



4. The consented development is considered as Planning Application within the cumulative assessment.
5. The proposed development includes the following:
  - Revised Marina layout - inclusion of up to an additional 185 new berths and approximately 14 commercial berths;
  - Increased dredging and breakwaters to accommodate new marina layout;
  - Upgraded Fuel Berth;
  - New linkspan to new berth pontoons;
  - New Workshops, as well as a vessel wash down bay;
  - New floating harbour/marina facilities for users of the new berth pontoons;
  - Retrofitting of the existing harbour reception building to enhance energy efficiency;
  - New Fishermen's Compound;
  - New quay wall to replace the existing wall at Breastworks car park;
  - New Coastguard and research building (Solway Coast and Marina Pilot Project);
  - Redeveloped public slipway, linking into and enhancing the existing coastal walk, connecting to the new reclaimed land area;
  - Upgrading and installation of new lighting through the project area;
  - New car parking and community space on reclaimed land area – with a new linked revetment between the land and water providing a seating area and view point; and
  - Upgrades to both Breastworks and Marine Lake car parks, including motorhome stances.
6. The proposed development is considered within the impact assessment.

### **Pre-construction and Development Timescales**

7. Based on the current pre-construction programme (Contract No/TP/01 Rev 6), the consented development is anticipated to be undertaken 2025 Q1 to 2026 Q1, coming into use shortly afterward. The marina extension works are anticipated to be undertaken between 2025 Q2 and 2027 Q3, with full opening 2028 Q1.
8. The Coast Guard / Solway Coast and Marina Pilot Project building is expected to be included within the above timescales for the marina extension.
9. To represent a 'worst-case' scenario, the consented development construction traffic has been assumed to be occurring at the same time as the marina extension construction. The assumed scenario timescales are shown in Table 1:

**Table 1: Scenario Timescales**

| Stage                             | Year |
|-----------------------------------|------|
| First year of construction        | 2025 |
| Final Year of Construction        | 2028 |
| Proposed Development Opening Year |      |
| Future Year (15 years)            | 2043 |

**Traffic Data Collection and Preparation**

10. To inform the EIAR traffic chapter, baseline traffic surveys were undertaken, by means of Automatic Traffic Counts (ATC), at the following two locations in Stranraer:

- Site 1 - Market Street between Princes Street & Queen Street; and
- Site 2 - Marina Access Road, North of Market Street.













11. The locations are shown in Figure 2 and the 24-hour ATC surveys were commenced on Tuesday 9th July 2024 for the duration of 14 days.

**Figure 2: EIAR ATC Locations**



12. The ATC surveys include vehicle classification, as shown in Figure 3.

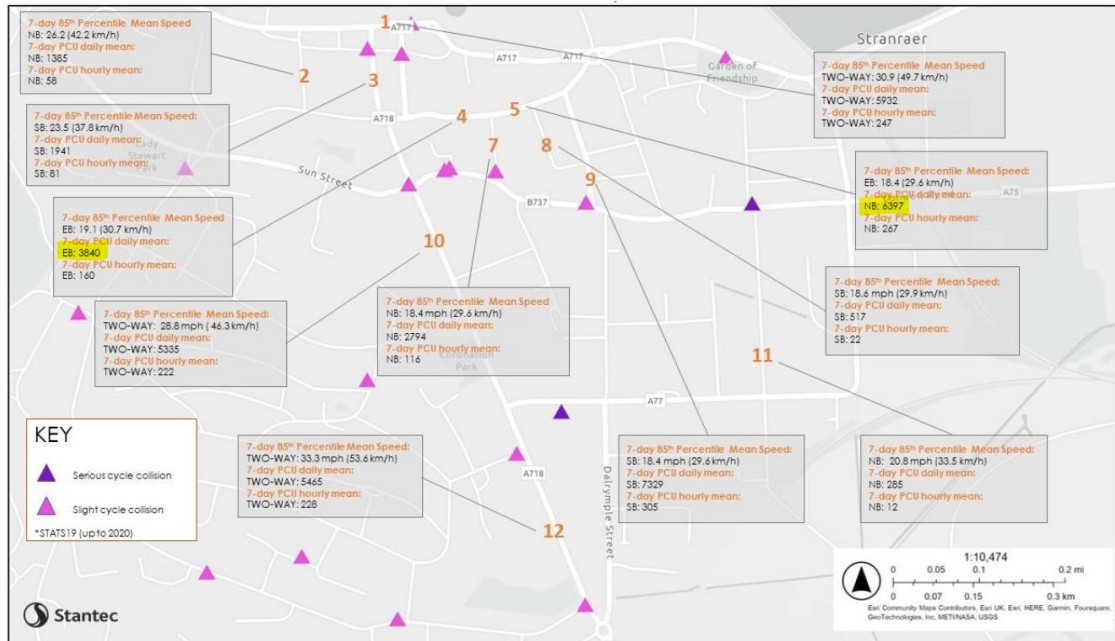
**Figure 3: ATC Vehicle Classification**

| Axles     | Groups | Description   | Class |    | Parameters  | Dominant Vehicle   | Aggregate  |
|-----------|--------|---|-------|----|---|--|------------|
| 2         | 1 or 2 | Very Short - Bicycle or Motorcycle                                    | MC    | 1  | $d(1) < 1.7m$ & axles=2   |    |            |
| 2         | 1 or 2 | Short - Sedan, Wagon, 4WD, Utility, Light Van                         | SV    | 2  | $d(1) \geq 1.7m$ ,<br>$d(1) \leq 3.2m$ & axles=2  |    |            |
| 3, 4 or 5 | 3      | Short Towing - Trailer, Caravan, Boat, etc.                           | SVT   | 3  | groups=3,<br>$d(1) \geq 2.1m$ ,<br>$d(1) \leq 3.2m$ ,<br>$d(2) \geq 2.1m$ & axles=3,4,5 |    | 1 (Light)  |
| 2         | 2      | Two axle truck or Bus   | TB2   | 4  | $d(1) > 3.2m$ & axles=2   |    | 2 (Medium) |
| 3         | 2      | Three axle truck or Bus   | TB3   | 5  | axles=3 & groups=2  |    |            |
| >3        | 2      | Four axle truck   | T4    | 6  | axles>3 & groups=2  |    |            |
| 3         | 3      | Three axle articulated vehicle or Rigid vehicle and trailer           | ART3  | 7  | $d(1) > 3.2m$ , axles=3 & groups=3  |    | 3 (Heavy)  |
| 4         | >2     | Four axle articulated vehicle or Rigid vehicle and trailer            | ART4  | 8  | $d(2) < 2.1m$ or<br>$d(1) < 2.1m$ or<br>$d(1) > 3.2m$<br>axles = 4 & groups>2           |    |            |
| 5         | >2     | Five axle articulated vehicle or Rigid vehicle and trailer            | ART5  | 9  | $d(2) < 2.1m$ or<br>$d(1) < 2.1m$ or<br>$d(1) > 3.2m$<br>axles=5 & groups>2             |    |            |
| >=6       | >2     | Six (or more) axle articulated vehicle or Rigid vehicle and trailer   | ART6  | 10 | axles=6 & groups>2<br>or axles>6 & groups=3   |   |            |
| >6        | 4      | B-Double or Heavy truck and trailer                                   | BD    | 11 | groups=4 & axles>6  |  |            |
| >6        | >=5    | Double or triple road train or Heavy truck and two (or more) trailers | DRT   | 12 | groups>=5 & axles>6   |  |            |

13. For the purposes of the traffic calculations, it is assumed that vehicle classes 5 to 12 exceed 3.5T. It is also assumed that within vehicle class 2, all associated vehicles include a payload that result in a vehicle weight of 3.5T, or greater. These are therefore also considered to be heavy delivery vehicles (HDV).
14. The light delivery vehicle (LDV) is considered to be a commercial vehicle, but has a combined weight (vehicle plus payload) of less than 3.5T. These vehicles are included within vehicle classes 2 and 3 as ATCs do not measure vehicle weight. To provide an estimate of LDVs, Fairhurst have used The Society of Motor Manufacturers and Traders (SMMT) statistics based on their annual census that identified commercial vehicles account for 13.1% of all UK vehicles. Therefore, the number of LDVs is calculated as the residual from the known proportion of HDVs.
15. The Air Quality Assessment Team requested traffic data for Charlotte Street. Additional information was obtained from the Dumfries & Galloway Council (DGC) Active Travel Links (ATL) report (dated December 2023), as shown in Figure 4.

**Figure 4: ATL ATC Locations**

Stranraer Active Travel Links  
 Concept Designs Final Report



16. Site 4 (George Street west of Castle Street) and Site 5 (Charlotte Street east of Castle Street), have been selected. It is noted that many of the streets in the town centre operate one-way. This is true of both George Street (eastbound) and Charlotte Street (eastbound), where Charlotte Street carries traffic from both George Street and Castle Street (northbound).
17. The ATL report states traffic flow in terms of passenger car units (PCUs). This is a method for operational analysis that factors vehicle classes to derive a figure equivalent to cars. Fairhurst have reversed that process to define the LDV and HDV volumes at Sites 4 and 5. The PCU total for the ATL Site 1 for 2023 appears to be in line with the EIAR Site 1 survey, therefore the vehicle proportions have been assumed to be equally similar.
18. Annual Average Daily Traffic (AADT) is normally collected over one year, however, there is no specific data available for the study locations to expand the collected data. It is reasonable in these cases to assume that the surveyed period is representative of the yearly flows and the average of the largest weekly flow (24 hours) has been taken. A similar approach is reasonable for the Annual Average Weekday Traffic (AAWT), where the average for Mon 16<sup>th</sup> to Fri 19<sup>th</sup> July 2025 (0600-2400) has been taken.

**Traffic Growth**

19. The Trip End Model Presentation Program (TEMPro) is a modelling tool designed to allow users to look at the growth in trip ends, using actual and forecast data (the National Trip End Model regional datasets) supplied by the Department for Transport. TEMPro includes growth forecast for Dumfries & Galloway. Table 2 shows the appropriate growth factors between the requested study years.

**Table 2: Growth Factors**

| Car User Growth Factors | Factor | Survey / Study Purpose                            |
|-------------------------|--------|---|
| 2023 > 2020             | 0.9962 | ATL / Air – first historic reference year         |
| 2023 > 2022             | 0.9462 | ATL / Air – second historic reference year        |
| 2023 > 2024             | 1.0243 | ATL / Air – third historic reference year         |
| 2025 > 2020             | 0.9362 | EIAR / Air – first historic reference year        |
| 2025 > 2022             | 0.9097 | EIAR / Air – second historic reference year       |
| 2025 > 2024             | 0.9699 | EIAR / Air – third historic reference year        |
| 2025 > 2028             | 1.0175 | EIAR / Both – final construction and opening year |
| 2025 > 2043             | 1.0477 | EIAR / Noise – future year                        |

**Impact Assessment Construction Traffic**

20. Construction traffic estimates will be provided following detailed design (2025 Q4). To consider the impact of construction traffic within the EIAR, it has been proposed that the daily demand would be the equivalent of a 30% temporary increase in HDVs on Market Street. At 2025 levels this equates to 124 two-way HDV trips. The construction traffic activities are likely to occur during the daytime; therefore, the daily and weekday construction traffic volumes will be the same.

21. It is considered that construction activities include use of light delivery vehicles (under 3.5T). The assumption for this study is that Light Delivery Vehicles (LDV) would equal those of HDV, i.e. 124 two-way LDV trips.

22. As detailed, the consented development and Marina expansion project occur concurrently and it has been assumed that the SWSA / Boat Yard projects would represent 20% of the activities in the Marina area. The allowance for construction traffic associated with the Marina project would therefore be 100 HDV and 100 LGV two-way

trips. The consented developments are considered further in the cumulative assessment, later in this Technical Note.

23. Whilst traffic growth may allow the volume to increase, it is considered that these levels are also appropriate to assess the final year of construction.
24. Construction traffic will, in practice, access the site from several points, e.g. Marine Lake car park, the Harbour Access Road, Breastworks and Port Rodie car parks. For the purposes of the EIAR study it has been considered that all traffic would use the Harbour Access Road.

### **Impact Assessment Operational Traffic**

25. The TRICS online database has been interrogated to establish comparable trip rate estimates for Marinas. To represent the proposed Coast Guard / Solway Coast and Marina Pilot Project building, office land use was used.
26. The end users of the developments operate within the time periods of 0600-2400, therefore the daily and weekday traffic trip rates and generation are the same, the totals are shown in Table 3.

**Table 3: Trip Rates and Traffic Generation**

| Development   | Trip Rates                   | Daily Two-way Traffic |
|---|------------------------------|-----------------------|
| Marina Extension 185 berths   | 1.37 per berth               | 253                   |
| Coast Guard / Solway Coast and Marina Pilot Project 494m <sup>2</sup> | 16.836 per 100m <sup>2</sup> | 84                    |

27. The proposed Coast Guard / Solway Coast and Marina Pilot Project building can be accessed from the Marine Lake car park, that would be used for operational vehicles. It is assumed that the majority of users would walk to the building from the car park. The Harbour Access Road is not intended to support this facility on a regular basis, with the exception of disabled parking.

### **Planning Applications to be Considered in the EIAR**

28. The following developments have been identified as being required to be considered within the EIA:

Consented

- 4No. EV spaces Port Rodie Car Park (west) – 23/0739/CLP

- Boatyard improvements – 23/0976/FUL
- SWSA expansion – 23/0970/FUL
- Mid Moile Wind Farm – 22/0394/S36
- Maintenance dredging between East and Ross Piers - 00008983
- Deposit of Oyster Shells Loch Ryan - 07059
- Capital Dredging and Sea Disposal - Loch Ryan Port - 00009930

#### Awaiting Determination

- 77 new homes etc., Springbank Road, Stranraer – 24/2518/FUL
- Change of use to lorry park, Port Rodie – 24/1407/FUL
- Formation of Coastal Habitat for Seabirds, Corsewall Estate – 24/1534/FUL
- Instructor shelter, removal of sewer infrastructure, unlit beacon, beach clearance, Loch Ryan - 00010825
- Marine Construction & Pontoon Deposit, Loch Ryan - 00010841
- 18 new moorings, Loch Ryan - 00010772

### **Planning Application Construction Traffic**

29. Construction traffic for the above has been considered to be negligible, either due to the development's location or the scale of the proposals. Details are contained in the EIA Traffic chapter. The exceptions are the SWSA and Boat Yard projects, for which an allowance of 24 HDV and 24 LDV two-trips has been allowed.

### **Planning Application Operational Traffic**

30. It is considered that the boat yard project is not going to lead to any noticeable increases in average daily operational traffic.

31. The water sports centre, is promoted by the Stranraer Water Sports Association (SWSA), however, the planning portal does not indicate that any traffic impact assessment was undertaken. It is also of a development type for which there is no survey data. Therefore, to take cognisance within the baseline conditions, it was deemed that the closest comparable land use available is Leisure Centre, within the TRICS online database.

32. The TRICS online database has been interrogated to establish comparable trip rate estimates for Marinas. To represent the proposed Coast Guard / Solway Coast and Marina Pilot Project building, office land use was used.

33. The end users of the developments operate within the time periods of 0600-2400, therefore the daily and weekday traffic trip rates and generation are the same, the totals are shown in Table 3.

**Table 3: Trip Rates and Traffic Generation**

| Development            | Trip Rates                   | Daily Two-way Traffic |
|------------------------|------------------------------|-----------------------|
| SWSA 568m <sup>2</sup> | 38.961 per 100m <sup>2</sup> | 221                   |

34. It is understood that the consented SWSA will be accessed via the slip-way access link from the Marine Lake car park. With limited parking proposed for dropping off / picking up and disabled driver use, this effectively results in drivers returning to the car park. The Harbour Access Road is not intended to support this facility on a regular basis.
35. The application for the erection of 77 dwellings adjacent to Springbank Road, Stranraer has a Transport Assessment (TA) report that includes TRICS outputs. The daily two-way traffic for the consented 77 dwellings would be 353 vehicles. The TA further highlights that 57% of the generated traffic would use Market Street i.e. 202 two-way trips.
36. The other developments, in terms of operational traffic, are considered to be negligible, either due to the development's location or the type and scale of the proposals. Details are also contained in the EIA Traffic chapter.

### **Calculations**

37. The calculated traffic scenarios and background information are contained in the appendix to this technical note.

**John Craft, 02/04/2025**  
**Issue No. 3**

## **Appendix**

Air and Noise Traffic & Background Information

AIR

| 24-hour AADT  | ATC 1. Market Street |      |     | ATC 2. Harbour Access Road |      |     | Scenario  |
|---|----------------------|------|-----|----------------------------|------|-----|---|
|   | Total Traffic        | LDV* | HDV | Total Traffic              | LDV* | HDV |   |
| Marina Project Construction Traffic                               | 200                  | 100  | 100 | 200                        | 100  | 100 | Predicted construction traffic  |
| Proposed Marina Project Operational Traffic                       | 337                  | 0    | 0   | 0                          | 0    | 0   | Proposed marina project development traffic                                     |
| Planning Application Construction Traffic                         | 48                   | 24   | 24  | 48                         | 24   | 24  | Planning application predicted construction traffic within EIA traffic scope    |
| Planning Application Operational Traffic                          | 423                  | 0    | 0   | 0                          | 0    | 0   | Planning application predicted operational traffic within EIA traffic scope     |
| 2020 Predicted  | 5501                 | 333  | 388 | 49                         | 6    | 1   | Historical Reference Year 1   |
| 2022 Predicted  | 5345                 | 324  | 377 | 47                         | 6    | 1   | Historical Reference Year 2   |
| 2024 Predicted  | 5699                 | 345  | 402 | 50                         | 7    | 1   | Historical Reference Year 3   |
| 2025 Survey   | 5876                 | 356  | 414 | 52                         | 7    | 1   | Survey Year   |
| 2028 Baseline   | 5979                 | 362  | 421 | 53                         | 7    | 1   | Opening year without any development  |
| <b>Marina Project Impact</b>                                      |                      |      |     |                            |      |     |   |
| 2025 Construction Start   | 6076                 | 456  | 514 | 252                        | 107  | 101 | First Year of Construction  |
| 2028 Baseline + Marina Project                                    | 6316                 | 362  | 421 | 53                         | 7    | 1   | Opening year with proposed development without planning application development |
| <b>Cumulative Impact</b>  |                      |      |     |                            |      |     |   |
| 2025 Construction Start   | 6124                 | 480  | 538 | 300                        | 131  | 125 | First Year of Construction  |
| 2028 Baseline + Marina Project + Planning Application Development | 6739                 | 362  | 421 | 53                         | 7    | 1   | Opening year with proposed and planning application development                 |

| Scenario \ 24-hour AADT | ATC A. Charlotte Street |      |     | ATC B. George Street |      |     |
|-------------------------|-------------------------|------|-----|----------------------|------|-----|
|                         | Total Traffic           | LDV* | HDV | Total Traffic        | LDV* | HDV |
| 2023 Survey             | 3694                    | 224  | 260 | 6155                 | 373  | 434 |
| 2020 Predicted          | 3680                    | 223  | 259 | 6131                 | 371  | 432 |
| 2022 Predicted          | 3562                    | 216  | 251 | 5934                 | 359  | 418 |
| 2024 Predicted          | 3784                    | 229  | 267 | 6304                 | 382  | 444 |

Annual Average Daily Traffic  
 Marina Project / Planning Application Traffic  
 \* Assumed UK Commercial Vehicle % (2022)

AADT  
 Refer to Technical Note / EIA Traffic Chapter for details  
 13.1%

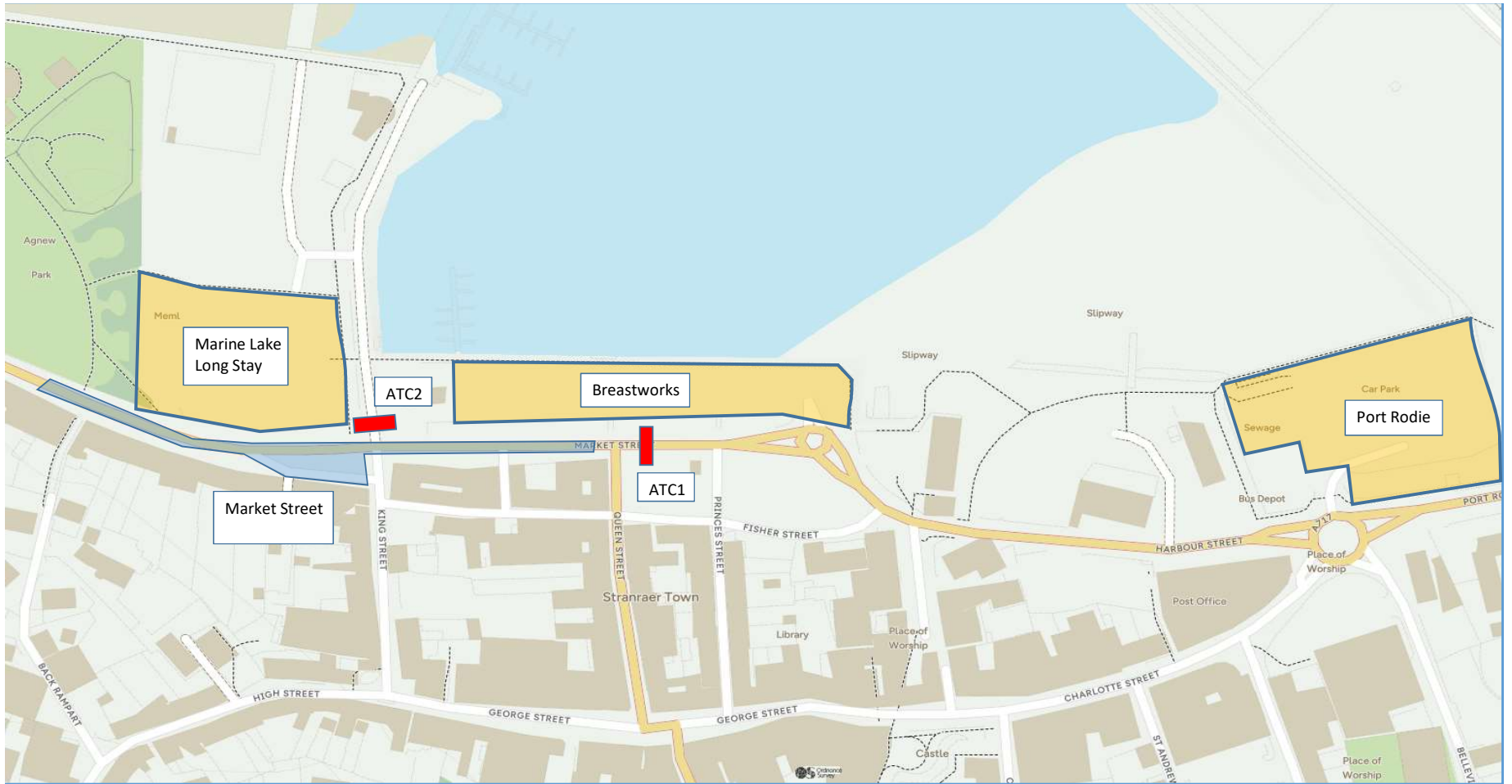
**NOISE**

| 18-hour AAWT (0600-2400)                               | ATC 1. Market Street |     |        | ATC 2. Harbour Access Road |     |        | Phase            | Scenario |
|--|----------------------|-----|--------|----------------------------|-----|--------|------------------|----------|
|  | Total Traffic        | HDV | %HDV   | Total Traffic              | HDV | %HDV   |                  |          |
| Marina Project Construction Traffic                    | 200                  | 100 | 50.00% | 200                        | 100 | 50.00% | calculation      |          |
| Proposed Marina Project Operational Traffic            | 337                  | 0   | 0.00%  | 0                          | 0   | 0.00%  | calculation      |          |
| Planning Application Construction Traffic              | 48                   | 24  | 49.70% | 48                         | 24  | 50.00% | calculation      |          |
| Planning Application Operational Traffic               | 423                  | 0   | 0.00%  | 0                          | 0   | 0.00%  | calculation      |          |
| 2025 Survey  | 5987                 | 464 | 7.75%  | 56                         | 2   | 3.57%  | Pre-construction |          |
| 2028 Baseline  | 6092                 | 472 | 7.75%  | 57                         | 2   | 3.57%  | Opening year     | DMOY     |
| 2043 Baseline  | 6273                 | 486 | 7.75%  | 59                         | 2   | 3.57%  | Future year      | DMFY     |
| <b>Marina Project Impact</b>                           |                      |     |        |                            |     |        |                  |          |
| 2025 Construction Start                                | 6187                 | 564 | 9.12%  | 256                        | 102 | 39.84% | Construction     |          |
| 2028 Baseline + Marina Project                         | 6429                 | 472 | 7.34%  | 57                         | 2   | 3.57%  | Operation        | DSOY     |
| 2043 Baseline + Marina Project                         | 6610                 | 486 | 7.35%  | 59                         | 2   | 3.57%  | Operation        | DSFY     |
| Cumulative Impact                                      |                      |     |        |                            |     |        |                  |          |
| 2025 Construction Start                                | 6235                 | 588 | 9.43%  | 304                        | 126 | 41.45% | Construction     |          |
| 2028 Baseline + Marina Project + Planning Applications | 6852                 | 472 | 6.89%  | 57                         | 2   | 3.57%  | Operation        | DSOY     |
| 2043 Baseline + Marina Project + Planning Applications | 7033                 | 486 | 6.91%  | 59                         | 2   | 3.57%  | Calculation      | DSFY     |

| Weekday Vehicle Speeds (mph) | ATC 1. | ATC 2. |
|------------------------------|--------|--------|
| Mean                         | 22.8   | 9.4    |
| 85th%ile                     | 26.5   | 11.9   |

Annual Average Weekday Traffic  
Marina Project / Planning Application Traffic

AAWT  
Refer to Technical Note / EIA Traffic Chapter for details



Stranraer Active Travel Links  
Concept Designs Final Report

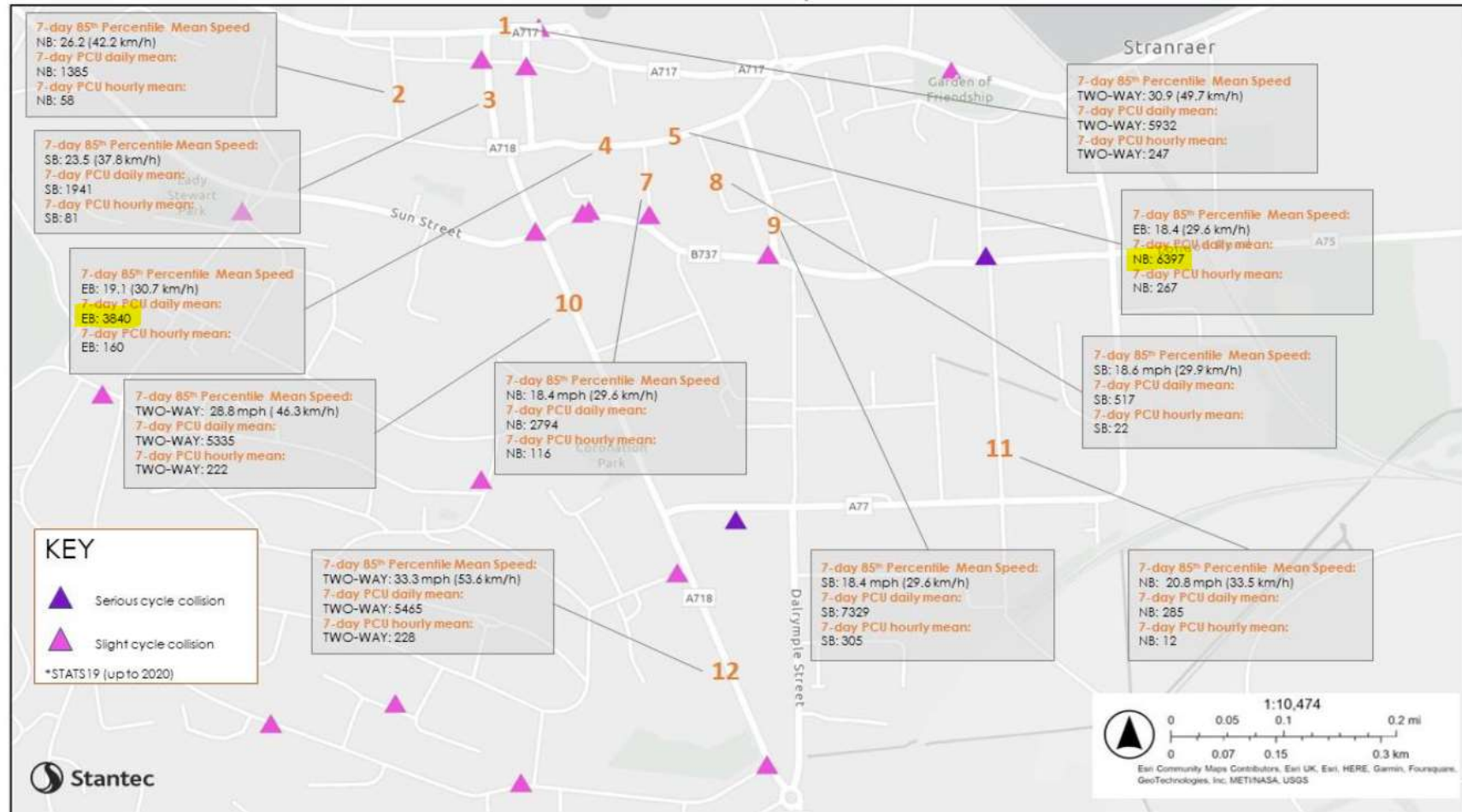


Figure 4-4 Summary of Traffic Volumes, Speeds and Collisions

Jun-23



**15701 / Stranraer Marina  
July 2024  
Automatic Traffic Count**

| Site No. | Location.   | Direction. | Speed Limit - PSL (mph) | Start Date.           | End Date.            | Total Vehicles. | 5 Day Ave. | 7 Day Ave. | No. > Speed Limit. | % > Speed Limit. | No. > ACPO Limit. | % > ACPO Limit. | No. > DfT Limit. | % > DfT Limit. | Mean Speed | 85%ile Speed |
|----------|---|------------|-------------------------|-----------------------|----------------------|-----------------|------------|------------|--------------------|------------------|-------------------|-----------------|------------------|----------------|------------|--------------|
| 1.1      | Market Street between Princes Street & Queen Street | East       | 20                      | Tuesday, 09 July 2024 | Monday, 15 July 2024 | 16970           | 2425       | 2424       | 12441              | 73.3             | 4643              | 27.4            | 26               | 0.2            | 22.1       | 25.6         |
|          |   | West       | 20                      | Tuesday, 09 July 2024 | Monday, 15 July 2024 | 22344           | 3132       | 3192       | 14312              | 64.1             | 5445              | 24.4            | 40               | 0.2            | 21.3       | 25.4         |
|          |   | East West  | 20                      | Tuesday, 09 July 2024 | Monday, 15 July 2024 | 39314           | 5558       | 5616       | 26753              | 68.1             | 10088             | 25.7            | 66               | 0.2            | 21.7       | 25.5         |

| Site No. | Location.   | Direction. | Speed Limit - PSL (mph) | Start Date.           | End Date.            | Total Vehicles. | 5 Day Ave. | 7 Day Ave. | No. > Speed Limit. | % > Speed Limit. | No. > ACPO Limit. | % > ACPO Limit. | No. > DfT Limit. | % > DfT Limit. | Mean Speed | 85%ile Speed |
|----------|---|------------|-------------------------|-----------------------|----------------------|-----------------|------------|------------|--------------------|------------------|-------------------|-----------------|------------------|----------------|------------|--------------|
| 1.2      | Market Street between Princes Street & Queen Street | East       | 20                      | Tuesday, 16 July 2024 | Monday, 22 July 2024 | 18214           | 2731       | 2602       | 14833              | 81.4             | 6769              | 37.2            | 40               | 0.2            | 23.0       | 26.5         |
|          |   | West       | 20                      | Tuesday, 16 July 2024 | Monday, 22 July 2024 | 22916           | 3323       | 3274       | 17439              | 76.1             | 8375              | 36.6            | 93               | 0.4            | 22.7       | 26.8         |
|          |   | East West  | 20                      | Tuesday, 16 July 2024 | Monday, 22 July 2024 | 41130           | 6054       | 5876       | 32272              | 78.5             | 15144             | 36.8            | 133              | 0.3            | 22.8       | 26.7         |

| Site No. | Location.                                 | Direction.  | Speed Limit - PSL (mph) | Start Date.           | End Date.            | Total Vehicles. | 5 Day Ave. | 7 Day Ave. | No. > Speed Limit. | % > Speed Limit. | No. > ACPO Limit. | % > ACPO Limit. | No. > DfT Limit. | % > DfT Limit. | Mean Speed | 85%ile Speed |
|----------|---|-------------|-------------------------|-----------------------|----------------------|-----------------|------------|------------|--------------------|------------------|-------------------|-----------------|------------------|----------------|------------|--------------|
| 2.1      | Marina Access Road north of Market Street | North       | 15                      | Tuesday, 09 July 2024 | Monday, 15 July 2024 | 150             | 19         | 21         | 2                  | 1.3              | 0                 | 0.0             | 0                | 0.0            | 8.3        | 10.4         |
|          |   | South       | 15                      | Tuesday, 09 July 2024 | Monday, 15 July 2024 | 165             | 20         | 24         | 1                  | 0.6              | 0                 | 0.0             | 0                | 0.0            | 7.1        | 9.9          |
|          |   | North South | 15                      | Tuesday, 09 July 2024 | Monday, 15 July 2024 | 315             | 39         | 45         | 3                  | 1.0              | 0                 | 0.0             | 0                | 0.0            | 7.7        | 10.1         |

| Site No. | Location.                                 | Direction.  | Speed Limit - PSL (mph) | Start Date.           | End Date.            | Total Vehicles. | 5 Day Ave. | 7 Day Ave. | No. > Speed Limit. | % > Speed Limit. | No. > ACPO Limit. | % > ACPO Limit. | No. > DfT Limit. | % > DfT Limit. | Mean Speed | 85%ile Speed |
|----------|---|-------------|-------------------------|-----------------------|----------------------|-----------------|------------|------------|--------------------|------------------|-------------------|-----------------|------------------|----------------|------------|--------------|
| 2.2      | Marina Access Road north of Market Street | North       | 15                      | Tuesday, 16 July 2024 | Monday, 22 July 2024 | 177             | 26         | 25         | 2                  | 1.1              | 0                 | 0.0             | 0                | 0.0            | 9.0        | 10.9         |
|          |   | South       | 15                      | Tuesday, 16 July 2024 | Monday, 22 July 2024 | 187             | 26         | 27         | 0                  | 0.0              | 0                 | 0.0             | 0                | 0.0            | 8.6        | 11.3         |
|          |   | North South | 15                      | Tuesday, 16 July 2024 | Monday, 22 July 2024 | 364             | 51         | 52         | 2                  | 0.5              | 0                 | 0.0             | 0                | 0.0            | 8.8        | 11.0         |



15701 / Stranraer Marina  
 July 2024  
 Automatic Traffic Count

1.1 Virtual Week (1)

| Time              | Total        | Classification |              |            |             |            |            |           |           |           |            |          |           |
|-------------------|--------------|----------------|--------------|------------|-------------|------------|------------|-----------|-----------|-----------|------------|----------|-----------|
|                   |              | 1<br>MCL       | 2<br>SV      | 3<br>SVT   | 4<br>TB2    | 5<br>TB3   | 6<br>T4    | 7<br>ART3 | 8<br>ART4 | 9<br>ART5 | 10<br>ART6 | 11<br>BD | 12<br>DRT |
| Mon               | 6021         | 51             | 5464         | 38         | 398         | 22         | 18         | 4         | 12        | 6         | 7          | 1        | 0         |
| Tue               | 4975         | 18             | 4521         | 6          | 221         | 169        | 28         | 0         | 6         | 1         | 5          | 0        | 0         |
| Wed               | 5402         | 33             | 4947         | 18         | 290         | 76         | 16         | 4         | 9         | 8         | 1          | 0        | 0         |
| Thu               | 5476         | 43             | 4987         | 19         | 320         | 60         | 18         | 2         | 16        | 5         | 6          | 0        | 0         |
| Fri               | 5914         | 60             | 5406         | 22         | 334         | 47         | 23         | 4         | 7         | 4         | 4          | 3        | 0         |
| Sat               | 5917         | 56             | 5490         | 25         | 257         | 65         | 10         | 4         | 5         | 1         | 3          | 1        | 0         |
| Sun               | 5609         | 48             | 5296         | 7          | 206         | 29         | 9          | 7         | 4         | 1         | 1          | 0        | 1         |
| <b>5 Day Ave.</b> | <b>5558</b>  | <b>41</b>      | <b>5065</b>  | <b>21</b>  | <b>313</b>  | <b>75</b>  | <b>21</b>  | <b>3</b>  | <b>10</b> | <b>5</b>  | <b>5</b>   | <b>1</b> | <b>0</b>  |
| <b>7 Day Ave.</b> | <b>5616</b>  | <b>44</b>      | <b>5159</b>  | <b>19</b>  | <b>289</b>  | <b>67</b>  | <b>17</b>  | <b>4</b>  | <b>8</b>  | <b>4</b>  | <b>4</b>   | <b>1</b> | <b>0</b>  |
| --                | <b>39314</b> | <b>309</b>     | <b>36111</b> | <b>135</b> | <b>2026</b> | <b>468</b> | <b>122</b> | <b>25</b> | <b>59</b> | <b>26</b> | <b>27</b>  | <b>5</b> | <b>1</b>  |

1.2 Virtual Week (1)

| Time              | Total        | Classification |              |            |             |            |           |           |           |           |            |          |           |
|-------------------|--------------|----------------|--------------|------------|-------------|------------|-----------|-----------|-----------|-----------|------------|----------|-----------|
|                   |              | 1<br>MCL       | 2<br>SV      | 3<br>SVT   | 4<br>TB2    | 5<br>TB3   | 6<br>T4   | 7<br>ART3 | 8<br>ART4 | 9<br>ART5 | 10<br>ART6 | 11<br>BD | 12<br>DRT |
| Mon               | 5782         | 43             | 5257         | 23         | 399         | 22         | 13        | 1         | 13        | 3         | 8          | 0        | 0         |
| Tue               | 5933         | 47             | 5371         | 29         | 411         | 33         | 15        | 5         | 14        | 4         | 4          | 0        | 0         |
| Wed               | 6066         | 37             | 5493         | 27         | 442         | 22         | 17        | 2         | 13        | 7         | 6          | 0        | 0         |
| Thu               | 5851         | 27             | 5360         | 14         | 365         | 51         | 17        | 3         | 8         | 2         | 4          | 0        | 0         |
| Fri               | 6636         | 32             | 6117         | 20         | 377         | 51         | 19        | 0         | 7         | 2         | 10         | 1        | 0         |
| Sat               | 5876         | 15             | 5544         | 16         | 217         | 64         | 7         | 1         | 4         | 5         | 2          | 0        | 1         |
| Sun               | 4986         | 40             | 4708         | 9          | 188         | 30         | 8         | 2         | 0         | 1         | 0          | 0        | 0         |
| <b>5 Day Ave.</b> | <b>6054</b>  | <b>37</b>      | <b>5520</b>  | <b>23</b>  | <b>399</b>  | <b>36</b>  | <b>16</b> | <b>2</b>  | <b>11</b> | <b>4</b>  | <b>6</b>   | <b>0</b> | <b>0</b>  |
| <b>7 Day Ave.</b> | <b>5876</b>  | <b>34</b>      | <b>5407</b>  | <b>20</b>  | <b>343</b>  | <b>39</b>  | <b>14</b> | <b>2</b>  | <b>8</b>  | <b>3</b>  | <b>5</b>   | <b>0</b> | <b>0</b>  |
| --                | <b>41130</b> | <b>241</b>     | <b>37850</b> | <b>138</b> | <b>2399</b> | <b>273</b> | <b>96</b> | <b>14</b> | <b>59</b> | <b>24</b> | <b>34</b>  | <b>1</b> | <b>1</b>  |

2.1 Virtual Week (1)

| Time              | Total      | Classification |            |          |           |          |          |           |           |           |            |          |           |
|-------------------|------------|----------------|------------|----------|-----------|----------|----------|-----------|-----------|-----------|------------|----------|-----------|
|                   |            | 1<br>MCL       | 2<br>SV    | 3<br>SVT | 4<br>TB2  | 5<br>TB3 | 6<br>T4  | 7<br>ART3 | 8<br>ART4 | 9<br>ART5 | 10<br>ART6 | 11<br>BD | 12<br>DRT |
| Mon               | 70         | 2              | 65         | 0        | 3         | 0        | 0        | 0         | 0         | 0         | 0          | 0        | 0         |
| Tue               | 36         | 0              | 33         | 0        | 3         | 0        | 0        | 0         | 0         | 0         | 0          | 0        | 0         |
| Wed               | 32         | 1              | 31         | 0        | 0         | 0        | 0        | 0         | 0         | 0         | 0          | 0        | 0         |
| Thu               | 23         | 1              | 21         | 0        | 1         | 0        | 0        | 0         | 0         | 0         | 0          | 0        | 0         |
| Fri               | 33         | 0              | 33         | 0        | 0         | 0        | 0        | 0         | 0         | 0         | 0          | 0        | 0         |
| Sat               | 53         | 1              | 50         | 1        | 1         | 0        | 0        | 0         | 0         | 0         | 0          | 0        | 0         |
| Sun               | 68         | 1              | 65         | 0        | 2         | 0        | 0        | 0         | 0         | 0         | 0          | 0        | 0         |
| <b>5 Day Ave.</b> | <b>39</b>  | <b>1</b>       | <b>37</b>  | <b>0</b> | <b>1</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>   | <b>0</b> | <b>0</b>  |
| <b>7 Day Ave.</b> | <b>45</b>  | <b>1</b>       | <b>43</b>  | <b>0</b> | <b>1</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>   | <b>0</b> | <b>0</b>  |
| --                | <b>315</b> | <b>6</b>       | <b>298</b> | <b>1</b> | <b>10</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>   | <b>0</b> | <b>0</b>  |

2.2 Virtual Week (1)

| Time              | Total      | Classification |            |          |           |          |          |           |           |           |            |          |           |
|-------------------|------------|----------------|------------|----------|-----------|----------|----------|-----------|-----------|-----------|------------|----------|-----------|
|                   |            | 1<br>MCL       | 2<br>SV    | 3<br>SVT | 4<br>TB2  | 5<br>TB3 | 6<br>T4  | 7<br>ART3 | 8<br>ART4 | 9<br>ART5 | 10<br>ART6 | 11<br>BD | 12<br>DRT |
| Mon               | 48         | 0              | 48         | 0        | 0         | 0        | 0        | 0         | 0         | 0         | 0          | 0        | 0         |
| Tue               | 56         | 0              | 54         | 0        | 2         | 0        | 0        | 0         | 0         | 0         | 0          | 0        | 0         |
| Wed               | 44         | 0              | 43         | 0        | 1         | 0        | 0        | 0         | 0         | 0         | 0          | 0        | 0         |
| Thu               | 60         | 1              | 59         | 0        | 0         | 0        | 0        | 0         | 0         | 0         | 0          | 0        | 0         |
| Fri               | 48         | 1              | 45         | 0        | 2         | 0        | 0        | 0         | 0         | 0         | 0          | 0        | 0         |
| Sat               | 40         | 0              | 37         | 0        | 3         | 0        | 0        | 0         | 0         | 0         | 0          | 0        | 0         |
| Sun               | 68         | 4              | 62         | 0        | 2         | 0        | 0        | 0         | 0         | 0         | 0          | 0        | 0         |
| <b>5 Day Ave.</b> | <b>51</b>  | <b>0</b>       | <b>50</b>  | <b>0</b> | <b>1</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>   | <b>0</b> | <b>0</b>  |
| <b>7 Day Ave.</b> | <b>52</b>  | <b>1</b>       | <b>50</b>  | <b>0</b> | <b>1</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>   | <b>0</b> | <b>0</b>  |
| --                | <b>364</b> | <b>6</b>       | <b>348</b> | <b>0</b> | <b>10</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>   | <b>0</b> | <b>0</b>  |

ATC SITE 1

| Day                     | Total | Classification |         |          |          |          |         |           |           |           |            |          |           | Speed    |           |
|-------------------------|-------|----------------|---------|----------|----------|----------|---------|-----------|-----------|-----------|------------|----------|-----------|----------|-----------|
|                         |       | 1<br>MCL       | 2<br>SV | 3<br>SVT | 4<br>TB2 | 5<br>TB3 | 6<br>T4 | 7<br>ART3 | 8<br>ART4 | 9<br>ART5 | 10<br>ART6 | 11<br>BD | 12<br>DRT | Mean     | Vpp<br>85 |
| Monday, 15 July 2026    | 5891  | 50             | 5349    | 38       | 385      | 21       | 18      | 4         | 12        | 6         | 7          | 1        | 0         | 22.6     | 26.3      |
| Tuesday, 16 July 2024   | 5814  | 46             | 5270    | 29       | 396      | 31       | 15      | 5         | 14        | 4         | 4          | 0        | 0         | 22.6     | 26.5      |
| Wednesday, 17 July 2024 | 5972  | 35             | 5414    | 26       | 431      | 22       | 16      | 2         | 13        | 7         | 6          | 0        | 0         | 22.7     | 26.3      |
| Thursday, 18 July 2025  | 5745  | 26             | 5274    | 14       | 351      | 48       | 15      | 3         | 8         | 2         | 4          | 0        | 0         | 22.8     | 26.5      |
| Friday, 19 July 2025    | 6513  | 32             | 6009    | 20       | 366      | 47       | 19      | 0         | 7         | 2         | 10         | 1        | 0         | 22.7     | 26.5      |
| Average                 | 5987  | 38             | 5464    | 26       | 386      | 34       | 17      | 3         | 11        | 5         | 7          | 1        | 0         | max 22.8 | 26.5      |

ATC SITE 2

| Day                     | Total | Classification |         |          |          |          |         |           |           |           |            |          |           | Speed   |           |
|-------------------------|-------|----------------|---------|----------|----------|----------|---------|-----------|-----------|-----------|------------|----------|-----------|---------|-----------|
|                         |       | 1<br>MCL       | 2<br>SV | 3<br>SVT | 4<br>TB2 | 5<br>TB3 | 6<br>T4 | 7<br>ART3 | 8<br>ART4 | 9<br>ART5 | 10<br>ART6 | 11<br>BD | 12<br>DRT | Mean    | Vpp<br>85 |
| Monday, 15 July 2026    | 70    | 2              | 65      | 0        | 3        | 0        | 0       | 0         | 0         | 0         | 0          | 0        | 0         | 7.8     | 10.1      |
| Tuesday, 16 July 2024   | 56    | 0              | 54      | 0        | 2        | 0        | 0       | 0         | 0         | 0         | 0          | 0        | 0         | 9       | 10.8      |
| Wednesday, 17 July 2024 | 44    | 0              | 43      | 0        | 1        | 0        | 0       | 0         | 0         | 0         | 0          | 0        | 0         | 9.3     | 11.9      |
| Thursday, 18 July 2025  | 60    | 1              | 59      | 0        | 0        | 0        | 0       | 0         | 0         | 0         | 0          | 0        | 0         | 8.6     | 10.9      |
| Friday, 19 July 2025    | 48    | 1              | 45      | 0        | 2        | 0        | 0       | 0         | 0         | 0         | 0          | 0        | 0         | 9.4     | 11.7      |
| Average                 | 56    | 1              | 54      | 0        | 2        | 0        | 0       | 0         | 0         | 0         | 0          | 0        | 0         | max 9.4 | 11.9      |