

RESIDENTIAL

Plot Location Relative to Critical Junction	Plot	Dwellings	Percentage	Dwellings	Trip Generation					
					AM Peak			PM Peak		
					Arr	Dep	Tot	Arr	Dep	Tot
<b>RESIDENTIAL TRIP RATES</b>					0.169	0.405	0.574	0.396	0.247	0.643
North	A1	62	100%	62	10	25	36	25	15	40
	A2	135	100%	135	23	55	77	53	33	87
	A3	115	100%	115	19	47	66	46	28	74
	A4	-	100%		0	0	0	0	0	0
	A5	69	100%	69	12	28	40	27	17	44
	A6	26	100%	26	4	11	15	10	6	17
	A7	162	25%	41	7	16	23	16	10	26
				100%	0	0	0	0	0	0
	A16	26	100%	26	4	11	15	10	6	17
	Other	82	100%	82	14	33	47	32	20	53
<b>Sub-Total</b>	<b>677</b>		<b>556</b>	<b>94</b>	<b>225</b>	<b>319</b>	<b>220</b>	<b>137</b>	<b>357</b>	
South	A8	141	75%	106	18	43	61	42	26	68
	Other	82	100%	82	14	33	47	32	20	53
	<b>Sub-Total</b>	<b>141</b>		<b>188</b>	<b>32</b>	<b>76</b>	<b>108</b>	<b>74</b>	<b>46</b>	<b>121</b>
East	A7	162	75%	122	21	49	70	48	30	78
	A8	141	25%	35	6	14	20	14	9	23
	<b>Sub-Total</b>	<b>303</b>		<b>157</b>	<b>26</b>	<b>63</b>	<b>90</b>	<b>62</b>	<b>39</b>	<b>101</b>
<b>TOTAL</b>			<b>900</b>	<b>152</b>	<b>365</b>	<b>517</b>	<b>356</b>	<b>222</b>	<b>579</b>	

Does no. dwellings total 900?

TRUE

0

EDUCATION

School Location Relative to Critical Junction	Plot	External School Places	Trip Generation					
			AM Peak			PM Peak		
			Arr	Dep	Tot	Arr	Dep	Tot
<b>PRIMARY SCHOOL TRIP RATES</b>			0.351	0.237	0.588	0.006	0.027	0.033
North	2 Form Entry School	91	32	22	54	1	2	3
	<b>Sub-Total</b>	<b>91</b>	<b>32</b>	<b>22</b>	<b>54</b>	<b>1</b>	<b>2</b>	<b>3</b>
South								
	<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
East								
	<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>		<b>91</b>	<b>32</b>	<b>22</b>	<b>54</b>	<b>1</b>	<b>2</b>	<b>3</b>

Total No. School Places

630

No. Internal School Places

493

No. External School Places

137

To/From North (no. external school places)

91

To/From East (no. external school places)

46 not considered

EMPLOYMENT

Employment Location Relative to Critical Junction	Plot	SQM	Trip Generation					
			AM Peak			PM Peak		
			Arr	Dep	Tot	Arr	Dep	Tot
<b>EMPLOYMENT TRIP RATES</b>			1.225	0.198	1.423	0.212	1.151	1.363
North	D1 Healthcare	3,000	37	6	43	6	35	41
	<b>Sub-Total</b>	<b>3,000</b>	<b>37</b>	<b>6</b>	<b>43</b>	<b>6</b>	<b>35</b>	<b>41</b>
South								
	<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
East								
	<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>		<b>3,000</b>	<b>37</b>	<b>6</b>	<b>43</b>	<b>6</b>	<b>35</b>	<b>41</b>

RESI + EDUCATION

Trip Origin /Destination Relative to Critical Junction	Plot	Trip Generation					
		AM Peak			PM Peak		
		Arr	Dep	Tot	Arr	Dep	Tot
NORTH		126	247	373	221	140	360
SOUTH		32	76	108	74	46	121
EAST		26	63	90	62	39	101
<b>TOTAL</b>		<b>184</b>	<b>386</b>	<b>570</b>	<b>357</b>	<b>225</b>	<b>582</b>

TOTAL SUMMARY

Trip Origin /Destination Relative to Critical Junction	Plot	Trip Generation					
		AM Peak			PM Peak		
		Arr	Dep	Tot	Arr	Dep	Tot
NORTH		163	253	415	227	174	401
SOUTH		32	76	108	74	46	121
EAST		26	63	90	62	39	101
<b>TOTAL</b>		<b>221</b>	<b>392</b>	<b>613</b>	<b>363</b>	<b>259</b>	<b>623</b>

GEOGRAPHIC DISTRIBUTION

	Resi Traffic	Employment Traffic
North	13.60%	18.00%
West	41%	25%
South	24%	19%



East	22%	37%
	99.90%	99.90%

**ACCESS DISTRIBUTION**

	North	West	South	East
Northern Access	100%	90%	50%	10%
Southern Access	0%	10%	50%	90%

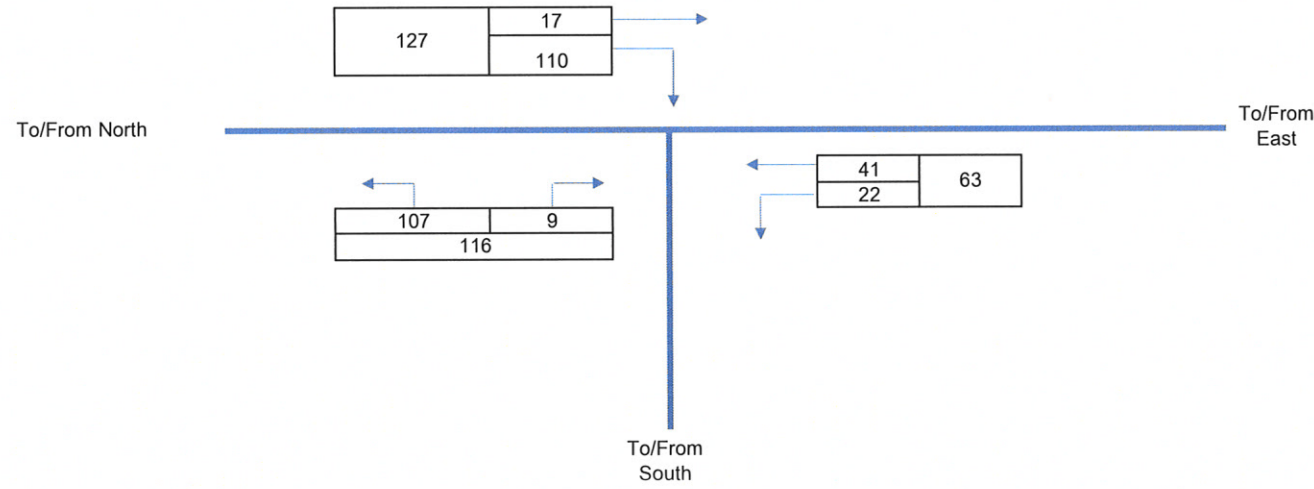
**NORTH / SOUTH ACCESS SPLIT**

Resi / Education		North	West	South	East	
Northern Access		14%	37%	12%	2%	65%
Southern Access		0%	4%	12%	19%	35%

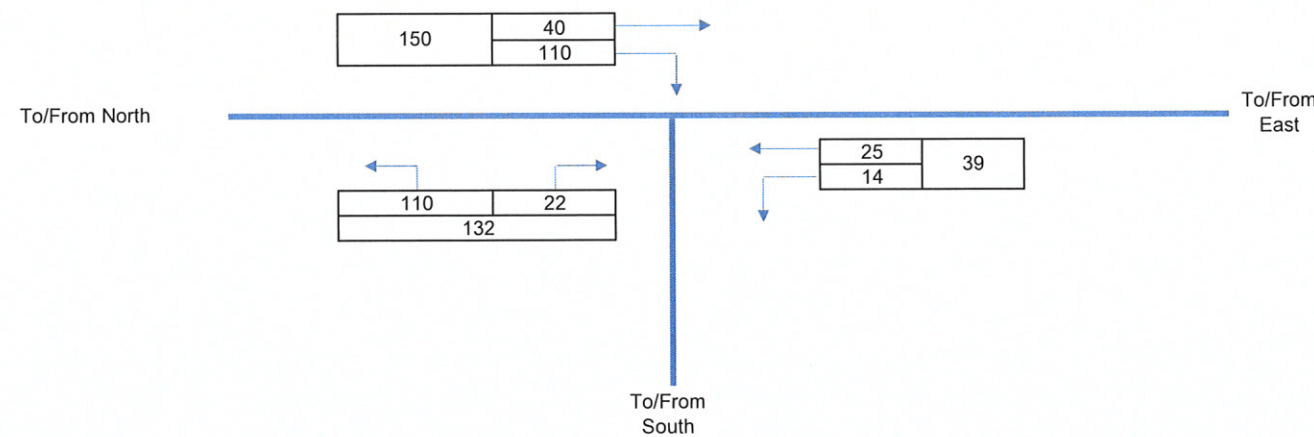
Employment		North	West	South	East	
		18%	23%	10%	4%	54%
		0%	3%	10%	33%	46%

PLOT		via Northern Access						via Southern Access					
		AM Peak			PM Peak			AM Peak			PM Peak		
		Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Resi / Education	NORTH	81	159	240	142	90	232	45	87	132	78	49	127
	SOUTH	20	49	70	48	30	78	11	27	38	26	16	43
	EAST	17	41	58	40	25	65	9	22	32	22	14	36
Employment	NORTH	24	4	28	4	22	26	13	2	15	2	12	14
	SOUTH	0	0	0	0	0	0	0	0	0	0	0	0
	EAST	0	0	0	0	0	0	0	0	0	0	0	0
Total	NORTH	105	163	268	146	112	259	58	89	147	80	62	142
	SOUTH	20	49	70	48	30	78	11	27	38	26	16	43
	EAST	17	41	58	40	25	65	9	22	32	22	14	36

**AM PEAK HOUR**



**PM PEAK HOUR**



Existing layout (without flare)

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2018								
Stream B-AC	0.2	5.82	0.16	A	0.2	6.12	0.19	A
Stream C-AB	0.2	6.44	0.17	A	0.2	6.25	0.18	A

Existing layout (with 1 PCU flare)

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2018								
Stream B-C	0.2	5.31	0.14	A	0.2	5.32	0.15	A
Stream B-A	0	5.44	0.01	A	0	5.54	0.03	A
Stream C-AB	0.2	6.44	0.17	A	0.2	6.25	0.18	A

Roundabout

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Arm 1	0.1	4.09	0.07	A	0	3.97	0.04	A
Arm 2	0.2	4.64	0.14	A	0.2	4.69	0.15	A
Arm 3	0.2	4.28	0.14	A	0.2	4.44	0.16	A