7	6	0	84	59	7	4	3	3	76
11:30	56	6	3	5	1	71	69	10	6	5	0	90
11:45	54	8	1	3	1	67	80	8	4	Ī	0	93
Hour	216	32	16	21	3	288	247	33	19	13	3	315
12:00	52	7	5	3	1	68	73	5	3	3	1	85
12:15	53	7	2	6	0	68	69	8	6	7	3	93
12:30	47	11	2	4	0	64	57	13	3	6	0	79
12:45	60	5	3	2	1	71	63	7	12	5	1	77
Hour 13:00	212 57	30 11	12	15 4	2	271 75	262 78	33 12	13 1	21 4	5 0	334 95
13:15	44	7	1	5	0	57	64	9	1	2	1	77
13:30	57	5	3	6	1	72	53	13	9	1	0	76
13:45	57	12	2	9	0	80	50	6	3	2	0	61
Hour	215	35	8	24	2	284	245	40	14	9	1	309
14:00	61	7	1	1	2	72	57	9	9	3	1	79
14:15	53	12	2	3	2	72	72	9	3	Ī	0	85
14:30	74	5	5	1	0	85	67	6	1	4	0	78
14:45	82	16	3	4	1	106	52	8	2	2	2	66
Hour	270	40	11	9	5	335	248	32	15	10	3	308
15:00	62	16	3	4	1	86	70	12	2	4	3	91
15:15	59	7	1	2	0	69	98	17 o	3	3	1	122
15:30 15:45	70 57	13 12	0	5 5	0	88 75	69 57	8	6	3	0	86 72
Hour	248	48	4	16	2	318	294	48	12	13	4	371
16:00	71	13	3	2	1	90	73	10	3	2	1	89
16:15	87	11	1	4	0	103	70	11	2	3	0	86
16:30	55	13	2	2	1	73	70	9	1	4	0	84
16:45	66	21	3	7	3	100	62	16	0	0	3	81
Hour	279	58	9	15	5	366	275	46	6	9	4	340
17:00	75	32	0	5	2	114	86	8	4	4	1	103
17:15	69	30	5	1	0	105	78	12	4	7	1	102
17:30	61	19	0	2	1	83	95	11	4	4	2	116
17:45	81	27	2	3	1	114	99	10	0	2	0	111
Hour	286	108	7	11	4	416	358	41	12	17	4	432
18:00	81	32	0	1	2	116	86	11	2	2	1	102
18:15	92	24	1	5	1	123	90	7	0	4	0	101
18:30 18:45	92 87	15 14	0	3	0 4	108	102 93	10 8	2	3 2	1	120
Hour	352	85	2	10	7	456	371	36	8	11	3	429
Total	2904	581	107	186	42	3820	3206	532	144	169	51	4102



Date		Thursday	3 May 201									
			o Arm B - N2(Veh. Total		Fro	om Arm B - N:	2(S)		Veh. Total
Time	CAR	LGV	OGV1	OGV2	PSV	ven. rorar	CAR	LGV	OGV1	OGV2	PSV	ven. rorar
07:00	40	20	3	10	4	77	7	9	2	3	0	21
07:15	45	13	3	6	2	69	8	10	1	7	0	26
07:30 07:45	37 72	19 19	2	6	0	65 99	32 29	9	0	5 1	3	51 48
Hour	194	71	10	25	10	310	76	39	9	16	6	146
08:00	58	16	2	6	3	85	39	11	5	10	1	57
08:15	53	16	3	1	1	74	56	5	2	8	0	71
08:30	76	16	3	3	1	99	71	10	6	3	0	90
08:45	70	18	5	4	0	97	73	7	2	2	1	85
Hour	257	66	13	14	5	355	239	33	15	14	2	303
09:00	51	10	1	8	1	71	72	12	0	5	0	89
09:15	71	15	4	2	3	95	59	5	3	2	0	69
09:30	49	18	4	3	1	75	45	7	2	1	1	56
09:45	53	12	2	1	1	69	49	11	0	6	1	67
Hour 10:00	224 55	55 12	11	3	6	310 76	225 45	35 9	5 3	14 7	2	281 64
10:00	49	5	2	2	0	58	60	9	2	6	1	78
10:30	53	7	3	4	0	67	50	6	0	3	1	60
10:45	52	7	2	4	1	66	53	5	2	5	0	65
Hour	209	31	11	13	3	267	208	29	7	21	2	267
11:00	39	6	5	4	0	54	43	9	5	7	1	65
11:15	55	7	4	3	3	72	57	7	7	6	0	77
11:30	69	11	6	5	0	91	53	7	3	5	1	69
11:45	76	8	4	1	0	89	55	8	1	3	1	68
Hour	239	32	19	13	3	306	208	31	16	21	3	279
12:00	73	6	3	3	1	86	50	6	5	3	1	65
12:15 12:30	65 54	8	6	7	3	89	47	7	2	6	0	62
12:30	60	7	3	6 5	1	76 74	48 59	11 5	3	4 2	1	65 70
Hour	252	34	13	21	5	325	204	29	12	15	2	262
13:00	65	12	1	4	0	82	53	12	2	4	1	72
13:15	64	8	1	2	1	76	43	6	1	5	0	55
13:30	44	14	9	1	0	68	53	6	3	6	1	69
13:45	48	5	3	2	0	58	48	11	2	9	0	70
Hour	221	39	14	9	1	284	197	35	8	24	2	266
14:00	54	9	9	3	1	76	59	7	1	1	2	70
14:15	68	9	3	1	0	81	51	12	2	3	2	70
14:30	62	7	1	4	0	74	72	6	5	1	0	84
14:45	47	10	2	2	2	63	76	17	3	4	1	101
Hour	231	35	15	10	3	294	258	42	11	9	5	325
15:00 15:15	66 80	12 16	3	3	3	87 103	58 51	16 7	3	2	0	82 61
15:30	67	8	6	3	0	84	63	14	0	5	0	82
15:45	55	12	1	3	0	71	54	12	0	5	1	72
Hour	268	48	12	13	4	345	226	49	4	16	2	297
16:00	64	10	3	2	1	80	62	12	3	2	1	80
16:15	65	10	2	3	0	80	85	11	1	4	0	101
16:30	62	8	1	4	0	75	53	12	2	2	1	70
16:45	62	13	0	0	3	78	68	21	3	7	3	102
Hour	253	41	6	9	4	313	268	56	9	15	5	353
17:00	81	6	4	4	1	96	67	29	0	5	2	103
17:15	73	9	4	7	1	94	63	30	5	1	0	99
17:30	93	8	0	1	0	111	62	20	0	2	1	85 107
17:45 Hour	95 342	32	12	16	4	105 406	76 268	25 104	7	3 11	1 4	394
18:00	82	10	2	2	1	97	85	31	1	1	2	120
18:15	86	6	0	4	0	96	93	25	1	5	1	125
18:30	97	10	4	3	1	115	92	15	0	1	0	108
18:45	86	7	2	2	1	98	83	15	1	3	4	106
Hour	351	33	8	11	3	406	353	86	3	10	7	459
Total	3041	517	144	168	51	3921	2730	568	106	186	42	3632



Date		Thursday	3 May 201									
			m C - Cherry			V T		From A	rm C - Cherr	ybrook		\
Time	CAR	LGV	OGV1	OGV2	PSV	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	Veh. Total
07:00	3	1	0	0	0	4	3	4	0	0	0	7
07:15	4	0	0	0	0	4	7	1	0	0	0	8
07:30	3	1	0	0	0	4	9	4	0	0	0	13
07:45 Hour	1	3	0	0	0	14	8 27	10	1	0	0	10 38
08:00	3	0	0	0	0	3	4	0	0	0	0	4
08:15	6	1	0	0	0	7	7	3	0	0	0	10
08:30	4	1	0	0	0	5	13	0	0	0	0	13
08:45	9	0	0	0	0	9	21	1	1	0	0	23
Hour	22	2	0	0	0	24	45	4	1	0	0	50
09:00	11	0	0	0	0	11	20	1	0	0	0	21
09:15	6	0	0	0	0	6	13	0	0	0	0	13
09:30	6	0	0	0	0	6	5	0	0	0	0	5
09:45	4	2	0	0	0	6	5	2	0	0	0	7
Hour	27	2	0	0	0	29	43	3	0	0	0	46
10:00 10:15	5 5	1	0	0	0	6	6	0	0	0	0	7
10:13	5	1	0	0	0	6	5	1	0	0	0	6
10:45	6	2	0	0	0	8	9	2	0	0	0	11
Hour	21	5	0	0	0	26	22	4	0	0	0	26
11:00	2	2	0	0	0	4	3	0	0	0	0	3
11:15	8	0	0	0	0	8	9	2	0	0	0	11
11:30	2	1	0	0	0	3	5	1	0	0	0	6
11:45	8	0	0	0	0	8	3	0	0	0	0	3
Hour	20	3	0	0	0	23	20	3	0	0	0	23
12:00	5	0	0	0	0	5	7	2	0	0	0	9
12:15	6	1	0	0	0	7	8	1	0	0	0	9
12:30 12:45	7 8	0	0	0	0	7 8	6	0	0	0	0	3 6
Hour	26	1	0	0	0	27	24	3	0	0	0	27
13:00	16	1	0	0	0	17	7	0	0	0	0	7
13:15	3	1	0	0	0	4	4	1	0	0	0	5
13:30	12	1	0	0	0	13	7	1	0	0	0	8
13:45	5	1	0	0	0	6	12	1	0	0	0	13
Hour	36	4	0	0	0	40	30	3	0	0	0	33
14:00	8	0	0	0	0	8	7	0	0	0	0	7
14:15	6	0	0	0	0	6	4	0	0	0	0	4
14:30	10	1	0	0	0	11	7	1	0	0	0	8
14:45	6	1	0	0	0	7	7	2	0	0	0	9
Hour 15:00	30 7	0	0	0	0	32 7	25 7	3	0	0	0	28 7
15:15	23	2	0	0	0	25	13	1	0	0	0	14
15:30	7	1	0	0	0	8	12	0	0	0	0	12
15:45	6	0	0	0	0	6	7	1	0	0	0	8
Hour	43	3	0	0	0	46	39	2	0	0	0	41
16:00	11	0	0	0	0	11	11	1	0	0	0	12
16:15	10	1	0	0	0	11	7	0	0	0	0	7
16:30	14	2	0	0	0	16	8	2	0	0	0	10
16:45	11	4	0	0	0	15	9	1	0	0	0	10
Hour	46	7	0	0	0	53	35	4	0	0	0	39
17:00	11	3	0	0	0	14	14	4	0	0	0	18
17:15	9	4	0	0	0	14	6	0	0	0	0	12 6
17:30 17:45	12	1	0	0	0	13	13	2	0	0	0	15
Hour	42	12	0	1	0	55	44	7	0	0	0	51
18:00	18	12	1	0	0	20	10	1	0	0	0	11
18:15	18	3	0	0	0	21	13	1	0	0	0	14
18:30	19	0	0	0	0	19	14	0	0	0	0	14
18:45	19	2	0	0	0	21	16	0	0	0	0	16
Hour	74	6	1	0	0	81	53	2	0	0	0	55
Total	398	50	1	1	0	450	407	48	2	0	0	457



Appendix B

TRICS Data



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Page 1 Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2 Licence No: 656801

Calculation Reference: AUDIT-656801-200821-0853

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION : D - NURSERY Category

VEHICLES

Selected regions and areas:

06 WEST MIDLANDS

1 days

WARWICKSHIRE **CONNAUGHT** 12

WK

ROSCOMMON

1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area

Actual Range: 340 to 500 (units: sqm) 109 to 2350 (units: sqm) Range Selected by User:

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Friday 2 days

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

Selected survey types:

2 days Manual count **Directional ATC Count** 0 days

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

Selected Locations:

Edge of Town 2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

D1 2 days

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

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Licence No: 656801

Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000 1 days 50,001 to 75,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 2 days

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

Travel Plan:

No 2 days

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

PTAL Rating:

No PTAL Present 2 days

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

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Licence No: 656801

19-22 Dame Street Dublin 2 Cronin & Sutton Consulting Engineers

LIST OF SITES relevant to selection parameters

NURSERY ROSCOMMON

PARK VIEW ROSCOMMON CRUBY HILL Edge of Town Residential Zone

RO-04-D-01

Total Gross floor area: 500 sqm

Survey date: FRIDAY 26/09/14 Survey Type: MANUAL

WK-04-D-01 NURSERY WARWICKSHIRE THE RIDGEWAY

STRATFORD UPON AVON

Edge of Town Residential Zone Total Gross floor area: 340 sqm

Survey date: FRIDAY 29/06/18 Survey Type: MANUAL

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

Licence No: 656801

Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	420	2.024	2	420	0.238	2	420	2.262
08:00 - 09:00	2	420	5.000	2	420	3.214	2	420	8.214
09:00 - 10:00	2	420	3.214	2	420	3.929	2	420	7.143
10:00 - 11:00	2	420	0.357	2	420	0.714	2	420	1.071
11:00 - 12:00	2	420	0.952	2	420	0.357	2	420	1.309
12:00 - 13:00	2	420	2.500	2	420	3.214	2	420	5.714
13:00 - 14:00	2	420	2.024	2	420	1.667	2	420	3.691
14:00 - 15:00	2	420	2.619	2	420	1.548	2	420	4.167
15:00 - 16:00	2	420	0.833	2	420	1.905	2	420	2.738
16:00 - 17:00	2	420	1.667	2	420	1.429	2	420	3.096
17:00 - 18:00	2	420	3.095	2	420	4.643	2	420	7.738
18:00 - 19:00	2	420	0.000	2	420	1.429	2	420	1.429
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.285			24.287			48.572

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: 340 - 500 (units: sqm) Survey date date range: 01/01/12 - 27/09/19

Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

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Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2 Licence No: 656801

Calculation Reference: AUDIT-656801-200821-0816

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 07 - LEISURE

Category : Q - COMMUNITY CENTRE

VEHICLES

SH

Selected regions and areas:

06 WEST MIDLANDS SHROPSHIRE

1 days

ULSTER (REPUBLIC OF IRELAND) 16

CAVAN CV 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: Site area

Actual Range: 0.15 to 1.72 (units: hect) Range Selected by User: 0.04 to 2.50 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 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:

Wednesday 1 days Thursday 1 days

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

Selected survey types:

Manual count 2 days Directional ATC Count 0 days

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

Selected Locations:

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

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

D2 2 days

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

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Licence No: 656801

19-22 Dame Street Dublin 2 Cronin & Sutton Consulting Engineers

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

2 days 5,001 to 25,000

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

Car ownership within 5 miles:

1.1 to 1.5 2 days

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

Travel Plan:

No 2 days

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

<u>PTAL Rating:</u> No PTAL Present 2 days

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

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Licence No: 656801

Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2

LIST OF SITES relevant to selection parameters

COMMUNITY CENTRE CAVAN

KILLYMOONEY DRIVE

CAVAN

Suburban Area (PPS6 Out of Centre)

Residential Zone

CV-07-Q-01

Total Site area: 1.72 hect

Survey date: WEDNESDAY 19/12/12 Survey Type: MANUAL

SH-07-Q-01 COMMUNITY CENTRE SHROPSHIRE

SOUTHGATE TELFORD SUTTON HILL Edge of Town Residential Zone

Total Site area: 0.15 hect

Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

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

Dublin 2

TDID DATE for Lond Has O7 LEICHDE /O COMMUNITY OFNITE

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

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

		ARRIVALS		I	DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	AREA	Rate	Days	AREA	Rate	Days	AREA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	0.93	3.743	2	0.93	0.000	2	0.93	3.743
09:00 - 10:00	2	0.93	5.348	2	0.93	1.604	2	0.93	6.952
10:00 - 11:00	2	0.93	0.535	2	0.93	4.278	2	0.93	4.813
11:00 - 12:00	2	0.93	2.139	2	0.93	3.209	2	0.93	5.348
12:00 - 13:00	2	0.93	2.674	2	0.93	6.952	2	0.93	9.626
13:00 - 14:00	2	0.93	2.674	2	0.93	5.348	2	0.93	8.022
14:00 - 15:00	2	0.93	2.674	2	0.93	0.535	2	0.93	3.209
15:00 - 16:00	2	0.93	2.139	2	0.93	0.000	2	0.93	2.139
16:00 - 17:00	2	0.93	1.604	2	0.93	0.535	2	0.93	2.139
17:00 - 18:00	2	0.93	1.604	2	0.93	4.278	2	0.93	5.882
18:00 - 19:00	2	0.93	4.278	2	0.93	1.070	2	0.93	5.348
19:00 - 20:00	2	0.93	0.000	2	0.93	0.000	2	0.93	0.000
20:00 - 21:00	2	0.93	0.000	2	0.93	1.604	2	0.93	1.604
21:00 - 22:00	1	0.15	0.000	1	0.15	0.000	1	0.15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			29.412			29.413			58.825

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: 0.15 to 1.72 (units: hect) Survey date date range: 01/01/12 - 24/05/19

Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

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Page 1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Calculation Reference: AUDIT-656801-200821-0844

: 04 - EDUCATION Category : A - PRIMARY

VEHICLES

Selected regions and areas:

03 SOUTH WEST

DEVON 1 days

YORKSHIRE & NORTH LINCOLNSHIRE 07 NORTH EAST LINCOLNSHIRE

1 days

SCOTLAND 11

> FΙ FIFE 1 days

12 CONNAUGHT

ROSCOMMON RO 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 1300 (units: sqm) Range Selected by User: 450 to 9000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Tuesday 2 days 1 days Wednesday Thursday 1 days

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

Selected survey types:

Manual count 4 days Directional ATC Count 0 days

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

Selected Locations:

2 Edge of Town 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 2 2 Village

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

D1 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®.

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Licence No: 656801

Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000 4 days

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

Population within 5 miles:

5,000 or Less 1 days 5,001 to 25,000 3 days

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

Car ownership within 5 miles:

1.1 to 1.5 3 days 1.6 to 2.0 1 days

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

Travel Plan:

Yes 2 days No 2 days

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

PTAL Rating:

No PTAL Present 4 days

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

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Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2

Licence No: 656801

LIST OF SITES relevant to selection parameters

1 DV-04-A-04 PRIMARY SCHOOL DEVON

CHURCH LANE CHERITON BISHOP

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Gross floor area: 450 sqm

Survey date: WEDNESDAY 12/07/17 Survey Type: MANUAL

FI-04-A-02 PRIMARY SCHOOL FIFE

RINTOUL AVENUE NEAR DUNFERMLINE

BLAIRHALL

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Gross floor area: 1300 sqm

Survey date: TUESDAY 22/03/16 Survey Type: MANUAL

3 NE-04-A-01 PRIMARY SCHOOL NORTH ÉAST LINCOLNSHIRE

SUNNINGDALE ROAD

SCUNTHORPE

Edge of Town Residential Zone

Total Gross floor area: 625 sqm

Survey date: TUESDAY 20/05/14 Survey Type: MANUAL

RO-04-A-01 PRIMARY SCHOOL ROSCOMMÓN

WARREN ROAD

BOYLE

Edge of Town Residential Zone

Total Gross floor area: 1100 sqm

Survey date: THURSDAY 25/09/14 Survey Type: MANUAL

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

19-22 Dame Street

Dublin 2

Page 4 Licence No: 656801

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		Į	DEPARTURES	,		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	4	869	0.518	4	869	0.115	4	869	0.633
08:00 - 09:00	4	869	4.115	4	869	3.079	4	869	7.194
09:00 - 10:00	4	869	1.410	4	869	1.439	4	869	2.849
10:00 - 11:00	4	869	0.086	4	869	0.086	4	869	0.172
11:00 - 12:00	4	869	0.719	4	869	0.719	4	869	1.438
12:00 - 13:00	4	869	0.432	4	869	0.288	4	869	0.720
13:00 - 14:00	4	869	0.345	4	869	0.432	4	869	0.777
14:00 - 15:00	4	869	0.835	4	869	0.317	4	869	1.152
15:00 - 16:00	4	869	2.791	4	869	3.655	4	869	6.446
16:00 - 17:00	4	869	0.748	4	869	1.209	4	869	1.957
17:00 - 18:00	4	869	1.266	4	869	1.065	4	869	2.331
18:00 - 19:00	4	869	0.230	4	869	0.806	4	869	1.036
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.495			13.210			26.705

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 - 1300 (units: sqm) Survey date date range: 01/01/12 - 25/11/19

Number of weekdays (Monday-Friday): 4
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.



Appendix C

Traffic Flow Matrices



								Car Units)				
2018	AM Peak	(08:30-09:30)			SURVEYED	RAFFIC FLOWS	2018 PM Peak	(17:45-18:45)			SURVEYED T	TRAFFIC FLOWS
From	То	Bridge Street (N2 North)	William St (R170)	Drogheda Rd (N2 South)	John Street	TOTALS	From	Bridge Street (N2 North)	William St (R170)	Drogheda Rd (N2 South)	John Street	TOTALS
Bridge Stre	eet (N2 North) n St (R170)	0 126	155 0	284 92	201 124	640 342	Bridge Street (N2 North) William St (R170)	0 99	159 0	314 96	124 85	597 279
Drogheda F	Rd (N2 South)	276	105	0	67	448	Drogheda Rd (N2 South)	337	106	0	16	459
	TALS	186 588	120 380	26 402	392	332 1762	John Street TOTALS	146 581	70 335	26 435	225	242 1576
2022	AM Peak	Bridge Street	William St	Drogheda Rd	Interim dev	elopment flows	2022 PM Peak	Bridge Street	William St	Drogheda Rd	Interim deve	elopment flow
From	То	(N2 North)	(R170)	(N2 South)	John Street	TOTALS	From	(N2 North)	(R170)	(N2 South)	John Street	TOTALS
	et (N2 North) n St (R170)	0	0		23 14	23 14	Bridge Street (N2 North) William St (R170)	0	0	0		3
Drogheda F	Rd (N2 South)	0 20	0	0	8	8	Drogheda Rd (N2 South) John Street	0 5	0	0	1	1
	TALS	20	13 13	3	45	36 81	TOTALS	5	3 3	1		17
2022	AM Peak				BASELINE 1	RAFFIC FLOWS	2022 PM Peak				BASELINE T	RAFFIC FLOWS
2022	To	Bridge Street	William St	(surveyed flows - Drogheda Rd	+ TII growth factor		To	Bridge Street	William St	(surveyed flows Drogheda Rd	+ TII growth factor -	
From		(N2 North)	(R170)	(N2 South)	John Street	TOTALS	From	(N2 North)	(R170)	(N2 South)	John Street	TOTALS
William	et (N2 North) n St (R170)	0 134	164 0	301 98	236 145	701 377	Bridge Street (N2 North) William St (R170)	105	169 0	333 102	136 93	638 300
	Rd (N2 South) Street	293 217	111 140	0 31	79	483 388	Drogheda Rd (N2 South) John Street	357 160	113 77	0 29	18	488 266
	TALS	644	415	430	460	1949	TOTALS	622	359	464	247	1692
2024	AM Peak			Oth	er committed dev	elopment flows	2024 PM Peak			Oti	ner committed deve	elopment flow:
	To	Bridge Street	William St	Drogheda Rd			To	Bridge Street	William St	Drogheda Rd		•
From Bridge Stre	eet (N2 North)	(N2 North)	(R170)	(N2 South)	John Street	TOTALS 58	From Bridge Street (N2 North)	(N2 North)	(R170)	(N2 South)	John Street	TOTALS 74
William	n St (R170)	13	0	15	7	35	William St (R170)	6	0	21	7	34
_	Rd (N2 South) Street	69 13	24 5	0 4	15 0	108 22	Drogheda Rd (N2 South) John Street	40 5	18 6	5	3	61 16
TO	TALS	95	37	60	31	223	TOTALS	51	35	82	17	185
2024	AM Peak		(suproved flee	W vs + TII growth facto	VITHOUT SUBJECT		2024 PM Peak		(currented flor		VITHOUT SUBJECT	
	То	Bridge Street	William St	Drogheda Rd	John Street	TOTALS	То	Bridge Street	William St	Drogheda Rd	John Street	TOTALS
From Bridge Stre	eet (N2 North)	(N2 North)	(R170) 177	(N2 South) 351	252	780	From Bridge Street (N2 North)	(N2 North)	(R170) 185	(N2 South) 398	147	730
William	n St (R170)	151	0	116	156	423	William St (R170)	114	0	126	102	342
John	Rd (N2 South) Street	370 236	139 149	36	96 0	605 421	Drogheda Rd (N2 South) John Street	408 170	134 85	34	21 0	563 289
TO	TALS	757	465	503	504	2229	TOTALS	692	404	558	270	1924
2024	AM Peak				SUBJECT DEVELO	PMENT FLOWS	2024 PM Peak				SUBJECT DEVELO	PMENT FLOWS
	То	Bridge Street	William St	Drogheda Rd	John Street	TOTALS	То	Bridge Street	William St	Drogheda Rd	John Street	TOTALS
From Bridge Stre	eet (N2 North)	(N2 North)	(R170)	(N2 South)	0	48	Bridge Street (N2 North)	(N2 North)	(R170)	(N2 South) 87	0	87
	n St (R170) Rd (N2 South)	0 94	36	15 0	0 23	15 153	William St (R170) Drogheda Rd (N2 South)	0 61	0 19	27 0	0	27 83
John	Street	0	0	4	0	4	John Street TOTALS	0	0	7	0	7
10	TALS	94	36	67	23	220	TOTALS	61	19	121	3	204
2024	AM Peak		(surveyed + TII	WITH S growth + interim de	v. + committed de		2024 PM Peak		(surveyed + TII		SUBJECT DEVELOPN ev. + committed dev	
From	То	Bridge Street (N2 North)	William St (R170)	Drogheda Rd (N2 South)	John Street	TOTALS	From	Bridge Street (N2 North)	William St (R170)	Drogheda Rd (N2 South)	John Street	TOTALS
Bridge Stre	eet (N2 North)	0	177	399	252	828	Bridge Street (N2 North)	0	185	485	147	817
	n St (R170) Rd (N2 South)	151 464	0 175	131 0	156 119	438 758	William St (R170) Drogheda Rd (N2 South)	114 469	0 153	153 0	102 24	369 646
	TALS	236 851	149 501	40 570	527	425 2449	John Street TOTALS	170 753	85 423	41 679	0 273	296 2128
		,			VITHOUT SUBJECT						VITHOUT SUBJECT I	
2029	AM Peak			vs + TII growth facto			2029 PM Peak			vs + TII growth fact	or + interim dev. + c	
From	То	Bridge Street (N2 North)	William St (R170)	Drogheda Rd (N2 South)	John Street	TOTALS	From	Bridge Street (N2 North)	William St (R170)	Drogheda Rd (N2 South)	John Street	TOTALS
Bridge Stre	eet (N2 North) n St (R170)	0 161	190 0	375 123	269 167	834 451	Bridge Street (N2 North) William St (R170)	0 122	198 0	425 134	157 109	780 365
Drogheda F	Rd (N2 South)	393	147	0	101	641	Drogheda Rd (N2 South) John Street	436	143	0	23	602
	TALS	251 805	159 496	38 536	537	2374	TOTALS	182 740	91 432	37 596	289	310 2057
2029	4440 '	_	_	WITHS	SUBJECT DEVELOPE	MENT IN PLACE	2029 PM Peak			WITH	SUBJECT DEVELOPN	MENT IN PLACE
71174	AM Peak						ZUZT PIVI PEAK			growth + interim de	ev. + committed dev	v. + subject dev.
2029	To	Bridge Street		growth + interim de	v. + committed de			Bridge Street				
From	To To	Bridge Street (N2 North)	William St (R170)	prowth + interim de Drogheda Rd (N2 South)	John Street	TOTALS	From	Bridge Street (N2 North)	William St (R170)	Drogheda Rd (N2 South)	John Street	TOTALS
From Bridge Stre William	eet (N2 North) n St (R170)	(N2 North) 0 161	William St (R170) 190	growth + interim de	John Street 269 167	TOTALS 882 466	From Bridge Street (N2 North) William St (R170)	(N2 North) 0 122	William St (R170) 198	Drogheda Rd	John Street 157 109	867 392
From Bridge Stre William Drogheda F	eet (N2 North) n St (R170) Rd (N2 South)	(N2 North) 0 161 487	William St (R170) 190 0 183	prowth + interim de Drogheda Rd (N2 South) 423 138	John Street	TOTALS 882 466 794	From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South)	(N2 North) 0 122 497	William St (R170) 198 0 162	Drogheda Rd (N2 South) 512 161	157	867 392 685
From Bridge Stre William Drogheda F	eet (N2 North) n St (R170)	(N2 North) 0 161	William St (R170) 190	Drogheda Rd (N2 South) 423	John Street 269 167	TOTALS 882 466	From Bridge Street (N2 North) William St (R170)	(N2 North) 0 122	William St (R170) 198	Drogheda Rd (N2 South) 512 161	157 109	867 392 685 317
From Bridge Stre William Drogheda F John	eet (N2 North) in St (R170) Rd (N2 South) in Street	(N2 North) 0 161 487 251	William St (R170) 190 0 183 159 532	prowth + interim de Drogheda Rd (N2 South) 423 138 0 42 603	John Street 269 167 124 0 560	882 466 794 452 2594	From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS	(N2 North) 0 122 497 182	William St (R170) 198 0 162 91 451	Drogheda Rd (N2 South) 512 161 0 44 717	157 109 26 0 292 VITHOUT SUBJECT I	867 392 685 317 2261
From Bridge Stre William Drogheda F	eet (N2 North) n St (R170) Rd (N2 South) n Street	(N2 North) 0 161 487 251	William St (R170) 190 0 183 159 532	prowth + interim de Drogheda Rd (N2 South) 423 138 0 42 603	John Street 269 167 124 0 560 WITHOUT SUBJECT: or + interim dev. + or	882 466 794 452 2594 DEVELOPMENT committed dev.)	From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street	(N2 North) 0 122 497 182	William St (R170) 198 0 162 91 451	Drogheda Rd (N2 South) 512 161 0 44 717	157 109 26 0 292 WITHOUT SUBJECT II or + interim dev. + c	867 392 685 317 2261 DEVELOPMENT committed dev.
From Bridge Stre William Drogheda F John TO 2039	eet (N2 North) n St (R170) Rd (N2 South) n Street OTALS AM Peak To	(N2 North) 0 161 487 251 899 Bridge Street (N2 North)	William St (R170) 190 0 183 159 532 (surveyed flow William St (R170)	growth + interim de Progheda Rd (N2 South) 423 138 0 422 603 W vs + Til growth factor Drogheda Rd (N2 South)	John Street 269 167 124 0 560 VITHOUT SUBJECT or + Interim dev. + of John Street	882 466 794 452 2594 DEVELOPMENT committed dev.)	From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2039 PM Peak	(N2 North) 0 122 497 182 801 Bridge Street (N2 North)	William St (R170) 198 0 162 91 451 (surveyed flow William St (R170)	Drogheda Rd (N2 South) 512 161 0 44 717 vs + Til growth fact Drogheda Rd (N2 South)	157 109 26 0 292 WITHOUT SUBJECT to or + interim dev. + c	867 392 685 317 2261 DEVELOPMENT committed dev.
From Bridge Stre William Drogheda F John TO 2039 From Bridge Stre William	et (N2 North) 1 St (R170) N St (R170) N Street OTALS AM Peak To et (N2 North) 1 St (R170)	(N2 North) (N2 North) (N3 North) (N4 North) (N2 North) (N2 North) (N3 North) (N4 North) (N5 North)	William St (R170) 190 183 159 532 (surveyed flow William St (R170)	growth + interim de Progheda Rd (N2 South) 423 138 0 422 603 W vs + Til growth facte Progheda Rd (N2 South) 401 132	John Street 269 167 124 0 560 WITHOUT SUBJECT or + interim dev. + c John Street 288 178	### TOTALS ### 882 ### 466 ### 794 ### 452 ### 2594 DEVELOPMENT **committed dev.) ### TOTALS ### 894 ### 483	From To From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2039 PM Peak To From Bridge Street (N2 North) William St (R170)	(N2 North) 0 122 497 182 801 Bridge Street (N2 North) 0 131	William St (R170) 198 0 162 91 451 (surveyed flow William St (R170)	Drogheda Rd	157 109 26 0 292 VITHOUT SUBJECT to or + interim dev. + c John Street	867 392 685 317 2261 DEVELOPMENT TOTALS 836 391
From Bridge Stre William Drogheda F John TO 2039 From Bridge Stre William Drogheda F	et (N2 North) n St (R170) R (N2 South) n Street DTALS AM Peak To et (N2 North)	(N2 North) 0 161 487 251 899 Bridge Street (N2 North)	William St (R170) 190 0 183 159 532 (surveyed flow William St (R170)	growth + interim de Progheda Rd (N2 South) 423 138 0 422 603 W vs + Til growth factc Progheda Rd (N2 South) 401	John Street 269 167 124 0 560 WITHOUT SUBJECT or + interim dev. + or John Street 288	R82 466 794 452 2594 DEVELOPMENT TOTALS 894	From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2039 PM Peak To From Bridge Street (N2 North)	(N2 North) 122 497 182 801 Bridge Street (N2 North)	William St (R170) 198 0 162 91 451 (surveyed flow William St (R170) 213	Drogheda Rd (N2 South) 512 161 0 44 717 vs+Til growth fact Drogheda Rd (N2 South) 454	157 109 26 0 292 VITHOUT SUBJECT OF + Interim dev. + C John Street	867 392 685 317 2261 DEVELOPMENT committed dev. TOTALS 836 391 644
From Bridge Stre William Drogheda F John TO 2039 From Bridge Stre William Drogheda F John	etet (N2 North) in St (R170) Rd (N2 South) in Street DTALS AM Peak To etet (N2 North) in St (R170) Rd (N2 South)	(N2 North) (N2 North) (N3 North) (N4 North) (N5 North) (N6 North) (N7 North) (N8 North) (N8 North) (N9 North) (N9 North) (N9 North)	William St (R170) 190 0 183 159 532 (surveyed flow William St (R170) 205 0 157	growth + interim de Drogheda Rd (N2 South) 423 138 0 42 603 W vs + Til growth factc Drogheda Rd (N2 South) 401 132	John Street 269 167 124 0 560 WITHOUT SUBJECT or + Interim dev. + or John Street 288 178 107	882 466 794 452 2594 DEVELOPMENT TOTALS 894 483 684	From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2039 PM Peak To From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South)	(N2 North) 122 497 182 801 Bridge Street (N2 North) 0 131 467	William St (R170) 198 0 162 91 451 (surveyed flow William St (R170) 213 0 153	Drogheda Rd (N2 South) 512 161 0 44 717 vs + Til growth fact Drogheda Rd (N2 South) 454 143	157 109 26 0 292 VITHOUT SUBJECT to or + interim dev. + c John Street 169 117 24	867 392 685 317 2261 DEVELOPMENT committed dev. TOTALS 836 391 644
From Bridge Stre William Drogheda F John TO 2039 From Bridge Stre William Drogheda F John	teet (N2 North) in St (R170) Rd (N2 South) in Street TO AM Peak To teet (N2 North) in St (R170) Rd (N2 South) in Street To teet (N2 North) in St (R170) Rd (N2 South) in Street	(N2 North) (N2 North) (161 487 251 899 Bridge Street (N2 North) (173 420 269	William St (R170) 190 183 159 532 (surveyed flow William St (R170) 205 157 170 532	growth + interim de	John Street 269 167 124 0 560 WITHOUT SUBJECT or + Interim dev. + or John Street 288 178 107 573	### TOTALS ### 882 ### 466 ### 794 ### 452 ### 2594 ### 483 ### 684 ### 479 ### 2540 ### ### ### 2540	From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2039 PM Peak To From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street	(N2 North) 122 497 182 801 Bridge Street (N2 North) 0 131 467 196	William St (R170) 198 0 162 91 451 (surveyed flow William St (R170) 153 97 463	Drogheda Rd (N2 South) 512 161 0 444 717 vs+Til growth fact Drogheda Rd (N2 South) 454 143 0 39 636	157 109 26 0 292 WITHOUT SUBJECT to or + Interim dev. + c John Street 169 117 24 0 310	867 392 685 317 2261 DEVELOPMENT COMMITTED dev. TOTALS 836 391 644 332 2203
From Bridge Stre William Drogheda F John TO 2039 From Bridge Stre William Drogheda F John TO	tet (N2 North) n St (R170) Rd (N2 South) n Street DTALS AM Peak To tet (N2 North) n St (R170) Rd (N2 South) n St (R170) Rd (N2 South) n Street	(N2 North) (161 487 251 899 Bridge Street (N2 North) (173 420 269 862	William St (R170) 190 183 159 532 (surveyed flow William St (R170) 205 157 170 532 (surveyed + Till William St (univeyed + Till Will	growth + interim de	John Street 269 167 124 0 560 WITHOUT SUBJECT or + Interim dev. + or John Street 288 178 107 573 SUBJECT DEVELOPP w. + committed dev.	### TOTALS ### 882 ### 466 ### 794 ### 452 ### 2594 ### 483 ### 684 ### 479 ### 2540 ### ### 184 ### 479 ### 2540 ### ### ### 184 ### ### ### 184 ### ### 184 ### ### 184 ### ### 184 ### ### 184 ### 18	From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2039 PM Peak To From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street	(N2 North)	William St (R170) 198 0 162 91 451 (surveyed flow William St (R170) 213 97 463 (surveyed + Till William St	Drogheda Rd (N2 South) 512 161 0 444 717 vs + Til growth fact Drogheda Rd (N2 South) 454 143 0 339 636 with	157 109 26 0 292 WITHOUT SUBJECT to or + Interim dev. + committed 169 117 24 0 310 SUBJECT DEVELOPM vv. + committed dev	867 392 685 317 2261 DEVELOPMENT TOTALS 836 391 644 332 2203 MENT IN PLACE
From Bridge Stre William Drogheda F John TO 2039 From Bridge Stre William Drogheda F John TO	tet (N2 North) n St (R170) Rd (N2 South) n Street DTALS AM Peak To tet (N2 North) n St (R170) Rd (N2 South) n St (R170) Rd (N2 South) n Street AM Peak	(N2 North) 161 487 251 899 Bridge Street (N2 North) 173 420 269 862 Bridge Street (N2 North)	William St (R170) 190 183 159 532 (surveyed flow William St (R170) 157 170 532 (surveyed + Til William St (R170)	growth + interim de Progheda Rd (N2 South) 423 138 0 422 603 W vs + Til growth factc Progheda Rd (N2 South) 401 132 40 573 With Isserowth elterim de (N2 South) Frogheda Rd (N2 South)	John Street 269 167 124 0 560 WITHOUT SUBJECT or + Interim dev. + or John Street 288 178 107 573 SUBJECT DEVELOPP v. + committed dev	### TOTALS ### 882 ### 466 ### 794 ### 452 ### 2594 ### 1000	From To From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2039 PM Peak To From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2039 PM Peak	(N2 North)	William St (R170) 198 0 162 91 451 (surveyed flow William St (R170) 153 97 463	Drogheda Rd (N2 South) 512 161 0 44 717 vs + Til growth fact Drogheda Rd (N2 South) 454 143 0 39 636 WITH growth + interim di Drogheda Rd (N2 South)	157 109 26 0 292 WITHOUT SUBJECT to or + interim dev. + or John Street 169 117 24 0 310 SUBJECT DEVELOPM vv. + committed dev John Street	867 392 685 317 2261 DEVELOPMENT COMMITTED dev. TOTALS 836 391 6444 332 2203 MENT IN PLACE TOTALS
From Bridge Stre William Drogheda F John TO 2039 From Bridge Stre William Drogheda F John TO 2039	eet (N2 North) n St (R170) Rd (N2 South) n Street DTALS AM Peak To eet (N2 North) n St (R170) Rd (N2 South) n St (R170) Rd (N2 South) n Street To eet (N2 North) n Street	(N2 North) 0 161 487 251 899	William St (R170) 190 183 159 532 (surveyed flox William St (R170) 205 157 170 532 (surveyed + Till William St (R170) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	growth + interim de Drogheda Rd (N2 South) 423 138 0 42 603 42 603 42 603 42 603 42 603 40 603 40 603 600 600 600 600 600 600 600 600 60	John Street 269 167 124 0 560 WITHOUT SUBJECT for + interim dev. + + John Street 288 178 107 0 573 SUBJECT DEVELOPP 1,v. + committed dev John Street 288 178 107	882 466 794 452 2594 DEVELOPMENT committed dev.) TOTALS 894 483 684 479 2540 MENT IN PLACE v. + subject dev.)	From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2039 PM Peak From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2039 PM Peak TO From Bridge Street (N2 North) John Street TOTALS	(N2 North)	William St (R170) 198 0 162 91 451 (surveyed flov William St (R170) 213 97 463 (surveyed + Till William St (R170) William St (R170)	Drogheda Rd (N2 South) 512 161 6 717 717 717 718 719 719 719 719 719 719 719 719 719 719	157 109 26 0 292 WITHOUT SUBJECT TO or + interim dev. + committed dev John Street 169 117 24 0 310 SUBJECT DEVELOPM EV. + committed dev John Street 169 117	867 392 685 317 2261 DEVELOPMENT TOTALS 836 391 644 332 2203 MENT IN PLACE TOTALS
From Bridge Stre William Drogheda F John TO 2039 From Bridge Stre William Drogheda F John TO 2039 From Drogheda F John TO	tet (N2 North) n St (R170) Rd (N2 South) n Street DTALS AM Peak To tet (N2 North) n St (R170) Rd (N2 South) n St (R170) AM Peak To at (N2 South) To street To et (N2 North)	(N2 North) 0 161 487 251 899	William St (R170) 190 0 183 159 532 (surveyed flov William St (R170) 157 170 532 (surveyed + Til William St (R170) 205	growth + interim de	John Street 269 167 124 0 560 WITHOUT SUBJECT or + interim dev. + or John Street 288 178 107 573 SUBJECT DEVELOPP vv. + committed de John Street	### TOTALS ### 882 ### 466 ### 794 ### 452 ### 2594 ### 1000	From To From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2039 PM Peak To From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2039 PM Peak To From Total Street (N2 North) Bridge Street (N2 North) Bridge Street (N2 North)	(N2 North)	William St (R170) 198 0 162 911 451 (surveyed flow William St (R170) 153 97 463 (surveyed + Til William St (R170) 213	Drogheda Rd (N2 South) 512 161 0 44 717 vs + Til growth fact Drogheda Rd (N2 South) 636 WITH growth + interim de Drogheda Rd (N2 South) 541	157 109 26 0 292 WITHOUT SUBJECT IS OF + Interim dev. + committed dev John Street SUBJECT DEVELOPM EV. + committed dev John Street	867 392 685 317 2261 DEVELOPMENT TOTALS 836 391 644 332 2203 MENT IN PLACE

Light Vehicles	AADT			SURVEYED T	RAFFIC FLOWS	2018 Heavy Vehicles	AADT			SURVEYED 1	RAFFIC FLOWS
To	Bridge Street	William St	Drogheda Rd	Jaha Charak	TOTALS	To	Bridge Street	William St	Drogheda Rd	John Street	TOTALC
	(N2 North)	(R170)	(N2 South)	John Street	TOTALS	From	(N2 North)	(R170)	(N2 South)		TOTALS
et (N2 North			3098	1646	6535	Bridge Street (N2 North)	0	80		51	499
St (R170) Rd (N2 South	1197 2980	1036	1136 0	984 397	3317 4413	William St (R170) Drogheda Rd (N2 South)	57 347	25		32 18	136 390
Street	1783	894	287	0	2964	John Street	43	30	12	0	85
TALS	5960	3721	4521	3027	17229	TOTALS	447	135	427	101	1110
Light						Heavy					
Vehicles				interim deve	elopment flows	2022 Vehicles				interim deve	elopment flows
То	Bridge Street (N2 North)	William St (R170)	Drogheda Rd (N2 South)	John Street	TOTALS	From	Bridge Street (N2 North)	William St (R170)	Drogheda Rd (N2 South)	John Street	TOTALS
et (N2 North		(K170)		114	114	Bridge Street (N2 North)	0	(K170)		3	3
St (R170)	0	0	0	68	68	William St (R170)	0	0	0	2	2
Rd (N2 South Street	121	0 61	19	27	27 201	Drogheda Rd (N2 South) John Street	3	2		1 0	1 6
TALS	121	61		209	410	TOTALS	3	2			12
Light Vehicles			(surveyed flows	+ TII growth factor	+ interim flows)	2022 Heavy Vehicles			(surveyed flows	+ TII growth factor	*RAFFIC FLOWS + interim flows
То	Bridge Street	William St	Drogheda Rd	John Street	TOTALS	То	Bridge Street	William St	Drogheda Rd	John Street	TOTALS
-4 (B12 B1 - +4)	(N2 North)	(R170)	(N2 South)			From Prides Street (N2 Next)	(N2 North)	(R170)	(N2 South)		
et (N2 North St (R170)	1269	1899 0	3286 1205	1860 1112	7045 3586	Bridge Street (N2 North) William St (R170)	66	92		62 39	578 159
Rd (N2 South		1099	0	448	4707	Drogheda Rd (N2 South)	400	29		22	451
Street	2012	1009	323	0	3344	John Street	53	37		0	105
TALS	6441	4007	4814	3420	18682	TOTALS	519	158	493	123	1293
Light			Oth		lonmont flams	Heavy			04	ar committed days	danment flam
Vehicles	pul 1 c	14/191		ner committed deve	pinent nows	2024 Vehicles	n-id c	AAVIP!		ner committed deve	opment now
То	Bridge Street (N2 North)	William St (R170)	Drogheda Rd (N2 South)	John Street	TOTALS	From	Bridge Street (N2 North)	William St (R170)	Drogheda Rd (N2 South)	John Street	TOTALS
et (N2 North		89	745	57	891	Bridge Street (N2 North)	0	0		0	5
St (R170)	67	0	304	61	432	William St (R170)	0	0	0	0	(
Rd (N2 South Street	725 65	275 51	71	99	1099 187	Drogheda Rd (N2 South) John Street	7 0	0		0	7
TALS	857	415	1120	217	2609	TOTALS	7	0		0	12
Light Vehicles		(surveyed flow		VITHOUT SUBJECT I or + interim dev. + c		2024 Heavy Vehicles		(surveyed flo	V ws + TII growth fact	VITHOUT SUBJECT I	
То	Bridge Street	William St	Drogheda Rd	John Street	TOTALS	То	Bridge Street	William St	Drogheda Rd	John Street	TOTALS
	(N2 North)	(R170)	(N2 South)			From	(N2 North)	(R170)	(N2 South)		
et (N2 North St (R170)	1374	2045	4128 1545	1969 1204	8142 4123	Bridge Street (N2 North) William St (R170)	71	99		66 42	626 171
Rd (N2 South		1406	0	560	5946	Drogheda Rd (N2 South)	437	31		23	491
Street	2133	1088	403	0	3624	John Street	56	39		0	111
TALS	7487	4539	6076	3733	21835	TOTALS	564	169	535	131	1399
Light				SUBJECT DEVELO	DMENT ELOWS	2024 Heavy				SUBJECT DEVELO	DMENT FLOWS
Vehicles	Duides Church	MIIII CA	Durch de Dd	3000201 021220		Vehicles	Duides Church	William St	Durahada Dd	SOURCE BETTER	
То	Bridge Street (N2 North)	William St (R170)	Drogheda Rd (N2 South)	John Street	TOTALS	From	Bridge Street (N2 North)	(R170)	Drogheda Rd (N2 South)	John Street	TOTALS
et (N2 North		0		0	711	Bridge Street (N2 North)	0	0		0	3
	Ü	0		U	/11		0			0	
St (R170)	0	0	261	0	261	William St (R170)	0	0	0	0	0
St (R170) Rd (N2 South Street	0 688	0 239	261 0	92 0	261 1019	William St (R170) Drogheda Rd (N2 South)	0 5	0	0		0 5
Rd (N2 South	0	0	261 0	0 92 0	261	William St (R170)	0	0	0 0	0	0 5
Rd (N2 South Street TALS	0 688 0	0 239 0	261 0 66 1038	92	261 1019 66 2057	William St (R170) Drogheda Rd (N2 South) John Street TOTALS	0 5 0	0 0	0 0 0 3	0 0 0	(5 (
Rd (N2 South Street	0 688 0	0 239 0 239	261 0 66 1038	0	261 1019 66 2057	William St (R170) Drogheda Rd (N2 South) John Street	0 5 0	0 0 0	0 0 0 3	0 0 0	C 5 C 8 MENT IN PLACE
Rd (N2 South Street TALS	688 0 688 Bridge Street	239 0 239 (surveyed + TII William St	261 0 66 1038 WITH:	0 92 SUBJECT DEVELOPN	261 1019 66 2057	William St (R170) Drogheda Rd (NZ South) John Street TOTALS 2024 Heavy Vehicles	0 5 0 5 5	0 0 0 0 0 (surveyed + TII	0 0 3 WITH:	0 0 0	C 5 C 8 MENT IN PLACE
Rd (N2 South Street TALS Light Vehicles	688 688 688 Bridge Street (N2 North)	0 239 0 239 (surveyed + TII William St (R170)	261 0 66 1038 WITH: growth + interim de Drogheda Rd (N2 South)	92 SUBJECT DEVELOPM ev. + committed dev John Street	261 1019 66 2057 MENT IN PLACE v. + subject dev.)	William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2024 Heavy Vehicles To	0 5 0 5 S	0 0 0 0 (surveyed + TII William St (R170)	0 0 3 WITH: growth + interim de Drogheda Rd (N2 South)	0 0 0 0 SUBJECT DEVELOPM ev. + committed dev	0 5 0 8 MENT IN PLACE r. + subject dev.
Rd (N2 South Street TALS Light Vehicles	688 688 688 Bridge Street (N2 North)	239 0 239 (surveyed + TII William St	261 0 66 1038 WITH: growth + interim de (N2 South) 4839	92 SUBJECT DEVELOPMEN. + committed dev	261 1019 66 2057 MENT IN PLACE 7. + subject dev.)	William St (R170) Drogheda Rd (NZ South) John Street TOTALS 2024 Heavy Vehicles	0 5 0 5 5	0 0 0 0 0 (surveyed + TII	0 0 3 WITH: growth + interim de (N2 South) 464	0 0 0 SUBJECT DEVELOPA ev. + committed dev John Street 66	0 5 0 8 8 MENT IN PLACE dev. + subject dev TOTALS 629
Ad (N2 South Street TALS Light Vehicles To et (N2 North 1 St (R170) Rd (N2 South	688 688 688 Bridge Street (N2 North) 1374 4668	0 239 0 239 (surveyed + TII William St (R170) 2045 0 1645	261 0 66 1038 WITH: growth + interim de Drogheda Rd (N2 South) 4839 1806	92 SUBJECT DEVELOPM ev. + committed dev John Street 1969	261 1019 66 2057 MENT IN PLACE v. + subject dev.) TOTALS 8853 4384 6965	William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2024 Heavy Vehicles To From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South)	0 5 0 5 5 5 5 5 5 6 6 6 6	(surveyed + Til William St (R170)	growth - interim de Drogheda Rd (N2 South) 464 58	0 0 0 0 SUBJECT DEVELOPM Ev. + committed dev John Street 66 42 23	00 5 00 8 MENT IN PLACE 7. + subject dev TOTALS 629 171 496
Rd (N2 South Street TALS Light Vehicles To et (N2 North a St (R170) Rd (N2 South	688 0 688 0 688 0 688 0 0 0 0 0 0 0 0 0	0 239 0 239 C 239 C 239 C 239 C 239 C 239 C 247 C 2045 C 2	261 0 66 1038 with 11 growth + interim de 0 0 4839 1806 0 469	SUBJECT DEVELOPM 2v. + committed dev John Street 1969 1204 652	261 1019 66 2057 MENT IN PLACE 7. + subject dev.) TOTALS 8853 4384 6965 3690	William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2024 Heavy Vehicles To From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street	S S S S S S S S S S	(surveyed + TII William St (R170) 99 0 31	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SUBJECT DEVELOPMENT AND ADMINISTRATE G66 42 23 0	MENT IN PLACE TOTALS 629 171 496
Rd (N2 South Street TALS Light Vehicles To et (N2 North 15 t (R170) Rd (N2 South Street TALS	688 688 688 Bridge Street (N2 North) 1374 4668	0 239 0 239 (surveyed + TII William St (R170) 2045 0 1645	261 0 666 1038 with: growth + interim de Drogheda Rd (N2 South) 1806 469 7114	SUBJECT DEVELOPM 2V. + committed dev John Street 1969 1204 652 0 3825	261 1019 66 2057 MENT IN PLACE + subject dev.) TOTALS 8853 4384 6965 3690 23892	William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2024	0 5 0 5 5 5 5 5 5 6 6 6 6	(surveyed + Til William St (R170)	0 0 0 3 3 WITH: growth + interim de (N2 South) 464 588 0 16 538	O O SUBJECT DEVELOPM John Street 66 42 23 0 131	C C S S 8 8 8 8 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Rd (N2 South Street TALS Light Vehicles To et (N2 North a St (R170) Rd (N2 South Street TALS Light	688 0 688 0 688 0 688 0 0 0 0 0 0 0 0 0	0 239 0 239 239 (surveyed + TII William St (R170) 2045 1088 4778	261 0 66 1038 WITH: growth + interim de (N2 South) 4839 1806 0 469 7114	SUBJECT DEVELOPM ev. + committed dev John Street 1969 1204 652 0 3825	261 1019 66 2057 MENT IN PLACE 6. + subject dev.) TOTALS 8853 4384 6965 3690 23892	William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2024 Heavy Vehicles To From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS	S S S S S S S S S S	(surveyed + TII William St (R170) 99 0 31 39	with the interim de (N2 South) 464 588 0 16 538	SUBJECT DEVELOPMENT. + committed dev John Street 66 42 23 131	MENT IN PLACE MENT IN PLACE TOTALS 629 171 496 111 1407
Rd (N2 South Street TALS Light Vehicles To et (N2 North 15 t (R170) Rd (N2 South Street TALS	688 0 688 0 688 0 688 0 0 0 0 0 0 0 0 0	0 239 0 239 239 (surveyed + TII William St (R170) 2045 1088 4778	261 0 66 1038 WITH: growth + interim de (N2 South) 4839 1806 0 469 7114	92 SUBJECT DEVELOPM 2v. + committed dev John Street 1969 1204 652 3825 WITHOUT SUBJECT to or + interim dev. +	261 1019 66 2057 MENT IN PLACE 7 - Subject dev.) TOTALS 8853 4384 6965 3690 23892 DEVELOPMENT committed dev.)	William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2024 Heavy Vehicles To From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS	S S S S S S S S S S	(surveyed + TII William St (R170) 99 0 31 39	0 0 0 3 3 WITH: growth + interim de (N2 South) 464 588 0 16 538	SUBJECT DEVELOPM O O SUBJECT DEVELOPM EV. + committed dev John Street 66 42 23 0 131 WITHOUT SUBJECT or + interim dev. + +	MENT IN PLACE MENT IN PLACE TOTALS 629 171 499 111 1407 DEVELOPMENT
Rd (N2 South Street TTALS Light Vehicles To et (N2 North St (R170) Rd (N2 South Street TTALS Light Vehicles To	688 688	(surveyed + Til William St (R170) 2045 0 1645 1088 4778 (surveyed flow	261 0 66 1038 WITH: growth+interim de Drogheda Rd (N2 South) 4839 1806 0 469 7114 ws+Til growth fact Drogheda Rd (N2 South)	92 SUBJECT DEVELOPM V. + committed dev John Street 1969 1204 652 0 3825 WITHOUT SUBJECT to r + interim dev. + c	261 1019 666 2057 MENT IN PLACE 7 + Subject dev.) TOTALS 8853 4384 6965 3690 23892 DEVELOPMENT OFFINITE dev.) TOTALS	William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2024 Heavy Vehicles To From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2029 Heavy Vehicles To From	Bridge Street (N2 North)	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	growth - interim de progheda Rd (N2 South) 464 588 0 16 538	SUBJECT DEVELOPM O O SUBJECT DEVELOPM EV. + committed dev John Street 66 42 23 0 131 WITHOUT SUBJECT or + interim dev. + committed	TOTALS CONTROL TOTALS AMENT IN PLACE AMENT IN PLACE TOTALS TOTALS 171 496 111 1407 DEVELOPMENT TOTALS
Rd (N2 South Street TTALS Light Vehicles To et (N2 North Street TTALS Light Vehicles To et (N2 North Street TTALS Light Vehicles To et (N2 North Street TTALS Light Vehicles To	688 688 688 Bridge Street (N2 North) 1374 4668 2133 8175 Bridge Street (N2 North)	(surveyed + Til William St (R170) 2045 0 1645 1088 4778 (surveyed flow William St (R170) 2194	261 0 66 1038 WITH: growth + interim de Progheda Rd (N2 South) 4839 1806 0 469 7114 vs+Til growth factr Progheda Rd (N2 South) 4836	SUBJECT DEVELOPM John Street 1969 1204 652 3825 VITHOUT SUBJECT or + interim dev. + committed the value of the committed o	261 1019 666 2057 MENT IN PLACE A subject dev.) TOTALS 8853 4384 6965 3690 23892 DEVELOPMENT TOMMITTED TOTALS 8666	William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2024 Heavy Vehicles To From Bridge Street (N2 North) William St (R170) Drogheda Rd (N2 South) John Street TOTALS 2029 Heavy Vehicles To From Bridge Street (N2 North)	S S S S S S S S S S	(surveyed +Till (surveyed +Till William St (R170) 99 0 169 (surveyed flor William St (R170) 118	on on one of the control of the cont	SUBJECT DEVELOPA 2v. + committed dev John Street 66 42 23 31 131 WITHOUT SUBJECT 1 or + interim dev. + c John Street	TOTALS CEPTON MEMORY TOTALS CEPTON MEMORY TOTALS CEPTON MEMORY TOTALS CEPTON MEMORY TOTALS TOTALS
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2018	AM Peak	(08:30-09:30)		SURVEYED T	RAFFIC FLOWS	2018	PM Peak	(17:45-18:45)		SURVEYED 1	RAFFIC FI
	То	Drogheda Rd	Cherrybrook	Drogheda Rd	TOTALS		То	Drogheda Rd	Cherrybrook	Drogheda Rd	TOTA
From Frogheda R	Rd (N2 North)	(N2 North)	Estate 20	(N2 South) 381	401	Prom Drogheda R	d (N2 North)	(N2 North)	Estate 46	(N2 South) 407	
Cherrybr	ook Estate	56	0	15	71	Cherrybro	ook Estate	30	0	24	
	Rd (N2 South)	344	11	0	355		d (N2 South)	450	30	0	
10	TALS	400	31	396	826	10	TALS	480	76	431	
2022	AM Peak			Interim deve	elopment flows	2022	PM Peak			Interim deve	elopment
	То	Drogheda Rd	Cherrybrook	Drogheda Rd	TOTALS	5	То	Drogheda Rd	Cherrybrook	Drogheda Rd	TOTA
From Progheda R	Rd (N2 North)	(N2 North)	Estate 0	(N2 South)	3	From Drogheda R	d (N2 North)	(N2 North)	Estate 0	(N2 South)	
	ook Estate	0	0	0	0		ook Estate	0	0	0	
	TALS	8 8	0	0 3	8 11		d (N2 South)	1 1	0	0	
10	TALS	0	U	3	11	10	IALS	1	U	1	
2022	AM Peak		(surveyed flows	BASELINE T + TII growth factor -	RAFFIC FLOWS	2022	PM Peak		(surveyed flows	BASELINE T + TII growth factor	
	То	Drogheda Rd	Cherrybrook	Drogheda Rd	TOTALS		То	Drogheda Rd	Cherrybrook	Drogheda Rd	TOTA
From	1 (112 11 11)	(N2 North)	Estate	(N2 South)		From	1/200 21 211	(N2 North)	Estate	(N2 South)	1017
	Rd (N2 North) rook Estate	0 59	21 0	407 16	428 75		d (N2 North) ook Estate	32	49 0	433 25	
	Rd (N2 South)	373	12	0	385		d (N2 South)	478	31	0	
TO	TALS	432	33	423	888	TO	ΓALS	510	80	458	1
2024	AM Peak		Oth	er committed deve	lopment flows	2024	PM Peak		Oth	er committed deve	elopment
	То	Drogheda Rd	Cherrybrook	Drogheda Rd	TOTALS		То	Drogheda Rd	Cherrybrook	Drogheda Rd	TOTA
From	Rd (N2 North)	(N2 North)	Estate	(N2 South)		From Drogheda B	d (N2 North)	(N2 North)	Estate	(N2 South)	
-	ook Estate	0	0	41 0	41 0		d (N2 North) ook Estate	0	0	50	
	Rd (N2 South)	39	0	0	39		d (N2 South)	56	0	0	
TO'	TALS	39	0	41	80	TO	ΓALS	56	0	50	
2024	AM Peak	-		VITHOUT SUBJECT I		2024	PM Peak	-		VITHOUT SUBJECT I	
	То	Orogheda Rd	ed flows + TII growt Cherrybrook	th + interim dev. + o			То	Orogheda Rd	cherrybrook	th + interim dev. + o Drogheda Rd	
From		(N2 North)	Estate	(N2 South)	TOTALS	From		(N2 North)	Estate	(N2 South)	TOTA
	Rd (N2 North)	0	22	460	482		d (N2 North)	0	51	496	
	ook Estate Rd (N2 South)	61 423	0 12	16 0	77 435		d (N2 South)	33 548	32	26	
	TALS	484	34	476	994		TALS	581	83	522	1
From	То	Drogheda Rd (N2 North)	Cherrybrook Estate	Drogheda Rd (N2 South)	TOTALS	From	То	Drogheda Rd (N2 North)	Cherrybrook Estate	Drogheda Rd (N2 South)	TOTA
	Rd (N2 North) rook Estate	0	0	41 0	41 0		d (N2 North) ook Estate	0	0	66 0	
	Rd (N2 South)	37	0	0	37		d (N2 South)	77	0	0	
TO'	TALS	37	0	41	78	TO	TALS	77	0	66	
2024	AM Peak			SUBJECT DEVELOPN		2024	PM Peak			SUBJECT DEVELOPN	
	То	Drogheda Rd	Cherrybrook	Drogheda Rd	TOTALS		То	Drogheda Rd	Cherrybrook	Drogheda Rd	TOTA
From		(N2 North)	Estate	(N2 South)		From		(N2 North)	Estate	(N2 South)	1017
-	Rd (N2 North) rook Estate	0 61	22 0	501	523		d (N2 North)	0	51	562	
Drogheda R							ook Estate	33	0		
TO		460	12	16 0	77 472		d (N2 South)	625	32	26 0	
10	TALS					Drogheda R				26	1
2029		460 521	12 34	0 517 VITHOUT SUBJECT D	472 1072 DEVELOPMENT	Drogheda R	d (N2 South)	625 658	32 83 v	26 0 588 VITHOUT SUBJECT I	DEVELOP
	TALS	460 521 (survey	12 34 Wed flows + Til growt Cherrybrook	0 517 WITHOUT SUBJECT II th + interim dev. + c Drogheda Rd	472 1072 DEVELOPMENT committed dev.)	Drogheda R	rals	625 658 (survey	32 83 v ed flows + TII grow Cherrybrook	26 0 588 WITHOUT SUBJECT I th + interim dev. + o Drogheda Rd	DEVELOPI committee
2029 From	AM Peak	460 521 (survey Drogheda Rd (N2 North)	12 34 Wed flows + TII growt Cherrybrook Estate	0 517 WITHOUT SUBJECT II th + interim dev. + c Drogheda Rd (N2 South)	1072 DEVELOPMENT committed dev.) TOTALS	Drogheda R TO	rALS PM Peak To	625 658 (survey Drogheda Rd (N2 North)	32 83 v ed flows + TII grow Cherrybrook Estate	26 0 588 WITHOUT SUBJECT I th + interim dev. + o Drogheda Rd (N2 South)	DEVELOPI committee
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TRAFFICE	SURVEYED		AADT	2018 Heavy	RAFFIC FLOWS	SURVEYED		AADT	Light
	Drogheda Rd	Cherrybrook	Drogheda Rd	Vehicles To		Drogheda Rd	Cherrybrook	Drogheda Rd	Vehicles To
TOTA	(N2 South)	Estate	(N2 North)	From	TOTALS	(N2 South)	Estate	(N2 North)	
	429	0	2	Drogheda Rd (N2 North) Cherrybrook Estate	4422 538	4046 163	376 0	375	a Rd (N2 North) brook Estate
		1	394	Drogheda Rd (N2 South)	3902	0	154	3748	a Rd (N2 South)
	429	2	396	TOTALS	8862	4209	530	4123	TOTALS
elopment	Interim dev			2022 Heavy Vehicles	elopment flows	Interim deve			Light Vehicles
TOTA	Drogheda Rd	Cherrybrook	Drogheda Rd	То	TOTALS	Drogheda Rd	Cherrybrook	Drogheda Rd	To
	(N2 South)	Estate 0	(N2 North)	Prom Drogheda Rd (N2 North)	19	(N2 South)	Estate 0	(N2 North)	a Rd (N2 North)
	0	0	0	Cherrybrook Estate	0	0	0	0	brook Estate
		0	1 1	Drogheda Rd (N2 South) TOTALS	27 46	0 19	0	27 27	a Rd (N2 South)
		U	1					21	
	# TII growth factor	(surveyed flows		2022 Heavy Vehicles	+ interim flows)	+ TII growth factor	(surveyed flows		Light Vehicles
TOTA	Drogheda Rd	Cherrybrook	Drogheda Rd	То	TOTALS	Drogheda Rd	Cherrybrook	Drogheda Rd	То
	(N2 South) 496	Estate 1	(N2 North)	Prom Drogheda Rd (N2 North)	4709	(N2 South) 4310	Estate 399	(N2 North)	a Rd (N2 North)
	0	0	2	Cherrybrook Estate	571	173	0	398	brook Estate
	0 496	1 2	455 457	Drogheda Rd (N2 South) TOTALS	4165 9445	0 4483	163 562	4002 4400	a Rd (N2 South)
	430	2	737	Heavy	J-17J	-11 03	302	4-00	Light
elopment	ner committed dev		Desait / ==	Vehicles	elopment flows	er committed deve		D /	Vehicles
TOTA	Drogheda Rd (N2 South)	Cherrybrook Estate	Drogheda Rd (N2 North)	From	TOTALS	Drogheda Rd (N2 South)	Cherrybrook Estate	Drogheda Rd (N2 North)	То
	2	0	0	Drogheda Rd (N2 North)	532	532	0	0	a Rd (N2 North)
	0	0	0 5	Cherrybrook Estate Drogheda Rd (N2 South)	0 E10	0	0	510	brook Estate a Rd (N2 South)
			5	TOTALS	510 1042	532	0	510 510	TOTALS
DEVELOP	VITHOUT SUBJECT	v		Heavy	DEVELOPMENT	VITHOUT SUBJECT I			Light
	th + interim dev. +	ed flows + TII grow		Vehicles		th + interim dev. + o	ed flows + TII grow		Vehicles
TOTA	Drogheda Rd (N2 South)	Cherrybrook Estate	Drogheda Rd (N2 North)	From	TOTALS	Drogheda Rd (N2 South)	Cherrybrook Estate	Drogheda Rd (N2 North)	То
			0	Drogheda Rd (N2 North)	5381	4970	411	0	a Rd (N2 North)
	0	0	2	Cherrybrook Estate	588	178	0	410	brook Estate
1	534	1 2	494 496	Drogheda Rd (N2 South) TOTALS	4798 10767	5148	168 579	4630 5040	a Rd (N2 South) TOTALS
TOTA	Drogheda Rd (N2 South)	Cherrybrook Estate	Drogheda Rd (N2 North)	From Drogheda Rd (N2 North)	TOTALS	(N2 South)	Cherrybrook Estate	Drogheda Rd (N2 North)	То
		0	0		443	443	0		
1	0	0	0	Cherrybrook Estate	0	0		0	a Rd (N2 North) brook Estate
	0		0	Cherrybrook Estate Drogheda Rd (N2 South)	425	0	0	0 425	brook Estate a Rd (N2 South)
	0	0	0	Cherrybrook Estate Drogheda Rd (N2 South) TOTALS	425 868	0 443	0 0 0	0	rbrook Estate a Rd (N2 South) TOTALS
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MENT IN P	0 SUBJECT DEVELOPPI interim + committee Drogheda Rd (N2 South)	0 WITH: eyed + Til growth + Cherrybrook Estate	0 3 3 (surve Drogheda Rd (N2 North) 0 2	Cherrybrook Estate Drogheda Rd (N2 South) TOTALS 2024 Heavy Vehicles To From Drogheda Rd (N2 North) Cherrybrook Estate	425 868 MENT IN PLACE d + subject dev.) TOTALS 5824 588	0 443 SUBJECT DEVELOPN Interim + committee Drogheda Rd (N2 South)	0 0 WITH: eyed + Til growth + Cherrybrook Estate 411	0 425 425 425 (surve Drogheda Rd (N2 North) 0 410	brook Estate a Rd (N2 South) TOTALS Light Vehicles To a Rd (N2 North)
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2016	4 D	100.20 00			DAFFIC -: -: -:	24:-	D1.5	(47.45.45 :=:			
2018 AN	1 Peak To	(08:30-09:30) Drogheda Rd	Bridgegate	SURVEYED T	RAFFIC FLOWS	2018	PM Peak To	(17:45-18:45) Drogheda Rd	Bridgegate	SURVEYED T	
rom		(N2 North)	Access	(N2 South)	TOTALS	From		(N2 North)	Access	(N2 South)	TOTALS
ogheda Rd (N2		0	0	402	402	_	d (N2 North)	0	0		4
Bridgegate Aco ogheda Rd (N2		0 424	0		0 424		te Access d (N2 South)	0 469	0		4
TOTALS	,	424	0		825		TALS	469	0		9
2022 AN	1 Peak			Interim deve	lopment flows	2022	PM Peak			Interim deve	elopment flo
	То	Drogheda Rd	Bridgegate	Drogheda Rd	TOTALS		То	Drogheda Rd	Bridgegate	Drogheda Rd	TOTALS
From ogheda Rd (N2		(N2 North)	Access	(N2 South)		From	d (ALZ AL - wh)	(N2 North)	Access	(N2 South)	TOTAL
Bridgegate Ac		0	0	3 0	3		d (N2 North) te Access	0	0		
ogheda Rd (N2		8	0	0	8	Drogheda R	d (N2 South)	1	0		
TOTALS		8	0	3	11	10	TALS	1	0	1	
2022 AN	1 Peak			+ TII growth factor +	RAFFIC FLOWS interim flows)	2022	PM Peak			# TII growth factor	
From	То	Drogheda Rd (N2 North)	Bridgegate Access	Drogheda Rd (N2 South)	TOTALS	From	То	Drogheda Rd (N2 North)	Bridgegate Access	Drogheda Rd (N2 South)	TOTAL
rogheda Rd (N2	North)	0	0	429	429		d (N2 North)	0	0	472	4
Bridgegate Acc		0	0	0	0		te Access	0	0		
rogheda Rd (N2 TOTALS	South)	457 457	0	429	457 886		d (N2 South)	499 499	0		9
2024	1 Peak					2024	DNA Darah		Qu)		
2024 AN	То	Drogheda Rd	Bridgegate	Drogheda Rd		2024	PM Peak To	Drogheda Rd	Bridgegate	Drogheda Rd	
From	_	(N2 North)	Access	(N2 South)	TOTALS	From		(N2 North)	Access	(N2 South)	TOTAL
rogheda Rd (N2		0	44	16	60	_	d (N2 North)	0	73	10	
Bridgegate Aco rogheda Rd (N2		92 15	24	25 0	117 39		te Access d (N2 South)	50 10	0 46	40	
TOTALS		107	68	41	216		TALS	60	119	50	2
2024 AN	1 Peak			VITHOUT SUBJECT D		2024	PM Peak			VITHOUT SUBJECT I	
	То	Drogheda Rd	Bridgegate	th + interim dev. + c Drogheda Rd	TOTALS		То	Drogheda Rd	Bridgegate	th + interim dev. + c Drogheda Rd	TOTAL
From		(N2 North)	Access	(N2 South)		From		(N2 North)	Access	(N2 South)	
rogheda Rd (N2 Bridgegate Ac		92	44	457 25	501 117	_	d (N2 North) te Access	50	73	496 40	5
rogheda Rd (N2		486	24	0	510		d (N2 South)	523	46	0	5
TOTALS		578	68	482	1128	TO ⁻	TALS	573	119	536	12
2024 AN	1 Peak			SUBJECT DEVELOR	PMENT FLOWS	2024	PM Peak			SUBJECT DEVELO	PMENT FLO
From	То	Drogheda Rd (N2 North)	Bridgegate Access	Drogheda Rd (N2 South)	TOTALS	From	То	Drogheda Rd (N2 North)	Bridgegate Access	Drogheda Rd (N2 South)	TOTALS
rogheda Rd (N2		0	68	0	68	Drogheda R	d (N2 North)	0	121	0	1
Bridgegate Aco rogheda Rd (N2		153 0	37	41 0	194 37		te Access d (N2 South)	83	77	66	1
TOTALS	,	153	105	41	299		TALS	83	198	66	3
2024 AN	1 Peak	(supra		SUBJECT DEVELOPN		2024	PM Peak	(eurosa		SUBJECT DEVELOPN	
	То	Drogheda Rd	Bridgegate	Drogheda Rd	TOTALS		То	Drogheda Rd	Bridgegate	Drogheda Rd	TOTAL
From		(N2 North)	Access	(N2 South)		From		(N2 North)	Access	(N2 South)	
rogheda Rd (N2 Bridgegate Ac		245	112 0	457 66	569 311		d (N2 North) te Access	133	194 0	496 106	2
rogheda Rd (N2		486	61	0	547		d (N2 South)	523	123	0	
TOTALS	,										
		731	173	523	1427	TO ⁻	TALS	656	317	602	
2029 AN	1 Peak	731	١	VITHOUT SUBJECT D	DEVELOPMENT	2029	PM Peak		v	VITHOUT SUBJECT (15 DEVELOPM
	1 Peak	731 (surveye	١	viTHOUT SUBJECT D th + interim dev. + c	DEVELOPMENT ommitted dev.)			(surveye	v	VITHOUT SUBJECT (th + interim dev. + c Drogheda Rd	DEVELOPM committed
From	То	(surveyor Drogheda Rd (N2 North)	ed flows + TII grow Bridgegate Access	vithout subject of th + interim dev. + c Drogheda Rd (N2 South)	DEVELOPMENT ommitted dev.)	2029 From	PM Peak	(surveye Drogheda Rd (N2 North)	wed flows + TII growt Bridgegate Access	vithout subject of th + interim dev. + c Drogheda Rd (N2 South)	DEVELOPM committed
From	To North)	(surveyor Drogheda Rd (N2 North)	ed flows + TII grow Bridgegate Access 44	vithout subject of th + interim dev. + c Drogheda Rd (N2 South)	DEVELOPMENT ommitted dev.) TOTALS	2029 From Drogheda R	PM Peak	Orogheda Rd (N2 North)	ed flows + TII grown Bridgegate Access 73	vithout subject to th + interim dev. + c Drogheda Rd (N2 South)	DEVELOPM committed
From rogheda Rd (N2 Bridgegate Ac rogheda Rd (N2	North)	(survey) Drogheda Rd (N2 North) 0 92 521	Bridgegate Access 44 0 24	th + interim dev. + c Drogheda Rd (N2 South) 491 25	TOTALS 535 117 545	From Drogheda R Bridgega Drogheda R	PM Peak To d (N2 North) tte Access d (N2 South)	(surveyor Drogheda Rd (N2 North) 0 50 562	wed flows + TII growt Bridgegate Access 73 0 46	viTHOUT SUBJECT II th + interim dev. + o Drogheda Rd (N2 South) 533 40	TOTAL
From rogheda Rd (N2 Bridgegate Acc	North)	(surveyor Drogheda Rd (N2 North) 0 92	Bridgegate Access 44 0 24 68	th + interim dev. + c Drogheda Rd (N2 South) 491 25 0 516	DEVELOPMENT Ommitted dev.) TOTALS 535 117 545 1197	From Drogheda R Bridgega Drogheda R	PM Peak To d (N2 North) tte Access	Orogheda Rd (N2 North)	Bridgegate Access 73 0 46 119	th + interim dev. + c Drogheda Rd (N2 South) 533 40 0 573	TOTAL 6 13
From rogheda Rd (N2 Bridgegate Acc rogheda Rd (N2 TOTALS	North) cess South)	(survey Drogheda Rd (N2 North) 92 521 613	Bridgegate Access 44 0 24 68 WITH	without subject to the interim dev. + c Drogheda Rd (N2 South) 491 25 0 516 SUBJECT DEVELOPM interim + committee	TOTALS 535 117 545 1197	From Drogheda R Bridgega Drogheda R	PM Peak To d (N2 North) tte Access d (N2 South) FALS PM Peak	(surveyed North) Drogheda Rd (N2 North) 0 50 562 612	Wed flows + TII growth Bridgegate Access 73 0 46 119 WITH 5	virihout subject to the interim dev. + c Drogheda Rd (N2 South) 533 40 0 573 Subject Developm interim + committee	TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL
From rogheda Rd (N2 Bridgegate Act rogheda Rd (N2 TOTALS 2029 AN	North) cess South)	(survey) Drogheda Rd (N2 North) 92 521 613	Bridgegate Access 44 0 24 68	th + interim dev. + c Drogheda Rd (N2 South) 491 25 0 516	TOTALS 535 117 545 1197	From Drogheda R Bridgege Drogheda R TO	PM Peak To d (N2 North) te Access d (N2 South) TALS	(surveyor Drogheda Rd (N2 North) 0 50 562 612	Bridgegate Access 73 0 46 119	th + interim dev. + c Drogheda Rd (N2 South) 533 40 0 573 SUBJECT DEVELOPM	TOTAL 6 13 MENT IN PLA
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From rogheda Rd (N2 Bridgegate Actrogheda Rd (N2 TOTALS 2029 AN From rogheda Rd (N2 Bridgegate Actrogheda Rd (N2 Bridgegate Actrogh	North) cess South) I Peak To North) cess	(survey Drogheda Rd (N2 North) 92 521 613 (survey Orogheda Rd (N2 North) 0 245	Bridgegate Access 44 0 24 68 WITH Wed + Till growth + Bridgegate Access 112	without subject to th + interim dev. + cc Drogheda Rd (N2 South) 491 25 0 516 SUBJECT DEVELOPM interim + committee Drogheda Rd (N2 South)	TOTALS 535 117 545 1197 SHENT IN PLACE of subject dev.) TOTALS 603 311	From Drogheda R Bridgege Drogheda R TO' 2029 From Drogheda R Bridgege	PM Peak To d (N2 North) tte Access d (N2 South) TALS PM Peak To d (N2 North) tte Access	Usurvey Drogheda Rd (N2 North) 50 562 612 Usurvey U	Wed flows + Til grown Bridgegate Access 73 0 46 119 with s yed + Til growth + i Bridgegate Access 194 0	virihout subject to the interim dev. + c Drogheda Rd (N2 South) 533 40 573 SUBJECT DEVELOPM Interim + committee Drogheda Rd (N2 South) 533 106	TOTAL MENT IN PL d + subject TOTAL
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From TOTALS 2029 AN From TOTALS 2029 AN From TOTALS 2039 AN From TOTALS	To North) Less South) If Peak To North) If Peak To North) If Peak To North) If Peak To North) If Peak To North)	Complete Rd (N2 North)	Bridgegate Access 44 68 WITH Bridgegate Access 112 61 173 Access Bridgegate Access 112 62 64 65 61 67 67 68 WITH Wed + Till growth 44 68 WITH Bridgegate Access 44 68 WITH Bridgegate Access	without subject to the interim dev. + c Corporated Rd (N2 South) 25 30 516 Subject Develope Rd (N2 South) 491 666 0 557 WITHOUT SUBJECT C the interim dev. + c Corporated Rd (N2 South) 529 554 Subject Develope Rd (N2 South) 529 554 Subject Develope Rd (N2 South)	DEVELOPMENT COMMITTED TO TOTALS 117 545 1197 545 1197 TOTALS 603 311 582 1496 DEVELOPMENT COMMITTED TOTALS 573 117 585 1275 DENT IN PLACE 1+ subject dev.) TOTALS	From Drogheda R Bridgege Drogheda R TO' 2029 From Drogheda R Bridgege Drogheda R TO' 2039 From Drogheda R TO' 2039 From Drogheda R TO' 2039 From Drogheda R TO' 2039	PM Peak To d (N2 North) te Access d (N2 South) TALS PM Peak To d (N2 North) te Access d (N2 South) TALS PM Peak To d (N2 North) te Access d (N2 South) To d (N2 North) te Access d (N2 South) TO TO PM Peak To PM Peak To	Survey	Bridgegate Access 73 0 46 119 With 45 Bridgegate Access 194 0 123 317 Wed flows + Til growth + I Bridgegate Access 194 123 317 Wed flows + Til growth + I Bridgegate Access 73 46 119 With 5 Bridgegate Access 846 119 With 6 Bridgegate Access	virihout subject to the interim dev. + c Drogheda Rd (N2 South) 533 400 573 Subject Developen interim + committee Drogheda Rd (N2 South) 533 106 639 VITHOUT SUBject Copen C	155 DEVELOPM TOTAL E 133 134 14 + subject TOTAL 7 16 16 17 18 18 18 19 19 19 19 19 19 19 19 19 19 19 19 19
From ogheda Rd (N2 TOTALS 2029 AN From ogheda Rd (N2 Bridgegate Acc ogheda Rd (N2 TOTALS 2039 AN From ogheda Rd (N2 TOTALS	North)	731 (survey Drogheda Rd (N2 North) 92 521 613 (surve Drogheda Rd (N2 North) 0 245 521 766 (survey Drogheda Rd (N2 North) 0 92 561 653 (survey Drogheda Rd (N2 North) 0 92 561 653	Bridgegate Access 44 68 With Bridgegate Access 112 61 173 Bridgegate Access 124 62 63 With Bridgegate Access 44 64 68 With Bridgegate Access 44 68 With Bridgegate Access 141 173	WITHOUT SUBJECT Et + interim dev. + c Drogheda Rd (N2 South) 491 25 0 516 SUBJECT DEVELOPM interim + committee Drogheda Rd (N2 South) 491 666 0 557 WITHOUT SUBJECT Et + interim dev. + c Drogheda Rd (N2 South) 529 25 554 SUBJECT DEVELOPM interim + committee Drogheda Rd (N2 South) 529 554	DEVELOPMENT COMMITTED TO TOTALS 117 545 117 545 1197 TOTALS TOTALS 603 311 582 1496 DEVELOPMENT COMMITTED TOTALS 573 117 585 1275 TOTALS HENT IN PLACE 64 subject dev.) TOTALS 573 117 585 1275	From Drogheda R TO 2029 From Drogheda R TO 2029 From Drogheda R TO 2039 From Drogheda R TO 2039 From Drogheda R TO 2039 From Drogheda R TO Companies A T	PM Peak To d (N2 North) te Access d (N2 South) TALS PM Peak To d (N2 North) te Access d (N2 South) TALS PM Peak To d (N2 North) te Access d (N2 South) To d (N2 North) te Access d (N2 South) To d (N2 North) te Access d (N2 South) To d (N2 North)	Usurvey Drogheda Rd (N2 North) 50 562 612 Csurvey Drogheda Rd (N2 North) 0 133 562 695 Csurvey Drogheda Rd (N2 North) 0 607 657 Csurvey Csu	Bridgegate Access 73 46 119 With s Pridgegate Access 194 6 123 317 Water of the service of the servic	INTHOUT SUBJECT OF the Hinterim dev. + c Progheda Rd (N2 South) SUBJECT DEVELOPM (N2 South) 533 440 573 SUBJECT DEVELOPM (N2 South) 533 106 639 WITHOUT SUBJECT OF the Hinterim dev. + c Progheda Rd (N2 South) 575 40 615 SUBJECT DEVELOPM (N2 South) 615 SUBJECT DEVELOPM (N2 South) 675 575 SUBJECT DEVELOPM (N2 South) 675 SUBJECT DEVELOPM (N2 South) 575 SUBJECT DEVELOPM (N2 South)	15 DEVELOPM TOTAL (
From rogheda Rd (N2 Bridgegate Act rogheda Rd (N2 TOTALS 2029 AN From rogheda Rd (N2 Bridgegate Act rogheda Rd (N2 TOTALS 2039 AN From rogheda Rd (N2 TOTALS 2039 AN TOTALS TOTALS AN TOTALS AN TOTALS	To North) North) North	Complete Rd (N2 North)	Bridgegate Access 44 68 WITH Bridgegate Access 112 61 173 Access Bridgegate Access 112 62 64 65 61 67 67 68 WITH Wed + Till growth 44 68 WITH Bridgegate Access 44 68 WITH Bridgegate Access	without subject to the interim dev. + c Corporated Rd (N2 South) 25 30 516 Subject Develope Rd (N2 South) 491 666 0 557 WITHOUT SUBJECT C the interim dev. + c Corporated Rd (N2 South) 529 554 Subject Develope Rd (N2 South) 529 554 Subject Develope Rd (N2 South)	DEVELOPMENT COMMITTED TO TOTALS 117 545 1197 545 1197 TOTALS 603 311 582 1496 DEVELOPMENT COMMITTED TOTALS 573 117 585 1275 DENT IN PLACE 1+ subject dev.) TOTALS	From Drogheda R Bridgege Drogheda R TO 2029 From Drogheda R TO 2039 From Drogheda R TO 2039 From Drogheda R TO 2039 From Drogheda R TO Bridgege Drogheda R TO	PM Peak To d (N2 North) te Access d (N2 South) TALS PM Peak To d (N2 North) te Access d (N2 South) TALS PM Peak To d (N2 North) te Access d (N2 South) To d (N2 North) te Access d (N2 South) TO TO PM Peak To PM Peak To	Survey	Bridgegate Access 73 0 46 119 With 45 Bridgegate Access 194 0 123 317 Wed flows + Til growth + I Bridgegate Access 194 123 317 Wed flows + Til growth + I Bridgegate Access 73 46 119 With 5 Bridgegate Access 846 119 With 6 Bridgegate Access	virihout subject to the interim dev. + c Drogheda Rd (N2 South) 533 400 573 Subject Developen interim + committee Drogheda Rd (N2 South) 533 106 639 VITHOUT SUBject Copen C	1: DEVELOPM TOTAL (

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2039	PM Peak	(surve		SUBJECT DEVELOPN	
From	То	Drogheda Rd (N2 North)	Bridgegate Access	Drogheda Rd (N2 South)	TOTALS
Drogheda Ro	d (N2 North)	0	194	575	769
Bridgega	te Access	133	0	106	239
Drogheda Re	d (N2 South)	607	123	0	730
TOT	ALS	740	317	681	1738

Light						Heavy	_			
Vehicles	AADT Drogheda Rd	Bridgegate	SURVEYED T	RAFFIC FLOWS		Vehicles To	AADT Drogheda Rd	Bridgegate	SURVEYED T	
From	(N2 North)	Access	(N2 South)	TOTALS	From		(N2 North)	Access	(N2 South)	TOTA
rogheda Rd (N2 North) Bridgegate Access	0	0	4472	4472 0	Drogheda Rd (N Bridgegate A		0	0	429 0	•
ogheda Rd (N2 South)		0	0	4268	Drogheda Rd (N		393	0	0	:
TOTALS	4268	0	4472	8740	TOTALS	5	393	0	429	
2022 Light Vehicles			Interim deve	elopment flows		Heavy Vehicles			Interim deve	elopment
То	Drogheda Rd (N2 North)		Drogheda Rd	TOTALS		То	Drogheda Rd	Bridgegate	Drogheda Rd	TOTA
From ogheda Rd (N2 North)		Access 0	(N2 South) 19	19	From Drogheda Rd (N	I2 North)	(N2 North)	Access	(N2 South)	
Bridgegate Access	0	0	0	0	Bridgegate A		0	0	0	
rogheda Rd (N2 South) TOTALS	27 27	0	0 19	27 46	Drogheda Rd (N TOTALS		1 1	0	0 1	
2022 Light				RAFFIC FLOWS	2022	Heavy			BASELINE T	
Vehicles To	Drogheda Rd		TII growth factor -		2022	Vehicles To	Drogheda Rd	(surveyed flows Bridgegate	+ TII growth factor - Drogheda Rd	
From	(N2 North)	Access	(N2 South)	TOTALS	From		(N2 North)	Access	(N2 South)	TOTA
rogheda Rd (N2 North) Bridgegate Access	0	0	4761	4761 0	Drogheda Rd (N Bridgegate A		0	0	495	
rogheda Rd (N2 South)		0	0	4553	Drogheda Rd (N		454	0	0	
TOTALS	4553	0	4761	9314	TOTALS	5	454	0	495	
2024 Light Vehicles		Othe	er committed deve	elopment flows		Heavy Vehicles		Oth	er committed deve	elopment
To	Drogheda Rd	Bridgegate	Drogheda Rd	TOTALS		To	Drogheda Rd	Bridgegate	Drogheda Rd	TOTA
From	(N2 North)	Access	(N2 South)		From	12 North	(N2 North)	Access	(N2 South)	IUIA
rogheda Rd (N2 North) Bridgegate Access	1009	1026 0	94 438	1120 1447	Drogheda Rd (N Bridgegate A		6	3 0	0	
rogheda Rd (N2 South)	90	420	0	510	Drogheda Rd (N	I2 South)	2	3	0	
TOTALS	1099	1446	532	3077	TOTALS		8	6	2	
2024 Light Vehicles		ed flows + TII growth				Heavy Vehicles		ed flows + TII grow	th + interim dev. + c	
From	Drogheda Rd (N2 North)	Bridgegate Access	Drogheda Rd (N2 South)	TOTALS	From	То	Drogheda Rd (N2 North)	Bridgegate Access	Drogheda Rd (N2 South)	TOTA
rogheda Rd (N2 North)	0	1026	4997	6023	Drogheda Rd (N	-	0	3	534	
Bridgegate Access rogheda Rd (N2 South)	1009	420	438	1447 5198	Bridgegate A Drogheda Rd (N		490	3	0	
TOTALS	4778 5787	1446	5435	12668	TOTALS		490 496	6	534	1
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Bridgegate Access rogheda Rd (N2 South)	1019	0 425	443	1462 425	Bridgegate A Drogheda Rd (N		6	3	0	
TOTALS	1019	1462	443	2924	TOTALS	;	6	6	0	
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To	Drogheda Rd		Drogheda Rd	TOTALS		To	Drogheda Rd	Bridgegate	Drogheda Rd	TOTA
From rogheda Rd (N2 North)	(N2 North)	Access 2063	(N2 South) 4997	7060	From Drogheda Rd (N	12 North	(N2 North)	Access 6	(N2 South) 534	
Bridgegate Access	2028	0	4997 881	2909	Bridgegate A		12	0	554	
rogheda Rd (N2 South)	4778	0.45		F.C.2.2					0	
		845	0	5623	Drogheda Rd (N		490	6	0	
TOTALS	6806	2908	5878	15592	TOTALS	3	490 502	6 12	534	1
2029 Light Vehicles		2908	ITHOUT SUBJECT E	15592 DEVELOPMENT	TOTALS		502	6 12 v	0	1 DEVELOPM
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Appendix D

Junction Modelling Results



R086 Ardee TRANSYT Results - Junction 1

TRANSYT 16 Version: 16.01.8473 Ocphyright TRL Limited, 2019 For salke and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@itt co.uk www.trisoftware.co.uk The users of this computer program for the solution of an engineering profesion are in no way relieved of their responsibility for the correctness of the solution

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Report generation date: 210f1/2022 17:50:12

»A1 -: D1 - 2022 Baseline, AM :
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»A1 :: D5 - 2024 W/O Subj Dev, PM :
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»A1 :: D7 - 2029 W/O Subj Dev, AM :
»A1 :: D8 - 2029 W/O Subj Dev, AM :
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»A1 :: D1 - 2039 With Subj Dev, PM :
»A1 :: D1 - 2039 W/O Subj Dev, PM :
»A1 :: D12 - 2039 W/O Subj Dev, PM :
»A1 :: D13 - 2039 W/O Subj Dev, PM :
»A1 :: D13 - 2039 W/O Subj Dev, PM :

Summary of network performance

			AM					PM				
	Set ID	PI (£ per hr)	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated	Set ID PI (£ per hr) Total delay (PCU-hr/hr) Highest DOS Number of						
					2022 Ba	seline						
Network	Network D1 102.31 7.20 92% (TS 1IS/1) 1 (7%) D2 25.69 1.81 66% (TS 1IS/1) 0 (0%)									0 (0%)		
					2024 W/O	Subj D	ev					
Network	D3	474.69	32.96	104% (TS 1iS/1)	1 (7%)	D4	45.74	3.22	76% (TS 1iS/1)	0 (0%)		
					2024 With	Subj D)ev					
Network	D5	1271.40	88.55	113% (TS 1iS/1)	3 (20%)	D6	78.53	5.53	84% (TS 1iS/1)	0 (0%)		
					2029 W/O	Subj D	ev					
Network	D7	1039.43	72.61	113% (TS 1iS/1)	3 (20%)	D8	67.66	4.76	82% (TS 1iS/1)	0 (0%)		
					2029 With	Subj D)ev					
Network	D9	2293.03	160.24	122% (TS 1iS/1)	3 (20%)	D10	133.02	9.37	90% (TS 1iS/1)	1 (7%)		
					2039 W/O	Subj D	ev					
Network	D11	2058.33	143.76	122% (TS 1iS/1)	3 (20%)	D12	116.19	8.18	89% (TS 1iS/1)	0 (0%)		
					2039 With	Vith Subj Dev						
Network	D13	3603.28	252.46	132% (TS 1iS/1)	5 (33%)) D14 317.43 22.35 97% (TS 1IS/1) 2 (13%)						

File summary

File descripti	on
File title	Ardee
Location	Co. Louth
Site number	
UTCRegion	
Driving side	Left
Date	21/01/2022
Version	
Status	Existing configuration
Identifier	
Client	
Jobnumber	R086
Enumerator	GF
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display OD matrix distances	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red- With- Amber	Display End-Of- Green Amber	Display controller phase minimums	
			✓			✓	✓	✓	✓	✓	✓	✓				

Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	PCU	PCU	perHour	s	-Hour	perHour

Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Numerical		ID	Normal	Normal	✓ ·

R086 Ardee TRANSYT Results - Junction 1

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	3.00	999	200	-1	3	60	✓			0	0	0.00

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A1 -D1 - 2022 Baseline, AM

Summary

Data Errors and Warnings

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

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU- hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	21/01/2022	21/01/2022	0.98	08:30	120	102.31	7.20	91.89	1iS/1	1	7		1iS/1	1iS/1	

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					· /	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2022 Baseline	AM				08:30		✓

T-Junctions

T-Junctions

T- Junction	Name	Description	Auto assign priority	Туре	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
1a			✓	TrafficStream	Two-Way	1A/1	1A/1	1Ax/1	Two-Way	1B1/2	1B1/1	1Bx/1	Two-Way	1iN/1	1iN/1	1iS/1	✓
1b			✓	TrafficStream	Two-Way	1C/1	1C/1	1Cx/1	Two-Way	1D1/2	1D1/1	1Dx1/1	Two-Way	1iS/1	1iS/1	1iN/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)
1a	7.70	7.70	0.00	2.20	250.00
1b	10.00	10.00	0.00	2.20	125.00

T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
1a	3.00	3.00	24.00	31.00
1h	3.00	3.00	27.00	61.00

T-Junction Slope Intercept

		olopo ilitoroo	,									
Jur	T- nction	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
	1a	643	0.09	0.23	501	0.08	0.21	0.13	0.30	719	0.26	0.26
	1h	662	0.08	0.21	516	0.08	0.20	0.12	0.28	646	0.21	0.21

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

			To		
		1-1	1-2	1-3	1-4
	1-1	0	164	301	236
From	1-2	134	0	98	145
	1-3	293	111	0	79
	1-4	217	140	31	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.

OD Matrix	Location	Name	Entries	Exits	Colour
	1-1		1A/1	1Ax/1	#0000FF

	1-2	1B2/1	1Bx/1	#FF0000
1	1-3	1C/1	1Cx/1	#00FF00
		10011	40.014	UEEEEee

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
	1		1-1	1-2	1A/1, 1Bx/1	Normal	164
	2		1-1	1-4	1A/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	236
	3		1-1	1-3	1A/1, 1IS/1, 1Cx/1	Normal	301
	4		1-2	1-4	1B2/1, 1B1/1, 1iS/1, 1Dx1/1, 1Dx2/1	Normal	145
	5		1-2	1-3	1B2/1, 1B1/1, 1iS/1, 1Cx/1	Normal	98
	6		1-2	1-1	1B2/1, 1B1/2, 1Ax/1	Normal	134
1	7		1-3	1-4	1C/1, 1Dx1/1, 1Dx2/1	Normal	79
	8		1-3	1-1	1C/1, 1iN/1, 1Ax/1	Normal	293
	9		1-3	1-2	1C/1, 1iN/1, 1Bx/1	Normal	111
	10		1-4	1-1	1D2/1, 1D1/1, 1iN/1, 1Ax/1	Normal	217
	11		1-4	1-2	1D2/1, 1D1/1, 1iN/1, 1Bx/1	Normal	140
	12		1-4	1-3	1D2/1, 1D1/2, 1Cx/1	Normal	31

Signal Timings

Network Default: 120s cycle time; 120 steps

No Controller Streams present.

Final Prediction Table

Traffic Stream Results

				FLO	ows		PER	FORMANCE		PER	PCU		QUE	UES	WEIG	SHTS	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.
1A	1	S/L	1a	701	1800	120	120.00	39	131	6.28	0.64	0.00	0.12		100	100	0.00	1.76
1Ax	1			644	Unrestricted	120	0.00	0	Unrestricted	5.88	0.00	0.00	0.00		100	100	0.00	0.00
1Bx	1			415	Unrestricted	120	0.00	0	Unrestricted	4.44	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S/L	1b	483	1800	120	0.00	27	235	6.73	0.37	0.00	0.05		100	100	0.00	0.70
1Cx	1			430	Unrestricted	120	0.00	0	Unrestricted	7.20	0.00	0.00	0.00		100	100	0.00	0.00
1iN	1	S/R	1a	761	1015	120	0.00	75	20	6.24	5.24	0.00	1.11		100	100	0.00	15.73
1iS	1	S/R	1b	780 <	849	120	0.00	92	-2	21.76	20.76	0.00	4.50 +		100	100	0.00	63.88
1B1	1	L	1a	243	431	120	120.00	56	60	7.04	5.36	0.00	0.36		100	100	0.00	5.13
161	2	R	1a	134	228	120	0.00	59	53	12.65	11.09	0.00	0.41		100	100	0.00	5.86
1D1	1	L	1b	357	554	120	0.00	64	40	7.01	5.81	0.00	0.58		100	100	0.00	8.19
101	2	R	1b	31	274	120	120.00	11	697	1.91	0.83	0.00	0.01		100	100	0.00	0.10
1Dx1	1		1e	460	3600	120	0.00	13	604	2.59	0.07	0.00	0.01		100	100	0.00	0.13
1B2	1		1c	377	1800	120	0.00	21	330	2.90	0.26	0.00	0.03		100	100	0.00	0.39
1D2	1		1d	388	1800	120	0.00	22	318	5.55	0.27	0.00	0.03		100	100	0.00	0.42
1Dx2	1			460	Unrestricted	120	0.00	0	Unrestricted	3.48	0.00	0.00	0.00		100	100	0.00	0.00

	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	200.18	13.92	14.38	0.00	7.20	102.31	0.00	0.00	102.31
Bus									
Tram									
Pedestrians									
TOTAL	200.18	13.92	14.38	0.00	7.20	102.31	0.00	0.00	102.31

- « adjusted flow warning (upstream inickstraffic streams are over-seturated)
 " a "Traffic Stream Namal, Bus or "Tran Stop or Delay weighting has been set to a value other than 100%
 " Traffic Stream Namal, Bus or Tran Stop or Delay Path weighting has been set to a value other than 100%
 " average instruction stream excess queue is greater than 0
 PL = PRENORMACE MODE."

D2 - 2022 Baseline, PM

Summary

Data Errors and Warnings

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

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU- hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity	
1	21/01/2022 17:50:02	21/01/2022 17:50:02	0.53	17:45	120	25.69	1.81	66.15	1iS/1	0	0		1iS/1	1iS/1	1	

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					V	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2022 Baseline	PM				17:45		✓

T-Junctions

T-Junctions

T- Junction	Name	Description	Auto assign priority	Туре	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
1a			✓	TrafficStream	Two-Way	1A/1	1A/1	1Ax/1	Two-Way	1B1/2	1B1/1	1Bx/1	Two-Way	1iN/1	1iN/1	1iS/1	✓
1b			V	TrafficStream	Two-Way	1C/1	1C/1	1Cx/1	Two-Way	1D1/2	1D1/1	1Dx1/1	Two-Way	1iS/1	1iS/1	1iN/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)
1a	7.70	7.70	0.00	2.20	250.00
1b	10.00	10.00	0.00	2.20	125.00

T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
1a	3.00	3.00	24.00	31.00
1h	3.00	3.00	27.00	61.00

T-Junction Slope Intercept

	· variotion oropo mitoroops												
Jur	T- nction	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	
	1a	643	0.09	0.23	501	0.08	0.21	0.13	0.30	719	0.26	0.26	
	1h	662	0.08	0.21	516	0.08	0.20	0.12	0.28	646	0.21	0.21	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

			To		
		1-1	1-2	1-3	1-4
	1-1	0	169	333	136
From	1-2	105	0	102	93
	1-3	357	113	0	18
	1.4	160	77	20	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.

OD Matrix	Matrix Location		Entries	Exits	Colour
	1-1		1A/1	1Ax/1	#0000FF

	1-2	1B2/1	1Bx/1	#FF0000
1	1-3	1C/1	1Cx/1	#00FF00
	1-4	1D2/1	1Dx2/1	#FFFF00

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
	1		1-1	1-2	1A/1, 1Bx/1	Normal	169
	2		1-1	1-4	1A/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	136
	3		1-1	1-3	1A/1, 1IS/1, 1Cx/1	Normal	333
	4		1-2	1-4	1B2/1, 1B1/1, 1iS/1, 1Dx1/1, 1Dx2/1	Normal	93
	5		1-2	1-3	1B2/1, 1B1/1, 1iS/1, 1Cx/1	Normal	102
	6		1-2	1-1	1B2/1, 1B1/2, 1Ax/1	Normal	105
1	7		1-3	1-4	1C/1, 1Dx1/1, 1Dx2/1	Normal	18
	8		1-3	1-1	1C/1, 1iN/1, 1Ax/1	Normal	357
	9		1-3	1-2	1C/1, 1iN/1, 1Bx/1	Normal	113
	10		1-4	1-1	1D2/1, 1D1/1, 1iN/1, 1Ax/1	Normal	160
	11		1-4	1-2	1D2/1, 1D1/1, 1iN/1, 1Bx/1	Normal	77
	12		1-4	1-3	1D2/1, 1D1/2, 1Cx/1	Normal	29

Signal Timings

Network Default: 120s cycle time; 120 steps

No Controller Streams present.

Final Prediction Table

Traffic Stream Results

				FLO	ows		PER	FORMANCE		PER	PCU		QUE	UES	WEIG	SHTS	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.
1A	1	S/L	1a	638	1800	120	0.00	35	154	6.19	0.55	0.00	0.10		100	100	0.00	1.38
1Ax	1			622	Unrestricted	120	0.00	0	Unrestricted	5.88	0.00	0.00	0.00		100	100	0.00	0.00
1Bx	1			359	Unrestricted	120	0.00	0	Unrestricted	4.44	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S/L	1b	488	1800	120	0.00	27	232	6.73	0.37	0.00	0.05		100	100	0.00	0.72
1Cx	1			464	Unrestricted	120	0.00	0	Unrestricted	7.20	0.00	0.00	0.00		100	100	0.00	0.00
1iN	1	S/R	1a	707	1122	120	0.00	63	43	3.72	2.72	0.00	0.53		100	100	0.00	7.58
1iS	1	S/R	1b	664	1004	120	0.00	66	36	4.48	3.48	0.00	0.64		100	100	0.00	9.11
1B1	1	L	1a	195	467	120	0.00	42	116	4.43	2.75	0.00	0.15		100	100	0.00	2.11
161	2	R	1a	105	259	120	0.00	40	122	6.25	4.69	0.00	0.14		100	100	0.00	1.94
1D1	1	L	1b	237	548	120	0.00	43	108	3.69	2.49	0.00	0.16		100	100	0.00	2.33
101	2	R	1b	29	304	120	120.00	10	845	1.70	0.62	0.00	0.01		100	100	0.00	0.07
1Dx1	1		1e	247	3600	120	0.00	7	1212	2.56	0.04	0.00	0.00		100	100	0.00	0.04
1B2	1		1c	300	1800	120	0.00	17	440	2.84	0.20	0.00	0.02		100	100	0.00	0.24
1D2	1		1d	266	1800	120	0.00	15	509	5.45	0.17	0.00	0.01		100	100	0.00	0.18
1Dx2	1			247	Unrestricted	120	0.00	0	Unrestricted	3.48	0.00	0.00	0.00		100	100	0.00	0.00

	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	175.09	7.68	22.78	0.00	1.81	25.69	0.00	0.00	25.69
Bus									
Tram									
Pedestrians									
TOTAL	175.09	7.68	22.78	0.00	1.81	25.69	0.00	0.00	25.69

- « adjusted flow warning (upstream inicksfratific streams are over-seburated)
 " a "Traffic Stream Namal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
 " Traffic Stream Namal, Bus or Tram Stop or Delay Prath weighting has been set to a value other than 100%
 " average instruction stream excess queue is greater than 0
 PL = PERFORMANCE MODE."

D3 - 2024 W/O Subj Dev, AM

Summary

Data Errors and Warnings

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

Run Summary

Analy set us		Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU- hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
- 1	21/01/2022 17:50:02	21/01/2022	1.08	08:30	120	474.69	32.96	104.31	1iS/1	1	7		1iS/1	1iS/1	

Analysis Set Details

1	Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Г						V	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2024 W/O Subi Dev	AM				08:30		✓

T-Junctions

T-Junctions

T- Junction	Name	Description	Auto assign priority	Туре	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
1a			✓	TrafficStream	Two-Way	1A/1	1A/1	1Ax/1	Two-Way	1B1/2	1B1/1	1Bx/1	Two-Way	1iN/1	1iN/1	1iS/1	✓
1b			✓	TrafficStream	Two-Way	1C/1	1C/1	1Cx/1	Two-Way	1D1/2	1D1/1	1Dx1/1	Two-Way	1iS/1	1iS/1	1iN/1	V

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)
1a	7.70	7.70	0.00	2.20	250.00
1b	10.00	10.00	0.00	2.20	125.00

T-Junction Minors

	T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
	1a	3.00	3.00	24.00	31.00
ı	1h	3.00	3.00	27.00	61.00

· ounone	various or												
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		
1a	643	0.09	0.23	501	0.08	0.21	0.13	0.30	719	0.26	0.26		
1h	662	0.08	0.21	516	0.08	0.20	0.12	0.28	646	0.21	0.21		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

Ma	D trix	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	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
	1		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

	То									
		1-1	1-2	1-3	1-4					
	1-1	0	177	352	252					
From	1-2	151	0	116	156					
	1-3	371	139	0	96					
	1-4	236	149	36	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.

OD Matrix	Location	Name	Entries	Exits	Colour
	1-1		1A/1	1Ax/1	#0000FF

	1-2	1B2/1	1Bx/1	#FF0000
1	1-3	1C/1	1Cx/1	#00FF00
	4.4	400/4	40.04	#EEEEO

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
	1		1-1	1-2	1A/1, 1Bx/1	Normal	177
	2		1-1	1-4	1A/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	252
	3		1-1	1-3	1A/1, 1IS/1, 1Cx/1	Normal	352
	4		1-2	1-4	1B2/1, 1B1/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	156
	5		1-2	1-3	1B2/1, 1B1/1, 1IS/1, 1Cx/1	Normal	116
	6		1-2	1-1	1B2/1, 1B1/2, 1Ax/1	Normal	151
1	7		1-3	1-4	1C/1, 1Dx1/1, 1Dx2/1	Normal	96
	8		1-3	1-1	1C/1, 1iN/1, 1Ax/1	Normal	371
	9		1-3	1-2	1C/1, 1iN/1, 1Bx/1	Normal	139
	10		1-4	1-1	1D2/1, 1D1/1, 1iN/1, 1Ax/1	Normal	236
	11		1-4	1-2	1D2/1, 1D1/1, 1iN/1, 1Bx/1	Normal	149
	12		1-4	1-3	1D2/1, 1D1/2, 1Cx/1	Normal	36

Signal Timings

Network Default: 120s cycle time; 120 steps

No Controller Streams present.

Final Prediction Table

Traffic Stream Results

				FLO	ows		PER	FORMANCE		PER	PCU		QUE	UES	WEIG	BHTS	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.
1A	1	S/L	1a	781	1800	120	120.00	43	107	6.41	0.77	0.00	0.17		100	100	0.00	2.36
1Ax	1			758	Unrestricted	120	0.00	0	Unrestricted	5.88	0.00	0.00	0.00		100	100	0.00	0.00
1Bx	1			465	Unrestricted	120	0.00	0	Unrestricted	4.44	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S/L	1b	606	1800	120	120.00	34	167	6.87	0.51	0.00	0.09		100	100	0.00	1.21
1Cx	1			485	Unrestricted	120	0.00	0	Unrestricted	7.20	0.00	0.00	0.00		100	100	0.00	0.00
1iN	1	S/R	1a	895 <	1001	120	0.00	89	1	15.00	14.00	0.00	3.48 +		100	100	0.00	49.42
1IS	1	S/R	1b	876 <	840	120	0.00	104	-14	107.47	106.47	68.88	25.91		100	100	0.00	374.56
1B1	1	L	1a	272	391	120	120.00	70	29	11.98	10.30	0.00	0.78		100	100	0.00	11.06
161	2	R	1a	151	188	120	0.00	80	12	36.53	34.97	0.00	1.47		100	100	0.00	20.83
1D1	1	L	1b	385	526	120	120.00	73	23	10.36	9.16	0.00	0.98		100	100	0.00	13.91
101	2	R	1b	36	243	120	120.00	15	508	2.36	1.28	0.00	0.01		100	100	0.00	0.18
1Dx1	1		1e	487	3600	120	0.00	14	565	2.60	0.08	0.00	0.01		100	100	0.00	0.15
1B2	1		1c	423	1800	120	0.00	24	283	2.95	0.31	0.00	0.04		100	100	0.00	0.51
1D2	1		1d	421	1800	120	0.00	23	285	5.59	0.31	0.00	0.04		100	100	0.00	0.51
1Dx2	1			487	Unrestricted	120	0.00	0	Unrestricted	3.48	0.00	0.00	0.00		100	100	0.00	0.00

	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	227.66	40.60	5.61	0.00	32.96	468.01	6.68	0.00	474.69
Bus									
Tram									
Pedestrians									
TOTAL	227.66	40.60	5.61	0.00	32.96	468.01	6.68	0.00	474.69

D4 - 2024 W/O Subj Dev, PM

Summary

Data Errors and Warnings

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

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU- hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	21/01/2022 17:50:03	21/01/2022	0.59	17:45	120	45.74	3.22	76.16	1iS/1	0	0		1iS/1	1iS/1	V

Analysis Set Details

1	Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Г						V	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2024 W/O Subi Dev	PM				17:45		✓

T-Junctions

T-Junctions

	T- lunction	Name	Description	Auto assign priority	Туре	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
	1a			✓	TrafficStream	Two-Way	1A/1	1A/1	1Ax/1	Two-Way	1B1/2	1B1/1	1Bx/1	Two-Way	1iN/1	1iN/1	1iS/1	V
Г	1b			✓	TrafficStream	Two-Way	1C/1	1C/1	1Cx/1	Two-Way	1D1/2	1D1/1	1Dx1/1	Two-Way	1iS/1	1iS/1	1iN/1	V

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)
1a	7.70	7.70	0.00	2.20	250.00
1b	10.00	10.00	0.00	2.20	125.00

T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
1a	3.00	3.00	24.00	31.00
1b	3.00	3.00	27.00	61.00

T-Junction Slope Intercept

Jı	T- unction	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
	1a	643	0.09	0.23	501	0.08	0.21	0.13	0.30	719	0.26	0.26
	1b	662	0.08	0.21	516	0.08	0.20	0.12	0.28	646	0.21	0.21

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

			To		
		1-1	1-2	1-3	1-4
	1-1	0	185	399	147
From	1-2	114	0	126	102
	1-3	408	134	0	21
	1-4	170	85	34	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.

OD Matrix	Location	Name	Entries	Exits	Colour
	1-1		1A/1	1Ax/1	#0000FF

	1-2	1B2/1	1Bx/1	#FF0000
1	1-3	1C/1	1Cx/1	#00FF00
	1-4	1D2/1	1Dx2/1	#FFFF00

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
	1		1-1	1-2	1A/1, 1Bx/1	Normal	185
	2 3 4 5		1-1	1-4	1A/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	147
			1-1	1-3	1A/1, 1IS/1, 1Cx/1	Normal	399
			1-2	1-4	1B2/1, 1B1/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	102
			1-2	1-3	1B2/1, 1B1/1, 1IS/1, 1Cx/1	Normal	126
			1-2	1-1	1B2/1, 1B1/2, 1Ax/1	Normal	114
1	7		1-3	1-4	1C/1, 1Dx1/1, 1Dx2/1	Normal	21
	8		1-3	1-1	1C/1, 1iN/1, 1Ax/1	Normal	408
	9		1-3	1-2	1C/1, 1iN/1, 1Bx/1	Normal	134
	10		1-4	1-1	1D2/1, 1D1/1, 1iN/1, 1Ax/1	Normal	170
11 12	11		1-4	1-2	1D2/1, 1D1/1, 1iN/1, 1Bx/1	Normal	85
		1-4	1-3	1D2/1, 1D1/2, 1Cx/1	Normal	34	

Signal Timings

Network Default: 120s cycle time; 120 steps

No Controller Streams present.

Final Prediction Table

Traffic Stream Results

				FLO	ows		PER	FORMANCE		PER	PCU		QUE	UES	WEIG	SHTS	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.
1A	1	S/L	1a	731	1800	120	0.00	41	122	6.32	0.68	0.00	0.14		100	100	0.00	1.97
1Ax	1			692	Unrestricted	120	0.00	0	Unrestricted	5.88	0.00	0.00	0.00		100	100	0.00	0.00
1Bx	1			404	Unrestricted	120	0.00	0	Unrestricted	4.44	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S/L	1b	563	1800	120	0.00	31	188	6.81	0.45	0.00	0.07		100	100	0.00	1.01
1Cx	1			559	Unrestricted	120	0.00	0	Unrestricted	7.20	0.00	0.00	0.00		100	100	0.00	0.00
1iN	1	S/R	1a	797	1086	120	0.00	73	23	5.52	4.52	0.00	1.00		100	100	0.00	14.22
1iS	1	S/R	1b	774	1016	120	0.00	76	18	6.57	5.57	0.00	1.20		100	100	0.00	17.00
1B1	1	L	1a	228	437	120	0.00	52	73	6.13	4.45	0.00	0.28		100	100	0.00	4.00
161	2	R	1a	114	224	120	0.00	51	77	9.72	8.16	0.00	0.26		100	100	0.00	3.67
1D1	1	L	1b	255	529	120	0.00	48	87	4.35	3.15	0.00	0.22		100	100	0.00	3.17
101	2	R	1b	34	273	120	120.00	12	623	2.01	0.93	0.00	0.01		100	100	0.00	0.13
1Dx1	1		1e	270	3600	120	0.00	8	1100	2.56	0.04	0.00	0.00		100	100	0.00	0.04
1B2	1		1c	342	1800	120	0.00	19	374	2.87	0.23	0.00	0.02		100	100	0.00	0.32
1D2	1		1d	289	1800	120	0.00	16	461	5.47	0.19	0.00	0.02		100	100	0.00	0.22
1Dx2	1			270	Unrestricted	120	0.00	0	Unrestricted	3.48	0.00	0.00	0.00		100	100	0.00	0.00

	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	199.63	9.92	20.12	0.00	3.22	45.74	0.00	0.00	45.74
Bus									
Tram									
Pedestrians									
TOTAL	199.63	9.92	20.12	0.00	3.22	45.74	0.00	0.00	45.74

- « adjusted flow warning (upstream inicksfratific streams are over-seburated)
 " a "Traffic Stream Namal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
 " Traffic Stream Namal, Bus or Tram Stop or Delay Prath weighting has been set to a value other than 100%
 " average instruction stream excess queue is greater than 0
 PL = PERFORMANCE MODE."

D5 - 2024 With Subj Dev, AM

Summary

Data Errors and Warnings

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

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU- hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	21/01/2022 17:50:03	21/01/2022	1.39	08:30	120	1271.40	88.55	112.78	1iS/1	3	20		1iS/1	1iS/1	

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					V	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2024 With Subj Dev	AM				08:30		✓

T-Junctions

T-Junctions

T- Junction	Name	Description	Auto assign priority	Туре	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
1a			✓	TrafficStream	Two-Way	1A/1	1A/1	1Ax/1	Two-Way	1B1/2	1B1/1	1Bx/1	Two-Way	1iN/1	1iN/1	1iS/1	✓
1b			V	TrafficStream	Two-Way	1C/1	1C/1	1Cx/1	Two-Way	1D1/2	1D1/1	1Dx1/1	Two-Way	1iS/1	1iS/1	1iN/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)		
1a	7.70	7.70	0.00	2.20	250.00		
1b	10.00	10.00	0.00	2.20	125.00		

T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
1a	3.00	3.00	24.00	31.00
1h	3.00	3.00	27.00	61.00

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
1a	643	0.09	0.23	501	0.08	0.21	0.13	0.30	719	0.26	0.26
1b	662	0.08	0.21	516	0.08	0.20	0.12	0.28	646	0.21	0.21

Local OD Matrix - Local Matrix: 1

Local Matrix Options

_																
	OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy	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
Γ	1		·	·	Path Equalisation											

Normal Input Flows (PCU/hr)

			To		
		1-1	1-2	1-3	1-4
	1-1	0	177	399	252
From	1-2	151	0	131	156
	1-3	464	175	0	119
	1-4	236	149	40	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.

OD Matrix	Location	Name	Entries	Exits	Colour
	1-1		1A/1	1Ax/1	#0000FF

	1-2	1B2/1	1Bx/1	#FF0000
1	1-3	1C/1	1Cx/1	#00FF00
	1-4	1D2/1	1Dx2/1	#FFFF00

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
	1		1-1	1-2	1A/1, 1Bx/1	Normal	177
	2		1-1	1-4	1A/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	252
	3		1-1	1-3	1A/1, 1IS/1, 1Cx/1	Normal	399
	4		1-2	1-4	1B2/1, 1B1/1, 1iS/1, 1Dx1/1, 1Dx2/1	Normal	156
	5		1-2	1-3	1B2/1, 1B1/1, 1iS/1, 1Cx/1	Normal	131
	6		1-2	1-1	1B2/1, 1B1/2, 1Ax/1	Normal	151
1	7		1-3	1-4	1C/1, 1Dx1/1, 1Dx2/1	Normal	119
	8		1-3	1-1	1C/1, 1iN/1, 1Ax/1	Normal	464
	9		1-3	1-2	1C/1, 1iN/1, 1Bx/1	Normal	175
	10		1-4	1-1	1D2/1, 1D1/1, 1iN/1, 1Ax/1	Normal	236
	11		1-4	1-2	1D2/1, 1D1/1, 1iN/1, 1Bx/1	Normal	149
	12		1-4	1-3	1D2/1, 1D1/2, 1Cx/1	Normal	40

Signal Timings

Network Default: 120s cycle time; 120 steps

No Controller Streams present.

Final Prediction Table

Traffic Stream Results

				FLO	ows		PER	FORMANCE		PER	PCU		QUE	UES	WEI	SHTS	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.
1A	- 1	S/L	1a	828	1800	120	120.00	46	96	6.49	0.85	0.00	0.20		100	100	0.00	2.78
1Ax	1			830	Unrestricted	120	0.00	0	Unrestricted	5.88	0.00	0.00	0.00		100	100	0.00	0.00
1Bx	1			492	Unrestricted	120	0.00	0	Unrestricted	4.44	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S/L	1b	758	1800	120	120.00	42	114	7.09	0.73	0.00	0.15		100	100	0.00	2.17
1Cx	1			510	Unrestricted	120	0.00	0	Unrestricted	7.20	0.00	0.00	0.00		100	100	0.00	0.00
1IN	1	S/R	1a	1024 <	994	120	0.00	103	-13	87.79	86.79	62.69	24.69		100	100	0.00	356.0
1IS	1	S/R	1b	938 <	832	120	0.00	113	-20	218.85	217.85	88.02	56.76		100	100	0.00	814.4
	1	L	1a	287	362	120	120.00	79	13	19.76	18.08	0.00	1.44		100	100	0.00	20.47
1B1	2	R	1a	151 <	160	120	0.00	94	-5	93.20	91.64	0.00	3.84 +		100	100	0.00	54.58
1D1	1	L	1b	385	491	120	120.00	78	15	13.93	12.73	0.00	1.36		100	100	0.00	19.34
101	2	R	1b	40	222	120	120.00	18	399	2.86	1.78	0.00	0.02		100	100	0.00	0.28
1Dx1	1		1e	481	3600	120	0.00	13	574	2.60	0.08	0.00	0.01		100	100	0.00	0.15
1B2	1		1c	438	1800	120	120.00	24	270	2.96	0.32	0.00	0.04		100	100	0.00	0.56
1D2	1		1d	425	1800	120	0.00	24	281	5.59	0.31	0.00	0.04		100	100	0.00	0.52
1Dx2	1			481	Unrestricted	120	0.00	0	Unrestricted	3.48	0.00	0.00	0.00		100	100	0.00	0.00

	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	245.80	96.80	2.54	0.00	88.55	1257.43	13.97	0.00	1271.40
Bus									
Tram									
Pedestrians									
TOTAL	245.80	96.80	2.54	0.00	88.55	1257.43	13.97	0.00	1271.40

- * = average link/traffic stream excess queue is greater than 0
 P.I. = PERFORMANCE INDEX

D6 - 2024 With Subj Dev, PM

Summary

Data Errors and Warnings

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

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU- hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	21/01/2022	21/01/2022	1.11	17:45	120	78.53	5.53	84.01	1iS/1	0	0		1iS/1	1iS/1	✓

Analysis Set Details

N	ame	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
						· /	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2024 With Subi Dev	PM				17:45		✓

T-Junctions

T-Junctions

T- Junction	Name	Description	Auto assign priority	Туре	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
1a			✓	TrafficStream	Two-Way	1A/1	1A/1	1Ax/1	Two-Way	1B1/2	1B1/1	1Bx/1	Two-Way	1iN/1	1iN/1	1iS/1	✓
1b			✓	TrafficStream	Two-Way	1C/1	1C/1	1Cx/1	Two-Way	1D1/2	1D1/1	1Dx1/1	Two-Way	1iS/1	1iS/1	1iN/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)
1a	7.70	7.70	0.00	2.20	250.00
1b	10.00	10.00	0.00	2.20	125.00

T-Junction Minors

	T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
	1a	3.00	3.00	24.00	31.00
ı	1h	3.00	3.00	27.00	61.00

۰		olopo ilitoroo	,									
	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
ľ	1a	643	0.09	0.23	501	0.08	0.21	0.13	0.30	719	0.26	0.26
ı	1h	662	0.08	0.21	516	0.08	0.20	0.12	0.28	646	0.21	0.21

Local OD Matrix - Local Matrix: 1

Local Matrix Options

_																
	OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy	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
Γ	1		·	·	Path Equalisation											

Normal Input Flows (PCU/hr)

			To		
		1-1	1-2	1-3	1-4
	1-1	0	185	485	147
From	1-2	114	0	153	102
	1-3	469	153	0	24
	1.4	170	85	41	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.

OD Matrix	Location	Name	Entries	Exits	Colour
	1-1		1A/1	1Ax/1	#0000FF

	1-2	1B2/1	1Bx/1	#FF0000
1	1-3	1C/1	1Cx/1	#00FF00
	1-4	1D2/1	1Dx2/1	#FFFF00

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
	1		1-1	1-2	1A/1, 1Bx/1	Normal	185
	2		1-1	1-4	1A/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	147
	3		1-1	1-3	1A/1, 1iS/1, 1Cx/1	Normal	485
	4		1-2	1-4	1B2/1, 1B1/1, 1iS/1, 1Dx1/1, 1Dx2/1	Normal	102
	5		1-2	1-3	1B2/1, 1B1/1, 1iS/1, 1Cx/1	Normal	153
	6		1-2	1-1	1B2/1, 1B1/2, 1Ax/1	Normal	114
'	7		1-3	1-4	1C/1, 1Dx1/1, 1Dx2/1	Normal	24
	8		1-3	1-1	1C/1, 1iN/1, 1Ax/1	Normal	469
	9		1-3	1-2	1C/1, 1iN/1, 1Bx/1	Normal	153
	10		1-4	1-1	1D2/1, 1D1/1, 1iN/1, 1Ax/1	Normal	170
	11		1-4	1-2	1D2/1, 1D1/1, 1iN/1, 1Bx/1	Normal	85
	12		1-4	1-3	1D2/1, 1D1/2, 1Cx/1	Normal	41

Signal Timings

Network Default: 120s cycle time; 120 steps

No Controller Streams present.

Final Prediction Table

Traffic Stream Results

				FLO	ows		PER	FORMANCE		PER	PCU		QUE	UES	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.
1A	1	S/L	1a	817	1800	120	120.00	45	98	6.47	0.83	0.00	0.19		100	100	0.00	2.67
1Ax	1			753	Unrestricted	120	0.00	0	Unrestricted	5.88	0.00	0.00	0.00		100	100	0.00	0.00
1Bx	1			423	Unrestricted	120	0.00	0	Unrestricted	4.44	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S/L	1b	646	1800	120	120.00	36	151	6.92	0.56	0.00	0.10		100	100	0.00	1.43
1Cx	1			679	Unrestricted	120	0.00	0	Unrestricted	7.20	0.00	0.00	0.00		100	100	0.00	0.00
1IN	1	S/R	1a	877 <	1065	120	0.00	82	9	8.66	7.66	0.00	1.87 +		100	100	0.00	26.51
1iS	1	S/R	1b	887 <	1056	120	0.00	84	7	9.65	8.65	0.00	2.13 +		100	100	0.00	30.27
1B1	1	L	1a	255	410	120	120.00	62	45	8.81	7.13	0.00	0.50		100	100	0.00	7.17
101	2	R	1a	114	192	120	0.00	59	52	14.88	13.32	0.00	0.42		100	100	0.00	5.99
1D1	1	L	1b	255	506	120	120.00	50	79	4.78	3.58	0.00	0.25		100	100	0.00	3.61
101	2	R	1b	41	243	120	120.00	17	434	2.58	1.50	0.00	0.02		100	100	0.00	0.24
1Dx1	1		1e	273	3600	120	0.00	8	1087	2.56	0.04	0.00	0.00		100	100	0.00	0.04
1B2	1		1c	369	1800	120	0.00	21	339	2.90	0.26	0.00	0.03		100	100	0.00	0.38
1D2	1		1d	296	1800	120	0.00	16	447	5.48	0.20	0.00	0.02		100	100	0.00	0.23
1Dx2	1			273	Unrestricted	120	0.00	0	Unrestricted	3.48	0.00	0.00	0.00		100	100	0.00	0.00

	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	221.92	12.98	17.10	0.00	5.53	78.53	0.00	0.00	78.53
Bus									
Tram									
Pedestrians									
TOTAL	221.92	12.98	17.10	0.00	5.53	78.53	0.00	0.00	78.53

- « adjusted flow warning (upstream inicksfratific streams are over-seburated)
 " a "Traffic Stream Namal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
 " Traffic Stream Namal, Bus or Tram Stop or Delay Prath weighting has been set to a value other than 100%
 " average instruction stream excess queue is greater than 0
 PL = PERFORMANCE MODE."

A1 -D7 - 2029 W/O Subj Dev, AM

Summary

Data Errors and Warnings

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

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU- hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity	
1	21/01/2022 17:50:05	21/01/2022 17:50:05	0.64	08:30	120	1039.43	72.61	112.62	1iS/1	3	20		1iS/1	1iS/1		

Analysis Set Details

1	Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Г						V	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2029 W/O Subj Dev	AM				08:30		✓

T-Junctions

T-Junctions

	T- lunction	Name	Description	Auto assign priority	Туре	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
	1a			✓	TrafficStream	Two-Way	1A/1	1A/1	1Ax/1	Two-Way	1B1/2	1B1/1	1Bx/1	Two-Way	1iN/1	1iN/1	1iS/1	V
Г	1b			✓	TrafficStream	Two-Way	1C/1	1C/1	1Cx/1	Two-Way	1D1/2	1D1/1	1Dx1/1	Two-Way	1iS/1	1iS/1	1iN/1	V

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)
1a	7.70	7.70	0.00	2.20	250.00
1b	10.00	10.00	0.00	2.20	125.00

T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
1a	3.00	3.00	24.00	31.00
1h	3.00	3.00	27.00	61.00

Touristion diops intercept												
Jur	T- nction	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
	1a	643	0.09	0.23	501	0.08	0.21	0.13	0.30	719	0.26	0.26
	1h	662	0.08	0.21	516	0.08	0.20	0.12	0.28	646	0.21	0.21

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		То										
		1-1	1-2	1-3	1-4							
	1-1	0	190	376	269							
From	1-2	161	0	123	167							
	1-3	394	147	0	101							
	1-4	251	159	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.

OD Matrix	Location	Name	Entries	Exits	Colour
	1-1		1A/1	1Ax/1	#0000FF

	1-2	1B2/1	1Bx/1	#FF0000
1	1-3	1C/1	1Cx/1	#00FF00
	1-4	1D2/1	1Dx2/1	#FFFF00

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
	1		1-1	1-2	1A/1, 1Bx/1	Normal	190
	2		1-1	1-4	1A/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	269
	3		1-1	1-3	1A/1, 1IS/1, 1Cx/1	Normal	376
	4		1-2	1-4	1B2/1, 1B1/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	167
	5		1-2	1-3	1B2/1, 1B1/1, 1IS/1, 1Cx/1	Normal	123
	6		1-2	1-1	1B2/1, 1B1/2, 1Ax/1	Normal	161
1	7		1-3	1-4	1C/1, 1Dx1/1, 1Dx2/1	Normal	101
	8		1-3	1-1	1C/1, 1iN/1, 1Ax/1	Normal	394
	9		1-3	1-2	1C/1, 1iN/1, 1Bx/1	Normal	147
	10		1-4	1-1	1D2/1, 1D1/1, 1iN/1, 1Ax/1	Normal	251
	11		1-4	1-2	1D2/1, 1D1/1, 1iN/1, 1Bx/1	Normal	159
	12		1-4	1-3	1D2/1, 1D1/2, 1Cx/1	Normal	38

Signal Timings

Network Default: 120s cycle time; 120 steps

No Controller Streams present.

Final Prediction Table

Traffic Stream Results

				FLO	ows		PER	FORMANCE		PER	PCU		QUE	UES	WEIG	SHTS	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.
1A	1	S/L	1a	835	1800	120	120.00	46	94	6.50	0.86	0.00	0.20		100	100	0.00	2.85
1Ax	1			806	Unrestricted	120	0.00	0	Unrestricted	5.88	0.00	0.00	0.00		100	100	0.00	0.00
1Bx	1			496	Unrestricted	120	0.00	0	Unrestricted	4.44	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S/L	1b	642	1800	120	120.00	36	152	6.91	0.55	0.00	0.10		100	100	0.00	1.40
1Cx	1			481	Unrestricted	120	0.00	0	Unrestricted	7.20	0.00	0.00	0.00		100	100	0.00	0.00
1IN	1	S/R	1a	951 <	984	120	0.00	97	-7	34.03	33.03	0.00	8.73 +		100	100	0.00	123.91
1IS	1	S/R	1b	935 <	830	120	0.00	113	-20	216.73	215.73	87.88	56.03		100	100	0.00	804.05
1B1	1	L	1a	290	364	120	120.00	80	13	20.05	18.37	0.00	1.48		100	100	0.00	21.02
101	2	R	1a	161 <	167	120	0.00	96	-6	101.88	100.32	0.00	4.49 +		100	100	0.00	63.71
1D1	1	L	1b	410	516	120	120.00	79	13	14.15	12.95	0.00	1.48		100	100	0.00	20.95
101	2	R	1b	38	239	120	120.00	16	465	2.51	1.43	0.00	0.02		100	100	0.00	0.21
1Dx1	1		1e	488	3600	120	0.00	14	564	2.60	0.08	0.00	0.01		100	100	0.00	0.15
1B2	1		1c	451	1800	120	120.00	25	259	2.97	0.33	0.00	0.04		100	100	0.00	0.59
1D2	1		1d	448	1800	120	0.00	25	262	5.61	0.33	0.00	0.04		100	100	0.00	0.59
1Dx2	1			488	Unrestricted	120	0.00	0	Unrestricted	3.48	0.00	0.00	0.00		100	100	0.00	0.00

	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	238.75	80.62	2.96	0.00	72.61	1031.00	8.43	0.00	1039.43
Bus									
Tram									
Pedestrians									
TOTAL	238.75	80.62	2.96	0.00	72.61	1031.00	8.43	0.00	1039.43

D8 - 2029 W/O Subj Dev, PM

Summary

Data Errors and Warnings

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

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU- hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	21/01/2022 17:50:05	21/01/2022	1.37	17:45	120	67.66	4.76	82.09	1iS/1	0	0		1iS/1	1iS/1	1

Analysis Set Details

1	Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Г						V	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2029 W/O Subi Dev	PM				17:45		✓

T-Junctions

T-Junctions

T- Junction N		Description	Auto assign priority	Туре	Traffic direction on Arm A		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
1a			✓	TrafficStream	Two-Way	1A/1	1A/1	1Ax/1	Two-Way	1B1/2	1B1/1	1Bx/1	Two-Way	1iN/1	1iN/1	1iS/1	✓
1b			✓	TrafficStream	Two-Way	1C/1	1C/1	1Cx/1	Two-Way	1D1/2	1D1/1	1Dx1/1	Two-Way	1iS/1	1iS/1	1iN/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)
1a	7.70	7.70	0.00	2.20	250.00
1b	10.00	10.00	0.00	2.20	125.00

T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
1a	3.00	3.00	24.00	31.00
1b	3.00	3.00	27.00	61.00

T-Junction Slope Intercept

		olopo ilitoroo	,									
Jur	T- nction	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
	1a	643	0.09	0.23	501	0.08	0.21	0.13	0.30	719	0.26	0.26
	1h	662	0.08	0.21	516	0.08	0.20	0.12	0.28	646	0.21	0.21

Local OD Matrix - Local Matrix: 1

Local Matrix Options

_																
	OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy	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
Γ	1		·	·	Path Equalisation											

Normal Input Flows (PCU/hr)

			To		
		1-1	1-2	1-3	1-4
	1-1	0	198	426	157
From	1-2	122	0	134	109
	1-3	436	143	0	23
	1.4	182	01	37	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.

OD Matrix	Location	Name	Entries	Exits	Colour
	1-1		1A/1	1Ax/1	#0000FF

	1-2		1B2/1	1Bx/1	#FF0000
1	1-3		1C/1	1Cx/1	#00FF00
	1-4		1D2/1	1Dx2/1	#FFFF00
	1-4	_			

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
	1		1-1	1-2	1A/1, 1Bx/1	Normal	198
	2		1-1	1-4	1A/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	157
	3 4 5		1-1	1-3	1A/1, 1IS/1, 1Cx/1	Normal	426
			1-2	1-4	1B2/1, 1B1/1, 1iS/1, 1Dx1/1, 1Dx2/1	Normal	109
			1-2	1-3	1B2/1, 1B1/1, 1iS/1, 1Cx/1	Normal	134
	6		1-2	1-1	1B2/1, 1B1/2, 1Ax/1	Normal	122
1	7		1-3	1-4	1C/1, 1Dx1/1, 1Dx2/1	Normal	23
	8		1-3	1-1	1C/1, 1iN/1, 1Ax/1	Normal	436
	9		1-3	1-2	1C/1, 1iN/1, 1Bx/1	Normal	143
	10		1-4	1-1	1D2/1, 1D1/1, 1iN/1, 1Ax/1	Normal	182
	11		1-4	1-2	1D2/1, 1D1/1, 1iN/1, 1Bx/1	Normal	91
	12		1-4	1-3	1D2/1, 1D1/2, 1Cx/1	Normal	37

Signal Timings

Network Default: 120s cycle time; 120 steps

No Controller Streams present.

Final Prediction Table

Traffic Stream Results

				FLO	ows		PER	FORMANCE		PER	PCU		QUE	UES	WEIG	SHTS	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.
1A	1	S/L	1a	781	1800	120	120.00	43	107	6.41	0.77	0.00	0.17		100	100	0.00	2.36
1Ax	1			740	Unrestricted	120	0.00	0	Unrestricted	5.88	0.00	0.00	0.00		100	100	0.00	0.00
1Bx	1			432	Unrestricted	120	0.00	0	Unrestricted	4.44	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S/L	1b	602	1800	120	120.00	33	169	6.86	0.50	0.00	0.08		100	100	0.00	1.19
1Cx	1			597	Unrestricted	120	0.00	0	Unrestricted	7.20	0.00	0.00	0.00		100	100	0.00	0.00
1iN	1	S/R	1a	852 <	1071	120	0.00	80	13	7.41	6.41	0.00	1.52 +		100	100	0.00	21.54
1iS	1	S/R	1b	826 <	1006	120	0.00	82	10	8.96	7.96	0.00	1.83 +		100	100	0.00	25.94
1B1	1	L	1a	243	418	120	120.00	58	55	7.57	5.89	0.00	0.40		100	100	0.00	5.65
161	2	R	1a	122	206	120	0.00	59	52	14.04	12.48	0.00	0.42		100	100	0.00	6.01
1D1	1	L	1b	273	518	120	120.00	53	71	5.04	3.84	0.00	0.29		100	100	0.00	4.13
101	2	R	1b	37	257	120	120.00	14	525	2.26	1.18	0.00	0.01		100	100	0.00	0.17
1Dx1	1		1e	289	3600	120	0.00	8	1021	2.56	0.04	0.00	0.00		100	100	0.00	0.05
1B2	1		1c	365	1800	120	0.00	20	344	2.89	0.25	0.00	0.03		100	100	0.00	0.37
1D2	1		1d	310	1800	120	0.00	17	423	5.49	0.21	0.00	0.02		100	100	0.00	0.25
1Dx2	1			289	Unrestricted	120	0.00	0	Unrestricted	3.48	0.00	0.00	0.00		100	100	0.00	0.00

	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	213.42	11.93	17.90	0.00	4.76	67.66	0.00	0.00	67.66
Bus									
Tram									
Pedestrians									
TOTAL	213.42	11.93	17.90	0.00	4.76	67.66	0.00	0.00	67.66

- <= adjusted flow warning (upstream links/traffic streams are over-saturated)
 <p>
 *= 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/braffic stream excess queue is greated than 0
- P.I. = PERFORMANCE INDEX

D9 - 2029 With Subj Dev, AM

Summary

Data Errors and Warnings

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

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU- hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	21/01/2022 17:50:06	21/01/2022	0.94	08:30	120	2293.03	160.24	121.60	1iS/1	3	20		1iS/1	1iS/1	

Analysis Set Details

1	Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Г						V	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2029 With Subi Dev	AM				08:30		✓

T-Junctions

T-Junctions

T- Junction	Name	Description	Auto assign priority	Туре	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
1a			✓	TrafficStream	Two-Way	1A/1	1A/1	1Ax/1	Two-Way	1B1/2	1B1/1	1Bx/1	Two-Way	1iN/1	1iN/1	1iS/1	V
1b			1	TrafficStream	Two-Way	1C/1	1C/1	1Cx/1	Two-Way	1D1/2	1D1/1	1Dx1/1	Two-Way	1iS/1	1iS/1	1iN/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)		
1a	7.70	7.70	0.00	2.20	250.00		
1b	10.00	10.00	0.00	2.20	125.00		

T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
1a	3.00	3.00	24.00	31.00
1h	3.00	3.00	27.00	61.00

۰		Current Groups Intercopt														
	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				
ľ	1a	643	0.09	0.23	501	0.08	0.21	0.13	0.30	719	0.26	0.26				
ı	1h	662	0.08	0.21	516	0.08	0.20	0.12	0.28	646	0.21	0.21				

Local OD Matrix - Local Matrix: 1

Local Matrix Options

-004		optione	•												
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	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1		~	~	Path Equalisation											

Normal Input Flows (PCU/hr)

			To		
		1-1	1-2	1-3	1-4
	1-1	0	190	423	269
From	1-2	161	0	138	167
	1-3	487	183	0	124
	1-4	251	159	42	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.

OD Matrix	Location	Name	Entries	Exits	Colour
	1-1		1A/1	1Ax/1	#0000FF

	1-2	1B2/1	1Bx/1	#FF0000
1	1-3	1C/1	1Cx/1	#00FF00
		10011	40.014	UEEEEee

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
	1		1-1	1-2	1A/1, 1Bx/1	Normal	190
	2		1-1	1-4	1A/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	269
	3		1-1	1-3	1A/1, 1IS/1, 1Cx/1	Normal	423
	4		1-2	1-4	1B2/1, 1B1/1, 1iS/1, 1Dx1/1, 1Dx2/1	Normal	167
	5		1-2	1-3	1B2/1, 1B1/1, 1iS/1, 1Cx/1	Normal	138
	6		1-2	1-1	1B2/1, 1B1/2, 1Ax/1	Normal	161
1	7		1-3	1-4	1C/1, 1Dx1/1, 1Dx2/1	Normal	124
	8		1-3	1-1	1C/1, 1iN/1, 1Ax/1	Normal	487
	9		1-3	1-2	1C/1, 1iN/1, 1Bx/1	Normal	183
	10		1-4	1-1	1D2/1, 1D1/1, 1iN/1, 1Ax/1	Normal	251
	11		1-4	1-2	1D2/1, 1D1/1, 1iN/1, 1Bx/1	Normal	159
	12		1-4	1-3	1D2/1, 1D1/2, 1Cx/1	Normal	42

Signal Timings

Network Default: 120s cycle time; 120 steps

No Controller Streams present.

Final Prediction Table

Traffic Stream Results

				FLO	ows		PER	FORMANCE		PER	PCU		QUE	UES	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.
1A	1	S/L	1a	882	1800	120	120.00	49	84	6.60	0.96	0.00	0.24		100	100	0.00	3.34
1Ax	1			821	Unrestricted	120	0.00	0	Unrestricted	5.88	0.00	0.00	0.00		100	100	0.00	0.00
1Bx	1			499	Unrestricted	120	0.00	0	Unrestricted	4.44	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S/L	1b	794	1800	120	120.00	44	104	7.15	0.79	0.00	0.17		100	100	0.00	2.47
1Cx	1			503	Unrestricted	120	0.00	0	Unrestricted	7.20	0.00	0.00	0.00		100	100	0.00	0.00
1IN	1	S/R	1a	1080 <	976	120	0.00	111	-19	187.96	186.96	87.23	56.09		100	100	0.00	803.96
1iS	1	S/R	1b	997 <	820	120	0.00	122	-26	328.82	327.82	92.35	90.79		100	100	0.00	1297.95
1B1	1	L	1a	305 <	351	120	120.00	87	3	31.53	29.85	0.00	2.53 +		100	100	0.00	35.92
181	2	R	1a	161 <	153	120	0.00	105	-14	181.34	179.78	71.22	8.04 +		100	100	0.00	115.54
1D1	1	L	1b	410 <	481	120	120.00	85	6	21.08	19.88	0.00	2.26 +		100	100	0.00	32.14
101	2	R	1b	42	217	120	120.00	19	366	3.06	1.98	0.00	0.02		100	100	0.00	0.33
1Dx1	1		1e	483	3600	120	0.00	13	571	2.60	0.08	0.00	0.01		100	100	0.00	0.15
1B2	1		1c	466	1800	120	120.00	26	248	2.99	0.35	0.00	0.05		100	100	0.00	0.64
1D2	1		1d	452	1800	120	120.00	25	258	5.62	0.34	0.00	0.04		100	100	0.00	0.60
1Dx2	1			483	Unrestricted	120	0.00	0	Unrestricted	3.48	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	253.06	168.73	1.50	0.00	160.24	2275.38	17.65	0.00	2293.03
Bus									
Tram									
Pedestrians									
TOTAL	253.06	168.73	1.50	0.00	160.24	2275.38	17.65	0.00	2293.03

- < = adjusted flow warning (upstream linkstraffic streams are over-saturated)</p>
 * = 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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A1 -D10 - 2029 With Subj Dev, PM

Summary

Data Errors and Warnings

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

Run Summary

Analysis set used		Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU- hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	21/01/2022	21/01/2022	0.67	17:45	120	133.02	9.37	90.10	1iS/1	1	7		1iS/1	1iS/1	

Analysis Set Details

1	Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Г						V	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2029 With Subi Dev	PM				17:45		✓

T-Junctions

T-Junctions

T- Junction	Name	Description	Auto assign priority	Туре	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
1a			✓	TrafficStream	Two-Way	1A/1	1A/1	1Ax/1	Two-Way	1B1/2	1B1/1	1Bx/1	Two-Way	1iN/1	1iN/1	1iS/1	✓
1b			V	TrafficStream	Two-Way	1C/1	1C/1	1Cx/1	Two-Way	1D1/2	1D1/1	1Dx1/1	Two-Way	1iS/1	1iS/1	1iN/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)
1a	7.70	7.70	0.00	2.20	250.00
1b	10.00	10.00	0.00	2.20	125.00

T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)		
1a	3.00	3.00	24.00	31.00		
1h	3.00	3.00	27.00	61.00		

T-Junction Slope Intercept

- variotion orope intercopt												
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	
1a	643	0.09	0.23	501	0.08	0.21	0.13	0.30	719	0.26	0.26	
1b	662	0.08	0.21	516	0.08	0.20	0.12	0.28	646	0.21	0.21	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

			To		
		1-1	1-2	1-3	1-4
	1-1	0	198	512	157
From	1-2	122	0	161	109
	1-3	497	162	0	26
	1-4	182	91	44	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.

OD Matrix	Location	Name	Entries	Exits	Colour
	1-1		1A/1	1Ax/1	#0000FF

	1-2	1B2/1	1Bx/1	#FF0000
1	1-3	1C/1	1Cx/1	#00FF00
	4.4	1D2/1	1Dv2/1	#EEEEOO

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
	1		1-1	1-2	1A/1, 1Bx/1	Normal	198
	2		1-1	1-4	1A/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	157
	3		1-1	1-3	1A/1, 1IS/1, 1Cx/1	Normal	512
	4		1-2	1-4	1B2/1, 1B1/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	109
	5		1-2	1-3	1B2/1, 1B1/1, 1IS/1, 1Cx/1	Normal	161
	6		1-2	1-1	1B2/1, 1B1/2, 1Ax/1	Normal	122
1	7		1-3	1-4	1C/1, 1Dx1/1, 1Dx2/1	Normal	26
	8		1-3	1-1	1C/1, 1iN/1, 1Ax/1	Normal	497
	9		1-3	1-2	1C/1, 1iN/1, 1Bx/1	Normal	162
	10		1-4	1-1	1D2/1, 1D1/1, 1iN/1, 1Ax/1	Normal	182
	11		1-4	1-2	1D2/1, 1D1/1, 1iN/1, 1Bx/1	Normal	91
	12		1-4	1-3	1D2/1, 1D1/2, 1Cx/1	Normal	44

Signal Timings

Network Default: 120s cycle time; 120 steps

No Controller Streams present.

Final Prediction Table

Traffic Stream Results

				FLO	ows		PER	FORMANCE		PER	PCU		QUE	UES	WEIG	SHTS	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.
1A	1	S/L	1a	867	1800	120	120.00	48	87	6.57	0.93	0.00	0.22		100	100	0.00	3.17
1Ax	1			801	Unrestricted	120	0.00	0	Unrestricted	5.88	0.00	0.00	0.00		100	100	0.00	0.00
1Bx	1			451	Unrestricted	120	0.00	0	Unrestricted	4.44	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S/L	1b	685	1800	120	120.00	38	136	6.97	0.61	0.00	0.12		100	100	0.00	1.66
1Cx	1			717	Unrestricted	120	0.00	0	Unrestricted	7.20	0.00	0.00	0.00		100	100	0.00	0.00
1IN	1	S/R	1a	932 <	1049	120	0.00	89	1	13.72	12.72	0.00	3.29 +		100	100	0.00	46.75
1iS	1	S/R	1b	939 <	1042	120	0.00	90	0	15.41	14.41	0.00	3.76 +		100	100	0.00	53.39
1B1	1	L	1a	270	389	120	120.00	69	30	11.96	10.28	0.00	0.77		100	100	0.00	10.95
101	2	R	1a	122	173	120	0.00	70	28	24.95	23.39	0.00	0.79		100	100	0.00	11.26
1D1	1	L	1b	273	495	120	120.00	55	63	5.62	4.42	0.00	0.34		100	100	0.00	4.76
101	2	R	1b	44	227	120	120.00	19	364	2.98	1.90	0.00	0.02		100	100	0.00	0.33
1Dx1	1		1e	292	3600	120	0.00	8	1010	2.56	0.04	0.00	0.00		100	100	0.00	0.05
1B2	1		1c	392	1800	120	0.00	22	313	2.92	0.28	0.00	0.03		100	100	0.00	0.43
1D2	1		1d	317	1800	120	0.00	18	411	5.49	0.21	0.00	0.02		100	100	0.00	0.27
1Dx2	1			292	Unrestricted	120	0.00	0	Unrestricted	3.48	0.00	0.00	0.00		100	100	0.00	0.00

	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	235.71	17.28	13.64	0.00	9.37	133.02	0.00	0.00	133.02
Bus									
Tram									
Pedestrians									
TOTAL	235.71	17.28	13.64	0.00	9.37	133.02	0.00	0.00	133.02

- « adjusted flow warning (upstream inicksfratific streams are over-seburated)
 " a "Traffic Stream Namal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
 " Traffic Stream Namal, Bus or Tram Stop or Delay Prath weighting has been set to a value other than 100%
 " average instruction stream excess queue is greater than 0
 PL = PERFORMANCE MODE."

A1 -D11 - 2039 W/O Subj Dev, AM

Summary

Data Errors and Warnings

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

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU- hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity	
1	21/01/2022 17:50:07	21/01/2022 17:50:08	1.22	08:30	120	2058.33	143.76	122.01	1iS/1	3	20		1iS/1	1iS/1		1

Analysis Set Details

1	Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Г						V	

Demand Set Details

Scenario name	Time Period name	Description Composite		Demand sets	Start time (HH:mm)	Locked	Run automatically	
2039 W/O Subi Dev	AM				08:30		✓	

T-Junctions

T-Junctions

T- Junction	Name	Description	Auto assign priority	Туре	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
1a			✓	TrafficStream	Two-Way	1A/1	1A/1	1Ax/1	Two-Way	1B1/2	1B1/1	1Bx/1	Two-Way	1iN/1	1iN/1	1iS/1	✓
1b			V	TrafficStream	Two-Way	1C/1	1C/1	1Cx/1	Two-Way	1D1/2	1D1/1	1Dx1/1	Two-Way	1iS/1	1iS/1	1iN/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)
1a	7.70	7.70	0.00	2.20	250.00
1b	10.00	10.00	0.00	2.20	125.00

T-Junction Minors

	T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
	1a	3.00	3.00	24.00	31.00
ı	1h	3.00	3.00	27.00	61.00

T-Junction Slope Intercept

T deliction diops into opt													
Jur	T- nction	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	
	1a	643	0.09	0.23	501	0.08	0.21	0.13	0.30	719	0.26	0.26	
	1h	662	0.08	0.21	516	0.08	0.20	0.12	0.28	646	0.21	0.21	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

-004.		optione	•												
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	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1		~	~	Path Equalisation											

Normal Input Flows (PCU/hr)

			То		
		1-1	1-2	1-3	1-4
	1-1	0	205	402	288
From	1-2	173	0	132	178
	1-3	421	157	0	107
	1-4	269	170	40	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.

OD Matrix	Location	Name	Entries	Exits	Colour
	1-1		1A/1	1Ax/1	#0000FF

	1-2	1B2/1	1Bx/1	#FF0000
1	1-3	1C/1	1Cx/1	#00FF00
	1.4	1D2/1	1Dv2/1	#EEEEOO

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
	1		1-1	1-2	1A/1, 1Bx/1	Normal	205
	2		1-1	1-4	1A/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	288
	3		1-1	1-3	1A/1, 1IS/1, 1Cx/1	Normal	402
	4		1-2	1-4	1B2/1, 1B1/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	178
	5		1-2	1-3	1B2/1, 1B1/1, 1IS/1, 1Cx/1	Normal	132
	6		1-2	1-1	1B2/1, 1B1/2, 1Ax/1	Normal	173
1	7		1-3	1-4	1C/1, 1Dx1/1, 1Dx2/1	Normal	107
	8		1-3	1-1	1C/1, 1iN/1, 1Ax/1	Normal	421
	9		1-3	1-2	1C/1, 1iN/1, 1Bx/1	Normal	157
	10		1-4	1-1	1D2/1, 1D1/1, 1iN/1, 1Ax/1	Normal	269
	11		1-4	1-2	1D2/1, 1D1/1, 1iN/1, 1Bx/1	Normal	170
	12		1-4	1-3	1D2/1, 1D1/2, 1Cx/1	Normal	40

Signal Timings

Network Default: 120s cycle time; 120 steps

No Controller Streams present.

Final Prediction Table

Traffic Stream Results

				FLO	ows		PER	FORMANCE		PER	PCU		QUE	UES	WEI	SHTS	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.
1A	1	S/L	1a	895	1800	120	120.00	50	81	6.63	0.99	0.00	0.25		100	100	0.00	3.49
1Ax	1			809	Unrestricted	120	0.00	0	Unrestricted	5.88	0.00	0.00	0.00		100	100	0.00	0.00
1Bx	1			515	Unrestricted	120	0.00	0	Unrestricted	4.44	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S/L	1b	685	1800	120	120.00	38	136	6.97	0.61	0.00	0.12		100	100	0.00	1.66
1Cx	1			478	Unrestricted	120	0.00	0	Unrestricted	7.20	0.00	0.00	0.00		100	100	0.00	0.00
1IN	1	S/R	1a	1017 <	965	120	0.00	105	-15	117.59	116.59	76.07	32.94		100	100	0.00	474.20
1iS	1	S/R	1b	1000 <	820	120	0.00	122	-26	333.56	332.56	92.46	92.38		100	100	0.00	1320.54
	1	L	1a	310 <	350	120	120.00	89	2	35.28	33.60	0.00	2.89 +		100	100	0.00	41.08
1B1	2	R	1a	173 <	154	120	0.00	112	-20	260.30	258.74	87.32	12.43		100	100	0.00	178.25
1D1	1	L	1b	439 <	505	120	120.00	87	3	22.76	21.56	0.00	2.63 +		100	100	0.00	37.33
101	2	R	1b	40	233	120	120.00	17	424	2.68	1.60	0.00	0.02		100	100	0.00	0.25
1Dx1	1		1e	489	3600	120	0.00	14	563	2.60	0.08	0.00	0.01		100	100	0.00	0.15
1B2	1		1c	483	1800	120	120.00	27	235	3.01	0.37	0.00	0.05		100	100	0.00	0.70
1D2	1		1d	479	1800	120	120.00	27	238	5.64	0.36	0.00	0.05		100	100	0.00	0.68
1Dx2	1			489	Unrestricted	120	0.00	0	Unrestricted	3.48	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	248.34	152.09	1.63	0.00	143.76	2041.39	16.94	0.00	2058.33
Bus									
Tram									
Pedestrians									
TOTAL	248.34	152.09	1.63	0.00	143.76	2041.39	16.94	0.00	2058.33

- - a-quaser own vertires (upsareerii inflictimatic streems are over-calutated)
 * Traffic Streem Normal, Bur or Tram Stop or Delay repoliting has been set to a value other than 100%
 * a Traffic Streem Normal, Bur or Tram Stop or Delay Path weighting has been set to a value other than 100%
 * a verrage link/haffic streem excess queue is greater than 0
 P.L. = PERFORMANCE MOEX
 **

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A1 -D12 - 2039 W/O Subj Dev, PM

Summary

Data Errors and Warnings

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

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU- hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	21/01/2022 17:50:08	21/01/2022 17:50:08	0.69	17:45	120	116.19	8.18	88.96	1iS/1	0	0		1iS/1	1iS/1	✓

Analysis Set Details

N	ame	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
						· /	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2039 W/O Subi Dev	PM				17:45		✓

T-Junctions

T-Junctions

	T- lunction	Name	Description	Auto assign priority	Туре	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
	1a			✓	TrafficStream	Two-Way	1A/1	1A/1	1Ax/1	Two-Way	1B1/2	1B1/1	1Bx/1	Two-Way	1iN/1	1iN/1	1iS/1	V
Г	1b			✓	TrafficStream	Two-Way	1C/1	1C/1	1Cx/1	Two-Way	1D1/2	1D1/1	1Dx1/1	Two-Way	1iS/1	1iS/1	1iN/1	V

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)
1a	7.70	7.70	0.00	2.20	250.00
1b	10.00	10.00	0.00	2.20	125.00

T-Junction Minors

	T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
	1a	3.00	3.00	24.00	31.00
ı	1h	3.00	3.00	27.00	61.00

T-Junction Slope Intercept

Jı	T- unction	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
	1a	643	0.09	0.23	501	0.08	0.21	0.13	0.30	719	0.26	0.26
	1b	662	0.08	0.21	516	0.08	0.20	0.12	0.28	646	0.21	0.21

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

			To		
		1-1	1-2	1-3	1-4
	1-1	0	213	455	169
From	1-2	131	0	143	117
	1-3	467	153	0	24
	1-4	196	97	39	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.

OD Matrix	Location	Name	Entries	Exits	Colour
	1-1		1A/1	1Ax/1	#0000FF

	1-2	1B2/1	1Bx/1	#FF0000
1	1-3	1C/1	1Cx/1	#00FF00
		15011	10 011	UEEEEeoo

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
	1		1-1	1-2	1A/1, 1Bx/1	Normal	213
	2		1-1	1-4	1A/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	169
	3		1-1	1-3	1A/1, 1IS/1, 1Cx/1	Normal	455
5			1-2	1-4	1B2/1, 1B1/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	117
			1-2	1-3	1B2/1, 1B1/1, 1IS/1, 1Cx/1	Normal	143
	6		1-2	1-1	1B2/1, 1B1/2, 1Ax/1	Normal	131
1	7		1-3	1-4	1C/1, 1Dx1/1, 1Dx2/1	Normal	24
	8		1-3	1-1	1C/1, 1iN/1, 1Ax/1	Normal	467
	9		1-3	1-2	1C/1, 1iN/1, 1Bx/1	Normal	153
	10		1-4	1-1	1D2/1, 1D1/1, 1iN/1, 1Ax/1	Normal	196
11		1-4	1-2	1D2/1, 1D1/1, 1iN/1, 1Bx/1	Normal	97	
	12		1-4	1-3	1D2/1, 1D1/2, 1Cx/1	Normal	39

Signal Timings

Network Default: 120s cycle time; 120 steps

No Controller Streams present.

Final Prediction Table

Traffic Stream Results

				FLO	ows		PER	FORMANCE		PER	PCU		QUE	UES	WEIG	SHTS	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.
1A	1	S/L	1a	837	1800	120	120.00	47	94	6.51	0.87	0.00	0.20		100	100	0.00	2.87
1Ax	1			794	Unrestricted	120	0.00	0	Unrestricted	5.88	0.00	0.00	0.00		100	100	0.00	0.00
1Bx	1			463	Unrestricted	120	0.00	0	Unrestricted	4.44	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S/L	1b	644	1800	120	120.00	36	152	6.92	0.56	0.00	0.10		100	100	0.00	1.41
1Cx	1			637	Unrestricted	120	0.00	0	Unrestricted	7.20	0.00	0.00	0.00		100	100	0.00	0.00
1iN	1	S/R	1a	913 <	1055	120	0.00	87	4	11.46	10.46	0.00	2.65 +		100	100	0.00	37.66
1iS	1	S/R	1b	884 <	994	120	0.00	89	1	14.55	13.55	0.00	3.33 +		100	100	0.00	47.25
1B1	1	L	1a	260	395	120	120.00	66	37	10.25	8.57	0.00	0.62		100	100	0.00	8.79
161	2	R	1a	131	185	120	0.00	71	27	24.10	22.54	0.00	0.82		100	100	0.00	11.65
1D1	1	L	1b	293	507	120	120.00	58	56	6.00	4.80	0.00	0.39		100	100	0.00	5.55
101	2	R	1b	39	238	120	120.00	16	450	2.55	1.47	0.00	0.02		100	100	0.00	0.23
1Dx1	1		1e	310	3600	120	0.00	9	945	2.57	0.05	0.00	0.00		100	100	0.00	0.06
1B2	1		1c	391	1800	120	0.00	22	314	2.92	0.28	0.00	0.03		100	100	0.00	0.43
1D2	1		1d	332	1800	120	0.00	18	388	5.51	0.23	0.00	0.02		100	100	0.00	0.30
1Dx2	1			310	Unrestricted	120	0.00	0	Unrestricted	3.48	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	228.53	15.85	14.42	0.00	8.18	116.19	0.00	0.00	116.19
Bus									
Tram									
Pedestrians									
TOTAL	228.53	15.85	14.42	0.00	8.18	116.19	0.00	0.00	116.19

- <= adjusted flow warning (upstream links/traffic streams are over-saturated)
 <p>
 *= 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/braffic stream excess queue is greated than 0
- P.I. = PERFORMANCE INDEX

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A1 -D13 - 2039 With Subj Dev, AM

Summary

Data Errors and Warnings

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

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU- hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity	
1	21/01/2022 17:50:08	21/01/2022 17:50:09	1.22	08:30	120	3603.28	252.46	131.59	1iS/1	5	33		1iS/1	1iS/1		

Analysis Set Details

1	Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Г						V	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2039 With Subi Dev	AM				08:30		✓

T-Junctions

T-Junctions

T- Junction	Name	Description	Auto assign priority	Туре	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
1a			✓	TrafficStream	Two-Way	1A/1	1A/1	1Ax/1	Two-Way	1B1/2	1B1/1	1Bx/1	Two-Way	1iN/1	1iN/1	1iS/1	✓
1b			✓	TrafficStream	Two-Way	1C/1	1C/1	1Cx/1	Two-Way	1D1/2	1D1/1	1Dx1/1	Two-Way	1iS/1	1iS/1	1iN/1	V

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)		
1a	7.70	7.70	0.00	2.20	250.00		
1b	10.00	10.00	0.00	2.20	125.00		

T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
1a	3.00	3.00	24.00	31.00
1h	3.00	3.00	27.00	61.00

T-Junction Slope Intercept

r danielon diopo 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		
1a	643	0.09	0.23	501	0.08	0.21	0.13	0.30	719	0.26	0.26		
1b	662	0.08	0.21	516	0.08	0.20	0.12	0.28	646	0.21	0.21		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

-004.		optione	•												
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	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1		~	~	Path Equalisation											

Normal Input Flows (PCU/hr)

			To		
		1-1	1-2	1-3	1-4
	1-1	0	205	449	288
From	1-2	173	0	147	178
	1-3	514	193	0	130
	1-4	269	170	44	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.

OD Matrix	Location	Name	Entries	Exits	Colour
	1-1		1A/1	1Ax/1	#0000FF

	1-2	1B2/1	1Bx/1	#FF0000
1	1-3	1C/1	1Cx/1	#00FF00
	4.4	1D2/1	1Dv2/1	#EEEEO

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
	1		1-1	1-2	1A/1, 1Bx/1	Normal	205
	2		1-1	1-4	1A/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	288
	3		1-1	1-3	1A/1, 1IS/1, 1Cx/1	Normal	449
	4		1-2	1-4	1B2/1, 1B1/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	178
	5		1-2	1-3	1B2/1, 1B1/1, 1IS/1, 1Cx/1	Normal	147
	6		1-2	1-1	1B2/1, 1B1/2, 1Ax/1	Normal	173
1	7		1-3	1-4	1C/1, 1Dx1/1, 1Dx2/1	Normal	130
	8		1-3	1-1	1C/1, 1iN/1, 1Ax/1	Normal	514
	9		1-3	1-2	1C/1, 1iN/1, 1Bx/1	Normal	193
	10		1-4	1-1	1D2/1, 1D1/1, 1iN/1, 1Ax/1	Normal	269
	11		1-4	1-2	1D2/1, 1D1/1, 1iN/1, 1Bx/1	Normal	170
	12		1-4	1-3	1D2/1, 1D1/2, 1Cx/1	Normal	44

Signal Timings

Network Default: 120s cycle time; 120 steps

No Controller Streams present.

Final Prediction Table

Traffic Stream Results

				FLC	ows		PER	FORMANCE		PER	PCU		QUE	UES	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.
1A	1	S/L	1a	942	1800	120	120.00	52	72	6.74	1.10	0.00	0.29		100	100	0.00	4.07
1Ax	1			800	Unrestricted	120	0.00	0	Unrestricted	5.88	0.00	0.00	0.00		100	100	0.00	0.00
1Bx	1			508	Unrestricted	120	0.00	0	Unrestricted	4.44	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S/L	1b	837	1800	120	120.00	47	94	7.23	0.87	0.00	0.20		100	100	0.00	2.87
1Cx	1			497	Unrestricted	120	0.00	0	Unrestricted	7.20	0.00	0.00	0.00		100	100	0.00	0.00
1IN	1	S/R	1a	1146 <	957	120	0.00	120	-25	306.03	305.03	92.58	97.10 +		100	100	0.00	1386.67
1iS	1	S/R	1b	1062 <	807	120	0.00	132	-32	438.33	437.33	94.33	129.01		100	100	0.00	1840.78
	1	L	1a	325 <	342	120	120.00	95	-5	60.53	58.85	0.00	5.31 +		100	100	0.00	75.44
1B1	2	R	1a	173 <	146	120	0.00	118	-24	325.74	324.18	90.92	15.58		100	100	0.00	222.88
1D1	1	L	1b	439 <	470	120	120.00	93	-4	40.81	39.61	0.00	4.83 +		100	100	0.00	68.59
101	2	R	1b	44	212	120	120.00	21	333	3.30	2.22	0.00	0.03		100	100	0.00	0.39
1Dx1	1		1e	484	3600	120	0.00	13	569	2.60	0.08	0.00	0.01		100	100	0.00	0.15
1B2	1		1c	498	1800	120	120.00	28	225	3.02	0.38	0.00	0.05		100	100	0.00	0.75
1D2	1		1d	483	1800	120	120.00	27	235	5.65	0.37	0.00	0.05		100	100	0.00	0.70
1Dx2	1			484	Unrestricted	120	0.00	0	Unrestricted	3.48	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	260.96	261.22	1.00	0.00	252.46	3584.98	18.30	0.00	3603.28
Bus									
Tram									
Pedestrians									
TOTAL	260.96	261.22	1.00	0.00	252.46	3584.98	18.30	0.00	3603.28

- = 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/haffic stream excess queue is greater than 0
 P.1. = PERFORMANCE MIDEX.

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A1 -D14 - 2039 With Subj Dev, PM

Summary

Data Errors and Warnings

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

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU- hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	21/01/2022	21/01/2022	0.72	17:45	120	317.43	22.35	97.16	1iS/1	2	13		1iS/1	1iS/1	

Analysis Set Details

1	Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
Г						V	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2039 With Subi Dev	PM				17:45		✓

T-Junctions

T-Junctions

T- Junction	Name	Description	Auto assign priority	Туре	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
1a			✓	TrafficStream	Two-Way	1A/1	1A/1	1Ax/1	Two-Way	1B1/2	1B1/1	1Bx/1	Two-Way	1iN/1	1iN/1	1iS/1	~
1b			V	TrafficStream	Two-Way	1C/1	1C/1	1Cx/1	Two-Way	1D1/2	1D1/1	1Dx1/1	Two-Way	1iS/1	1iS/1	1iN/1	V

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)
1a	7.70	7.70	0.00	2.20	250.00
1b	10.00	10.00	0.00	2.20	125.00

T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
1a	3.00	3.00	24.00	31.00
1h	3.00	3.00	27.00	61.00

۰		olopo ilitoroo	,									
	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
ľ	1a	643	0.09	0.23	501	0.08	0.21	0.13	0.30	719	0.26	0.26
ı	1h	662	0.08	0.21	516	0.08	0.20	0.12	0.28	646	0.21	0.21

Local OD Matrix - Local Matrix: 1

Local Matrix Options

-004		optione	•												
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	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1		~	~	Path Equalisation											

Normal Input Flows (PCU/hr)

			To		
		1-1	1-2	1-3	1-4
	1-1	0	213	541	169
From	1-2	131	0	170	117
	1-3	528	172	0	27
	1-4	196	97	46	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.

OD Matrix	Location	Name	Entries	Exits	Colour
	1-1		1A/1	1Ax/1	#0000FF

	1-2		1B2/1	1Bx/1	#FF0000
1	1-3		1C/1	1Cx/1	#00FF00
	4.4		D2/4	1Dv2/1	#EEEEOO

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
	1		1-1	1-2	1A/1, 1Bx/1	Normal	213
	2		1-1	1-4	1A/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	169
	3		1-1	1-3	1A/1, 1IS/1, 1Cx/1	Normal	541
	4		1-2	1-4	1B2/1, 1B1/1, 1IS/1, 1Dx1/1, 1Dx2/1	Normal	117
	5		1-2	1-3	1B2/1, 1B1/1, 1IS/1, 1Cx/1	Normal	170
	6		1-2	1-1	1B2/1, 1B1/2, 1Ax/1	Normal	131
1	7		1-3	1-4	1C/1, 1Dx1/1, 1Dx2/1	Normal	27
	8		1-3	1-1	1C/1, 1iN/1, 1Ax/1	Normal	528
	9		1-3	1-2	1C/1, 1iN/1, 1Bx/1	Normal	172
	10		1-4	1-1	1D2/1, 1D1/1, 1iN/1, 1Ax/1	Normal	196
	11		1-4	1-2	1D2/1, 1D1/1, 1iN/1, 1Bx/1	Normal	97
	12		1-4	1-3	1D2/1, 1D1/2, 1Cx/1	Normal	46

Signal Timings

Network Default: 120s cycle time; 120 steps

No Controller Streams present.

Final Prediction Table

Traffic Stream Results

				FLO	ows		PER	FORMANCE		PER	PCU		QUE	UES	WEIG	SHTS	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.
1A	1	S/L	1a	923	1800	120	120.00	51	76	6.69	1.05	0.00	0.27		100	100	0.00	3.82
1Ax	1			855	Unrestricted	120	0.00	0	Unrestricted	5.88	0.00	0.00	0.00		100	100	0.00	0.00
1Bx	1			482	Unrestricted	120	0.00	0	Unrestricted	4.44	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S/L	1b	727	1800	120	120.00	40	123	7.04	0.68	0.00	0.14		100	100	0.00	1.94
1Cx	1			757	Unrestricted	120	0.00	0	Unrestricted	7.20	0.00	0.00	0.00		100	100	0.00	0.00
1iN	1	S/R	1a	993 <	1032	120	0.00	96	-6	30.93	29.93	0.00	8.25 +		100	100	0.00	117.21
1iS	1	S/R	1b	997 <	1026	120	0.00	97	-7	35.78	34.78	0.00	9.63 +		100	100	0.00	136.78
1B1	1	L	1a	287	362	120	120.00	79	14	19.63	17.95	0.00	1.43		100	100	0.00	20.32
161	2	R	1a	131	152	120	0.00	86	5	58.66	57.10	0.00	2.08		100	100	0.00	29.50
1D1	1	L	1b	293	484	120	120.00	61	49	6.86	5.66	0.00	0.46		100	100	0.00	6.54
101	2	R	1b	46	208	120	120.00	22	308	3.52	2.44	0.00	0.03		100	100	0.00	0.44
1Dx1	1		1e	313	3600	120	0.00	9	935	2.57	0.05	0.00	0.00		100	100	0.00	0.06
1B2	1		1c	418	1800	120	0.00	23	288	2.94	0.30	0.00	0.04		100	100	0.00	0.50
1D2	1		1d	339	1800	120	0.00	19	378	5.51	0.23	0.00	0.02		100	100	0.00	0.31
1Dx2	1			313	Unrestricted	120	0.00	0	Unrestricted	3.48	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	250.82	30.77	8.15	0.00	22.35	317.43	0.00	0.00	317.43
Bus									
Tram									
Pedestrians									
TOTAL	250.82	30.77	8.15	0.00	22.35	317.43	0.00	0.00	317.43

- « adjusted flow warning (upstream inicksfratific streams are over-seburated)
 " a "Traffic Stream Namal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
 " Traffic Stream Namal, Bus or Tram Stop or Delay Prath weighting has been set to a value other than 100%
 " average instruction stream excess queue is greater than 0
 PL = PERFORMANCE MODE."

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Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2022

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

Filename: R086 Junction 3 PICADY Model 20220124.arc8
Path: J/R_JOBSJ\05-R086B_Documents\(C\text{Ovil}\(A_C \) Reports\(Planning Application\(Traffic\) Modelling Report generation date: 24\(01\) (2022 12:18:0).

Summary of junction performance

			1	PM				
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Oueue (PCU)	Delay (s)	RFC	Network Residual Capacity
				Standard - 2				
Stream B-C	0.00	0.00	0.00		0.00	0.00	0.00	
Stream B-A	0.00	0.00	0.00		0.00	0.00	0.00	
Stream C-AB	0.00	0.00	0.00	900 %	0.00	0.00	0.00	900 %
Stream C-A	-	-	-	n	-	-	-	n
Stream A-B	-	-	-	П	-	-	-	LI
Stream A-C	-	-	-		-	-	-	
				Standard - 2	024 No Dev	,		
Stream B-C	0.07	8.56	0.06		0.10	7.92	0.09	
Stream B-A	0.36	12.62	0.27		0.20	12.88	0.17	
Stream C-AB	0.04	5.83	0.04	85 %	0.09	6.27	0.08	97 %
Stream C-A	-	-	-	[Stream B-A]	-	-	-	[Stream B-C]
Stream A-B	-	-	-	[Stream B-A]	-	-	-	[Stream b-C]
Stream A-C	-	-	-		-	-	-	
				Standard - 20	24 With De	ev		
Stream B-C	0.42	21.23	0.30		0.41	12.82	0.29	
Stream B-A	2.74	38.46	0.75		0.98	24.69	0.50	
Stream C-AB	0.12	6,44	0.11	10 %	0.29	7.86	0.23	26 %
Stream C-AD	0.12	-	0.11	[Channer D A]	- 0.23	7.00	-	[Channer D. A.]
Stream A-B	_	_	-	[Stream B-A]	_	-	-	[Stream B-A]
Stream A-C	_	_	-		-	-	-	
Stream A-C				Standard - 2	020 No Do	,		
Stream B-C	0.07	8,74	0.06	Standard - 2	0.10	8.08	0.09	
Stream B-C	0.07	13.26	0.06		0.10	13.55	0.09	
Stream C-AB	0.05	5.92	0.28	77 %	0.09	6.38	0.08	87 %
Stream C-AB	- 0.03	3.92	0.04		- 0.09	0.30	0.00	
Stream A-B				[Stream B-A]				[Stream B-C]
Stream A-C	_	_	-			_	-	
oti cuiii A c				Standard - 20	120 With De	21/		
Stream B-C	0.49	25.03	0.34	Standard - 20	0.44	13.65	0.31	
Stream B-C	3.16	44.83	0.34		1.08	27.36	0.51	
Stream C-AB	0.12	6,55	0.78	7 %	0.30	8.04	0.33	22 %
Stream C-AB	0.12	- 0.33	0.11		0.30	0.04	-	
Stream A-B	_	_	-	[Stream B-A]		_	-	[Stream B-A]
Stream A-C	-	-	-		-	-	-	
			-	Standard - 2	039 No Des	,		
Stream B-C	0.07	8.95	0.06	Standard - 2	0.10	8.28	0.09	
Stream B-A	0.40	14.05	0.00		0.10	14.40	0.09	
Stream C-AB	0.40	6.02	0.23	70 %	0.22	6.51	0.18	78 %
Stream C-AD	-	-	-	[Stream B-A]	-	-	-	[Stream B-C]
Stream A-B	-	-	-	[Stream B-A]	-	-	-	[Sueall B-C]
Stream A-C	-	-	-		-	-	-	
			-	Standard - 20	39 With De	ev.		
Stream B-C	0.63	32.45	0.40	Standard - 20	0.47	14.85	0.33	
Stream B-C	3.82	32.45 54.76	0.40		1.23	31.21	0.33	
			1 0.02	3 76		18 %		
Stroom C-AD			0.11	3 /0	0.21	0.75	0.24	
Stream C-AB Stream C-A	0.12	6.67	0.11	[Stream B-A]	0.31	8.25	0.24	[Stream B-A]

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

D1 - 2022 Baseline, AM "model duration: 08:15 - 09:45
'D2 - 2022 Baseline, PM" model duration: 17:30 - 19:00
'D3 - 2024 No Dev, AM" model duration: 17:30 - 19:00
'D3 - 2024 No Dev, AM" model duration: 08:15 - 09:45
'D4 - 2024 No Dev, PM" model duration: 17:30 - 19:00
'D5 - 2024 With Dev, AM" model duration: 17:30 - 19:00
'D7 - 2029 No Dev, AM" model duration: 17:30 - 19:00
'D9 - 2029 With Dev, AM" model duration: 17:30 - 19:00
'D9 - 2029 With Dev, PM" model duration: 17:30 - 19:00
'D11 - 2039 No Dev, AM" model duration: 17:30 - 19:00
'D11 - 2039 No Dev, AM" model duration: 17:30 - 19:00
'D12 - 2039 With Dev, AM" model duration: 17:30 - 19:00
'D13 - 2039 With Dev, AM" model duration: 17:30 - 19:00
'D13 - 2039 With Dev, PM" model duration: 17:30 - 19:00

Run using Junctions 8.0.3.332 at 24/01/2022 12:17:54

File summary

R086 Ardee

File Description

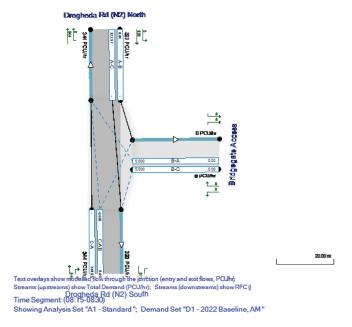
Title	Ardee
Location	
Site Number	3
Date	24/01/0222
Version	
Status	Existing Bridgegate access junction
Identifier	
Client	
Jobnumber	R086
Enumerator	GF
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	RFC	0.90	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of ARCADY.

Standard - 2022 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - 2022 Baseline, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship	
2022 Baseline, AM	2022 Baseline	AM		ONE HOUR	08:15	09:45	90	15	✓			✓			

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS

| Drogheda Rd (N2) / Bridgegate | T-Junction | Two-way | A,B,C | 0.00 | F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

Arms

Arms

Name	Name	Description	Arm Type	
Drogheda Rd (N2) North	Drogheda Rd (N2) North		Major	
Bridgegate Access	Bridgegate Access		Minor	
Drogheda Rd (N2) South	Drogheda Rd (N2) South		Major	

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed Has right central reserve (m) turn bay		Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Drogheda Rd (N2) South	10.20		0.00	✓	3.00	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Bridgegate Access	One lane plus flare				8.80	6.00	4.40	4.00	3.90	✓	1.00	49	44

Pedestrian Crossings

Name	Crossing Type
Drogheda Rd (N2) North	None
Bridgegate Access	None
Drogheda Rd (N2) South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

	Junction	unction Stream		Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
Г	3	B-A	525.505	0.078	0.198	0.124	0.282
Г	3	B-C	664.684	0.083	0.210	-	-
	3	C-B	781.320	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	
Drogheda Rd (N2) North	ONE HOUR	✓	429.00	100.000	

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Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:30-08:45	Drogheda Rd (N2) North	385.66	385.66		
08:30-08:45	Bridgegate Access	0.00	0.00		
08:30-08:45	Drogheda Rd (N2) South	410.83	410.83		
08:45-09:00	Drogheda Rd (N2) North	472.34	472.34		
08:45-09:00	Bridgegate Access	0.00	0.00		
08:45-09:00	Drogheda Rd (N2) South	503.17	503.17		
09:00-09:15	Drogheda Rd (N2) North	472.34	472.34		
09:00-09:15	Bridgegate Access	0.00	0.00		
09:00-09:15	Drogheda Rd (N2) South	503.17	503.17		
09:15-09:30	Drogheda Rd (N2) North	385.66	385.66		
09:15-09:30	Bridgegate Access	0.00	0.00		
09:15-09:30	Drogheda Rd (N2) South	410.83	410.83		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Drogheda Rd (N2) / Bridgegate (for whole period)

	То									
		Α	В	С						
F	Α	0.000	0.000	429.000						
From	В	0.000	0.000	0.000						
	С	457.000	0.000	0.000						

Turning Proportions (PCU) - Drogheda Rd (N2) / Bridgegate (for whole period)

		1	Го		
		A B		С	
From	Α	0.00	0.00	1.00	
From	В	0.33	0.33	0.33	
	С	1.00	0.00	0.00	

Vehicle Mix

Average PCU Per Vehicle - Drogheda Rd (N2) / Bridgegate (for whole period)

		То								
		Α	В	С						
From	Α	1.000	1.000	1.000						
From	В	1.000	1.000	1.000						
	С	1.000	1.000	1.000						

Heavy Vehicle Percentages - Drogheda Rd (N2) / Bridgegate (for whole period)

		То									
		Α	В	С							
From	Α	0.000	0.000	0.000							
From	В	0.000	0.000	0.000							
	С	0.000	0.000	0.000							

Results

Results Summary for whole modelled period

Str	eam	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
В	3-C	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
В	B-A	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-	-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
С	-A	-	-	-	-	457.00	457.00	-	-	-	-	-
Α	∖-B	-	-	-	-	0.00	0.00	-	-	-	-	-
Α	-C	-	-	-	-	429.00	429.00	-	-	-	-	-

Standard - 2022 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D2 - 2022 Baseline, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

R086 Ardee

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2022 Baseline, PM	2022 Baseline	PM		ONE HOUR	17:30	19:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Drogheda Rd (N2) / Bridgegate	T-Junction	Two-way	A,B,C		0.00	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

Arms

Arms

Name	Name	Description	Arm Type
Drogheda Rd (N2) North	Drogheda Rd (N2) North		Major
Bridgegate Access	Bridgegate Access		Minor
Drogheda Rd (N2) South	Drogheda Rd (N2) South		Major

Major Arm Geometry

	Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Drog	gheda Rd (N2) South	10.20		0.00	~	3.00	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

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Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Bridgegate	One lane				8.80	6.00	4.40	4.00	3.90	1	1.00	49	44

Pedestrian Crossings

Name	Crossing Type
Drogheda Rd (N2) North	None
Bridgegate Access	None
Drogheda Rd (N2) South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	525.505	0.078	0.198	0.124	0.282
3	B-C	664.684	0.083	0.210	-	-
3	C-B	781.320	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

	Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
Γ			✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Drogheda Rd (N2) North	ONE HOUR	✓	472.00	100.000
Bridgegate Access	ONE HOUR	✓	0.00	100.000
Drogheda Rd (N2) South	ONE HOUR	✓	499.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:45-18:00	Drogheda Rd (N2) North	424.32	424.32		
17:45-18:00	Bridgegate Access	0.00	0.00		
17:45-18:00	Drogheda Rd (N2) South	448.59	448.59		
18:00-18:15	Drogheda Rd (N2) North	519.68	519.68		
18:00-18:15	Bridgegate Access	0.00	0.00		
18:00-18:15	Drogheda Rd (N2) South	549.41	549.41		
18:15-18:30	Drogheda Rd (N2) North	519.68	519.68		
18:15-18:30	Bridgegate Access	0.00	0.00		
18:15-18:30	Drogheda Rd (N2) South	549.41	549.41		
18:30-18:45	Drogheda Rd (N2) North	424.32	424.32		
18:30-18:45	Bridgegate Access	0.00	0.00		

	Drogheda Rd (N2)	l	l	İ	
18:30-18:45	Courth Courth	448.59	448.59		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Drogheda Rd (N2) / Bridgegate (for whole period)

		То					
		Α	В	С			
From	Α	0.000	0.000	472.000			
FIUIII	В	0.000	0.000	0.000			
	С	499.000	0.000	0.000			

Turning Proportions (PCU) - Drogheda Rd (N2) / Bridgegate (for whole period)

			То	
		Α	В	С
From	Α	0.00	0.00	1.00
FIOIII	В	0.33	0.33	0.33
	С	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Drogheda Rd (N2) / Bridgegate (for whole period)

			То	
		Α	В	С
From	Α	1.000	1.000	1.000
FIOIII	В	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Drogheda Rd (N2) / Bridgegate (for whole period)

	То					
		Α	В	С		
From	Α	0.000	0.000	0.000		
From	В	0.000	0.000	0.000		
	С	0.000	0.000	0.000		

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	499.00	499.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	472.00	472.00	-	-	-	-	-

Standard - 2024 No Dev, AM

Data Errors and Warnings

Warning DemandSets D3 - 2024 No Dev, AM Time results are shown for central hour only. (Model is run for a 90 minute period.)	Severity	Area	Item	Description
	Warning	DemandSets		Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standa	rd N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2024 No Dev, AM	2024 No Dev	AM		ONE HOUR	08:15	09:45	90	15	✓			√		

Junction Network

Junctions

[Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
	Drogheda Rd (N2) / Bridgegate	T-Junction	Two-way	A,B,C		10.74	В

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	85	Stream B-A		

Arms

Arms

Name	Name	Description	Arm Type
Drogheda Rd (N2) North	Drogheda Rd (N2) North		Major
Bridgegate Access	Bridgegate Access		Minor
Drogheda Rd (N2) South	Drogheda Rd (N2) South		Major

Major Arm Geometry

Name	Width of	Has kerbed	Width of kerbed	Has right	Width For Right	Visibility For Right	Blocks?	Blocking Queue	
- Trumo	carriageway (m)	central reserve	central reserve (m) turn bay		Turn (m)	Turn (m)	Dicono.	(PCU)	
Drogheda Rd (N2) South	10.20		0.00	✓	3.00	250.00	✓	6.00	

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Bridgegate Access	One lane plus flare				8.80	6.00	4.40	4.00	3.90	✓	1.00	49	44

Pedestrian Crossings

Name	Crossing Type
Drogheda Rd (N2) North	None
Bridgegate Access	None
Drogheda Rd (N2) South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junct	ion	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3		B-A	587.660	0.087	0.221	0.139	0.316
3		B-C	586.067	0.073	0.186	-	-
3		C-B	781.320	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Drogheda Rd (N2) North	ONE HOUR	✓	502.00	100.000
Bridgegate Access	ONE HOUR	✓	119.00	100.000
Drogheda Rd (N2) South	ONE HOUR	✓	511.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:30-08:45	Drogheda Rd (N2) North	451.29	451.29		
08:30-08:45	Bridgegate Access	106.98	106.98		
08:30-08:45	Drogheda Rd (N2) South	459.38	459.38		
08:45-09:00	Drogheda Rd (N2) North	552.71	552.71		
08:45-09:00	Bridgegate Access	131.02	131.02		
08:45-09:00	Drogheda Rd (N2) South	562.62	562.62		
09:00-09:15	Drogheda Rd (N2) North	552.71	552.71		
09:00-09:15	Bridgegate Access	131.02	131.02		
09:00-09:15	Drogheda Rd (N2) South	562.62	562.62		
09:15-09:30	Drogheda Rd (N2) North	451.29	451.29		
09:15-09:30	Bridgegate Access	106.98	106.98		
09:15-09:30	Drogheda Rd (N2) South	459.38	459.38		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Drogheda Rd (N2) / Bridgegate (for whole period)

	То				
		Α	В	С	
From	Α	0.000	45.000	457.000	
	В	94.000	0.000	25.000	
	С	486.000	25.000	0.000	

Turning Proportions (PCU) - Drogheda Rd (N2) / Bridgegate (for whole period)

		То				
			Α	В	(
	From	Α	0.00	0.09	0.	
		В	0.79	0.00	0.	
		С	0.95	0.05	0.	

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Average PCU Per Vehicle - Drogheda Rd (N2) / Bridgegate (for whole period)

	То					
		Α	В	С		
From	Α	1.000	1.000	1.000		
From	В	1.000	1.000	1.000		
	С	1.000	1.000	1.000		

Heavy Vehicle Percentages - Drogheda Rd (N2) / Bridgegate (for whole period)

	То					
		Α	В	С		
From	Α	0.000	0.000	0.000		
	В	0.000	0.000	0.000		
	С	0.000	0.000	0.000		

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.06	8.56	0.07	Α	25.00	25.00	3.41	8.18	0.04	4.58	7.99
B-A	0.27	12.62	0.36	В	94.00	94.00	17.99	11.48	0.20	23.53	10.91
C-AB	0.04	5.83	0.04	Α	25.00	25.00	2.38	5.71	0.03	3.22	5.61
C-A	-	-	-	-	486.00	486.00	-	-	-	-	-
A-B	-	-	-	-	45.00	45.00	-	-	-	-	-
A-C	-	-	-	-	457.00	457.00	-	-	-	-	-

Standard - 2024 No Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D4 - 2024 No Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2024 No Dev, PM	2024 No Dev	PM		ONE HOUR	17:30	19:00	90	15	√			√		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Drogheda Rd (N2) / Bridgegate	T-Junction	Two-way	A,B,C		9.18	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	97	Stream B-C

Arms

R086 Ardee

Arms

Name	Name	Description	Arm Type
Drogheda Rd (N2) North	Drogheda Rd (N2) North		Major
Bridgegate Access	Bridgegate Access		Minor
Drogheda Rd (N2) South	Drogheda Rd (N2) South		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Drogheda Rd (N2) South	10.20		0.00	✓	3.00	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)	
Bridgegate Access	One lane plus flare				8.80	6.00	4.40	4.00	3.90	✓	1.00	49	44	

Pedestrian Crossings

Name	Crossing Type
Drogheda Rd (N2) North	None
Bridgegate Access	None
Drogheda Rd (N2) South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	543.446	0.081	0.204	0.129	0.292
3	B-C	641.992	0.080	0.203	-	-
3	C-B	781.320	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Ve	efault ehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
			✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

	Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
	Drogheda Rd (N2) North	ONE HOUR	✓	570.00	100.000
	Bridgegate Access	ONE HOUR	✓	92.00	100.000
	Drogheda Rd (N2) South	ONE HOUR	✓	570.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:45-18:00	Drogheda Rd (N2) North	512.42	512.42		
17:45-18:00	Bridgegate Access	82.71	82.71		
17:45-18:00	Drogheda Rd (N2) South	512.42	512.42		
18:00-18:15	Drogheda Rd (N2) North	627.58	627.58		
18:00-18:15	Bridgegate Access	101.29	101.29		
18:00-18:15	Drogheda Rd (N2) South	627.58	627.58		
18:15-18:30	Drogheda Rd (N2) North	627.58	627.58		
18:15-18:30	Bridgegate Access	101.29	101.29		
18:15-18:30	Drogheda Rd (N2) South	627.58	627.58		
18:30-18:45	Drogheda Rd (N2) North	512.42	512.42		
18:30-18:45	Bridgegate Access	82.71	82.71		
18:30-18:45	Drogheda Rd (N2) South	512.42	512.42		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Drogheda Rd (N2) / Bridgegate (for whole period)

		То									
		Α	В	С							
F	Α	0.000	74.000	496.000							
From	В	51.000	0.000	41.000							
	С	523.000	47.000	0.000							

Turning Proportions (PCU) - Drogheda Rd (N2) / Bridgegate (for whole period)

	То						
From		Α	В	С			
	Α	0.00	0.13	0.87			
	В	0.55	0.00	0.45			
	С	0.92	0.08	0.00			

Vehicle Mix

Average PCU Per Vehicle - Drogheda Rd (N2) / Bridgegate (for whole period)

	То						
		Α	В	С			
From	Α	1.000	1.000	1.000			
From	В	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

Heavy Vehicle Percentages - Drogheda Rd (N2) / Bridgegate (for whole period)

	То							
		Α	В	С				
From	Α	0.000	0.000	0.000				
From	В	0.000	0.000	0.000				
	С	0.000	0.000	0.000				

Results

Results Summary for whole modelled period

Stre	am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-	-c	0.09	7.92	0.10	Α	41.00	41.00	5.18	7.58	0.06	6.96	7.40
B-	-A	0.17	12.88	0.20	В	51.00	51.00	10.04	11.82	0.11	13.20	11.28
C-/	AB	0.08	6.27	0.09	А	47.00	47.00	4.77	6.09	0.05	6.42	5.95
C-	-A	-	-	-	-	523.00	523.00	-	-	-	-	-
A-	-В	-	-	-	-	74.00	74.00	-	-	-	-	-
A-	-C	-	-	-	-	496.00	496.00	-	-	-	-	-

Standard - 2024 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description			
Warning	DemandSets	D5 - 2024 With Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)			

Analysis Set Details

R086 Ardee

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2024 With Dev, AM	2024 With Dev	AM		ONE HOUR	08:15	09:45	90	15	~			√		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Drogheda Rd (N2) / Bridgegate	T-Junction	Two-way	A,B,C		30.15	D

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold	
Left	Normal/unknown	10	Stream B-A	

Arms

Arms

Name	Name	Description	Arm Type
Drogheda Rd (N2) North	Drogheda Rd (N2) North		Major
Bridgegate Access	Bridgegate Access		Minor
Drogheda Rd (N2) South	Drogheda Rd (N2) South		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Drogheda F South			0.00	✓	3.00	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

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Pedestrian Crossings

Name	Crossing Type
Drogheda Rd (N2) North	None
Bridgegate Access	None
Drogheda Rd (N2) South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	587.279	0.087	0.221	0.139	0.316
3	B-C	586.550	0.073	0.186	-	-
3	C-B	781.320	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Drogheda Rd (N2) North	ONE HOUR	✓	569.00	100.000
Bridgegate Access	ONE HOUR	✓	311.00	100.000
Drogheda Rd (N2) South	ONE HOUR	✓	547.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:30-08:45	Drogheda Rd (N2) North	511.52	511.52		
08:30-08:45	Bridgegate Access	279.58	279.58		
08:30-08:45	Drogheda Rd (N2) South	491.74	491.74		
08:45-09:00	Drogheda Rd (N2) North	626.48	626.48		
08:45-09:00	Bridgegate Access	342.42	342.42		
08:45-09:00	Drogheda Rd (N2) South	602.26	602.26		
09:00-09:15	Drogheda Rd (N2) North	626.48	626.48		
09:00-09:15	Bridgegate Access	342.42	342.42		
09:00-09:15	Drogheda Rd (N2) South	602.26	602.26		
09:15-09:30	Drogheda Rd (N2) North	511.52	511.52		
09:15-09:30	Bridgegate Access	279.58	279.58		

PICADY Results - Junction 3

09:15-09:30	Drogheda Rd (N2) South	491.74	491.74		
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Turning Proportions

Turning Counts or Proportions (PCU/hr) - Drogheda Rd (N2) / Bridgegate (for whole period)

	То				
		Α	В	С	
From	Α	0.000	112.000	457.000	
	В	245.000	0.000	66.000	
	С	486.000	61.000	0.000	

Turning Proportions (PCU) - Drogheda Rd (N2) / Bridgegate (for whole period)

	То				
		Α	В	С	
From	Α	0.00	0.20	0.80	
FIOIII	В	0.79	0.00	0.21	
	С	0.89	0.11	0.00	

Vehicle Mix

Average PCU Per Vehicle - Drogheda Rd (N2) / Bridgegate (for whole period)

	То					
		Α	В	С		
From	Α	1.000	1.000	1.000		
From	В	1.000	1.000	1.000		
	С	1.000	1.000	1.000		

Heavy Vehicle Percentages - Drogheda Rd (N2) / Bridgegate (for whole period)

	То					
		Α	В	С		
F	Α	0.000	0.000	0.000		
From	В	0.000	0.000	0.000		
	С	0.000	0.000	0.000		

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Queue Max		Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.30	21.23	0.42	С	66.00	66.00	17.53	15.93	0.19	21.44	14.16
B-A	0.75	38.46	2.74	E	245.00	245.00	109.79	26.89	1.22	131.70	23.43
C-AB	0.11	6.44	0.12	Α	61.00	61.00	6.34	6.23	0.07	8.52	6.09
C-A	-	-	-	-	486.00	486.00	-	-	-	-	-
A-B	-	-	-	-	112.00	112.00	-	-	-	-	-
A-C	-	-	-	-	457.00	457.00	-	-	-	-	-

Standard - 2024 With Dev, PM

Data Errors and Warnings

Warning DemandSets D6 - 2024 With Dev, PM Time results are shown for central hour only. (Model is run for a 90 minute period.)	Sev	verity	Area	Item	Description
	Wa	aming	DemandSets	D6 - 2024 With Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standa	d N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2024 With Dev, PM	2024 With Dev	PM		ONE HOUR	17:30	19:00	90	15	✓			√		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Drogheda Rd (N2) / Bridgegate	T-Junction	Two-way	A,B,C		15.50	С

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	26	Stream B-A

Arms

Arms

Name	Name	Description	Arm Type
Drogheda Rd (N2) North	Drogheda Rd (N2) North		Major
Bridgegate Access	Bridgegate Access		Minor
Drogheda Rd (N2) South	Drogheda Rd (N2) South		Major

Major Arm Geometry

Name	Width of	Has kerbed	Width of kerbed	Has right	Width For Right	Visibility For Right	Blocks?	Blocking Queue
- Trumo	carriageway (m)	central reserve	central reserve (m)	turn bay	Turn (m)	Turn (m)	Dicono.	(PCU)
Drogheda Rd (N2) South	10.20		0.00	✓	3.00	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Bridgegate Access	One lane plus flare				8.80	6.00	4.40	4.00	3.90	✓	1.00	49	44

Pedestrian Crossings

Name	Crossing Type
Drogheda Rd (N2) North	None
Bridgegate Access	None
Drogheda Rd (N2) South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	544.151	0.081	0.205	0.129	0.292
3	B-C	641.099	0.080	0.203	-	-
3	C-B	781.320	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Drogheda Rd (N2) North	ONE HOUR	✓	690.00	100.000
Bridgegate Access	ONE HOUR	✓	239.00	100.000
Drogheda Rd (N2) South	ONE HOUR	✓	646.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:45-18:00	Drogheda Rd (N2) North	620.30	620.30		
17:45-18:00	Bridgegate Access	214.86	214.86		
17:45-18:00	Drogheda Rd (N2) South	580.74	580.74		
18:00-18:15	Drogheda Rd (N2) North	759.70	759.70		
18:00-18:15	Bridgegate Access	263.14	263.14		
18:00-18:15	Drogheda Rd (N2) South	711.26	711.26		
18:15-18:30	Drogheda Rd (N2) North	759.70	759.70		
18:15-18:30	Bridgegate Access	263.14	263.14		
18:15-18:30	Drogheda Rd (N2) South	711.26	711.26		
18:30-18:45	Drogheda Rd (N2) North	620.30	620.30		
18:30-18:45	Bridgegate Access	214.86	214.86		
18:30-18:45	Drogheda Rd (N2) South	580.74	580.74		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Drogheda Rd (N2) / Bridgegate (for whole period)

			То		
		Α	В	С	
From	Α	0.000	194.000	496.000	
FIOIII	В	133.000	0.000	106.000	
	С	523.000	123.000	0.000	

Turning Proportions (PCU) - Drogheda Rd (N2) / Bridgegate (for whole period)

		•			
			Α	В	С
	From	Α	0.00	0.28	0.72
	From	В	0.56	0.00	0.44
		С	0.81	0.19	0.00

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Vehicle Mix

Average PCU Per Vehicle - Drogheda Rd (N2) / Bridgegate (for whole period)

		То					
		A B		С			
From	Α	1.000	1.000	1.000			
From	В	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

Heavy Vehicle Percentages - Drogheda Rd (N2) / Bridgegate (for whole period)

		То						
		Α	В	С				
From	Α	0.000	0.000	0.000				
FIOIII	В	0.000	0.000	0.000				
	С	0.000	0.000	0.000				

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.29	12.82	0.41	В	106.00	106.00	19.63	11.11	0.22	25.21	10.37
B-A	0.50	24.69	0.98	С	133.00	133.00	44.13	19.91	0.49	54.98	18.02
C-AB	0.23	7.86	0.29	Α	123.01	123.01	15.25	7.44	0.17	20.19	7.15
C-A	-	-	-	-	522.99	522.99	-	-	-	-	-
A-B	-	-	-	-	194.00	194.00	-	-	-	-	-
A-C	-	-	-	-	496.00	496.00	-	-	-	-	-

Standard - 2029 No Dev, AM

Data Errors and Warnings

Severity	Area	a Item Description					
Warning	rrning DemandSets D7 - 2029 No Dev, AM		Time results are shown for central hour only. (Model is run for a 90 minute period.)				

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Nam	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2029 No Dev AM	2029 No	AM		ONE HOUR	08:15	09:45	90	15	✓			√		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Drogheda Rd (N2) / Bridgegate	T-Junction	Two-way	A,B,C		11.20	В

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	77	Stream B-A

Arms

Arms

Name	Name	Description	Arm Type
Drogheda Rd (N2) North	Drogheda Rd (N2) North		Major
Bridgegate Access	Bridgegate Access		Minor
Drogheda Rd (N2) South	Drogheda Rd (N2) South		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Drogheda Rd (N2) South	10.20		0.00	✓	3.00	250.00	✓	6.00

PICADY Results - Junction 3

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)	
Bridgegate Access	One lane plus flare				8.80	6.00	4.40	4.00	3.90	✓	1.00	49	44	

Pedestrian Crossings

Name	Crossing Type
Drogheda Rd (N2) North	None
Bridgegate Access	None
Drogheda Rd (N2) South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	587.660	0.087	0.221	0.139	0.316
3	B-C	586.067	0.073	0.186	-	-
3	C-B	781.320	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	·	HV Percentages	2.00				✓	√

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Drogheda Rd (N2) North	ONE HOUR	✓	536.00	100.000
Bridgegate Access	ONE HOUR	✓	119.00	100.000
Drogheda Rd (N2) South	ONE HOUR	✓	546.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:30-08:45	Drogheda Rd (N2) North	481.85	481.85		
08:30-08:45	Bridgegate Access	106.98	106.98		
08:30-08:45	Drogheda Rd (N2) South	490.84	490.84		
08:45-09:00	Drogheda Rd (N2) North	590.15	590.15		
08:45-09:00	Bridgegate Access	131.02	131.02		
08:45-09:00	Drogheda Rd (N2) South	601.16	601.16		
09:00-09:15	Drogheda Rd (N2) North	590.15	590.15		
09:00-09:15	Bridgegate Access	131.02	131.02		
09:00-09:15	Drogheda Rd (N2) South	601.16	601.16		
09:15-09:30	Drogheda Rd (N2) North	481.85	481.85		
09:15-09:30	Bridgegate Access	106.98	106.98		
09:15-09:30	Drogheda Rd (N2) South	490.84	490.84		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Drogheda Rd (N2) / Bridgegate (for whole period)

	То						
From		Α	В	С			
	Α	0.000	45.000	491.000			
	В	94.000	0.000	25.000			
	С	521.000	25.000	0.000			

Turning Proportions (PCU) - Drogheda Rd (N2) / Bridgegate (for whole period)

	То				
From		Α	В	С	
	Α	0.00	0.08	0.92	
	В	0.79	0.00	0.21	
	С	0.95	0.05	0.00	

Vehicle Mix

Average PCU Per Vehicle - Drogheda Rd (N2) / Bridgegate (for whole period)

	То				
From		Α	В	С	
	Α	1.000	1.000	1.000	
	В	1.000	1.000	1.000	
	С	1.000	1.000	1.000	

Heavy Vehicle Percentages - Drogheda Rd (N2) / Bridgegate (for whole period)

	То					
From		Α	В	С		
	Α	0.000	0.000	0.000		
	В	0.000	0.000	0.000		
	С	0.000	0.000	0.000		

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.06	8.74	0.07	Α	25.00	25.00	3.47	8.32	0.04	4.65	8.11
B-A	0.28	13.26	0.38	В	94.00	94.00	18.75	11.97	0.21	24.43	11.33
C-AB	0.04	5.92	0.05	Α	25.00	25.00	2.41	5.78	0.03	3.26	5.68
C-A	-	-	-	-	521.00	521.00	-	-	-	-	-
A-B	-	-	-	-	45.00	45.00	-	-	-	-	-
A-C	-	-	-	-	491.00	491.00	-	-	-	-	-

Standard - 2029 No Dev, PM

Data Errors and Warnings

	everity	Area	Item	Description
Wa	/aming	DemandSets	D8 - 2029 No Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

N	ame	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship	
	029 No Dev, PM	2029 No Dev	PM		ONE HOUR	17:30	19:00	90	15	~			✓			

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Drogheda Rd (N2) / Bridgegate	T-Junction	Two-way	A,B,C		9.51	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	87	Stream B-C

Arms

Arms

Name	Name	Description	Arm Type
Drogheda Rd (N2) North	Drogheda Rd (N2) North		Major
Bridgegate Access	Bridgegate Access		Minor
Drogheda Rd (N2) South	Drogheda Rd (N2) South		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Drogheda Rd (N2) South	10.20		0.00	✓	3.00	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

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Pedestrian Crossings

Name	Crossing Type
Drogheda Rd (N2) North	None
Bridgegate Access	None
Drogheda Rd (N2) South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	543.446	0.081	0.204	0.129	0.292
3	B-C	641.992	0.080	0.203	-	-
3	C-B	781.320	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Drogheda Rd (N2) North	ONE HOUR	✓	607.00	100.000
Bridgegate Access	ONE HOUR	✓	92.00	100.000
Drogheda Rd (N2) South	ONE HOUR	✓	609.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:45-18:00	Drogheda Rd (N2) North	545.68	545.68		
17:45-18:00	Bridgegate Access	82.71	82.71		
17:45-18:00	Drogheda Rd (N2) South	547.48	547.48		
18:00-18:15	Drogheda Rd (N2) North	668.32	668.32		
18:00-18:15	Bridgegate Access	101.29	101.29		
18:00-18:15	Drogheda Rd (N2) South	670.52	670.52		
18:15-18:30	Drogheda Rd (N2) North	668.32	668.32		
18:15-18:30	Bridgegate Access	101.29	101.29		
18:15-18:30	Drogheda Rd (N2) South	670.52	670.52		
18:30-18:45	Drogheda Rd (N2) North	545.68	545.68		
18:30-18:45	Bridgegate Access	82.71	82.71		

PICADY Results - Junction 3

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Drogheda Rd (N2) / Bridgegate (for whole period)

	То							
		Α	В	С				
From	Α	0.000	74.000	533.000				
FIOIII	В	51.000	0.000	41.000				
	С	562.000	47.000	0.000				

18:30-18:45 Drogheda Rd (N2) South

Turning Proportions (PCU) - Drogheda Rd (N2) / Bridgegate (for whole period)

			То	
		Α	В	С
From	Α	0.00	0.12	0.88
FIOIII	В	0.55	0.00	0.45
	С	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Drogheda Rd (N2) / Bridgegate (for whole period)

	То							
		Α	В	С				
From	Α	1.000	1.000	1.000				
FIOIII	В	1.000	1.000	1.000				
	С	1.000	1.000	1.000				

Heavy Vehicle Percentages - Drogheda Rd (N2) / Bridgegate (for whole period)

			То	
		Α	В	С
From	Α	0.000	0.000	0.000
From	В	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.09	8.08	0.10	Α	41.00	41.00	5.27	7.71	0.06	7.08	7.52
B-A	0.17	13.55	0.21	В	51.00	51.00	10.49	12.34	0.12	13.73	11.73
C-AB	0.08	6.38	0.09	Α	47.00	47.00	4.84	6.18	0.05	6.51	6.04
C-A	-	-	-	-	562.00	562.00	-	-	-	-	-
A-B	-	-	-	-	74.00	74.00	-	-	-	-	-
A-C	-	-	-	-	533.00	533.00	-	-	-	-	-

Standard - 2029 With Dev, AM

Data Errors and Warnings

Warning DemandSets D9 - 2029 With Dev, AM Time results are shown for central hour only. (Model is run for a 90 minute period.)	Severity	Area	Item	Description
	Warning	DemandSets	D9 - 2029 With Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standa	d N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2029 With Dev, AM	2029 With Dev	AM		ONE HOUR	08:15	09:45	90	15	√			√		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Drogheda Rd (N2) / Bridgegate	T-Junction	Two-way	A,B,C		35.04	Е

Junction Network Options

Driving Side Lighting		Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
	Left	Normal/unknown	7	Stream B-A		

Arms

Arms

Name	Name	Description	Arm Type
Drogheda Rd (N2) North	Drogheda Rd (N2) North		Major
Bridgegate Access	Bridgegate Access		Minor
Drogheda Rd (N2) South	Drogheda Rd (N2) South		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Drogheda Rd (N2) South	10.20		0.00	✓	3.00	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Bridgegate Access	One lane plus flare				8.80	6.00	4.40	4.00	3.90	✓	1.00	49	44

Pedestrian Crossings

Name	Crossing Type
Drogheda Rd (N2) North	None
Bridgegate Access	None
Drogheda Rd (N2) South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	587.279	0.087	0.221	0.139	0.316
3	B-C	586.550	0.073	0.186	-	-
3	C-B	781.320	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Drogheda Rd (N2) North	ONE HOUR	✓	603.00	100.000
Bridgegate Access	ONE HOUR	✓	311.00	100.000
Drogheda Rd (N2) South	ONE HOUR	✓	582.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:30-08:45	Drogheda Rd (N2) North	542.08	542.08		
08:30-08:45	Bridgegate Access	279.58	279.58		
08:30-08:45	Drogheda Rd (N2) South	523.21	523.21		
08:45-09:00	Drogheda Rd (N2) North	663.92	663.92		
08:45-09:00	Bridgegate Access	342.42	342.42		
08:45-09:00	Drogheda Rd (N2) South	640.79	640.79		
09:00-09:15	Drogheda Rd (N2) North	663.92	663.92		
09:00-09:15	Bridgegate Access	342.42	342.42		
09:00-09:15	Drogheda Rd (N2) South	640.79	640.79		
09:15-09:30	Drogheda Rd (N2) North	542.08	542.08		
09:15-09:30	Bridgegate Access	279.58	279.58		
09:15-09:30	Drogheda Rd (N2) South	523.21	523.21		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Drogheda Rd (N2) / Bridgegate (for whole period)

		То					
		Α	В	С			
From	Α	0.000	112.000	491.000			
FIOIII	В	245.000	0.000	66.000			
	С	521.000	61.000	0.000			

Turning Proportions (PCU) - Drogheda Rd (N2) / Bridgegate (for whole period)

	3				
	То				
		Α	В	Г	
_	Α	0.00	0.19	0.	
From	В	0.79	0.00	0.	
	С	0.90	0.10	0.	

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Vehicle Mix

Average PCU Per Vehicle - Drogheda Rd (N2) / Bridgegate (for whole period)

	То					
		Α	В	С		
From	Α	1.000	1.000	1.000		
	В	1.000	1.000	1.000		
	С	1.000	1.000	1.000		

Heavy Vehicle Percentages - Drogheda Rd (N2) / Bridgegate (for whole period)

	То					
From		Α	В	С		
	Α	0.000	0.000	0.000		
	В	0.000	0.000	0.000		
	С	0.000	0.000	0.000		

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	LOS (PCU/hr)		Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.34	25.03	0.49	D	66.00	66.00	19.52	17.74	0.22	23.51	15.52
B-A	0.78	44.83	3.16	Е	245.00	245.00	122.27	29.94	1.36	145.04	25.81
C-AB	0.11	6.55	0.12	Α	61.00	61.00	6.43	6.33	0.07	8.63	6.17
C-A	-	-	-	-	521.00	521.00	-	-	-	-	-
A-B	-	-	-	-	112.00	112.00	-	-	-	-	-
A-C	-	-	-	-	491.00	491.00	-	-	-	-	-

Standard - 2029 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D10 - 2029 With Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Na	ıme	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
N D	029 /ith ev, PM	2029 With Dev	PM		ONE HOUR	17:30	19:00	90	15	✓			√		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Drogheda Rd (N2) / Bridgegate	T-Junction	Two-way	A,B,C		16.78	С

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	22	Stream B-A

Arms

Arms

Name	Name	Description	Arm Type
Drogheda Rd (N2) North	Drogheda Rd (N2) North		Major
Bridgegate Access	Bridgegate Access		Minor
Drogheda Rd (N2) South	Drogheda Rd (N2) South		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Drogheda Rd (South	10.20		0.00	✓	3.00	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)	1
Bridgegate Access	One lane plus flare				8.80	6.00	4.40	4.00	3.90	✓	1.00	49	44	l

Pedestrian Crossings

Name	Crossing Type
Drogheda Rd (N2) North	None
Bridgegate Access	None
Drogheda Rd (N2) South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	for C-B	
3	B-A	544.151	0.081	0.205	0.129	0.292	
3	B-C	641.099	0.080	0.203	-	-	
3	C-B	781.320	0.247	0.247	-	-	

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		·	·	HV Percentages	2.00				√	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Drogheda Rd (N2) North	ONE HOUR	✓	727.00	100.000
Bridgegate Access	ONE HOUR	✓	239.00	100.000
Drogheda Rd (N2) South	ONE HOUR	✓	685.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:45-18:00	Drogheda Rd (N2) North	653.56	653.56		
17:45-18:00	Bridgegate Access	214.86	214.86		
17:45-18:00	Drogheda Rd (N2) South	615.80	615.80		
18:00-18:15	Drogheda Rd (N2) North	800.44	800.44		
18:00-18:15	Bridgegate Access	263.14	263.14		
18:00-18:15	Drogheda Rd (N2) South	754.20	754.20		
18:15-18:30	Drogheda Rd (N2) North	800.44	800.44		
18:15-18:30	Bridgegate Access	263.14	263.14		
18:15-18:30	Drogheda Rd (N2) South	754.20	754.20		
18:30-18:45	Drogheda Rd (N2) North	653.56	653.56		
18:30-18:45	Bridgegate Access	214.86	214.86		
18:30-18:45	Drogheda Rd (N2) South	615.80	615.80		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Drogheda Rd (N2) / Bridgegate (for whole period)

		То								
		Α	В	С						
From	Α	0.000	194.000	533.000						
From	В	133.000	0.000	106.000						
	С	562.000	123.000	0.000						

Turning Proportions (PCU) - Drogheda Rd (N2) / Bridgegate (for whole period)

	То				
		Α	В	С	
From	Α	0.00	0.27	0.73	
	В	0.56	0.00	0.44	
	С	0.82	0.18	0.00	

Vehicle Mix

Average PCU Per Vehicle - Drogheda Rd (N2) / Bridgegate (for whole period)

	То						
		Α	В	С			
From	Α	1.000	1.000	1.000			
From	В	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

Heavy Vehicle Percentages - Drogheda Rd (N2) / Bridgegate (for whole period)

	То						
		Α	С				
From	Α	0.000	0.000	0.000			
	В	0.000	0.000	0.000			
	С	0.000	0.000	0.000			

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.31	13.65	0.44	В	106.00	106.00	20.55	11.63	0.23	26.23	10.79
B-A	0.53	27.36	1.08	D	133.00	133.00	47.73	21.53	0.53	58.97	19.33
C-AB	0.23	8.04	0.30	Α	123.01	123.01	15.55	7.58	0.17	20.55	7.28
C-A	-	-	-	-	561.99	561.99	-	-	-	-	-
A-B	-	-	-	-	194.00	194.00	-	-	-	-	-
A-C	-	-	-	-	533.00	533.00	-	-	-	-	-

Standard - 2039 No Dev, AM

Data Errors and Warnings

Seve	everity Area Item		Description				
Wam	g DemandSets	D11 - 2039 No Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)				

Analysis Set Details

R086 Ardee

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship	
2039 No Dev, AM	2039 No Dev	AM		ONE HOUR	08:15	09:45	90	15	~			✓			

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS	
Drogheda Rd (N2) / Bridgegate	T-Junction	Two-way	A,B,C		11.77	В	

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	70	Stream B-A		

Arms

Arms

Name	Name	Description	Arm Type
Drogheda Rd (N2) North	Drogheda Rd (N2) North		Major
Bridgegate Access	Bridgegate Access		Minor
Drogheda Rd (N2) South	Drogheda Rd (N2) South		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Drogheda Rd (N South	10.20		0.00	✓	3.00	250.00	✓	6.00

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Bridgegate	One lane				8.80	6.00	4.40	4.00	3.90	1	1.00	49	44

Pedestrian Crossings

Name	Crossing Type
Drogheda Rd (N2) North	None
Bridgegate Access	None
Drogheda Rd (N2) South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	587.660	0.087	0.221	0.139	0.316
3	B-C	586.067	0.073	0.186	-	-
3	C-B	781.320	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Drogheda Rd (N2) North	ONE HOUR	✓	574.00	100.000
Bridgegate Access	ONE HOUR	✓	119.00	100.000
Drogheda Rd (N2) South	ONE HOUR	✓	586.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:30-08:45	Drogheda Rd (N2) North	516.01	516.01		
08:30-08:45	Bridgegate Access	106.98	106.98		
08:30-08:45	Drogheda Rd (N2) South	526.80	526.80		
08:45-09:00	Drogheda Rd (N2) North	631.99	631.99		
08:45-09:00	Bridgegate Access	131.02	131.02		
08:45-09:00	Drogheda Rd (N2) South	645.20	645.20		
09:00-09:15	Drogheda Rd (N2) North	631.99	631.99		
09:00-09:15	Bridgegate Access	131.02	131.02		
09:00-09:15	Drogheda Rd (N2) South	645.20	645.20		
09:15-09:30	Drogheda Rd (N2) North	516.01	516.01		
09:15-09:30	Bridgegate Access	106.98	106.98		
				1	

	1			i contraction of the contraction	
09:15-09:3	0 Drogheda Rd (N2)	526.80	526.80		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Drogheda Rd (N2) / Bridgegate (for whole period)

		То						
		Α	В	С				
From	Α	0.000	45.000	529.000				
From	В	94.000	0.000	25.000				
	С	561.000	25.000	0.000				

Turning Proportions (PCU) - Drogheda Rd (N2) / Bridgegate (for whole period)

		То					
		Α	В	С			
From	Α	0.00	0.08	0.92			
FIOIII	В	0.79	0.00	0.21			
	С	0.96	0.04	0.00			

Vehicle Mix

Average PCU Per Vehicle - Drogheda Rd (N2) / Bridgegate (for whole period)

	То					
		Α	В	С		
From	Α	1.000	1.000	1.000		
From	В	1.000	1.000	1.000		
	С	1.000	1.000	1.000		

Heavy Vehicle Percentages - Drogheda Rd (N2) / Bridgegate (for whole period)

		То								
		Α	В	С						
From	Α	0.000	0.000	0.000						
From	В	0.000	0.000	0.000						
	С	0.000	0.000	0.000						

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS			Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.06	8.95	0.07	Α	25.00	25.00	3.54	8.49	0.04	4.74	8.26
B-A	0.29	14.05	0.40	В	94.00	94.00	19.69	12.57	0.22	25.54	11.84
C-AB	0.04	6.02	0.05	Α	25.00	25.00	2.45	5.87	0.03	3.31	5.76
C-A	-	-	-	-	561.00	561.00	-	-	-	-	-
A-B	-	-	-	-	45.00	45.00	-	-	-	-	-
A-C	-	-	-	-	529.00	529.00	-	-	-	-	-

Standard - 2039 No Dev, PM

Data Errors and Warnings

Severity	Area Item		Description
Warning	DemandSets	D12 - 2039 No Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

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Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standa	d N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2039 No Dev, PM	2039 No Dev	PM		ONE HOUR	17:30	19:00	90	15	√			√		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Drogheda Rd (N2) / Bridgegate	T-Junction	Two-way	A,B,C		9.93	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	78	Stream B-C

Arms

Arms

Name	Name	Description	Arm Type
Drogheda Rd (N2) North	Drogheda Rd (N2) North		Major
Bridgegate Access	Bridgegate Access		Minor
Drogheda Rd (N2) South	Drogheda Rd (N2) South		Major

Major Arm Geometry

Name	Width of	Has kerbed	Width of kerbed	Has right	Width For Right	Visibility For Right	Blocks?	Blocking Queue (PCU)	
- Trumo	carriageway (m)	central reserve	central reserve (m)	turn bay	Turn (m)	Turn (m)	Dicono.		
Drogheda Rd (N2) South	10.20		0.00	✓	3.00	250.00	✓	6.00	

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Bridgegate Access	One lane plus flare				8.80	6.00	4.40	4.00	3.90	✓	1.00	49	44

Pedestrian Crossings

Name	Crossing Type
Drogheda Rd (N2) North	None
Bridgegate Access	None
Drogheda Rd (N2) South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	543.446	0.081	0.204	0.129	0.292
3	B-C	641.992	0.080	0.203	-	-
3	C-B	781.320	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)		
Drogheda Rd (N2) North	ONE HOUR	✓	649.00	100.000		
Bridgegate Access	ONE HOUR	✓	92.00	100.000		
Drogheda Rd (N2) South	ONE HOUR	✓	654.00	100.000		

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:45-18:00	Drogheda Rd (N2) North	583.44	583.44		
17:45-18:00	Bridgegate Access	82.71	82.71		
17:45-18:00	Drogheda Rd (N2) South	587.93	587.93		
18:00-18:15	Drogheda Rd (N2) North	714.56	714.56		
18:00-18:15	Bridgegate Access	101.29	101.29		
18:00-18:15	Drogheda Rd (N2) South	720.07	720.07		
18:15-18:30	Drogheda Rd (N2) North	714.56	714.56		
18:15-18:30	Bridgegate Access	101.29	101.29		
18:15-18:30	Drogheda Rd (N2) South	720.07	720.07		
18:30-18:45	Drogheda Rd (N2) North	583.44	583.44		
18:30-18:45	Bridgegate Access	82.71	82.71		
18:30-18:45	Drogheda Rd (N2) South	587.93	587.93		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Drogheda Rd (N2) / Bridgegate (for whole period)

		То									
		Α	В	С							
From	Α	0.000	74.000	575.000							
FIOIII	В	51.000	0.000	41.000							
	С	607.000	47.000	0.000							

Turning Proportions (PCU) - Drogheda Rd (N2) / Bridgegate (for whole period)

	•										
		То									
		Α	В	С							
From	Α	0.00	0.11	0.89							
From	В	0.55	0.00	0.45							
	С	0.93	0.07	0.00							

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Vehicle Mix

Average PCU Per Vehicle - Drogheda Rd (N2) / Bridgegate (for whole period)

			То		
		Α	В	С	
From	Α	1.000	1.000	1.000	
From	В	1.000	1.000	1.000	
	С	1.000	1.000	1.000	

Heavy Vehicle Percentages - Drogheda Rd (N2) / Bridgegate (for whole period)

			То		
		Α	В	С	
From	Α	0.000	0.000	0.000	
	В	0.000	0.000	0.000	
	С	0.000	0.000	0.000	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.09	8.28	0.10	Α	41.00	41.00	5.38	7.87	0.06	7.21	7.66
B-A	0.18	14.40	0.22	В	51.00	51.00	11.05	13.00	0.12	14.39	12.30
C-AB	0.09	6.51	0.09	А	47.00	47.00	4.93	6.30	0.05	6.62	6.14
C-A	-	-	-	-	607.00	607.00	-	-	-	-	-
A-B	-	-	-	-	74.00	74.00	-	-	-	-	-
A-C	-	-	-	-	575.00	575.00	-	-	-	-	-

Standard - 2039 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description					
Warning	DemandSets	D13 - 2039 With Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)					

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Nan	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
203 Wit De AM	h 2039 y, With Dev	AM		ONE HOUR	08:15	09:45	90	15	✓			~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Drogheda Rd (N2) / Bridgegate	T-Junction	Two-way	A,B,C		42.92	E

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold	
Left	Normal/unknown	5	Stream B-A	

Arms

Arms

Name	Name	Description	Arm Type
Drogheda Rd (N2) North	Drogheda Rd (N2) North		Major
Bridgegate Access	Bridgegate Access		Minor
Drogheda Rd (N2) South	Drogheda Rd (N2) South		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Drogheda Rd (N2) South	10.20		0.00	✓	3.00	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)	
Bridgegate Access	One lane plus flare				8.80	6.00	4.40	4.00	3.90	✓	1.00	49	44	

Pedestrian Crossings

Name	Crossing Type		
Drogheda Rd (N2) North	None		
Bridgegate Access	None		
Drogheda Rd (N2) South	None		

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	587.279	0.087	0.221	0.139	0.316
3	B-C	586.550	0.073	0.186	-	-
3	C-B	781.320	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	·	HV Percentages	2.00				✓	√

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Drogheda Rd (N2) North	ONE HOUR	✓	641.00	100.000
Bridgegate Access	ONE HOUR	✓	311.00	100.000
Drogheda Rd (N2) South	ONE HOUR	✓	622.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:30-08:45	Drogheda Rd (N2) North	576.25	576.25		
08:30-08:45	Bridgegate Access	279.58	279.58		
08:30-08:45	Drogheda Rd (N2) South	559.17	559.17		
08:45-09:00	Drogheda Rd (N2) North	705.75	705.75		
08:45-09:00	Bridgegate Access	342.42	342.42		
08:45-09:00	Drogheda Rd (N2) South	684.83	684.83		
09:00-09:15	Drogheda Rd (N2) North	705.75	705.75		
09:00-09:15	Bridgegate Access	342.42	342.42		
09:00-09:15	Drogheda Rd (N2) South	684.83	684.83		
09:15-09:30	Drogheda Rd (N2) North	576.25	576.25		
09:15-09:30	Bridgegate Access	279.58	279.58		
09:15-09:30	Drogheda Rd (N2) South	559.17	559.17		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Drogheda Rd (N2) / Bridgegate (for whole period)

	То						
		A	В	С			
F	Α	0.000	112.000	529.000			
From	В	245.000	0.000	66.000			
	С	561.000	61.000	0.000			

Turning Proportions (PCU) - Drogheda Rd (N2) / Bridgegate (for whole period)

	То				
		Α	В	С	
From	Α	0.00	0.17	0.83	
From	В	0.79	0.00	0.21	
	С	0.90	0.10	0.00	

Vehicle Mix

Average PCU Per Vehicle - Drogheda Rd (N2) / Bridgegate (for whole period)

	То						
		Α	В	С			
From	Α	1.000	1.000	1.000			
From	В	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

Heavy Vehicle Percentages - Drogheda Rd (N2) / Bridgegate (for whole period)

			То	
		Α	В	С
From	Α	0.000	0.000	0.000
From	В	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Strea		fax FC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-0	0.	.40	32.45	0.63	D	66.00	66.00	22.97	20.89	0.26	27.06	17.87
B-/	A 0.	.82	54.76	3.82	F	245.00	245.00	140.47	34.40	1.56	164.30	29.23
C-A	B 0.	.11	6.67	0.12	А	61.00	61.00	6.54	6.43	0.07	8.77	6.27
C-/	Α .	-	-	-	-	561.00	561.00	-	-	-	-	-
A-I	3	-	-	-	-	112.00	112.00	-	-	-	-	-
A-0		-	-	-	-	529.00	529.00	-	-	-	-	-

Standard - 2039 With Dev, PM

Data Errors and Warnings

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Severity	Area	Item	Description
Warning	DemandSets	D14 - 2039 With Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2039 With Dev, PM	2039 With Dev	PM		ONE HOUR	17:30	19:00	90	15	~			√		

Junction Network

Junctions

Name	Name Junction Type		Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS	
Drogheda Rd (N2) / Bridgegate	T-Junction	Two-way	A,B,C		18.62	С	

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold	
Left	Normal/unknown	18	Stream B-A	

Arms

Arms

Name	Name	Description	Arm Type
Drogheda Rd (N2) North	Drogheda Rd (N2) North		Major
Bridgegate Access	Bridgegate Access		Minor
Drogheda Rd (N2) South	Drogheda Rd (N2) South		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Drogheda Rd (N2) South	10.20		0.00	✓	3.00	250.00	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

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Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Bridgegate	One lane				8.80	6.00	4.40	4.00	3.90	1	1.00	49	44

Pedestrian Crossings

Name	Crossing Type
Drogheda Rd (N2) North	None
Bridgegate Access	None
Drogheda Rd (N2) South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	544.151	0.081	0.205	0.129	0.292
3	B-C	641.099	0.080	0.203	-	-
3	C-B	781.320	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Drogheda Rd (N2) North	ONE HOUR	✓	769.00	100.000
Bridgegate Access	ONE HOUR	✓	239.00	100.000
Drogheda Rd (N2) South	ONE HOUR	✓	730.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:45-18:00	Drogheda Rd (N2) North	691.32	691.32		
17:45-18:00	Bridgegate Access	214.86	214.86		
17:45-18:00	Drogheda Rd (N2) South	656.26	656.26		
18:00-18:15	Drogheda Rd (N2) North	846.68	846.68		
18:00-18:15	Bridgegate Access	263.14	263.14		
18:00-18:15	Drogheda Rd (N2) South	803.74	803.74		
18:15-18:30	Drogheda Rd (N2) North	846.68	846.68		
18:15-18:30	Bridgegate Access	263.14	263.14		
18:15-18:30	Drogheda Rd (N2) South	803.74	803.74		
18:30-18:45	Drogheda Rd (N2) North	691.32	691.32		
18:30-18:45	Bridgegate Access	214.86	214.86		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Drogheda Rd (N2) / Bridgegate (for whole period)

			To	
		Α	В	С
From	Α	0.000	194.000	575.000
FIOIII	В	133.000	0.000	106.000
	С	607.000	123.000	0.000

Turning Proportions (PCU) - Drogheda Rd (N2) / Bridgegate (for whole period)

		То							
		Α	В	С					
From	Α	0.00	0.25	0.75					
FIOIII	В	0.56	0.00	0.44					
	С	0.83	0.17	0.00					

Vehicle Mix

Average PCU Per Vehicle - Drogheda Rd (N2) / Bridgegate (for whole period)

		То						
		Α	В	С				
From	Α	1.000	1.000	1.000				
From	В	1.000	1.000	1.000				
	С	1.000	1.000	1.000				

Heavy Vehicle Percentages - Drogheda Rd (N2) / Bridgegate (for whole period)

			То	
		Α	В	С
From	Α	0.000	0.000	0.000
From	В	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.33	14.85	0.47	В	106.00	106.00	21.83	12.36	0.24	27.61	11.36
B-A	0.56	31.21	1.23	D	133.00	133.00	52.70	23.77	0.59	64.42	21.11
C-AB	0.24	8.25	0.31	Α	123.02	123.02	15.91	7.76	0.18	20.98	7.43
C-A	-	-	-	-	606.98	606.98	-	-	-	-	-
A-B	-	-	-	-	194.00	194.00	-	-	-	-	-
A-C	-	-	-	-	575.00	575.00	-	-	-	-	-

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Appendix E

Correspondence with TII



Gordon Finn

From: Gordon Finn

Sent: Tuesday 25 May 2021 10:23

To: Landuse Planning

Cc: Owen Sullivan; Niall Barrett

Subject: RE: R086 Ardee SHD - access via N2

Dear Ms Dineen,

The planning application for a proposed 278-unit Strategic Housing Development at Bridgegate, Ardee, Co. Louth, has not been lodged for planning yet.

We have only by way of consultation with the Local Authority been advised to contact you before we lodge the planning application.

We understand full planning application details (including web portal address which includes application form and entire schedule of drawings/reports for the proposed SHD) will be issued to TII as part of the statutory consultation process following lodgement. However, we have been asked by Louth County Council to speak to you before we lodge the application.

Can we consult with you before we submit our application on the above mentioned scheme?

Kind Regards,

Gordon Finn

From: Landuse Planning <LandUsePlanning@tii.ie>

Sent: Tuesday 18 May 2021 08:41

To: Gordon Finn <gordon.finn@csconsulting.ie>

Cc: Owen Sullivan <owen.sullivan@csconsulting.ie>; Niall Barrett <niall.barrett@csconsulting.ie>

Subject: RE: R086 Ardee SHD - access via N2

Dear Mr. Finn,

TII is a statutory consultee and as such <u>must be consulted</u> as per prescribed process with respect to SHD applications.

Please be advised that the details you have furnished TII with are <u>insufficient</u> and do not meet prescribed requirements.

It is not clear if you have, at this juncture, lodged the SHD application.

Please furnish TII with the prescribed details, full planning application details including web portal address which includes application form and entire schedule of drawings/reports for the proposed SHD along with a cover letter requiring TII's observation as part of the statutory consultation process.

Kind regards,

Aisling Dineen. Land Use Planner, TII. From: Gordon Finn <gordon.finn@csconsulting.ie>

Sent: Monday 17 May 2021 11:00

To: Landuse Planning < LandUsePlanning@tii.ie >

Cc: Owen Sullivan < owen.sullivan@csconsulting.ie >; Niall Barrett < niall.barrett@csconsulting.ie >

Subject: R086 Ardee SHD - access via N2

CAUTION: This email originated from outside of TII. Do not click links or open attachments unless you recognise the sender and are sure that the content is safe.

Dear Sir/Madam,

We are civil engineering consultants for a proposed 278-unit Strategic Housing Development at Bridgegate, Ardee, Co. Louth, for which an application is shortly to be submitted to An Bord Pleanála. The subject development is to be accessed via the adjacent Bridgegate development (planning ref. 10/174), currently under construction, and its recently completed priority junction on the N2 Drogheda Road on the southern side of Ardee. A location map is attached for reference.

Our assessments indicate that the subject development shall result in a moderate impact on the operation of the existing Bridgegate access junction on the N2, and that this junction shall continue to operate within effective capacity past the year 2039.

In the course of the SHD application process, Louth County Council has requested that we consult TII in relation to the subject development's proposed vehicular access arrangements. While such consultation would in our experience typically be initiated via the Local Authority, Louth Co. Co. has advised us that this is not possible in this instance

I am at your disposal to answer any queries you may have regarding these development proposals, and would welcome any comment that TII wishes to make in respect of these. Should TII have no particular observation to make on the subject development, a brief response to this effect would be most appreciated.

Sincerely,

Gordon Finn Roads & Traffic Engineer BA, BAI (Hons), MAI (St), MIEI T 01-5480863 M +353 87 7383175 E gordon.finn@csconsulting.ie W www.csconsulting.ie



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It may suit our Team to send emails at various times of day but we do not expect a response or action outside of normal working hours.

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