



**European Union**  
European Regional  
Development Fund



# A30 Chiverton to Carland Cross

Stage 3 Traffic Forecasting Report

June 2018  
Highways England



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June 2018

**Highways England**

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## Issue and revision record

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The A30 Chiverton to Carland Cross Improvement scheme is part of the Department for Transport Road Investment Programme, being delivered by Highways England, and is receiving a funding contribution of up to £8m from the European Regional Development Fund to support the development phase of the scheme.



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# Content

<b>Chapter</b>	<b>Title</b>	<b>Page</b>
	Executive Summary	i
	Summary of Content	i
<b>1.</b>	<b>Study Overview</b>	<b>1</b>
1.1	Background	1
1.2	Scheme Objectives	1
1.3	Purpose of the Model	2
1.4	Purpose of the Report	2
<b>2.</b>	<b>Overview of Current Base Year Models</b>	<b>3</b>
2.1	Introduction	3
2.2	Model Time Periods and Network Structure	3
2.3	Assignment Technique and Generalised Cost Parameters	7
2.4	Model Calibration and Validation	8
<b>3.</b>	<b>Summary of Previous Forecasting Work</b>	<b>9</b>
3.1	PCF Stage 0	9
3.1.1	Future Year Demand Matrices	9
3.1.2	Future Year Assignment Scenarios	10
3.2	PCF Stage 1	10
3.2.1	Future Year Demand Matrices	10
3.2.2	Future Year Assignment Scenarios	10
3.3	PCF Stage 2	11
3.3.1	Future Year Demand Matrices	11
3.3.2	Future Year Assignment Scenarios	12
<b>4.</b>	<b>Forecasting and Modelling Future Year Travel</b>	<b>13</b>
4.1	Overview of Demand Forecasting Procedure	13
4.2	The National Transport Model and NTEM	13
4.3	Demand Forecasting for Specific Developments	14
4.3.1	Developments	14
4.3.2	Trip Generation	15
4.3.3	Trip Distribution	17
4.4	Demand Forecasting and NTEM	18
4.5	Demand Forecasting using the Road Transport Forecasts	22
4.5.1	LGV and HGV Forecasting	22
4.6	Supply Forecasting	23
4.6.1	Infrastructure	23
4.6.2	Generalised Cost Parameters	24
4.7	Uncertainty in Forecasting	25
4.8	Forecast Time Periods and Years	25
<b>5.</b>	<b>Assessment of Dependent Development</b>	<b>26</b>
5.1	Background and Principles	26

<b>6.</b>	<b>Supply and Reference Case Demand Forecasts</b>	<b>27</b>
6.1	Demand Components of the Core, Highest and Lowest Benefits Scenarios _____	27
6.1.1	Core Scenario _____	27
6.1.2	Highest Benefits Scenario _____	27
6.1.3	Lowest Benefits Scenario _____	27
6.2	Supply Components of the Core, Highest and Lowest Benefits Scenarios _____	27
6.3	Construction of Reference Case Matrices _____	27
<b>7.</b>	<b>Equilibrium Demand Forecasts</b>	<b>29</b>
7.1	Overview _____	29
7.2	Demand Responses _____	29
7.3	Trip Purposes _____	29
7.4	Model Parameters _____	30
7.5	Reference Travel Costs _____	31
7.6	Variable Demand Convergence Statistics _____	31
7.7	Impacts of Variable Demand Modelling _____	33
7.7.1	Matrix Totals _____	33
7.7.2	Total Travel Time _____	35
7.7.3	Total Distance Travelled _____	37
<b>8.</b>	<b>Assignment Results</b>	<b>40</b>
8.1	Overview _____	40
8.2	Core Scenario: Convergence _____	40
8.2.1	Assignment Convergence Criteria _____	40
8.2.2	Assignment Convergence Results _____	40
8.3	Core Scenario: Journey Times _____	42
8.4	Core Scenario: Traffic Flows (all vehicles including HGVs) _____	42
8.5	Core Scenario: Network Reassignment Effects _____	45
8.6	Core Scenario: Network Performance Effects _____	47
8.7	Highest and Lowest Benefits Scenario: Comparison with Core Scenario _____	48
8.7.1	Traffic Flow Comparison _____	48
8.7.2	Convergence _____	50
8.7.3	Network Performance _____	54
<b>9.</b>	<b>Operational Assessment</b>	<b>57</b>
<b>10.</b>	<b>Summary and Conclusions</b>	<b>58</b>
10.1	Summary _____	58
10.2	Conclusions _____	58

<b>Figure</b>	<b>Title</b>	<b>Page</b>
Figure 2-1	Simulation and Buffer Network Extents _____	4
Figure 2-2	Cornwall Zone Structure _____	5
Figure 2-3	Devon Zone Structure _____	6
Figure 2-4	Rest of the UK Zone Structure _____	7
Figure 8-1	Location of Links used in Flow Comparison _____	43



<b>Table</b>	<b>Title</b>	<b>Page</b>
Table 2-1	– Model Time Periods	3
Table 2-2	– Generalised Cost Equation parameters	8
Table 3-1	- Future Year Demand Growth	9
Table 3-2	– LSOA to Geographical Area Equivalence	12
Table 4-1	- Classification of Future Developments	14
Table 4-2	-Total 'Near Certain' and 'More than Likely' Developments (2038 build out levels)	15
Table 4-3	- Trip Rates	16
Table 4-4	– Development Trips	17
Table 4-5	– Intrazonal Trip Correction Factors	18
Table 4-6	- TEMPRO Time Period Equivalence	18
Table 4-7	– LSOA to Geographical Area Equivalence	19
Table 4-8	–Zone to TEMPRO Area Equivalence	20
Table 4-9	– District TEMPRO Factors by User Class	21
Table 4-10	-TEMPRO User Class Equivalence	22
Table 4-11	– TEMPRO Factors used to Constrain Total Growth	22
Table 4-12	– NRTF growth factors used for LGV and HGV user classes	22
Table 4-13	– Infrastructure Improvement Schemes for inclusion in the Forecast Modelling	23
Table 4-14	- Speed Flow Curve	24
Table 4-15	- Roundabout Saturation Flows	24
Table 4-16	- 2023 Generalised Cost Parameters by Time Period	25
Table 4-17	- 2038 Generalised Cost Parameters by Time Period	25
Table 4-18	- Forecast Model Time Periods	25
Table 6-1	– Reference Case Core forecast matrix totals	28
Table 7-1	– Response Hierarchy	29
Table 7-2	– Trip Purpose	30
Table 7-3	– Model Input Parameters	30
Table 7-4	– Cost Damping Parameters	31
Table 7-5	– Variable Demand Modelling Key Convergence Statistics	32
Table 7-6	– Comparison of Matrix Totals	34
Table 7-7	– Comparison of Total Simulation Network Travel Time	36
Table 7-8	– Comparison of Total Distance Travelled within the Simulation Network	38
Table 8-1	– Convergence Criteria	40
Table 8-2	– 2023 DM Convergence Results	40
Table 8-3	– 2023 DS7A Convergence Results	41
Table 8-4	– 2038 DM Convergence Results	41
Table 8-5	– 2038 DS7A Convergence Results	42
Table 8-6	– Journey Times between Carland and Chiverton Cross	42
Table 8-7	– AM Peak A30 Link Flows in the Vicinity of the Scheme	44
Table 8-8	– IP Peak A30 Link Flows in the Vicinity of the Scheme	44
Table 8-9	– PM Peak A30 Link Flows in the Vicinity of the Scheme	44
Table 8-10	– AM Peak Key Route Link Flows in the Vicinity of the Scheme	45
Table 8-11	– IP Peak Key Route Link Flows in the Vicinity of the Scheme	46
Table 8-12	– PM Peak Key Route Link Flows in the Vicinity of the Scheme	46
Table 8-13	- 2023 Network Performance Statistics	47
Table 8-14	- 2038 Network Performance Statistics	47

Table 8-15 – AM Peak A30 Link Flows in the Vicinity of the Scheme in the Low Growth Scenario	48
Table 8-16 – IP Peak A30 Link Flows in the Vicinity of the Scheme in the Low Growth Scenario	48
Table 8-17 – PM Peak A30 Link Flows in the Vicinity of the Scheme in the Low Growth Scenario	49
Table 8-18 – AM Peak A30 Link Flows in the Vicinity of the Scheme in the High Growth Scenario	49
Table 8-19 – IP Peak A30 Link Flows in the Vicinity of the Scheme in the High Growth Scenario	50
Table 8-20 – PM Peak A30 Link Flows in the Vicinity of the Scheme in the High Growth Scenario	50
Table 8-21 – 2023 DM Low Growth Convergence Results	51
Table 8-22 – 2023 DS7A Low Growth Convergence Results	51
Table 8-23 – 2038 DM Low Growth Convergence Results	52
Table 8-24 – 2038 DS7A Low Growth Convergence Results	52
Table 8-25 – 2023 DM High Growth Convergence Results	53
Table 8-26 – 2023 DS7A High Growth Convergence Results	53
Table 8-27 – 2038 DM High Growth Convergence Results	54
Table 8-28 – 2038 DS7A High Growth Convergence Results	54
Table 8-29 - 2023 Low Growth Network Performance Statistics	55
Table 8-30 - 2038 Low Growth Network Performance Statistics	55
Table 8-31 - 2023 High Growth Network Performance Statistics	55
Table 8-32 - 2038 High Growth Network Performance Statistics	55

## **Annexes**

Annex A – Development Locations

Annex B – A30 Chiverton to Carland Cross Scheme Plans

Annex C – Journey Times on Key Routes

Annex D – Link Flows and Saturations on Key Routes

Annex E – Link Flow Diagrams

Annex F – Link Flows and Journey Times on Key Routes in the High and Low Growth Scenarios

# Executive Summary

The section of the A30 in Cornwall between Chiverton Cross and Carland Cross, north of Truro experiences congestion and delays throughout the year, with poor journey time reliability. The route is in need of improvement to meet Highways England's objectives of maintaining the smooth flow of traffic, making the network safer and supporting economic growth.

The scope of the scheme is to upgrade 12.5km of single carriageway to dual carriageway on the A30 between Chiverton Cross Roundabout and Carland Cross roundabout.

The specific Transport Objectives are:

- to contribute to regeneration and sustainable economic growth
  - to support employment & residential development opportunities
- to improve the safety, operation & efficiency of the transport network
- improve network reliability and reduce journey times
  - to deliver capacity enhancements to the SRN
- supporting the use of sustainable modes of transport
- delivering better environmental outcomes, and;
- to improve local and strategic connectivity

This report details the development of the forecast year demand matrices and future year traffic models that will be used in the appraisal of the scheme for Highways England Project Control Framework (PCF) Stage 3 in support of the Development Consent Order.

The model assignments demonstrate that the Option 7A A30 Chiverton to Carland Cross scheme (the Preferred Route announced at the end of Stage 2) would provide a significant improvement in the performance of the A30.

The future year traffic forecasts produced from the forecasting assessment detailed in this report have been taken forward for use in the economic appraisal of the A30 Chiverton to Carland Cross Preferred Route scheme.

## Summary of Content

The report has been produced in accordance with the guidance set out in WebTAG, Highways England's Interim Advice Note 106/08 and the PCF product description for the Traffic Forecasting Report (version 10 dated 2/6/2014). The table below provides a checklist for the requirements:

## Summary of Content

Forecasting Report Requirements	Related Chapter
<b>1. Study Overview</b>	1
a. Statement of Scheme objectives	1.2
b. Explanation of the purpose of the report and a brief overview of the contents	1.1
<b>2. Summary of Previous Work</b>	2
a. Overview of Base Year models	2.1
b. Explanation of Model Time periods, network, user class segmentation, validation results, software and any previous VDM	2.2, 2.3, 2.4
<b>2. Summary of PCF Stage 0 Work</b>	3
a. Overview of PCF Stage 0 models	3.1
b. Explanation of Model Time periods, network, user class segmentation, validation results, software and any previous VDM	3.1
c. Description of any previous Forecasting	3.1
<b>3. The Uncertainty Log and Forecast Years</b>	4
a. The Local Area that the uncertainty log relates to should be provided together with a plan showing this area in relation to the scheme	4.3, Annex A
b. The uncertainty log should then be presented along with a justification for the developments included/excluded and the likelihood category assigned to them.	4.3.1
c. Those developments which are to be explicitly modelled as part of the core scenario should be identified and reasons provided for doing so.	4.3.1
d. The realignment of NTEM household forecasts within the Local Area to match the current version of the Authority Monitoring Reports should be described. Any changes to NTEM job forecasts in the Local Area should also be described and justified.	4.4
e. The selected forecast years should be described and justified.	4.8, 4.9
<b>4. Reference Forecast Demand and Supply Local Area</b>	4, 5, 6
a. Describe the use of NTEM to create background car traffic matrices for each forecast year i.e. matrices excluding explicitly modelled developments.	4.4
b. Describe those land use and supply developments in the uncertainty log with dependencies previously established through the town planning process or which otherwise do not require dependency testing (planning conditions in unimplemented extant consents, dependencies identified in development plans and access dependencies).	5
c. Describe the explicitly modelled developments included in the core scenario for each forecast year and the process used to generate development traffic matrices for individual land use developments and all land use developments combined.	4.3
d. Describe the combined background and development traffic matrices by forecast year and time period.	4
e. Describe the Do Minimum network in each forecast year excluding any dependent highway improvements. Details of the network changes relative to the base year network should be provided, including traffic management measures, highway improvements related to explicitly modelled developments and any low cost alternative to the proposed scheme.	4.6
f. Describe the Do Something network.	4.6
g. Describe the dependency testing process. Identify those locations where the dependency threshold is exceeded and the source and scale of the exceedances. Describe how the exceedances have been addressed in the forecasts to be used for economic assessment.	N/A
h. Describe the process for creating matrices for the alternative scenarios.	4.7, 6.1
i. Describe the process for deriving forecasts for goods vehicle matrices.	4.5
<b>5. Equilibrium Demand Forecasts</b>	7.1
a. Describe the reference travel costs (base year or Do Minimum) used as the pivot point for the Do Minimum and Do Something forecasts in each forecast year.	7.2
b. Describe the changes to generalised cost parameters in each forecast year. State the version of the WebTAG data book used.	4.6.2

c. Include a report of VDM convergence statistics for the Do Minimum and Do Something in each forecasting scenario, year and time period.	7.3
d. Describe the impact of VDM for the Do Minimum and Do Something in each forecasting scenario, year and time period by reference to assignments of the Reference Forecast demand without VDM. Account for changes in matrix totals, total model travel time and distance travelled	7.4
<b>6. Assignment Results for Economic Assessment:</b>	<b>8</b>
a. Report highway assignment model convergence statistics for Do Minimum and Do Something in each forecasting scenario, year and time period.	8.2, 8.3, 8.7
b. Report Do Minimum and Do Something total traffic flows and journey times on each and every link with a significant change in flow or journey time between Do Minimum and Do Something. The information should be presented for all forecasting scenarios, years and time periods.	8.3, 8.4, 8.7
c. Provide an explanation for the changes in traffic flows and journey times between Do Minimum and Do Something for each forecasting scenario, year and time period.	8.4, 8.5, 8.6, 8.7

# 1. Study Overview

## 1.1 Background

The section of the A30 in Cornwall between Chiverton Cross and Carland Cross, north of Truro, is currently a single carriageway route. Once the single carriageway section of the A30 between Temple and Higher Carblake near Bodmin is completed in 2017, the A30 Chiverton to Carland Cross will remain as the only single carriageway section of the A30 route between the M5 at Exeter and Camborne.

Due to the low standard of the route, this section of the A30 experiences congestion and delays throughout the year, with poor journey time reliability. These problems are exacerbated in summer months, when traffic flows increase due to tourist traffic. The route is in need of improvement to meet Highways England's objectives of maintaining the smooth flow of traffic, making the network safer and supporting economic growth. The desire for improvements to this route is strongly supported by local and regional strategies from Cornwall Council, the Cornwall and Isles of Scilly Local Enterprise Partnership, businesses and local stakeholders.

The scheme will have a significant impact on travel on the A30 within Cornwall and for journeys to and from Truro, the main economic centre in Cornwall; it will significantly reduce current journey times on the route and congestion at key junctions. Due to the improvement in performance, travel patterns in the area will be affected and the improved route will be likely to attract traffic from other routes. Truro is a major attractor of trips within Cornwall, and travel patterns for traffic using routes across the existing A30, such as from Newquay, Perranporth and other towns to Truro, will be affected. The traffic model has therefore been designed to be able to model the impact of travel patterns across a wide area, and specifically on the A30 and key routes on the local road network into and out of Truro.

## 1.2 Scheme Objectives

The scope of the scheme is to upgrade 12.5km of single carriageway to dual carriageway on the A30 between Chiverton Cross Roundabout and Carland Cross Roundabout.

The scheme will contribute to economic growth by supporting employment and residential development opportunities.

The scheme will contribute to regeneration by enhancing the opportunities for previous, existing and future regeneration projects to realise their full potential.

The scheme will minimise the environmental impact of operating, maintaining and improving the network and seek to protect and enhance the quality of its surrounding environment while conforming to the principals of sustainable transport.

The specific Transport Objectives identified at the Stage 0 Value Management Workshop are:

- to contribute to regeneration and sustainable economic growth
  - to support employment & residential development opportunities
- to improve the safety, operation & efficiency of the transport network
- improve network reliability and reduce journey times

- to deliver capacity enhancements to the SRN
- supporting the use of sustainable modes of transport
- delivering better environmental outcomes, and;
- to improve local and strategic connectivity

### **1.3 Purpose of the Model**

The model will be used for the PCF Stage 3 appraisal of the A30 Chiverton to Carland Cross improvement scheme. The scheme taken forward to Stage 3 is the Preferred Route scheme which was announced at the end of Stage 2 in July 2017.

### **1.4 Purpose of the Report**

This report details the methodology used to produce future year traffic flow forecasts with and without the A30 Chiverton to Carland Cross scheme, in support of the Development Consent Order. The forecasts have been produced in full compliance with Department for Transport (DfT) guidance set out in WebTAG. The future year models have been based on the base year traffic model; the methodology used and the outputs from this model are set out in the Stage 3 Local Model Validation Report (HA551502-WSP-GEN-0000-RE-TR-00013).

The future year traffic forecasts produced from the forecasting assessment detailed in this report will be taken forward for use in the economic appraisal of the A30 Chiverton to Carland Cross scheme.

## 2. Overview of Current Base Year Models

### 2.1 Introduction

This chapter provides an overview of the base year model. The Local Model Validation Report (HA551502-WSP-GEN-0000-RE-TR-00013) details the base model that has been developed and has formed the basis for the future year models set out in this report.

### 2.2 Model Time Periods and Network Structure

The time periods that have been modelled in the base year model are shown in Table 2-1. These time periods have been chosen to allow for the operation and economic benefits of the road to be fully understood and to ensure that the operation of any scheme is acceptable in the design year. It should be noted that these comply with emerging Highways England guidance and represent the average hour of the peak period, rather than peak hours.

Table 2-1 – Model Time Periods

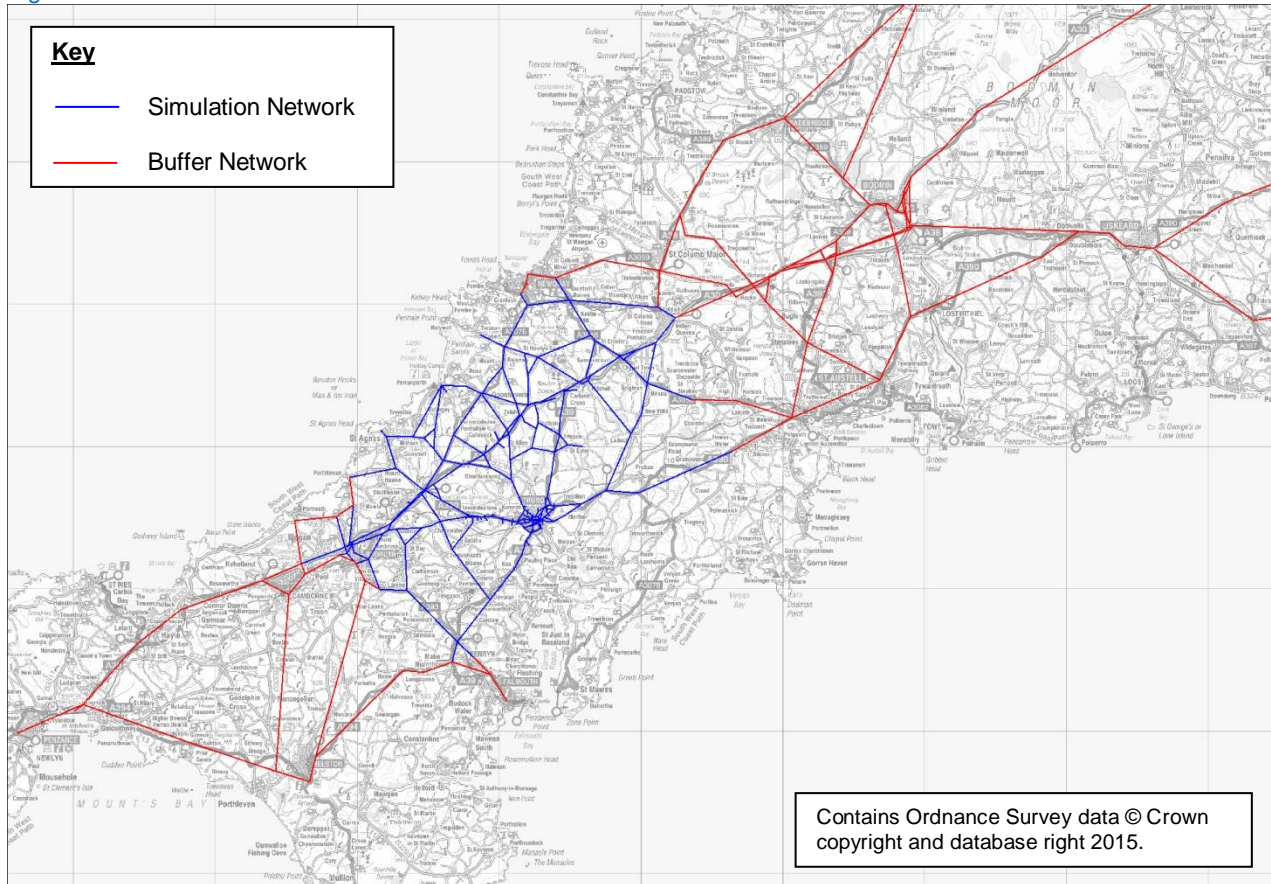
ID	Time Period	Modelled Period
TP1	Neutral Month AM Peak	Average hour 7:00 – 10:00
TP2	Neutral Month Interpeak	Average hour 10:00 – 16:00
TP3	Neutral Month PM Peak	Average hour 16:00 – 19:00

The study area of primary interest is that which includes the scheme on the A30 between Chiverton and Carland Cross, and the main routes that are accessed from these junctions (A39, A390 and A3075). The extent of the detailed and wider study area is illustrated in Figure 2-1. The simulation network is formed of the following sections:

- A30 between Indian Queens and Redruth
- A3075 between Chiverton Cross Roundabout and Newquay
- Minor routes to smaller population centres including routes to Perranporth and St Agnes located north of the A30.



Figure 2-1 – Simulation and Buffer Network Extents



The remaining wider study area is modelled in less detail with partial trip representation (but including all trips that go into or through the detailed study area) and forms the buffer network. This network includes the whole of Great Britain, although outside Devon and Cornwall zones are at county level or larger.

Figure 2-2 to Figure 2-4 provides an overview of the zone coverage of the model in Cornwall, Devon and the rest of the UK.

Figure 2-2 – Cornwall Zone Structure

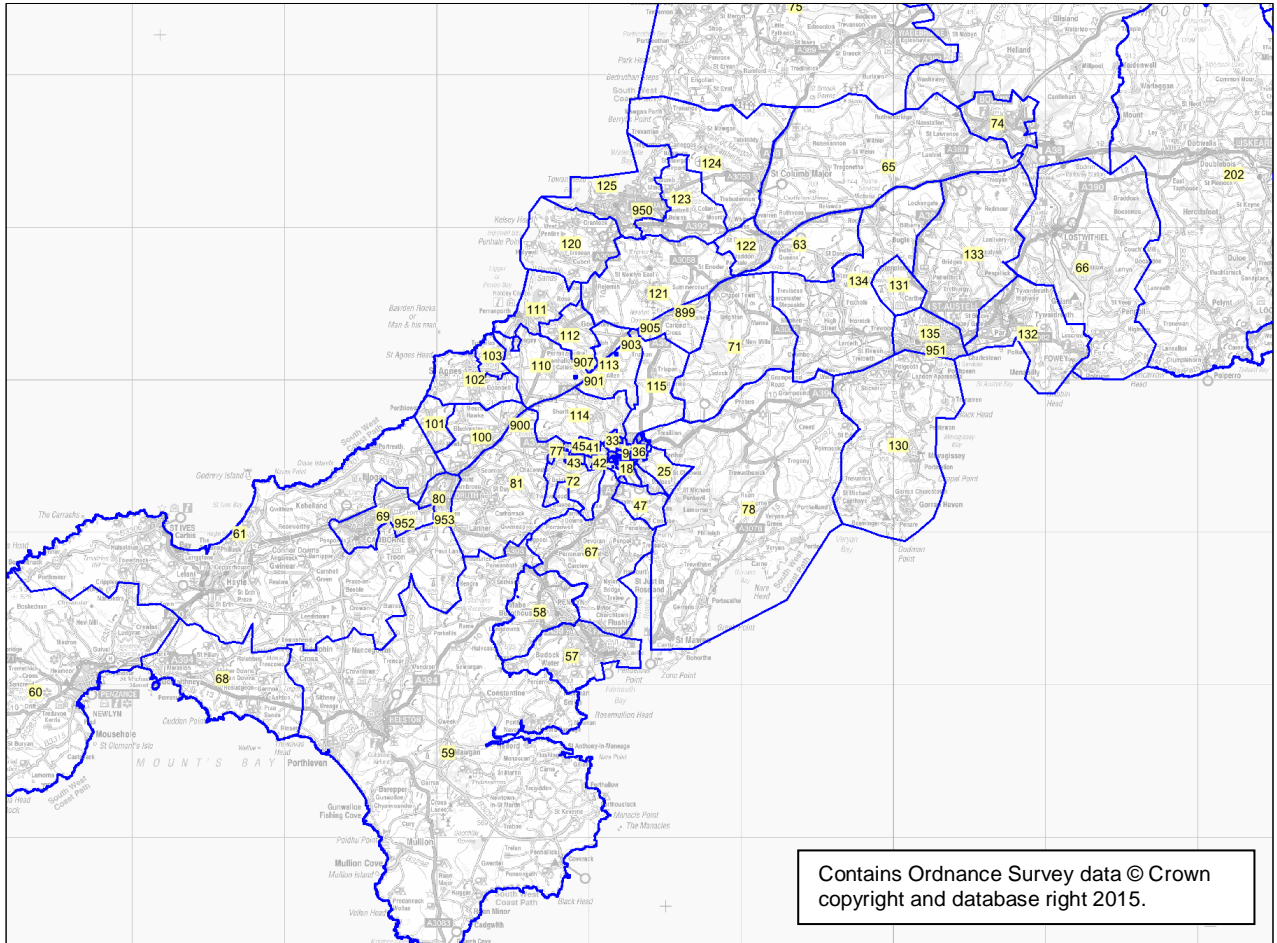


Figure 2-3 – Devon Zone Structure

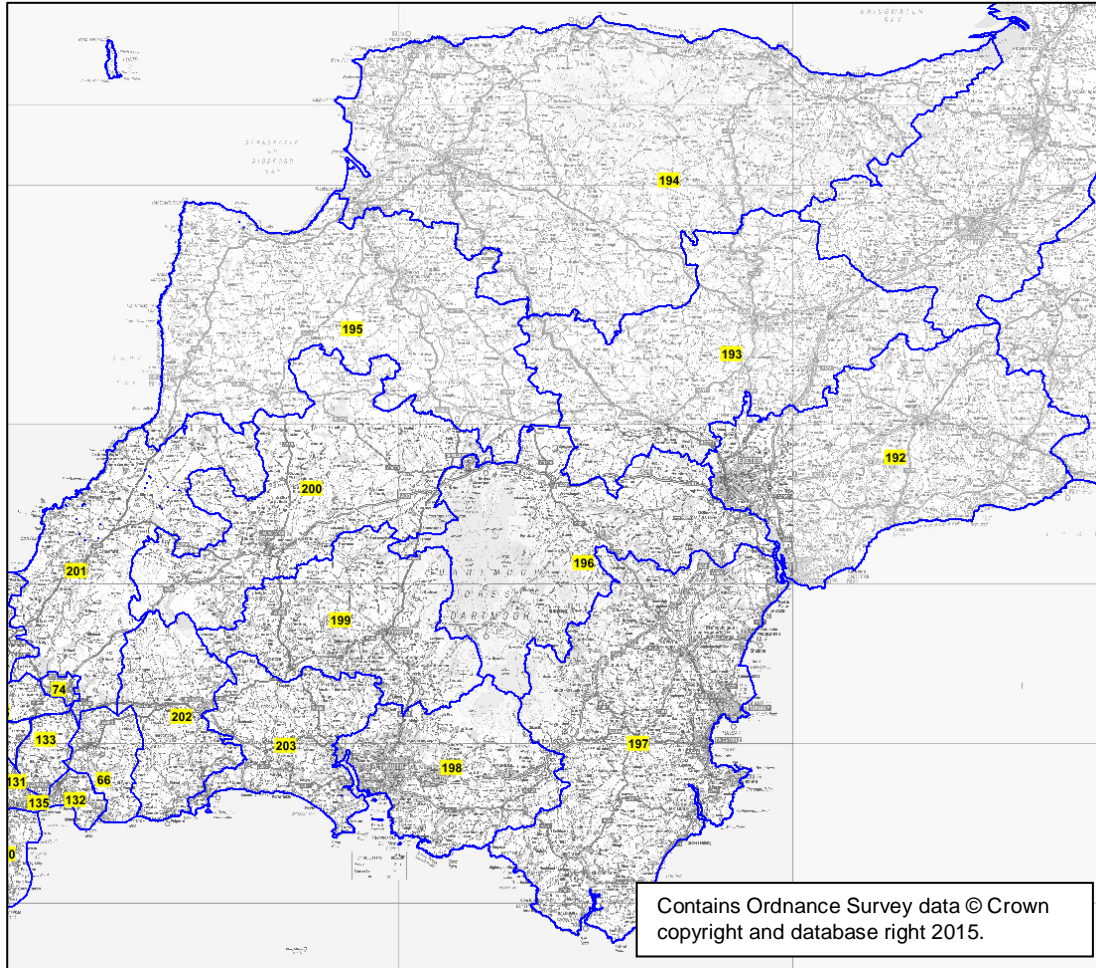
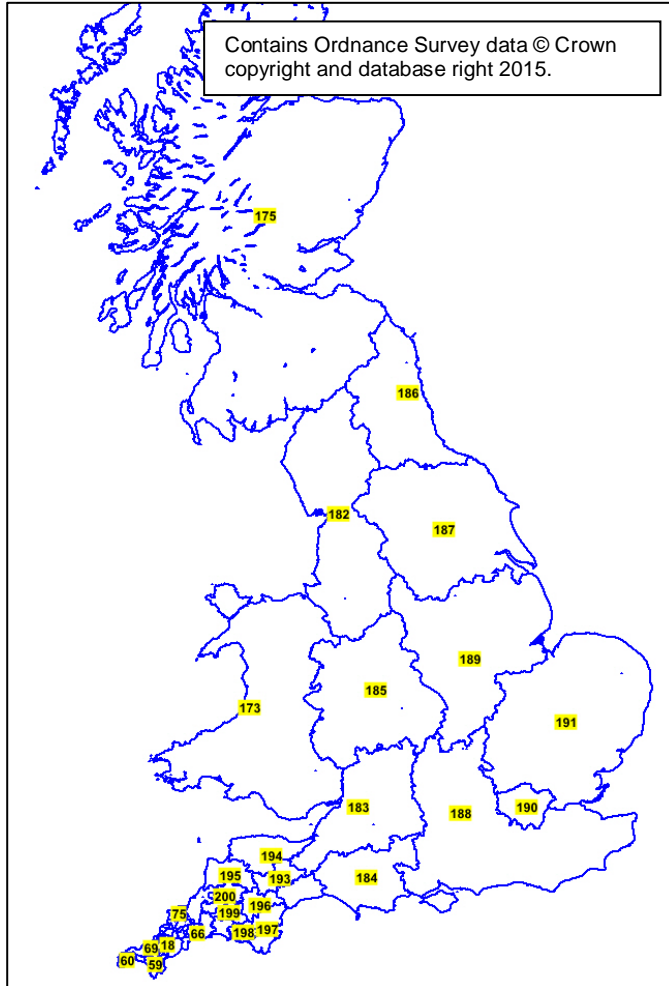


Figure 2-4 – Rest of the UK Zone Structure



### 2.3 Assignment Technique and Generalised Cost Parameters

The assignment methodology used is based on Wardrop's Principle of traffic equilibrium: *'traffic arranges itself on networks such that the cost of travel on all routes used between each Origin-Destination pair is equal to the minimum cost of travel and all unused routes have equal or greater cost.'*<sup>1</sup> This method of assignment has been chosen because there is congestion evident on the network and it is therefore essential to account for the effects of capacity restraint on route choice.

All assignment techniques within SATURN assume that individual drivers seek to minimise their travel cost. The travel cost is defined as a generalised cost, which is a linear combination of time and distance defined by:

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<sup>1</sup> TAG Unit M3-1 Highway Assignment Modelling Paragraph 2.7.3

$$c = at + bd$$

Where  $c$  = cost (pence),  $t$  = time (minutes),  $d$  = distance (km),  $a$  = Pence per Minute (PPM),  $b$  = Pence per Kilometre (PPK)

The generalised cost parameters  $a$  and  $b$  used in the 2015 base year model are shown in Table 2-2. The values have been calculated using the DfT consultation values of time released in October 2015 and GDP growth rates, purpose splits, and vehicle operating costs from the TAG Databook, November 2016. An average network speed of 54 kph has been assumed in the calculation of the PPK parameters. This was the same speed used to calculate the base year generalised costs, as detailed in the Local Model Validation Report (HA551502-WSP-GEN-0000-RE-TR-00013).

Table 2-2 – Generalised Cost Equation parameters

Time Period	Parameter	Car Employers Business	Car Commute	Car Other	LGV	HGV
AM	PPM	29.82	20.00	13.80	21.08	21.40
	PPK	12.19	5.66	5.66	12.67	43.88
Interpeak	PPM	30.56	20.32	14.70	21.08	21.40
	PPK	12.19	5.66	5.66	12.67	43.88
PM	PPM	30.25	20.07	14.45	21.08	21.40
	PPK	12.19	5.66	5.66	12.67	43.88

## 2.4 Model Calibration and Validation

The model calibration process involved a direct comparison of observed and modelled link and screenline flows, turning flows and journey times. Calibration was carried out for each of the three modelled time periods for each vehicle type.

The accuracy of the model was assessed within the detailed study area and throughout the strategic road network in Cornwall and West Devon. Calibration of the model within the detailed study area involved an assessment of link flows on all key links, turning movements at four major junctions and screenlines to the South of the A30, East of Truro and West of Truro. Within the wider study area where the model is less detailed, only calibration and validation of link flows was carried out on the key routes.

Model assignment validation involved the use of an independent set of traffic counts (termed validation data) to validate the accuracy of the base year model. In addition, the model was validated against journey time data on the key routes of the A30, A390, A39, B3085 and A3075.

The calibration and validation statistics demonstrate that the traffic model provides an excellent representation of the existing traffic situation within the study area, complies with WebTAG guidance and is therefore acceptable for the purposes of the PCF Stage 3 modelling.

The model achieved an acceptable level of convergence, satisfying WebTAG criteria in all cases.

## 3. Summary of Previous Forecasting Work

### 3.1 PCF Stage 0

The PCF Stage 0 modelling was detailed in the Stage 0 Scheme Review Report and other documents produced in support of the PCF Stage 0 modelling. The Stage 0 future year model development is outlined below.

#### 3.1.1 Future Year Demand Matrices

Forecast demand matrices for the scheme opening year (2022) and scheme design year (2037) were developed in PCF Stage 0. These matrices were produced by using the future year demand matrices produced as part of the Truro SATURN model project as a basis; these matrices explicitly included development within the Truro area (these were point loaded into the future year models) and hence these were considered to give an accurate representation of future development growth in the area.

The Truro SATURN models produced future year demand matrices for 2031, incorporating all development in the local area detailed in the emerging Cornwall Local Plan. Future demand growth for the period from 2010 (the Truro SATURN model base year) to 2031 was therefore calculated by subtracting the 2010 matrices from the 2031 matrices; this produced output matrices containing future traffic demand growth only (incorporating 22 years growth).

To produce 2037 demand matrices for the PCF Stage 0 work, the future growth matrices were added directly to the 2015 base matrices (the base year used for the PCF Stage 0 model). Given that the future growth matrices include 22 years traffic growth, this was considered to produce a reasonable 2037 forecast. It was recognised that this growth has been applied to the 2015 matrices (rather than the 2010 matrices as in the original Truro model); however, given that TEMPRO growth was applied universally to produce the updated 2015 base year model (from the 2010 base in the Truro SATURN model) and no development was point loaded, development growth was not double counted; neither did development growth in any location exceed those in the original forecasts.

After production of the 2037 matrices, traffic growth from the base year was constrained to TEMPRO forecasts; this involved applying factors to the initial 2037 matrices to reduce overall growth to ensure that the forecasts aligned with those in TEMPRO.

Following production of the 2037 future year demand matrices, matrices for 2022 were produced by extrapolation between the 2015 and 2037 matrices. This was considered to be a reasonable approach for this stage of the scheme development.

The growth within the future year matrices is summarised in Table 3-1.

Table 3-1 - Future Year Demand Growth

Future Year	AM Peak	PM Peak
<b>2015-2037 Unconstrained Growth</b>	16.4%	17.9%
<b>2015-2037 TEMPRO Growth</b>	11.3%	11.6%
<b>TEMPRO Adjustment Factor</b>	96%	95%

The Adjustment Factors were only applied to zones with growth from the base year; therefore no zones exhibited negative growth.

As the existing Truro SATURN model did not have interpeak or off-peak time periods, future year matrices for these periods were produced for these by combining the AM and PM peak matrices and applying a factor, based on analysis of ATC data. The factors used in this process were:

Interpeak (average hour from 10am-4pm) = (AM peak + PM peak) x 0.371

Off-peak (average hour from 7pm-7am) = (AM peak + PM peak) x 0.058

### **3.1.2 Future Year Assignment Scenarios**

The future year 2022 and 2037 matrices were assigned to the future year Do Minimum (DM) (without scheme) and Do Something (DS) (with scheme) networks. The DM network included committed improvement schemes in the Truro area.

DS options were produced for both the on-line and off-line full dual carriageway standard schemes.

The future year demand matrices were assigned using fixed assignment and hence the impacts of variable demand modelling were not incorporated.

## **3.2 PCF Stage 1**

The PCF Stage 1 forecasting was outlined fully in the Stage 1 Traffic Forecasting Report (report number: HA551502-WSP-GEN-0000-RE-TR-0004-P02) which was supported by an addendum (report number: HA551502-WSP-GEN-0000-RE-TR-0007-P02) which detailed the forecasting results for a scheme option with west facing slips at Chybucca.

### **3.2.1 Future Year Demand Matrices**

For assessing the future year traffic conditions, forecast demand matrices for the scheme opening year (2022) and design year (2037) were developed.

As part of the forecasting process, specific developments in key settlements were added to the matrices as additional zones. The remaining trips in the matrices were constrained back to TEMPRO growth based upon factors from TEMPRO v6.2 for the following areas:

- GB
- Cornwall
- Carrick

Once the TEMPRO constraint was applied, these matrices formed the PCF Stage 1 Reference Case.

Growth from fuel and income changes was applied to these Reference Case matrices to form the Fixed Case Matrices which formed the basis of the PCF Stage 1 appraisal; the impacts of variable demand modelling were not incorporated at this stage.

### **3.2.2 Future Year Assignment Scenarios**

The options considered in PCF Stage 1 were as follows:

- Option 1M – dual carriageway between Carland Cross and Chiverton following a similar alignment to the existing A30 for the majority of the route

- Option 6A – Dual carriageway between Carland Cross and Chiverton which maintains the majority of the existing A30 as an alternative route for local traffic
- Option 1N – as Option 1M with additional west facing slips at Chybucca
- Option 6B – as Option 6A with additional west facing slips at Chybucca

All options were modelled in both future years and for all time periods.

### 3.3 PCF Stage 2

The PCF Stage 2 forecasting methodology and output was detailed in the Stage 2 Traffic Forecasting Report (report number: HA551502-WSP-GEN-0000-RE-TR-0010).

#### 3.3.1 Future Year Demand Matrices

For assessing the future year traffic conditions, forecast demand matrices for the scheme opening year (2022) and design year (2037) were developed.

TEMPRO v7 was used in modelling for PCF Stage 2. One of the key differences between the version 7 NTEM dataset and that from version 6.2 was the change in the zone structure. The version 7 dataset uses a more granular system with more zones. A check was undertaken in MapInfo GIS software to ensure that the zone boundaries previously used aligned with the boundaries for the updated dataset. On a county and national level, these boundaries have not changed.

For the purposes of the PCF Stage 2 modelling a new regional grouping was used which reflected the areas where there are specifically modelled developments in the model. The following regions were used for PCF Stage 2:

- GB (Whole Country)
- Cornwall (County)
- Truro
- Newquay
- St Austell
- Camborne, Pool and Redruth (CPIR)

Table 4-7 below shows the LSOA to geographical area equivalence used in PCF Stage 2.



Table 3-2 – LSOA to Geographical Area Equivalence

Geographic Area	LSOA
<b>GB</b>	GB
<b>Cornwall</b>	Cornwall (County)
<b>Truro</b>	E02003908
	E02003909
	E02003910
<b>Newquay</b>	E02003954
	E02003955
<b>St Austell</b>	E02003961
	E02003963
<b>CPIR</b>	E02003919
	E02003920
	E02003922
	E02003923
	E02003925

The alternative planning assumptions tool was used in TEMPRO to remove the developments that were explicitly modelled. Growth factors based on this amended forecast were extracted and used in the model growth.

The new trip ends produced by the specific developments and the adjusted TEMPRO background growth were then constrained to the overall standard growth from TEMPRO for Cornwall as a county. Once the TEMPRO constraint was applied, these matrices formed the PCF Stage 2 Reference Case.

Variable Demand Modelling was carried out as part of PCF Stage 2. This is detailed in full in Section 7 of the PCF Stage 2 Forecasting Report.

### 3.3.2 Future Year Assignment Scenarios

The option considered at PCF Stage 2 is outlined below:

- Option 7A – Dual carriageway between Carland Cross and Chiverton which maintains the majority of the existing A30 as an alternative route for local traffic and includes a gyratory type junction at Chiverton, west facing slips at Chybucca and a dumbbell arrangement at Carland.

## 4. Forecasting and Modelling Future Year Travel

### 4.1 Overview of Demand Forecasting Procedure

This section details the approach used to produce future year demand matrices to be used in the PCF Stage 3 modelling work.

The demand forecasting procedure involved the interrogation of local planning documents to identify developments to be point loaded to specific zones in the model. Large developments in the proximity to the scheme that were considered likely to have a direct impact on future demand on the A30 were explicitly modelled. These included developments in large settlements such as Newquay, Redruth and St Austell, trips from which were expected to use either the A30 between Chiverton and Carland Cross or pass through one of the junctions in the scheme area. The developments are detailed in section 4.3

Once all developments were identified and point loaded, the forecast growth was compared to TEMPRO v7.2 projections at settlement level for these locations. Any shortfall or surplus in growth across the settlement and the wider county was corrected by application of a factor to adjust to overall county growth levels to ensure that forecast growth across the county is constrained to TEMPRO growth projections. This was only applied to new trip ends resulting from adjusted background growth and specific developments to ensure no zones exhibited negative growth.

The following steps were undertaken to produce the demand forecasts:

1. Car trip development totals were calculated for each new zone by year, time period and user class. In the towns of Newquay, St Austell and CPIR (Camborne, Pool, Illogan and Redruth), correction factors derived from census journey to work data were applied to account for local trips, internal to the zone, which will not impinge on the modelled road network. Further details on the calculation of the development totals are in sections 4.3.1 to 4.3.2. To distribute the trips from the new developments, the average distributions from existing zones with similar characteristics were applied using the trip ends from these zones.
2. Alternative planning assumptions factors from TEMPRO were applied to the trip ends. This was applied at settlement level for four key towns with specifically modelled development with growth for zones outside of these applied at a Cornwall and GB level.
3. These trip ends were then constrained to TEMPRO growth at county level.
4. LGV and HGV growth forecasts have been calculated using National Transport Model (NTM) and the NRTF (National Road Traffic Forecasts).

### 4.2 The National Transport Model and NTEM

The NTM is a tool that compares the national consequences of alternative transport policies or widely applied transport policies. These policies are then compared against a range of background scenarios which account for major factors affecting future patterns of travel. Road Traffic Forecasts are produced every two years, with the most recent, from March 2015 being used for the A30 Chiverton to Carland Cross.

The National Trip End Model (NTEM) provides predictions for the growth of car ownership and traffic. This is influenced by planning data projections. The predictions are a forecast of vehicle movements not of personal travel. The most recent dataset released was in 2013 and this dataset was used in the A30 Chiverton to Carland Cross forecasting.

### 4.3 Demand Forecasting for Specific Developments

#### 4.3.1 Developments

Local planning data was obtained for the key settlements in the vicinity of the scheme. These settlements are Truro, Newquay, St Austell and Camborne, Pool, Illogan and Redruth (CPIR).

Outside of these areas, local planning data is of less significance to the scheme as growth will be constrained to TEMPRO at County Level. Therefore the distribution of development is of limited significance to growth on the A30 between Carland and Chiverton Cross, and hence modelling specific development locations was not considered to be necessary.

Developments were identified using planning data provided by Cornwall Council. This includes size of development, type of development and development phasing. In addition, the development certainty has been identified for each development, in consultation with Cornwall Council. The likelihood of each development coming forward has been considered and assigned a probability in line with Table 4-1.

Table 4-1 - Classification of Future Developments

Probability of the Input	Status
<b>Near certain:</b> The outcome will happen or there is a high probability that it will happen.	<ul style="list-style-type: none"> <li>- Intent announced by proponent to regulatory agencies.</li> <li>- Approved development proposals.</li> <li>- Projects under construction.</li> </ul>
<b>More than likely:</b> The outcome is likely to happen but there is some uncertainty.	<ul style="list-style-type: none"> <li>- Submission of planning or consent application imminent.</li> <li>- Development application within the consent process.</li> </ul>
<b>Reasonably foreseeable:</b> The outcome may happen, but there is significant uncertainty.	<ul style="list-style-type: none"> <li>- Identified within a development plan.</li> <li>- Not directly associated with the transport strategy/ scheme, but may occur if the strategy/scheme is implemented.</li> <li>- Development conditional upon the transport strategy/scheme proceeding.</li> <li>- Or, a committed policy goal, subject to tests (e.g. of deliverability) whose outcomes are subject to significant uncertainty.</li> </ul>
<b>Hypothetical:</b> There is considerable uncertainty whether the outcome will ever happen.	<ul style="list-style-type: none"> <li>- Conjecture based upon currently available information.</li> <li>- Discussed on a conceptual basis.</li> <li>- One of a number of possible inputs in an initial consultation process.</li> <li>- Or, a policy aspiration.</li> </ul>

Source: TAG Unit M4 Table A2 Classification of Future Inputs

Table 4-2 shows the total developments by town or strategic development, which are considered to be 'Near Certain' or 'More than Likely'. Annex A contains detailed locations of the developments.

Table 4-2 -Total 'Near Certain' and 'More than Likely' Developments (2038 build out levels)

Name	Housing	Retail				Employment							Education	
		Local Shops	Food superstore	Retail Park no food	Retail park with food	B1(a)	B1(mixed)	B2	B8	A3	A3/A4	C2 Care Home	D1 Primary School	D1 Nursery
	Dwell	m <sup>2</sup>	m <sup>2</sup>	m <sup>2</sup>	m <sup>2</sup>	m <sup>2</sup>	m <sup>2</sup>	m <sup>2</sup>	m <sup>2</sup>	m <sup>2</sup>	m <sup>2</sup>	bed	pupil	pupil
Newquay	4936	0	0	0	23234	0	34037	0	0	0	0	0	0	0
St Austell	2422	0	0	0	5285	0	9600	0	0	0	0	0	0	0
Camborne	992	1359	0	0	0	0	5686	0	0	0	0	0	0	0
Redruth	1141	1804	0	0	0	11000	0	17000	0	0	0	0	0	0
Langarth	1500	0	1120	0	7339	4505	9010	0	0	929	929	60	360	500
Pollards Field	78	0	0	0	0	0	0	0	0	0	0	0	0	0
Willow Green	515	0	0	9643	0	3513	0	0	0	640	460	0	0	0
Maiden Green	435	0	0	8200	0	0	0	0	0	861	0	0	211	0
Hendra	0	0	6828	0	0	116	0	0	0	0	929	0	0	465
Pencoose	173	0	0	0	0	0	0	0	0	0	0	80	0	0
Union Corner	96	0	0	2000	0	0	0	0	0	70	0	0	0	0
Higher Newham	150	0	0	0	0	0	0	0	0	0	0	0	0	0
Tolgarrick	520	0	0	0	0	0	0	0	0	0	0	0	0	0
Dudman Farm	275	0	0	0	0	0	0	0	0	0	0	0	0	0
Higher Besore	175	0	0	0	0	0	0	0	0	0	0	0	0	0
Treyew Road Football Ground	0	0	0	0	12545	0	0	0	0	464	0	0	0	0
Penn an Dre	118	0	0	0	0	0	0	0	0	0	0	0	0	0

### 4.3.2 Trip Generation

TRICS v7.2.4 has been used to extract trip rates for each of the development types identified for inclusion within the forecast models. These rates were based upon similar developments to ensure they are representative of the development to which they are being applied for the purposes of trip generation.

Table 4-3 shows the car only average trip rates that were used for each time period by development type.

Table 4-3 - Trip Rates

Development Type	Trip Rate Divisor	AM Peak		Interpeak		PM Peak	
		Origin	Dest	Origin	Dest	Origin	Dest
<b>Housing</b>	<b>per dwelling</b>	0.314	0.140	0.093	0.174	0.209	0.407
<b>Local Shops</b>	<b>per 100 m2</b>	3.805	4.224	4.800	4.800	5.208	4.609
<b>Food superstore</b>	<b>per 100 m2</b>	2.170	2.744	6.300	6.300	7.346	7.061
<b>Retail Park no food</b>	<b>per 100 m2</b>	0.262	0.480	1.500	1.500	1.177	1.090
<b>Retail park with food</b>	<b>per 100 m2</b>	2.599	1.968	4.500	4.500	4.150	4.433
<b>B1(a)</b>	<b>per 100 m2</b>	0.246	1.796	0.450	0.450	1.265	0.206
<b>B1(mixed)</b>	<b>per 100 m2</b>	0.127	1.529	0.400	0.400	1.338	0.510
<b>B2</b>	<b>per 100 m2</b>	0.549	0.353	0.430	0.430	0.500	0.140
<b>B8</b>	<b>per 100 m2</b>	0.330	0.200	0.140	0.150	0.040	0.252
<b>C1</b>	<b>per 100 m2</b>	0.588	0.232	0.140	0.169	0.116	0.312
<b>A3</b>	<b>per 100 m2</b>	0.000	0.000	0.000	0.000	2.247	2.809
<b>A3/A4</b>	<b>per 100 m2</b>	0.000	0.000	1.061	1.515	2.424	3.182
<b>C2 Care home</b>	<b>Per Room</b>	0.089	0.089	0.101	0.098	0.013	0.070
<b>D1 Primary school</b>	<b>Per Pupil</b>	0.107	0.133	0.015	0.021	0.027	0.012
<b>D1 Nursery</b>	<b>per 100 m2</b>	3.509	4.575	0.533	0.577	4.375	3.575

The trip rates for the neutral month weekday periods were taken directly from TRICS for the modelled time periods. The trip generation process assumes the new developments would only generate trips in user classes 1 to 3, as LGV and HGV growth has been modelled using National Transport Model (NTM) and the NRTF (National Road Traffic Forecasts).

Table 4-4 shows the trip totals by town or strategic development for each modelled year and time period.

Table 4-4 – Development Trips

Name	2023						2038					
	AM		IP		PM		AM		IP		PM	
	Origin	Dest	Origin	Dest	Origin	Dest	Origin	Dest	Origin	Dest	Origin	Dest
Newquay	682	580	598	707	850	1030	2197	1669	1641	2041	2451	3213
St Austell	623	307	192	352	439	814	910	590	501	698	854	1269
Camborne	323	234	126	205	293	438	370	283	180	261	354	495
Redruth	280	170	149	204	234	357	547	494	315	408	557	594
Langarth	349	292	401	431	473	533	775	682	612	736	932	1126
Pollards Field	24	11	7	14	16	32	24	11	7	14	16	32
Willow Green	100	91	105	126	138	168	199	183	209	251	277	337
Maiden Green	56	39	50	61	58	81	186	130	168	205	194	272
Hendra	165	211	433	433	544	525	165	211	433	433	544	525
Pencoose	31	16	12	19	19	38	61	31	24	38	37	76
Union Corner	36	23	39	47	44	61	36	23	39	47	44	61
Higher Newham	47	21	14	26	31	61	47	21	14	26	31	61
Tolgarrick	70	31	21	39	47	91	163	73	48	90	109	212
Dudman Farm	43	19	13	24	29	56	86	39	26	48	57	112
Higher Besore	55	25	16	30	37	71	55	25	16	30	37	71
Treyew Road Football Ground	329	248	565	565	521	558	329	248	565	565	521	558
Penn an Dre	37	16	11	20	25	48	37	16	11	20	25	48

### 4.3.3 Trip Distribution

It was necessary to create a distribution for the trips generated by the new developments. In Truro, this was done by using an average distributions from similar existing zones and applying this distribution to the new development zones. In the remaining towns, which are generally modelled as a single zone, the trips created by specifically modelled developments were distributed based on the existing trip distribution in that zone. Checks were undertaken to ensure the development distributions appeared sensible.

2011 Census Journey to Work data was used to adjust the development trips to and from Newquay, St Austell and CPIR to account for the expected intrazonal movements within these zones. This represents movements where people live and work in a similar area (i.e. within the same zone in the model). Given strategic nature of the model, several zones do not model a full set of trips for the town. The Redruth and Camborne zones for example, only model the trips through the A30 between Chiverton and Carland Cross and to and from Truro.

A factor was applied to the total volume of trips to correct the overall volume to remove these intrazonal trips. Table 4-5 shows these factors.

Table 4-5 – Intrazonal Trip Correction Factors

Town	Origin Factor	Destination Factor
Newquay	0.50	0.52
St Austell	0.50	0.66
Camborne, Pool & Illogan*	0.38	0.32
Redruth*	0.54	0.51

\* Intrazonal factor also removes trips to and from western Cornwall

#### 4.4 Demand Forecasting and NTEM

Growth factors have been derived from TEMPRO v7.2 for Car user classes (UCs). Table 4-6 shows the equivalence between the TEMPRO time periods and the model time periods.

Table 4-6 - TEMPRO Time Period Equivalence

Model Time Period	Model Time Period Name	TEMPRO Time Period
01	AM	Weekday AM peak period (0700-0959)
02	IP	Weekday Inter peak period (1000-1559)
03	PM	Weekday PM peak period (1600-1859)

To proportion the trips between the user classes, TEMPRO user classes have been used to calculate the purpose splits.

TEMPRO v7.2 has been used in modelling for PCF Stage 3. One of the key differences between the new NTEM dataset and that from version 6.2 is the change in the zone structure. The version 7 dataset uses a more granular system with more zones. A check was undertaken in MapInfo GIS software to ensure that the zone boundaries previously used align with the boundaries for the updated dataset. On a county and national level, these boundaries have not changed.

For the purposes of the PCF Stage 3 modelling a new regional grouping has been used reflects the areas where there are specifically modelled developments in the model. The following regions will be used for PCF Stage 2:

- GB (Whole Country)
- Cornwall (County)
- Truro
- Newquay
- St Austell
- Camborne, Pool and Redruth (CPIR)

Table 4-7 below shows the LSOA to geographical area equivalence used in PCF Stage 3.

Table 4-7 – LSOA to Geographical Area Equivalence

Geographic Area	LSOA
<b>GB</b>	GB
<b>Cornwall</b>	Cornwall (County)
<b>Truro</b>	E02003908
	E02003909
	E02003910
<b>Newquay</b>	E02003954
	E02003955
<b>St Austell</b>	E02003961
	E02003963
<b>CPIR</b>	E02003919
	E02003920
	E02003922
	E02003923
	E02003925

An overview of the zone coverage is provided in Figure 2-2 to Figure 2-4 in Section 2 of this report. Table 4-8 shows the zone to TEMPRO area equivalence.



Table 4-8 –Zone to TEMPRO Area Equivalence

Existing Zone	Tempro	Existing Zone	Tempro	Existing Zone	Tempro	Existing Zone	Tempro
1	Truro	35	Truro	71	Cornwall	182	GB
2	Truro	36	Truro	72	Truro	183	GB
3	Truro	37	Truro	74	Cornwall	184	GB
4	Truro	38	Truro	75	Cornwall	185	GB
5	Truro	39	Truro	77	Truro	186	GB
6	Truro	40	Truro	78	Cornwall	187	GB
7	Truro	41	Truro	80	CPR	188	GB
8	Truro	42	Truro	81	Cornwall	189	GB
9	Truro	43	Truro	82	Truro	190	GB
10	Truro	44	Truro	83	Truro	191	GB
11	Truro	45	Truro	100	Cornwall	192	GB
12	Truro	46	Truro	101	Cornwall	193	GB
13	Truro	47	Cornwall	102	Cornwall	194	GB
14	Truro	48	Cornwall	103	Cornwall	195	GB
15	Truro	49	Cornwall	110	Cornwall	196	GB
16	Truro	50	Cornwall	111	Cornwall	197	GB
17	Truro	51	Cornwall	112	Cornwall	198	GB
18	Truro	52	Cornwall	113	Cornwall	199	GB
19	Truro	53	Cornwall	114	Cornwall	200	Cornwall
20	Truro	54	Cornwall	115	Cornwall	201	Cornwall
21	Truro	55	Cornwall	120	Cornwall	202	Cornwall
22	Truro	56	Truro	121	Cornwall	203	Cornwall
23	Truro	57	Cornwall	122	Cornwall	899	Cornwall
24	Truro	58	Cornwall	123	Newquay	900	Cornwall
25	Truro	59	Cornwall	124	Cornwall	901	Cornwall
26	Truro	60	Cornwall	125	Newquay	902	Cornwall
27	Truro	61	Cornwall	130	Cornwall	903	Cornwall
28	Truro	63	Cornwall	131	Cornwall	904	Cornwall
29	Truro	65	Cornwall	132	Cornwall	905	Cornwall
30	Truro	66	Cornwall	133	Cornwall	906	Cornwall
31	Truro	67	Cornwall	134	Cornwall	907	Cornwall
32	Truro	68	Cornwall	135	St Austell		
33	Truro	69	CPR	173	GB		
34	Truro	70	Cornwall	175	GB		

The alternative planning assumptions tool has been used in TEMPRO to remove the developments that have been explicitly modelled. Growth factors based on this amended forecast were extracted and used in the model growth. Table 4-9 shows the TEMPRO Factors extracted for the three user classes.

Table 4-9 – District TEMPRO Factors by User Class

Peak	Year	District	UC1		UC2		UC3	
			Origin	Dest	Origin	Dest	Origin	Dest
AM	2015 - 2023	GB	1.03	1.03	1.05	1.05	1.06	1.06
		Cornwall	1.02	1.04	1.04	1.05	1.05	1.06
		Truro	0.99	1.01	1.01	1.02	1.02	1.03
		Newquay	1.00	1.00	1.01	1.02	1.02	1.03
		St Austell	1.00	1.04	1.03	1.06	1.04	1.07
		CPR	1.00	1.04	1.03	1.06	1.02	1.06
	2015 - 2038	GB	1.12	1.12	1.14	1.14	1.20	1.20
		Cornwall	1.09	1.10	1.12	1.12	1.15	1.16
		Truro	0.99	1.04	1.02	1.07	1.07	1.09
		Newquay	0.99	1.04	1.02	1.06	1.06	1.09
		St Austell	1.00	1.12	1.05	1.15	1.09	1.18
		CPR	1.07	1.12	1.10	1.14	1.12	1.17
IP	2015 - 2023	GB	1.03	1.03	1.04	1.04	1.06	1.06
		Cornwall	1.02	1.02	1.04	1.04	1.06	1.06
		Truro	0.99	0.99	1.01	1.01	1.02	1.02
		Newquay	0.99	0.99	1.01	1.01	1.03	1.02
		St Austell	1.02	1.01	1.05	1.04	1.05	1.05
		CPR	1.01	1.00	1.04	1.04	1.04	1.04
	2015 - 2038	GB	1.11	1.11	1.13	1.13	1.21	1.21
		Cornwall	1.08	1.08	1.11	1.11	1.15	1.15
		Truro	1.01	1.00	1.04	1.04	1.08	1.08
		Newquay	0.99	0.98	1.04	1.04	1.07	1.07
		St Austell	1.06	1.04	1.11	1.11	1.13	1.13
		CPR	1.07	1.07	1.12	1.12	1.14	1.14
PM	2015 - 2023	GB	1.03	1.03	1.05	1.05	1.05	1.05
		Cornwall	1.03	1.02	1.05	1.04	1.05	1.05
		Truro	1.00	0.98	1.02	1.01	1.02	1.02
		Newquay	0.99	0.99	1.02	1.01	1.02	1.02
		St Austell	1.03	0.99	1.05	1.03	1.04	1.03
		CPR	1.02	0.99	1.04	1.03	1.03	1.02
	2015 - 2038	GB	1.11	1.11	1.14	1.14	1.18	1.18
		Cornwall	1.08	1.08	1.12	1.11	1.14	1.14
		Truro	1.03	0.96	1.06	1.02	1.07	1.06
		Newquay	1.01	0.97	1.05	1.02	1.06	1.05
		St Austell	1.10	0.98	1.13	1.06	1.12	1.08
		CPR	1.10	1.05	1.13	1.10	1.13	1.12

Table 4-10 shows the equivalence between the TEMPRO user classes and the model user classes used for purpose splits.

Table 4-10 -TEMPRO User Class Equivalence

Model User Class	Model User Class Name	TEMPRO UCs	OD or PA
1	<b>Employers Business</b>	HB Employers Business, NHB Employers Business	Average OD
2	<b>Commute</b>	HB Work, NHB Work	Average OD
3	<b>Other</b>	HB Education, HB Shopping, HB Personal Business, HB Recreation/Social, HB Visiting Friends & Relatives, HB Holiday/Day Trip, NHB Education, NHB Shopping, NHB Personal Business, NHB Recreation/Social, NHB Visiting Friends & Relatives, NHB Holiday/Day Trip	Average OD
4	<b>LGV</b>	- (NTM Growth)	-
5	<b>HGV</b>	- (NTM Growth)	-

The total trip generation and growth was constrained to the overall standard growth from TEMPRO for Cornwall as a county. Table 4-11 shows the TEMPRO factors used.

Table 4-11 – TEMPRO Factors used to Constrain Total Growth

Peak	Year	District	UC1		UC2		UC3	
			Origin	Dest	Origin	Dest	Origin	Dest
AM	2015 - 2023	Cornwall	1.05	1.05	1.07	1.07	1.08	1.08
	2015 -2038	Cornwall	1.14	1.13	1.17	1.16	1.21	1.20
IP	2015 - 2023	Cornwall	1.04	1.04	1.06	1.06	1.08	1.08
	2015 -2038	Cornwall	1.12	1.12	1.15	1.15	1.20	1.20
PM	2015 - 2023	Cornwall	1.04	1.04	1.06	1.06	1.07	1.07
	2015 -2038	Cornwall	1.12	1.13	1.15	1.16	1.18	1.19

To constrain the growth to the levels shown in Table 4-11, the development trip ends and those resulting from background growth were reduced. This ensured that the trips from no zone reduced below the base year levels. Bespoke constraint factors were created for each zone to reduce their trip ends by the required levels. These trip ends were then furnished for each used class and the matrix then restacked.

## 4.5 Demand Forecasting using the Road Transport Forecasts

### 4.5.1 LGV and HGV Forecasting

LGV and HGV growth within the model were forecast using the 2015 National Road Traffic Forecast (NRTF) from NTM. The NRTF incorporate economic and demographic data and evidence on travel behaviour. Five scenarios are available to account for various levels of uncertainty and use difference income and fuel adjustments. Table 4-12 outlines the factors applied to these user classes.

Table 4-12 – NRTF growth factors used for LGV and HGV user classes

Year	LGV	HGV
2023	1.21	1.05
2038	1.62	1.17

## 4.6 Supply Forecasting

### 4.6.1 Infrastructure

Table 4-13 outlines the infrastructure improvement schemes which have been included in the forecast scenarios.

New zones have been coded for all the 'Near Certain' and 'More than Likely' developments outlined in Table 4-2, including access junctions for those located within the simulation network. These were coded as priority junctions unless plans have been provided by Cornwall Council indicating otherwise. Junction layouts from planning applications were available for a number of developments including Willow Green, Maiden Green and Langarth in Truro. These were coded into the model as signalised junctions as per the planning applications.

Table 4-13 – Infrastructure Improvement Schemes for inclusion in the Forecast Modelling

Scheme	Status	DM		DS7A Option	
		2023	2038	2023	2038
<b>A30 Temple</b>	Committed	Y	Y	Y	Y
<b>Newquay Strategic Route</b>	Growth Deal Funding Allocated	Y	Y	Y	Y
<b>Truro - Northern Access Road</b>	Committed	Y	Y	Y	Y
<b>Truro - Threemilestone Roundabout</b>	Under Construction	Y	Y	Y	Y
<b>Truro - Treliske Roundabout</b>	Growth Deal Funding Allocated	Y	Y	Y	Y
<b>Truro - Arch Hill</b>	Growth Deal Funding Allocated	Y	Y	Y	Y
<b>St. Erth</b>	NA - Junction Schemes in buffer network				
<b>Loggans Moor</b>	NA - Junction Schemes in buffer network				
<b>A38 Island Shop</b>	NA - Junction Schemes in buffer network				
<b>A38 Carkeel Signalised scheme</b>	NA - Junction Schemes in buffer network				
<b>Callywith Gate, Bodmin</b>	NA - Junction Schemes in buffer network				
<b>A38 Carminnow Cross, Bodmin</b>	NA - Junction Schemes in buffer network				
<b>A39 Treluswell, Falmouth</b>	NA - Junction Schemes in buffer network				
<b>Option 7A A30 Chiverton to Carland Cross Scheme</b>				Y	Y

The Option 7A Chiverton to Carland Cross scheme plans are found in Annex B. The dual carriageway standard in both schemes has been coded using the Dual 2-Lane All Purpose (D2AP) Speed Flow Curve<sup>2</sup>, detailed in Table 4-14.

<sup>2</sup> Regional Traffic Models Network Coding Manual, v 0.8, December 2015

Table 4-14 - Speed Flow Curve

Road Class	Free Flow Speed (kph)	Breakdown Speed (kph)	Saturation Flow (PCU / hr)	Power
D2AP	112	73	4199	2.7

It is proposed that as part of the dualling of the A30, Chiverton Cross and Carland Cross will become all movement grade separated junctions. The grade separated layout for Chiverton Cross is proposed to be a gyratory. An indicative layout can be found in Annex B. For the proposed Chiverton Cross layout, one lane approaches flaring to three entry lanes have been assumed for each arm of both roundabouts with the exception of the two off slips which assume there will be two approach lanes that flare to three lanes on entry. The grade separated layout at Carland Cross is proposed to be two roundabouts linked in a dumbbell arrangement. It assumes two lanes on the roundabout and its approaches.

The following saturation flows shown in Table 4-15 have been used when coding roundabout entries. These are in line with those presented in Table 12 of *Regional Traffic Models Network Coding Manual Version 0.8 (December 2015)*.

Table 4-15 - Roundabout Saturation Flows

Entry Lanes	Sat Flow (PCU)
1	1100
2	2200
3	3320

All the merges were coded using the 'M' marker, while taking into account the willingness of drivers to move away from the lane where the merging takes place to accommodate merging traffic (APRESV "Après Vous" parameter at default value of 1.0).

#### 4.6.2 Generalised Cost Parameters

The generalised cost parameters used to assign traffic in the forecast years 2023 and 2038 are detailed in Table 4-16 and Table 4-17 respectively and are taken from the TAG Databook, March 2017. An average network speed of 54 kph has been assumed in the calculation of the PPK parameters.

Table 4-16- 2023 Generalised Cost Parameters by Time Period

User Class	Cost (pence)	Car (Emp Bus)	Car (Commute)	Car (Other)	LGV	HGV
Neutral Month AM Peak	PPM	33.70	22.60	15.59	23.82	24.18
	PPK	11.91	5.39	5.39	12.78	49.67
Neutral Month Interpeak	PPM	34.54	22.97	16.61	23.82	24.18
	PPK	11.91	5.39	5.39	12.78	49.67
Neutral Month PM Peak	PPM	34.19	22.68	16.33	23.82	24.18
	PPK	11.91	5.39	5.39	12.78	49.67

Table 4-17 - 2038 Generalised Cost Parameters by Time Period

User Class	Cost (pence)	Car (Emp Bus)	Car (Commute)	Car (Other)	LGV	HGV
Neutral Month AM Peak	PPM	45.42	30.46	21.01	32.10	32.59
	PPK	11.52	5.06	5.06	12.88	53.21
Neutral Month Interpeak	PPM	46.54	30.95	22.38	32.10	32.59
	PPK	11.52	5.06	5.06	12.88	53.21
Neutral Month PM Peak	PPM	46.07	30.56	22.01	32.10	32.59
	PPK	11.52	5.06	5.06	12.88	53.21

## 4.7 Uncertainty in Forecasting

Along with the core scenario a range of sensitivity tests have been developed to account for future uncertainty.

TAG Unit M4 recommends producing high and low reference traffic growth scenarios to account for uncertainties over demographic, economic and behavioural trends. These scenarios are calculated using a range about the core scenario growth forecast of +/- 2.5% for traffic forecasts one year ahead of the model base year, rising with the square root of the number of years to +/- 15% for forecasts 36 years ahead.

## 4.8 Forecast Time Periods and Years

The forecast years are 2023 (scheme opening year) and 2038 (scheme design year). The forecast time periods are shown in Table 4-18.

Table 4-18 - Forecast Model Time Periods

Time Period	Modelled Period
Neutral Month AM Peak	Average hour 07:00 – 10:00
Neutral Month Interpeak	Average hour 10:00 – 16:00
Neutral Month PM Peak	Average hour 16:00 – 19:00

## 5. Assessment of Dependent Development

### 5.1 Background and Principles

WebTAG Unit A2-3, Transport Appraisal in the Context of Dependant Development, states that:

*“For many transport schemes, land use developments can be assumed to be independent of the transport intervention and thus should be included in both the with- and without-scheme scenarios. In these circumstances, we believe that **the impacts of new housing will be integrated into transport appraisals through existing methods.**”*

All land use developments in Cornwall which have been identified during the forecasting process are considered to be independent of the A30 Chiverton to Carland Cross scheme, due to their locations being some distance from the scheme. The impacts of new housing will be therefore integrated into transport appraisals through existing methods and there is no requirement to assess dependent development.

## 6. Supply and Reference Case Demand Forecasts

### 6.1 Demand Components of the Core, Highest and Lowest Benefits Scenarios

#### 6.1.1 Core Scenario

All developments considered “Near certain” or “More than likely” have been included. The development totals for each town are shown in Table 4-2. The growth in the core scenario is constrained to TEMPRO growth, using the methodology detailed earlier in this report.

#### 6.1.2 Highest Benefits Scenario

An adjustment of 7.07% in 2023 and 11.99% in 2038 has been applied to each cell of the core scenario reference case matrix referenced in Section 4. These percentages have been calculated using the formula from WebTAG M4 (November 2014):

$$\pm 2.5\% \times \sqrt{n}$$

where  $n$  = years ahead of the base year

#### 6.1.3 Lowest Benefits Scenario

An adjustment of -7.07% in 2023 and -11.99% in 2038 has been applied to each cell of the core scenario reference case matrix.

### 6.2 Supply Components of the Core, Highest and Lowest Benefits Scenarios

The infrastructure improvements listed in Table 4-13 have been included in the Do Minimum model.

One Do Something scheme has been taken forward to Stage 3, Option 7A (the Preferred Route scheme). The Do Something model includes the proposed scheme. This proposal includes dual carriageway between Chiverton and Carland Cross with grade separated junctions at these locations and at Chybucca where there will be west facing slips only. The existing A30 will be maintained as a route for local traffic. The Do Something Scheme is shown in Annex B.

No further infrastructure improvements outside of those included in the Do Minimum scenario are included in these scenarios.

### 6.3 Construction of Reference Case Matrices

Table 6-1 shows the constrained forecast matrix totals by year and time period. 2015 base year matrix totals have been provided for reference.



Table 6-1 – Reference Case Core forecast matrix totals

Scenario	UC1	UC2	UC3	UC4	UC5	TOTAL	Total % Increase from 2015
<b>2015</b>							
<b>AM</b>	4689	5991	8022	2524	1474	22700	
<b>IP</b>	3906	4274	9407	2390	1272	21249	
<b>PM</b>	3662	5909	10491	2695	1226	23982	
<b>2023</b>							
<b>AM</b>	4684	6554	8554	3055	1548	24394	7%
<b>IP</b>	3907	4382	10452	2882	1336	22959	8%
<b>PM</b>	3618	6307	11231	3260	1287	25704	7%
<b>2038</b>							
<b>AM</b>	4818	7494	9484	4101	1726	27624	22%
<b>IP</b>	4082	4765	11970	3869	1490	26176	23%
<b>PM</b>	3708	7108	12453	4377	1436	29083	21%

## 7. Equilibrium Demand Forecasts

### 7.1 Overview

Variable Demand Modelling has been carried out at this stage of the scheme assessment as agreed in the PCF Stage 3 Appraisal Specification Report (HA551502-WSP-GEN-0000-RE-TR-00009-P03).

The demand model is an incremental type of model (also known as a “pivot-point” model) as recommended in WebTAG. The demand response in the model is therefore, a function of relative changes in cost between a forecast and comparator scenario.

The Department for Transport’s DIADEM software programme (Version 5) has been used to specify and operate the demand model processes.

The Stage 3 LMVR (HA551502-WSP-GEN-0000-RE-TR-00013-P01) details the results of the realism tests.

### 7.2 Demand Responses

The PCF Stage 3 Appraisal Specification Report describes in detail the responses that WebTAG recommends, and also provides the justification for excluding certain responses in this study.

The demand responses that have been included in the model are listed below:

- Distribution
- Trip Frequency

The individual responses within the demand model use a hierarchical logit formulation that allows each response to have a different relative level of sensitivity. In this case, where only two responses were modelled, the hierarchy is relatively simple as shown in Table 7-1. The distribution response will form the lowest level (as this is the most sensitive response) while the frequency response sits above and is scaled in proportion to it, in line with guidance in TAG unit M2.

Table 7-1 – Response Hierarchy

POSITION	RESPONSE	PARAMETER TYPE
Top (least sensitive)	Frequency	Theta ( $\theta$ )
Bottom (most sensitive)	Distribution	Lambda ( $\lambda$ )

The route choice response is modelled separately in the assignment model and will provide the initial costs to be fed upwards through the hierarchy. The interface between demand and supply models and the required composition of cost at each level of the hierarchy was controlled by DIADEM.

### 7.3 Trip Purposes

The assignment model trip matrices are segmented into vehicle types and trip purposes as shown in Table 7-2 enable the model to represent a variation in generalised cost for different types of trip.

Table 7-2 – Trip Purpose

USER CLASS	VEHICLE TYPE	TRIP PURPOSE	DEMAND RESPONSES	DIADEM DEMAND SEGMENT
1	Car	Business	Frequency Distribution – Origin constrained	1
2		Commuting	Frequency Distribution – Doubly constrained	2
3		Other	Frequency Distribution – Origin constrained	3
4	LGV		Fixed	-
5	HGV		Fixed	-

All goods vehicle trips remain fixed and not subject to the effects of variable demand. It was not necessary to freeze certain movements in the car demand segments where demand response is not required.

## 7.4 Model Parameters

Illustrative parameter values from WebTAG were used as a starting point and these were subsequently calibrated through trial and error during the realism tests. Further information on the realism testing is available in section 7.3 of the PCF Stage 3 LMVR.

The initial parameters used for the distribution model based on the guidance from WebTAG Unit M2, Table 5.1, and the final input parameters for the realism testing, are as shown in Table 7-3.

Table 7-3 – Model Input Parameters

DEMAND SEGMENT	INPUT PARAMETERS (INITIAL)		INPUT PARAMETERS (FINAL)	
	$\lambda$	$\vartheta$	$\lambda$	$\vartheta$
Employers Business	-0.074	0.1	-0.078	0.01
Commute	-0.065	0.1	-0.07	0.125
Other	-0.084	0.1	-0.084	0.01

WebTAG recommends that the demand model should be run without cost damping initially, and that it should only be implemented as required during realism testing. The first iteration of the realism tests gave fuel price elasticity figures which were well outside the desired range set out by WebTAG and therefore it was considered appropriate to incorporate cost damping into subsequent runs.

The final cost-damping parameters used are shown in Table 7-4.

Table 7-4 – Cost Damping Parameters

DEMAND SEGMENT	COST DAMPING PARAMETERS		
	K	$\alpha$	d'
Employers Business	30	0.5	30
Commute	30	0.1	30
Other	30	0.7	30

## 7.5 Reference Travel Costs

In order to undertake the incremental modelling, it was necessary to a different comparator scenario for each of the forecast scenarios to provide relevant reference travel costs.

Two separate stages were required to produce the Do Minimum and Do Something forecasts.

- Do Minimum – pivoted off base model (i.e. demand model used base year costs as a comparator)
- Do Something – pivoted off Do Minimum (i.e. demand model used future year Do Minimum costs as a comparator)

The model includes the key roads in across Great Britain in order to model full trip lengths as required for variable demand modelling.

## 7.6 Variable Demand Convergence Statistics

Following the completion of the variable demand modelling using DIADEM, the key convergence statistics were extracted for each forecasting scenario, year and, time period. Table 7-5 shows the percentage gap for the variable demand simulations and whether the SATURN assignment converges in each modelled period.

Table 7-5 – Variable Demand Modelling Key Convergence Statistics

Year	Growth Scenario	Scenario	Average Peak Period Hour	Diadem %GAP	Post Diadem SATURN Convergence (%Flows / %Gap)
2023	CORE	DM	AM	0.08%	✓
			IP		✓
			PM		✓
		DS	AM	0.08%	✓
			IP		✓
			PM		✓
	HIGH	DM	AM	0.09%	✓
			IP		✓
			PM		✓
		DS	AM	0.07%	✓
			IP		✓
			PM		✓
LOW	DM	AM	0.07%	✓	
		IP		✓	
		PM		✓	
	DS	AM	0.04%	✓	
		IP		✓	
		PM		✓	
2038	CORE	DM	AM	0.09%	✓
			IP		✓
			PM		✓
		DS	AM	0.09%	✓
			IP		✓
			PM		✓
	HIGH	DM	AM	0.20%	✓
			IP		✓
			PM		✓
		DS	AM	0.59%	✓
			IP		✓
			PM		✓
LOW	DM	AM	0.08%	✓	
		IP		✓	
		PM		✓	
	DS	AM	0.07%	✓	
		IP		✓	
		PM		✓	

The DIADEM software manages the interface between the demand and supply models and iterates between each until a suitable level of convergence has been achieved. DIADEM has been run using the “Fixed Step Length” algorithm.

DIADEM was configured to skim costs as an average over all paths from each assignment (essential if cost-damping is used) so it was important that the number of post-assignment “SAVEIT” loops were sufficiently high to ensure that the paths skimmed are a close match to the actual assigned paths.

A relative gap value of 0.1-0.2% is recommended in WebTAG as a suitable level of convergence between demand and supply and this was used as the primary stopping criteria.

Table 7-5 shows that all gap values are equal or lower than 0.10% except two. The 2038 high growth DM and DS scenario have a relative gap value of 0.20% and 0.59% respectively. According to WebTAG a relative gap value of 0.20% is considered acceptable. The results show that for the 2038 high growth scenario, the relative gap is greater than those recommended by WebTAG. However, this scenario maintains a stable convergence at this values and all converge within SATURN. They are therefore deemed acceptable for use in the PCF Stage 3 appraisal.

All core scenario models converge in line with WebTAG and are therefore deemed acceptable for use in the PCF Stage 3 appraisal.

## **7.7 Impacts of Variable Demand Modelling**

The impacts of the variable demand modelling in the Do Minimum and Do Something scenarios was assessed by comparing the post VDM assignments to those produced using the Reference Case forecast matrices. This section presents the changes in matrix totals, total simulation network travel time and total distance travelled within the simulation network.

### **7.7.1 Matrix Totals**

The totals of the matrices produced following the VDM process in Diadem were compared to those of the Reference Case. Table 7-6 shows the comparison of these totals.

Table 7-6 – Comparison of Matrix Totals

Year	Growth Scenario	Scenario	Average Peak Period Hour	Ref Case matrix total (pcu)	Post Diadem matrix total (pcu)	Difference (pcu)	Percentage Difference
2023	CORE	DM	AM	24,394	24,471	77	0%
			IP	22,959	23,008	49	0%
			PM	25,704	25,751	47	0%
		DS	AM	24,394	24,560	166	1%
			IP	22,959	23,048	90	0%
			PM	25,704	25,836	132	1%
	HIGH	DM	AM	26,119	26,157	38	0%
			IP	24,582	24,615	33	0%
			PM	27,521	27,509	-12	0%
		DS	AM	26,119	26,273	154	1%
			IP	24,582	24,667	85	0%
			PM	27,521	27,618	96	0%
	LOW	DM	AM	22,670	22,773	103	0%
			IP	21,336	21,395	60	0%
			PM	23,887	23,968	81	0%
		DS	AM	22,670	22,839	170	1%
			IP	21,336	21,427	91	0%
			PM	23,887	24,035	148	1%
2038	CORE	DM	AM	27,624	27,767	143	1%
			IP	26,176	26,283	107	0%
			PM	29,083	29,122	40	0%
		DS	AM	27,624	27,930	305	1%
			IP	26,176	26,360	184	1%
			PM	29,083	29,283	201	1%
	HIGH	DM	AM	30,936	30,979	42	0%
			IP	29,315	29,371	56	0%
			PM	32,570	32,441	-129	0%
		DS	AM	30,936	31,195	259	1%
			IP	29,315	29,484	170	1%
			PM	32,570	32,651	82	0%
	LOW	DM	AM	24,312	24,520	208	1%
			IP	23,038	23,171	133	1%
			PM	25,596	25,749	153	1%
		DS	AM	24,312	24,629	317	1%
			IP	23,038	23,221	183	1%
			PM	25,596	25,854	258	1%

The table shows that the VDM process results in only minor matrix total changes with a maximum change of  $\pm 1\%$  of the Reference Case matrix total for the relevant peak. Although mode choice has not been explicitly modelled, the trip frequency response acts as proxy (see Section 7.2.5 of the PCF Stage 3 LMVR) it should be noted that the modelled time periods represent the average peak period hour rather than a peak hour which reduces the impact of peak spreading.

### **7.7.2 Total Travel Time**

A comparison of the total travel time on the simulation network has been undertaken to assess changes in travel time between the Reference Case and the variable demand modelling. Table 7-7 outlines the results of this comparison.



Table 7-7 – Comparison of Total Simulation Network Travel Time

Year	Growth Scenario	Scenario	Average Peak Period Hour	Ref Case Simulation network total travel time (pcu*hrs)	Post Diadem Simulation network total travel time (pcu*hrs)	Difference (pcu*hrs)	Percentage Difference
2023	CORE	DM	AM	4,484	4,513	5	0%
			IP	4,045	4,090	51	1%
			PM	5,117	5,124	24	0%
		DS	AM	4,070	4,242	183	5%
			IP	3,770	3,908	148	4%
			PM	4,609	4,844	247	5%
	HIGH	DM	AM	5,075	4,961	-121	-2%
			IP	4,468	4,450	-19	0%
			PM	5,827	5,610	-264	-5%
		DS	AM	4,455	4,604	152	3%
			IP	4,095	4,225	133	3%
			PM	5,112	5,286	174	3%
	LOW	DM	AM	4,002	4,099	91	2%
			IP	3,675	3,750	83	2%
			PM	4,565	4,676	120	3%
		DS	AM	3,703	3,882	179	5%
			IP	3,462	3,600	144	4%
			PM	4,173	4,440	279	7%
2038	CORE	DM	AM	5,842	5,804	-74	-1%
			IP	5,074	5,183	68	1%
			PM	6,971	6,659	-337	-5%
		DS	AM	4,959	5,295	331	7%
			IP	4,511	4,833	326	7%
			PM	5,841	6,117	332	6%
	HIGH	DM	AM	7,390	6,832	-629	-8%
			IP	6,261	6,047	-256	-4%
			PM	9,015	7,919	-1,173	-13%
		DS	AM	6,007	6,162	155	3%
			IP	5,267	5,541	283	5%
			PM	7,142	7,216	99	1%
	LOW	DM	AM	4,617	4,853	212	5%
			IP	4,186	4,408	230	5%
			PM	5,307	5,545	221	4%
		DS	AM	4,155	4,517	352	8%
			IP	3,862	4,170	313	8%
			PM	4,712	5,182	486	10%

As expected, the total travel time has changed following the VDM process. Table 7-7 shows that there is some change in the total travel time on the network. Changes in the Do Minimum scenarios are between 0% and 13% and in the Do Something scenarios changes are between 0% and 10%. The VDM causes an increase in total travel time in the do something scenarios.

The 2023 and 2038 DM simulation network total travel time post DIADEM is lower than the reference case in the AM and PM peaks in the Core and High growth scenarios. The congestion in the do minimum scenario causes the variable demand to reduce the distance and travel time, which is a reasonable response. In the Core growth scenarios these changes are within 5%. It is considered that the variable demand responses are acceptable.

### **7.7.3 Total Distance Travelled**

Total travel distance is expected to change following the VDM process within Diadem. Table 7-8 outlines the comparison between the Reference Case and the Post Diadem models.

Table 7-8 – Comparison of Total Distance Travelled within the Simulation Network

Year	Growth Scenario	Scenario	Average Peak Period Hour	Ref Case Simulation network total distance travelled (pcu*km)	Post Diadem Simulation network total distance travelled (pcu*km)	Difference (pcu*km)	Percentage Difference
2023	CORE	DM	AM	267,852	271,394	4,460	2%
			IP	251,924	255,510	4,495	2%
			PM	287,928	289,445	2,665	1%
		DS	AM	271,517	285,824	15,543	6%
			IP	255,330	266,849	12,595	5%
			PM	292,813	308,286	17,030	6%
	HIGH	DM	AM	287,119	287,362	1,184	0%
			IP	269,819	271,537	2,640	1%
			PM	308,651	305,396	-2,122	-1%
		DS	AM	291,827	305,463	14,709	5%
			IP	273,565	285,093	12,715	5%
			PM	313,825	327,252	15,134	5%
	LOW	DM	AM	249,013	254,404	6,249	3%
			IP	234,240	238,937	5,629	2%
			PM	266,935	271,917	6,188	2%
		DS	AM	251,616	265,844	15,166	6%
			IP	237,094	248,432	12,681	5%
			PM	271,730	288,080	17,796	7%
2038	CORE	DM	AM	314,220	321,335	8,230	3%
			IP	295,453	304,273	9,973	3%
			PM	338,057	336,487	-237	0%
		DS	AM	320,794	347,048	27,228	9%
			IP	300,299	325,122	26,205	9%
			PM	344,979	368,570	24,928	7%
	HIGH	DM	AM	353,117	351,887	244	0%
			IP	331,751	332,438	2,042	1%
			PM	380,050	365,152	-13,496	-4%
		DS	AM	361,633	386,373	25,438	7%
			IP	337,303	360,952	25,010	7%
			PM	387,569	407,412	20,973	5%
	LOW	DM	AM	275,715	288,200	13,620	5%
			IP	259,322	272,397	14,099	5%
			PM	297,272	306,614	10,664	4%
		DS	AM	280,791	307,326	27,686	10%
			IP	263,231	286,701	24,750	9%
			PM	301,605	328,640	28,136	9%

Table 7-8 shows that there is an increase in total distance travelled in all the scenarios following the VDM process. The changes in the 2023 scenarios are between 0% and 7%. In 2038, all of the scenarios show

differences are between 0% and 10%. This is thought to be acceptable as with the scheme in place, users may use a longer route if it will reduce their overall travel time.

The 2023 and 2038 DM simulation network distance travelled post DIADEM is lower than reference case in the PM peaks in the Core and High growth scenarios. The congestion in the do minimum scenario causes the variable demand to reduce the distance travelled, which is a reasonable response. In all cases, the changes are within 5%. It is considered that the variable demand responses are acceptable.

The changes in total trips, total simulation network travel time and total simulation travel distance as a result of the variable demand process as considered reasonable. The variable demand forecasts are therefore considered robust for the purposes of the PCF Stage 3 assessment.

## 8. Assignment Results

### 8.1 Overview

This section details the assignment results that will be used for the economic assessment. This assessment will use the variable demand forecasts outlined in Section 7 and the results detailed in the following sections are for these forecasts.

### 8.2 Core Scenario: Convergence

#### 8.2.1 Assignment Convergence Criteria

Convergence is required in order to provide stable, consistent and robust model results and to differentiate between real changes and those associated with differing degrees of convergence. The convergence criteria guidance from TAG has been used and is shown in Table 8-1.

Table 8-1 – Convergence Criteria

Measure of Convergence	Base Model Acceptable Values
Delta and %GAP	Less than 0.1% or at least stable with convergence fully documented and all other criteria met
Percentage of links with flow change (P) < 1%	Four consecutive iterations greater than 98%
Percentage of links with cost change (P2) < 1%	Four consecutive iterations greater than 98%

Source: TAG Unit M3.1 Highway Assignment Modelling | Table 4

#### 8.2.2 Assignment Convergence Results

Table 8-2 to Table 8-5 shows the convergence results for each of the Core scenarios.

Table 8-2 – 2023 DM Convergence Results

Year	Time Period	% of Links with Flow Change (P) < 1%	Acceptability (Final 4 Consecutive Iterations > 98%)	Delta (δ)	Acceptability (< 0.1%)
2023 DM	AM Peak	98.0	PASS	0.003	PASS
		98.6			
		99.2			
		99.1			
	Interpeak	98.3	PASS	0.001	PASS
		99.1			
		98.6			
		98.5			
	PM Peak	98.0	PASS	0.029	PASS
		98.3			
		98.5			
		98.4			

Table 8-3 – 2023 DS7A Convergence Results

Year	Time Period	% of Links with Flow Change (P) < 1%	Acceptability (Final 4 Consecutive Iterations > 98%)	Delta (δ)	Acceptability (< 0.1%)
2023 DS7A	AM Peak	98.4	PASS	0.001	PASS
		98.8			
		99.0			
		98.7			
	Interpeak	98.9	PASS	0.000	PASS
		98.4			
		98.0			
		99.0			
	PM Peak	98.5	PASS	0.025	PASS
		98.3			
		98.5			
		98.5			

Table 8-4 – 2038 DM Convergence Results

Year	Time Period	% of Links with Flow Change (P) < 1%	Acceptability (Final 4 Consecutive Iterations > 98%)	Delta (δ)	Acceptability (< 0.1%)
2038 DM	AM Peak	98.3	PASS	0.012	PASS
		98.3			
		98.9			
		98.4			
	Interpeak	98.2	PASS	0.003	PASS
		98.3			
		98.7			
		98.7			
	PM Peak	98.7	PASS	0.012	PASS
		98.2			
		98.9			
		98.9			

Table 8-5 – 2038 DS7A Convergence Results

Year	Time Period	% of Links with Flow Change (P) < 1%	Acceptability (Final 4 Consecutive Iterations > 98%)	Delta (δ)	Acceptability (< 0.1%)
2038 DS7A	AM Peak	98.6	PASS	0.007	PASS
		98.7			
		98.5			
		98.2			
	Interpeak	98.3	PASS	0.002	PASS
		98.1			
		98.4			
		98.1			
	PM Peak	98.5	PASS	0.018	PASS
		98.7			
		98.7			
		98.7			

The tables show that all of the models pass the convergence TAG convergence criteria.

### 8.3 Core Scenario: Journey Times

Changes in journey time within the scheme extents were assessed to understand the impact of the scheme. Table 8-6 shows the journey times between Carland and Chiverton Cross on the A30 with and without the scheme in place.

Table 8-6 – Journey Times between Carland and Chiverton Cross

Direction	Peak	Journey Times (mm:ss)			
		2023 DM	2023 DS	2038 DM	2038 DS
Westbound	AM	12:14	06:57	14:01	07:04
	IP	11:31	06:53	12:36	06:59
	PM	11:51	06:57	13:29	07:04
Eastbound	AM	13:03	07:00	15:10	07:12
	IP	10:58	06:57	12:51	07:06
	PM	11:54	07:03	15:44	07:17

The table shows that the journey times reduce significantly in the Do Something scenario. This is expected, given the increase in speed limit and capacity.

Annex C shows the full list of journey times by link within the model.

### 8.4 Core Scenario: Traffic Flows (all vehicles including HGVs)

The key links within the model have been analysed to understand the changes in traffic volume at various locations within the model. The full link flow analysis and link saturation including the A390, A39, A3075 and other parts of the A30 is found in Annex D.

The A30 on either side and within the study area has been analysed to understand the effect of the scheme on traffic flows on the A30 at this point. Figure 8-1 shows the locations of the links used in the flow comparison.

Figure 8-1 - Location of Links used in Flow Comparison

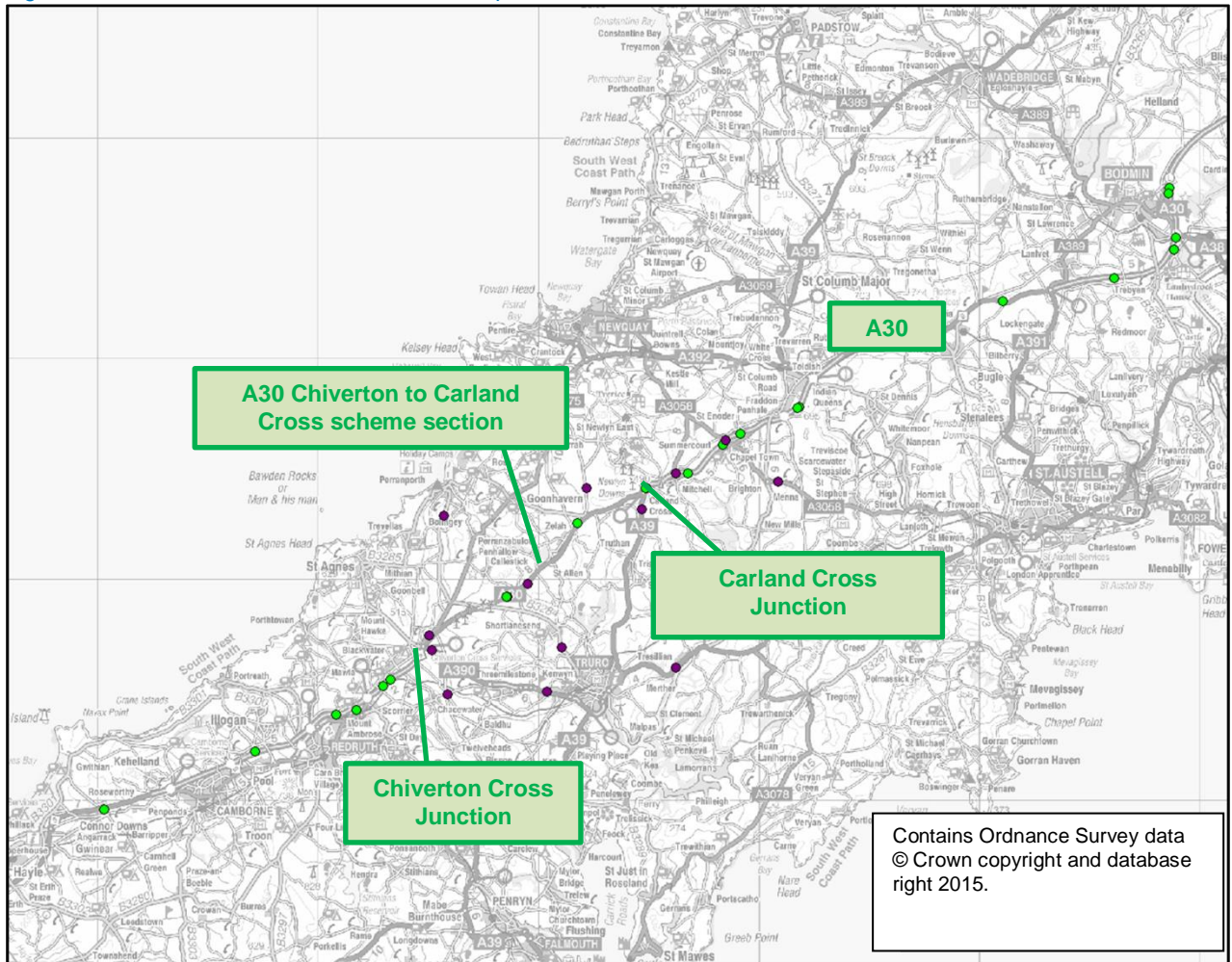


Table 8-7 to Table 8-9 shows the results of this analysis.



Table 8-7 – AM Peak A30 Link Flows in the Vicinity of the Scheme

Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
EB, A30, Between Carland Cross Rbt and Mitchell	EB	1327	1484	1738	1666	2367
WB, A30, Between Carland Cross Rbt and Mitchell	WB	1657	1787	1986	1987	2324
EB, A30, Between Zelah and Carland Cross Rbt	EB	809	877	1292	1056	1839
WB, A30, Between Zelah and Carland Cross Rbt	WB	927	1025	1440	1115	1770
EB, A30, Between Redruth and Scorrier	EB	1522	1759	1779	2034	2121
WB, A30, Between Redruth and Scorrier	WB	1247	1377	1373	1603	1716
WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1411	1520	1625	1798	2041
EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1485	1752	1913	1951	2351
EB, A30, Between Chybucca and Marazanvose	EB	857	932	1292	1114	1839
WB, A30, Between Chybucca and Marazanvose	WB	893	989	1440	1090	1770

Table 8-8 – IP Peak A30 Link Flows in the Vicinity of the Scheme

Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
EB, A30, Between Carland Cross Rbt and Mitchell	EB	1333	1545	1688	1774	2313
WB, A30, Between Carland Cross Rbt and Mitchell	WB	1366	1505	1658	1766	2001
EB, A30, Between Zelah and Carland Cross Rbt	EB	753	858	1220	1162	1703
WB, A30, Between Zelah and Carland Cross Rbt	WB	844	908	1169	1027	1524
EB, A30, Between Redruth and Scorrier	EB	1270	1456	1492	1769	1832
WB, A30, Between Redruth and Scorrier	WB	1324	1480	1429	1770	1814
WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1524	1700	1748	2059	2242
EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1351	1450	1633	1832	2069
EB, A30, Between Chybucca and Marazanvose	EB	746	846	1220	1166	1703
WB, A30, Between Chybucca and Marazanvose	WB	831	894	1169	1043	1524

Table 8-9 – PM Peak A30 Link Flows in the Vicinity of the Scheme

Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
EB, A30, Between Carland Cross Rbt and Mitchell	EB	1572	1736	2266	1833	2874
WB, A30, Between Carland Cross Rbt and Mitchell	WB	1461	1609	1834	1891	2187
EB, A30, Between Zelah and Carland Cross Rbt	EB	847	1046	1542	1259	2095
WB, A30, Between Zelah and Carland Cross Rbt	WB	869	937	1328	1053	1681
EB, A30, Between Redruth and Scorrier	EB	1236	1412	1469	1611	1837
WB, A30, Between Redruth and Scorrier	WB	1537	1691	1740	1848	2043
WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1917	2029	2148	2127	2511
EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1433	1572	1781	1760	2222
EB, A30, Between Chybucca and Marazanvose	EB	852	1060	1542	1260	2095
WB, A30, Between Chybucca and Marazanvose	WB	882	958	1328	1141	1681

The tables show that there is an increase in traffic on the A30 between 2015, 2023 and 2038. There is also an increase in traffic to the immediate west and to east of the scheme in all time periods. The traffic flows in the do minimum scenario are constrained by the capacity of the current single carriageway A30 which

accounts for the large increase in flow with the scheme in place. In addition traffic reroutes from local routes such as the A3075 and accesses the A30 at Chiverton Cross and Carland Cross.

Annex E contains network flow diagrams showing the changes in flow on key routes with and without the scheme in place.

## 8.5 Core Scenario: Network Reassignment Effects

The scheme is expected to reroute traffic that previously could have used the A30 between Carland and Chiverton, but did not. To analyse the extent of this rerouting, the traffic flows on the key routes to and from the A30 have been assessed. These routes include the A39, A3075 and the A390.

Table 8-10 to Table 8-12 shows the results of this analysis. The flow diagrams contained in Annex E show the flows on the key routes listed in the tables below with and without the scheme in place.

Table 8-10 – AM Peak Key Route Link Flows in the Vicinity of the Scheme

Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
A3075 Between Chiverton and B3284	NB	369	431	321	581	382
A3075 Between Chiverton and B3284	SB	440	491	499	603	634
A39, Between Truro and Carland Cross Rbt	NB	475	542	332	517	425
A39, Between Truro and Carland Cross Rbt	SB	616	690	481	707	566
A39, Between Truro and Carnon Downs	NB	915	985	944	1124	1003
A39, Between Truro and Carnon Downs	SB	747	802	769	854	780
A390, Between Chiverton Cross and Threemilestone	EB	915	1140	994	1121	1139
A390, Between Chiverton Cross and Threemilestone	WB	621	638	533	842	722
A390, Between Treliske Hospital and Truro	EB	1023	1133	842	1228	973
A390, Between Treliske Hospital and Truro	WB	1167	1193	1008	1263	1122
A390, Between Truro and Probus	EB	481	559	525	684	574
A390, Between Truro and Probus	WB	827	866	866	883	917
B3284, Between Shortlanesend and Truro	NB	230	266	428	316	482
B3284, Between Shortlanesend and Truro	SB	559	545	819	550	819
Chacewater Hill between Threemilestone and Chacewater	EB	600	695	710	886	814
Chacewater Hill between Threemilestone and Chacewater	WB	158	209	251	265	289

Table 8-11 – IP Peak Key Route Link Flows in the Vicinity of the Scheme

Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
A3075 Between Chiverton and B3284	NB	426	481	399	628	462
A3075 Between Chiverton and B3284	SB	411	449	450	572	551
A39, Between Truro and Carland Cross Rbt	NB	584	685	430	567	561
A39, Between Truro and Carland Cross Rbt	SB	509	569	432	633	439
A39, Between Truro and Carnon Downs	NB	845	925	821	964	884
A39, Between Truro and Carnon Downs	SB	760	826	785	876	770
A390, Between Chiverton Cross and Threemilestone	EB	798	697	605	865	781
A390, Between Chiverton Cross and Threemilestone	WB	858	886	719	1141	915
A390, Between Treliske Hospital and Truro	EB	1133	1114	884	1202	993
A390, Between Treliske Hospital and Truro	WB	1105	1139	895	1258	1008
A390, Between Truro and Probus	EB	639	695	670	834	756
A390, Between Truro and Probus	WB	572	611	579	647	638
B3284, Between Shortlanesend and Truro	NB	359	433	651	530	749
B3284, Between Shortlanesend and Truro	SB	337	464	623	469	638
Chacewater Hill between Threemilestone and Chacewater	EB	309	415	461	511	535
Chacewater Hill between Threemilestone and Chacewater	WB	316	353	450	404	506

Table 8-12 – PM Peak Key Route Link Flows in the Vicinity of the Scheme

Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
A3075 Between Chiverton and B3284	NB	626	687	501	781	602
A3075 Between Chiverton and B3284	SB	429	490	475	640	606
A39, Between Truro and Carland Cross Rbt	NB	664	626	646	523	745
A39, Between Truro and Carland Cross Rbt	SB	469	543	454	622	576
A39, Between Truro and Carnon Downs	NB	884	885	805	898	800
A39, Between Truro and Carnon Downs	SB	930	1001	889	1085	928
A390, Between Chiverton Cross and Threemilestone	EB	622	611	556	738	786
A390, Between Chiverton Cross and Threemilestone	WB	1253	1303	1118	1323	1317
A390, Between Treliske Hospital and Truro	EB	1096	1193	1018	1292	1150
A390, Between Treliske Hospital and Truro	WB	1147	1181	920	1259	1042
A390, Between Truro and Probus	EB	956	943	949	946	954
A390, Between Truro and Probus	WB	560	593	544	587	575
B3284, Between Shortlanesend and Truro	NB	552	640	826	787	885
B3284, Between Shortlanesend and Truro	SB	459	450	528	476	474
Chacewater Hill between Threemilestone and Chacewater	EB	185	275	305	358	328
Chacewater Hill between Threemilestone and Chacewater	WB	645	692	720	861	792

The A390 between Treliske Hospital and Truro shows a reduction with the scheme in place. The opposite effect can be found in Shortlanesend, which has an increase in traffic. This is likely due to the presence of

the west facing slips at Chybucca making the route via Shortlanesend more attractive for trips access central Truro.

A decrease in traffic flow can also be seen on the A3075 Eastbound, A390 between Chiverton Cross and Threemilestone and the A39 between Truro and Carnon Downs. This is caused by trips that previously used these routes to go to large centres of attraction like Newquay and Truro, now using the scheme, to reduce their travel times.

Analysis of the routing within the model confirms that trips from areas such as Falmouth, Penryn and Helston reroute to access the A30 to the west of Chiverton Cross rather than travel via the A39 when the scheme is in place. The same way, A3075 shows a reduction in trips due to trips to Newquay that previously used this route are using junctions to the east of the scheme such as Summercourt to access the A30 earlier when the scheme is in place. This behaviour is considered a reasonable response to the implementation of the scheme.

## 8.6 Core Scenario: Network Performance Effects

Table 8-13 and Table 8-14 show the network summary statistics for the forecast models.

Table 8-13 - 2023 Network Performance Statistics

Scenario	Time Period	Trips (PCUs)	Time (hours)	Distance (km)	Average Speed (kph)	Transient Queue (PCUs)
DM	AM Peak	24,471	11,585	805,713	70	109
	Interpeak	23,008	10,589	748,607	71	12
	PM Peak	25,751	11,182	733,165	66	388
DS7A	AM Peak	24,560	11,333	821,882	73	35
	Interpeak	23,048	10,405	760,046	73	9
	PM Peak	25,836	10,909	753,279	69	284

Table 8-14 - 2038 Network Performance Statistics

Scenario	Time Period	Trips (PCUs)	Time (hours)	Distance (km)	Average Speed (kph)	Transient Queue (PCUs)
DM	AM Peak	27,767	14,685	993,305	68	481
	Interpeak	26,283	13,457	933,072	69	152
	PM Peak	29,122	13,967	869,018	62	907
DS7A	AM Peak	27,930	14,165	1,019,063	72	131
	Interpeak	26,360	13,076	952,812	73	48
	PM Peak	29,283	13,453	904,387	67	592

The total journey time and total queue have all decreased in both the 2023 and 2038 Do Something models, compared to the respective Do Minimum models. The average speed has increased compared to the Do Minimum scenarios. The results show the significant improvement to network performance provided by the scheme.

## 8.7 Highest and Lowest Benefits Scenario: Comparison with Core Scenario

### 8.7.1 Traffic Flow Comparison

Table 8-15 to Table 8-17 show the A30 flows on key links within the vicinity of the scheme.

Table 8-15 – AM Peak A30 Link Flows in the Vicinity of the Scheme in the Low Growth Scenario

Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
EB, A30, Between Carland Cross Rbt and Mitchell	EB	1327	1442	1609	1589	2082
WB, A30, Between Carland Cross Rbt and Mitchell	WB	1657	1701	1852	1881	2096
EB, A30, Between Zelah and Carland Cross Rbt	EB	809	854	1176	975	1588
WB, A30, Between Zelah and Carland Cross Rbt	WB	927	969	1327	1070	1569
EB, A30, Between Redruth and Scorrier	EB	1522	1692	1656	1908	1907
WB, A30, Between Redruth and Scorrier	WB	1247	1291	1273	1467	1534
WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1411	1425	1492	1672	1817
EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1485	1653	1781	1878	2110
EB, A30, Between Chybucca and Marazanvose	EB	857	900	1176	1024	1588
WB, A30, Between Chybucca and Marazanvose	WB	893	932	1327	1036	1569

Table 8-16 – IP Peak A30 Link Flows in the Vicinity of the Scheme in the Low Growth Scenario

Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
EB, A30, Between Carland Cross Rbt and Mitchell	EB	1333	1457	1561	1662	1998
WB, A30, Between Carland Cross Rbt and Mitchell	WB	1366	1408	1547	1620	1775
EB, A30, Between Zelah and Carland Cross Rbt	EB	753	798	1121	987	1460
WB, A30, Between Zelah and Carland Cross Rbt	WB	844	859	1088	972	1311
EB, A30, Between Redruth and Scorrier	EB	1270	1363	1385	1574	1613
WB, A30, Between Redruth and Scorrier	WB	1324	1394	1327	1592	1576
WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1524	1586	1620	1850	1940
EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1351	1351	1506	1643	1820
EB, A30, Between Chybucca and Marazanvose	EB	746	787	1121	981	1460
WB, A30, Between Chybucca and Marazanvose	WB	831	844	1088	960	1311

Table 8-17 – PM Peak A30 Link Flows in the Vicinity of the Scheme in the Low Growth Scenario

Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
EB, A30, Between Carland Cross Rbt and Mitchell	EB	1572	1660	2081	1819	2605
WB, A30, Between Carland Cross Rbt and Mitchell	WB	1461	1514	1729	1755	1959
EB, A30, Between Zelah and Carland Cross Rbt	EB	847	925	1402	1184	1812
WB, A30, Between Zelah and Carland Cross Rbt	WB	869	881	1244	984	1443
EB, A30, Between Redruth and Scorrier	EB	1236	1307	1347	1512	1596
WB, A30, Between Redruth and Scorrier	WB	1537	1605	1602	1762	1853
WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1917	1964	2017	2128	2289
EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1433	1439	1637	1770	1954
EB, A30, Between Chybucca and Marazanvose	EB	852	925	1402	1173	1812
WB, A30, Between Chybucca and Marazanvose	WB	882	894	1244	1006	1443

The tables show that there is a reduction in traffic volumes on the A30 in the Low Growth scenarios compared to the Core Growth scenarios. This is expected given the lower amount of traffic growth.

Table 8-18 to Table 8-20 shows the flow on the key A30 links in the High Growth scenarios.

Table 8-18 – AM Peak A30 Link Flows in the Vicinity of the Scheme in the High Growth Scenario

Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
EB, A30, Between Carland Cross Rbt and Mitchell	EB	1327	1487	1876	1661	2644
WB, A30, Between Carland Cross Rbt and Mitchell	WB	1657	1873	2112	2077	2557
EB, A30, Between Zelah and Carland Cross Rbt	EB	809	899	1407	1109	2060
WB, A30, Between Zelah and Carland Cross Rbt	WB	927	1075	1567	1164	1997
EB, A30, Between Redruth and Scorrier	EB	1522	1852	1882	2077	2275
WB, A30, Between Redruth and Scorrier	WB	1247	1448	1479	1706	1961
WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1411	1617	1761	1876	2271
EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1485	1840	2039	2030	2548
EB, A30, Between Chybucca and Marazanvose	EB	857	963	1407	1171	2060
WB, A30, Between Chybucca and Marazanvose	WB	893	1037	1567	1147	1997

Table 8-19 – IP Peak A30 Link Flows in the Vicinity of the Scheme in the High Growth Scenario

Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
EB, A30, Between Carland Cross Rbt and Mitchell	EB	1333	1600	1816	1780	2612
WB, A30, Between Carland Cross Rbt and Mitchell	WB	1366	1594	1761	1895	2220
EB, A30, Between Zelah and Carland Cross Rbt	EB	753	934	1312	1230	1916
WB, A30, Between Zelah and Carland Cross Rbt	WB	844	955	1276	1093	1705
EB, A30, Between Redruth and Scorrier	EB	1270	1554	1565	1876	2037
WB, A30, Between Redruth and Scorrier	WB	1324	1563	1528	1884	2040
WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1524	1822	1899	2179	2465
EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1351	1560	1758	1859	2290
EB, A30, Between Chybucca and Marazanvose	EB	746	933	1312	1260	1916
WB, A30, Between Chybucca and Marazanvose	WB	831	942	1276	1170	1705

Table 8-20 – PM Peak A30 Link Flows in the Vicinity of the Scheme in the High Growth Scenario

Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
EB, A30, Between Carland Cross Rbt and Mitchell	EB	1572	1766	2426	1771	3111
WB, A30, Between Carland Cross Rbt and Mitchell	WB	1461	1713	1942	1980	2401
EB, A30, Between Zelah and Carland Cross Rbt	EB	847	1146	1654	1284	2301
WB, A30, Between Zelah and Carland Cross Rbt	WB	869	988	1412	1130	1880
EB, A30, Between Redruth and Scorrier	EB	1236	1499	1563	1695	2158
WB, A30, Between Redruth and Scorrier	WB	1537	1736	1859	1924	2118
WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1917	2076	2277	2161	2606
EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1433	1681	1877	1785	2452
EB, A30, Between Chybucca and Marazanvose	EB	852	1151	1654	1335	2301
WB, A30, Between Chybucca and Marazanvose	WB	882	1014	1412	1232	1880

There is a general increase in trips along the A30 in the High Growth scenario compared to the Core Growth scenario. This is expected given the higher level of traffic growth. A full breakdown of flows and journey times for the High and Low Growth scenarios is found in Annex F.

### 8.7.2 Convergence

Table 8-21 to Table 8-24 shows the convergence results for each of the Low Growth scenarios.

Table 8-21 – 2023 DM Low Growth Convergence Results

Year	Time Period	% of Links with Flow Change (P) < 1%	Acceptability (Final 4 Consecutive Iterations > 98%)	Delta (δ)	Acceptability (< 0.1%)
2023 DM LOW	AM Peak	98.7	PASS	0.007	PASS
		98.9			
		99.3			
		98.5			
	Interpeak	99.0	PASS	0	PASS
		98.9			
		98.6			
		98.8			
	PM Peak	98.5	PASS	0.028	PASS
		98.3			
		99.1			
		99.2			

Table 8-22 – 2023 DS7A Low Growth Convergence Results

Year	Time Period	% of Links with Flow Change (P) < 1%	Acceptability (Final 4 Consecutive Iterations > 98%)	Delta (δ)	Acceptability (< 0.1%)
2023 DS7A LOW	AM Peak	98.7	PASS	0.003	PASS
		98.5			
		98.3			
		98.0			
	Interpeak	98.9	PASS	0.000	PASS
		98.5			
		98.1			
		98.3			
	PM Peak	98.4	PASS	0.011	PASS
		98.7			
		99.0			
		99.2			



Table 8-23 – 2038 DM Low Growth Convergence Results

Year	Time Period	% of Links with Flow Change (P) < 1%	Acceptability (Final 4 Consecutive Iterations > 98%)	Delta (δ)	Acceptability (< 0.1%)
2038 DM LOW	AM Peak	99.1	PASS	0.004	PASS
		99.1			
		99.1			
		99.1			
	Interpeak	98.6	PASS	0.001	PASS
		98.8			
		98.3			
		98.8			
	PM Peak	98.2	PASS	0.031	PASS
		98.1			
		98.2			
		98.9			

Table 8-24 – 2038 DS7A Low Growth Convergence Results

Year	Time Period	% of Links with Flow Change (P) < 1%	Acceptability (Final 4 Consecutive Iterations > 98%)	Delta (δ)	Acceptability (< 0.1%)
2038 DS7A LOW	AM Peak	99.1	PASS	0.002	PASS
		99.1			
		99.1			
		99.1			
	Interpeak	98.3	PASS	0	PASS
		98.8			
		98.8			
		99.0			
	PM Peak	98.5	PASS	0.016	PASS
		98.7			
		98.7			
		99.2			

The tables show that the Low Growth scenario models all converge and meet the TAG thresholds.

Table 8-25 to Table 8-28 shows the convergence results for each of the High Growth scenarios.

Table 8-25 – 2023 DM High Growth Convergence Results

Year	Time Period	% of Links with Flow Change (P) < 1%	Acceptability (Final 4 Consecutive Iterations > 98%)	Delta (δ)	Acceptability (< 0.1%)
2023 DM HIGH	AM Peak	98.1	PASS	0.008	PASS
		98.4			
		98.0			
		98.8			
	Interpeak	98.4	PASS	0.000	PASS
		98.4			
		98.7			
		98.7			
	PM Peak	99.0	PASS	0.006	PASS
		99.1			
		99.4			
		98.0			

Table 8-26 – 2023 DS7A High Growth Convergence Results

Year	Time Period	% of Links with Flow Change (P) < 1%	Acceptability (Final 4 Consecutive Iterations > 98%)	Delta (δ)	Acceptability (< 0.1%)
2023 DS7A HIGH	AM Peak	98.5	PASS	0.001	PASS
		98.1			
		98.4			
		98.6			
	Interpeak	99.6	PASS	0.000	PASS
		99.1			
		98.6			
		98.9			
	PM Peak	98.5	PASS	0.012	PASS
		98.4			
		98.6			
		99.0			

Table 8-27 – 2038 DM High Growth Convergence Results

Year	Time Period	% of Links with Flow Change (P) < 1%	Acceptability (Final 4 Consecutive Iterations > 98%)	Delta (δ)	Acceptability (< 0.1%)
2038 DM HIGH	AM Peak	98.4	PASS	0.005	PASS
		98.4			
		98.4			
		98.4			
	Interpeak	98.3	PASS	0.013	PASS
		99.0			
		99.4			
		99.0			
	PM Peak	98.1	PASS	0.017	PASS
		98.4			
		98.2			
		98.7			

Table 8-28 – 2038 DS7A High Growth Convergence Results

Year	Time Period	% of Links with Flow Change (P) < 1%	Acceptability (Final 4 Consecutive Iterations > 98%)	Delta (δ)	Acceptability (< 0.1%)
2038 DS7A HIGH	AM Peak	98.4	PASS	0.005	PASS
		98.4			
		98.4			
		98.4			
	Interpeak	98.3	PASS	0.003	PASS
		98.6			
		98.5			
		98.6			
	PM Peak	98.5	PASS	0.024	PASS
		98.3			
		98.1			
		98.2			

The tables show that the High and Low Growth scenarios all converge in both assessment years.

### 8.7.3 Network Performance

Table 8-29 and Table 8-30 show the network summary statistics for the low growth scenario models.

Table 8-29 - 2023 Low Growth Network Performance Statistics

Scenario	Time Period	Trips (PCUs)	Time (hours)	Distance (km)	Average Speed (kph)	Transient Queue (PCUs)
DM	AM Peak	22,773	10,634	749,932	71	42
	Interpeak	21,395	9,758	696,305	71	7
	PM Peak	23,968	10,268	684,353	67	311
DS7A	AM Peak	22,839	10,431	762,689	73	18
	Interpeak	21,427	9,611	706,302	74	6
	PM Peak	24,035	10,036	701,255	70	217

Table 8-30 - 2038 Low Growth Network Performance Statistics

Scenario	Time Period	Trips (PCUs)	Time (hours)	Distance (km)	Average Speed (kph)	Transient Queue (PCUs)
DM	AM Peak	24,520	12,560	875,133	70	161
	Interpeak	23,171	11,609	823,183	71	46
	PM Peak	25,749	11,863	774,524	65	461
DS7A	AM Peak	24,629	12,219	894,656	73	30
	Interpeak	23,221	11,362	836,853	74	14
	PM Peak	25,854	11,531	798,941	69	333

The Low Growth performance statistics show that the total transient queues, journey time and distance decrease resulting in lower benefits compared to the Core Growth scenario.

Table 8-31 and Table 8-32 show the network summary statistics for the High Growth forecast models.

Table 8-31 - 2023 High Growth Network Performance Statistics

Scenario	Time Period	Trips (PCUs)	Time (hours)	Distance (km)	Average Speed (kph)	Transient Queue (PCUs)
DM	AM Peak	26,157	12,582	860,955	68	261
	Interpeak	24,615	11,452	800,873	70	48
	PM Peak	27,509	12,167	780,673	64	499
DS7A	AM Peak	26,273	12,247	881,153	72	76
	Interpeak	24,667	11,216	814,112	73	23
	PM Peak	27,618	11,853	804,504	68	409

Table 8-32 - 2038 High Growth Network Performance Statistics

Scenario	Time Period	Trips (PCUs)	Time (hours)	Distance (km)	Average Speed (kph)	Transient Queue (PCUs)
DM	AM Peak	30,979	16,983	1,111,037	65	962
	Interpeak	29,371	15,437	1,040,394	67	385
	PM Peak	32,441	16,402	963,930	59	1,739
DS7A	AM Peak	31,195	16,271	1,144,134	70	341
	Interpeak	29,484	14,882	1,066,694	72	131
	PM Peak	32,651	15,685	1,010,241	64	1,167

The tables show that the total transient queues, journey time and distance increase compared to the Core Growth scenario. Queuing in particular has increased significantly. There are higher journey time savings with the scheme in place.

## 9. Operational Assessment

To follow.

## 10. Summary and Conclusions

### 10.1 Summary

This report details the methodology used to produce forecast traffic models for the A30 Chiverton to Carland Cross scheme option assessments.

### 10.2 Conclusions

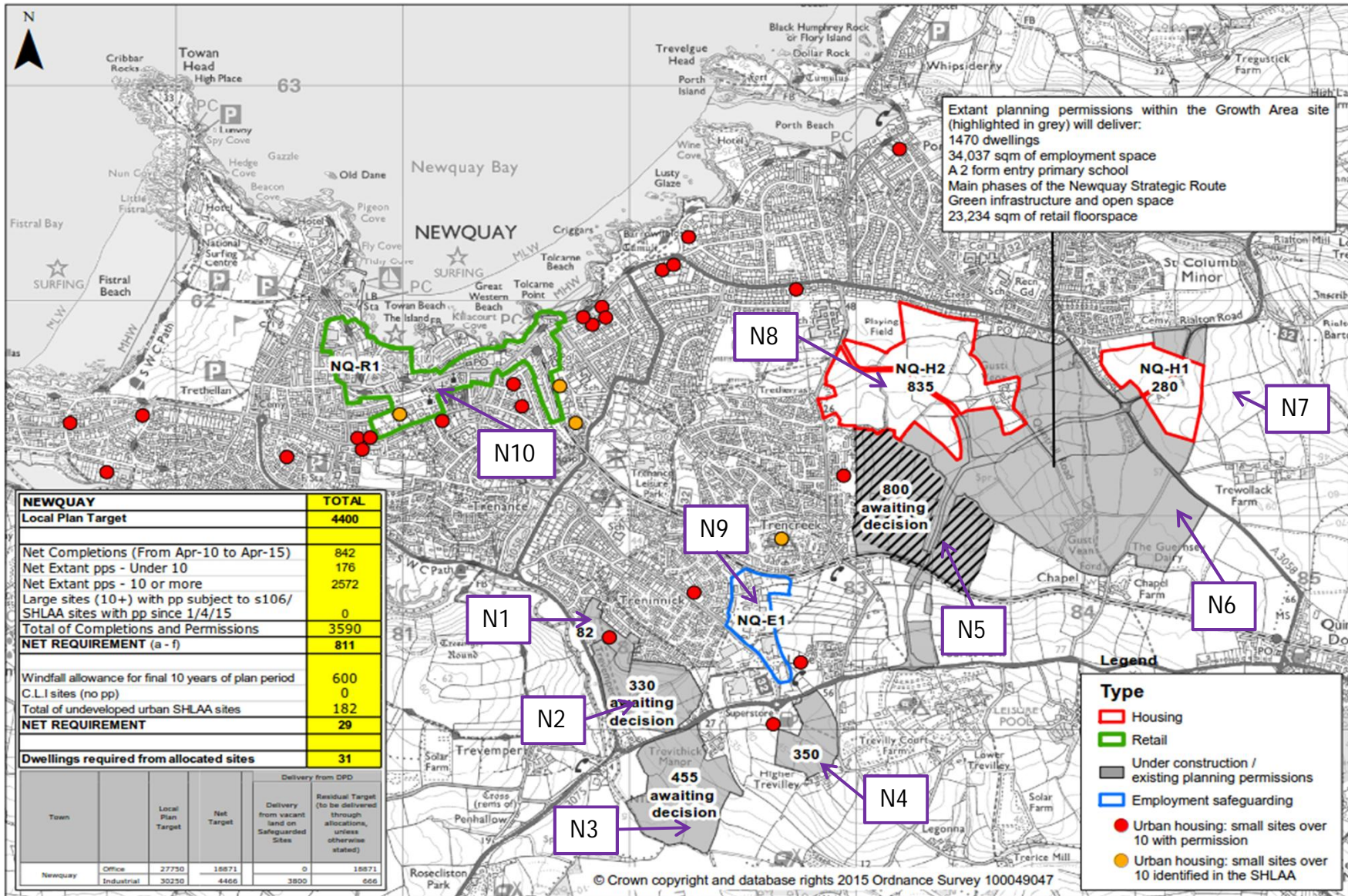
A good level of convergence has been achieved for all modelled scenarios, time periods and years. The forecast assignments can therefore be considered to be robust for the purposes of the PCF Stage 3 modelling.

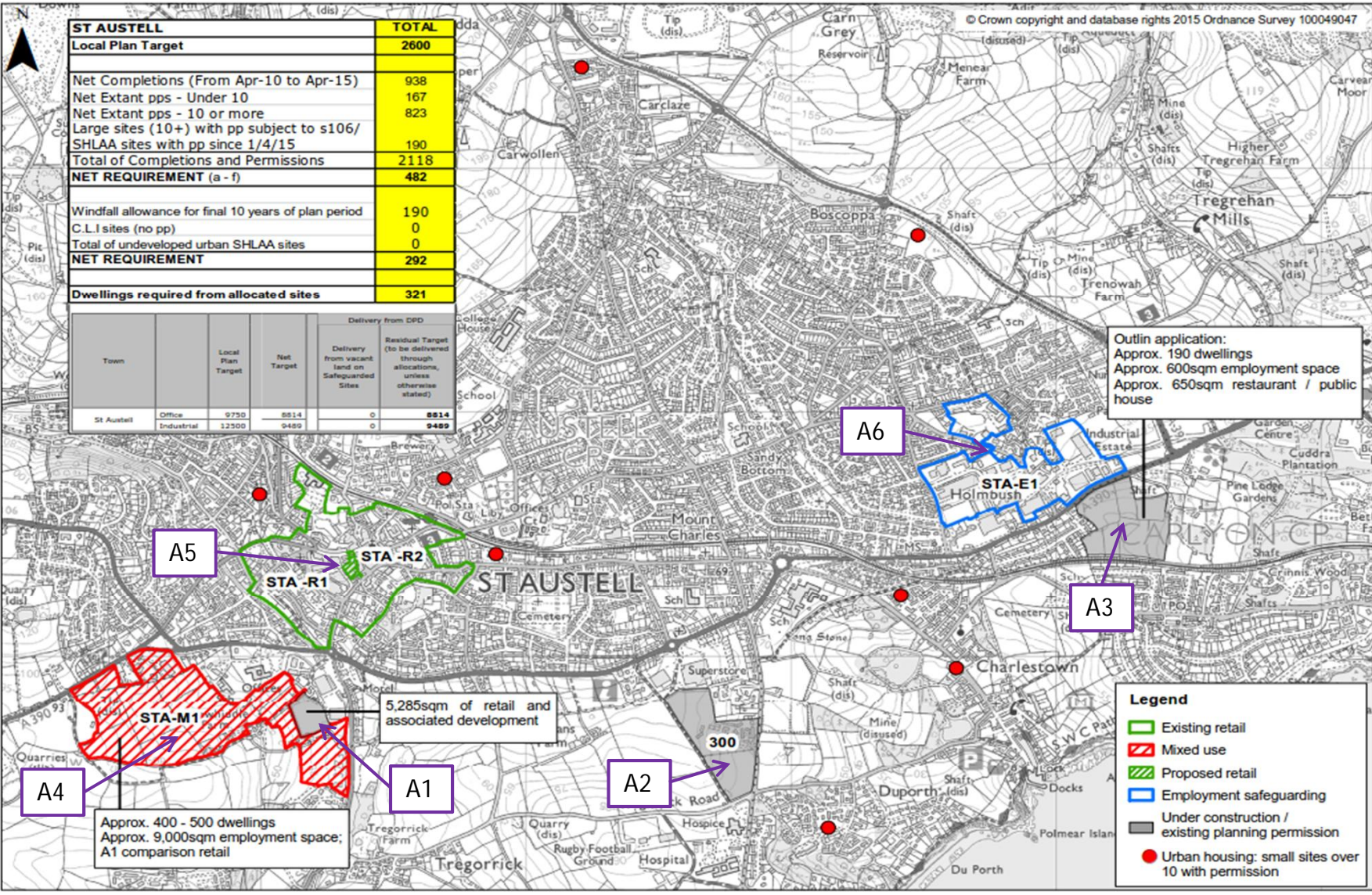
The model assignments demonstrate that the A30 Chiverton to Carland Cross scheme would provide a significant improvement in the performance of the A30.

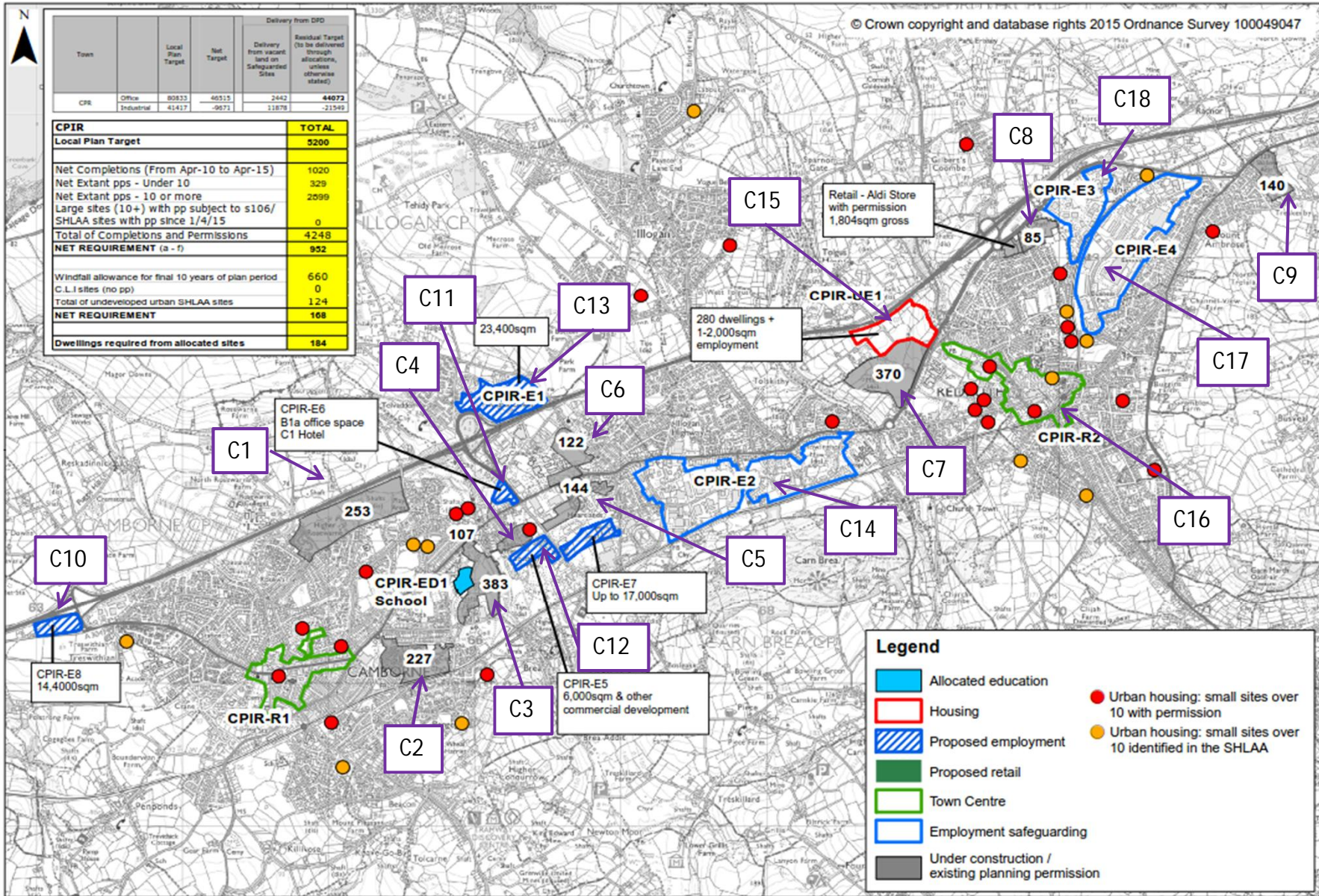
The future year traffic forecasts produced from the forecasting assessment detailed in this report have been taken forward for use in the economic appraisal of the A30 Chiverton to Carland Cross scheme.

## **ANNEX A - Development Locations**

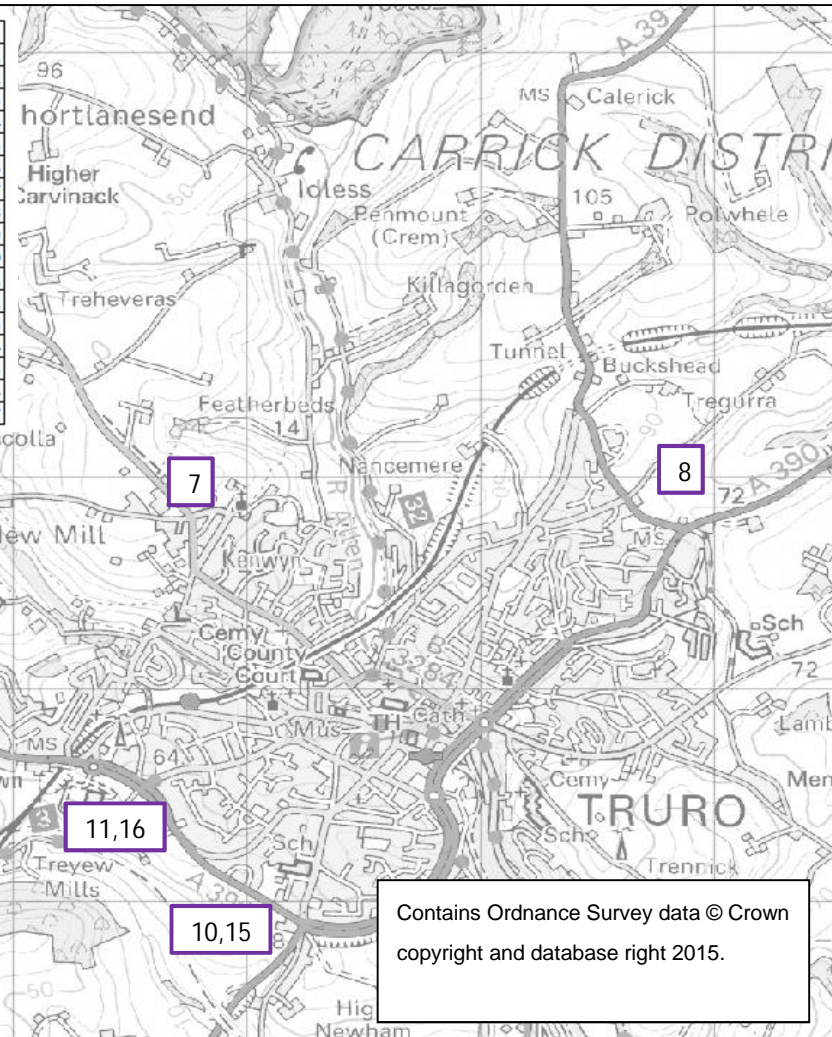




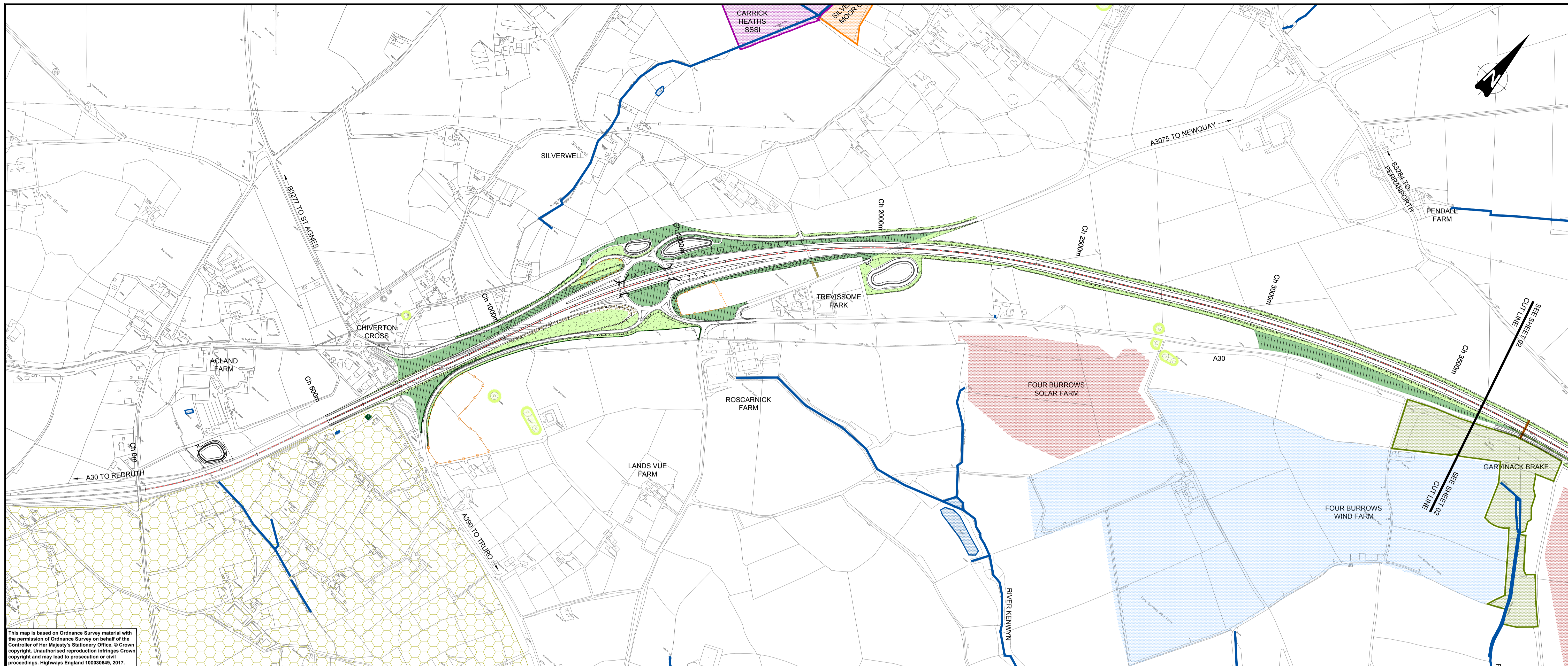




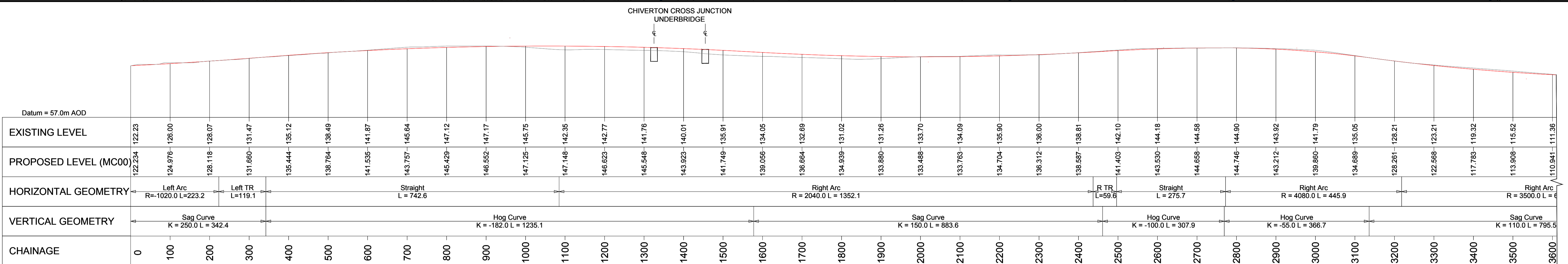
Truro Development Name	Development Location	Diagram ID
Langarth	North A390, West Langarth, Threemilestone	1
Pollards Field	field opposite Lanes Depository, Threemilestone	2
Langarth extension	Land to west of West Langarth	3
Maiden Green	Willow Green Farm, to north Threemilestone	4
Hendra	land to north Tregavethan roundabout, west of Willow Green	5
Maiden Green	land to north Treiske Industrial Estate	6
Pencoose	Pencoose Farm, Kenwyn Hill	7
Union Corner	junction of Newquay (A39) and Tresillian Road (A390)	8
Higher Newham	Higher Newham Farm, south of Morlaix Ave	9
Tolgarrick	Tolgarrick Farm, south of Green Lane	10
Truro Football Ground	south of Treyew Road	11
Dudman Farm	Rear of Penn an Dre (former Richard Lander School site)	12
Higher Besore	Land to rear new Richard Lander School, Gloweth	13
Silverbow	Land to west Lanes Depository, Threemilestone	14
Tolgarrick Farm (ph2)	Tolgarrick Phase 2	15
Treyew Road Football Ground	Truro football Ground	16
Penn an Dre	former Richard Lander School site	17



**Annex B - A 30 Carland to Chiverton Cross Scheme Plans**



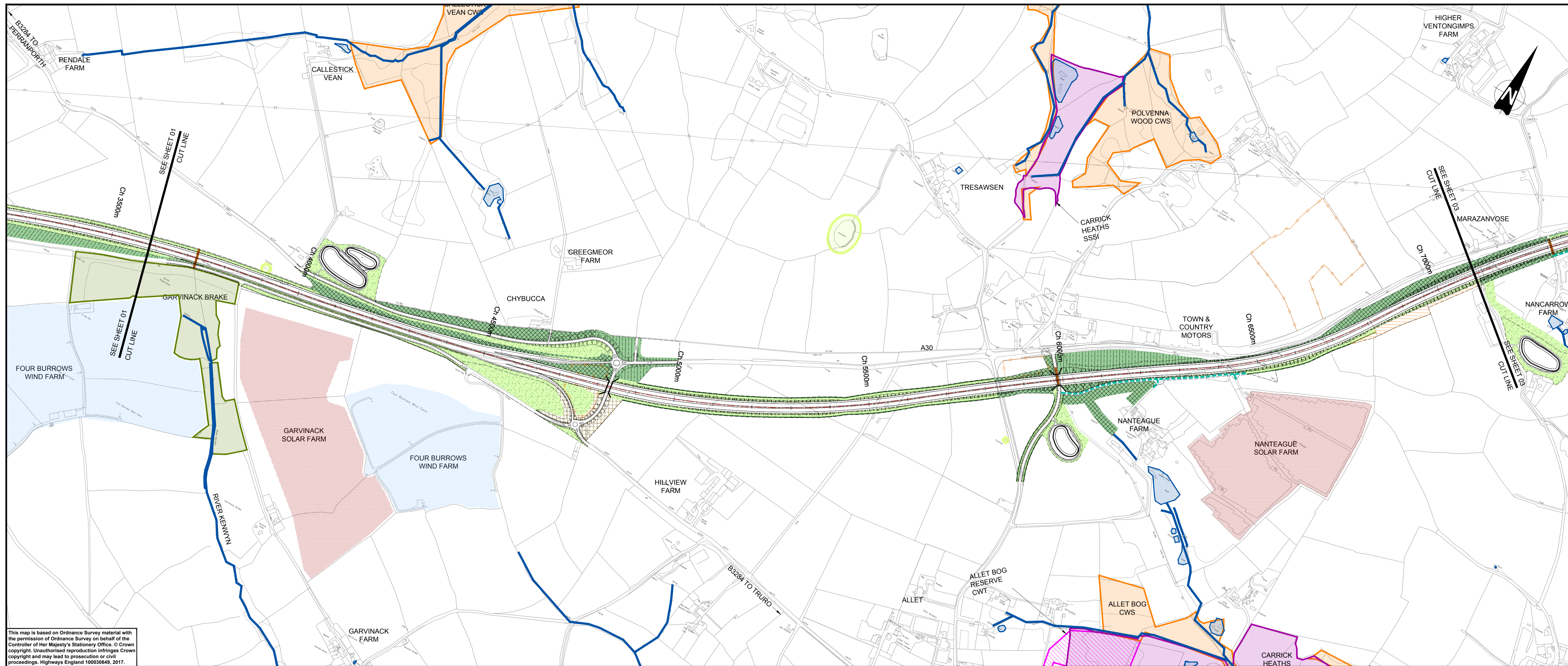
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  - PROPOSED STRUCTURE
  - PROPOSED ACCESS TRACK
  - DRAINAGE FEATURES
  - WIND FARM
  - SOLAR FARM
  - REGISTERED PARK AND GARDEN
  - SCHEDULED ANCIENT MONUMENT
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  - LE1.5.1.1 HEATH AND MOORLAND (PLANTS)
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  - LE2.8 SCRUB
  - LE6.4 MARSH AND WET GRASSLAND (NATURAL REGENERATION AREA)
  - LE7 CORNISH HEDGE WITH TURF
  - LE7.1 CORNISH HEDGE WITH HEDGEROW
  - POSSIBLE MULTI-SPECIES CROSSING
  - MANAGEMENT OF RETAINED VEGETATION
  - CONTRACTORS TEMPORARY WORKS AREA
  - CARRIAGEWAY TO RETURN TO PASTURE

Rev.	Date	Description	By	Chk'd	App'd
P01.1	05/04/17				

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Client		Original Size	A1	Date	11/04/17	Date	11/04/17	Date	11/04/17	Date	---
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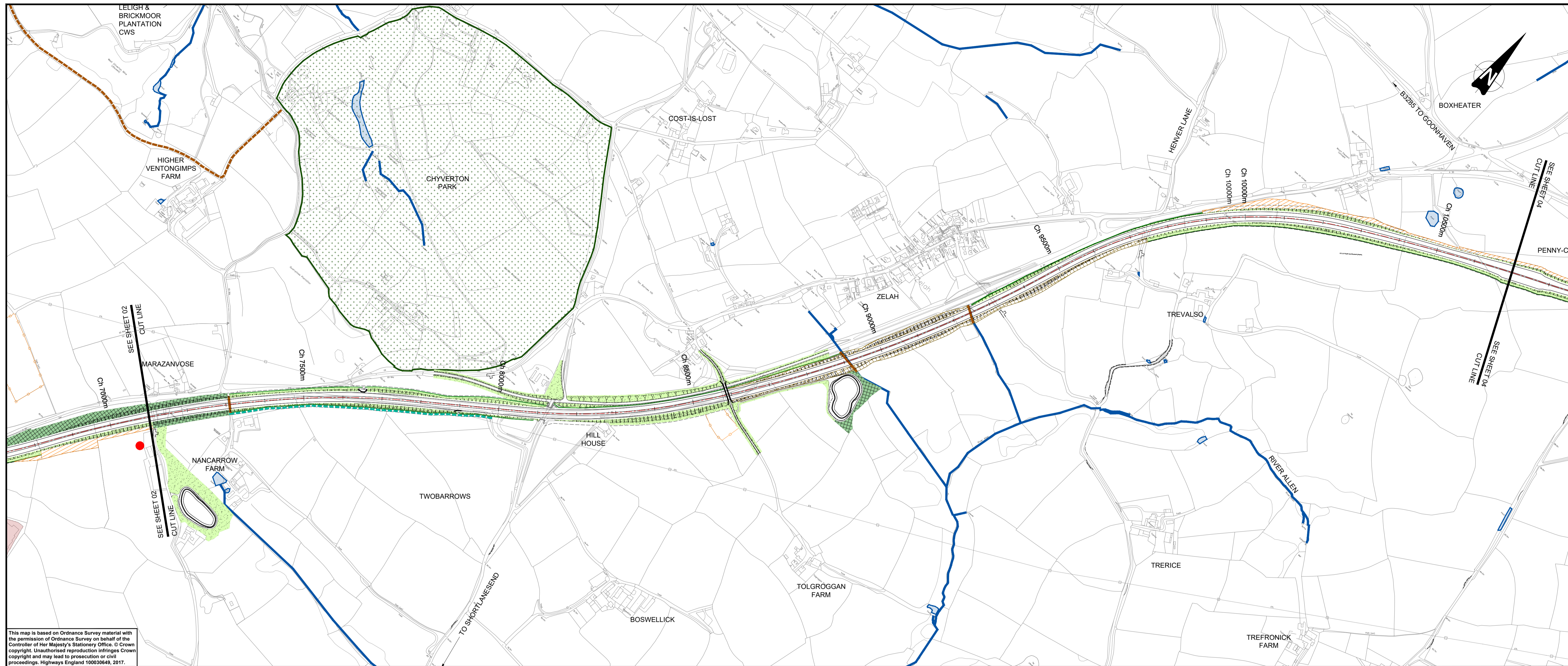
TRESAWEN UNDERBRIDGE

CHAINAGE	3600	3700	3800	3900	4000	4100	4200	4300	4400	4500	4600	4700	4800	4900	5000	5100	5200	5300	5400	5500	5600	5700	5800	5900	6000	6100	6200	6300	6400	6500	6600	6700	6800	6900	7000	7100																																
EXISTING LEVEL	110.941	111.36	108.884	108.59	107.736	107.82	107.92	107.952	108.00	108.452	108.49	108.952	108.52	109.452	110.26	109.952	110.34	110.452	109.15	111.222	110.44	112.958	112.73	115.442	115.72	117.621	118.72	119.051	120.52	120.002	122.00	120.047	121.83	119.092	120.58	117.137	118.64	114.182	112.48	110.227	109.23	105.272	106.14	99.317	100.84	92.666	91.24	88.656	80.98	88.690	87.55	92.666	93.03	96.860	96.89	98.807	99.96	99.136	100.94	97.646	99.38	94.339	94.02	89.213	88.31	84.90	81.66	79.05
PROPOSED LEVEL (MC00)	110.941	111.36	108.884	108.59	107.736	107.82	107.92	107.952	108.00	108.452	108.49	108.952	108.52	109.452	110.26	109.952	110.34	110.452	109.15	111.222	110.44	112.958	112.73	115.442	115.72	117.621	118.72	119.051	120.52	120.002	122.00	120.047	121.83	119.092	120.58	117.137	118.64	114.182	112.48	110.227	109.23	105.272	106.14	99.317	100.84	92.666	91.24	88.656	80.98	88.690	87.55	92.666	93.03	96.860	96.89	98.807	99.96	99.136	100.94	97.646	99.38	94.339	94.02	89.213	88.31	84.90	81.66	79.05
HORIZONTAL GEOMETRY	695.4		Left Arc R = -8160.0 L = 864.9		L TR L = 44.7		Left Arc R = -2040.0 L = 750.0		L TR L = 59.6		Right Arc R = 8160.0 L = 683.4		Left TR L = 119.1		Left Arc R = -1020.0 L = 294.8		Left TR L = 119.1		Right Arc R = 2880.0 L = 455.2																																																	
VERTICAL GEOMETRY	5.5		Straight Grad = 0.5% L = 595.2		Sag Curve K = 100.0 L = 216.6		Hog Curve K = -182.0 L = 321.4		Hog Curve K = -100.0 L = 800.1		Sag Curve K = 26.0 L = 319.1		Hog Curve K = -55.0 L = 706.2		Sag Curve K = 30.0 L = 455.2																																																					

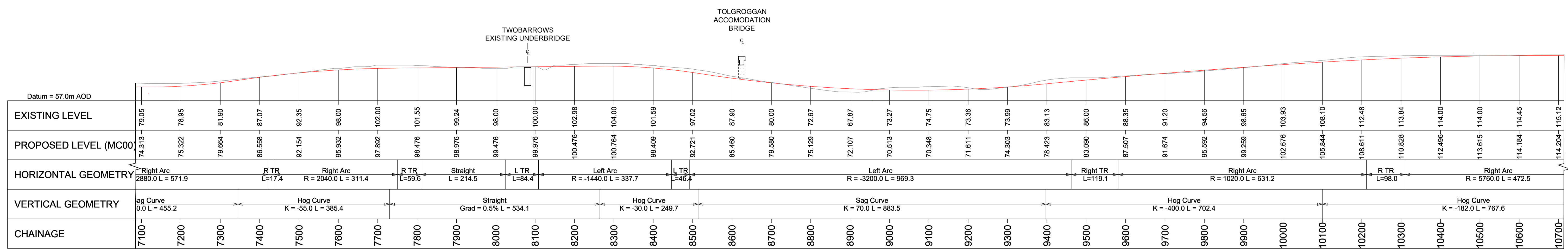
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P01.1	05/04/17				

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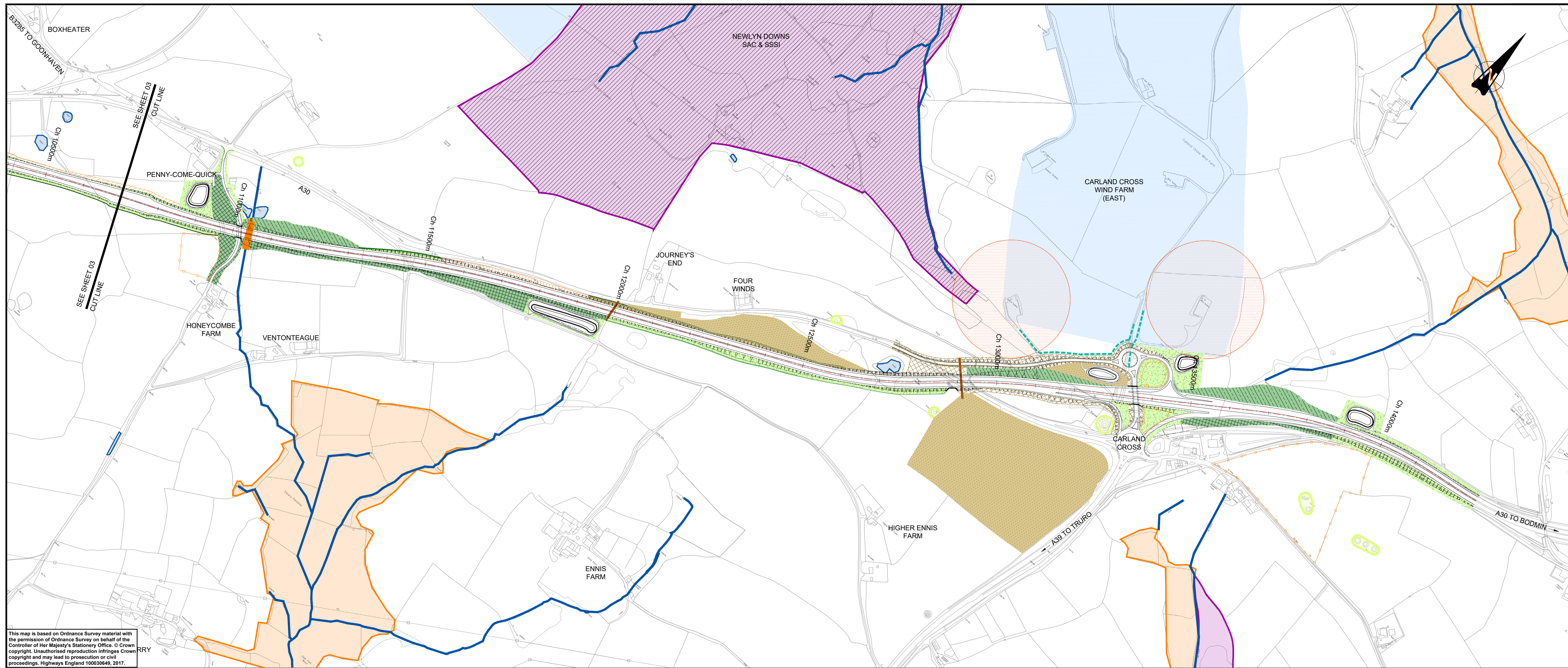
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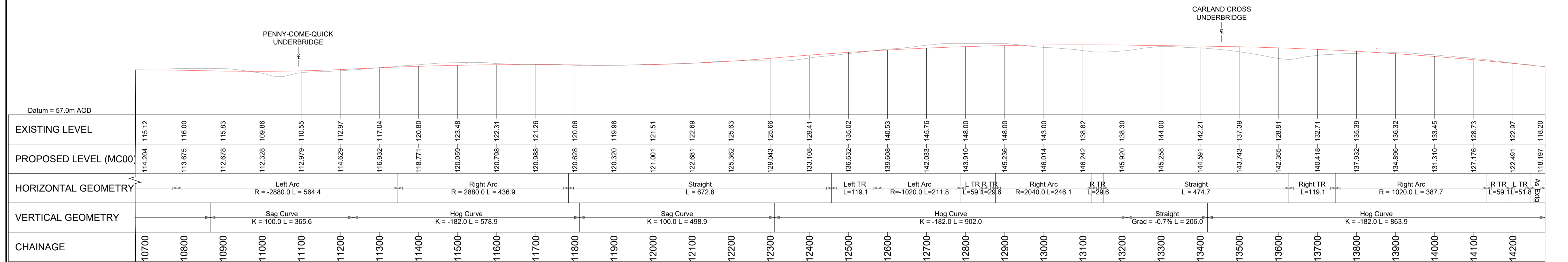
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**KEY:**

PROPOSED SCHEME	REGISTERED PARK AND GARDEN	LE7 CORNISH HEDGE WITH TURF
STOPPING UP / TURNING HEAD	SCHEDULED ANCIENT MONUMENT	LE7.1 CORNISH HEDGE WITH HEDGEROW
PROPOSED CULVERT	WIND TURBINE EXCLUSION ZONE	POSSIBLE MULTI-SPECIES CROSSING
PROPOSED STRUCTURE	SITES OF SPECIAL SCIENTIFIC INTEREST	MANAGEMENT OF RETAINED VEGETATION
PROPOSED ACCESS TRACK	SPECIAL AREA OF CONSERVATION	CONTRACTORS TEMPORARY WORKS AREA
DRAINAGE FEATURES	COUNTY WILDLIFE SITE	CARRIAGEWAY TO RETURN TO PASTURE
WIND FARM	CORNWALL WILDLIFE TRUST RESERVE	
SOLAR FARM	WORLD HERITAGE SITE	
TREE PRESERVATION AREA	LE1.3 SPECIES RICH GRASSLAND	
EXISTING WATERBODIES	LE1.5.1 HEATH AND MOORLAND (SEED)	
EXISTING WATERCOURSES	LE1.5.1.1 HEATH AND MOORLAND (PLANTS)	
HIGH VOLTAGE POWER LINE	LE2.1 WOODLAND	
LE1.3 SPECIES RICH GRASSLAND	LE2.4 LINEAR BELT OF TREES & SHRUBS	
LE1.5.1 HEATH AND MOORLAND (SEED)	LE2.8 SCRUB	
LE1.5.1.1 HEATH AND MOORLAND (PLANTS)	LE6.4 MARSH AND WET GRASSLAND (NATURAL REGENERATION AREA)	

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**Location:** 0000, **Type:** DR, **Role:** Z, **Number:** 00127, **Revision:** P01

**Revision Table:**

Rev.	Date	Description	By	Chk'd	App'd
P01.1	05/04/17				

## **Annex C - Journey Times**

Name	TP	Description	AM Peak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL3081	1	A30 Westbound (Between A3074 Hayle and A394 Penzance)	334	334	334	335	335
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>334</b>	<b>334</b>	<b>334</b>	<b>335</b>	<b>335</b>
AL784	1	A30 Westbound (Between A3047 Camborne and A3074 Hayle)	200	200	200	200	200
			0	0	0	0	0
			259	259	259	260	260
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>459</b>	<b>459</b>	<b>460</b>	<b>460</b>	<b>460</b>
AL1914	1	A30 Westbound (Between A3047 Scorrier and A3047 Camborne)	97	97	97	98	98
			1	1	1	1	1
			25	25	25	25	25
			1	1	1	1	1
			109	109	109	110	110
			0	0	0	0	0
			110	110	110	110	110
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>342</b>	<b>342</b>	<b>342</b>	<b>344</b>	<b>345</b>
AL1911	1	A30 Westbound (Between A390 Chiverton Cross Rbt and A3047 Scorrier)	96	96	97	98	99
			0	0	0	0	0
			21	21	21	21	21
2		1	1	1	1	1	
		<b>TOTAL</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>120</b>	<b>121</b>
AL3084	1	A30 Westbound (Between A39 Carland Cross Rbt and A3075 Chiverton Cross Rbt)	3	3	21	3	21
			0	0	0	0	0
			92	93	14	97	14
			3	4	1	5	1
			3	3	7	3	7
			3	4	0	5	0
			25	26	83	27	84
			3	4	0	5	0
			13	13	46	14	47
			3	4	0	5	0
			17	18	26	18	27
			5	7	0	12	0
			42	43	36	45	37
			6	8	0	13	0
			6	7	23	7	23
			6	8	0	15	0
			93	94	33	98	34
			6	8	0	12	0
			21	22	17	23	17
			0	0	1	0	1
			11	11	33	12	34
			3	3	0	4	0
			8	9	43	9	44
			3	3	1	4	1
			56	57	20	60	20
			3	3	1	4	1
			4	4	12	4	12
			3	3		4	
			66	67		70	
			3	3		4	
		15	15		16		
		3	4		6		
		123	126		132		
		3	3		4		
		34	35		36		
		0	0		0		
		7	7		8		
		6	12		59		
		0	0		0		
		<b>TOTAL</b>	<b>700</b>	<b>734</b>	<b>417</b>	<b>842</b>	<b>425</b>
AL802	1	A30 Westbound (Between A3076 Mitchell and A39 Carland Cross Rbt)	41	41	41	41	42
			0	0	1	0	1
			7	7	6	7	6
2		3	4	3	67	3	
		<b>TOTAL</b>	<b>51</b>	<b>51</b>	<b>52</b>	<b>116</b>	<b>53</b>
AL1910	1	A30 Westbound (Between A3058 Chapel Town and A3076 Mitchell)	94	95	96	96	99
			1	1	1	1	1
			12	12	12	12	13
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>107</b>	<b>108</b>	<b>109</b>	<b>110</b>	<b>112</b>
AL1908	1	A30 Westbound (Between A3058 Summercourt and A3058 Chapel Town)	3	3	3	3	4
			0	0	0	0	0
			37	37	38	38	39
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>40</b>	<b>41</b>	<b>41</b>	<b>41</b>	<b>42</b>
AL3088	1	A30 Westbound (Between A39 Indian Queens and A3058 Summercourt)	13	13	13	13	13
			1	1	1	1	1
			64	64	64	65	65
			1	1	1	1	1
			81	81	82	83	85
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>159</b>	<b>160</b>	<b>161</b>	<b>162</b>	<b>165</b>
AL3087A	1	A30 Westbound (Between A391 Lanivet Junction and A39 Indian Queens)	114	114	115	115	115
			0	0	0	0	0
			280	280	281	282	283
			1	1	1	1	1
			8	8	8	8	8
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>403</b>	<b>403</b>	<b>404</b>	<b>406</b>	<b>408</b>
AL2196A	1	A30 Westbound (Between A38 Bodmin Junction and A391 Lanivet Junction)	224	224	224	224	224
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>224</b>

Name	TP	Description	AM Peak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL1919	1	A30 Westbound (Between A30 Exit Slip Bodmin and A38 Bodmin Junction)	96	96	96	97	97
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>96</b>	<b>96</b>	<b>96</b>	<b>97</b>	<b>97</b>
AL3083	1	A30 Eastbound (Between A3074 Hayle and A3047 Camborne)	262	262	262	262	262
			0	0	0	0	0
			204	204	204	205	205
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>466</b>	<b>466</b>	<b>466</b>	<b>468</b>	<b>468</b>
AL1913	1	A30 Eastbound (Between A3047 Camborne and A3047 Scorrier)	112	112	112	113	113
			0	0	0	0	0
			110	111	111	112	112
			1	1	1	1	1
			25	25	25	25	25
	2		1	1	1	1	1
		<b>TOTAL</b>	<b>249</b>	<b>250</b>	<b>250</b>	<b>251</b>	<b>252</b>
AL1912	1	A30 Eastbound (Between A3047 Scorrier and A390 Chiverton Cross Rbt)	21	21	21	21	22
			0	0	0	0	0
			97	98	99	100	102
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>118</b>	<b>119</b>	<b>120</b>	<b>121</b>	<b>124</b>
AL3085	1	A30 Eastbound (Between A3075 Chiverton Cross Rbt and A39 Carland Cross Rbt)	6	6	12	6	12
			0	0	1	0	1
			30	31	20	32	20
			3	4	1	6	1
			127	131	44	137	46
			3	4	0	6	0
			16	16	34	17	35
			4	5	1	8	1
			65	66	16	69	17
			20	104	0	171	0
			4	4	33	4	34
			2	2	0	3	0
			54	55	23	57	23
			2	2	0	3	0
			8	8	36	9	37
			2	2	0	3	0
			11	11	26	11	27
			2	2	0	3	0
			20	20	46	21	47
			0	0	0	0	0
			85	87	82	92	84
			4	4	0	7	0
			6	6	20	7	20
			4	5	0	8	0
			40	41	4	43	4
			4	5	1	9	1
			16	17	11	18	11
			4	5	1	8	1
			12	13	10	13	10
			3	3	0	4	0
			24	24	0	25	0
			3	3	0	4	0
			3	3	0	3	0
		3	3	0	4	0	
		86	87	0	92	0	
		0	0	0	0	0	
		2	2	0	3	0	
		4	4	0	4	0	
		<b>TOTAL</b>	<b>681</b>	<b>783</b>	<b>421</b>	<b>910</b>	<b>433</b>
AL801	1	A30 Eastbound (Between A39 Carland Cross Rbt and A3076 Newquay Junction)	7	7	40	7	42
			0	0	1	0	1
			40	40	0	40	0
	2		1	1	0	1	0
		<b>TOTAL</b>	<b>47</b>	<b>47</b>	<b>41</b>	<b>48</b>	<b>43</b>
AL1909	1	A30 Eastbound (Between A3076 Mitchell and A3058 Chapel Town)	12	12	12	12	12
			0	0	0	0	0
			92	93	93	93	96
	2		1	1	1	1	1
		<b>TOTAL</b>	<b>105</b>	<b>105</b>	<b>106</b>	<b>106</b>	<b>109</b>
AL1907	1	A30 Eastbound (Between A3058 Chapel Town and A3058 Summercourt)	36	36	36	37	37
			0	0	0	0	0
			3	3	3	3	3
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>39</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>41</b>
AL3089	1	A30 Eastbound (Between A3058 Summercourt and A39 Indian Queens)	79	79	80	80	82
			1	1	1	1	1
			63	63	64	64	65
			1	1	1	1	1
			13	13	13	13	13
			0	0	0	0	0
	2		8	8	8	8	8
		<b>TOTAL</b>	<b>165</b>	<b>166</b>	<b>167</b>	<b>168</b>	<b>171</b>
AL3086A	1	A30 Eastbound (Between A39 Indian Queens and A391 Lanivet Junction)	8	8	8	8	8
			1	1	1	1	1
			281	282	283	285	288
			0	0	0	0	0
	2		115	115	115	117	117
		<b>TOTAL</b>	<b>405</b>	<b>406</b>	<b>407</b>	<b>411</b>	<b>414</b>
AL2195A	1	A30 Eastbound (A391 Lanivet Junction and A38 Bodmin)	225	225	225	227	228
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>227</b>	<b>228</b>
AL1918	1	A30 Eastbound (A38 Bodmin and A30 Entry Slip Bodmin)	89	89	89	89	89
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>

Name	TP	Description	AM Peak					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_EB	1	A390 Eastbound (Between Chiverton and Threemilestone P&R)	3	3	39	3	39	
			0	0	0	0	0	
			69	75	69	77	74	
			5	10	6	9	10	
			123	149	132	158	146	
			2	51	31	71	51	
			5	20	19	20	20	
			135	4	4	4	4	
	2	A390 Eastbound (Between Threemilestone P&R and Treliске Hospital)	1	2	2	2	2	
			4	0	0	0	0	
			2	2	2	2	2	
			0	10	10	10	10	
			22	3	3	3	3	
			0	0	0	0	0	
			7	2	2	2	2	
			5	4	4	4	4	
			5	3	3	3	3	
			0	0	0	0	0	
			3	4	4	4	4	
			13	1	1	1	1	
			3	1	1	1	1	
			3	0	0	0	0	
			6	18	18	18	18	
			5	18	18	20	18	
			7	5	5	5	5	
			0	0	0	0	0	
			12	7	7	7	7	
			0	23	23	25	23	
			23	5	5	5	5	
			2	0	0	0	0	
			4	3	3	3	3	
			10	12	12	12	12	
			2	3	3	3	3	
			27	2	2	2	2	
			2	6	6	6	6	
			1	4	4	4	4	
			12	7	7	7	7	
			0	0	0	0	0	
			9	12	12	12	12	
			0	0	0	0	0	
			22	23	23	23	23	
			0	2	2	2	2	
			5	4	4	4	4	
			0	0	0	0	0	
			5	4	4	4	4	
			5	8	8	8	8	
			6	2	2	2	2	
			3	1	1	1	1	
			1	2	2	2	2	
			3	15	14	15	14	
			18	2	2	2	2	
			0	2	2	2	2	
			17	2	2	2	2	
			0	0	0	0	0	
			A390 Eastbound (Between Treliске Hospital and County Hall)	17	13	10	14	11
				0	0	0	0	0
				11	9	8	10	8
				6	0	0	0	0
				15	23	19	25	20
				7	0	0	0	0
				6	6	5	6	5
				0	0	0	0	0
				10	5	5	6	5
				0	8	3	12	4
				6	6	5	7	5
				7	3	3	3	3
				5	1	1	1	1
				9	3	2	4	2
				0	19	16	21	16
				0	0	0	0	0
				0	17	14	19	15
				0	8	3	12	5
				0	17	14	19	15
				0	0	0	0	0
				0	12	10	13	10
				0	9	4	17	5
				0	15	12	17	13
				0	13	4	34	6
				0	6	5	7	5
				0	0	0	0	0
				0	11	9	12	9
				0	0	0	0	0
				0	6	5	7	5
				0	12	4	29	6
				0	5	4	6	5
	4			0	14	5	28	7
			<b>TOTAL</b>	<b>716</b>	<b>776</b>	<b>690</b>	<b>897</b>	<b>754</b>

Name	TP	Description	AM Peak					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_WB	1	A390 Westbound (Between County Hall and Treliiske Hospital)	5	5	4	5	5	
			8	10	5	12	8	
			6	6	5	6	5	
			0	0	0	0	0	
			10	10	9	11	9	
			0	0	0	0	0	
			6	6	5	6	5	
			7	8	4	10	6	
			15	15	13	15	13	
			7	8	4	10	6	
			13	13	11	13	11	
			0	0	0	0	0	
			20	19	17	20	17	
			0	13	5	20	8	
			20	19	17	20	18	
			0	0	0	0	0	
			21	20	18	21	18	
			11	13	6	24	9	
			1	1	1	1	1	
			3	4	3	4	3	
			1	1	1	1	1	
			5	5	4	6	5	
			7	7	6	8	6	
			14	19	6	41	9	
			6	6	5	6	6	
			0	0	0	0	0	
			6	6	5	7	6	
			0	0	0	0	0	
			27	26	23	27	23	
			0	0	0	0	0	
			11	10	9	11	9	
			0	0	0	0	0	
			15	14	12	15	13	
			3	0	0	0	0	
			2	2	2	2	2	
			0	15	14	16	15	
			2	2	2	2	2	
			0	0	0	0	0	
			A390 Westbound (Between Treliiske Hospital and Threemilestone P&R)	4	2	2	2	2
				2	1	1	1	1
				23	2	2	2	2
				0	0	0	0	0
				12	4	4	4	4
				0	2	2	2	2
				7	23	23	23	23
				0	0	0	0	0
				10	12	12	12	12
				15	0	0	0	0
				2	7	7	7	7
				2	0	0	0	0
				6	10	10	10	10
				0	14	12	14	13
				5	2	2	2	2
				11	2	2	2	2
				7	6	6	6	6
				1	0	0	0	0
				21	5	5	5	5
				0	21	20	22	20
				2	7	7	7	7
				0	1	1	1	1
				1	5	5	5	5
			15	4	4	4	4	
			5	18	18	18	18	
			0	0	0	0	0	
			0	1	1	1	1	
			0	0	0	0	0	
			0	2	2	2	2	
			0	4	4	4	4	
			61	3	3	3	3	
			3	0	0	0	0	
			0	2	2	2	2	
			0	0	0	0	0	
			0	3	3	3	3	
			0	1	1	1	1	
			0	4	4	4	4	
			0	0	0	0	0	
		A390 Westbound (Between Threemilestone P&R and Chiverton)	0	5	5	5	5	
			0	0	0	0	0	
			0	24	23	24	23	
			0	8	7	8	7	
			0	84	80	88	85	
			0	2	2	3	2	
			0	61	75	64	82	
			0	3	0	4	0	
			0	3	39	3	39	
	2		0	8	0	15	0	
		<b>TOTAL</b>	<b>465</b>	<b>646</b>	<b>611</b>	<b>724</b>	<b>646</b>	

Name	TP	Description	AM Peak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
B3284_EB	1	B3284 Eastbound (Between Chybucca and Allet Common Junction)	2	2	13	2	13
			0	0	3	0	3
			97	97	110	95	110
			3	2	5	2	5
		B3284 Eastbound (Between Allet Common and Shortlanesend)	81	80	95	79	96
			0	0	0	0	0
			28	28	33	28	34
			0	0	0	0	0
		B3284 Eastbound (Between Shortlanesend and B3284 Kerwyn Hill)	2	2	3	2	3
			6	6	15	6	15
			87	87	100	86	100
			0	0	0	0	0
			55	55	63	54	63
			0	0	0	0	0
			25	25	27	25	27
2		3	3	10	4	12	
		<b>TOTAL</b>	<b>389</b>	<b>387</b>	<b>477</b>	<b>382</b>	<b>480</b>
B3284_WB	1	B3284 Westbound (Between B3284 Kerwyn Hill and Shortlanesend)	23	23	24	23	24
			0	0	0	0	0
			50	50	52	51	53
			0	0	0	0	0
			80	80	83	81	83
			6	6	6	6	6
			2	2	2	2	2
			1	1	2	1	2
		B3284 Westbound (Between Shortlanesend and Allet Common)	27	27	28	27	28
			0	0	0	0	0
			74	75	78	75	80
			2	2	3	2	3
		B3284 Westbound (Between Allet Common and Chybucca)	93	93	79	93	80
			0	0	3	0	3
			2	2	11	2	11
2		17	29	3	54	3	
		<b>TOTAL</b>	<b>376</b>	<b>390</b>	<b>373</b>	<b>417</b>	<b>378</b>
A39_SB	1	A39 Southbound (Between Carland Cross and Trispen)	42	43	41	43	41
			0	0	0	0	0
			11	12	12	12	12
			0	0	2	0	3
			23	24	22	24	23
			0	0	0	0	0
			23	24	22	24	23
			0	0	0	0	0
			38	39	36	39	37
			2	2	2	2	2
		A39 Southbound (Between Trispen and St Erme)	51	51	48	52	49
			2	2	2	2	2
		A39 Southbound (Between St Erme and Bodmin Rd Rbt)	90	92	85	94	86
			0	0	0	0	0
			113	116	104	119	106
		0	0	0	0	0	
	A39 Southbound (Between Bodmin Rd Rbt and Union Hill Junction)	2	2	2	2	2	
		8	8	8	8	8	
		1	1	1	1	1	
		0	0	0	0	0	
		39	39	40	39	40	
		2	1	2	1	3	
		24	17	17	17	17	
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>471</b>	<b>470</b>	<b>444</b>	<b>478</b>	<b>451</b>
A39_NB	1	A39 Northbound (Between Union Hill Junction and Bodmin Rd Rbt)	24	24	24	24	24
			2	2	2	2	2
			40	40	39	40	39
			0	0	0	0	0
			1	1	1	1	1
			15	16	14	16	14
		A39 Northbound (Between Bodmin Rd Rbt and St Erme)	2	2	2	2	2
			0	0	0	0	0
			104	107	98	107	100
			0	0	0	0	0
		A39 Northbound (Between St Erme and Trispen)	85	87	82	87	83
			2	2	2	2	2
			49	49	47	49	48
			1	2	1	2	1
		A39 Northbound (Between Trispen and Carland Cross Rbt)	37	37	36	37	36
		0	0	0	0	0	
		22	23	22	23	22	
		0	0	0	0	0	
		22	23	26	23	26	
		0	0	2	0	2	
		11	11	11	11	11	
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>417</b>	<b>424</b>	<b>406</b>	<b>425</b>	<b>413</b>

Name	TP	Description	AM Peak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
A3075_NB	1	A3075 Northbound (Between Chiverton and B3284 to Chybucca)	2	2	97	2	98
			0	0	3	0	3
			136	138	2	145	2
			3	3	3	4	3
			2	2	106	2	107
			3	3	2	4	3
		A3075 Northbound (Between B3284 to Chybucca and B3285 to Perranporth)	109	110	213	114	214
			3	3	9	4	9
			217	219	7	227	7
			9	9	3	9	4
		A3075 Northbound (Between B3285 to Perranporth and A3075 Holywell Jct)	7	7	46	8	47
			4	4	0	9	0
			47	47	88	50	89
			0	0	2	0	2
			89	90	89	95	91
			2	2	2	3	2
			90	91	12	97	13
			2	2	0	3	0
		A3075 Northbound (Between A3075 Holywell Jct and A392 Rbt Newquay)	13	13	148	13	150
			0	0	0	0	0
		149	150	0	158	0	
	2		0	0	0	0	
		<b>TOTAL</b>	<b>886</b>	<b>896</b>	<b>832</b>	<b>948</b>	<b>844</b>
A3075_SB	1	A3075 Southbound (Between A392 Rbt Junction and A3075 Holywell Jct)	150	152	152	160	161
			0	0	0	0	0
			13	13	13	14	14
			2	2	2	3	3
		A3075 Southbound (Between A3075 Holywell Jct and B3285 to Perranporth)	93	94	95	102	103
			2	3	3	4	4
			88	90	89	94	93
			0	0	0	0	0
			46	47	47	49	48
			2	2	2	3	2
			7	8	8	8	8
			9	9	9	9	9
		A3075 Southbound (Between B3285 to Peranporth and B3284 to Chybucca)	218	220	220	228	229
			3	3	3	4	4
			109	110	110	114	114
			3	3	3	3	4
		A3075 Southbound (Between B3284 to Chybucca and Chiverton)	2	2	2	2	2
			3	3	0	4	0
		140	141	103	148	108	
	2		0	0	0	0	
		<b>TOTAL</b>	<b>890</b>	<b>902</b>	<b>860</b>	<b>948</b>	<b>905</b>



Name	TP	Description	Interpeak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL3081	1	A30 Westbound (Between A3074 Hayle and A394 Penzance)	335	335	335	336	336
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>335</b>	<b>335</b>	<b>335</b>	<b>336</b>	<b>336</b>
AL784	1	A30 Westbound (Between A3047 Camborne and A3074 Hayle)	202	202	202	203	203
			0	0	0	0	0
			260	260	260	261	261
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>462</b>	<b>462</b>	<b>462</b>	<b>464</b>	<b>464</b>
AL1914	1	A30 Westbound (Between A3047 Scorrier and A3047 Camborne)	97	97	97	99	99
			1	1	1	1	1
			25	25	25	25	25
			1	1	1	1	1
			110	110	110	111	111
			0	0	0	0	0
			111	111	111	111	111
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>344</b>	<b>345</b>	<b>345</b>	<b>348</b>	<b>348</b>
	AL1911	1	A30 Westbound (Between A390 Chiverton Cross Rbt and A3047 Scorrier)	97	97	97	99
			0	0	0	0	0
			21	21	21	21	22
2			1	1	1	1	1
	<b>TOTAL</b>	<b>118</b>	<b>119</b>	<b>119</b>	<b>122</b>	<b>123</b>	
AL3084	1	A30 Westbound (Between A39 Carland Cross Rbt and A3075 Chiverton Cross Rbt)	2	2	21	3	21
			0	0	0	0	0
			88	88	14	92	14
			3	3	1	4	1
			3	3	7	3	7
			3	3	0	4	0
			24	24	82	25	83
			3	3	0	4	0
			13	13	46	13	46
			3	3	0	4	0
			16	17	26	17	26
			4	5	0	9	0
			41	41	36	43	36
			4	5	0	8	0
			6	6	23	7	23
			4	5	0	8	0
			90	91	33	95	33
			5	6	0	8	0
			21	21	16	22	17
			0	0	1	0	1
			11	11	33	12	34
			2	3	0	3	0
			8	8	43	9	44
			2	3	1	3	1
			56	56	20	58	20
			2	3	1	3	1
			4	4	12	4	12
			2	3		3	3
			64	65		68	
			2	3		3	3
			15	15		16	
			3	4		5	
		122	126		134		
		3	3		5		
		33	35		37		
		0	0		0		
		7	7		8		
		5	5		14		
		0	0		0		
		<b>TOTAL</b>	<b>676</b>	<b>692</b>	<b>414</b>	<b>757</b>	<b>419</b>
AL802	1	A30 Westbound (Between A3076 Mitchell and A39 Carland Cross Rbt)	40	40	40	40	41
			0	0	1	0	1
			7	7	6	7	6
	2		3	3	3	3	3
	<b>TOTAL</b>	<b>50</b>	<b>50</b>	<b>51</b>	<b>51</b>	<b>52</b>	
AL1910	1	A30 Westbound (Between A3058 Chapel Town and A3076 Mitchell)	92	93	93	94	95
			1	1	1	1	1
			12	12	12	12	12
	2		0	0	0	0	0
	<b>TOTAL</b>	<b>105</b>	<b>105</b>	<b>106</b>	<b>107</b>	<b>108</b>	
AL1908	1	A30 Westbound (Between A3058 Summercourt and A3058 Chapel Town)	3	3	3	3	3
			0	0	0	0	0
			36	36	37	37	37
	2		0	0	0	0	0
	<b>TOTAL</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>41</b>	
AL3088	1	A30 Westbound (Between A39 Indian Queens and A3058 Summercourt)	13	13	13	13	13
			1	1	1	1	1
			63	63	63	63	64
			1	1	1	1	1
			80	80	80	81	82
	2		0	0	0	0	0
	<b>TOTAL</b>	<b>157</b>	<b>157</b>	<b>158</b>	<b>159</b>	<b>160</b>	
AL3087A	1	A30 Westbound (Between A391 Lanivet Junction and A39 Indian Queens)	114	114	114	115	115
			0	0	0	0	0
			279	279	280	281	281
			1	1	1	1	1
			8	8	8	8	8
	2		0	0	0	0	0
	<b>TOTAL</b>	<b>402</b>	<b>402</b>	<b>403</b>	<b>404</b>	<b>405</b>	
AL2196A	1	A30 Westbound (Between A38 Bodmin Junction and A391 Lanivet Junction)	224	224	224	224	224
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>224</b>

Name	TP	Description	Interpeak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL1919	1	A30 Westbound (Between A30 Exit Slip Bodmin and A38 Bodmin Junction)	96	97	97	97	97
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>96</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>
AL3083	1	A30 Eastbound (Between A3074 Hayle and A3047 Camborne)	260	260	260	260	260
			0	0	0	0	0
			201	201	201	202	202
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>461</b>	<b>461</b>	<b>461</b>	<b>462</b>	<b>462</b>
AL1913	1	A30 Eastbound (Between A3047 Camborne and A3047 Scorrier)	110	110	110	111	111
			0	0	0	0	0
			109	109	109	110	110
			1	1	1	1	1
			25	25	25	25	25
2			1	1	1	1	1
		<b>TOTAL</b>	<b>245</b>	<b>246</b>	<b>246</b>	<b>247</b>	<b>247</b>
AL1912	1	A30 Eastbound (Between A3047 Scorrier and A390 Chiverton Cross Rbt)	21	21	21	21	21
			0	0	0	0	0
			96	96	97	98	99
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>116</b>	<b>116</b>	<b>117</b>	<b>119</b>	<b>120</b>
AL3085	1	A30 Eastbound (Between A3075 Chiverton Cross Rbt and A39 Carland Cross Rbt)	6	6	12	6	12
			0	0	1	0	1
			28	29	20	32	20
			2	3	1	7	1
			118	125	43	135	45
			2	3	0	7	0
			14	15	33	16	34
			3	4	1	9	1
			62	63	16	68	17
			2	2	0	4	0
			4	4	33	4	33
			2	2	0	4	0
			54	55	23	58	23
			2	2	0	4	0
			8	8	36	9	37
			2	2	0	4	0
			11	11	26	12	27
			2	2	0	4	0
			20	20	46	22	47
			0	0	0	0	0
			86	87	82	94	83
			4	4	0	15	0
			6	6	20	7	20
			3	4	0	15	0
			39	39	4	43	4
			3	4	1	15	1
			16	16	11	17	11
			3	4	1	11	1
			12	12	10	13	10
			2	3	0	5	0
		23	23	0	25	0	
		2	3	0	5	0	
		3	3	0	3	0	
		2	3	0	5	0	
		82	83	0	90	0	
		0	0	0	0	0	
		2	2	0	2	0	
2			4	5	0	4	
		<b>TOTAL</b>	<b>634</b>	<b>658</b>	<b>418</b>	<b>772</b>	<b>426</b>
AL801	1	A30 Eastbound (Between A39 Carland Cross Rbt and A3076 Newquay Junction)	7	7	40	7	42
			0	0	1	0	1
			40	40	0	40	0
2			1	1	0	1	
		<b>TOTAL</b>	<b>47</b>	<b>47</b>	<b>41</b>	<b>48</b>	<b>43</b>
AL1909	1	A30 Eastbound (Between A3076 Mitchell and A3058 Chapel Town)	12	12	12	12	12
			0	0	0	0	0
			92	92	93	94	95
			1	1	1	1	
		<b>TOTAL</b>	<b>105</b>	<b>105</b>	<b>106</b>	<b>106</b>	<b>108</b>
AL1907	1	A30 Eastbound (Between A3058 Chapel Town and A3058 Summercourt)	36	36	36	37	37
			0	0	0	0	0
			3	3	3	3	3
2			0	0	0	0	
		<b>TOTAL</b>	<b>39</b>	<b>39</b>	<b>40</b>	<b>40</b>	<b>40</b>
AL3089	1	A30 Eastbound (Between A3058 Summercourt and A39 Indian Queens)	79	79	79	80	81
			1	1	1	1	1
			63	63	63	64	65
			1	1	1	1	
			13	13	13	13	
			0	0	0	0	
			8	8	8	8	
2			1	1	1	1	
		<b>TOTAL</b>	<b>165</b>	<b>166</b>	<b>166</b>	<b>168</b>	<b>169</b>
AL3086A	1	A30 Eastbound (Between A39 Indian Queens and A391 Lanivet Junction)	8	8	8	8	8
			1	1	1	1	1
			279	280	280	283	283
			0	0	0	0	
			114	115	115	116	
2			0	0	0	0	
		<b>TOTAL</b>	<b>402</b>	<b>403</b>	<b>404</b>	<b>407</b>	<b>408</b>
AL2195A	1	A30 Eastbound (A391 Lanivet Junction and A38 Bodmin)	224	225	225	226	226
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>224</b>	<b>225</b>	<b>225</b>	<b>226</b>	<b>226</b>
AL1918	1	A30 Eastbound (A38 Bodmin and A30 Entry Slip Bodmin)	89	89	89	89	89
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>

Name	TP	Description	Interpeak					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_EB	1	A390 Eastbound (Between Chiverton and Threemilestone P&R)	3	3	39	3	39	
			0	0	0	0	0	
			65	61	60	64	62	
			3	3	3	4	3	
			116	111	106	117	113	
			2	24	22	27	24	
			5	19	18	19	18	
			21	2	2	2	2	
	2	A390 Eastbound (Between Threemilestone P&R and Treiliske Hospital)	1	2	2	2	2	
			3	0	0	0	0	
			2	2	2	2	2	
			0	10	10	10	10	
			22	3	3	3	3	
			0	0	0	0	0	
			7	2	2	2	2	
			5	4	4	4	4	
			5	3	3	3	3	
			0	0	0	0	0	
			3	4	4	4	4	
			13	1	1	1	1	
			3	1	1	1	1	
			3	0	0	0	0	
			6	18	18	18	18	
			5	18	17	18	17	
			7	5	5	5	5	
			0	0	0	0	0	
			12	7	7	7	7	
			0	23	22	23	22	
			23	5	5	5	5	
			2	0	0	0	0	
			4	3	3	3	3	
			3	12	11	12	11	
			2	3	3	3	3	
			1	3	3	3	3	
			2	6	6	6	6	
			1	4	4	4	4	
			14	7	7	7	7	
			0	0	0	0	0	
			10	12	12	12	12	
			0	0	0	0	0	
			25	23	23	23	23	
			0	2	2	2	2	
			6	4	4	4	4	
			0	0	0	0	0	
			6	4	4	4	4	
			9	8	8	8	8	
			7	2	2	2	2	
			3	1	1	1	1	
			1	2	2	2	2	
			3	15	14	15	14	
			20	2	2	2	2	
			0	2	2	2	2	
			18	2	2	2	2	
			0	0	0	0	0	
			A390 Eastbound (Between Treiliske Hospital and County Hall)	18	13	11	14	11
				0	0	0	0	0
				12	9	8	10	8
				9	0	0	0	0
				16	23	20	24	20
				9	0	0	0	0
				6	6	5	6	5
				0	0	0	0	0
				11	6	5	6	5
				0	8	4	12	5
				6	6	6	7	6
				8	3	3	3	3
				5	1	1	1	1
				9	3	2	3	2
				0	19	16	20	17
				0	0	0	0	0
				0	17	15	18	15
				0	7	4	11	5
				0	17	15	18	15
				0	0	0	0	0
				0	12	10	12	10
				0	8	4	13	5
				0	15	12	15	13
				0	9	4	15	5
				0	6	5	6	5
				0	0	0	0	0
			0	10	9	11	9	
			0	0	0	0	0	
			0	6	5	6	5	
			0	8	4	12	5	
			0	5	4	5	4	
4			0	8	4	12	6	
		<b>TOTAL</b>	<b>580</b>	<b>669</b>	<b>642</b>	<b>721</b>	<b>667</b>	

Name	TP	Description	Interpeak Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_WB	1	A390 Westbound (Between County Hall and Treliiske Hospital)	5	5	4	5	4	
			7	9	4	20	6	
			6	6	5	6	5	
			0	0	0	0	0	
			10	10	8	11	9	
			0	0	0	0	0	
			6	6	5	6	5	
			6	7	4	14	5	
			15	14	12	16	13	
			7	8	4	16	5	
			12	12	10	13	11	
			0	0	0	0	0	
			19	18	15	20	16	
			0	10	4	23	6	
			19	18	15	20	16	
			0	0	0	0	0	
			20	19	16	21	17	
			8	9	4	23	6	
			1	1	1	1	1	
			3	3	2	4	3	
			1	1	1	1	1	
			4	4	3	5	3	
			7	7	6	7	6	
			8	10	4	24	5	
			6	6	5	6	5	
			0	0	0	0	0	
			6	6	5	6	5	
			0	0	0	0	0	
			25	24	21	26	21	
			0	0	0	0	0	
			10	10	8	11	9	
			0	0	0	0	0	
			14	13	11	14	12	
			4	0	0	0	0	
			2	2	2	2	2	
			0	15	14	15	14	
			2	2	2	2	2	
			1	0	0	0	0	
			A390 Westbound (Between Treliiske Hospital and Threemilestone P&R)	4	2	2	2	2
				2	1	1	1	1
				23	2	2	2	2
				0	0	0	0	0
				12	4	4	4	4
				0	2	2	2	2
				7	23	23	23	23
				0	0	0	0	0
				10	12	12	12	12
				17	0	0	0	0
				2	7	7	7	7
				3	0	0	0	0
				6	10	10	10	10
				0	14	13	14	13
				5	2	2	2	2
				14	2	2	2	2
				7	6	6	6	6
				1	0	0	0	0
				22	5	5	5	5
				0	23	21	24	22
				2	7	7	7	7
				0	1	1	1	0
				1	5	5	5	5
				15	4	4	4	4
				6	18	18	18	18
				0	0	0	0	0
				0	1	1	1	1
				0	0	0	0	0
				0	2	2	2	2
			0	4	4	4	4	
			67	3	3	3	3	
			4	0	0	0	0	
			0	2	2	2	2	
			0	0	0	0	0	
			0	3	3	3	3	
			0	1	1	1	1	
			0	4	4	4	4	
			0	0	0	0	0	
		A390 Westbound (Between Threemilestone P&R and Chiverton)	0	5	5	5	5	
			0	0	0	0	0	
			0	25	23	26	24	
			0	8	7	11	8	
			0	91	85	98	90	
			0	3	2	6	3	
			0	66	82	71	89	
			0	4	0	10	0	
			0	3	39	3	39	
	2		0	8	0	22	0	
		<b>TOTAL</b>	<b>461</b>	<b>637</b>	<b>604</b>	<b>762</b>	<b>635</b>	

Name	TP	Description	Interpeak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
B3284_EB	1	B3284 Eastbound (Between Chybucca and Allet Common Junction)	2	2	12	2	12
			0	0	3	0	3
			94	97	100	96	101
			2	3	3	2	3
		B3284 Eastbound (Between Allet Common and Shortlanesend)	75	77	82	77	84
			0	0	0	0	0
			27	28	29	27	29
			0	0	0	0	0
		B3284 Eastbound (Between Shortlanesend and B3284 Kenwyn Hill)	2	2	2	2	2
			6	6	6	6	6
			81	84	88	84	89
			0	0	0	0	0
			51	53	56	53	56
			0	0	0	0	0
			23	24	25	24	25
2		3	3	12	3	60	
		<b>TOTAL</b>	<b>366</b>	<b>377</b>	<b>418</b>	<b>376</b>	<b>471</b>
B3284_WB	1	B3284 Westbound (Between B3284 Kenwyn Hill and Shortlanesend)	24	24	26	24	26
			0	0	0	0	0
			52	52	57	53	58
			0	0	0	0	0
			82	83	90	84	92
			6	6	6	6	6
			2	2	2	2	2
			1	1	2	2	2
		B3284 Westbound (Between Shortlanesend and Allet Common)	27	28	29	27	30
			0	0	0	0	0
			76	77	82	76	85
			2	3	4	2	5
		B3284 Westbound (Between Allet Common and Chybucca)	94	96	83	96	86
			0	0	3	0	3
			2	2	11	2	11
2		18	53	3	164	3	
		<b>TOTAL</b>	<b>386</b>	<b>426</b>	<b>396</b>	<b>538</b>	<b>409</b>
A39_SB	1	A39 Southbound (Between Carland Cross and Trispen)	41	41	40	42	40
			0	0	0	0	0
			11	11	12	11	12
			0	0	2	0	2
			23	23	22	23	22
			0	0	0	0	0
			23	23	22	23	22
			0	0	0	0	0
			37	37	36	38	36
			2	2	1	2	1
		A39 Southbound (Between Trispen and St Erme)	49	49	48	50	48
			2	2	1	2	1
		A39 Southbound (Between St Erme and Bodmin Rd Rbt)	86	87	84	88	83
			0	0	0	0	0
			106	107	101	110	100
		0	0	0	0	0	
	A39 Southbound (Between Bodmin Rd Rbt and Union Hill Junction)	2	2	2	2	2	
		8	8	8	8	8	
		1	1	1	1	1	
		0	0	0	0	0	
		40	41	41	41	41	
		2	2	2	2	2	
		25	17	17	17	17	
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>456</b>	<b>452</b>	<b>439</b>	<b>459</b>	<b>438</b>
A39_NB	1	A39 Northbound (Between Union Hill Junction and Bodmin Rd Rbt)	24	24	24	24	24
			2	2	2	2	2
			39	39	39	39	39
			0	0	0	0	0
			1	1	1	1	1
			13	13	13	14	13
		A39 Northbound (Between Bodmin Rd Rbt and St Erme)	2	2	2	2	2
			0	0	0	0	0
			111	116	102	116	105
			0	0	0	0	0
		A39 Northbound (Between St Erme and Trispen)	89	92	84	92	86
			3	3	2	3	2
			50	51	48	51	49
			2	2	1	2	2
		A39 Northbound (Between Trispen and Carland Cross Rbt)	38	38	36	38	37
		0	0	0	0	0	
		23	23	22	23	22	
		0	0	0	0	0	
		23	23	26	23	27	
		0	0	2	0	2	
		11	12	11	11	11	
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>430</b>	<b>441</b>	<b>414</b>	<b>442</b>	<b>423</b>

Name	TP	Description	Interpeak				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
A3075_NB	1	A3075 Northbound (Between Chiverton and B3284 to Chybucca)	2	2	99	3	100
			0	0	3	0	3
			139	140	2	148	2
			3	3	3	5	3
			2	2	107	2	108
			3	3	3	4	3
		A3075 Northbound (Between B3284 to Chybucca and B3285 to Perranporth)	109	110	214	114	215
			3	3	9	4	9
			218	219	7	227	8
			9	9	4	10	5
		A3075 Northbound (Between B3285 to Perranporth and A3075 Holywell Jct)	7	8	47	8	48
			4	4	0	9	0
			48	48	90	51	91
			0	0	2	0	2
			91	92	94	97	97
			2	2	2	3	3
			93	93	13	102	13
			2	2	0	4	0
		A3075 Northbound (Between A3075 Holywell Jct and A392 Rbt Newquay)	13	13	151	13	154
			0	0	0	0	0
		151	151	0	160	0	
	2		0	0	0	0	
		<b>TOTAL</b>	<b>900</b>	<b>905</b>	<b>849</b>	<b>962</b>	<b>863</b>
A3075_SB	1	A3075 Southbound (Between A392 Rbt Junction and A3075 Holywell Jct)	149	150	151	154	154
			0	0	0	0	0
			13	13	13	13	13
			2	2	2	3	3
		A3075 Southbound (Between A3075 Holywell Jct and B3285 to Perranporth)	91	92	92	94	95
			2	2	2	3	3
			88	88	88	90	89
			0	0	0	0	0
			46	46	46	47	47
			2	2	2	2	2
			7	7	7	8	8
			9	9	9	9	9
		A3075 Southbound (Between B3285 to Peranporth and B3284 to Chybucca)	216	216	216	221	221
			3	3	3	3	3
			108	108	108	111	111
			3	3	3	3	3
		A3075 Southbound (Between B3284 to Chybucca and Chiverton)	2	2	2	2	2
		3	3	0	3	0	
		138	139	100	143	104	
	2		0	0	0	0	
		<b>TOTAL</b>	<b>880</b>	<b>885</b>	<b>843</b>	<b>909</b>	<b>866</b>

Name	TP	Description	PM Peak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL3081	1	A30 Westbound (Between A3074 Hayle and A394 Penzance)	336	336	336	337	337
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>336</b>	<b>336</b>	<b>336</b>	<b>337</b>	<b>337</b>
AL784	1	A30 Westbound (Between A3047 Camborne and A3074 Hayle)	205	205	205	206	206
			0	0	0	0	0
			260	261	261	262	262
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>465</b>	<b>466</b>	<b>465</b>	<b>468</b>	<b>468</b>
AL1914	1	A30 Westbound (Between A3047 Scorrier and A3047 Camborne)	98	99	99	100	101
			1	1	1	1	1
			25	25	25	25	25
			1	1	1	1	1
			111	111	111	112	113
			0	0	0	0	0
			112	112	112	113	113
	2		0	0	0	0	0
			<b>TOTAL</b>	<b>348</b>	<b>349</b>	<b>349</b>	<b>352</b>
AL1911	1	A30 Westbound (Between A390 Chiverton Cross Rbt and A3047 Scorrier)	100	100	101	102	104
			0	0	0	0	0
			21	22	22	22	22
	2		1	1	1	1	1
		<b>TOTAL</b>	<b>122</b>	<b>123</b>	<b>124</b>	<b>125</b>	<b>128</b>
AL3084	1	A30 Westbound (Between A39 Carland Cross Rbt and A3075 Chiverton Cross Rbt)	3	3	21	3	21
			0	0	0	0	0
			91	91	14	94	14
			3	4	1	5	1
			3	3	7	3	7
			3	4	0	5	0
			25	25	82	26	83
			3	4	0	5	0
			13	13	46	14	47
			3	4	0	5	0
			17	17	26	18	27
			5	6	0	13	0
			41	42	36	44	37
			5	6	0	10	0
			6	6	23	7	23
			5	6	0	10	0
			91	91	33	96	33
			5	6	0	9	0
			21	21	16	22	17
			0	0	1	0	1
			11	11	34	12	34
			3	3	0	3	0
			8	8	44	9	45
			2	3	1	3	1
			56	57	20	59	20
			3	3	1	3	1
			4	4	12	4	13
			3	3		3	
			66	66		69	
			3	3		4	
			16	16		17	
			4	5		7	
			127	129		136	
		3	4		5		
		35	35		37		
		0	0		0		
		7	7		8		
		5	5		43		
		0	0		0		
		<b>TOTAL</b>	<b>698</b>	<b>711</b>	<b>418</b>	<b>810</b>	<b>424</b>
AL802	1	A30 Westbound (Between A3076 Mitchell and A39 Carland Cross Rbt)	40	40	41	41	42
			0	0	1	0	1
			7	7	6	7	6
	2		3	3	3	6	3
		<b>TOTAL</b>	<b>50</b>	<b>50</b>	<b>51</b>	<b>54</b>	<b>53</b>
AL1910	1	A30 Westbound (Between A3058 Chapel Town and A3076 Mitchell)	93	94	95	95	97
			1	1	1	1	1
			12	12	12	12	13
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>106</b>	<b>106</b>	<b>108</b>	<b>108</b>	<b>111</b>
AL1908	1	A30 Westbound (Between A3058 Summercourt and A3058 Chapel Town)	3	3	3	3	3
			0	0	0	0	0
			37	37	37	37	38
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>40</b>	<b>40</b>	<b>41</b>	<b>41</b>	<b>42</b>
AL3088	1	A30 Westbound (Between A39 Indian Queens and A3058 Summercourt)	13	13	13	13	13
			1	1	1	1	1
			63	63	64	64	64
			1	1	1	1	1

Name	TP	Description	PM Peak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
			80	80	82	82	83
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>158</b>	<b>158</b>	<b>160</b>	<b>160</b>	<b>163</b>
AL3087A	1	A30 Westbound (Between A391 Lanivet Junction and A39 Indian Queens)	114	114	114	115	115
			0	0	0	0	0
			279	280	281	282	282
			1	1	1	1	1
			8	8	8	8	8
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>402</b>	<b>402</b>	<b>404</b>	<b>405</b>	<b>406</b>



Name	TP	Description	PM Peak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL2196A	1	A30 Westbound (Between A38 Bodmin Junction and A391 Lanivet Junction)	224	224	224	224	224
	2		0	0	0	0	0
	<b>TOTAL</b>		<b>224</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>224</b>
AL1919	1	A30 Westbound (Between A30 Exit Slip Bodmin and A38 Bodmin Junction)	97	97	97	97	97
	2		0	0	0	0	0
	<b>TOTAL</b>		<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>
AL3083	1	A30 Eastbound (Between A3074 Hayle and A3047 Camborne)	258	258	258	258	258
			0	0	0	0	0
	2		200	200	200	200	200
<b>TOTAL</b>		<b>458</b>	<b>458</b>	<b>458</b>	<b>458</b>	<b>458</b>	
AL1913	1	A30 Eastbound (Between A3047 Camborne and A3047 Scorrier)	110	110	110	110	110
			0	0	0	0	0
			108	108	108	109	109
			1	1	1	1	1
			25	25	25	25	25
	2		1	1	1	1	1
<b>TOTAL</b>		<b>244</b>	<b>244</b>	<b>244</b>	<b>245</b>	<b>245</b>	
AL1912	1	A30 Eastbound (Between A3047 Scorrier and A390 Chiverton Cross Rbt)	21	21	21	21	21
			0	0	0	0	0
			96	96	97	99	100
	2		0	0	0	0	0
<b>TOTAL</b>		<b>117</b>	<b>117</b>	<b>118</b>	<b>120</b>	<b>122</b>	
AL3085	1	A30 Eastbound (Between A3075 Chiverton Cross Rbt and A39 Carland Cross Rbt)	6	6	12	7	12
			0	0	1	0	1
			30	31	20	35	20
			3	4	1	10	1
			127	130	44	147	46
			3	4	0	10	0
			16	16	34	18	35
			4	6	1	10	1
			64	66	17	73	17
			2	3	0	5	0
			4	4	33	4	34
			2	3	0	5	0
			55	57	23	63	24
			2	3	0	5	0
			8	8	36	9	37
			2	3	0	5	0
			11	11	26	13	27
			2	3	0	5	0
			21	21	46	24	48
			0	0	0	0	0
			88	91	83	103	85
			4	8	0	36	0
			6	6	20	7	20
			4	8	0	43	0
			40	42	4	48	4
			4	8	1	43	1
			16	17	11	19	11
			4	6	1	30	2
			13	13	10	14	10
			3	4	0	6	0
			24	25	0	27	0
			3	4	0	7	0
		3	3	0	3	0	
		3	4	0	7	0	
		87	90	0	99	0	
		0	0	0	0	0	
		2	3	0	3	0	
2		5	5	0	4	0	
<b>TOTAL</b>		<b>672</b>	<b>715</b>	<b>424</b>	<b>945</b>	<b>438</b>	
AL801	1	A30 Eastbound (Between A39 Carland Cross Rbt and A3076 Newquay Junction)	7	7	42	7	45
			0	0	1	0	3
			40	40	0	41	0
	2		1	1	0	1	0
<b>TOTAL</b>		<b>48</b>	<b>48</b>	<b>43</b>	<b>49</b>	<b>47</b>	
AL1909	1	A30 Eastbound (Between A3076 Mitchell and A3058 Chapel Town)	12	12	12	12	13
			0	0	0	0	0
			93	93	95	94	98
			1	1	1	1	1
<b>TOTAL</b>		<b>106</b>	<b>106</b>	<b>108</b>	<b>107</b>	<b>112</b>	
AL1907	1	A30 Eastbound (Between A3058 Chapel Town and A3058 Summercourt)	36	36	37	37	38
			0	0	0	0	0
			3	3	3	3	3
	2		0	0	0	0	0
<b>TOTAL</b>		<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>41</b>	
	1	A30 Eastbound (Between A3058 Summercourt and A39 Indian Queens)	80	80	81	81	83
			1	1	1	1	1
			64	64	64	64	66

Name	TP	Description	PM Peak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL3089			1	1	1	1	1
			13	13	13	13	13
			0	0	0	0	0
			8	8	8	8	8
	2		1	1	1	1	1
		<b>TOTAL</b>	<b>166</b>	<b>167</b>	<b>168</b>	<b>168</b>	<b>172</b>
AL3086A	1	A30 Eastbound (Between A39 Indian Queens and A391 Lanivet Junction)	8	8	8	8	8
			1	1	1	1	1
			279	280	280	281	283
			0	0	0	0	0
			114	114	114	115	115
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>402</b>	<b>403</b>	<b>404</b>	<b>405</b>	<b>407</b>
AL2195A	1	A30 Eastbound (A391 Lanivet Junction and A38 Bodmin)	224	224	224	225	225
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>225</b>	<b>225</b>
AL1918	1	A30 Eastbound (A38 Bodmin and A30 Entry Slip Bodmin)	89	89	89	89	89
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>

Name	TP	Description	PM Peak					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_EB	1	A390 Eastbound (Between Chiverton and Threemilestone P&R)	3	3	39	3	39	
			0	0	0	0	0	
			61	60	59	63	62	
			3	3	2	3	3	
			109	107	104	114	113	
			1	23	22	25	24	
			5	19	18	19	18	
			16	3	2	2	2	
	2	A390 Eastbound (Between Threemilestone P&R and Treliiske Hospital)	1	2	2	2	2	
			2	0	0	0	0	
			2	2	2	2	2	
			0	10	10	10	10	
			22	3	3	3	3	
			0	0	0	0	0	
			7	2	2	2	2	
			4	4	3	4	4	
			5	3	3	3	3	
			0	0	0	0	0	
			3	4	4	4	4	
			13	1	1	1	1	
			3	1	1	1	1	
			3	0	0	0	0	
			6	18	18	18	18	
			5	16	15	16	15	
			7	5	5	5	5	
			0	0	0	0	0	
			12	7	7	7	7	
			0	21	20	22	20	
			23	5	5	5	5	
			2	0	0	0	0	
			4	3	3	3	3	
			81	13	13	13	13	
			2	3	3	3	3	
			82	3	3	3	3	
			2	6	6	6	6	
			1	4	4	5	4	
			14	7	7	7	7	
			0	0	0	0	0	
			10	12	12	12	12	
			0	0	0	0	0	
			24	23	23	23	23	
			0	2	2	2	2	
			6	4	4	4	4	
			0	0	0	0	0	
			6	4	4	4	4	
			8	8	8	8	8	
			7	2	2	2	2	
			3	1	1	1	1	
			1	2	2	2	2	
			3	15	14	16	15	
			19	2	2	2	2	
			0	3	2	3	2	
			18	2	2	2	2	
			0	0	0	0	0	
			A390 Eastbound (Between Treliiske Hospital and County Hall)	18	14	12	15	13
				0	0	0	4	0
				12	10	9	11	10
			8	0	0	0	0	
			15	25	22	27	23	
			7	0	0	0	0	
			6	6	5	7	6	
			0	0	0	1	0	
			10	6	5	7	6	
			0	15	6	49	11	
			6	7	6	8	6	
			6	3	3	3	3	
			5	1	1	1	1	
			6	3	3	4	3	
			0	20	17	21	18	
			0	0	0	0	0	
			0	19	16	20	17	
			0	10	5	21	8	
			0	18	16	19	17	
			0	0	0	0	0	
			0	12	11	13	11	
			0	13	6	29	9	
			0	15	13	16	14	
			0	10	5	18	8	
			0	6	5	6	5	
			0	0	0	0	0	
			0	10	9	11	9	
			0	0	0	0	0	

Name	TP	Description	PM Peak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
			0	6	5	6	5
			0	8	5	14	7
			0	5	4	5	5
	4		0	8	5	11	7
		<b>TOTAL</b>	<b>704</b>	<b>690</b>	<b>657</b>	<b>799</b>	<b>703</b>

Name	TP	Description	PM Peak					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_WB	1	A390 Westbound (Between County Hall and Treliiske Hospital)	5	5	4	6	5	
			14	20	5	57	9	
			6	6	5	7	5	
			0	0	0	0	0	
			11	11	9	12	9	
			0	0	0	0	0	
			6	6	5	7	5	
			10	13	5	24	6	
			16	16	13	17	14	
			12	15	5	35	7	
			13	12	10	13	11	
			0	0	0	0	0	
			19	19	16	20	16	
			0	12	4	23	6	
			19	19	16	20	16	
			0	0	0	0	0	
			20	20	16	21	17	
			10	12	4	22	6	
			1	1	1	1	1	
			4	4	2	5	3	
			1	1	1	1	1	
			4	4	3	5	3	
			7	7	6	7	6	
			9	11	4	20	6	
			6	6	5	6	5	
			0	0	0	0	0	
			6	6	5	6	5	
			0	0	0	0	0	
			25	25	20	27	22	
			0	0	0	0	0	
			10	10	8	11	9	
			0	0	0	0	0	
			14	14	11	14	12	
			8	0	0	0	0	
			2	2	2	2	2	
			0	15	14	15	14	
			2	2	2	2	2	
			0	0	0	0	0	
			A390 Westbound (Between Treliiske Hospital and Threemilestone P&R)	4	2	2	2	2
				2	1	1	1	1
				23	2	2	2	2
				0	0	0	0	0
				12	4	4	4	4
				0	2	2	2	2
				7	23	23	23	23
				0	0	0	0	0
				10	12	12	12	12
				24	0	0	0	0
				2	7	7	7	7
				2	0	0	0	0
				6	10	10	10	10
				0	14	13	15	14
				5	2	2	2	2
				20	1	1	2	2
				7	6	6	6	6
				1	0	0	0	0
				22	5	5	5	5
				0	25	23	27	25
			2	7	7	7	7	
			0	1	0	0	0	
			1	5	5	5	5	
			17	4	4	4	4	
			7	18	18	18	18	
			0	0	0	0	0	
			0	1	1	1	1	
			0	0	0	0	0	
			0	2	2	2	2	
			0	4	4	5	4	
			81	3	3	3	3	
			21	0	0	0	0	
			0	2	2	2	2	
			0	0	0	0	0	
			0	3	3	3	3	
			0	1	1	1	1	
			0	4	4	4	4	
			0	0	0	0	0	
		A390 Westbound (Between Threemilestone P&R and Chiverton)	0	6	5	6	6	
			0	0	0	0	0	
			0	31	26	32	30	
			0	13	10	15	14	
			0	112	99	115	110	
			0	33	5	128	50	

Name	TP	Description	PM Peak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
			0	82	103	84	121
			0	38	0	49	0
			0	3	39	3	39
	2		0	13	0	26	0
		<b>TOTAL</b>	<b>537</b>	<b>795</b>	<b>657</b>	<b>1039</b>	<b>763</b>

Name	TP	Description	PM Peak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
B3284_EB	1	B3284 Eastbound (Between Chybucca and Allet Common Junction)	2	2	12	2	12
			0	0	3	0	3
			97	96	99	95	98
			3	2	3	2	3
		B3284 Eastbound (Between Allet Common and Shortlanesend)	77	77	80	76	80
			0	0	0	0	0
			28	27	28	27	28
			0	0	0	0	0
		B3284 Eastbound (Between Shortlanesend and B3284 Kenwyn Hill)	2	2	2	2	2
			6	6	6	6	6
			84	83	86	84	85
			0	0	0	0	0
			53	53	54	53	54
			0	0	0	0	0
			24	24	25	24	25
2			4	4	79	9	152
		<b>TOTAL</b>	<b>379</b>	<b>377</b>	<b>476</b>	<b>380</b>	<b>548</b>
B3284_WB	1	B3284 Westbound (Between B3284 Kenwyn Hill and Shortlanesend)	25	25	28	26	28
			0	0	0	0	0
			55	56	64	58	65
			0	0	0	0	0
			87	89	100	92	102
			6	6	54	6	162
			2	2	3	2	3
			2	2	3	3	3
		B3284 Westbound (Between Shortlanesend and Allet Common)	28	28	31	27	32
			0	0	0	0	0
			78	78	90	77	91
			3	3	6	3	6
		B3284 Westbound (Between Allet Common and Chybucca)	97	97	92	96	93
			0	0	3	0	3
			2	2	11	2	11
2			119	190	3	341	3
		<b>TOTAL</b>	<b>502</b>	<b>575</b>	<b>486</b>	<b>733</b>	<b>601</b>
A39_SB	1	A39 Southbound (Between Carland Cross and Trispen)	41	41	40	42	41
			0	0	0	0	0
			11	11	12	11	12
			0	0	2	0	3
			22	23	22	23	22
			0	0	0	0	0
			22	23	22	23	22
			0	0	0	0	0
			37	37	36	38	37
			2	2	2	2	2
		A39 Southbound (Between Trispen and St Erme)	49	49	48	50	48
			1	2	1	2	2
		A39 Southbound (Between St Erme and Bodmin Rd Rbt)	85	86	83	88	84
			0	0	0	0	0
			103	106	100	109	102
		0	0	0	0	0	
	A39 Southbound (Between Bodmin Rd Rbt and Union Hill Junction)	2	2	2	2	2	
		8	9	8	9	9	
		1	1	1	1	1	
		0	0	0	0	0	
		42	44	43	45	43	
		2	2	2	2	2	
		28	17	17	17	17	
2			0	0	0	0	
		<b>TOTAL</b>	<b>455</b>	<b>453</b>	<b>442</b>	<b>464</b>	<b>448</b>
A39_NB	1	A39 Northbound (Between Union Hill Junction and Bodmin Rd Rbt)	24	24	24	24	25
			2	2	2	2	2
			39	40	39	39	40
			0	0	0	0	0
			1	1	1	1	1
			13	13	13	14	13
		A39 Northbound (Between Bodmin Rd Rbt and St Erme)	2	2	2	2	2
			0	0	0	0	0
			118	119	114	114	120
			0	0	0	0	0
		A39 Northbound (Between St Erme and Trispen)	93	93	91	91	94
			3	3	3	3	4
			51	51	50	50	52
			2	2	2	2	2
		A39 Northbound (Between Trispen and Carland Cross Rbt)	38	39	38	38	39
		0	0	0	0	0	
		24	24	23	23	24	
		0	0	0	0	0	
		24	24	28	23	29	
		0	0	3	0	3	
		12	12	11	11	12	
2			0	0	0	0	

Name	TP	Description	PM Peak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
		<b>TOTAL</b>	<b>446</b>	<b>447</b>	<b>442</b>	<b>437</b>	<b>460</b>



Name	TP	Description	PM Peak				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
A3075_NB	1	A3075 Northbound (Between Chiverton and B3284 to Chybucca)	3	3	103	3	105
			0	0	4	0	5
			153	155	2	165	2
			5	6	3	8	4
			2	2	110	2	112
			5	6	3	6	4
		A3075 Northbound (Between B3284 to Chybucca and B3285 to Perranporth)	118	119	220	126	224
			4	4	9	6	9
			235	238	8	251	8
			9	10	5	13	8
		A3075 Northbound (Between B3285 to Perranporth and A3075 Holywell Jct)	8	8	47	9	49
			7	10	0	108	0
			51	51	91	57	93
			0	0	2	0	3
			97	98	97	108	101
			3	3	3	4	3
			102	103	13	116	13
			3	3	0	5	0
		A3075 Northbound (Between A3075 Holywell Jct and A392 Rbt Newquay)	13	13	152	14	155
			0	0	0	0	0
			157	158	0	169	0
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>975</b>	<b>991</b>	<b>871</b>	<b>1170</b>	<b>898</b>
A3075_SB	1	A3075 Southbound (Between A392 Rbt Junction and A3075 Holywell Jct)	150	152	152	159	158
			0	0	0	0	0
			13	13	13	13	13
			2	2	2	3	3
		A3075 Southbound (Between A3075 Holywell Jct and B3285 to Perranporth)	91	93	93	98	98
			2	2	2	3	3
			88	89	88	94	91
			0	0	0	0	0
			46	47	46	49	48
			2	2	2	3	2
			8	8	7	8	8
			9	9	9	9	9
		A3075 Southbound (Between B3285 to Perranporth and B3284 to Chybucca)	218	220	219	228	227
			3	3	3	4	4
			109	110	109	114	113
			3	3	3	4	3
		A3075 Southbound (Between B3284 to Chybucca and Chiverton)	2	2	2	2	2
			4	3	0	4	0
			139	141	102	148	107
	2		0	0	0	0	0
			<b>TOTAL</b>	<b>888</b>	<b>899</b>	<b>852</b>	<b>943</b>

## **Annex D - Link Flows and Link Saturations on Key Routes**

			AM PEAK				
			ALL VEHICLES (Actual Modelled Flow)				
ID	Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
1	EB, A30, Between Carland Cross Rbt and Mitchell	EB	1327	1482	1840	1665	2727
2	WB, A30, Between Carland Cross Rbt and Mitchell	WB	1657	1787	2033	1987	2468
3	EB, A30, Between Zelah and Carland Cross Rbt	EB	809	875	1372	1051	2124
4	WB, A30, Between Zelah and Carland Cross Rbt	WB	927	1025	1487	1115	1905
5	EB, A30, Between Mitchell and Chapel Town	EB	1273	1410	1700	1593	2413
6	WB, A30, Between Mitchell and Chapel Town	WB	1603	1738	2012	1966	2454
7	EB, A30, Between Victoria and Lanivet	EB	954	1123	1257	1475	1919
8	WB, A30, Between Victoria and Lanivet	WB	836	959	1025	1194	1344
9	EB, A30, Between Camborne and Hayle	EB	1261	1359	1372	1534	1566
10	WB, A30, Between Camborne and Hayle	WB	577	632	683	737	841
11	WB, A30, Between Tolvaddon Interchange and Redruth	WB	1024	1138	1219	1305	1500
12	EB, A30, Between Tolvaddon Interchange and Redruth	EB	1337	1488	1545	1717	1848
13	EB, A30, Between Redruth and Scorrier	EB	1522	1759	1813	2034	2232
14	WB, A30, Between Redruth and Scorrier	WB	1247	1377	1410	1604	1826
15	WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1411	1520	1672	1798	2161
16	EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1485	1752	1969	1951	2521
17	EB, A30, Between Chybucca and Marazanvose	EB	857	933	1372	1116	2124
18	WB, A30, Between Chybucca and Marazanvose	WB	893	989	1487	1089	1905
19	EB, A30, Between Chapel Town and Summercourt	EB	1273	1410	1700	1593	2413
20	WB, A30, Between Chapel Town and Summercourt	WB	1603	1738	2012	1966	2454
21	EB, A30, Between Summercourt and Indian Queens	EB	1338	1495	1712	1749	2447
22	WB, A30, Between Summercourt and Indian Queens	WB	1472	1572	1740	1774	2256
23	WB, A30, Between Lanivet and A38 Plymouth Junction	WB	592	661	692	803	887
24	EB, A30, Between Lanivet and Bodmin	EB	787	937	1058	1220	1666
25	EB, A30, Between A38 Plymouth Junction and A30 Bodm	EB	554	680	754	933	1197
26	WB, A30, Between A38 Plymouth Junction and A30 Bod	WB	286	324	341	406	459
27	EB, A30, A38 Plymouth Junction	EB	233	257	304	287	469
28	NB, B3284, Between Mithian and Perranporth	NB	119	135	133	159	166
29	SB, B3284, Between Mithian and Perranporth	SB	146	126	156	141	167
30	NB, A39, Between Truro and Carnon Downs	NB	915	985	957	1124	1039
31	SB, A39, Between Truro and Carnon Downs	SB	747	803	778	854	796
32	EB, A390, Between Treliiske Hospital and Truro	EB	1023	1133	839	1229	958
33	WB, A390, Between Treliiske Hospital and Truro	WB	1167	1189	1008	1262	1116
34	EB, A390, Between Truro and Probus	EB	481	559	537	683	618
35	WB, A390, Between Truro and Probus	WB	827	866	872	883	922
36	NB, B3284, Between Shortlanesend and Truro	NB	230	270	436	318	508
37	SB, B3284, Between Shortlanesend and Truro	SB	559	545	819	550	819
38	EB, A390, Between Chiverton Cross and Threemilestone	EB	915	1140	999	1118	1147
39	WB, A390, Between Chiverton Cross and Threemilestone	WB	621	634	553	839	764
40	NB, A39, Between Truro and Carland Cross Rbt	NB	475	543	351	517	490
41	SB, A39, Between Truro and Carland Cross Rbt	SB	616	690	478	709	573
42	EB, Chacewater Hill between Threemilestone and Chace	EB	600	696	718	886	811
43	WB, Chacewater Hill between Threemilestone and Chace	WB	158	209	254	265	330
44	NB, A38, Between Doublebois and Bodmin	NB	278	308	353	351	531
45	SB, A38, Between Doublebois and Bodmin	SB	326	358	370	420	446
46	A3075 Between Chiverton and Newquay	NB	369	431	326	582	398
47	A3075 Between Chiverton and Newquay	SB	440	491	504	604	599
48	A3058 between Summercourt and Quintrell Downs	NB	111	133	129	173	165
49	A3058 between Summercourt and Quintrell Downs	SB	201	233	253	265	332
50	A3076 Between Mitchell and Gummows Shop	NB	70	91	151	104	298
51	A3076 Between Mitchell and Gummows Shop	SB	76	77	74	71	69
52	A3075 Between Goonhavern and Newquay	NB	439	511	457	708	562
53	A3075 Between Goonhavern and Newquay	SB	520	607	617	841	822
54	B3285 Between Goonhavern and A30	SB	117	127	131	152	176
55	B3285 Between A30 and Goonhavern	NB	168	163	162	140	191
56	B3284 Chybucca towards Perranporth	NB	96	95	96	87	108
57	B3284 Chybucca from Perranporth	SB	151	107	154	86	159
58	B3277 Chiverton towards St Agnes	NB	236	278	435	244	589
59	B3277 Chiverton from St Agnes	SB	463	520	233	549	302
60	Henver Road Zelah	NB	28	28	115	44	130
61	Henver Road Zelah	SB	82	70	190	71	279
62	B3284 Between Chybucca and Shortlanesend	NB	148	187	89	190	99
63	B3284 Between Chybucca and Shortlanesend	SB	309	264	624	219	681
64	Route between A30 and B3284 via Allet	NB	38	33	50	15	105
65	Route between A30 and B3284 via Allet	SB	129	121	159	96	190
79	B3285 SW	SW	14	16	28	12	32
80	B3285 NE	NE	10	10	15	6	16

		INTERPEAK					
		ALL VEHICLES (Actual Modelled Flow)					
ID	Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
1	EB, A30, Between Carland Cross Rbt and Mitchell	EB	1333	1547	1786	1774	2706
2	WB, A30, Between Carland Cross Rbt and Mitchell	WB	1366	1505	1697	1770	2128
3	EB, A30, Between Zelah and Carland Cross Rbt	EB	753	858	1288	1169	1987
4	WB, A30, Between Zelah and Carland Cross Rbt	WB	844	908	1208	1026	1642
5	EB, A30, Between Mitchell and Chapel Town	EB	1240	1419	1631	1657	2363
6	WB, A30, Between Mitchell and Chapel Town	WB	1299	1430	1632	1718	2115
7	EB, A30, Between Victoria and Lanivet	EB	778	952	1039	1274	1651
8	WB, A30, Between Victoria and Lanivet	WB	690	797	861	1041	1152
9	EB, A30, Between Camborne and Hayle	EB	866	941	945	1088	1100
10	WB, A30, Between Camborne and Hayle	WB	946	1048	1098	1244	1365
11	WB, A30, Between Tolvaddon Interchange and Redruth	WB	1212	1359	1431	1610	1834
12	EB, A30, Between Tolvaddon Interchange and Redruth	EB	1035	1145	1180	1354	1446
13	EB, A30, Between Redruth and Scorrier	EB	1270	1456	1521	1769	1934
14	WB, A30, Between Redruth and Scorrier	WB	1324	1480	1470	1771	1946
15	WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1524	1700	1803	2060	2397
16	EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1351	1449	1688	1832	2272
17	EB, A30, Between Chybucca and Marazanvose	EB	746	846	1288	1167	1987
18	WB, A30, Between Chybucca and Marazanvose	WB	831	894	1208	1043	1642
19	EB, A30, Between Chapel Town and Summercourt	EB	1240	1419	1631	1657	2363
20	WB, A30, Between Chapel Town and Summercourt	WB	1299	1430	1632	1718	2115
21	EB, A30, Between Summercourt and Indian Queens	EB	1293	1478	1639	1751	2326
22	WB, A30, Between Summercourt and Indian Queens	WB	1212	1324	1459	1569	1839
23	WB, A30, Between Lanivet and A38 Plymouth Junction	WB	514	579	620	741	792
24	EB, A30, Between Lanivet and Bodmin	EB	691	831	908	1127	1502
25	EB, A30, Between A38 Plymouth Junction and A30 Bodm	EB	449	555	608	798	1091
26	WB, A30, Between A38 Plymouth Junction and A30 Bod	WB	310	352	363	440	478
27	EB, A30, A38 Plymouth Junction	EB	242	276	300	329	411
28	NB, B3284, Between Mithian and Perranporth	NB	156	175	168	144	205
29	SB, B3284, Between Mithian and Perranporth	SB	145	155	155	159	168
30	NB, A39, Between Truro and Carnon Downs	NB	845	925	834	964	908
31	SB, A39, Between Truro and Carnon Downs	SB	760	826	793	876	780
32	EB, A390, Between Treliiske Hospital and Truro	EB	1133	1114	877	1201	975
33	WB, A390, Between Treliiske Hospital and Truro	WB	1105	1139	900	1258	1007
34	EB, A390, Between Truro and Probus	EB	639	695	682	837	794
35	WB, A390, Between Truro and Probus	WB	572	611	586	647	654
36	NB, B3284, Between Shortlanesend and Truro	NB	359	432	662	530	794
37	SB, B3284, Between Shortlanesend and Truro	SB	337	464	623	467	607
38	EB, A390, Between Chiverton Cross and Threemilestone	EB	798	697	602	866	773
39	WB, A390, Between Chiverton Cross and Threemilestone	WB	858	886	738	1145	984
40	NB, A39, Between Truro and Carland Cross Rbt	NB	584	687	455	564	648
41	SB, A39, Between Truro and Carland Cross Rbt	SB	509	569	429	629	449
42	EB, Chacewater Hill between Threemilestone and Chace	EB	309	415	459	512	533
43	WB, Chacewater Hill between Threemilestone and Chace	WB	316	353	455	403	515
44	NB, A38, Between Doublebois and Bodmin	NB	262	297	319	353	431
45	SB, A38, Between Doublebois and Bodmin	SB	220	243	271	317	327
46	A3075 Between Chiverton and Newquay	NB	426	481	408	628	495
47	A3075 Between Chiverton and Newquay	SB	411	449	453	572	555
48	A3058 between Summercourt and Quintrell Downs	NB	129	150	148	194	185
49	A3058 between Summercourt and Quintrell Downs	SB	189	224	252	263	311
50	A3076 Between Mitchell and Gummows Shop	NB	102	141	161	139	331
51	A3076 Between Mitchell and Gummows Shop	SB	73	72	66	78	63
52	A3075 Between Goonhavern and Newquay	NB	534	582	588	805	712
53	A3075 Between Goonhavern and Newquay	SB	465	529	541	657	664
54	B3285 Between Goonhavern and A30	SB	117	121	115	121	161
55	B3285 Between A30 and Goonhavern	NB	158	176	167	173	195
56	B3284 Chybucca towards Perranporth	NB	111	85	97	25	111
57	B3284 Chybucca from Perranporth	SB	84	88	85	49	85
58	B3277 Chiverton towards St Agnes	NB	342	357	304	375	406
59	B3277 Chiverton from St Agnes	SB	406	432	262	515	311
60	Henver Road Zelah	NB	60	22	163	35	173
61	Henver Road Zelah	SB	51	34	174	19	191
62	B3284 Between Chybucca and Shortlanesend	NB	208	279	93	240	106
63	B3284 Between Chybucca and Shortlanesend	SB	201	313	486	257	485
64	Route between A30 and B3284 via Allet	NB	56	33	47	13	49
65	Route between A30 and B3284 via Allet	SB	25	26	81	26	102
79	B3285 SW	SW	27	25	42	14	47
80	B3285 NE	NE	46	51	57	93	64

			PM PEAK				
			ALL VEHICLES (Actual Modelled Flow)				
ID	Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
1	EB, A30, Between Carland Cross Rbt and Mitchell	EB	1572	1735	2364	1834	3128
2	WB, A30, Between Carland Cross Rbt and Mitchell	WB	1461	1609	1868	1892	2316
3	EB, A30, Between Zelah and Carland Cross Rbt	EB	847	1044	1618	1258	2315
4	WB, A30, Between Zelah and Carland Cross Rbt	WB	869	937	1357	1051	1815
5	EB, A30, Between Mitchell and Chapel Town	EB	1442	1573	1961	1666	2548
6	WB, A30, Between Mitchell and Chapel Town	WB	1440	1570	1844	1877	2315
7	EB, A30, Between Victoria and Lanivet	EB	713	807	936	1002	1371
8	WB, A30, Between Victoria and Lanivet	WB	689	755	827	951	1034
9	EB, A30, Between Camborne and Hayle	EB	533	571	577	651	668
10	WB, A30, Between Camborne and Hayle	WB	1321	1431	1457	1655	1699
11	WB, A30, Between Tolvaddon Interchange and Redruth	WB	1417	1555	1680	1729	1955
12	EB, A30, Between Tolvaddon Interchange and Redruth	EB	905	999	1030	1164	1249
13	EB, A30, Between Redruth and Scorrier	EB	1236	1412	1494	1610	2066
14	WB, A30, Between Redruth and Scorrier	WB	1537	1690	1782	1849	2054
15	WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1917	2026	2188	2127	2540
16	EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1433	1570	1823	1759	2402
17	EB, A30, Between Chybucca and Marazanvose	EB	852	1058	1618	1258	2315
18	WB, A30, Between Chybucca and Marazanvose	WB	882	955	1356	1141	1815
19	EB, A30, Between Chapel Town and Summercourt	EB	1442	1573	1961	1666	2548
20	WB, A30, Between Chapel Town and Summercourt	WB	1440	1570	1844	1877	2315
21	EB, A30, Between Summercourt and Indian Queens	EB	1476	1608	1862	1706	2365
22	WB, A30, Between Summercourt and Indian Queens	WB	1286	1385	1568	1649	2047
23	WB, A30, Between Lanivet and A38 Plymouth Junction	WB	538	598	649	781	833
24	EB, A30, Between Lanivet and Bodmin	EB	590	693	759	913	1186
25	EB, A30, Between A38 Plymouth Junction and A30 Bodm	EB	267	333	367	475	654
26	WB, A30, Between A38 Plymouth Junction and A30 Bodm	WB	356	399	412	464	506
27	EB, A30, A38 Plymouth Junction	EB	323	360	392	437	532
28	NB, B3284, Between Mithian and Perranporth	NB	194	122	242	122	252
29	SB, B3284, Between Mithian and Perranporth	SB	136	148	148	147	174
30	NB, A39, Between Truro and Carnon Downs	NB	884	885	811	898	732
31	SB, A39, Between Truro and Carnon Downs	SB	930	1001	911	1085	940
32	EB, A390, Between Treliiske Hospital and Truro	EB	1096	1193	1013	1292	1140
33	WB, A390, Between Treliiske Hospital and Truro	WB	1147	1181	927	1258	1050
34	EB, A390, Between Truro and Probus	EB	956	943	948	946	954
35	WB, A390, Between Truro and Probus	WB	560	593	563	586	595
36	NB, B3284, Between Shortlanesend and Truro	NB	552	640	835	787	910
37	SB, B3284, Between Shortlanesend and Truro	SB	459	451	524	475	464
38	EB, A390, Between Chiverton Cross and Threemilestone	EB	622	610	552	736	788
39	WB, A390, Between Chiverton Cross and Threemilestone	WB	1253	1302	1161	1323	977
40	NB, A39, Between Truro and Carland Cross Rbt	NB	664	626	659	524	787
41	SB, A39, Between Truro and Carland Cross Rbt	SB	469	543	458	623	598
42	EB, Chacewater Hill between Threemilestone and Chace	EB	185	275	314	358	302
43	WB, Chacewater Hill between Threemilestone and Chace	WB	645	692	720	860	867
44	NB, A38, Between Doublebois and Bodmin	NB	341	379	409	458	550
45	SB, A38, Between Doublebois and Bodmin	SB	193	210	246	329	337
46	A3075 Between Chiverton and Newquay	NB	626	687	509	781	615
47	A3075 Between Chiverton and Newquay	SB	429	490	479	640	622
48	A3058 between Summercourt and Quintrell Downs	NB	153	177	168	229	195
49	A3058 between Summercourt and Quintrell Downs	SB	187	213	322	252	369
50	A3076 Between Mitchell and Gummows Shop	NB	139	152	329	158	497
51	A3076 Between Mitchell and Gummows Shop	SB	42	59	40	69	42
52	A3075 Between Goonhavern and Newquay	NB	713	790	661	964	775
53	A3075 Between Goonhavern and Newquay	SB	491	578	574	779	749
54	B3285 Between Goonhavern and A30	SB	184	164	202	146	265
55	B3285 Between A30 and Goonhavern	NB	209	175	170	159	172
56	B3284 Chybucca towards Perranporth	NB	156	92	223	66	219
57	B3284 Chybucca from Perranporth	SB	108	94	91	10	37
58	B3277 Chiverton towards St Agnes	NB	363	413	380	381	523
59	B3277 Chiverton from St Agnes	SB	461	490	379	577	435
60	Henver Road Zelah	NB	33	30	213	54	187
61	Henver Road Zelah	SB	46	34	151	61	151
62	B3284 Between Chybucca and Shortlanesend	NB	298	284	212	234	205
63	B3284 Between Chybucca and Shortlanesend	SB	321	282	415	213	370
64	Route between A30 and B3284 via Allet	NB	37	27	29	89	44
65	Route between A30 and B3284 via Allet	SB	10	11	61	19	72
79	B3285 SW	SW	12	13	17	4	19
80	B3285 NE	NE	45	62	51	83	67

			AM PEAK				
			ALL VEHICLES (Link Saturation)				
ID	Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
1	EB, A30, Between Carland Cross Rbt and Mitchell	EB	34%	37%	50%	42%	73%
2	WB, A30, Between Carland Cross Rbt and Mitchell	WB	42%	45%	36%	51%	46%
3	EB, A30, Between Zelah and Carland Cross Rbt	EB	66%	71%	34%	84%	52%
4	WB, A30, Between Zelah and Carland Cross Rbt	WB	76%	83%	37%	90%	48%
5	EB, A30, Between Mitchell and Chapel Town	EB	32%	36%	43%	40%	60%
6	WB, A30, Between Mitchell and Chapel Town	WB	41%	44%	51%	50%	62%
7	EB, A30, Between Victoria and Lanivet	EB	25%	29%	32%	37%	48%
8	WB, A30, Between Victoria and Lanivet	WB	21%	23%	25%	30%	33%
9	EB, A30, Between Camborne and Hayle	EB	32%	35%	35%	39%	40%
10	WB, A30, Between Camborne and Hayle	WB	16%	17%	18%	20%	22%
11	WB, A30, Between Tolvaddon Interchange and Redruth	WB	26%	29%	31%	33%	38%
12	EB, A30, Between Tolvaddon Interchange and Redruth	EB	33%	37%	38%	43%	46%
13	EB, A30, Between Redruth and Scorrier	EB	38%	44%	45%	51%	55%
14	WB, A30, Between Redruth and Scorrier	WB	32%	35%	36%	40%	46%
15	WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	35%	38%	42%	45%	54%
16	EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	37%	44%	49%	49%	62%
17	EB, A30, Between Chybucca and Marazanvose	EB	55%	59%	0%	71%	0%
18	WB, A30, Between Chybucca and Marazanvose	WB	57%	63%	0%	70%	0%
19	EB, A30, Between Chapel Town and Summercourt	EB	32%	36%	43%	40%	60%
20	WB, A30, Between Chapel Town and Summercourt	WB	41%	44%	51%	50%	62%
21	EB, A30, Between Summercourt and Indian Queens	EB	34%	38%	43%	44%	61%
22	WB, A30, Between Summercourt and Indian Queens	WB	38%	40%	44%	46%	57%
23	WB, A30, Between Lanivet and A38 Plymouth Junction	WB	15%	17%	17%	21%	23%
24	EB, A30, Between Lanivet and Bodmin	EB	21%	24%	27%	31%	42%
25	EB, A30, Between A38 Plymouth Junction and A30 Bodm	EB	15%	18%	19%	24%	30%
26	WB, A30, Between A38 Plymouth Junction and A30 Bod	WB	7%	8%	9%	11%	12%
27	EB, A30, A38 Plymouth Junction	EB	18%	20%	23%	22%	35%
28	NB, B3284, Between Mithian and Perranporth	NB	12%	14%	13%	16%	17%
29	SB, B3284, Between Mithian and Perranporth	SB	15%	13%	16%	14%	17%
30	NB, A39, Between Truro and Carnon Downs	NB	71%	77%	74%	87%	81%
31	SB, A39, Between Truro and Carnon Downs	SB	59%	63%	61%	67%	63%
32	EB, A390, Between Treliiske Hospital and Truro	EB	77%	86%	64%	93%	73%
33	WB, A390, Between Treliiske Hospital and Truro	WB	88%	90%	76%	96%	84%
34	EB, A390, Between Truro and Probus	EB	38%	44%	43%	55%	49%
35	WB, A390, Between Truro and Probus	WB	66%	69%	69%	70%	73%
36	NB, B3284, Between Shortlanesend and Truro	NB	18%	21%	34%	25%	40%
37	SB, B3284, Between Shortlanesend and Truro	SB	42%	41%	62%	41%	62%
38	EB, A390, Between Chiverton Cross and Threemilestone	EB	70%	87%	77%	86%	88%
39	WB, A390, Between Chiverton Cross and Threemilestone	WB	48%	49%	42%	64%	58%
40	NB, A39, Between Truro and Carland Cross Rbt	NB	29%	33%	22%	31%	30%
41	SB, A39, Between Truro and Carland Cross Rbt	SB	38%	43%	30%	44%	36%
42	EB, Chacewater Hill between Threemilestone and Chace	EB	48%	55%	56%	69%	64%
43	WB, Chacewater Hill between Threemilestone and Chace	WB	12%	16%	20%	20%	25%
44	NB, A38, Between Doublebois and Bodmin	NB	21%	24%	27%	27%	40%
45	SB, A38, Between Doublebois and Bodmin	SB	24%	26%	27%	31%	33%
46	A3075 Between Chiverton and Newquay	NB	38%	44%	0%	59%	0%
47	A3075 Between Chiverton and Newquay	SB	45%	50%	0%	61%	0%
48	A3058 between Summercourt and Quintrell Downs	NB	6%	8%	7%	10%	9%
49	A3058 between Summercourt and Quintrell Downs	SB	33%	38%	41%	43%	54%
50	A3076 Between Mitchell and Gummows Shop	NB	7%	9%	15%	10%	30%
51	A3076 Between Mitchell and Gummows Shop	SB	8%	8%	8%	7%	7%
52	A3075 Between Goonhavern and Newquay	NB	34%	40%	35%	54%	43%
53	A3075 Between Goonhavern and Newquay	SB	40%	47%	48%	65%	63%
54	B3285 Between Goonhavern and A30	SB	12%	13%	14%	16%	18%
55	B3285 Between A30 and Goonhavern	NB	17%	17%	17%	15%	20%
56	B3284 Chybucca towards Perranporth	NB	10%	10%	10%	9%	11%
57	B3284 Chybucca from Perranporth	SB	15%	11%	12%	9%	12%
58	B3277 Chiverton towards St Agnes	NB	13%	15%	23%	13%	31%
59	B3277 Chiverton from St Agnes	SB	50%	70%	24%	96%	31%
60	Henver Road Zelah	NB	2%	2%	6%	3%	7%
61	Henver Road Zelah	SB	79%	71%	32%	74%	50%
62	B3284 Between Chybucca and Shortlanesend	NB	15%	19%	9%	19%	10%
63	B3284 Between Chybucca and Shortlanesend	SB	32%	28%	64%	24%	70%
64	Route between A30 and B3284 via Allet	NB	4%	3%	5%	2%	10%
65	Route between A30 and B3284 via Allet	SB	14%	13%	16%	10%	19%
79	B3285 SW	SW	24%	40%	6%	43%	8%
80	B3285 NE	NE	3%	3%	4%	2%	4%

			INTERPEAK				
			ALL VEHICLES (Link Saturation)				
ID	Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
1	EB, A30, Between Carland Cross Rbt and Mitchell	EB	33%	39%	48%	44%	72%
2	WB, A30, Between Carland Cross Rbt and Mitchell	WB	35%	38%	30%	45%	40%
3	EB, A30, Between Zelah and Carland Cross Rbt	EB	61%	69%	32%	93%	49%
4	WB, A30, Between Zelah and Carland Cross Rbt	WB	69%	74%	31%	84%	41%
5	EB, A30, Between Mitchell and Chapel Town	EB	31%	35%	40%	41%	58%
6	WB, A30, Between Mitchell and Chapel Town	WB	33%	37%	41%	44%	53%
7	EB, A30, Between Victoria and Lanivet	EB	20%	24%	26%	32%	41%
8	WB, A30, Between Victoria and Lanivet	WB	17%	20%	21%	26%	29%
9	EB, A30, Between Camborne and Hayle	EB	22%	24%	24%	27%	28%
10	WB, A30, Between Camborne and Hayle	WB	25%	27%	28%	32%	35%
11	WB, A30, Between Tolvaddon Interchange and Redruth	WB	31%	34%	36%	40%	46%
12	EB, A30, Between Tolvaddon Interchange and Redruth	EB	26%	28%	29%	34%	36%
13	EB, A30, Between Redruth and Scorrier	EB	31%	36%	37%	43%	47%
14	WB, A30, Between Redruth and Scorrier	WB	33%	37%	37%	44%	48%
15	WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	38%	42%	45%	51%	59%
16	EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	33%	36%	42%	45%	56%
17	EB, A30, Between Chybucca and Marazanvose	EB	47%	53%	0%	73%	0%
18	WB, A30, Between Chybucca and Marazanvose	WB	54%	58%	0%	67%	0%
19	EB, A30, Between Chapel Town and Summercourt	EB	31%	35%	40%	41%	58%
20	WB, A30, Between Chapel Town and Summercourt	WB	33%	37%	41%	44%	53%
21	EB, A30, Between Summercourt and Indian Queens	EB	32%	37%	41%	43%	57%
22	WB, A30, Between Summercourt and Indian Queens	WB	31%	34%	37%	40%	47%
23	WB, A30, Between Lanivet and A38 Plymouth Junction	WB	13%	15%	16%	19%	20%
24	EB, A30, Between Lanivet and Bodmin	EB	18%	21%	23%	29%	38%
25	EB, A30, Between A38 Plymouth Junction and A30 Bodm	EB	12%	14%	16%	20%	28%
26	WB, A30, Between A38 Plymouth Junction and A30 Bod	WB	8%	9%	9%	11%	12%
27	EB, A30, A38 Plymouth Junction	EB	18%	21%	22%	24%	30%
28	NB, B3284, Between Mithian and Perranporth	NB	16%	18%	17%	15%	21%
29	SB, B3284, Between Mithian and Perranporth	SB	15%	15%	15%	16%	17%
30	NB, A39, Between Truro and Carnon Downs	NB	67%	73%	66%	76%	71%
31	SB, A39, Between Truro and Carnon Downs	SB	60%	65%	62%	69%	61%
32	EB, A390, Between Treliiske Hospital and Truro	EB	86%	84%	67%	91%	74%
33	WB, A390, Between Treliiske Hospital and Truro	WB	84%	86%	68%	95%	76%
34	EB, A390, Between Truro and Probus	EB	51%	55%	54%	67%	62%
35	WB, A390, Between Truro and Probus	WB	46%	49%	46%	51%	51%
36	NB, B3284, Between Shortlanesend and Truro	NB	28%	33%	51%	41%	61%
37	SB, B3284, Between Shortlanesend and Truro	SB	25%	35%	47%	35%	46%
38	EB, A390, Between Chiverton Cross and Threemilestone	EB	60%	53%	46%	66%	59%
39	WB, A390, Between Chiverton Cross and Threemilestone	WB	65%	67%	56%	87%	74%
40	NB, A39, Between Truro and Carland Cross Rbt	NB	35%	42%	28%	34%	39%
41	SB, A39, Between Truro and Carland Cross Rbt	SB	31%	35%	27%	39%	28%
42	EB, Chacewater Hill between Threemilestone and Chace	EB	25%	33%	36%	40%	42%
43	WB, Chacewater Hill between Threemilestone and Chace	WB	25%	28%	36%	32%	40%
44	NB, A38, Between Doublebois and Bodmin	NB	20%	22%	24%	26%	32%
45	SB, A38, Between Doublebois and Bodmin	SB	16%	18%	20%	23%	24%
46	A3075 Between Chiverton and Newquay	NB	43%	49%	0%	64%	0%
47	A3075 Between Chiverton and Newquay	SB	41%	45%	0%	57%	0%
48	A3058 between Summercourt and Quintrell Downs	NB	7%	9%	9%	11%	11%
49	A3058 between Summercourt and Quintrell Downs	SB	31%	37%	41%	43%	51%
50	A3076 Between Mitchell and Gummows Shop	NB	10%	14%	16%	14%	33%
51	A3076 Between Mitchell and Gummows Shop	SB	7%	7%	7%	8%	7%
52	A3075 Between Goonhavern and Newquay	NB	41%	45%	45%	62%	55%
53	A3075 Between Goonhavern and Newquay	SB	36%	41%	42%	50%	51%
54	B3285 Between Goonhavern and A30	SB	12%	12%	12%	12%	17%
55	B3285 Between A30 and Goonhavern	NB	16%	18%	17%	18%	20%
56	B3284 Chybucca towards Perranporth	NB	11%	9%	10%	3%	11%
57	B3284 Chybucca from Perranporth	SB	9%	9%	7%	5%	7%
58	B3277 Chiverton towards St Agnes	NB	18%	19%	16%	20%	21%
59	B3277 Chiverton from St Agnes	SB	39%	45%	27%	77%	32%
60	Henver Road Zelah	NB	4%	2%	9%	2%	9%
61	Henver Road Zelah	SB	69%	55%	31%	19%	35%
62	B3284 Between Chybucca and Shortlanesend	NB	21%	28%	10%	24%	11%
63	B3284 Between Chybucca and Shortlanesend	SB	20%	31%	48%	26%	48%
64	Route between A30 and B3284 via Allet	NB	6%	4%	5%	1%	5%
65	Route between A30 and B3284 via Allet	SB	3%	3%	8%	3%	10%
79	B3285 SW	SW	32%	39%	8%	48%	9%
80	B3285 NE	NE	10%	11%	13%	18%	15%

			PM PEAK				
			ALL VEHICLES (Link Saturation)				
ID	Site Location	Dir	2015 BASE	2023 DM	2023 DS7A	2038 DM	2038 DS7A
1	EB, A30, Between Carland Cross Rbt and Mitchell	EB	39%	43%	63%	46%	83%
2	WB, A30, Between Carland Cross Rbt and Mitchell	WB	38%	41%	33%	49%	43%
3	EB, A30, Between Zelah and Carland Cross Rbt	EB	67%	82%	40%	99%	57%
4	WB, A30, Between Zelah and Carland Cross Rbt	WB	72%	78%	34%	86%	46%
5	EB, A30, Between Mitchell and Chapel Town	EB	36%	39%	49%	42%	63%
6	WB, A30, Between Mitchell and Chapel Town	WB	37%	40%	47%	48%	59%
7	EB, A30, Between Victoria and Lanivet	EB	18%	20%	23%	25%	34%
8	WB, A30, Between Victoria and Lanivet	WB	18%	20%	22%	25%	27%
9	EB, A30, Between Camborne and Hayle	EB	13%	14%	14%	16%	17%
10	WB, A30, Between Camborne and Hayle	WB	33%	36%	37%	42%	43%
11	WB, A30, Between Tolvaddon Interchange and Redruth	WB	35%	38%	41%	42%	48%
12	EB, A30, Between Tolvaddon Interchange and Redruth	EB	22%	25%	25%	29%	31%
13	EB, A30, Between Redruth and Scorrier	EB	30%	34%	36%	39%	50%
14	WB, A30, Between Redruth and Scorrier	WB	38%	42%	44%	46%	51%
15	WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	47%	50%	54%	53%	63%
16	EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	36%	39%	45%	44%	59%
17	EB, A30, Between Chybucca and Marazanvose	EB	53%	66%	0%	78%	0%
18	WB, A30, Between Chybucca and Marazanvose	WB	57%	62%	0%	73%	0%
19	EB, A30, Between Chapel Town and Summercourt	EB	36%	39%	49%	42%	63%
20	WB, A30, Between Chapel Town and Summercourt	WB	37%	40%	47%	48%	59%
21	EB, A30, Between Summercourt and Indian Queens	EB	37%	40%	46%	43%	59%
22	WB, A30, Between Summercourt and Indian Queens	WB	33%	36%	40%	42%	52%
23	WB, A30, Between Lanivet and A38 Plymouth Junction	WB	15%	16%	17%	21%	22%
24	EB, A30, Between Lanivet and Bodmin	EB	15%	17%	19%	23%	30%
25	EB, A30, Between A38 Plymouth Junction and A30 Bodm	EB	7%	8%	9%	12%	17%
26	WB, A30, Between A38 Plymouth Junction and A30 Bod	WB	10%	11%	11%	13%	14%
27	EB, A30, A38 Plymouth Junction	EB	24%	27%	30%	33%	40%
28	NB, B3284, Between Mithian and Perranporth	NB	19%	12%	24%	12%	25%
29	SB, B3284, Between Mithian and Perranporth	SB	14%	15%	15%	15%	17%
30	NB, A39, Between Truro and Carnon Downs	NB	71%	72%	66%	73%	60%
31	SB, A39, Between Truro and Carnon Downs	SB	74%	79%	72%	86%	75%
32	EB, A390, Between Treliiske Hospital and Truro	EB	83%	90%	77%	98%	86%
33	WB, A390, Between Treliiske Hospital and Truro	WB	87%	89%	70%	95%	79%
34	EB, A390, Between Truro and Probus	EB	76%	75%	75%	75%	75%
35	WB, A390, Between Truro and Probus	WB	45%	47%	45%	46%	46%
36	NB, B3284, Between Shortlanesend and Truro	NB	42%	49%	64%	60%	69%
37	SB, B3284, Between Shortlanesend and Truro	SB	35%	34%	40%	36%	35%
38	EB, A390, Between Chiverton Cross and Threemilestone	EB	48%	46%	42%	56%	60%
39	WB, A390, Between Chiverton Cross and Threemilestone	WB	95%	98%	89%	100%	74%
40	NB, A39, Between Truro and Carland Cross Rbt	NB	41%	38%	40%	32%	49%
41	SB, A39, Between Truro and Carland Cross Rbt	SB	30%	34%	29%	39%	38%
42	EB, Chacewater Hill between Threemilestone and Chace	EB	14%	22%	25%	28%	24%
43	WB, Chacewater Hill between Threemilestone and Chace	WB	51%	54%	56%	67%	67%
44	NB, A38, Between Doublebois and Bodmin	NB	26%	28%	31%	34%	41%
45	SB, A38, Between Doublebois and Bodmin	SB	15%	16%	19%	25%	25%
46	A3075 Between Chiverton and Newquay	NB	64%	70%	0%	79%	0%
47	A3075 Between Chiverton and Newquay	SB	43%	49%	0%	64%	0%
48	A3058 between Summercourt and Quintrell Downs	NB	9%	10%	10%	13%	11%
49	A3058 between Summercourt and Quintrell Downs	SB	31%	35%	53%	41%	60%
50	A3076 Between Mitchell and Gummows Shop	NB	14%	15%	33%	16%	49%
51	A3076 Between Mitchell and Gummows Shop	SB	4%	6%	4%	7%	4%
52	A3075 Between Goonhavern and Newquay	NB	55%	61%	51%	75%	60%
53	A3075 Between Goonhavern and Newquay	SB	38%	44%	44%	59%	57%
54	B3285 Between Goonhavern and A30	SB	19%	17%	21%	16%	27%
55	B3285 Between A30 and Goonhavern	NB	21%	18%	17%	17%	17%
56	B3284 Chybucca towards Perranporth	NB	17%	10%	23%	7%	23%
57	B3284 Chybucca from Perranporth	SB	11%	10%	7%	1%	3%
58	B3277 Chiverton towards St Agnes	NB	19%	22%	20%	20%	27%
59	B3277 Chiverton from St Agnes	SB	48%	59%	39%	83%	45%
60	Henver Road Zelah	NB	2%	2%	11%	4%	10%
61	Henver Road Zelah	SB	63%	62%	26%	78%	27%
62	B3284 Between Chybucca and Shortlanesend	NB	30%	28%	22%	23%	21%
63	B3284 Between Chybucca and Shortlanesend	SB	32%	28%	41%	21%	37%
64	Route between A30 and B3284 via Allet	NB	4%	3%	3%	9%	4%
65	Route between A30 and B3284 via Allet	SB	1%	1%	6%	2%	7%
79	B3285 SW	SW	20%	34%	3%	18%	4%
80	B3285 NE	NE	11%	13%	12%	14%	17%

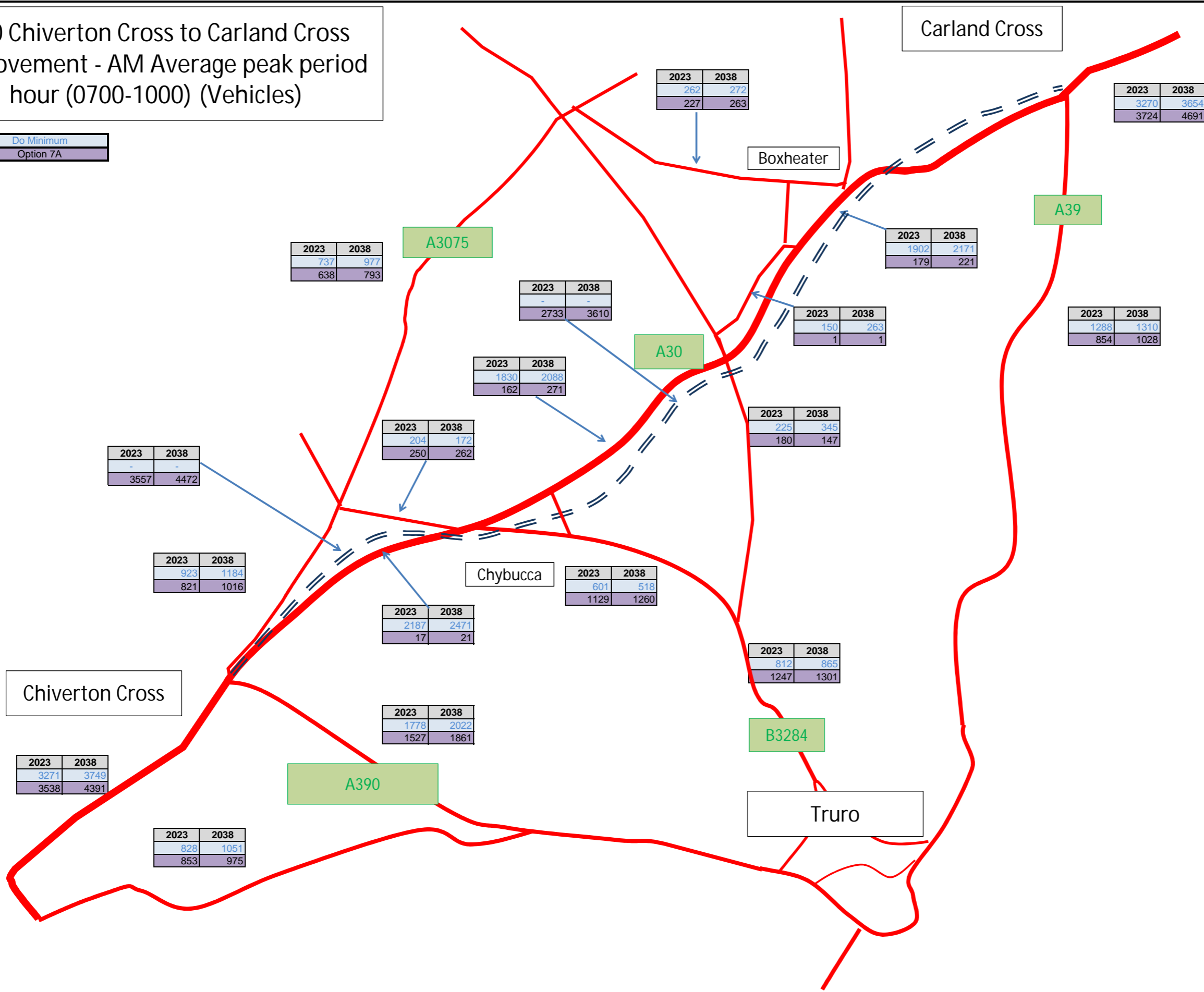


## **Annex E - Flow Diagrams**

# A30 Chiverton Cross to Carland Cross Improvement - AM Average peak period hour (0700-1000) (Vehicles)

Key

Do Minimum
Option 7A



2023	2038
262	272
227	263

2023	2038
3270	3654
3724	4691

2023	2038
737	977
638	793

2023	2038
-	-
2733	3610

2023	2038
1902	2171
179	221

2023	2038
150	263
1	1

2023	2038
1288	1310
854	1028

2023	2038
1830	2088
162	271

2023	2038
225	345
180	147

2023	2038
-	-
3557	4472

2023	2038
204	172
250	262

2023	2038
923	1184
821	1016

2023	2038
601	518
1129	1260

2023	2038
2187	2471
17	21

2023	2038
812	865
1247	1301

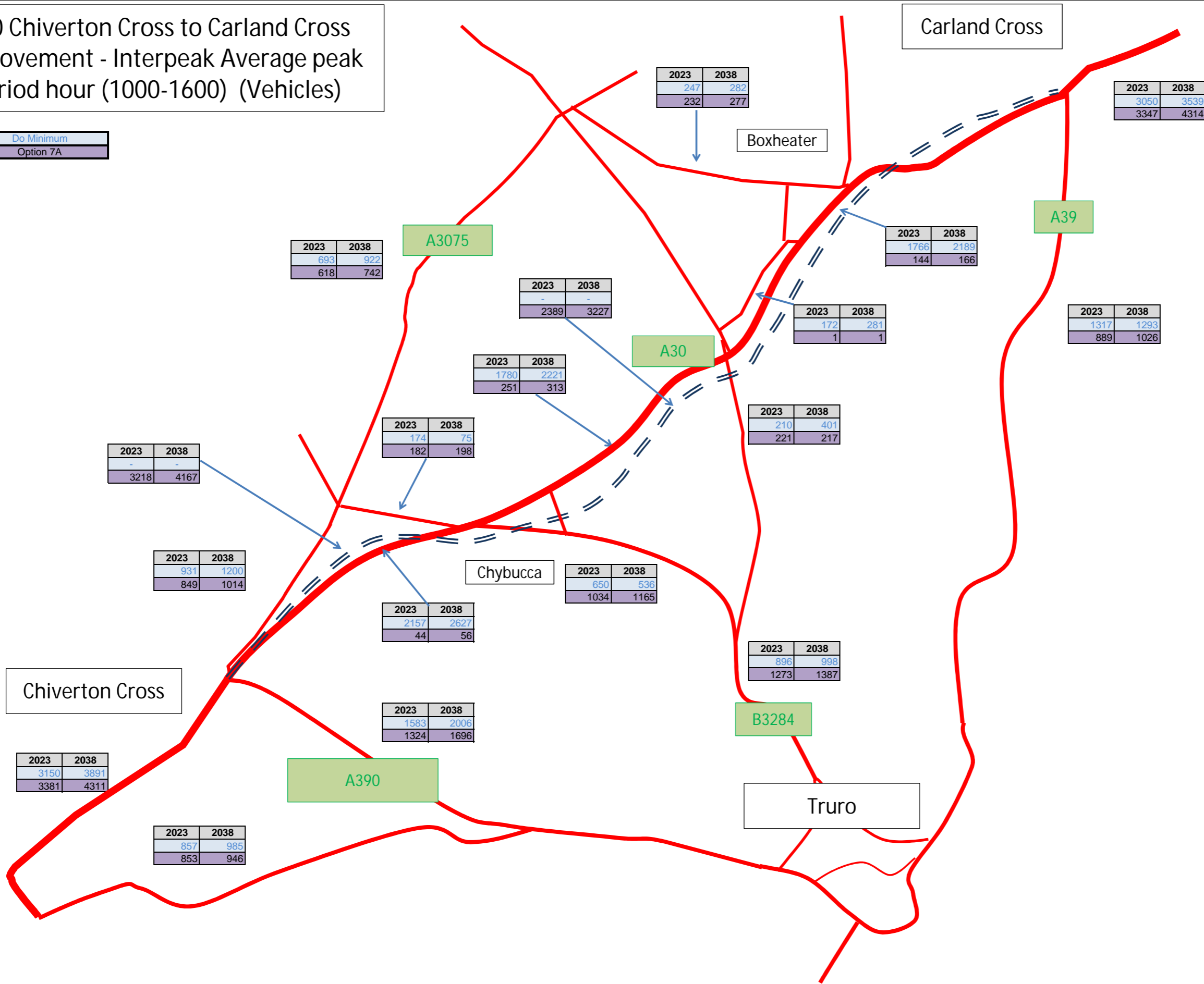
2023	2038
1778	2022
1527	1861

2023	2038
3271	3749
3538	4391

2023	2038
828	1051
853	975

# A30 Chiverton Cross to Carland Cross Improvement - Interpeak Average peak period hour (1000-1600) (Vehicles)

Key  
Do Minimum  
Option 7A



2023	2038
247	282
232	277

2023	2038
3050	3539
3347	4314

2023	2038
693	922
618	742

2023	2038
1766	2189
144	166

2023	2038
2389	3227

2023	2038
172	281
1	1

2023	2038
1317	1293
889	1026

2023	2038
1780	2221
251	313

2023	2038
210	401
221	217

2023	2038
-	-
3218	4167

2023	2038
174	75
182	198

2023	2038
931	1200
849	1014

2023	2038
650	536
1034	1165

2023	2038
2157	2627
44	56

2023	2038
896	998
1273	1387

Chiverton Cross

2023	2038
3150	3891
3381	4311

2023	2038
1583	2006
1324	1696

A390

2023	2038
857	985
853	946

B3284

Truro

# A30 Chiverton Cross to Carland Cross Improvement - PM Average peak period hour (1600-1900) (Vehicles)

Key

Do Minimum
Option 7A



2023	2038
313	261
295	327

2023	2038
3345	3723
4100	5061

2023	2038
954	1162
751	950

2023	2038
-	-
2870	3776

2023	2038
1984	2312
115	150

2023	2038
2007	2321
284	277

2023	2038
237	281
0	0

2023	2038
1231	1278
1127	1344

2023	2038
369	576
151	169

2023	2038
-	-
3218	4167

2023	2038
186	76
316	267

2023	2038
1177	1421
976	1209

2023	2038
604	554
1126	1111

2023	2038
2367	2718
46	49

2023	2038
1090	1262
1354	1359

Chiverton Cross

2023	2038
3601	3887
3929	4732

2023	2038
1914	2122
1674	2109

2023	2038
1108	1357
1018	1124

Carland Cross

Boxheater

A3075

A30

A39

Chybuca

B3284

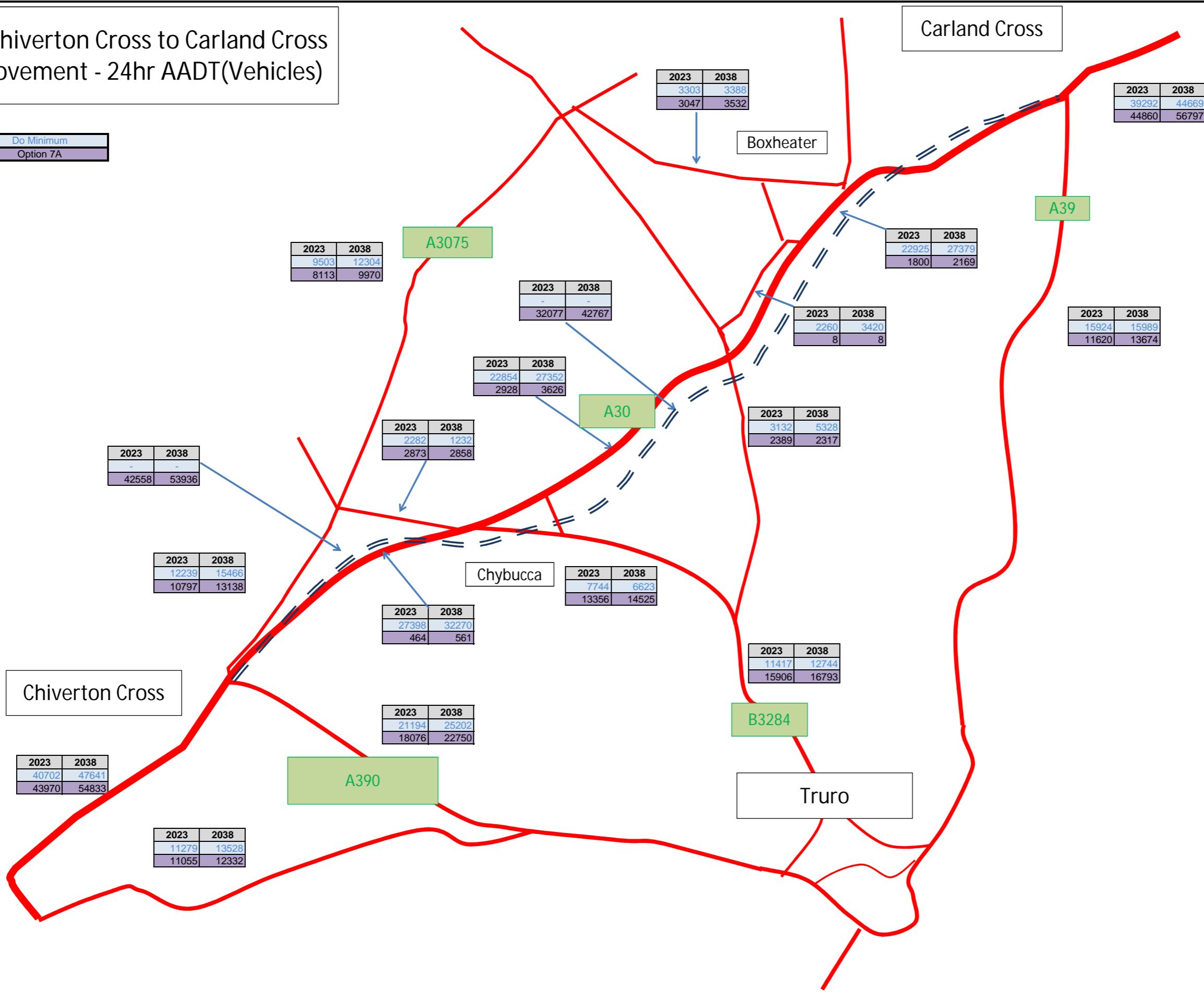
A390

Truro

# A30 Chiverton Cross to Carland Cross Improvement - 24hr AADT(Vehicles)

Key

Do Minimum
Option 7A



2023	2038
3303	3388
3047	3532

2023	2038
39292	44669
44860	56797

2023	2038
9503	12304
8113	9970

2023	2038
-	-
32077	42767

2023	2038
22925	27379
1800	2169

2023	2038
2260	3420
8	8

2023	2038
15924	15989
11620	13674

2023	2038
22854	27352
2928	3626

2023	2038
3132	5328
2389	2317

2023	2038
-	-
42558	53936

2023	2038
2282	1232
2873	2858

2023	2038
12239	15466
10797	13138

2023	2038
7744	6623
13356	14525

2023	2038
27398	32270
464	561

2023	2038
11417	12744
15906	16793

2023	2038
21194	25202
18076	22750

2023	2038
40702	47641
43970	54833

2023	2038
11279	13528
11055	12332

## **Annex F - High and Low Link Flows and Journey Times**

			AM PEAK (HIGH)				
			ALL VEHICLES (Actual Modelled Flow)				
ID	Site Location	Dir	2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
1	EB, A30, Between Carland Cross Rbt and Mitchell	EB	1327	1487	1876	1661	2644
2	WB, A30, Between Carland Cross Rbt and Mitchell	WB	1657	1873	2112	2077	2557
3	EB, A30, Between Zelah and Carland Cross Rbt	EB	809	899	1407	1109	2060
4	WB, A30, Between Zelah and Carland Cross Rbt	WB	927	1075	1567	1164	1997
5	EB, A30, Between Mitchell and Chapel Town	EB	1273	1433	1727	1600	2304
6	WB, A30, Between Mitchell and Chapel Town	WB	1603	1837	2099	2068	2544
7	EB, A30, Between Victoria and Lanivet	EB	954	1203	1279	1562	1766
8	WB, A30, Between Victoria and Lanivet	WB	836	1029	1077	1279	1384
9	EB, A30, Between Camborne and Hayle	EB	1261	1452	1457	1708	1722
10	WB, A30, Between Camborne and Hayle	WB	577	678	713	811	878
11	WB, A30, Between Tolvaddon Interchange and Redruth	WB	1024	1212	1272	1393	1565
12	EB, A30, Between Tolvaddon Interchange and Redruth	EB	1337	1579	1618	1882	1966
13	EB, A30, Between Redruth and Scorrier	EB	1522	1852	1882	2077	2275
14	WB, A30, Between Redruth and Scorrier	WB	1247	1448	1479	1706	1961
15	WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1411	1617	1761	1876	2271
16	EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1485	1840	2039	2030	2548
17	EB, A30, Between Chybucca and Marazanvose	EB	857	963	1407	1171	2060
18	WB, A30, Between Chybucca and Marazanvose	WB	893	1037	1567	1147	1997
19	EB, A30, Between Chapel Town and Summercourt	EB	1273	1433	1727	1600	2304
20	WB, A30, Between Chapel Town and Summercourt	WB	1603	1837	2099	2068	2544
21	EB, A30, Between Summercourt and Indian Queens	EB	1338	1558	1747	1837	2397
22	WB, A30, Between Summercourt and Indian Queens	WB	1472	1661	1834	1879	2388
23	WB, A30, Between Lanivet and A38 Plymouth Junction	WB	592	704	722	882	939
24	EB, A30, Between Lanivet and Bodmin	EB	787	986	1060	1363	1539
25	EB, A30, Between A38 Plymouth Junction and A30 Bodr	EB	554	724	740	1054	1070
26	WB, A30, Between A38 Plymouth Junction and A30 Bodr	WB	286	345	353	447	467
27	EB, A30, A38 Plymouth Junction	EB	233	263	321	309	469
28	NB, B3284, Between Mithian and Perranporth	NB	119	144	145	167	176
29	SB, B3284, Between Mithian and Perranporth	SB	146	134	165	139	182
30	NB, A39, Between Truro and Carnon Downs	NB	915	1044	992	1243	1099
31	SB, A39, Between Truro and Carnon Downs	SB	747	832	784	899	801
32	EB, A390, Between Treliske Hospital and Truro	EB	1023	1193	907	1255	1058
33	WB, A390, Between Treliske Hospital and Truro	WB	1167	1220	1058	1281	1175
34	EB, A390, Between Truro and Probus	EB	481	594	547	787	640
35	WB, A390, Between Truro and Probus	WB	827	880	898	924	945
36	NB, B3284, Between Shortlanesend and Truro	NB	230	305	457	342	506
37	SB, B3284, Between Shortlanesend and Truro	SB	559	543	819	566	819
38	EB, A390, Between Chiverton Cross and Threemilestone	EB	915	1173	1062	1110	1207
39	WB, A390, Between Chiverton Cross and Threemilestone	WB	621	670	570	926	750
40	NB, A39, Between Truro and Carland Cross Rbt	NB	475	507	352	478	515
41	SB, A39, Between Truro and Carland Cross Rbt	SB	616	698	482	651	627
42	EB, Chacewater Hill between Threemilestone and Chace	EB	600	813	784	1030	914
43	WB, Chacewater Hill between Threemilestone and Chace	WB	158	236	263	312	372
44	NB, A38, Between Doublebois and Bodmin	NB	278	317	374	382	539
45	SB, A38, Between Doublebois and Bodmin	SB	326	382	390	458	480
46	A3075 Between Chiverton and Newquay	NB	369	466	344	609	425
47	A3075 Between Chiverton and Newquay	SB	440	518	532	607	606
48	A3058 between Summercourt and Quintrell Downs	NB	111	145	138	199	183
49	A3058 between Summercourt and Quintrell Downs	SB	201	242	265	247	321
50	A3076 Between Mitchell and Gummows Shop	NB	70	78	159	103	321
51	A3076 Between Mitchell and Gummows Shop	SB	76	78	74	97	71
52	A3075 Between Goonhavern and Newquay	NB	439	568	481	797	611
53	A3075 Between Goonhavern and Newquay	SB	520	657	655	915	883
54	B3285 Between Goonhavern and A30	SB	117	128	148	138	200
55	B3285 Between A30 and Goonhavern	NB	168	150	176	146	213
56	B3284 Chybucca towards Perranporth	NB	96	99	102	74	113
57	B3284 Chybucca from Perranporth	SB	151	106	160	77	168
58	B3277 Chiverton towards St Agnes	NB	236	282	457	212	663
59	B3277 Chiverton from St Agnes	SB	463	509	254	570	335
60	Henver Road Zelah	NB	28	47	119	51	137
61	Henver Road Zelah	SB	82	72	200	100	320
62	B3284 Between Chybucca and Shortlanesend	NB	148	190	94	186	102
63	B3284 Between Chybucca and Shortlanesend	SB	309	242	630	193	741
64	Route between A30 and B3284 via Allet	NB	38	28	53	16	107
65	Route between A30 and B3284 via Allet	SB	129	112	171	86	195
79	B3285 SW	SW	14	17	29	10	37
80	B3285 NE	NE	10	11	16	17	18

		INTERPEAK (HIGH)					
		ALL VEHICLES (Actual Modelled Flow)					
ID	Site Location	Dir	2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
1	EB, A30, Between Carland Cross Rbt and Mitchell	EB	1333	1600	1816	1780	2612
2	WB, A30, Between Carland Cross Rbt and Mitchell	WB	1366	1594	1761	1895	2220
3	EB, A30, Between Zelah and Carland Cross Rbt	EB	753	934	1312	1230	1916
4	WB, A30, Between Zelah and Carland Cross Rbt	WB	844	955	1276	1093	1705
5	EB, A30, Between Mitchell and Chapel Town	EB	1240	1489	1653	1674	2231
6	WB, A30, Between Mitchell and Chapel Town	WB	1299	1520	1707	1864	2209
7	EB, A30, Between Victoria and Lanivet	EB	778	1018	1046	1330	1458
8	WB, A30, Between Victoria and Lanivet	WB	690	859	906	1079	1143
9	EB, A30, Between Camborne and Hayle	EB	866	1007	1008	1214	1219
10	WB, A30, Between Camborne and Hayle	WB	946	1120	1143	1387	1418
11	WB, A30, Between Tolvaddon Interchange and Redruth	WB	1212	1443	1484	1747	1889
12	EB, A30, Between Tolvaddon Interchange and Redruth	EB	1035	1221	1242	1484	1547
13	EB, A30, Between Redruth and Scorrier	EB	1270	1554	1565	1876	2037
14	WB, A30, Between Redruth and Scorrier	WB	1324	1563	1528	1884	2040
15	WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1524	1822	1899	2179	2465
16	EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1351	1560	1758	1859	2290
17	EB, A30, Between Chybucca and Marazanvose	EB	746	933	1312	1260	1916
18	WB, A30, Between Chybucca and Marazanvose	WB	831	942	1276	1170	1705
19	EB, A30, Between Chapel Town and Summercourt	EB	1240	1489	1653	1674	2231
20	WB, A30, Between Chapel Town and Summercourt	WB	1299	1520	1707	1864	2209
21	EB, A30, Between Summercourt and Indian Queens	EB	1293	1559	1660	1846	2208
22	WB, A30, Between Summercourt and Indian Queens	WB	1212	1410	1535	1702	1959
23	WB, A30, Between Lanivet and A38 Plymouth Junction	WB	514	622	654	825	846
24	EB, A30, Between Lanivet and Bodmin	EB	691	885	901	1242	1315
25	EB, A30, Between A38 Plymouth Junction and A30 Bodr	EB	449	594	595	897	910
26	WB, A30, Between A38 Plymouth Junction and A30 Bodr	WB	310	377	381	491	504
27	EB, A30, A38 Plymouth Junction	EB	242	291	306	344	405
28	NB, B3284, Between Mithian and Perranporth	NB	156	188	178	154	227
29	SB, B3284, Between Mithian and Perranporth	SB	145	165	166	150	190
30	NB, A39, Between Truro and Carnon Downs	NB	845	959	862	1051	950
31	SB, A39, Between Truro and Carnon Downs	SB	760	861	794	936	799
32	EB, A390, Between Treliske Hospital and Truro	EB	1133	1169	945	1261	1094
33	WB, A390, Between Treliske Hospital and Truro	WB	1105	1201	946	1305	1090
34	EB, A390, Between Truro and Probus	EB	639	741	703	953	811
35	WB, A390, Between Truro and Probus	WB	572	637	613	688	693
36	NB, B3284, Between Shortlanesend and Truro	NB	359	464	694	601	810
37	SB, B3284, Between Shortlanesend and Truro	SB	337	485	657	504	611
38	EB, A390, Between Chiverton Cross and Threemilestone	EB	798	745	662	831	897
39	WB, A390, Between Chiverton Cross and Threemilestone	WB	858	958	767	1229	1015
40	NB, A39, Between Truro and Carland Cross Rbt	NB	584	651	463	490	644
41	SB, A39, Between Truro and Carland Cross Rbt	SB	509	590	427	651	526
42	EB, Chacewater Hill between Threemilestone and Chace	EB	309	442	484	652	633
43	WB, Chacewater Hill between Threemilestone and Chace	WB	316	375	479	469	570
44	NB, A38, Between Doublebois and Bodmin	NB	262	314	327	371	429
45	SB, A38, Between Doublebois and Bodmin	SB	220	263	288	354	358
46	A3075 Between Chiverton and Newquay	NB	426	517	427	655	520
47	A3075 Between Chiverton and Newquay	SB	411	484	481	635	610
48	A3058 between Summercourt and Quintrell Downs	NB	129	162	157	221	201
49	A3058 between Summercourt and Quintrell Downs	SB	189	234	270	271	330
50	A3076 Between Mitchell and Gummows Shop	NB	102	125	170	137	366
51	A3076 Between Mitchell and Gummows Shop	SB	73	75	67	77	76
52	A3075 Between Goonhavern and Newquay	NB	534	644	612	876	736
53	A3075 Between Goonhavern and Newquay	SB	465	573	579	760	729
54	B3285 Between Goonhavern and A30	SB	117	117	121	134	198
55	B3285 Between A30 and Goonhavern	NB	158	178	176	173	213
56	B3284 Chybucca towards Perranporth	NB	111	80	103	35	119
57	B3284 Chybucca from Perranporth	SB	84	92	91	24	84
58	B3277 Chiverton towards St Agnes	NB	342	367	321	328	439
59	B3277 Chiverton from St Agnes	SB	406	462	281	559	345
60	Henver Road Zelah	NB	60	27	166	38	162
61	Henver Road Zelah	SB	51	30	190	34	182
62	B3284 Between Chybucca and Shortlanesend	NB	208	274	98	195	114
63	B3284 Between Chybucca and Shortlanesend	SB	201	302	508	201	513
64	Route between A30 and B3284 via Allet	NB	56	29	50	69	40
65	Route between A30 and B3284 via Allet	SB	25	32	88	51	87
79	B3285 SW	SW	27	26	44	11	47
80	B3285 NE	NE	46	54	61	86	72



			PM PEAK (HIGH)				
			ALL VEHICLES (Actual Modelled Flow)				
ID	Site Location	Dir	2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
1	EB, A30, Between Carland Cross Rbt and Mitchell	EB	1572	1766	2426	1771	3111
2	WB, A30, Between Carland Cross Rbt and Mitchell	WB	1461	1713	1942	1980	2401
3	EB, A30, Between Zelah and Carland Cross Rbt	EB	847	1146	1654	1284	2301
4	WB, A30, Between Zelah and Carland Cross Rbt	WB	869	988	1412	1130	1880
5	EB, A30, Between Mitchell and Chapel Town	EB	1442	1621	2001	1643	2494
6	WB, A30, Between Mitchell and Chapel Town	WB	1440	1671	1929	1980	2402
7	EB, A30, Between Victoria and Lanivet	EB	713	853	918	1099	1268
8	WB, A30, Between Victoria and Lanivet	WB	689	793	852	992	1098
9	EB, A30, Between Camborne and Hayle	EB	533	610	612	725	734
10	WB, A30, Between Camborne and Hayle	WB	1321	1516	1530	1841	1828
11	WB, A30, Between Tolvaddon Interchange and Redruth	WB	1417	1625	1731	1807	2011
12	EB, A30, Between Tolvaddon Interchange and Redruth	EB	905	1062	1082	1282	1346
13	EB, A30, Between Redruth and Scorrier	EB	1236	1499	1563	1695	2158
14	WB, A30, Between Redruth and Scorrier	WB	1537	1736	1859	1924	2118
15	WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1917	2076	2277	2161	2606
16	EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1433	1681	1877	1785	2452
17	EB, A30, Between Chybucca and Marazanvose	EB	852	1151	1654	1335	2301
18	WB, A30, Between Chybucca and Marazanvose	WB	882	1014	1412	1232	1880
19	EB, A30, Between Chapel Town and Summercourt	EB	1442	1621	2001	1643	2494
20	WB, A30, Between Chapel Town and Summercourt	WB	1440	1671	1929	1980	2402
21	EB, A30, Between Summercourt and Indian Queens	EB	1476	1663	1898	1720	2333
22	WB, A30, Between Summercourt and Indian Queens	WB	1286	1467	1645	1747	2178
23	WB, A30, Between Lanivet and A38 Plymouth Junction	WB	538	639	685	809	885
24	EB, A30, Between Lanivet and Bodmin	EB	590	742	770	1017	1096
25	EB, A30, Between A38 Plymouth Junction and A30 Bodr	EB	267	359	366	536	572
26	WB, A30, Between A38 Plymouth Junction and A30 Bodr	WB	356	422	430	515	526
27	EB, A30, A38 Plymouth Junction	EB	323	383	404	481	524
28	NB, B3284, Between Mithian and Perranporth	NB	194	125	251	133	266
29	SB, B3284, Between Mithian and Perranporth	SB	136	138	156	140	168
30	NB, A39, Between Truro and Carnon Downs	NB	884	898	819	921	768
31	SB, A39, Between Truro and Carnon Downs	SB	930	1039	932	1098	965
32	EB, A390, Between Treliiske Hospital and Truro	EB	1096	1246	1095	1297	1214
33	WB, A390, Between Treliiske Hospital and Truro	WB	1147	1223	973	1282	1115
34	EB, A390, Between Truro and Probus	EB	956	938	944	931	946
35	WB, A390, Between Truro and Probus	WB	560	614	584	665	629
36	NB, B3284, Between Shortlanesend and Truro	NB	552	693	850	831	919
37	SB, B3284, Between Shortlanesend and Truro	SB	459	471	518	491	463
38	EB, A390, Between Chiverton Cross and Threemilestone	EB	622	651	605	716	889
39	WB, A390, Between Chiverton Cross and Threemilestone	WB	1253	1323	1223	1323	1032
40	NB, A39, Between Truro and Carland Cross Rbt	NB	664	572	672	451	801
41	SB, A39, Between Truro and Carland Cross Rbt	SB	469	561	478	567	655
42	EB, Chacewater Hill between Threemilestone and Chace	EB	185	295	340	447	345
43	WB, Chacewater Hill between Threemilestone and Chace	WB	645	787	748	889	882
44	NB, A38, Between Doublebois and Bodmin	NB	341	403	422	506	546
45	SB, A38, Between Doublebois and Bodmin	SB	193	229	267	308	371
46	A3075 Between Chiverton and Newquay	NB	626	714	533	808	632
47	A3075 Between Chiverton and Newquay	SB	429	522	501	672	626
48	A3058 between Summercourt and Quintrell Downs	NB	153	193	177	249	220
49	A3058 between Summercourt and Quintrell Downs	SB	187	227	331	237	377
50	A3076 Between Mitchell and Gummows Shop	NB	139	130	340	133	540
51	A3076 Between Mitchell and Gummows Shop	SB	42	69	41	66	47
52	A3075 Between Goonhavern and Newquay	NB	713	857	689	973	800
53	A3075 Between Goonhavern and Newquay	SB	491	619	605	862	803
54	B3285 Between Goonhavern and A30	SB	184	139	214	207	303
55	B3285 Between A30 and Goonhavern	NB	209	162	177	171	181
56	B3284 Chybucca towards Perranporth	NB	156	81	228	57	234
57	B3284 Chybucca from Perranporth	SB	108	80	95	8	41
58	B3277 Chiverton towards St Agnes	NB	363	417	399	387	568
59	B3277 Chiverton from St Agnes	SB	461	491	398	638	440
60	Henver Road Zelah	NB	33	36	215	54	175
61	Henver Road Zelah	SB	46	35	157	78	157
62	B3284 Between Chybucca and Shortlanesend	NB	298	269	217	206	219
63	B3284 Between Chybucca and Shortlanesend	SB	321	263	418	175	401
64	Route between A30 and B3284 via Allet	NB	37	27	30	94	27
65	Route between A30 and B3284 via Allet	SB	10	12	62	38	56
79	B3285 SW	SW	12	12	18	14	21
80	B3285 NE	NE	45	84	54	82	74

Name	TP	Description	AM Peak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL3081	1	A30 Westbound (Between A3074 Hayle and A394 Penzance)	334	335	335	337	337
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>334</b>	<b>335</b>	<b>335</b>	<b>337</b>	<b>337</b>
AL784	1	A30 Westbound (Between A3047 Camborne and A3074 Hayle)	200	200	200	201	201
			0	0	0	0	0
			259	260	260	261	262
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>459</b>	<b>460</b>	<b>461</b>	<b>462</b>	<b>463</b>
AL1914	1	A30 Westbound (Between A3047 Scorrier and A3047 Camborne)	97	98	98	100	102
			1	1	1	1	1
			25	25	25	25	26
			1	1	1	1	1
			109	110	110	111	112
			0	0	0	0	0
			110	110	110	110	111
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>342</b>	<b>344</b>	<b>345</b>	<b>348</b>	<b>352</b>
AL1911	1	A30 Westbound (Between A390 Chiverton Cross Rbt and A3047 Scorrier)	96	98	99	100	104
			0	0	0	0	0
			21	21	21	21	22
2		1	1	1	1	1	
		<b>TOTAL</b>	<b>118</b>	<b>119</b>	<b>121</b>	<b>122</b>	<b>128</b>
AL3084	1	A30 Westbound (Between A39 Carland Cross Rbt and A3075 Chiverton Cross Rbt)	3	3	21	3	22
			0	0	0	0	0
			92	97	14	101	15
			3	5	1	6	1
			3	3	7	3	7
			3	5	0	6	0
			25	27	84	28	87
			3	5	0	6	0
			13	14	47	15	49
			3	5	0	6	0
			17	19	27	20	28
			5	9	0	20	0
			42	46	37	48	38
			6	10	0	20	0
			6	7	23	7	24
			6	12	0	27	0
			93	99	34	104	35
			6	10	0	17	0
			21	23	17	24	17
			0	0	1	0	1
			11	12	34	13	36
			3	3	0	4	0
			8	9	44	9	47
			3	3	1	4	1
			56	60	20	63	20
			3	3	1	4	1
			4	4	12	4	13
			3	3	0	4	0
			66	70	0	74	0
			3	3	0	4	0
			15	16	0	17	0
			3	5	0	7	0
			123	133	0	142	0
		3	4	0	5	0	
		34	36	0	37	0	
		0	0	0	0	0	
		7	8	0	8	0	
		6	25	0	72	0	
		0	0	0	0	0	
		0	0	0	0	0	
		0	0	0	0	0	
		<b>TOTAL</b>	<b>700</b>	<b>796</b>	<b>424</b>	<b>929</b>	<b>442</b>
AL802	1	A30 Westbound (Between A3076 Mitchell and A39 Carland Cross Rbt)	41	41	42	42	45
			0	0	1	0	2
			7	7	6	7	6
2		3	7	3	153	3	
		<b>TOTAL</b>	<b>51</b>	<b>55</b>	<b>53</b>	<b>202</b>	<b>56</b>
AL1910	1	A30 Westbound (Between A3058 Chapel Town and A3076 Mitchell)	94	96	99	99	105
			1	1	1	1	2
			12	12	13	13	14
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>107</b>	<b>110</b>	<b>113</b>	<b>112</b>	<b>120</b>
AL1908	1	A30 Westbound (Between A3058 Summercourt and A3058 Chapel Town)	3	3	4	4	4
			0	0	0	0	0
			37	38	39	39	41
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>40</b>	<b>41</b>	<b>42</b>	<b>42</b>	<b>45</b>
AL3088	1	A30 Westbound (Between A39 Indian Queens and A3058 Summercourt)	13	13	13	13	13
			1	1	1	1	1
			64	65	66	66	70
			1	1	1	1	1
			81	83	85	85	90
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>159</b>	<b>162</b>	<b>165</b>	<b>166</b>	<b>176</b>
AL3087A	1	A30 Westbound (Between A391 Lanivet Junction and A39 Indian Queens)	114	115	115	116	117
			0	0	0	0	0
			280	282	283	287	292
			1	1	1	1	1
			8	8	8	8	8
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>403</b>	<b>406</b>	<b>407</b>	<b>412</b>	<b>418</b>
AL2196A	1	A30 Westbound (Between A38 Bodmin Junction and A391 Lanivet Junction)	224	224	224	225	226
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>225</b>	<b>226</b>

Name	TP	Description	AM Peak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL1919	1	A30 Westbound (Between A30 Exit Slip Bodmin and A38 Bodmin Junction)	96	97	97	97	97
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>96</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>
AL3083	1	A30 Eastbound (Between A3074 Hayle and A3047 Camborne)	262	263	263	265	265
			0	0	0	0	0
			204	207	207	210	211
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>466</b>	<b>469</b>	<b>470</b>	<b>476</b>	<b>476</b>
AL1913	1	A30 Eastbound (Between A3047 Camborne and A3047 Scorrier)	112	113	113	115	115
			0	0	0	0	0
			110	112	112	115	116
			1	1	1	1	1
			25	25	25	26	26
	2		1	1	1	1	1
		<b>TOTAL</b>	<b>249</b>	<b>252</b>	<b>253</b>	<b>258</b>	<b>259</b>
AL1912	1	A30 Eastbound (Between A3047 Scorrier and A390 Chiverton Cross Rbt)	21	21	22	22	23
			0	0	0	0	0
			97	99	101	101	108
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>118</b>	<b>121</b>	<b>123</b>	<b>123</b>	<b>131</b>
AL3085	1	A30 Eastbound (Between A3075 Chiverton Cross Rbt and A39 Carland Cross Rbt)	6	6	12	7	13
			0	0	1	0	1
			30	31	20	34	21
			3	4	1	7	2
			127	134	45	147	49
			3	4	0	7	0
			16	16	35	18	38
			4	5	1	9	2
			65	68	17	74	17
			20	166	0	230	0
			4	4	33	4	35
			2	2	0	3	0
			54	55	23	59	24
			2	2	0	3	0
			8	8	36	9	38
			2	2	0	3	0
			11	11	27	12	28
			2	2	0	3	0
			20	21	46	22	49
			0	0	0	0	0
			85	89	83	96	87
			4	4	0	7	0
			6	6	20	7	21
			4	5	0	12	0
			40	42	4	46	4
			4	5	1	12	1
			16	17	11	19	11
			4	5	1	11	2
			12	13	10	14	10
			3	3	0	5	0
			24	25	0	27	0
			3	3	0	5	0
		3	3	0	3	0	
		3	3	0	5	0	
		86	90	0	99	0	
		0	0	0	0	0	
		2	3	0	3	0	
		4	4	0	4	0	
		<b>TOTAL</b>	<b>681</b>	<b>862</b>	<b>427</b>	<b>1026</b>	<b>453</b>
AL801	1	A30 Eastbound (Between A39 Carland Cross Rbt and A3076 Newquay Junction)	7	7	41	7	45
			0	0	1	0	2
			40	40	0	41	0
	2		1	1	0	1	
		<b>TOTAL</b>	<b>47</b>	<b>48</b>	<b>42</b>	<b>48</b>	<b>47</b>
AL1909	1	A30 Eastbound (Between A3076 Mitchell and A3058 Chapel Town)	12	12	12	12	13
			0	0	0	0	0
			92	93	95	94	101
		<b>TOTAL</b>	<b>105</b>	<b>106</b>	<b>108</b>	<b>107</b>	<b>115</b>
AL1907	1	A30 Eastbound (Between A3058 Chapel Town and A3058 Summercourt)	36	36	37	37	39
			0	0	0	0	0
			3	3	3	3	4
	2		0	0	0	0	
		<b>TOTAL</b>	<b>39</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>43</b>
AL3089	1	A30 Eastbound (Between A3058 Summercourt and A39 Indian Queens)	79	80	81	81	86
			1	1	1	1	1
			63	64	65	65	70
			1	1	1	1	1
			13	13	13	13	14
			0	0	0	0	0
	2		8	8	8	8	
		<b>TOTAL</b>	<b>165</b>	<b>167</b>	<b>170</b>	<b>170</b>	<b>181</b>
AL3086A	1	A30 Eastbound (Between A39 Indian Queens and A391 Lanivet Junction)	8	8	8	8	8
			1	1	1	1	1
			281	284	287	293	301
			0	0	0	0	0
			115	116	116	118	120
	2		0	0	0	0	
		<b>TOTAL</b>	<b>405</b>	<b>409</b>	<b>412</b>	<b>420</b>	<b>431</b>
AL2195A	1	A30 Eastbound (A391 Lanivet Junction and A38 Bodmin)	225	226	227	230	233
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>225</b>	<b>226</b>	<b>227</b>	<b>230</b>	<b>233</b>
AL1918	1	A30 Eastbound (A38 Bodmin and A30 Entry Slip Bodmin)	89	89	89	90	90
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>90</b>	<b>90</b>

Name	TP	Description	AM Peak (HIGH)					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_EB	1	A390 Eastbound (Between Chiverton and Threemilestone P&R)	3	3	39	3	39	
			0	0	0	0	0	
			69	78	74	76	80	
			5	12	7	9	16	
			123	161	147	164	166	
			2	67	36	95	104	
			5	20	20	20	20	
			135	4	4	4	5	
	2	A390 Eastbound (Between Threemilestone P&R and Treliске Hospital)	1	2	2	2	2	
			4	0	0	0	0	
			2	2	2	2	2	
			0	10	10	11	11	
			22	3	3	3	3	
			0	0	0	0	0	
			7	2	2	2	2	
			5	4	4	4	4	
			5	3	3	3	3	
			0	0	0	0	0	
			3	4	4	4	4	
			13	1	1	1	1	
			3	1	1	1	1	
			3	0	0	0	0	
			6	18	18	18	18	
			5	19	18	21	20	
			7	5	5	5	5	
			0	0	0	0	0	
			12	7	7	7	7	
			0	24	23	27	25	
			23	5	5	5	5	
			2	0	0	0	0	
			4	3	3	3	3	
			10	12	12	13	12	
			2	3	3	3	3	
			27	2	2	2	2	
			2	6	6	6	6	
			1	4	4	4	4	
			12	7	7	7	7	
			0	0	0	0	0	
			9	12	12	12	12	
			0	0	0	0	0	
			22	23	23	23	23	
			0	2	2	2	2	
			5	4	4	4	4	
			0	0	0	0	0	
			5	4	4	4	4	
			5	8	8	8	8	
			6	2	2	2	2	
			3	1	1	1	1	
			1	2	2	2	2	
			3	15	14	16	15	
			18	2	2	2	2	
			0	2	2	3	2	
			17	2	2	2	2	
			0	0	0	0	0	
			A390 Eastbound (Between Treliске Hospital and County Hall)	17	14	11	15	12
				0	0	0	0	
				11	10	8	11	9
				6	0	0	0	0
				15	25	20	27	22
				7	0	0	0	0
				6	6	5	7	6
				0	0	0	0	0
				10	6	5	7	5
				0	10	4	16	5
				6	7	6	7	6
				7	3	3	3	3
				5	1	1	1	1
				9	3	2	4	3
				0	21	17	22	19
				0	0	0	0	0
				0	19	16	20	17
				0	10	4	15	6
				0	19	16	20	17
				0	0	0	0	0
				0	13	11	14	12
				0	13	4	23	7
				0	17	14	18	16
				0	23	5	60	9
				0	7	5	7	6
				0	0	0	0	0
				0	12	10	12	11
				0	0	0	0	0
				0	7	5	7	6
				0	21	5	41	9
				0	6	5	6	5
	4			0	20	6	33	10
			<b>TOTAL</b>	<b>716</b>	<b>865</b>	<b>735</b>	<b>1001</b>	<b>880</b>

Name	TP	Description	AM Peak (HIGH)					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_WB	1	A390 Westbound (Between County Hall and Treliiske Hospital)	5	5	5	5	5	
			8	10	6	13	9	
			6	6	5	6	6	
			0	0	0	0	0	
			10	11	9	11	10	
			0	0	0	0	0	
			6	6	5	6	6	
			7	9	5	11	7	
			15	15	14	16	14	
			7	9	5	11	6	
			13	13	12	14	13	
			0	0	0	0	0	
			20	20	18	21	19	
			0	15	6	24	10	
			20	20	18	22	20	
			0	0	0	0	0	
			21	22	19	23	21	
			11	16	7	31	11	
			1	1	1	1	1	
			3	4	3	4	3	
			1	1	1	1	1	
			5	6	4	7	6	
			7	8	7	8	7	
			14	27	7	73	13	
			6	7	6	7	6	
			0	0	0	0	0	
			6	7	6	7	6	
			0	0	0	0	0	
			27	28	24	29	26	
			0	0	0	0	0	
			11	11	10	12	10	
			0	0	0	0	0	
			15	15	13	16	14	
			3	0	0	0	0	
			2	2	2	2	2	
			0	15	14	16	15	
			2	2	2	2	2	
			0	0	0	0	0	
			A390 Westbound (Between Treliiske Hospital and Threemilestone P&R)	4	2	2	2	2
				2	1	1	1	1
				23	2	2	2	2
				0	0	0	0	0
				12	4	4	4	4
				0	2	2	2	2
				7	23	23	23	23
				0	0	0	0	0
				10	12	12	12	12
				15	0	0	0	0
				2	7	7	7	7
				2	0	0	0	0
				6	10	10	10	10
				0	14	13	14	13
				5	2	2	2	2
				11	2	2	2	2
				7	6	6	6	6
				1	0	0	0	0
				21	5	5	5	5
				0	21	20	22	21
				2	7	7	7	7
				0	1	1	1	1
				1	5	5	5	5
				15	4	4	4	4
				5	18	18	18	18
				0	0	0	0	0
				0	1	1	1	1
				0	0	0	0	0
				0	2	2	2	2
				0	4	4	4	4
				61	3	3	3	3
				3	0	0	0	0
				0	2	2	2	2
				0	0	0	0	0
				0	3	3	3	3
				0	1	1	1	1
				0	4	4	4	4
				0	0	0	0	0
			A390 Westbound (Between Threemilestone P&R and Chiverton)	0	5	5	5	5
				0	0	0	0	0
				0	24	23	25	24
				0	8	7	9	7
				0	85	82	95	88
				0	2	2	3	3
				0	62	78	69	86
				0	3	0	5	0
				0	3	39	3	39
		2		0	9	0	19	0
			<b>TOTAL</b>	<b>465</b>	<b>681</b>	<b>633</b>	<b>800</b>	<b>686</b>

Name	TP	Description	AM Peak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
B3284_EB	1	B3284 Eastbound (Between Chybucca and Allet Common Junction)	2	2	13	2	14
			0	0	3	0	3
			97	95	111	94	112
			3	2	5	2	5
		B3284 Eastbound (Between Allet Common and Shortlanesend)	81	78	96	76	99
			0	0	0	0	0
			28	28	34	27	35
			0	0	0	0	0
		B3284 Eastbound (Between Shortlanesend and B3284 Kerwyn Hill)	2	2	3	2	3
			6	6	15	6	15
			87	87	100	87	100
			0	0	0	0	0
			55	55	63	55	63
			0	0	0	0	0
			25	25	27	25	27
2			3	3	10	3	11
		<b>TOTAL</b>	<b>389</b>	<b>383</b>	<b>480</b>	<b>381</b>	<b>488</b>
B3284_WB	1	B3284 Westbound (Between B3284 Kerwyn Hill and Shortlanesend)	23	24	25	24	25
			0	0	0	0	0
			50	51	53	51	54
			0	0	0	0	0
			80	81	84	82	86
			6	6	6	6	6
			2	2	2	2	2
			1	1	2	1	2
		B3284 Westbound (Between Shortlanesend and Allet Common)	27	27	28	27	29
			0	0	0	0	0
			74	75	79	75	82
			2	2	3	2	4
		B3284 Westbound (Between Allet Common and Chybucca)	93	94	80	94	81
			0	0	3	0	3
			2	2	11	2	11
2			17	40	3	88	3
		<b>TOTAL</b>	<b>376</b>	<b>404</b>	<b>379</b>	<b>452</b>	<b>388</b>
A39_SB	1	A39 Southbound (Between Carland Cross and Trispen)	42	43	41	43	43
			0	0	0	0	0
			11	12	12	12	13
			0	0	2	0	3
			23	24	23	24	23
			0	0	0	0	0
			23	24	23	24	23
			0	0	0	0	0
			38	39	37	39	38
			2	2	2	2	2
			51	52	49	51	51
			2	2	2	2	2
		A39 Southbound (Between Trispen and St Erme)	90	94	86	93	91
			0	0	0	0	0
		A39 Southbound (Between St Erme and Bodmin Rd Rbt)	113	119	106	117	114
		0	0	0	0	0	
		2	2	2	2	2	
		8	8	8	8	8	
	A39 Southbound (Between Bodmin Rd Rbt and Union Hill Junction)	1	1	1	1	1	
		0	0	0	0	0	
		39	39	39	38	40	
		2	1	2	2	3	
		24	17	17	17	17	
2			0	0	0	0	
		<b>TOTAL</b>	<b>471</b>	<b>477</b>	<b>449</b>	<b>472</b>	<b>473</b>
A39_NB	1	A39 Northbound (Between Union Hill Junction and Bodmin Rd Rbt)	24	25	24	25	25
			2	2	2	2	2
			40	40	39	40	40
			0	0	0	0	0
			1	1	1	1	1
			15	16	14	16	15
		A39 Northbound (Between Bodmin Rd Rbt and St Erme)	2	2	2	2	2
			0	0	0	0	0
			104	107	99	106	106
			0	0	0	0	0
		A39 Northbound (Between St Erme and Trispen)	85	87	83	86	86
			2	2	2	2	2
			49	49	48	49	49
			1	2	1	2	2
		A39 Northbound (Between Trispen and Carland Cross Rbt)	37	37	36	37	37
		0	0	0	0	0	
		22	23	22	22	23	
		0	0	0	0	0	
		22	23	26	22	27	
		0	0	2	0	2	
		11	11	11	11	11	
2			0	0	0	0	
		<b>TOTAL</b>	<b>417</b>	<b>424</b>	<b>410</b>	<b>422</b>	<b>428</b>

Name	TP	Description	AM Peak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
A3075_NB	1	A3075 Northbound (Between Chiverton and B3284 to Chybucca)	2	2	98	3	102
			0	0	3	0	3
			136	142	2	152	2
			3	3	3	5	4
			2	2	107	2	109
			3	4	3	5	3
		A3075 Northbound (Between B3284 to Chybucca and B3285 to Perranporth)	109	112	214	119	219
			3	3	9	4	9
			217	223	7	236	8
			9	9	3	10	5
		A3075 Northbound (Between B3285 to Perranporth and A3075 Holywell Jct)	7	8	47	9	48
			4	5	0	15	0
			47	49	89	54	93
			0	0	2	0	2
			89	93	91	104	97
			2	2	2	3	3
			90	95	13	107	13
			2	2	0	3	0
		A3075 Northbound (Between A3075 Holywell Jct and A392 Rbt Newquay)	13	13	150	14	157
			0	0	0	0	0
		149	154	0	171	0	
	2		0	0	0	0	
		<b>TOTAL</b>	<b>886</b>	<b>922</b>	<b>844</b>	<b>1016</b>	<b>876</b>
A3075_SB	1	A3075 Southbound (Between A392 Rbt Junction and A3075 Holywell Jct)	150	157	156	177	172
			0	0	0	0	0
			13	13	13	15	14
			2	3	2	4	4
		A3075 Southbound (Between A3075 Holywell Jct and B3285 to Perranporth)	93	99	99	116	114
			2	3	3	5	4
			88	92	91	101	94
			0	0	0	0	0
			46	48	47	53	49
			2	2	2	3	2
			7	8	8	9	8
			9	9	9	9	9
		A3075 Southbound (Between B3285 to Peranporth and B3284 to Chybucca)	218	223	224	233	230
			3	3	3	4	4
			109	112	112	116	115
			3	3	3	4	3
		A3075 Southbound (Between B3284 to Chybucca and Chiverton)	2	2	2	2	2
			3	4	0	4	0
			140	145	106	152	110
		2		0	0	0	0
		<b>TOTAL</b>	<b>890</b>	<b>926</b>	<b>881</b>	<b>1006</b>	<b>935</b>

Name	TP	Description	Interpeak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL3081	1	A30 Westbound (Between A3074 Hayle and A394 Penzance)	335	336	336	339	339
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>335</b>	<b>336</b>	<b>336</b>	<b>339</b>	<b>339</b>
AL784	1	A30 Westbound (Between A3047 Camborne and A3074 Hayle)	202	203	203	206	206
			0	0	0	0	0
			260	261	261	263	263
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>462</b>	<b>464</b>	<b>464</b>	<b>469</b>	<b>469</b>
AL1914	1	A30 Westbound (Between A3047 Scorrier and A3047 Camborne)	97	98	98	101	103
			1	1	1	1	1
			25	25	25	26	26
			1	1	1	1	1
			110	111	111	114	115
			0	0	0	0	0
			111	111	112	113	113
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>344</b>	<b>348</b>	<b>348</b>	<b>355</b>	<b>359</b>
AL1911	1	A30 Westbound (Between A390 Chiverton Cross Rbt and A3047 Scorrier)	97	99	100	103	106
			0	0	0	0	0
			21	21	21	22	23
	2		1	1	1	1	1
		<b>TOTAL</b>	<b>118</b>	<b>121</b>	<b>122</b>	<b>125</b>	<b>131</b>
AL3084	1	A30 Westbound (Between A39 Carland Cross Rbt and A3075 Chiverton Cross Rbt)	2	3	21	3	21
			0	0	0	0	0
			88	92	14	99	15
			3	4	1	5	1
			3	3	7	3	7
			3	4	0	5	0
			24	25	82	27	85
			3	4	0	5	0
			13	13	46	14	48
			3	4	0	5	0
			16	17	26	19	27
			4	6	0	15	0
			41	43	36	46	37
			4	6	0	12	0
			6	7	23	7	24
			4	6	0	14	0
			90	95	33	101	34
			5	7	0	13	0
			21	22	16	23	17
			0	0	1	0	1
			11	12	34	13	36
			2	3	0	4	0
			8	9	44	9	46
			2	3	1	4	1
			56	58	20	63	20
			2	3	1	4	1
			4	4	12	4	13
			2	3	0	4	0
			64	67	0	75	0
			2	3	0	4	0
			15	16	0	17	0
			3	5	0	7	0
			122	133	0	146	0
			3	4	0	6	0
		33	36	0	39	0	
		0	0	0	0	0	
		7	8	0	8	0	
		5	6	0	51	0	
		0	0	0	0	0	
		0	0	0	0	0	
		0	0	0	0	0	
		<b>TOTAL</b>	<b>676</b>	<b>730</b>	<b>418</b>	<b>876</b>	<b>434</b>
AL802	1	A30 Westbound (Between A3076 Mitchell and A39 Carland Cross Rbt)	40	40	41	41	43
			0	0	1	0	1
			7	7	6	7	6
	2		3	3	3	5	3
		<b>TOTAL</b>	<b>50</b>	<b>50</b>	<b>51</b>	<b>53</b>	<b>54</b>
AL1910	1	A30 Westbound (Between A3058 Chapel Town and A3076 Mitchell)	92	94	95	96	100
			1	1	1	1	1
			12	12	12	12	13
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>105</b>	<b>107</b>	<b>108</b>	<b>110</b>	<b>114</b>
AL1908	1	A30 Westbound (Between A3058 Summercourt and A3058 Chapel Town)	3	3	3	3	4
			0	0	0	0	0
			36	37	37	38	39
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>40</b>	<b>40</b>	<b>41</b>	<b>41</b>	<b>43</b>
AL3088	1	A30 Westbound (Between A39 Indian Queens and A3058 Summercourt)	13	13	13	13	13
			1	1	1	1	1
			63	63	64	65	66
			1	1	1	1	1
			80	81	82	83	86
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>157</b>	<b>159</b>	<b>160</b>	<b>163</b>	<b>168</b>
AL3087A	1	A30 Westbound (Between A391 Lanivet Junction and A39 Indian Queens)	114	114	115	115	116
			0	0	0	0	0
			279	281	281	285	287
			1	1	1	1	1
			8	8	8	8	8
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>402</b>	<b>404</b>	<b>405</b>	<b>409</b>	<b>411</b>
AL2196A	1	A30 Westbound (Between A38 Bodmin Junction and A391 Lanivet Junction)	224	224	224	225	225
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>225</b>	<b>225</b>



Name	TP	Description	Interpeak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL1919	1	A30 Westbound (Between A30 Exit Slip Bodmin and A38 Bodmin Junction)	96	97	97	97	97
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>96</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>
AL3083	1	A30 Eastbound (Between A3074 Hayle and A3047 Camborne)	260	260	260	262	262
			0	0	0	0	0
			201	202	202	204	204
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>461</b>	<b>462</b>	<b>462</b>	<b>465</b>	<b>465</b>
AL1913	1	A30 Eastbound (Between A3047 Camborne and A3047 Scorrier)	110	111	111	112	112
			0	0	0	0	0
			109	110	110	111	112
			1	1	1	1	1
			25	25	25	25	25
	2		1	1	1	1	1
	<b>TOTAL</b>	<b>245</b>	<b>247</b>	<b>247</b>	<b>250</b>	<b>251</b>	
AL1912	1	A30 Eastbound (Between A3047 Scorrier and A390 Chiverton Cross Rbt)	21	21	21	21	22
			0	0	0	0	0
			96	97	98	99	104
	2		0	0	0	0	0
	<b>TOTAL</b>	<b>116</b>	<b>118</b>	<b>120</b>	<b>121</b>	<b>126</b>	
AL3085	1	A30 Eastbound (Between A3075 Chiverton Cross Rbt and A39 Carland Cross Rbt)	6	6	12	7	13
			0	0	1	0	1
			28	31	20	36	20
			2	4	1	10	1
			118	132	44	153	47
			2	4	0	10	0
			14	16	34	18	36
			3	5	1	11	1
			62	66	16	77	17
			2	3	0	9	0
			4	4	33	4	34
			2	3	0	5	0
			54	57	23	65	24
			2	3	0	5	0
			8	9	36	10	38
			2	3	0	5	0
			11	11	26	13	28
			2	3	0	5	0
			20	21	46	24	48
			0	0	0	0	0
			86	92	82	107	86
			4	5	0	32	0
			6	6	20	8	21
			3	5	0	35	0
			39	42	4	49	4
			3	5	1	32	1
			16	17	11	20	11
			3	5	1	20	2
			12	13	10	15	10
			2	3	0	5	0
		23	24	0	28	0	
		2	3	0	6	0	
		3	3	0	3	0	
		2	3	0	6	0	
		82	88	0	101	0	
		0	0	0	0	0	
		2	2	0	3	0	
2		4	5	0	4	0	
	<b>TOTAL</b>	<b>634</b>	<b>702</b>	<b>422</b>	<b>939</b>	<b>443</b>	
AL801	1	A30 Eastbound (Between A39 Carland Cross Rbt and A3076 Newquay Junction)	7	7	41	7	45
			0	0	1	0	2
			40	40	0	41	0
	2		1	1	0	1	0
	<b>TOTAL</b>	<b>47</b>	<b>48</b>	<b>42</b>	<b>49</b>	<b>47</b>	
AL1909	1	A30 Eastbound (Between A3076 Mitchell and A3058 Chapel Town)	12	12	12	12	13
			0	0	0	0	0
			92	93	94	95	100
			1	1	1	1	1
	<b>TOTAL</b>	<b>105</b>	<b>106</b>	<b>107</b>	<b>108</b>	<b>114</b>	
AL1907	1	A30 Eastbound (Between A3058 Chapel Town and A3058 Summercourt)	36	36	37	37	38
			0	0	0	0	0
			3	3	3	3	3
	2		0	0	0	0	0
	<b>TOTAL</b>	<b>39</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>42</b>	
AL3089	1	A30 Eastbound (Between A3058 Summercourt and A39 Indian Queens)	79	80	80	81	84
			1	1	1	1	1
			63	64	64	65	68
			1	1	1	1	1
			13	13	13	13	13
			0	0	0	0	0
	2		8	8	8	8	8
	<b>TOTAL</b>	<b>165</b>	<b>167</b>	<b>168</b>	<b>170</b>	<b>177</b>	
AL3086A	1	A30 Eastbound (Between A39 Indian Queens and A391 Lanivet Junction)	8	8	8	8	8
			1	1	1	1	1
			279	282	282	287	290
			0	0	0	0	0
			114	115	115	117	118
	2		0	0	0	0	0
	<b>TOTAL</b>	<b>402</b>	<b>406</b>	<b>406</b>	<b>412</b>	<b>417</b>	
AL2195A	1	A30 Eastbound (A391 Lanivet Junction and A38 Bodmin)	224	225	225	228	229
	2		0	0	0	0	0
	<b>TOTAL</b>	<b>224</b>	<b>225</b>	<b>225</b>	<b>228</b>	<b>229</b>	
AL1918	1	A30 Eastbound (A38 Bodmin and A30 Entry Slip Bodmin)	89	89	89	90	90
	2		0	0	0	0	0
	<b>TOTAL</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>90</b>	<b>90</b>	

Name	TP	Description	Interpeak (HIGH)					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_EB	1	A390 Eastbound (Between Chiverton and Threemilestone P&R)	3	3	39	3	39	
			0	0	0	0	0	
			65	64	62	66	68	
			3	3	3	4	4	
			116	117	112	128	129	
			2	25	22	26	26	
			5	19	18	19	18	
			21	2	2	2	2	
	2	A390 Eastbound (Between Threemilestone P&R and Treliiske Hospital)	1	2	2	2	2	
			3	0	0	0	0	
			2	2	2	2	2	
			0	10	10	10	10	
			22	3	3	3	3	
			0	0	0	0	0	
			7	2	2	2	2	
			5	4	4	4	4	
			5	3	3	3	3	
			0	0	0	0	0	
			3	4	4	4	4	
			13	1	1	1	1	
			3	1	1	1	1	
			3	0	0	0	0	
			6	18	18	18	18	
			5	18	17	19	18	
			7	5	5	5	5	
			0	0	0	0	0	
			12	7	7	7	7	
			0	23	22	24	23	
			23	5	5	5	5	
			2	0	0	0	0	
			4	3	3	3	3	
			3	12	12	12	12	
			2	3	3	3	3	
			1	3	3	3	3	
			2	6	6	6	6	
			1	4	4	4	4	
			14	7	7	7	7	
			0	0	0	0	0	
			10	12	12	12	12	
			0	0	0	0	0	
			25	23	23	23	23	
			0	2	2	2	2	
			6	4	4	4	4	
			0	0	0	0	0	
			6	4	4	4	4	
			9	8	8	8	8	
			7	2	2	2	2	
			3	1	1	1	1	
			1	2	2	2	2	
			3	15	14	16	15	
			20	2	2	2	2	
			0	2	2	3	2	
			18	2	2	2	2	
			0	0	0	0	0	
			A390 Eastbound (Between Treliiske Hospital and County Hall)	18	14	12	15	13
				0	0	0	0	0
				12	10	9	11	10
				9	0	0	0	0
				16	25	21	27	24
				9	0	0	0	0
				6	6	5	7	6
				0	0	0	0	0
				11	6	5	7	6
				0	10	4	20	7
				6	7	6	8	7
				8	3	3	3	3
				5	1	1	1	1
				9	3	2	4	3
				0	21	17	22	19
				0	0	0	0	0
				0	19	16	20	18
				0	9	4	16	7
				0	19	16	20	18
				0	0	0	0	0
				0	13	11	14	12
				0	11	5	22	7
				0	16	14	17	15
				0	12	5	26	8
				0	6	5	7	6
				0	0	0	0	0
				0	11	9	12	10
				0	0	0	0	0
				0	6	5	7	6
				0	10	5	19	7
				0	5	5	6	5
	4			0	10	5	16	8
			<b>TOTAL</b>	<b>580</b>	<b>711</b>	<b>667</b>	<b>801</b>	<b>735</b>

Name	TP	Description	Interpeak (HIGH)					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_WB	1	A390 Westbound (Between County Hall and Treliiske Hospital)	5	5	4	6	5	
			7	13	5	31	8	
			6	6	5	7	6	
			0	0	0	0	0	
			10	11	9	12	10	
			0	0	0	0	0	
			6	6	5	7	6	
			6	9	4	19	6	
			15	16	13	17	14	
			7	11	4	24	6	
			12	13	11	14	12	
			0	0	0	0	0	
			19	20	17	22	18	
			0	14	5	40	8	
			19	20	17	22	18	
			0	0	0	0	0	
			20	21	17	23	19	
			8	14	5	40	8	
			1	1	1	1	1	
			3	4	2	5	3	
			1	1	1	1	1	
			4	5	3	6	4	
			7	7	6	8	7	
			8	15	5	46	8	
			6	6	5	7	6	
			0	0	0	0	0	
			6	7	5	7	6	
			0	0	0	0	0	
			25	27	22	30	25	
			0	0	0	0	0	
			10	11	9	12	10	
			0	0	0	0	0	
			14	15	12	16	13	
			4	0	0	0	0	
			2	2	2	2	2	
			0	15	14	16	15	
			2	2	2	2	2	
			1	0	0	0	0	
			A390 Westbound (Between Treliiske Hospital and Threemilestone P&R)	4	2	2	2	2
				2	1	1	1	1
				23	2	2	2	2
				0	0	0	0	0
				12	4	4	4	4
				0	2	2	2	2
				7	23	23	23	23
				0	0	0	0	0
				10	12	12	12	12
				17	0	0	0	0
				2	7	7	7	7
				3	0	0	0	0
				6	10	10	10	10
				0	14	13	15	14
				5	2	2	2	2
				14	2	2	2	2
				7	6	6	6	6
				1	0	0	0	0
				22	5	5	5	5
				0	24	22	25	23
				2	7	7	7	7
				0	1	0	1	0
				1	5	5	5	5
				15	4	4	4	4
				6	18	18	18	18
				0	0	0	0	0
				0	1	1	1	1
				0	0	0	0	0
				0	2	2	2	2
			0	4	4	5	4	
			67	3	3	3	3	
			4	0	0	0	0	
			0	2	2	2	2	
			0	0	0	0	0	
			0	3	3	3	3	
			0	1	1	1	1	
			0	4	4	4	4	
			0	0	0	0	0	
		A390 Westbound (Between Threemilestone P&R and Chiverton)	0	5	5	6	5	
			0	0	0	0	0	
			0	26	24	30	26	
			0	9	7	12	9	
			0	96	88	110	99	
			0	3	2	12	4	
			0	70	86	80	102	
			0	5	0	18	0	
			0	3	39	3	39	
	2		0	10	0	50	0	
		<b>TOTAL</b>	<b>461</b>	<b>694</b>	<b>627</b>	<b>935</b>	<b>699</b>	

Name	TP	Description	Interpeak (HIGH)					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
B3284_EB	1	B3284 Eastbound (Between Chybucca and Allet Common Junction)	2	2	12	2	12	
			0	0	3	0	3	
			94	96	102	94	102	
			2	3	3	2	3	
		B3284 Eastbound (Between Allet Common and Shortlanesend)	75	77	84	75	84	
			0	0	0	0	0	
			27	28	30	27	29	
			0	0	0	0	0	
		B3284 Eastbound (Between Shortlanesend and B3284 Kenwyn Hill)	2	2	2	2	2	
			6	6	6	6	6	
			81	85	91	85	89	
			0	0	0	0	0	
			51	53	58	54	56	
			0	0	0	0	0	
			23	24	26	25	25	
	2			3	3	22	4	133
			<b>TOTAL</b>	<b>366</b>	<b>379</b>	<b>439</b>	<b>376</b>	<b>545</b>
B3284_WB	1	B3284 Westbound (Between B3284 Kenwyn Hill and Shortlanesend)	24	25	27	26	28	
			0	0	0	0	0	
			52	53	59	56	63	
			0	0	0	0	0	
			82	84	94	89	100	
			6	6	6	6	15	
			2	2	2	2	3	
			1	1	2	2	2	
		B3284 Westbound (Between Shortlanesend and Allet Common)	27	27	30	27	31	
			0	0	0	0	0	
			76	77	85	76	89	
			2	3	4	2	5	
		B3284 Westbound (Between Allet Common and Chybucca)	94	96	86	94	91	
			0	0	3	0	3	
			2	2	11	2	11	
	2			18	95	3	230	3
			<b>TOTAL</b>	<b>386</b>	<b>471</b>	<b>410</b>	<b>612</b>	<b>445</b>
A39_SB	1	A39 Southbound (Between Carland Cross and Trispen)	41	42	40	43	41	
			0	0	0	0	0	
			11	11	12	12	12	
			0	0	2	0	2	
			23	23	22	23	23	
			0	0	0	0	0	
			23	23	22	23	23	
			0	0	0	0	0	
			37	38	36	38	37	
			2	2	1	2	2	
			49	50	48	51	49	
			2	2	1	2	2	
		A39 Southbound (Between Trispen and St Erme)	86	89	84	91	86	
			0	0	0	0	0	
		A39 Southbound (Between St Erme and Bodmin Rd Rbt)	106	110	102	115	106	
			0	0	0	0	0	
			2	2	2	2	2	
		8	8	8	9	8		
	A39 Southbound (Between Bodmin Rd Rbt and Union Hill Junction)	1	1	1	1	1		
		0	0	0	0	0		
		40	41	41	43	41		
		2	2	2	2	2		
		25	17	17	17	17		
2			0	0	0	0		
		<b>TOTAL</b>	<b>456</b>	<b>459</b>	<b>440</b>	<b>473</b>	<b>452</b>	
A39_NB	1	A39 Northbound (Between Union Hill Junction and Bodmin Rd Rbt)	24	24	24	24	24	
			2	2	2	2	2	
			39	39	39	39	39	
			0	0	0	0	0	
			1	1	1	1	1	
			13	13	13	14	13	
		A39 Northbound (Between Bodmin Rd Rbt and St Erme)	2	2	2	2	2	
			0	0	0	0	0	
			111	116	104	108	114	
			0	0	0	0	0	
		A39 Northbound (Between St Erme and Trispen)	89	92	85	87	91	
			3	3	2	2	3	
			50	51	49	49	51	
			2	2	1	2	2	
		A39 Northbound (Between Trispen and Carland Cross Rbt)	38	38	37	37	38	
			0	0	0	0	0	
			23	23	22	22	23	
		0	0	0	0	0		
		23	23	26	22	28		
		0	0	2	0	3		
		11	11	11	11	11		
2			0	0	0	0		
		<b>TOTAL</b>	<b>430</b>	<b>442</b>	<b>421</b>	<b>422</b>	<b>445</b>	

Name	TP	Description	Interpeak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
A3075_NB	1	A3075 Northbound (Between Chiverton and B3284 to Chybucca)	2	2	101	3	106
			0	0	3	0	4
			139	145	2	155	2
			3	4	3	5	3
			2	2	108	2	111
			3	4	3	4	3
		A3075 Northbound (Between B3284 to Chybucca and B3285 to Perranporth)	109	112	217	118	221
			3	3	9	4	9
			218	223	8	235	8
			9	9	4	10	6
		A3075 Northbound (Between B3285 to Perranporth and A3075 Holywell Jct)	7	8	48	9	51
			4	5	0	18	0
			48	50	91	56	97
			0	0	2	0	3
			91	95	97	107	104
			2	2	3	3	3
			93	98	13	113	14
			2	3	0	4	0
		A3075 Northbound (Between A3075 Holywell Jct and A392 Rbt Newquay)	13	13	154	14	160
			0	0	0	0	0
		151	156	0	171	0	
	2		0	0	0	0	
		<b>TOTAL</b>	<b>900</b>	<b>933</b>	<b>865</b>	<b>1032</b>	<b>904</b>
A3075_SB	1	A3075 Southbound (Between A392 Rbt Junction and A3075 Holywell Jct)	149	154	154	166	163
			0	0	0	0	0
			13	13	13	14	14
			2	2	2	3	3
		A3075 Southbound (Between A3075 Holywell Jct and B3285 to Perranporth)	91	95	95	105	103
			2	2	2	3	3
			88	90	89	96	93
			0	0	0	0	0
			46	47	47	50	48
			2	2	2	2	2
			7	8	8	8	8
			9	9	9	9	9
		A3075 Southbound (Between B3285 to Peranporth and B3284 to Chybucca)	216	220	220	231	229
			3	3	3	4	4
			108	110	110	116	115
			3	3	3	3	3
		A3075 Southbound (Between B3284 to Chybucca and Chiverton)	2	2	2	2	2
			3	3	0	4	0
			138	143	103	153	110
	2		0	0	0	0	
		<b>TOTAL</b>	<b>880</b>	<b>906</b>	<b>861</b>	<b>970</b>	<b>908</b>

Name	TP	Description	PM Peak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL3081	1	A30 Westbound (Between A3074 Hayle and A394 Penzance)	336	337	337	341	340
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>336</b>	<b>337</b>	<b>337</b>	<b>341</b>	<b>340</b>
AL784	1	A30 Westbound (Between A3047 Camborne and A3074 Hayle)	205	207	207	213	212
			0	0	0	0	0
			260	262	262	264	264
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>465</b>	<b>469</b>	<b>469</b>	<b>477</b>	<b>476</b>
AL1914	1	A30 Westbound (Between A3047 Scorrier and A3047 Camborne)	98	100	101	101	103
			1	1	1	1	1
			25	25	26	26	26
			1	1	1	1	1
			111	112	113	114	116
			0	0	0	0	0
			112	114	114	116	116
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>348</b>	<b>352</b>	<b>355</b>	<b>359</b>	<b>363</b>
AL1911	1	A30 Westbound (Between A390 Chiverton Cross Rbt and A3047 Scorrier)	100	101	104	102	108
			0	0	0	0	0
			21	22	22	22	23
	2		1	1	1	1	2
		<b>TOTAL</b>	<b>122</b>	<b>124</b>	<b>127</b>	<b>126</b>	<b>133</b>
AL3084	1	A30 Westbound (Between A39 Carland Cross Rbt and A3075 Chiverton Cross Rbt)	3	3	21	3	21
			0	0	0	0	0
			91	95	14	101	15
			3	4	1	6	1
			3	3	7	3	7
			3	4	0	6	0
			25	26	83	28	86
			3	4	0	6	0
			13	14	47	15	48
			3	4	0	6	0
			17	18	27	20	28
			5	8	0	25	0
			41	44	37	47	38
			5	7	0	16	0
			6	7	23	7	24
			5	8	0	15	0
			91	96	33	102	34
			5	7	0	14	0
			21	22	17	24	17
			0	0	1	0	1
			11	12	34	13	36
			3	3	0	4	0
			8	9	45	10	47
			2	3	1	4	1
			56	60	20	64	21
			3	3	1	4	2
			4	4	13	4	13
			3	3	0	4	0
			66	70	0	77	0
			3	3	0	5	0
			16	17	0	18	0
			4	5	0	9	0
			127	136	0	147	0
			3	4	0	7	0
			35	37	0	39	0
			0	0	0	0	0
		7	8	0	8	0	
		5	6	0	51	0	
		0	0	0	0	0	
		0	0	0	0	0	
		0	0	0	0	0	
		<b>TOTAL</b>	<b>698</b>	<b>758</b>	<b>423</b>	<b>910</b>	<b>441</b>
AL802	1	A30 Westbound (Between A3076 Mitchell and A39 Carland Cross Rbt)	40	41	42	42	44
			0	0	1	0	1
			7	7	6	7	6
	2		3	3	3	58	3
		<b>TOTAL</b>	<b>50</b>	<b>51</b>	<b>52</b>	<b>107</b>	<b>55</b>
AL1910	1	A30 Westbound (Between A3058 Chapel Town and A3076 Mitchell)	93	95	97	98	103
			1	1	1	1	1
			12	12	13	13	13
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>106</b>	<b>108</b>	<b>111</b>	<b>111</b>	<b>117</b>
AL1908	1	A30 Westbound (Between A3058 Summercourt and A3058 Chapel Town)	3	3	3	3	4
			0	0	0	0	0
			37	37	38	38	40
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>40</b>	<b>41</b>	<b>42</b>	<b>42</b>	<b>44</b>
1	A30 Westbound (Between A39 Indian Queens and A3058 Summercourt)	13	13	13	13	13	

Name	TP	Description	PM Peak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL3088			1	1	1	1	1
			63	64	65	65	68
			1	1	1	1	1
			80	82	83	84	88
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>158</b>	<b>160</b>	<b>163</b>	<b>164</b>	<b>172</b>
AL3087A	1	A30 Westbound (Between A391 Lanivet Junction and A39 Indian Queens)	114	114	115	115	116
			0	0	0	0	0
			279	281	282	286	290
			1	1	1	1	1
			8	8	8	8	8
	2		0	0	0	0	0
	<b>TOTAL</b>	<b>402</b>	<b>404</b>	<b>406</b>	<b>410</b>	<b>415</b>	
AL2196A	1	A30 Westbound (Between A38 Bodmin Junction and A391 Lanivet Junction)	224	224	224	225	225
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>225</b>	<b>225</b>

Name	TP	Description	PM Peak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL1919	1	A30 Westbound (Between A30 Exit Slip Bodmin and A38 Bodmin Junction)	97	97	97	97	97
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>
AL3083	1	A30 Eastbound (Between A3074 Hayle and A3047 Camborne)	258	258	258	259	259
			0	0	0	0	0
			200	200	200	200	200
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>458</b>	<b>458</b>	<b>458</b>	<b>459</b>	<b>459</b>
AL1913	1	A30 Eastbound (Between A3047 Camborne and A3047 Scorrier)	110	110	110	110	110
			0	0	0	0	0
			108	109	109	110	110
			1	1	1	1	1
			25	25	25	25	25
	2		1	1	1	1	1
		<b>TOTAL</b>	<b>244</b>	<b>245</b>	<b>245</b>	<b>247</b>	<b>247</b>
AL1912	1	A30 Eastbound (Between A3047 Scorrier and A390 Chiverton Cross Rbt)	21	21	21	21	23
			0	0	0	0	0
			96	98	99	99	106
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>117</b>	<b>119</b>	<b>121</b>	<b>120</b>	<b>129</b>
AL3085	1	A30 Eastbound (Between A3075 Chiverton Cross Rbt and A39 Carland Cross Rbt)	6	7	12	7	13
			0	0	1	0	1
			30	34	20	37	20
			3	6	1	12	2
			127	144	46	156	49
			3	6	0	12	0
			16	18	35	18	38
			4	8	1	13	2
			64	73	17	79	18
			2	4	0	11	0
			4	4	34	5	36
			2	4	0	6	0
			55	62	24	67	25
			2	4	0	6	0
			8	9	37	10	39
			2	4	0	5	0
			11	12	27	13	29
			2	4	0	5	0
			21	23	47	25	50
			0	0	0	0	0
			88	101	84	109	90
			4	13	0	76	0
			6	7	20	8	21
			4	13	0	101	0
			40	47	4	50	4
			4	13	1	71	1
			16	19	11	20	11
			4	10	1	37	3
			13	14	10	15	10
			3	5	0	6	0
			24	27	0	29	0
			3	5	0	7	0
			3	3	0	3	0
		3	5	0	7	0	
		87	98	0	104	0	
		0	0	0	0	0	
		2	3	0	3	0	
2		5	4	0	4	0	
		<b>TOTAL</b>	<b>672</b>	<b>807</b>	<b>431</b>	<b>1137</b>	<b>461</b>
AL801	1	A30 Eastbound (Between A39 Carland Cross Rbt and A3076 Newquay Junction)	7	7	44	7	49
			0	0	2	0	4
			40	41	0	41	0
	2		1	1	0	1	0
		<b>TOTAL</b>	<b>48</b>	<b>49</b>	<b>45</b>	<b>49</b>	<b>53</b>
AL1909	1	A30 Eastbound (Between A3076 Mitchell and A3058 Chapel Town)	12	12	13	12	13
			0	0	0	0	0
			93	94	97	94	103
			1	1	1	1	2
		<b>TOTAL</b>	<b>106</b>	<b>107</b>	<b>111</b>	<b>107</b>	<b>118</b>
AL1907	1	A30 Eastbound (Between A3058 Chapel Town and A3058 Summercourt)	36	37	37	37	39
			0	0	0	0	0
			3	3	3	3	4
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>40</b>	<b>40</b>	<b>41</b>	<b>40</b>	<b>43</b>
AL3089	1	A30 Eastbound (Between A3058 Summercourt and A39 Indian Queens)	80	80	82	81	86
			1	1	1	1	1
			64	64	66	65	69
			1	1	1	1	1
			13	13	13	13	13
			0	0	0	0	0
			8	8	8	8	8



Name	TP	Description	PM Peak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
	2		1	1	1	1	1
		<b>TOTAL</b>	<b>166</b>	<b>168</b>	<b>171</b>	<b>169</b>	<b>180</b>
AL3086A	1	A30 Eastbound (Between A39 Indian Queens and A391 Lanivet Junction)	8	8	8	8	8
			1	1	1	1	1
			279	281	282	283	289
			0	0	0	0	0
			114	114	115	115	116
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>402</b>	<b>404</b>	<b>406</b>	<b>407</b>	<b>414</b>
AL2195A	1	A30 Eastbound (A391 Lanivet Junction and A38 Bodmin)	224	224	224	226	227
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>226</b>	<b>227</b>
AL1918	1	A30 Eastbound (A38 Bodmin and A30 Entry Slip Bodmin)	89	89	89	89	89
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>

Name	TP	Description	PM Peak (HIGH)					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_EB	1	A390 Eastbound (Between Chiverton and Threemilestone P&R)	3	3	39	3	39	
			0	0	0	0	0	
			61	62	61	63	68	
			3	3	3	3	4	
			109	111	109	120	128	
			1	23	23	24	27	
			5	19	18	19	19	
			16	3	2	2	2	
	2	A390 Eastbound (Between Threemilestone P&R and Treliske Hospital)	1	2	2	2	2	
			2	0	0	0	0	
			2	2	2	2	2	
			0	10	10	10	10	
			22	3	3	3	3	
			0	0	0	0	0	
			7	2	2	2	2	
			4	4	4	4	4	
			5	3	3	3	3	
			0	0	0	0	0	
			3	4	4	4	4	
			13	1	1	1	1	
			3	1	1	1	1	
			3	0	0	0	0	
			6	18	18	18	18	
			5	16	15	17	16	
			7	5	5	5	5	
			0	0	0	0	0	
			12	7	7	7	7	
			0	22	20	22	21	
			23	5	5	5	5	
			2	0	0	0	0	
			4	3	3	3	3	
			81	13	13	14	13	
			2	3	3	3	3	
			82	3	3	3	3	
			2	6	6	6	6	
			1	5	4	5	4	
			14	7	7	7	7	
			0	0	0	0	0	
			10	12	12	12	12	
			0	0	0	0	0	
			24	23	23	23	23	
			0	2	2	2	2	
			6	4	4	4	4	
			0	0	0	0	0	
			6	4	4	4	4	
			8	8	8	8	8	
			7	2	2	2	2	
			3	1	1	1	1	
			1	2	2	2	2	
			3	16	15	16	15	
			19	2	2	2	2	
			0	3	2	3	3	
			18	2	2	2	2	
			0	0	0	0	0	
			A390 Eastbound (Between Treliske Hospital and County Hall)	18	16	14	16	15
				0	0	0	44	0
				12	12	10	12	11
			8	0	0	0	0	
			15	28	24	29	27	
			7	0	0	0	0	
			6	7	6	7	7	
			0	0	0	5	0	
			10	7	6	7	7	
			0	27	8	49	19	
			6	8	7	8	8	
			6	3	3	3	3	
			5	1	1	1	1	
			6	4	3	4	3	
			0	22	19	23	21	
			0	0	0	0	0	
			0	20	18	21	20	
			0	14	7	23	11	
			0	20	18	21	19	
			0	0	0	0	0	
			0	14	12	14	13	
			0	19	8	33	13	
			0	16	14	17	16	
			0	13	6	20	10	
			0	6	6	7	6	
			0	0	0	0	0	
			0	11	10	12	11	
			0	0	0	0	0	

Name	TP	Description	PM Peak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
			0	6	6	7	6
			0	11	6	15	8
			0	5	5	5	5
	4		0	9	6	12	9
		<b>TOTAL</b>	<b>704</b>	<b>745</b>	<b>694</b>	<b>874</b>	<b>779</b>

Name	TP	Description	PM Peak (HIGH)					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_WB	1	A390 Westbound (Between County Hall and Treliske Hospital)	5	6	5	6	5	
			14	33	7	87	14	
			6	7	6	7	6	
			0	0	0	0	0	
			11	12	10	12	11	
			0	0	0	0	0	
			6	7	6	7	6	
			10	18	5	30	9	
			16	17	14	18	16	
			12	22	6	49	10	
			13	13	11	14	12	
			0	0	0	0	0	
			19	20	17	22	19	
			0	17	5	30	8	
			19	20	17	21	19	
			0	0	0	0	0	
			20	22	18	23	20	
			10	16	5	29	8	
			1	1	1	1	1	
			4	4	3	5	3	
			1	1	1	1	1	
			4	5	3	6	4	
			7	7	6	8	7	
			9	14	5	26	8	
			6	6	5	7	6	
			0	0	0	0	0	
			6	6	5	7	6	
			0	0	0	0	0	
			25	27	22	29	25	
			0	0	0	0	0	
			10	11	9	11	10	
			0	0	0	0	0	
			14	15	12	15	13	
			8	0	0	0	0	
			2	2	2	2	2	
			0	15	14	16	15	
			2	2	2	2	2	
			0	0	0	0	0	
			A390 Westbound (Between Treliske Hospital and Threemilestone P&R)	4	2	2	2	2
				2	1	1	1	1
				23	2	2	2	2
				0	0	0	0	0
				12	4	4	4	4
				0	2	2	2	2
				7	23	23	23	23
				0	0	0	0	0
				10	12	12	12	12
				24	0	0	0	0
				2	7	7	7	7
				2	0	0	0	0
				6	10	10	10	10
				0	14	13	15	14
				5	2	2	2	2
				20	1	1	2	2
				7	6	6	6	6
				1	0	0	0	0
				22	5	5	5	5
				0	26	24	29	26
				2	7	7	7	7
				0	1	0	1	1
				1	5	5	5	5
				17	4	4	4	4
				7	18	18	18	18
				0	0	0	0	0
				0	1	1	1	1
				0	0	0	0	0
				0	2	2	2	2
				0	5	4	5	4
				81	3	3	3	3
				21	0	0	0	0
				0	2	2	2	2
				0	0	0	0	0
				0	3	3	3	3
				0	1	1	1	1
				0	4	4	4	4
				0	0	0	0	0
			A390 Westbound (Between Threemilestone P&R and Chiverton)	0	6	6	6	6
				0	0	0	0	0
				0	32	30	34	31
				0	14	12	16	13
				0	115	110	115	114
				0	50	13	169	38

Name	TP	Description	PM Peak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
			0	84	122	84	103
			0	49	0	49	0
			0	3	39	3	39
	2		0	16	0	29	0
		<b>TOTAL</b>	<b>537</b>	<b>889</b>	<b>720</b>	<b>1173</b>	<b>781</b>

Name	TP	Description	PM Peak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
B3284_EB	1	B3284 Eastbound (Between Chybucca and Allet Common Junction)	2	2	12	2	12
			0	0	3	0	3
			97	95	99	93	98
			3	2	3	2	3
		B3284 Eastbound (Between Allet Common and Shortlanesend)	77	76	80	75	80
			0	0	0	0	0
			28	27	28	27	28
			0	0	0	0	0
		B3284 Eastbound (Between Shortlanesend and B3284 Kenwyn Hill)	2	2	2	2	2
			6	6	6	6	6
			84	84	86	85	84
			0	0	0	0	0
			53	53	54	54	53
			0	0	0	0	0
			24	24	25	25	24
2			4	5	109	10	207
		<b>TOTAL</b>	<b>379</b>	<b>377</b>	<b>506</b>	<b>379</b>	<b>600</b>
B3284_WB	1	B3284 Westbound (Between B3284 Kenwyn Hill and Shortlanesend)	25	26	28	28	29
			0	0	0	0	0
			55	59	65	64	68
			0	0	0	0	0
			87	93	102	101	107
			6	6	98	48	236
			2	2	3	3	3
			2	2	3	5	3
		B3284 Westbound (Between Shortlanesend and Allet Common)	28	27	32	27	32
			0	0	0	0	0
			78	76	92	77	92
			3	3	6	3	6
		B3284 Westbound (Between Allet Common and Chybucca)	97	96	94	94	94
			0	0	3	0	3
			2	2	11	2	11
2			119	267	3	417	3
		<b>TOTAL</b>	<b>502</b>	<b>659</b>	<b>540</b>	<b>867</b>	<b>686</b>
A39_SB	1	A39 Southbound (Between Carland Cross and Trispen)	41	42	41	42	43
			0	0	0	0	0
			11	11	12	11	13
			0	0	2	0	3
			22	23	22	23	24
			0	0	0	0	0
			22	23	22	23	24
			0	0	0	0	0
			37	38	37	38	39
			2	2	2	2	2
			49	49	49	50	50
			1	2	1	2	2
		A39 Southbound (Between Trispen and St Erme)	85	87	85	88	89
			0	0	0	0	0
		A39 Southbound (Between St Erme and Bodmin Rd Rbt)	103	108	103	110	112
		0	0	0	0	0	
		2	2	2	2	2	
		8	9	8	10	9	
	A39 Southbound (Between Bodmin Rd Rbt and Union Hill Junction)	1	1	1	1	1	
		0	0	0	0	0	
		42	44	44	45	45	
		2	2	2	2	2	
		28	17	17	17	17	
2			0	0	0	0	
		<b>TOTAL</b>	<b>455</b>	<b>458</b>	<b>449</b>	<b>464</b>	<b>475</b>
A39_NB	1	A39 Northbound (Between Union Hill Junction and Bodmin Rd Rbt)	24	24	25	25	25
			2	2	2	2	2
			39	39	40	40	41
			0	0	0	0	0
			1	1	1	1	1
			13	13	13	14	13
		A39 Northbound (Between Bodmin Rd Rbt and St Erme)	2	2	2	2	2
			0	0	0	0	0
			118	114	119	111	128
			0	0	0	0	0
		A39 Northbound (Between St Erme and Trispen)	93	91	94	89	99
			3	3	3	3	4
			51	50	51	49	54
			2	2	2	2	2
		A39 Northbound (Between Trispen and Carland Cross Rbt)	38	38	39	37	40
		0	0	0	0	0	
		24	23	24	22	25	
		0	0	0	0	0	
		24	23	28	22	30	
		0	0	3	0	4	
		12	11	12	11	12	
2			0	0	0	0	

Name	TP	Description	PM Peak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
		<b>TOTAL</b>	<b>446</b>	<b>435</b>	<b>455</b>	<b>427</b>	<b>481</b>

Name	TP	Description	PM Peak (HIGH)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
A3075_NB	1	A3075 Northbound (Between Chiverton and B3284 to Chybucca)	3	3	106	3	112
			0	0	4	0	5
			153	160	2	169	2
			5	6	4	10	4
			2	2	113	2	118
			5	6	3	6	4
		A3075 Northbound (Between B3284 to Chybucca and B3285 to Perranporth)	118	122	225	128	235
			4	5	9	6	9
			235	245	8	255	9
			9	11	6	13	13
		A3075 Northbound (Between B3285 to Perranporth and A3075 Holywell Jct)	8	9	49	10	53
			7	15	0	179	0
			51	55	93	61	101
			0	0	2	0	3
			97	104	101	116	108
			3	3	3	4	4
			102	112	13	122	14
			3	4	0	5	0
		A3075 Northbound (Between A3075 Holywell Jct and A392 Rbt Newquay)	13	14	155	15	163
			0	0	0	0	0
			157	165	0	179	0
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>975</b>	<b>1042</b>	<b>896</b>	<b>1285</b>	<b>954</b>
A3075_SB	1	A3075 Southbound (Between A392 Rbt Junction and A3075 Holywell Jct)	150	157	155	173	168
			0	0	0	0	0
			13	13	13	15	14
			2	3	2	4	3
		A3075 Southbound (Between A3075 Holywell Jct and B3285 to Perranporth)	91	97	96	112	107
			2	3	3	4	3
			88	92	90	101	95
			0	0	0	0	0
			46	48	47	53	50
			2	2	2	3	2
			8	8	8	9	8
			9	9	9	9	9
		A3075 Southbound (Between B3285 to Perranporth and B3284 to Chybucca)	218	224	223	239	234
			3	3	3	4	4
			109	112	111	119	117
			3	3	3	4	4
		A3075 Southbound (Between B3284 to Chybucca and Chiverton)	2	2	2	2	2
			4	4	0	5	0
			139	145	104	156	111
	2		0	0	0	0	0
			<b>TOTAL</b>	<b>888</b>	<b>924</b>	<b>871</b>	<b>1012</b>



			AM PEAK (LOW)				
			ALL VEHICLES (Actual Modelled Flow)				
ID	Site Location	Dir	2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
1	EB, A30, Between Carland Cross Rbt and Mitchell	EB	1327	1442	1609	1589	2082
2	WB, A30, Between Carland Cross Rbt and Mitchell	WB	1657	1701	1852	1881	2096
3	EB, A30, Between Zelah and Carland Cross Rbt	EB	809	854	1176	975	1588
4	WB, A30, Between Zelah and Carland Cross Rbt	WB	927	969	1327	1070	1569
5	EB, A30, Between Mitchell and Chapel Town	EB	1273	1365	1480	1510	1830
6	WB, A30, Between Mitchell and Chapel Town	WB	1603	1636	1809	1845	2080
7	EB, A30, Between Victoria and Lanivet	EB	954	1051	1083	1306	1410
8	WB, A30, Between Victoria and Lanivet	WB	836	887	927	1069	1120
9	EB, A30, Between Camborne and Hayle	EB	1261	1265	1267	1356	1361
10	WB, A30, Between Camborne and Hayle	WB	577	589	618	659	692
11	WB, A30, Between Tolvaddon Interchange and Redruth	WB	1024	1062	1106	1191	1247
12	EB, A30, Between Tolvaddon Interchange and Redruth	EB	1337	1394	1412	1535	1566
13	EB, A30, Between Redruth and Scorrier	EB	1522	1692	1656	1908	1907
14	WB, A30, Between Redruth and Scorrier	WB	1247	1291	1273	1467	1534
15	WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1411	1425	1492	1672	1817
16	EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1485	1653	1781	1878	2110
17	EB, A30, Between Chybucca and Marazanvose	EB	857	900	1176	1024	1588
18	WB, A30, Between Chybucca and Marazanvose	WB	893	932	1327	1036	1569
19	EB, A30, Between Chapel Town and Summercourt	EB	1273	1365	1480	1510	1830
20	WB, A30, Between Chapel Town and Summercourt	WB	1603	1636	1809	1845	2080
21	EB, A30, Between Summercourt and Indian Queens	EB	1338	1417	1489	1589	1821
22	WB, A30, Between Summercourt and Indian Queens	WB	1472	1473	1578	1637	1805
23	WB, A30, Between Lanivet and A38 Plymouth Junction	WB	592	616	628	714	729
24	EB, A30, Between Lanivet and Bodmin	EB	787	873	903	1092	1188
25	EB, A30, Between A38 Plymouth Junction and A30 Bodr	EB	554	630	639	813	824
26	WB, A30, Between A38 Plymouth Junction and A30 Bodr	WB	286	302	307	361	367
27	EB, A30, A38 Plymouth Junction	EB	233	244	265	279	364
28	NB, B3284, Between Mithian and Perranporth	NB	119	124	118	142	140
29	SB, B3284, Between Mithian and Perranporth	SB	146	120	146	124	151
30	NB, A39, Between Truro and Carnon Downs	NB	915	933	903	988	901
31	SB, A39, Between Truro and Carnon Downs	SB	747	770	742	798	732
32	EB, A390, Between Treliske Hospital and Truro	EB	1023	1050	772	1170	861
33	WB, A390, Between Treliske Hospital and Truro	WB	1167	1145	966	1210	1027
34	EB, A390, Between Truro and Probus	EB	481	515	491	593	503
35	WB, A390, Between Truro and Probus	WB	827	828	819	859	856
36	NB, B3284, Between Shortlanesend and Truro	NB	230	241	398	284	427
37	SB, B3284, Between Shortlanesend and Truro	SB	559	555	819	533	819
38	EB, A390, Between Chiverton Cross and Threemilestone	EB	915	1083	919	1150	1052
39	WB, A390, Between Chiverton Cross and Threemilestone	WB	621	612	490	756	670
40	NB, A39, Between Truro and Carland Cross Rbt	NB	475	527	309	534	381
41	SB, A39, Between Truro and Carland Cross Rbt	SB	616	662	441	703	487
42	EB, Chacewater Hill between Threemilestone and Chace	EB	600	592	618	753	702
43	WB, Chacewater Hill between Threemilestone and Chace	WB	158	187	244	211	238
44	NB, A38, Between Doublebois and Bodmin	NB	278	291	311	335	418
45	SB, A38, Between Doublebois and Bodmin	SB	326	334	339	373	380
46	A3075 Between Chiverton and Newquay	NB	369	395	299	514	340
47	A3075 Between Chiverton and Newquay	SB	440	462	466	558	571
48	A3058 between Summercourt and Quintrell Downs	NB	111	122	117	146	132
49	A3058 between Summercourt and Quintrell Downs	SB	201	224	237	261	281
50	A3076 Between Mitchell and Gummows Shop	NB	70	93	138	101	252
51	A3076 Between Mitchell and Gummows Shop	SB	76	78	71	63	53
52	A3075 Between Goonhavern and Newquay	NB	439	465	417	621	479
53	A3075 Between Goonhavern and Newquay	SB	520	560	573	706	734
54	B3285 Between Goonhavern and A30	SB	117	126	111	120	144
55	B3285 Between A30 and Goonhavern	NB	168	161	142	154	163
56	B3284 Chybucca towards Perranporth	NB	96	88	90	91	92
57	B3284 Chybucca from Perranporth	SB	151	113	145	96	144
58	B3277 Chiverton towards St Agnes	NB	236	267	405	278	463
59	B3277 Chiverton from St Agnes	SB	463	520	209	497	247
60	Henver Road Zelah	NB	28	26	104	40	112
61	Henver Road Zelah	SB	82	73	182	66	217
62	B3284 Between Chybucca and Shortlanesend	NB	148	170	83	179	85
63	B3284 Between Chybucca and Shortlanesend	SB	309	292	624	246	616
64	Route between A30 and B3284 via Allet	NB	38	36	46	22	107
65	Route between A30 and B3284 via Allet	SB	129	127	159	111	176
79	B3285 SW	SW	14	15	26	15	28
80	B3285 NE	NE	10	10	13	10	14

		INTERPEAK (LOW)					
		ALL VEHICLES (Actual Modelled Flow)					
ID	Site Location	Dir	2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
1	EB, A30, Between Carland Cross Rbt and Mitchell	EB	1333	1457	1561	1662	1998
2	WB, A30, Between Carland Cross Rbt and Mitchell	WB	1366	1408	1547	1620	1775
3	EB, A30, Between Zelah and Carland Cross Rbt	EB	753	798	1121	987	1460
4	WB, A30, Between Zelah and Carland Cross Rbt	WB	844	859	1088	972	1311
5	EB, A30, Between Mitchell and Chapel Town	EB	1240	1325	1426	1540	1729
6	WB, A30, Between Mitchell and Chapel Town	WB	1299	1335	1471	1541	1720
7	EB, A30, Between Victoria and Lanivet	EB	778	883	895	1142	1171
8	WB, A30, Between Victoria and Lanivet	WB	690	739	783	930	963
9	EB, A30, Between Camborne and Hayle	EB	866	875	875	959	959
10	WB, A30, Between Camborne and Hayle	WB	946	977	994	1100	1121
11	WB, A30, Between Tolvaddon Interchange and Redruth	WB	1212	1268	1290	1444	1479
12	EB, A30, Between Tolvaddon Interchange and Redruth	EB	1035	1067	1081	1207	1226
13	EB, A30, Between Redruth and Scorrier	EB	1270	1363	1385	1574	1613
14	WB, A30, Between Redruth and Scorrier	WB	1324	1394	1327	1592	1576
15	WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1524	1586	1620	1850	1940
16	EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1351	1351	1506	1643	1820
17	EB, A30, Between Chybucca and Marazanvose	EB	746	787	1121	981	1460
18	WB, A30, Between Chybucca and Marazanvose	WB	831	844	1088	960	1311
19	EB, A30, Between Chapel Town and Summercourt	EB	1240	1325	1426	1540	1729
20	WB, A30, Between Chapel Town and Summercourt	WB	1299	1335	1471	1541	1720
21	EB, A30, Between Summercourt and Indian Queens	EB	1293	1372	1428	1597	1712
22	WB, A30, Between Summercourt and Indian Queens	WB	1212	1234	1315	1418	1525
23	WB, A30, Between Lanivet and A38 Plymouth Junction	WB	514	541	571	655	662
24	EB, A30, Between Lanivet and Bodmin	EB	691	769	779	1000	1015
25	EB, A30, Between A38 Plymouth Junction and A30 Bodr	EB	449	514	515	701	702
26	WB, A30, Between A38 Plymouth Junction and A30 Bodr	WB	310	331	334	389	393
27	EB, A30, A38 Plymouth Junction	EB	242	255	265	299	313
28	NB, B3284, Between Mithian and Perranporth	NB	156	160	155	179	168
29	SB, B3284, Between Mithian and Perranporth	SB	145	144	145	157	157
30	NB, A39, Between Truro and Carnon Downs	NB	845	879	781	918	812
31	SB, A39, Between Truro and Carnon Downs	SB	760	787	747	822	744
32	EB, A390, Between Treliske Hospital and Truro	EB	1133	1052	831	1118	879
33	WB, A390, Between Treliske Hospital and Truro	WB	1105	1077	842	1174	902
34	EB, A390, Between Truro and Probus	EB	639	661	636	742	694
35	WB, A390, Between Truro and Probus	WB	572	577	543	592	577
36	NB, B3284, Between Shortlanesend and Truro	NB	359	400	610	450	674
37	SB, B3284, Between Shortlanesend and Truro	SB	337	443	582	448	615
38	EB, A390, Between Chiverton Cross and Threemilestone	EB	798	641	560	751	683
39	WB, A390, Between Chiverton Cross and Threemilestone	WB	858	836	668	999	809
40	NB, A39, Between Truro and Carland Cross Rbt	NB	584	660	402	649	489
41	SB, A39, Between Truro and Carland Cross Rbt	SB	509	539	413	587	402
42	EB, Chacewater Hill between Threemilestone and Chace	EB	309	387	434	415	439
43	WB, Chacewater Hill between Threemilestone and Chace	WB	316	319	421	348	443
44	NB, A38, Between Doublebois and Bodmin	NB	262	275	282	319	332
45	SB, A38, Between Doublebois and Bodmin	SB	220	225	250	280	282
46	A3075 Between Chiverton and Newquay	NB	426	442	374	560	397
47	A3075 Between Chiverton and Newquay	SB	411	418	412	493	489
48	A3058 between Summercourt and Quintrell Downs	NB	129	139	136	168	159
49	A3058 between Summercourt and Quintrell Downs	SB	189	210	235	238	281
50	A3076 Between Mitchell and Gummows Shop	NB	102	143	138	138	271
51	A3076 Between Mitchell and Gummows Shop	SB	73	67	69	80	57
52	A3075 Between Goonhavern and Newquay	NB	534	532	544	706	610
53	A3075 Between Goonhavern and Newquay	SB	465	493	501	561	584
54	B3285 Between Goonhavern and A30	SB	117	120	104	107	118
55	B3285 Between A30 and Goonhavern	NB	158	158	143	159	168
56	B3284 Chybucca towards Perranporth	NB	111	98	90	77	97
57	B3284 Chybucca from Perranporth	SB	84	85	80	86	83
58	B3277 Chiverton towards St Agnes	NB	342	347	278	349	335
59	B3277 Chiverton from St Agnes	SB	406	402	243	414	270
60	Henver Road Zelah	NB	60	44	153	38	175
61	Henver Road Zelah	SB	51	43	159	24	179
62	B3284 Between Chybucca and Shortlanesend	NB	208	271	85	268	92
63	B3284 Between Chybucca and Shortlanesend	SB	201	309	456	291	484
64	Route between A30 and B3284 via Allet	NB	56	46	49	24	47
65	Route between A30 and B3284 via Allet	SB	25	26	73	23	94
79	B3285 SW	SW	27	25	39	24	41
80	B3285 NE	NE	46	48	53	49	56

			PM PEAK (LOW)				
			ALL VEHICLES (Actual Modelled Flow)				
ID	Site Location	Dir	2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
1	EB, A30, Between Carland Cross Rbt and Mitchell	EB	1572	1660	2081	1819	2605
2	WB, A30, Between Carland Cross Rbt and Mitchell	WB	1461	1514	1729	1755	1959
3	EB, A30, Between Zelah and Carland Cross Rbt	EB	847	925	1402	1184	1812
4	WB, A30, Between Zelah and Carland Cross Rbt	WB	869	881	1244	984	1443
5	EB, A30, Between Mitchell and Chapel Town	EB	1442	1508	1726	1632	2037
6	WB, A30, Between Mitchell and Chapel Town	WB	1440	1482	1692	1714	1943
7	EB, A30, Between Victoria and Lanivet	EB	713	814	864	990	1064
8	WB, A30, Between Victoria and Lanivet	WB	689	726	800	892	926
9	EB, A30, Between Camborne and Hayle	EB	533	532	533	578	580
10	WB, A30, Between Camborne and Hayle	WB	1321	1334	1338	1461	1464
11	WB, A30, Between Tolvaddon Interchange and Redruth	WB	1417	1464	1535	1607	1706
12	EB, A30, Between Tolvaddon Interchange and Redruth	EB	905	934	947	1049	1069
13	EB, A30, Between Redruth and Scorrier	EB	1236	1307	1347	1512	1596
14	WB, A30, Between Redruth and Scorrier	WB	1537	1605	1602	1762	1853
15	WB, A30, Between Scorrier and Chiverton Cross Rbt	WB	1917	1964	2017	2128	2289
16	EB, A30, Between Scorrier and Chiverton Cross Rbt	EB	1433	1439	1637	1770	1954
17	EB, A30, Between Chybucca and Marazanvose	EB	852	925	1402	1173	1812
18	WB, A30, Between Chybucca and Marazanvose	WB	882	894	1244	1006	1443
19	EB, A30, Between Chapel Town and Summercourt	EB	1442	1508	1726	1632	2037
20	WB, A30, Between Chapel Town and Summercourt	WB	1440	1482	1692	1714	1943
21	EB, A30, Between Summercourt and Indian Queens	EB	1476	1532	1663	1654	1902
22	WB, A30, Between Summercourt and Indian Queens	WB	1286	1312	1444	1504	1634
23	WB, A30, Between Lanivet and A38 Plymouth Junction	WB	538	557	615	689	699
24	EB, A30, Between Lanivet and Bodmin	EB	590	646	659	818	844
25	EB, A30, Between A38 Plymouth Junction and A30 Bodr	EB	267	310	311	430	437
26	WB, A30, Between A38 Plymouth Junction and A30 Bodr	WB	356	374	378	409	416
27	EB, A30, A38 Plymouth Junction	EB	323	337	348	388	407
28	NB, B3284, Between Mithian and Perranporth	NB	194	144	227	115	232
29	SB, B3284, Between Mithian and Perranporth	SB	136	138	139	144	163
30	NB, A39, Between Truro and Carnon Downs	NB	884	875	796	851	783
31	SB, A39, Between Truro and Carnon Downs	SB	930	960	843	995	861
32	EB, A390, Between Treliske Hospital and Truro	EB	1096	1139	949	1207	1023
33	WB, A390, Between Treliske Hospital and Truro	WB	1147	1130	861	1207	936
34	EB, A390, Between Truro and Probus	EB	956	949	950	969	961
35	WB, A390, Between Truro and Probus	WB	560	575	501	541	531
36	NB, B3284, Between Shortlanesend and Truro	NB	552	588	800	668	839
37	SB, B3284, Between Shortlanesend and Truro	SB	459	442	527	462	510
38	EB, A390, Between Chiverton Cross and Threemilestone	EB	622	561	494	705	683
39	WB, A390, Between Chiverton Cross and Threemilestone	WB	1253	1268	1022	1321	1219
40	NB, A39, Between Truro and Carland Cross Rbt	NB	664	674	610	588	694
41	SB, A39, Between Truro and Carland Cross Rbt	SB	469	531	428	594	464
42	EB, Chacewater Hill between Threemilestone and Chace	EB	185	255	288	274	293
43	WB, Chacewater Hill between Threemilestone and Chace	WB	645	566	652	746	691
44	NB, A38, Between Doublebois and Bodmin	NB	341	354	364	406	424
45	SB, A38, Between Doublebois and Bodmin	SB	193	194	246	289	292
46	A3075 Between Chiverton and Newquay	NB	626	647	475	765	512
47	A3075 Between Chiverton and Newquay	SB	429	456	442	575	557
48	A3058 between Summercourt and Quintrell Downs	NB	153	165	158	197	170
49	A3058 between Summercourt and Quintrell Downs	SB	187	200	270	230	291
50	A3076 Between Mitchell and Gummows Shop	NB	139	159	303	186	485
51	A3076 Between Mitchell and Gummows Shop	SB	42	49	47	76	50
52	A3075 Between Goonhavern and Newquay	NB	713	729	616	902	682
53	A3075 Between Goonhavern and Newquay	SB	491	531	525	654	649
54	B3285 Between Goonhavern and A30	SB	184	186	176	128	195
55	B3285 Between A30 and Goonhavern	NB	209	192	156	164	166
56	B3284 Chybucca towards Perranporth	NB	156	122	214	69	213
57	B3284 Chybucca from Perranporth	SB	108	105	91	50	86
58	B3277 Chiverton towards St Agnes	NB	363	381	340	372	408
59	B3277 Chiverton from St Agnes	SB	461	453	344	498	378
60	Henver Road Zelah	NB	33	30	199	30	203
61	Henver Road Zelah	SB	46	42	148	34	159
62	B3284 Between Chybucca and Shortlanesend	NB	298	298	205	272	202
63	B3284 Between Chybucca and Shortlanesend	SB	321	301	414	258	399
64	Route between A30 and B3284 via Allet	NB	37	34	28	29	26
65	Route between A30 and B3284 via Allet	SB	10	10	55	11	75
79	B3285 SW	SW	12	15	15	12	16
80	B3285 NE	NE	45	44	48	90	48

Name	TP	Description	AM Peak (LOW)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL3081	1	A30 Westbound (Between A3074 Hayle and A394 Penzance)	334	334	334	335	335
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>334</b>	<b>334</b>	<b>334</b>	<b>335</b>	<b>335</b>
AL784	1	A30 Westbound (Between A3047 Camborne and A3074 Hayle)	200	200	200	200	200
			0	0	0	0	0
			259	259	259	260	260
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>459</b>	<b>459</b>	<b>460</b>	<b>460</b>	<b>460</b>
AL1914	1	A30 Westbound (Between A3047 Scorrier and A3047 Camborne)	97	97	97	98	98
			1	1	1	1	1
			25	25	25	25	25
			1	1	1	1	1
			109	109	109	110	110
			0	0	0	0	0
			110	110	110	110	110
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>342</b>	<b>342</b>	<b>342</b>	<b>344</b>	<b>345</b>
AL1911	1	A30 Westbound (Between A390 Chiverton Cross Rbt and A3047 Scorrier)	96	96	97	98	99
			0	0	0	0	0
			21	21	21	21	21
2		1	1	1	1	1	
		<b>TOTAL</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>120</b>	<b>121</b>
AL3084	1	A30 Westbound (Between A39 Carland Cross Rbt and A3075 Chiverton Cross Rbt)	3	3	21	3	21
			0	0	0	0	0
			92	93	14	97	14
			3	4	1	5	1
			3	3	7	3	7
			3	4	0	5	0
			25	26	83	27	84
			3	4	0	5	0
			13	13	46	14	47
			3	4	0	5	0
			17	18	26	18	27
			5	6	0	9	0
			42	43	36	45	37
			6	6	0	10	0
			6	7	23	7	23
			6	6	0	10	0
			93	94	33	98	34
			6	6	0	9	0
			21	22	17	23	17
			0	0	1	0	1
			11	11	33	12	34
			3	3	0	3	0
			8	9	43	9	44
			3	3	1	3	1
			56	57	20	60	20
			3	3	1	3	1
			4	4	12	4	12
			3	3	0	3	0
			66	67	0	70	0
			3	3	0	3	0
			15	15	0	16	0
			3	4	0	5	0
			123	126	0	132	0
		3	3	0	4	0	
		34	35	0	36	0	
		0	0	0	0	0	
		7	7	0	8	0	
		6	8	0	25	0	
		0	0	0	0	0	
		0	0	0	0	0	
		0	0	0	0	0	
		<b>TOTAL</b>	<b>700</b>	<b>720</b>	<b>417</b>	<b>789</b>	<b>424</b>
AL802	1	A30 Westbound (Between A3076 Mitchell and A39 Carland Cross Rbt)	41	41	41	41	42
			0	0	1	0	1
			7	7	6	7	6
2		3	3	3	6	3	
		<b>TOTAL</b>	<b>51</b>	<b>51</b>	<b>52</b>	<b>54</b>	<b>53</b>
AL1910	1	A30 Westbound (Between A3058 Chapel Town and A3076 Mitchell)	94	95	96	96	99
			1	1	1	1	1
			12	12	12	12	13
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>107</b>	<b>108</b>	<b>109</b>	<b>110</b>	<b>112</b>
AL1908	1	A30 Westbound (Between A3058 Summercourt and A3058 Chapel Town)	3	3	3	3	4
			0	0	0	0	0
			37	37	38	38	39
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>40</b>	<b>41</b>	<b>41</b>	<b>41</b>	<b>42</b>
AL3088	1	A30 Westbound (Between A39 Indian Queens and A3058 Summercourt)	13	13	13	13	13
			1	1	1	1	1
			64	64	64	65	65
			1	1	1	1	1
			81	81	82	83	85
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>159</b>	<b>160</b>	<b>161</b>	<b>162</b>	<b>165</b>
AL3087A	1	A30 Westbound (Between A391 Lanivet Junction and A39 Indian Queens)	114	114	115	115	115
			0	0	0	0	0
			280	280	281	282	283
			1	1	1	1	1
			8	8	8	8	8
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>403</b>	<b>403</b>	<b>404</b>	<b>406</b>	<b>408</b>
AL2196A	1	A30 Westbound (Between A38 Bodmin Junction and A391 Lanivet Junction)	224	224	224	224	224
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>224</b>

Name	TP	Description	AM Peak (LOW)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL1919	1	A30 Westbound (Between A30 Exit Slip Bodmin and A38 Bodmin Junction)	96	96	96	97	97
	2		0	0	0	0	
		<b>TOTAL</b>	<b>96</b>	<b>96</b>	<b>96</b>	<b>97</b>	<b>97</b>
AL3083	1	A30 Eastbound (Between A3074 Hayle and A3047 Camborne)	262	262	262	262	262
			0	0	0	0	
			204	204	204	205	
	2		0	0	0	0	
		<b>TOTAL</b>	<b>466</b>	<b>466</b>	<b>466</b>	<b>468</b>	<b>468</b>
AL1913	1	A30 Eastbound (Between A3047 Camborne and A3047 Scorrier)	112	112	112	113	113
			0	0	0	0	
			110	111	111	112	
			1	1	1	1	
			25	25	25	25	
	2		1	1	1	1	
	<b>TOTAL</b>	<b>249</b>	<b>250</b>	<b>250</b>	<b>251</b>	<b>252</b>	
AL1912	1	A30 Eastbound (Between A3047 Scorrier and A390 Chiverton Cross Rbt)	21	21	21	21	22
			0	0	0	0	
			97	98	99	100	
	2		0	0	0	0	
	<b>TOTAL</b>	<b>118</b>	<b>119</b>	<b>120</b>	<b>121</b>	<b>124</b>	
AL3085	1	A30 Eastbound (Between A3075 Chiverton Cross Rbt and A39 Carland Cross Rbt)	6	6	12	6	12
			0	0	1	0	
			30	31	20	32	
			3	3	1	4	
			127	131	44	137	
			3	3	0	4	
			16	16	34	17	
			4	5	1	6	
			65	66	16	69	
			20	41	0	125	
			4	4	33	4	
			2	2	0	3	
			54	55	23	57	
			2	2	0	3	
			8	8	36	9	
			2	2	0	3	
			11	11	26	11	
			2	2	0	3	
			20	20	46	21	
			0	0	0	0	
			85	87	82	92	
			4	4	0	5	
			6	6	20	7	
			4	4	0	6	
			40	41	4	43	
			4	4	1	6	
			16	17	11	18	
			4	4	1	6	
			12	13	10	13	
			3	3	0	3	
			24	24	0	25	
			3	3	0	4	
			3	3	0	3	
		3	3	0	3		
		86	87	0	92		
		0	0	0	0		
		2	2	0	3		
		4	4	0	4		
2			4	4	0		
	<b>TOTAL</b>	<b>681</b>	<b>718</b>	<b>421</b>	<b>848</b>	<b>432</b>	
AL801	1	A30 Eastbound (Between A39 Carland Cross Rbt and A3076 Newquay Junction)	7	7	40	7	42
			0	0	1	0	
			40	40	0	40	
	2		1	1	0	1	
	<b>TOTAL</b>	<b>47</b>	<b>47</b>	<b>41</b>	<b>48</b>	<b>43</b>	
AL1909	1	A30 Eastbound (Between A3076 Mitchell and A3058 Chapel Town)	12	12	12	12	12
			0	0	0	0	
			92	93	93	93	
			1	1	1	1	
	<b>TOTAL</b>	<b>105</b>	<b>105</b>	<b>106</b>	<b>106</b>	<b>109</b>	
AL1907	1	A30 Eastbound (Between A3058 Chapel Town and A3058 Summercourt)	36	36	36	37	37
			0	0	0	0	
			3	3	3	3	
	2		0	0	0	0	
	<b>TOTAL</b>	<b>39</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>41</b>	
AL3089	1	A30 Eastbound (Between A3058 Summercourt and A39 Indian Queens)	79	79	80	80	82
			1	1	1	1	
			63	63	64	64	
			1	1	1	1	
			13	13	13	13	
			0	0	0	0	
	2		8	8	8	8	
	<b>TOTAL</b>	<b>165</b>	<b>166</b>	<b>167</b>	<b>168</b>	<b>171</b>	
AL3086A	1	A30 Eastbound (Between A39 Indian Queens and A391 Lanivet Junction)	8	8	8	8	8
			1	1	1	1	
			281	282	283	285	
			0	0	0	0	
	2		115	115	115	117	
	<b>TOTAL</b>	<b>405</b>	<b>406</b>	<b>407</b>	<b>411</b>	<b>414</b>	
AL2195A	1	A30 Eastbound (A391 Lanivet Junction and A38 Bodmin)	225	225	225	227	228
	2		0	0	0	0	
	<b>TOTAL</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>227</b>	<b>228</b>	
AL1918	1	A30 Eastbound (A38 Bodmin and A30 Entry Slip Bodmin)	89	89	89	89	89
	2		0	0	0	0	
	<b>TOTAL</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>	

Name	TP	Description	AM Peak (LOW)					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_EB	1	A390 Eastbound (Between Chiverton and Threemilestone P&R)	3	3	39	3	39	
			0	0	0	0	0	
			69	75	69	77	74	
			5	8	5	11	7	
			123	149	132	158	146	
			2	37	28	55	35	
			5	20	19	20	20	
			135	5	4	4	4	
	2	A390 Eastbound (Between Threemilestone P&R and Treliks Hospital)	1	2	2	2	2	
			4	0	0	0	0	
			2	2	2	2	2	
			0	10	10	10	10	
			22	3	3	3	3	
			0	0	0	0	0	
			7	2	2	2	2	
			5	4	4	4	4	
			5	3	3	3	3	
			0	0	0	0	0	
			3	4	4	4	4	
			13	1	1	1	1	
			3	1	1	1	1	
			3	0	0	0	0	
			6	18	18	18	18	
			5	17	17	18	17	
			7	5	5	5	5	
			0	0	0	0	0	
			12	7	7	7	7	
			0	22	22	23	22	
			23	5	5	5	5	
			2	0	0	0	0	
			4	3	3	3	3	
			10	12	12	12	11	
			2	3	3	3	3	
			27	2	2	2	2	
			2	6	6	6	6	
			1	4	4	4	4	
			12	7	7	7	7	
			0	0	0	0	0	
			9	12	12	12	12	
			0	0	0	0	0	
			22	23	23	23	23	
			0	2	2	2	2	
			5	4	4	4	4	
			0	0	0	0	0	
			5	4	4	4	4	
			5	8	7	8	8	
			6	2	2	2	2	
			3	1	1	1	1	
			1	2	2	2	2	
			3	15	14	15	14	
			18	2	2	2	2	
			0	2	1	2	2	
			17	2	2	2	2	
			0	0	0	0	0	
			A390 Eastbound (Between Treliks Hospital and County Hall)	17	13	10	14	11
				0	0	0	0	0
				11	9	8	10	8
				6	0	0	0	0
				15	23	19	25	20
				7	0	0	0	0
				6	6	5	6	5
				0	0	0	0	0
				10	5	5	6	5
				0	6	3	9	3
				6	6	5	7	5
				7	3	3	3	3
				5	1	1	1	1
				9	3	2	3	2
				0	19	16	21	16
				0	0	0	0	0
				0	17	14	19	15
				0	6	3	9	4
				0	17	14	19	15
				0	0	0	0	0
				0	12	10	13	10
				0	6	3	11	4
				0	15	12	17	13
				0	8	4	17	4
				0	6	5	7	5
				0	0	0	0	0
			0	11	9	12	9	
			0	0	0	0	0	
			0	6	5	7	5	
			0	8	4	15	4	
			0	5	4	6	5	
4			0	9	4	16	5	
		<b>TOTAL</b>	<b>716</b>	<b>737</b>	<b>681</b>	<b>821</b>	<b>720</b>	

Name	TP	Description	AM Peak (LOW)					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_WB	1	A390 Westbound (Between County Hall and Treliiske Hospital)	5	5	4	5	5	
			8	8	5	10	6	
			6	6	5	6	5	
			0	0	0	0	0	
			10	10	9	11	9	
			0	0	0	0	0	
			6	6	5	6	5	
			7	7	4	8	5	
			15	15	13	15	13	
			7	7	4	8	5	
			13	13	11	13	11	
			0	0	0	0	0	
			20	19	17	20	17	
			0	9	5	13	6	
			20	19	17	20	18	
			0	0	0	0	0	
			21	20	18	21	18	
			11	10	5	15	6	
			1	1	1	1	1	
			3	3	2	4	3	
			1	1	1	1	1	
			5	5	3	5	4	
			7	7	6	8	6	
			14	12	5	19	6	
			6	6	5	6	6	
			0	0	0	0	0	
			6	6	5	7	6	
			0	0	0	0	0	
			27	26	23	27	23	
			0	0	0	0	0	
			11	10	9	11	9	
			0	0	0	0	0	
			15	14	12	15	13	
			3	0	0	0	0	
			2	2	2	2	2	
			0	15	14	15	14	
			2	2	2	2	2	
			0	0	0	0	0	
			A390 Westbound (Between Treliiske Hospital and Threemilestone P&R)	4	2	2	2	2
				2	1	1	1	1
				23	2	2	2	2
				0	0	0	0	0
				12	4	4	4	4
				0	2	2	2	2
				7	23	23	23	23
				0	0	0	0	0
				10	12	12	12	12
				15	0	0	0	0
				2	7	7	7	7
				2	0	0	0	0
				6	10	10	10	10
				0	13	12	13	12
				5	2	2	2	2
				11	2	2	2	2
				7	6	6	6	6
				1	0	0	0	0
				21	5	5	5	5
				0	21	20	21	20
				2	7	7	7	7
				0	1	1	1	1
				1	5	5	5	5
			15	4	4	4	4	
			5	18	18	18	18	
			0	0	0	0	0	
			0	1	1	1	1	
			0	0	0	0	0	
			0	2	2	2	2	
			0	4	4	4	4	
			61	3	3	3	3	
			3	0	0	0	0	
			0	2	2	2	2	
			0	0	0	0	0	
			0	3	3	3	3	
			0	1	1	1	1	
			0	4	4	4	4	
			0	0	0	0	0	
		A390 Westbound (Between Threemilestone P&R and Chiverton)	0	5	5	5	5	
			0	0	0	0	0	
			0	24	23	24	23	
			0	8	7	8	7	
			0	84	80	88	85	
			0	2	2	3	2	
			0	61	75	64	82	
			0	3	0	3	0	
			0	3	39	3	39	
	2		0	7	0	11	0	
		<b>TOTAL</b>	<b>465</b>	<b>624</b>	<b>606</b>	<b>671</b>	<b>630</b>	

Name	TP	Description	AM Peak (LOW)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
B3284_EB	1	B3284 Eastbound (Between Chybucca and Allet Common Junction)	2	2	13	2	13
			0	0	3	0	3
			97	97	110	95	110
			3	3	5	2	5
		B3284 Eastbound (Between Allet Common and Shortlanesend)	81	80	95	79	96
			0	0	0	0	0
			28	28	33	28	34
			0	0	0	0	0
		B3284 Eastbound (Between Shortlanesend and B3284 Kerwyn Hill)	2	2	3	2	3
			6	6	15	6	15
			87	87	100	86	100
			0	0	0	0	0
			55	55	63	54	63
			0	0	0	0	0
			25	25	27	25	27
2			3	3	9	3	12
		<b>TOTAL</b>	<b>389</b>	<b>387</b>	<b>476</b>	<b>382</b>	<b>480</b>
B3284_WB	1	B3284 Westbound (Between B3284 Kerwyn Hill and Shortlanesend)	23	23	24	23	24
			0	0	0	0	0
			50	50	52	51	53
			0	0	0	0	0
			80	80	83	81	83
			6	6	6	6	6
			2	2	2	2	2
			1	1	2	1	2
		B3284 Westbound (Between Shortlanesend and Allet Common)	27	27	28	27	28
			0	0	0	0	0
			74	75	78	75	80
			2	2	3	2	3
		B3284 Westbound (Between Allet Common and Chybucca)	93	93	79	93	80
			0	0	3	0	3
			2	2	11	2	11
2			17	21	3	34	3
		<b>TOTAL</b>	<b>376</b>	<b>382</b>	<b>373</b>	<b>397</b>	<b>378</b>
A39_SB	1	A39 Southbound (Between Carland Cross and Trispen)	42	43	41	43	41
			0	0	0	0	0
			11	12	12	12	12
			0	0	2	0	2
			23	24	22	24	23
			0	0	0	0	0
			23	24	22	24	23
			0	0	0	0	0
			38	39	36	39	37
			2	2	1	2	2
			51	51	48	52	49
			2	2	1	2	2
		A39 Southbound (Between Trispen and St Erme)	90	92	85	94	86
			0	0	0	0	0
		A39 Southbound (Between St Erme and Bodmin Rd Rbt)	113	116	104	119	106
		0	0	0	0	0	
		2	2	2	2	2	
		8	8	8	8	8	
	A39 Southbound (Between Bodmin Rd Rbt and Union Hill Junction)	1	1	1	1	1	
		0	0	0	0	0	
		39	39	40	39	40	
		2	2	2	2	2	
		24	17	17	17	17	
2			0	0	0	0	
		<b>TOTAL</b>	<b>471</b>	<b>470</b>	<b>444</b>	<b>478</b>	<b>450</b>
A39_NB	1	A39 Northbound (Between Union Hill Junction and Bodmin Rd Rbt)	24	24	24	24	24
			2	2	2	2	2
			40	40	39	40	39
			0	0	0	0	0
			1	1	1	1	1
			15	15	13	16	14
		A39 Northbound (Between Bodmin Rd Rbt and St Erme)	2	2	2	2	2
			0	0	0	0	0
			104	107	98	107	100
			0	0	0	0	0
		A39 Northbound (Between St Erme and Trispen)	85	87	82	87	83
			2	2	2	2	2
			49	49	47	49	48
			1	2	1	2	1
		A39 Northbound (Between Trispen and Carland Cross Rbt)	37	37	36	37	36
		0	0	0	0	0	
		22	23	22	23	22	
		0	0	0	0	0	
		22	23	26	23	26	
		0	0	2	0	2	
		11	11	11	11	11	
2			0	0	0	0	
		<b>TOTAL</b>	<b>417</b>	<b>423</b>	<b>406</b>	<b>425</b>	<b>412</b>



Name	TP	Description	AM Peak (LOW)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
A3075_NB	1	A3075 Northbound (Between Chiverton and B3284 to Chybucca)	2	2	97	2	98
			0	0	3	0	3
			136	138	2	145	2
			3	3	3	4	3
			2	2	106	2	107
			3	3	2	4	2
		A3075 Northbound (Between B3284 to Chybucca and B3285 to Perranporth)	109	110	213	114	214
			3	3	9	3	9
			217	219	7	227	7
			9	9	3	9	3
		A3075 Northbound (Between B3285 to Perranporth and A3075 Holywell Jct)	7	7	46	8	47
			4	4	0	6	0
			47	47	88	50	89
			0	0	2	0	2
			89	90	89	95	91
			2	2	2	2	2
			90	91	12	97	13
			2	2	0	3	0
		A3075 Northbound (Between A3075 Holywell Jct and A392 Rbt Newquay)	13	13	148	13	150
			0	0	0	0	0
		149	150	0	158	0	
	2		0	0	0	0	
		<b>TOTAL</b>	<b>886</b>	<b>894</b>	<b>832</b>	<b>942</b>	<b>843</b>
A3075_SB	1	A3075 Southbound (Between A392 Rbt Junction and A3075 Holywell Jct)	150	152	152	160	161
			0	0	0	0	0
			13	13	13	14	14
			2	2	2	3	3
		A3075 Southbound (Between A3075 Holywell Jct and B3285 to Perranporth)	93	94	95	102	103
			2	2	2	3	3
			88	90	89	94	93
			0	0	0	0	0
			46	47	47	49	48
			2	2	2	2	2
			7	8	8	8	8
			9	9	9	9	9
		A3075 Southbound (Between B3285 to Peranporth and B3284 to Chybucca)	218	220	220	228	229
			3	3	3	3	3
			109	110	110	114	114
			3	3	3	3	3
		A3075 Southbound (Between B3284 to Chybucca and Chiverton)	2	2	2	2	2
			3	3	0	4	0
			140	141	103	148	108
		2		0	0	0	0
		<b>TOTAL</b>	<b>890</b>	<b>901</b>	<b>859</b>	<b>945</b>	<b>903</b>

Name	TP	Description	Interpeak (LOW)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL3081	1	A30 Westbound (Between A3074 Hayle and A394 Penzance)	335	335	335	336	336
	2		0	0	0	0	0
<b>TOTAL</b>			<b>335</b>	<b>335</b>	<b>335</b>	<b>336</b>	<b>336</b>
AL784	1	A30 Westbound (Between A3047 Camborne and A3074 Hayle)	202	202	202	203	203
			0	0	0	0	0
			260	260	260	261	261
	2		0	0	0	0	0
<b>TOTAL</b>			<b>462</b>	<b>462</b>	<b>462</b>	<b>464</b>	<b>464</b>
AL1914	1	A30 Westbound (Between A3047 Scorrier and A3047 Camborne)	97	97	97	99	99
			1	1	1	1	1
			25	25	25	25	25
			1	1	1	1	1
			110	110	110	111	111
			0	0	0	0	0
			111	111	111	111	111
	2		0	0	0	0	0
<b>TOTAL</b>			<b>344</b>	<b>345</b>	<b>345</b>	<b>348</b>	<b>348</b>
AL1911	1	A30 Westbound (Between A390 Chiverton Cross Rbt and A3047 Scorrier)	97	97	97	99	100
			0	0	0	0	0
			21	21	21	21	22
	2		1	1	1	1	1
<b>TOTAL</b>			<b>118</b>	<b>119</b>	<b>119</b>	<b>122</b>	<b>123</b>
AL3084	1	A30 Westbound (Between A39 Carland Cross Rbt and A3075 Chiverton Cross Rbt)	2	2	21	3	21
			0	0	0	0	0
			88	88	14	92	14
			3	3	1	4	1
			3	3	7	3	7
			3	3	0	3	0
			24	24	82	25	83
			3	3	0	4	0
			13	13	46	13	46
			3	3	0	4	0
			16	17	26	17	26
			4	4	0	6	0
			41	41	36	43	36
			4	5	0	6	0
			6	6	23	7	23
			4	5	0	7	0
			90	91	33	95	33
			5	5	0	7	0
			21	21	16	22	17
			0	0	1	0	1
			11	11	33	12	34
			2	2	0	3	0
			8	8	43	9	44
			2	2	1	3	1
			56	56	20	58	20
			2	2	1	3	1
			4	4	12	4	12
			2	2	0	3	0
			64	65	0	68	0
			2	2	0	3	0
			15	15	0	16	0
			3	4	0	5	0
			122	126	0	134	0
		3	3	0	4	0	
		33	35	0	37	0	
		0	0	0	0	0	
		7	7	0	8	0	
		5	5	0	6	0	
		0	0	0	0	0	
		0	0	0	0	0	
		0	0	0	0	0	
		0	0	0	0	0	
<b>TOTAL</b>			<b>676</b>	<b>685</b>	<b>413</b>	<b>734</b>	<b>419</b>
AL802	1	A30 Westbound (Between A3076 Mitchell and A39 Carland Cross Rbt)	40	40	40	40	41
			0	0	1	0	1
			7	7	6	7	6
	2		3	3	3	3	3
<b>TOTAL</b>			<b>50</b>	<b>50</b>	<b>51</b>	<b>50</b>	<b>51</b>
AL1910	1	A30 Westbound (Between A3058 Chapel Town and A3076 Mitchell)	92	93	93	94	95
			1	1	1	1	1
			12	12	12	12	12
	2		0	0	0	0	0
<b>TOTAL</b>			<b>105</b>	<b>105</b>	<b>106</b>	<b>107</b>	<b>108</b>
AL1908	1	A30 Westbound (Between A3058 Summercourt and A3058 Chapel Town)	3	3	3	3	3
			0	0	0	0	0
			36	36	37	37	37
	2		0	0	0	0	0
<b>TOTAL</b>			<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>41</b>
AL3088	1	A30 Westbound (Between A39 Indian Queens and A3058 Summercourt)	13	13	13	13	13
			1	1	1	1	1
			63	63	63	63	64
			1	1	1	1	1
			80	80	80	81	82
2		0	0	0	0	0	
<b>TOTAL</b>			<b>157</b>	<b>157</b>	<b>158</b>	<b>159</b>	<b>160</b>
AL3087A	1	A30 Westbound (Between A391 Lanivet Junction and A39 Indian Queens)	114	114	114	115	115
			0	0	0	0	0
			279	279	280	281	281
			1	1	1	1	1
			8	8	8	8	8
	2		0	0	0	0	0
<b>TOTAL</b>			<b>402</b>	<b>402</b>	<b>403</b>	<b>404</b>	<b>405</b>
AL2196A	1	A30 Westbound (Between A38 Bodmin Junction and A391 Lanivet Junction)	224	224	224	224	224
	2		0	0	0	0	0
<b>TOTAL</b>			<b>224</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>224</b>

Name	TP	Description	Interpeak (LOW)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL1919	1	A30 Westbound (Between A30 Exit Slip Bodmin and A38 Bodmin Junction)	96	97	97	97	97
	2		0	0	0	0	0
<b>TOTAL</b>			<b>96</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>
AL3083	1	A30 Eastbound (Between A3074 Hayle and A3047 Camborne)	260	260	260	260	260
			0	0	0	0	0
			201	201	201	202	202
	2		0	0	0	0	0
<b>TOTAL</b>			<b>461</b>	<b>461</b>	<b>461</b>	<b>462</b>	<b>462</b>
AL1913	1	A30 Eastbound (Between A3047 Camborne and A3047 Scorrier)	110	110	110	111	111
			0	0	0	0	0
			109	109	109	110	110
			1	1	1	1	1
			25	25	25	25	25
	2		1	1	1	1	1
<b>TOTAL</b>			<b>245</b>	<b>246</b>	<b>246</b>	<b>247</b>	<b>247</b>
AL1912	1	A30 Eastbound (Between A3047 Scorrier and A390 Chiverton Cross Rbt)	21	21	21	21	21
			0	0	0	0	0
			96	96	97	98	99
	2		0	0	0	0	0
<b>TOTAL</b>			<b>116</b>	<b>116</b>	<b>117</b>	<b>119</b>	<b>120</b>
AL3085	1	A30 Eastbound (Between A3075 Chiverton Cross Rbt and A39 Carland Cross Rbt)	6	6	12	6	12
			0	0	1	0	1
			28	29	20	32	20
			2	3	1	4	1
			118	125	43	135	45
			2	3	0	4	0
			14	15	33	16	34
			3	3	1	5	1
			62	63	16	68	17
			2	2	0	3	0
			4	4	33	4	33
			2	2	0	3	0
			54	55	23	58	23
			2	2	0	3	0
			8	8	36	9	37
			2	2	0	3	0
			11	11	26	12	27
			2	2	0	3	0
			20	20	46	22	47
			0	0	0	0	0
			86	87	82	94	83
			4	4	0	6	0
			6	6	20	7	20
			3	4	0	6	0
			39	39	4	43	4
			3	4	1	6	1
			16	16	11	17	11
			3	3	1	5	1
			12	12	10	13	10
			2	2	0	3	0
			23	23	0	25	0
			2	2	0	3	0
		3	3	0	3	0	
		2	2	0	3	0	
		82	83	0	90	0	
		0	0	0	0	0	
		2	2	0	2	0	
		4	5	0	5	0	
<b>TOTAL</b>			<b>634</b>	<b>654</b>	<b>417</b>	<b>720</b>	<b>426</b>
AL801	1	A30 Eastbound (Between A39 Carland Cross Rbt and A3076 Newquay Junction)	7	7	40	7	42
			0	0	1	0	1
	2		40	40	0	40	0
<b>TOTAL</b>			<b>47</b>	<b>47</b>	<b>41</b>	<b>48</b>	<b>43</b>
AL1909	1	A30 Eastbound (Between A3076 Mitchell and A3058 Chapel Town)	12	12	12	12	12
			0	0	0	0	0
			92	92	93	94	95
<b>TOTAL</b>			<b>105</b>	<b>105</b>	<b>106</b>	<b>106</b>	<b>108</b>
AL1907	1	A30 Eastbound (Between A3058 Chapel Town and A3058 Summercourt)	36	36	36	37	37
			0	0	0	0	0
	2		3	3	3	3	3
<b>TOTAL</b>			<b>39</b>	<b>39</b>	<b>40</b>	<b>40</b>	<b>40</b>
AL3089	1	A30 Eastbound (Between A3058 Summercourt and A39 Indian Queens)	79	79	79	80	81
			1	1	1	1	1
			63	63	63	64	65
			1	1	1	1	1
			13	13	13	13	13
	2		8	8	8	8	8
<b>TOTAL</b>			<b>165</b>	<b>165</b>	<b>166</b>	<b>168</b>	<b>169</b>
AL3086A	1	A30 Eastbound (Between A39 Indian Queens and A391 Lanivet Junction)	8	8	8	8	8
			1	1	1	1	1
			279	280	280	283	283
			0	0	0	0	0
	2		114	115	115	116	116
<b>TOTAL</b>			<b>402</b>	<b>403</b>	<b>404</b>	<b>407</b>	<b>408</b>
AL2195A	1	A30 Eastbound (A391 Lanivet Junction and A38 Bodmin)	224	225	225	226	226
	2		0	0	0	0	0
<b>TOTAL</b>			<b>224</b>	<b>225</b>	<b>225</b>	<b>226</b>	<b>226</b>
AL1918	1	A30 Eastbound (A38 Bodmin and A30 Entry Slip Bodmin)	89	89	89	89	89
	2		0	0	0	0	0
<b>TOTAL</b>			<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>

Name	TP	Description	Interpeak (LOW)					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_EB	1	A390 Eastbound (Between Chiverton and Threemilestone P&R)	3	3	39	3	39	
			0	0	0	0	0	
			65	61	60	64	62	
			3	3	2	3	3	
			116	111	106	117	113	
			2	23	22	25	22	
			5	19	18	19	18	
			21	2	2	2	2	
	2	A390 Eastbound (Between Threemilestone P&R and Treliiske Hospital)	1	2	2	2	2	
			3	0	0	0	0	
			2	2	2	2	2	
			0	10	10	10	10	
			22	3	3	3	3	
			0	0	0	0	0	
			7	2	2	2	2	
			5	4	4	4	4	
			5	3	3	3	3	
			0	0	0	0	0	
			3	4	4	4	4	
			13	1	1	1	1	
			3	1	1	1	1	
			3	0	0	0	0	
			6	18	18	18	18	
			5	17	16	17	16	
			7	5	5	5	5	
			0	0	0	0	0	
			12	7	7	7	7	
			0	22	21	22	21	
			23	5	5	5	5	
			2	0	0	0	0	
			4	3	3	3	3	
			3	12	11	12	11	
			2	3	3	3	3	
			1	3	3	3	3	
			2	6	6	6	6	
			1	4	4	4	4	
			14	7	7	7	7	
			0	0	0	0	0	
			10	12	12	12	12	
			0	0	0	0	0	
			25	23	23	23	23	
			0	2	2	2	2	
			6	4	4	4	4	
			0	0	0	0	0	
			6	4	4	4	4	
			9	8	7	8	7	
			7	2	2	2	2	
			3	1	1	1	1	
			1	2	2	2	2	
			3	15	14	15	14	
			20	2	2	2	2	
			0	2	2	2	2	
			18	2	2	2	2	
			0	0	0	0	0	
			A390 Eastbound (Between Treliiske Hospital and County Hall)	18	13	11	14	11
				0	0	0	0	0
				12	9	8	10	8
				9	0	0	0	0
				16	23	20	24	20
				9	0	0	0	0
				6	6	5	6	5
				0	0	0	0	0
				11	6	5	6	5
				0	6	3	8	4
				6	6	6	7	6
				8	3	3	3	3
				5	1	1	1	1
				9	3	2	3	2
				0	19	16	20	17
				0	0	0	0	0
				0	17	15	18	15
				0	6	3	7	4
				0	17	15	18	15
				0	0	0	0	0
				0	12	10	12	10
				0	6	4	8	4
				0	15	12	15	13
				0	7	4	9	4
				0	6	5	6	5
				0	0	0	0	0
			0	10	9	11	9	
			0	0	0	0	0	
			0	6	5	6	5	
			0	6	4	8	4	
			0	5	4	5	4	
4			0	7	4	8	4	
		<b>TOTAL</b>	<b>580</b>	<b>655</b>	<b>638</b>	<b>687</b>	<b>655</b>	

Name	TP	Description	Interpeak (LOW)					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_WB	1	A390 Westbound (Between County Hall and Treliiske Hospital)	5	5	4	5	4	
			7	7	4	12	4	
			6	6	5	6	5	
			0	0	0	0	0	
			10	10	8	11	9	
			0	0	0	0	0	
			6	6	5	6	5	
			6	6	3	9	4	
			15	14	12	16	13	
			7	6	3	9	4	
			12	12	10	13	11	
			0	0	0	0	0	
			19	18	15	20	16	
			0	7	4	12	4	
			19	18	15	20	16	
			0	0	0	0	0	
			20	19	16	21	17	
			8	7	4	11	4	
			1	1	1	1	1	
			3	3	2	3	2	
			1	1	1	1	1	
			4	3	2	4	3	
			7	7	6	7	6	
			8	7	4	12	4	
			6	6	5	6	5	
			0	0	0	0	0	
			6	6	5	6	5	
			0	0	0	0	0	
			25	24	21	26	21	
			0	0	0	0	0	
			10	10	8	11	9	
			0	0	0	0	0	
			14	13	11	14	12	
			4	0	0	0	0	
			2	2	2	2	2	
			0	15	13	15	14	
			2	2	2	2	2	
			1	0	0	0	0	
			A390 Westbound (Between Treliiske Hospital and Threemilestone P&R)	4	2	2	2	2
				2	1	1	1	1
				23	2	2	2	2
				0	0	0	0	0
				12	4	4	4	4
				0	2	2	2	2
				7	23	23	23	23
				0	0	0	0	0
				10	12	12	12	12
				17	0	0	0	0
				2	7	7	7	7
				3	0	0	0	0
				6	10	10	10	10
				0	13	13	14	13
				5	2	2	2	2
				14	2	2	2	2
				7	6	6	6	6
				1	0	0	0	0
				22	5	5	5	5
				0	22	21	23	21
				2	7	7	7	7
				0	1	1	1	1
				1	5	5	5	5
				15	4	4	4	4
				6	18	18	18	18
				0	0	0	0	0
				0	1	1	1	1
				0	0	0	0	0
				0	2	2	2	2
			0	4	4	4	4	
			67	3	3	3	3	
			4	0	0	0	0	
			0	2	2	2	2	
			0	0	0	0	0	
			0	3	3	3	3	
			0	1	1	1	1	
			0	4	4	4	4	
			0	0	0	0	0	
		A390 Westbound (Between Threemilestone P&R and Chiverton)	0	5	5	5	5	
			0	0	0	0	0	
			0	25	23	26	24	
			0	8	7	9	8	
			0	91	85	98	90	
			0	2	2	3	2	
			0	66	82	71	89	
			0	4	0	6	0	
			0	3	39	3	39	
	2		0	7	0	10	0	
		<b>TOTAL</b>	<b>461</b>	<b>620</b>	<b>599</b>	<b>682</b>	<b>624</b>	

Name	TP	Description	Interpeak (LOW)					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
B3284_EB	1	B3284 Eastbound (Between Chybucca and Allet Common Junction)	2	2	12	2	12	
			0	0	3	0	3	
			94	97	100	96	101	
			2	3	3	3	3	
		B3284 Eastbound (Between Allet Common and Shortlanesend)	75	77	82	77	84	
			0	0	0	0	0	
			27	28	29	27	29	
			0	0	0	0	0	
		B3284 Eastbound (Between Shortlanesend and B3284 Kenwyn Hill)	2	2	2	2	2	
			6	6	6	6	6	
			81	84	88	84	89	
			0	0	0	0	0	
			51	53	56	53	56	
			0	0	0	0	0	
			23	24	25	24	25	
	2			3	3	8	3	13
			<b>TOTAL</b>	<b>366</b>	<b>377</b>	<b>414</b>	<b>376</b>	<b>424</b>
B3284_WB	1	B3284 Westbound (Between B3284 Kenwyn Hill and Shortlanesend)	24	24	26	24	26	
			0	0	0	0	0	
			52	52	57	53	58	
			0	0	0	0	0	
			82	83	90	84	92	
			6	6	6	6	6	
			2	2	2	2	2	
			1	1	2	1	2	
		B3284 Westbound (Between Shortlanesend and Allet Common)	27	28	29	27	30	
			0	0	0	0	0	
			76	77	82	76	85	
			2	3	3	3	4	
		B3284 Westbound (Between Allet Common and Chybucca)	94	96	83	96	86	
			0	0	3	0	3	
			2	2	11	2	11	
	2			18	32	3	93	3
			<b>TOTAL</b>	<b>386</b>	<b>404</b>	<b>396</b>	<b>467</b>	<b>408</b>
A39_SB	1	A39 Southbound (Between Carland Cross and Trispen)	41	41	40	42	40	
			0	0	0	0	0	
			11	11	12	11	12	
			0	0	2	0	2	
			23	23	22	23	22	
			0	0	0	0	0	
			23	23	22	23	22	
			0	0	0	0	0	
			37	37	36	38	36	
			2	2	1	2	1	
			49	49	48	50	48	
			2	2	1	2	1	
		A39 Southbound (Between Trispen and St Erme)	86	87	84	88	83	
			0	0	0	0	0	
		A39 Southbound (Between St Erme and Bodmin Rd Rbt)	106	107	101	110	100	
			0	0	0	0	0	
			2	2	2	2	2	
		8	8	8	8	8		
	A39 Southbound (Between Bodmin Rd Rbt and Union Hill Junction)	1	1	1	1	1		
		0	0	0	0	0		
		40	41	41	41	41		
		2	2	2	2	2		
		25	17	17	17	17		
2			0	0	0	0		
		<b>TOTAL</b>	<b>456</b>	<b>452</b>	<b>439</b>	<b>458</b>	<b>438</b>	
A39_NB	1	A39 Northbound (Between Union Hill Junction and Bodmin Rd Rbt)	24	24	24	24	24	
			2	2	2	2	2	
			39	39	39	39	39	
			0	0	0	0	0	
			1	1	1	1	1	
			13	13	13	13	13	
		A39 Northbound (Between Bodmin Rd Rbt and St Erme)	2	2	2	2	2	
			0	0	0	0	0	
			111	116	102	116	105	
			0	0	0	0	0	
		A39 Northbound (Between St Erme and Trispen)	89	92	84	92	86	
			3	3	2	3	2	
			50	51	48	51	49	
			2	2	1	2	2	
		A39 Northbound (Between Trispen and Carland Cross Rbt)	38	38	36	38	37	
			0	0	0	0	0	
			23	23	22	23	22	
		0	0	0	0	0		
		23	23	26	23	27		
		0	0	2	0	2		
		11	12	11	11	11		
2			0	0	0	0		
		<b>TOTAL</b>	<b>430</b>	<b>440</b>	<b>414</b>	<b>442</b>	<b>423</b>	

Name	TP	Description	Interpeak (LOW)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
A3075_NB	1	A3075 Northbound (Between Chiverton and B3284 to Chybucca)	2	2	99	3	100
			0	0	3	0	3
			139	140	2	148	2
			3	3	3	4	3
			2	2	107	2	108
			3	3	3	4	3
		A3075 Northbound (Between B3284 to Chybucca and B3285 to Perranporth)	109	110	214	114	215
			3	3	9	3	9
			218	219	7	227	8
			9	9	3	9	4
		A3075 Northbound (Between B3285 to Perranporth and A3075 Holywell Jct)	7	8	47	8	48
			4	4	0	6	0
			48	48	90	51	91
			0	0	2	0	2
			91	92	94	97	97
			2	2	2	3	3
			93	93	13	102	13
			2	2	0	3	0
		A3075 Northbound (Between A3075 Holywell Jct and A392 Rbt Newquay)	13	13	151	13	154
			0	0	0	0	0
		151	151	0	160	0	
	2		0	0	0	0	
		<b>TOTAL</b>	<b>900</b>	<b>904</b>	<b>849</b>	<b>957</b>	<b>861</b>
A3075_SB	1	A3075 Southbound (Between A392 Rbt Junction and A3075 Holywell Jct)	149	150	151	154	154
			0	0	0	0	0
			13	13	13	13	13
			2	2	2	2	2
		A3075 Southbound (Between A3075 Holywell Jct and B3285 to Perranporth)	91	92	92	94	95
			2	2	2	2	2
			88	88	88	90	89
			0	0	0	0	0
			46	46	46	47	47
			2	2	2	2	2
			7	7	7	8	8
			9	9	9	9	9
		A3075 Southbound (Between B3285 to Peranporth and B3284 to Chybucca)	216	216	216	221	221
			3	3	3	3	3
			108	108	108	111	111
			3	3	3	3	3
		A3075 Southbound (Between B3284 to Chybucca and Chiverton)	2	2	2	2	2
			3	3	0	3	0
		138	139	100	143	104	
	2		0	0	0	0	
		<b>TOTAL</b>	<b>880</b>	<b>885</b>	<b>843</b>	<b>908</b>	<b>865</b>

Name	TP	Description	PM Peak (LOW)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL3081	1	A30 Westbound (Between A3074 Hayle and A394 Penzance)	336	336	336	337	337
	2		0	0	0	0	0
	<b>TOTAL</b>		<b>336</b>	<b>336</b>	<b>336</b>	<b>337</b>	<b>337</b>
AL784	1	A30 Westbound (Between A3047 Camborne and A3074 Hayle)	205	205	205	206	206
			0	0	0	0	0
			260	261	261	262	262
	2		0	0	0	0	0
<b>TOTAL</b>		<b>465</b>	<b>466</b>	<b>465</b>	<b>468</b>	<b>468</b>	
AL1914	1	A30 Westbound (Between A3047 Scorrier and A3047 Camborne)	98	99	99	100	101
			1	1	1	1	1
			25	25	25	25	25
			1	1	1	1	1
			111	111	111	112	113
			0	0	0	0	0
			112	112	112	113	113
	2		0	0	0	0	0
	<b>TOTAL</b>		<b>348</b>	<b>349</b>	<b>349</b>	<b>352</b>	<b>354</b>
AL1911	1	A30 Westbound (Between A390 Chiverton Cross Rbt and A3047 Scorrier)	100	100	101	102	104
			0	0	0	0	0
			21	22	22	22	22
	2		1	1	1	1	1
<b>TOTAL</b>		<b>122</b>	<b>123</b>	<b>123</b>	<b>125</b>	<b>127</b>	
AL3084	1	A30 Westbound (Between A39 Carland Cross Rbt and A3075 Chiverton Cross Rbt)	3	3	21	3	21
			0	0	0	0	0
			91	91	14	94	14
			3	3	1	4	1
			3	3	7	3	7
			3	3	0	4	0
			25	25	82	26	83
			3	3	0	4	0
			13	13	46	14	47
			3	3	0	4	0
			17	17	26	18	27
			5	5	0	8	0
			41	42	36	44	37
			5	5	0	7	0
			6	6	23	7	23
			5	5	0	7	0
			91	91	33	96	33
			5	5	0	7	0
			21	21	16	22	17
			0	0	1	0	1
			11	11	34	12	34
			3	3	0	3	0
			8	8	44	9	45
			2	3	1	3	1
			56	57	20	59	20
			3	3	1	3	1
			4	4	12	4	13
			3	3	0	3	0
			66	66	0	69	0
			3	3	0	3	0
			16	16	0	17	0
			4	4	0	5	0
			127	129	0	136	0
			3	3	0	4	0
			35	35	0	37	0
			0	0	0	0	0
		7	7	0	8	0	
		5	5	0	6	0	
		0	0	0	0	0	
		0	0	0	0	0	
		0	0	0	0	0	
		0	0	0	0	0	
<b>TOTAL</b>		<b>698</b>	<b>702</b>	<b>418</b>	<b>752</b>	<b>424</b>	
AL802	1	A30 Westbound (Between A3076 Mitchell and A39 Carland Cross Rbt)	40	40	41	41	42
			0	0	1	0	1
			7	7	6	7	6
	2		3	3	3	3	3
<b>TOTAL</b>		<b>50</b>	<b>50</b>	<b>51</b>	<b>51</b>	<b>52</b>	
AL1910	1	A30 Westbound (Between A3058 Chapel Town and A3076 Mitchell)	93	94	95	95	97
			1	1	1	1	1
			12	12	12	12	13
	2		0	0	0	0	0
<b>TOTAL</b>		<b>106</b>	<b>106</b>	<b>108</b>	<b>108</b>	<b>111</b>	
AL1908	1	A30 Westbound (Between A3058 Summercourt and A3058 Chapel Town)	3	3	3	3	3
			0	0	0	0	0
			37	37	37	37	38
	2		0	0	0	0	0
<b>TOTAL</b>		<b>40</b>	<b>40</b>	<b>41</b>	<b>41</b>	<b>42</b>	
1	A30 Westbound (Between A39 Indian Queens and A3058 Summercourt)	13	13	13	13	13	



Name	TP	Description	PM Peak (LOW)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL3088			1	1	1	1	1
			63	63	64	64	64
			1	1	1	1	1
			80	80	82	82	83
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>158</b>	<b>158</b>	<b>160</b>	<b>160</b>	<b>163</b>
AL3087A	1	A30 Westbound (Between A391 Lanivet Junction and A39 Indian Queens)	114	114	114	115	115
			0	0	0	0	0
			279	280	281	282	282
			1	1	1	1	1
			8	8	8	8	8
	2		0	0	0	0	0
	<b>TOTAL</b>	<b>402</b>	<b>402</b>	<b>404</b>	<b>405</b>	<b>406</b>	
AL2196A	1	A30 Westbound (Between A38 Bodmin Junction and A391 Lanivet Junction)	224	224	224	224	224
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>224</b>

Name	TP	Description	PM Peak (LOW)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
AL1919	1	A30 Westbound (Between A30 Exit Slip Bodmin and A38 Bodmin Junction)	97	97	97	97	97
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>
AL3083	1	A30 Eastbound (Between A3074 Hayle and A3047 Camborne)	258	258	258	258	258
			0	0	0	0	0
			200	200	200	200	200
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>458</b>	<b>458</b>	<b>458</b>	<b>458</b>	<b>458</b>
AL1913	1	A30 Eastbound (Between A3047 Camborne and A3047 Scorrier)	110	110	110	110	110
			0	0	0	0	0
			108	108	108	109	109
			1	1	1	1	1
			25	25	25	25	25
	2		1	1	1	1	1
		<b>TOTAL</b>	<b>244</b>	<b>244</b>	<b>244</b>	<b>245</b>	<b>245</b>
AL1912	1	A30 Eastbound (Between A3047 Scorrier and A390 Chiverton Cross Rbt)	21	21	21	21	21
			0	0	0	0	0
			96	96	97	99	100
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>117</b>	<b>117</b>	<b>118</b>	<b>120</b>	<b>122</b>
AL3085	1	A30 Eastbound (Between A3075 Chiverton Cross Rbt and A39 Carland Cross Rbt)	6	6	12	7	12
			0	0	1	0	1
			30	31	20	35	20
			3	3	1	7	1
			127	130	44	147	46
			3	3	0	7	0
			16	16	34	18	35
			4	4	1	8	1
			64	66	17	73	17
			2	3	0	4	0
			4	4	33	4	34
			2	3	0	4	0
			55	57	23	63	24
			2	3	0	4	0
			8	8	36	9	37
			2	3	0	4	0
			11	11	26	13	27
			2	3	0	4	0
			21	21	46	24	48
			0	0	0	0	0
			88	91	83	103	85
			4	5	0	16	0
			6	6	20	7	20
			4	5	0	17	0
			40	42	4	48	4
			4	5	1	17	1
			16	17	11	19	11
			4	4	1	13	2
			13	13	10	14	10
			3	3	0	5	0
			24	25	0	27	0
			3	3	0	5	0
			3	3	0	3	0
		3	3	0	5	0	
		87	90	0	99	0	
		0	0	0	0	0	
		2	3	0	3	0	
2		5	5	0	5	0	
		<b>TOTAL</b>	<b>672</b>	<b>697</b>	<b>424</b>	<b>840</b>	<b>437</b>
AL801	1	A30 Eastbound (Between A39 Carland Cross Rbt and A3076 Newquay Junction)	7	7	42	7	45
			0	0	1	0	2
			40	40	0	41	0
	2		1	1	0	1	0
		<b>TOTAL</b>	<b>48</b>	<b>48</b>	<b>43</b>	<b>49</b>	<b>47</b>
AL1909	1	A30 Eastbound (Between A3076 Mitchell and A3058 Chapel Town)	12	12	12	12	13
			0	0	0	0	0
			93	93	95	94	98
			1	1	1	1	1
		<b>TOTAL</b>	<b>106</b>	<b>106</b>	<b>108</b>	<b>107</b>	<b>111</b>
AL1907	1	A30 Eastbound (Between A3058 Chapel Town and A3058 Summercourt)	36	36	37	37	38
			0	0	0	0	0
			3	3	3	3	3
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>41</b>
AL3089	1	A30 Eastbound (Between A3058 Summercourt and A39 Indian Queens)	80	80	81	81	83
			1	1	1	1	1
			64	64	64	64	66
			1	1	1	1	1
			13	13	13	13	13
			0	0	0	0	0
		8	8	8	8	8	

Name	TP	Description	PM Peak (LOW)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
	2		1	1	1	1	1
		<b>TOTAL</b>	<b>166</b>	<b>167</b>	<b>168</b>	<b>168</b>	<b>172</b>
AL3086A	1	A30 Eastbound (Between A39 Indian Queens and A391 Lanivet Junction)	8	8	8	8	8
			1	1	1	1	1
			279	280	280	281	283
			0	0	0	0	0
			114	114	114	115	115
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>402</b>	<b>403</b>	<b>403</b>	<b>405</b>	<b>407</b>
AL2195A	1	A30 Eastbound (A391 Lanivet Junction and A38 Bodmin)	224	224	224	225	225
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>225</b>	<b>225</b>
AL1918	1	A30 Eastbound (A38 Bodmin and A30 Entry Slip Bodmin)	89	89	89	89	89
	2		0	0	0	0	0
		<b>TOTAL</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>

Name	TP	Description	PM Peak (LOW)					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_EB	1	A390 Eastbound (Between Chiverton and Threemilestone P&R)	3	3	39	3	39	
			0	0	0	0	0	
			61	60	59	63	62	
			3	2	2	3	3	
			109	107	104	114	113	
			1	22	22	24	23	
			5	19	18	19	18	
			16	3	2	2	2	
	2	A390 Eastbound (Between Threemilestone P&R and Treliiske Hospital)	1	2	2	2	2	
			2	0	0	0	0	
			2	2	2	2	2	
			0	10	10	10	10	
			22	3	3	3	3	
			0	0	0	0	0	
			7	2	2	2	2	
			4	4	3	4	3	
			5	3	3	3	3	
			0	0	0	0	0	
			3	4	4	4	4	
			13	1	1	1	1	
			3	1	1	1	1	
			3	0	0	0	0	
			6	18	18	18	18	
			5	16	15	16	15	
			7	5	5	5	5	
			0	0	0	0	0	
			12	7	7	7	7	
			0	21	20	21	20	
			23	5	5	5	5	
			2	0	0	0	0	
			4	3	3	3	3	
			81	13	13	13	13	
			2	3	3	3	3	
			82	3	3	3	3	
			2	6	6	6	6	
			1	4	4	4	4	
			14	7	7	7	7	
			0	0	0	0	0	
			10	12	12	12	12	
			0	0	0	0	0	
			24	23	23	23	23	
			0	2	2	2	2	
			6	4	4	4	4	
			0	0	0	0	0	
			6	4	4	4	4	
			8	8	8	8	8	
			7	2	2	2	2	
			3	1	1	1	1	
			1	2	2	2	2	
			3	15	14	15	14	
			19	2	2	2	2	
			0	2	2	3	2	
			18	2	2	2	2	
			0	0	0	0	0	
			A390 Eastbound (Between Treliiske Hospital and County Hall)	18	14	12	15	13
				0	0	0	0	0
				12	10	9	11	10
			8	0	0	0	0	
			15	25	22	27	23	
			7	0	0	0	0	
			6	6	5	7	6	
			0	0	0	0	0	
			10	6	5	7	6	
			0	10	5	17	6	
			6	7	6	8	6	
			6	3	3	3	3	
			5	1	1	1	1	
			6	3	2	3	3	
			0	20	17	21	18	
			0	0	0	0	0	
			0	19	16	20	17	
			0	8	4	11	5	
			0	18	16	19	17	
			0	0	0	0	0	
			0	12	11	13	11	
			0	9	5	13	6	
			0	15	13	16	14	
			0	8	4	10	5	
			0	6	5	6	5	
			0	0	0	0	0	
			0	10	9	11	9	
			0	0	0	0	0	

			PM Peak (LOW)				
			Time				
Name	TP	Description	2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
			0	6	5	6	5
			0	7	4	9	5
			0	5	4	5	5
	4		0	7	4	8	5
		<b>TOTAL</b>	<b>704</b>	<b>671</b>	<b>649</b>	<b>714</b>	<b>679</b>

Name	TP	Description	PM Peak (LOW)					
			Time					
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)	
A390_WB	1	A390 Westbound (Between County Hall and Treliiske Hospital)	5	5	4	6	5	
			14	13	5	25	6	
			6	6	5	7	5	
			0	0	0	0	0	
			11	11	9	12	9	
			0	0	0	0	0	
			6	6	5	7	5	
			10	9	4	15	5	
			16	16	13	17	14	
			12	11	4	19	5	
			13	12	10	13	11	
			0	0	0	0	0	
			19	19	16	20	16	
			0	9	4	15	5	
			19	19	16	20	16	
			0	0	0	0	0	
			20	20	16	21	17	
			10	9	4	14	5	
			1	1	1	1	1	
			4	4	2	4	3	
			7	7	6	7	6	
			9	8	4	13	4	
			6	6	5	6	5	
			0	0	0	0	0	
			6	6	5	6	5	
			0	0	0	0	0	
			25	25	20	27	22	
			0	0	0	0	0	
			10	10	8	11	9	
			0	0	0	0	0	
			14	14	11	14	12	
			8	0	0	0	0	
			2	2	2	2	2	
			0	15	13	15	14	
			2	2	2	2	2	
			0	0	0	0	0	
			A390 Westbound (Between Treliiske Hospital and Threemilestone P&R)	4	2	2	2	2
				2	1	1	1	1
				23	2	2	2	2
				0	0	0	0	0
				12	4	4	4	4
				0	2	2	2	2
				7	23	23	23	23
				0	0	0	0	0
				10	12	12	12	12
				24	0	0	0	0
				2	7	7	7	7
				2	0	0	0	0
				6	10	10	10	10
				0	14	13	14	13
				5	2	2	2	2
				20	1	1	1	1
				7	6	6	6	6
				1	0	0	0	0
				22	5	5	5	5
				0	24	22	25	23
				2	7	7	7	7
				0	1	0	1	0
				1	5	5	5	5
				17	4	4	4	4
				7	18	18	18	18
				0	0	0	0	0
				0	1	1	1	1
				0	0	0	0	0
				0	2	2	2	2
				0	4	4	5	4
				81	3	3	3	3
				21	0	0	0	0
				0	2	2	2	2
				0	0	0	0	0
				0	3	3	3	3
				0	1	1	1	1
				0	4	4	4	4
				0	0	0	0	0
			A390 Westbound (Between Threemilestone P&R and Chiverton)	0	6	5	6	6
				0	0	0	0	0
				0	31	26	32	30
				0	13	9	14	12
				0	112	99	115	110
				0	18	4	50	11

			PM Peak (LOW)				
			Time				
Name	TP	Description	2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
			0	82	103	84	121
			0	25	0	49	0
			0	3	39	3	39
	2		0	9	0	17	0
		<b>TOTAL</b>	<b>537</b>	<b>738</b>	<b>649</b>	<b>866</b>	<b>706</b>

Name	TP	Description	PM Peak (LOW)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
B3284_EB	1	B3284 Eastbound (Between Chybucca and Allet Common Junction)	2	2	12	2	12
			0	0	3	0	3
			97	96	99	95	98
			3	3	3	2	3
		B3284 Eastbound (Between Allet Common and Shortlanesend)	77	77	80	76	80
			0	0	0	0	0
			28	27	28	27	28
			0	0	0	0	0
		B3284 Eastbound (Between Shortlanesend and B3284 Kenwyn Hill)	2	2	2	2	2
			6	6	6	6	6
			84	83	86	84	85
			0	0	0	0	0
			53	53	54	53	54
			0	0	0	0	0
			24	24	25	24	25
2			4	4	4	97	
		<b>TOTAL</b>	<b>379</b>	<b>376</b>	<b>441</b>	<b>376</b>	<b>493</b>
B3284_WB	1	B3284 Westbound (Between B3284 Kenwyn Hill and Shortlanesend)	25	25	28	26	28
			0	0	0	0	0
			55	56	64	58	65
			0	0	0	0	0
			87	89	100	92	102
			6	6	22	6	74
			2	2	3	2	3
			2	2	3	2	3
		B3284 Westbound (Between Shortlanesend and Allet Common)	28	28	31	27	32
			0	0	0	0	0
			78	78	90	77	91
			3	3	5	3	6
		B3284 Westbound (Between Allet Common and Chybucca)	97	97	92	96	93
			0	0	3	0	3
			2	2	11	2	11
2			119	143	3	237	3
		<b>TOTAL</b>	<b>502</b>	<b>528</b>	<b>454</b>	<b>627</b>	<b>513</b>
A39_SB	1	A39 Southbound (Between Carland Cross and Trispen)	41	41	40	42	41
			0	0	0	0	0
			11	11	12	11	12
			0	0	2	0	2
			22	23	22	23	22
			0	0	0	0	0
			22	23	22	23	22
			0	0	0	0	0
			37	37	36	38	37
			2	2	1	2	2
			49	49	48	50	48
			1	2	1	2	1
		A39 Southbound (Between Trispen and St Erme)	85	86	83	88	84
			0	0	0	0	0
		A39 Southbound (Between St Erme and Bodmin Rd Rbt)	103	106	100	109	102
		0	0	0	0	0	
		2	2	2	2	2	
		8	9	8	9	8	
	A39 Southbound (Between Bodmin Rd Rbt and Union Hill Junction)	1	1	1	1	1	
		0	0	0	0	0	
		42	44	43	45	43	
		2	2	2	2	2	
		28	17	17	17	17	
2			0	0	0	0	
		<b>TOTAL</b>	<b>455</b>	<b>453</b>	<b>442</b>	<b>463</b>	<b>447</b>
A39_NB	1	A39 Northbound (Between Union Hill Junction and Bodmin Rd Rbt)	24	24	24	24	25
			2	2	2	2	2
			39	40	39	39	40
			0	0	0	0	0
			1	1	1	1	1
			13	13	13	13	13
		A39 Northbound (Between Bodmin Rd Rbt and St Erme)	2	2	2	2	2
			0	0	0	0	0
			118	119	114	114	120
			0	0	0	0	0
		A39 Northbound (Between St Erme and Trispen)	93	93	91	91	94
			3	3	3	3	3
			51	51	50	50	52
			2	2	2	2	2
		A39 Northbound (Between Trispen and Carland Cross Rbt)	38	39	38	38	39
		0	0	0	0	0	
		24	24	23	23	24	
		0	0	0	0	0	
		24	24	28	23	29	
		0	0	3	0	3	
		12	12	11	11	12	
2			0	0	0	0	



			PM Peak (LOW)				
			Time				
Name	TP	Description	2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
<b>TOTAL</b>			<b>446</b>	<b>447</b>	<b>441</b>	<b>437</b>	<b>459</b>

Name	TP	Description	PM Peak (LOW)				
			Time				
			2015 BASE	2023 DM	2023 DS7(A)	2038 DM	2038 DS7(A)
A3075_NB	1	A3075 Northbound (Between Chiverton and B3284 to Chybucca)	3	3	103	3	105
			0	0	3	0	4
			153	155	2	165	2
			5	5	3	8	4
			2	2	110	2	112
			5	5	3	6	3
		A3075 Northbound (Between B3284 to Chybucca and B3285 to Perranporth)	118	119	220	126	224
			4	4	9	5	9
			235	238	8	251	8
			9	10	4	11	5
		A3075 Northbound (Between B3285 to Perranporth and A3075 Holywell Jct)	8	8	47	9	49
			7	8	0	23	0
			51	51	91	57	93
			0	0	2	0	2
			97	98	97	108	101
			3	3	3	3	3
			102	103	13	116	13
			3	3	0	4	0
		A3075 Northbound (Between A3075 Holywell Jct and A392 Rbt Newquay)	13	13	152	14	155
			0	0	0	0	0
			157	158	0	169	0
2		0	0	0	0	0	
		<b>TOTAL</b>	<b>975</b>	<b>986</b>	<b>870</b>	<b>1082</b>	<b>893</b>
A3075_SB	1	A3075 Southbound (Between A392 Rbt Junction and A3075 Holywell Jct)	150	152	152	159	158
			0	0	0	0	0
			13	13	13	13	13
			2	2	2	3	3
		A3075 Southbound (Between A3075 Holywell Jct and B3285 to Perranporth)	91	93	93	98	98
			2	2	2	3	3
			88	89	88	94	91
			0	0	0	0	0
			46	47	46	49	48
			2	2	2	2	2
			8	8	7	8	8
			9	9	9	9	9
		A3075 Southbound (Between B3285 to Perranporth and B3284 to Chybucca)	218	220	219	228	227
			3	3	3	3	3
			109	110	109	114	113
			3	3	3	3	3
		A3075 Southbound (Between B3284 to Chybucca and Chiverton)	2	2	2	2	2
			4	3	0	4	0
			139	141	102	148	107
	2		0	0	0	0	0
			<b>TOTAL</b>	<b>888</b>	<b>898</b>	<b>851</b>	<b>940</b>