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Proposed Large-Scale Residential Development (LRD), Boreen Bradach, Kinnegad, Co. Westmeath
Traffic and Transport Assessment

Proposed Large-Scale Residential Development (LRD), Boreen Bradach, Kinnegad, Co. Westmeath
Traffic and Transport Assessment Report

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Executive Summary

ORS has been commissioned by *JH Kinnie Ltd* to undertake a Traffic and Transport Assessment (TTA) for the proposed Large-Scale Residential Development (LRD) at Boreen Bradach, Kinnegad, Co. Westmeath. This document forms part of the planning application and should be read in conjunction with all drawings, reports, specifications, and particulars associated with the planning application.

The report will examine existing and proposed traffic conditions and transport activity to determine the effects on the surrounding road network by the proposed development.

The development will comprise a Large-Scale Residential Development (LRD) on a site at Boreen Bradach, Kinnegad, Co. Westmeath. The proposed development will comprise 129No. houses (1 bed, 2 beds, 3 beds and 4 beds) and the provision of a crèche facility. Provision of car, cycle and motorbike parking. Provision of a new vehicular access and additional pedestrian/cyclist access from L-5014 (Boreen Bradach Road) and associated upgrades to the local road. All associated site development works and services provision, bin stores, residential private open space, public open space, substation, boundary treatments, landscaping and all associated site development works.

Dedicated onsite car parking spaces will be available for all houses. The proposed residential development will offer a total of 256No. parking spaces, provided for residents only. All dwellings will be equipped with EV charging facilities. Additionally, 7No. spaces will be provided for the crèche, including 3No. staff parking spaces (one of them will be universal space) and 4No. set down spaces.

Detached houses each with private gardens will have bicycle storage on the grounds of the dwelling, with secure covered bike storage units to be provided in the driveway area of mid-terraced houses for private use. The crèche will have a provision of 6No. bike spaces for staff.

ORS and the design team engaged with the Westmeath County Council in August 2024, at pre-planning stage, and it was agreed that a Traffic Assessment should accompany the planning application. This report should focus on 1No. junction in the vicinity of the site in order to assess the impact of the proposed residential development on the road network; the priority junction between the R148 (Main Street) and the L-5014 (Boreen Bradach).

Automatic junction turning counts (JTC) were carried out on Wednesday 25th September 2024 at the key junction mentioned above by a third-party company named IDASO. The traffic counts encompass all movements along the junction and are assumed to be representative of a normal weekday.

The traffic profile likely to be generated by the proposed residential development was obtained by the Trip Rate Information Computer System (TRICS) database and split through the junction in proportion to the existing traffic flows measured on the traffic counts. The Westmeath County Council planning website was consulted to include proposed developments in the area that will affect the road network in the vicinity of the proposed residential development.

The expected increase in traffic generated by the proposed residential development exceeds the 5% TII threshold at the assessed junctions, that would require a Traffic and Transport assessment. The junction was tested using PICADY (Priority Intersection Capacity and Delay)

software for the year of opening (assumed 2026), 5-year, and 15-year future design scenarios. Appropriate TII Traffic Growth Factors for Co. Westmeath were applied to the traffic flows to ensure that the future growth of the road network has been considered in the analysis.

Upon building the traffic model for the proposed development, junction capacity analysis was carried out on the existing junction to assess the potential worst-case scenarios associated with the development. The proposed development will generate a minimal increase in traffic flow along the junction when compared to the existing traffic.

Following the results of the traffic analysis and the trip generation associated with the proposed residential development, it can be confirmed that the proposed development will not negatively affect the operation of the surrounding road network for all future design year scenarios.

1 Introduction

The purpose of this Traffic and Transport Assessment (TTA) is to address the traffic and transport related issues that may arise in relation to the proposed residential development at Tyrrell Lands, Kinnegad, Co. Westmeath. This document will form part of the planning application.

This report will follow the principles set out in the TII Publication PE-PDV-02045 'Traffic and Transport Assessment Guidelines' and the Westmeath County Development Plan 2021 – 2027 and will assess the impact the proposed development, and the associated traffic flows, will have on the public road network in the vicinity of the site.

1.1 Objectives of this TTA

The objective of this report is to assess the impact the proposed Large-Scale Residential Development (LRD) will have on the surrounding road network, with the assessment focusing primarily on 1No. key junction in the vicinity of the site; Junction 1 between Main Street (R148) and the L-5014 (Boreen Bradach).

The selected junction is illustrated in **Figure 1.1** below.

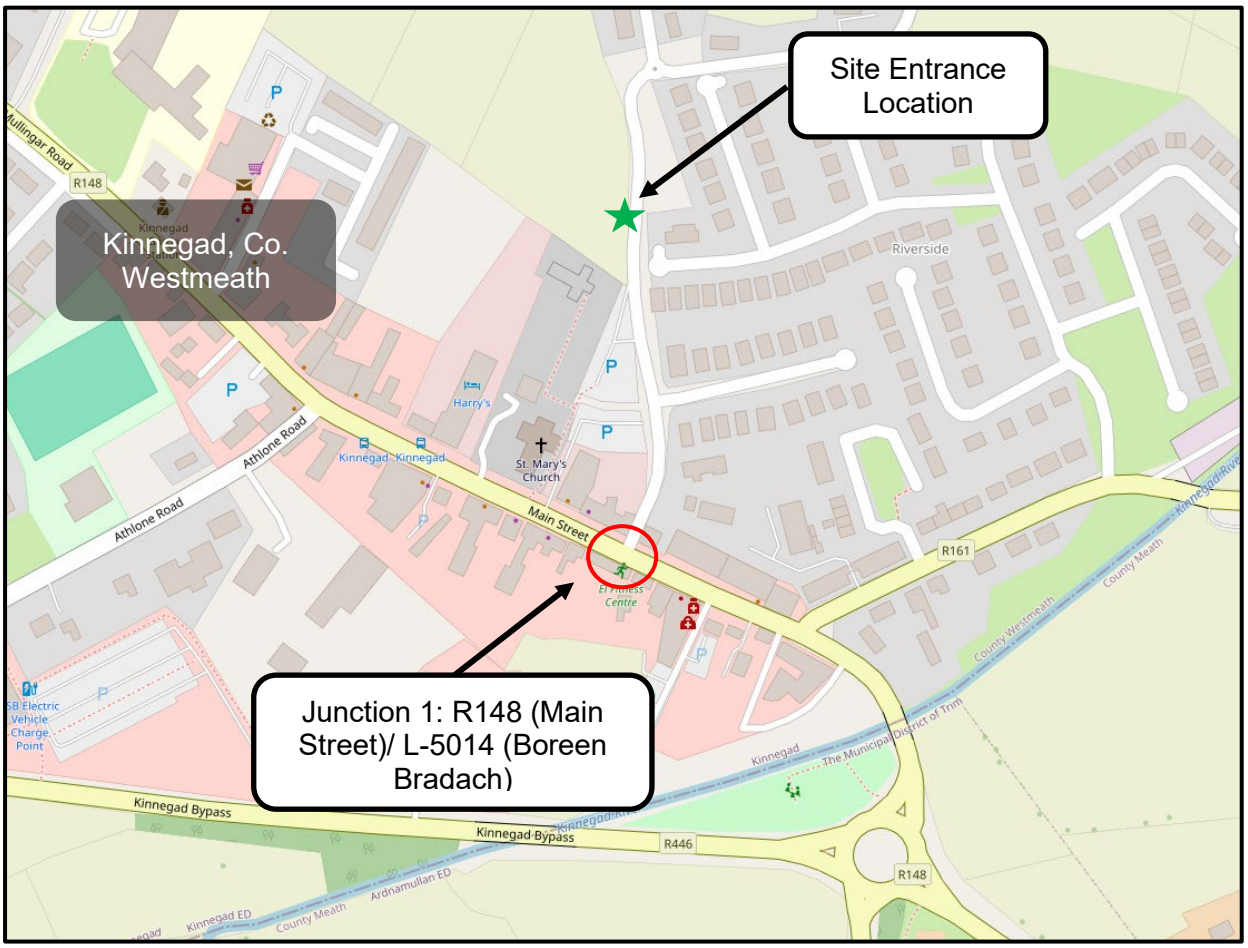


Figure 1.1: Location of Junction Analysed, Kinnegad (Source: OpenStreetMap)

In summary, the objectives of this report are to assess:

- The prevailing traffic conditions on the public road network in the vicinity of the proposed development;
- The potential effect on the surrounding road network due to the anticipated traffic generated by the proposed residential development;
- Review of the committed developments adjacent to the proposed development;
- The pedestrian, cyclist and public transport connectivity in the vicinity of the site; and
- The proposed parking requirements for the development.

1.2 Methodology

The TII Publication PE-PDV-02045 sets out the methodology to be followed in any given TTA. The methodology that will be used in this assessment follows the guidelines set in this document and can be outlined as follows:

- Automatic Junction Turning Counts (JTC) have been undertaken by IDASO on Wednesday 25th September 2024 at Junction 1 between the R148 (Main Street) and the L-5014 (Boreen Bradach), in accordance with the agreement made with Westmeath County Council.
- Traffic distribution splits on the public road network could be determined from the traffic counts and applied to the anticipated future generated traffic as a result of the proposed development.
- The predicted traffic to be generated by the proposed development was obtained using TRICS (Trip Rate Information Computer System) traffic generation software for similar developments to ensure a worst-case scenario was incorporated into the assessment.
- The effect caused by the proposed development in the neighbouring junction could be calculated using the existing traffic flows and the expected additional traffic to be generated by the development.
- The effect the increase in capacity will have on the road network was assessed against the TII threshold and it was found that the subject junction exceeds the threshold of 5% increase in traffic.
- The junctions were modelled using the Transport Research Laboratory (TRL) software *Junctions 11* (PICADY) for future design years using Central Sensitivity Growth Factors for Co. Westmeath to obtain the existing and proposed traffic profiles at the junctions analysed for the year of opening, 5-year and 15 years after the completion of the proposed development.
- Parking requirements were assessed against standards set in Table 16.2 of the Westmeath County Development Plan 2021 – 2027.

1.3 Liaison with Westmeath County Council

As part of this TTA, ORS engaged in August 2024 with the Planning Department of the Westmeath County Council, during pre-planning stage to scope the requirements of this project. It was agreed that the TTA report should focus on the 1No. mentioned junction, the priority junction between Main Street (R148) and Kingsbury (Boreen Bradach), to determine if that requires signalisation in the future.

2 The Proposed Development

2.1 Development Site Location

The proposed residential development is situated on undeveloped brownfield lands, referred to as Boreen Bradach. Positioned on the eastern side of Kinnegad town, the site is in proximity to the Regional Road R148 which runs outside the East and Northwest of the town. The proposal benefits from excellent transport connections, being conveniently located near major roadways and public transportation networks, as well as the vibrant town centre of Kinnegad.

The proposed development is bounded to the south by several existing businesses along Main Street as well as the parish church. To the west by St Etchen's National School. To the north by an existing housing development, Bun Daire, and to the east by an existing road and another existing housing development, Riverside Lawns.

One access point is planned from the link road to the east. Exiting the site, all vehicles are expected to use JTC1 to the south, as illustrated in **Figure 2.1**.

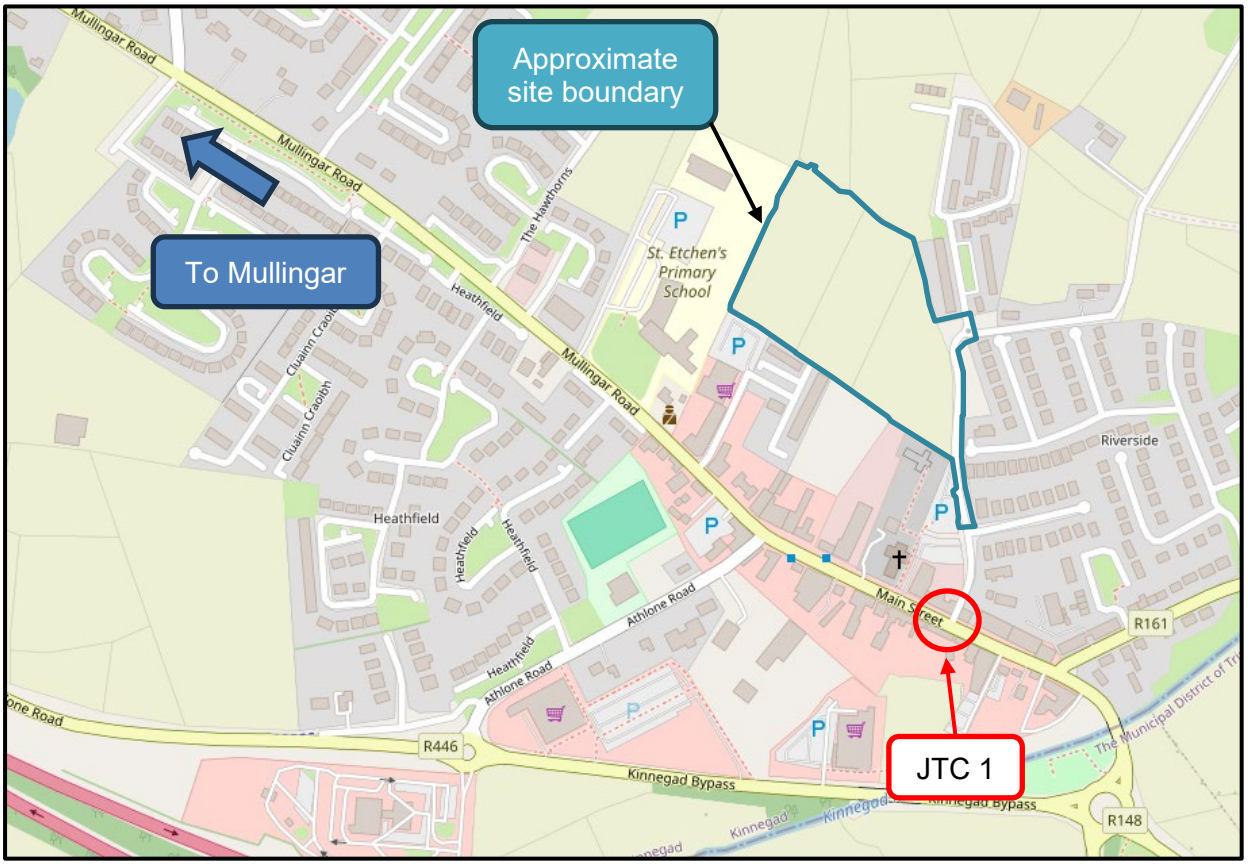


Figure 2.1: Site Location Map and Surroundings (Source: OpenStreetMap)

2.2 Existing Premises and Land use

The Westmeath County Development Plan (LCDP) 2021 – 2027 was consulted to determine the future zoning within and around the proposed development. The site is currently zoned as 'Consolidation Site' with the objective to '*Strengthen and consolidate existing settlements by encouraging the development of infill and brownfield lands through providing for a range of uses including residential development, retail, commercial and community uses*'.

The zoning seeks to '*promote the sustainable consolidation of town centres with a focus on the regeneration of infill and brownfield sites through the establishment of a mix of uses, including* ***residential*** *to encourage greater vibrancy outside of business hours. The zoning provides for a range of uses, making provision where appropriate for commercial, retail, residential, community, amenity and public realm development*'.

Figure 2.2 below shows the land use zoning map provided in the LCDP.

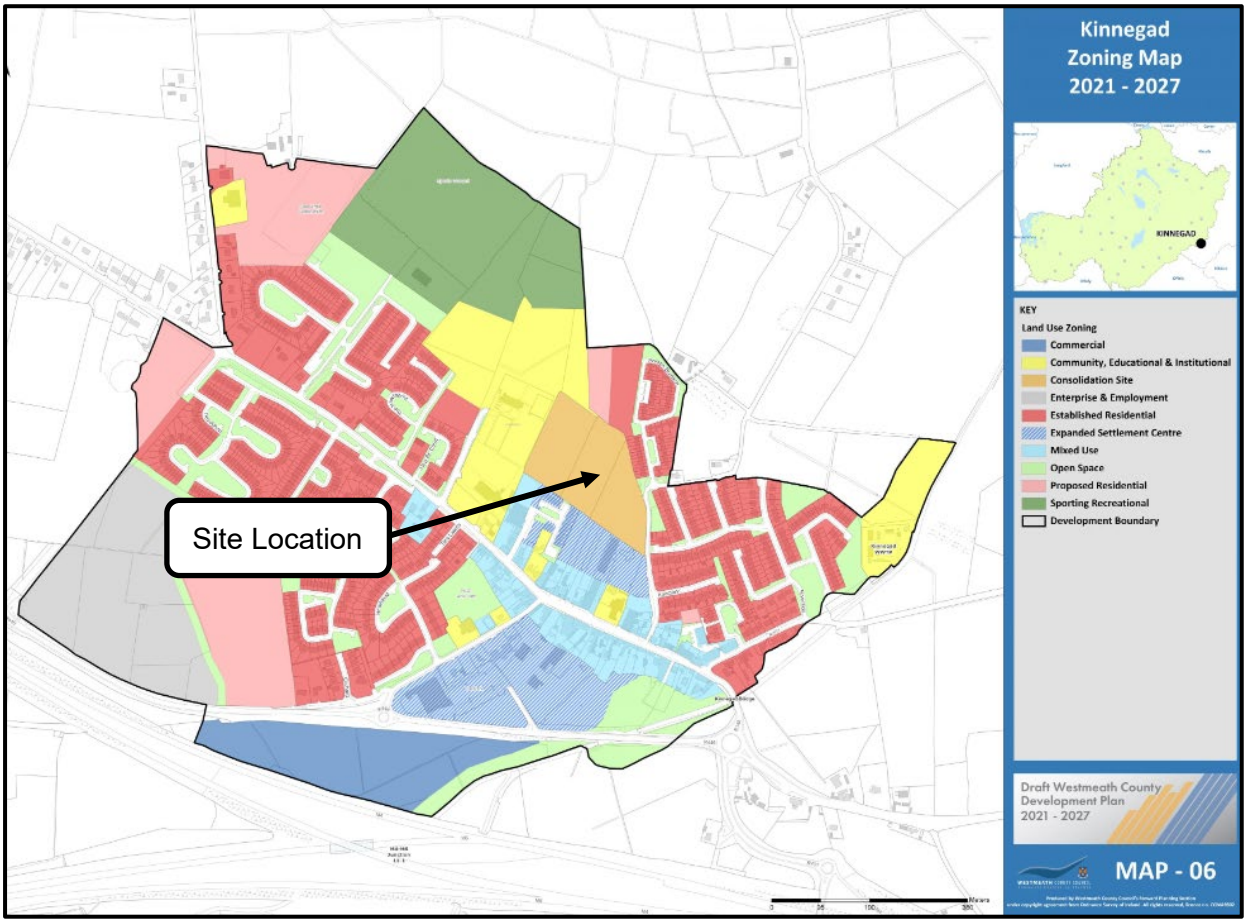


Figure 2.2: Land Use Zoning Objectives Map (Source: Westmeath County Development Plan 2021 - 2027)

2.3 Planning History

There is no planning application history for the proposed site.

2.4 Description of the Proposed Development

The proposed development at Boreen Bradach, Kinnegad, Co. Westmeath, spans a total area of 4.279 hectares and includes the construction of a large-scale residential development (LRD) comprising 129No. residential units (1 bed, 2 beds, 3 beds and 4 beds), a dedicated crèche facility, new vehicular and pedestrian access points, parking, and extensive landscaping. The development design incorporates open spaces, pedestrian connections to neighbouring amenities, and infrastructure to enhance accessibility and community living.

Residential Units: The 129No. residential dwellings are designed to offer a mix of unit types, meeting a range of housing needs within the community. The accommodation schedule is as follows:

- 4-Bed Units (Two Storey): 19No. houses (14.73%)
- 3-Bed Units (Two Storey): 97No. houses (75.19%)
- 2-Bed Units (Two Storey): 11No. houses (8.53%)
- 1-Bed Units (Single Storey): 2No. houses (1.55%)

The residential units are organised into eight housing cells (Cell 1 to Cell 8), each designed to maintain a sense of community within the broader development. The density of the site is calculated at 34.18 units per hectare, offering a balance between residential space and green areas.

Crèche Facility: A crèche facility has been incorporated into the development to support families with young children and cater to the needs of the growing community. The crèche includes a private entrance specifically for staff and is strategically located for ease of access while maintaining safety.

Access and Connectivity: The development features a primary vehicular entrance from L-5014 (Boreen Bradach Road), along with a pedestrian/cyclist link, located to the east of the site, promoting accessibility to surrounding areas and encouraging sustainable commuting options. A new section of public footpath and pedestrian crossing connecting back into the exiting public footpath infrastructure is proposed along with a 3m footpath along the main access road within the scheme to allow for increased permeability through the site from the adjoining developments for a possible future connection to the school located west of the subject site.

According to the proposed layout, several pedestrian links enhance the connectivity of the development:

- Future link to neighbouring estates, allowing ease of movement for residents.
- Proposed future connectivity to adjoining lands, promoting walkability.
- Potential future pedestrian connection to existing school to the west, underscoring the community-oriented design of the development.

Additional Facilities and Infrastructure: The development includes the provision of all necessary infrastructure, such as car and bicycle parking facilities, bin storage areas, boundary treatments, and a substation. Bicycle parking spaces are accommodated in the design to encourage sustainable transport options, while car parking is distributed across the site to meet the needs of residents and visitors.

The proposed layout is illustrated in **Figure 2.3** below.

Figure 2.3: Proposed Site Layout. Cropped (Source: MCORM Architecture)

A phasing plan for the development which demonstrates how the residential development, childcare facility, associated works (including public open space provision) and required road infrastructure will be implemented, is presented in **Figure 2.4** below.

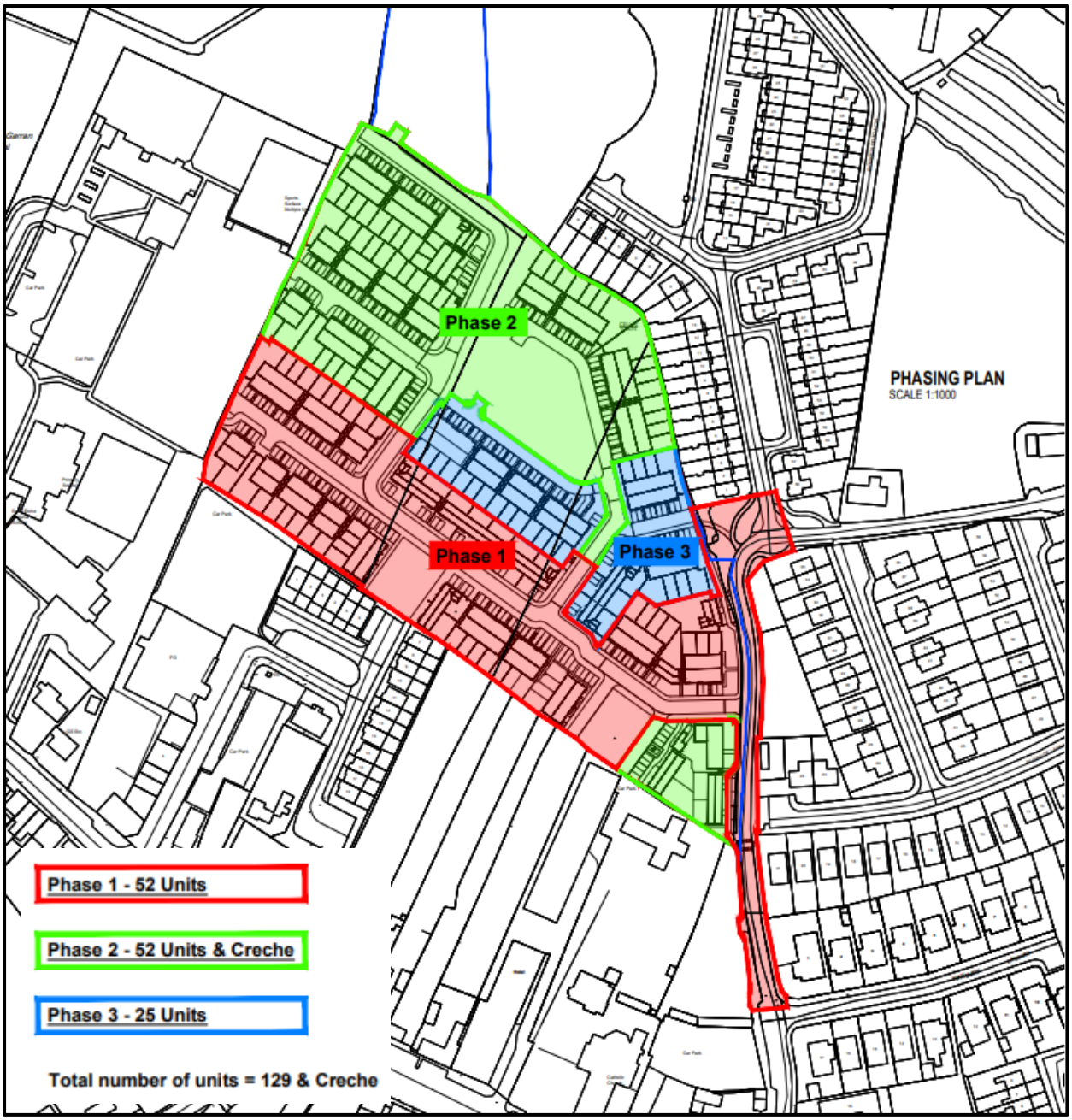


Figure 2.4: Phasing Plan (Source: MCORM Architecture)

Vehicular and pedestrian infrastructure upgrades on Boreen Bradach Road will be implemented during Phase 1 of the development. These improvements include the construction of a new footpath extending along the full frontage of the application site, as well as the provision of a designated crossing point for Vulnerable Road Users (VRUs). These enhancements will significantly improve permeability and connectivity, ensuring safer and more convenient access between the proposed development and Kinnegad's main street.

Phase 2 will see the delivery of the crèche facility along with a central open space area designed to serve as a key recreational and community hub within the development. By this stage, the majority of the internal road infrastructure will be in place, providing full vehicular and pedestrian access to all residential units within the first two phases.

In Phase 3, the final open space area, located adjacent to Boreen Bradach Road, will be completed. This space will serve as a green corridor connecting the subject site with the Bun Daire residential area to the north. Its phased delivery ensures that construction traffic can be efficiently managed throughout the development process, minimizing disruption to residents and ensuring a safe and orderly construction sequence.

2.5 Accessibility and Parking

The County Westmeath Development Plan 2021-2027 highlights Kinnegad as a "*Key Service Town*" due to its location, infrastructure, and role as a significant residential and commercial center. The plan recognises Kinnegad's growth potential as a commuter town and its strategic importance as a transport hub, with well-established road infrastructure connecting it to Dublin and Galway.

Kinnegad is a strategically positioned town in County Westmeath, Ireland, located in the eastern part of the county near the border with County Meath. Its location along key national routes makes it an important regional hub, providing strong connectivity to Dublin and other key towns in the Midlands and the West of Ireland. The town sits on the intersection of two major national roads: the M4 motorway, which links Dublin to the West, and the M6, which provides direct access to Galway. This location has contributed to Kinnegad's growth and development as a commuter town with convenient access to Dublin and other urban centres.

Road Network and Distances to Key Towns and Cities

National Roads and Motorways:

- M4 Motorway (Dublin to Sligo): The M4 runs through Kinnegad, offering a direct route to Dublin, approximately 60 kilometres (around a 45-minute drive) to the east. This route continues westward, connecting Kinnegad to Mullingar (19 kilometres away), Longford, and further towards Sligo.
- M6 Motorway (Dublin to Galway): The M6 intersects with the M4 near Kinnegad, providing a vital route to Galway, approximately 140 kilometres to the west, making Kinnegad a key access point for the Dublin-Galway corridor. This motorway makes Galway reachable in about an hour and a half.

Regional Roads:

- R148 (formerly the N4): This road serves as the main street through Kinnegad and connects the town to Enfield and other towns in County Meath, providing an alternative route to Dublin. The R148 also links Kinnegad to other towns in Westmeath, including Mullingar.
- R401: Connecting Kinnegad to towns such as Edenderry in County Offaly, the R401 facilitates regional traffic movement and provides an essential link to areas to the south and southwest.

Distance to Key Towns and Cities:

- Mullingar: Approximately 19 kilometres west of Kinnegad via the M4, Mullingar is the county

town of Westmeath and a significant commercial and administrative centre.

- Enfield: Located about 16 kilometres east via the R148, Enfield is a commuter town with direct links to Dublin and Kinnegad.
- Dublin: About 60 kilometres southeast via the M4, making Kinnegad an attractive location for commuters to the capital.
- Galway: Located approximately 140 kilometres west along the M6, providing a critical east-west link across the country.

The proposed housing development is situated off Main Street (R148) in Kinnegad, a strategic location within County Westmeath that benefits from a well-connected road network. Main Street (R148) serves as a primary link road, providing direct access to the town centre and facilitating connections to nearby regional roads, including the R401 and R446. The R401 extends southward, linking Kinnegad to nearby townlands and eventually to Edenderry, while the R446 provides a westward route towards the county's central areas, including Mullingar. Main Street (R148) also provides convenient access to the M4 Motorway, a major arterial route connecting the town to Dublin to the east and facilitating westward access towards Mullingar and the broader Midlands region. This motorway linkage enhances regional connectivity, allowing residents swift travel options for commuting, education, and services in larger neighbouring towns.

On-street parking is available in the vicinity of the proposed development, with dedicated, demarcated parking spaces along Main Street. This provision allows for organised parking that supports both residents and visitors, helping to manage traffic flow effectively and enhance accessibility to local amenities and services.

2.5.1 Site Access

The development features a primary vehicular entrance along with a pedestrian link to the east of the site, through a new priority T-junction, as shown in **Figure 2.5**. The primary route for the vehicular traffic entering and exiting the site will be through the priority junction between L-5014 (Boreen Bradach) and Main Street to the south.

For visual reference, please refer to **Figure 2.5** displaying the existing access point to the site off the L-5014 Road, linking to Main Street to the south.

The main internal road network will extend from the proposed access point to the northwest of the site and along the western outline of the site boundary, as shown in **Figure 2.3**, **Section 2.4**. Pedestrian access to the site can be via the footpaths which line the vehicular access road, in addition to a pedestrian only access point to the east of the site and another to the south of the site, to ensure its permeability and connectivity with the adjacent developments. There is a possible future pedestrian link to the nearby school proposed to the west of the site.

The Design Manual for Urban Roads and Streets (DMURS) specifies a desired sightline of 45m within a setback of 2.4m for a 50km/h road. It mandates that safe and unobstructed sight distances must be provided and maintained from vehicular entrances onto the road network. For sightlines refer to ORS drawing with Ref. No. **241139-ORS-ZZ-00-DR-TR-700**.

Additionally, the Westmeath County Council Development Plan stipulates that all new developments access arrangements shall have regard to the Design Manual for Urban Roads and Streets (DMURS) and TII Publication DN-GEO-03060, including considerations for

sightline visibility, mentioning that '*Safe unobstructed sight distances should be provided and maintained thereafter from vehicular entrances onto the road network as follows:*
- Local Roads: 90 metres, (subject to the discretion of the Planning Authority where a lesser distance is demonstrably adequate in terms of traffic safety)'.

Figure 2.5: Existing Site Access Point (Source: Google Streetview, July 2024)

2.5.2 Internal Road Layout

The main function of the internal road network is to provide a safe and efficient parking and circulatory system that reduces the potential for conflicting movements, which can comfortably accommodate the anticipated volume of arrivals and departures without presenting a safety risk and not having a negative effect on the road network that it connects to.

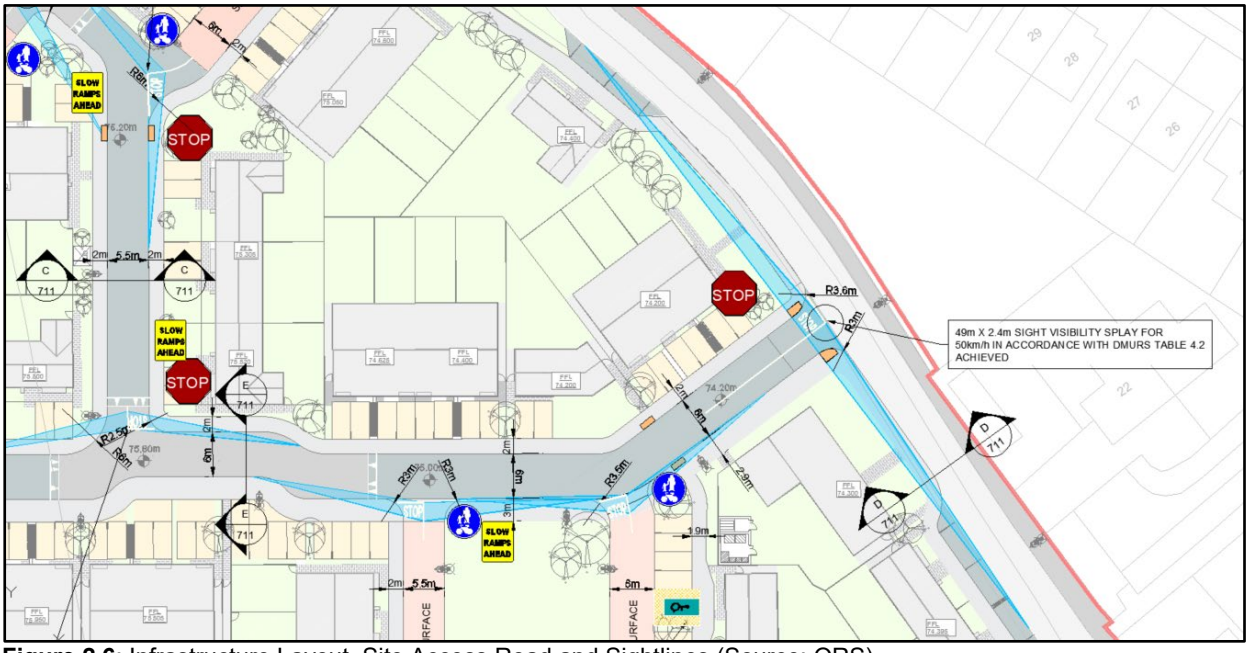


Figure 2.6: Infrastructure Layout. Site Access Road and Sightlines (Source: ORS)

The site will provide 5.5 to 6-metre-wide internal roads connecting all extents of the site with 2 to 3-metre-wide footpaths running along one or both sides of the carriageway. Additionally, several vehicular turning bays are placed throughout the site to enhance turning manoeuvres.

Future pedestrian access points are strategically proposed, allowing ease of movement for residents while promoting walkability with the provision of potential direct links to nearby shops and schools. There will be a number of pedestrian crossings located at strategic positions which will enhance pedestrian safety within the development.

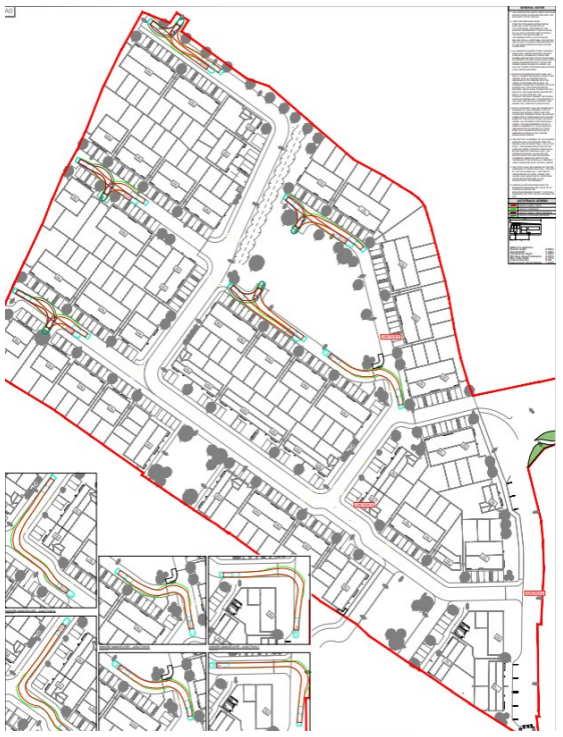
Traffic calming measures in the form of raised tables are proposed for the internal road network and shared surfaces, as indicated in **Figure 2.6** above.

A private entrance is also proposed for crèche staff to the southeastern corner of the site boundary, as shown in **Figure 2.3** above.

2.5.3 Servicing Arrangements

The internal road network is primarily designed to accommodate private cars which is the main vehicle type to use the residential housing development. However, adequate provision to facilitate the circulation and turning movements of emergency vehicles and bin collection vehicles should be made. An Autotrack analysis has been carried out to confirm that waste collection vehicles and emergency vehicles, such as ambulances and fire trucks, will be able to manoeuvre the site in a safe and efficient manner, as shown in **Table 2.1** below.

Table 2.1 – Autotrack analysis for Refuse Vehicles and Fire Tenders (Source: ORS)



2.5.4 Vehicle Parking

Chapter 16 of the Westmeath County Development Plan 2021 – 2027 was consulted in order to obtain the car parking standards for the development. The document states, in Table 16.2 and summarised in **Table 2.2** below, the number of car parking spaces required for residential developments.

Table 2.2 – Car Parking Standards as per Westmeath County DP 2021 – 2027

Development	Space/Area Required
Residential	1 per Dwelling and 1 visitor space for every three dwellings

The proposed residential development will consist of 129No. residential units, and a total of 256No. residential parking spaces will be provided for residents and visitors (1 for residents and 1 for visitors), corresponding to 2No. parking spaces per unit. This allocation surpasses the requirements outlined in the Westmeath County Development Plan 2021 - 2027. However, 1No. parking space is proposed for the single-bed housing units.

However, no parking guidance is being provided regarding day nursery developments, given that a crèche has been proposed within the development. For the crèche development, there is a total provision of 7No. car parking spaces, 3No. of which are staff parking and 4No. for set-down, including 1No. universal space.

According to the development plan and Car Parking Policy Objective CPO 16.36, a minimum of 5% of car parking spaces provided should be designed for disabled car parking. These spaces should be located in proximity to building entrance points and appropriately signed and demarcated for accessibility. The proposal does not include specifically for disabled car parking spaces. However, as there is a provision of 2No. car parking spaces per dwelling, it is thought that, should accessible parking be required, there will be sufficient space provided to facilitate the parking of a disability access vehicle, and access and egress from the vehicle. One designated disabled parking spaces is located at Cell 1, to the west of the proposed crèche.

Mention is given to electric vehicle charging points. The document specifies in Chapter 16.4.1, and CPO 16.36 that '*all developments should provide facilities for the charging of battery-operated cars at a rate of up to 10% of the total car parking spaces. The remainder of the parking spaces should be constructed so as to be capable of accommodating future charging points, as required'.*

Specifically for new residential developments Objective CPO 16.36 mentions that at least 1No. car parking space equipped with an EV charging point should be provided for every 10No. car parking spaces and should be clearly demarcated with appropriate signage. According to the site layout, out of the 263No. total car parking spaces, 30No. spaces will be equipped with active EV chargers - this includes 26No. on-curtilage spaces for houses and 4No. off-curtilage spaces, with 2No. of these at the crèche. Additionally, 25No. off-curtilage spaces will have ducting installed to allow for future charger installation. To further support EV adoption, 208No. on-curtilage spaces will be pre-wired with cabling for future chargers, ensuring the development is prepared for increasing EV demand.

2.5.6 Cycle Storage

Providing safe and convenient bicycle parking is crucial to support sustainable transportation options such as cycling, walking, and public transport. In line with the ambitious cycling and walking network outlined in Westmeath County Development Plan 2021 – 2027, and Parking Policy Objective CPO 16.37 states that cycle spaces shall be provided in all planning applications for development.

The bicycle parking standards set out in Chapter 16.4.1, Table 16.3 of the WCDP, indicate the minimum provision of 1No. private secure bicycle space per bed space and 1No. visitor bicycle space per two housing units.

According to the Guidelines for Planning Authorities, Sustainable and Compact Settlements, SPPR 4 - Cycle Parking and Storage, the following requirements for cycle parking and storage are recommended:

(i) **Quantity** – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.

(ii) **Design** – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle age/compound or preferably locker facilities are provided.

For the residents, a ratio of 2 per dwelling as a minimum has been provided as outlined in the SPPR 4 guidelines while, a ratio of 1 per 3 dwellings is applied to the visitor parking.

The proposed development will provide a total of 330No. bicycle parking spaces, ensuring sufficient capacity for residents. Each dwelling will be allocated a minimum of two secure bicycle parking spaces, housed in dedicated storage facilities for residents of the terraced units at the front of the development.

In addition, 64No. surface-level bicycle parking spaces will be distributed throughout the scheme to accommodate visitor demand, ensuring convenient access near open spaces and key pedestrian routes.

A further 8No. bicycle parking spaces will be designated for staff working at the crèche, strategically positioned at the rear of the building for ease of use.

Bicycle parking requirements and provision are summarised in **Table 2.3** overleaf.

Table 2.3 – Bicycle Parking Requirements as per Westmeath County PD 2021 - 2027		
Development Type	**Total Bicycle Spaces Required**	**Total Bicycle Spaces Provided**
Housing Developments	1 private secure bicycle space per bed space , minimum 2 spaces as per WCDP 1 visitor bicycle space per two housing units (64)	258No. residential spaces and 64No. visitor spaces
Crèche/Other developments	1 bike storage space for every car space (7)	8No. spaces for staff

3 Existing Traffic Conditions

3.1 Existing Road network

Kinnegad is a strategically located town in eastern County Westmeath, near the border with County Meath. Its prime position along key national routes has established it as a vital regional hub, offering robust connectivity to Dublin and other prominent towns in the Midlands and Western Ireland. The town lies at the intersection of the M4 motorway, which connects Dublin to the West, and the M6, which links directly to Galway, enhancing Kinnegad's appeal as a commuter town with rapid access to Dublin and other urban centres.

The proposed residential development is located off the L-5014 and Main Street and will feature a single vehicular entrance to the site's east. Access to the site will be via a newly constructed priority T-junction connecting Kingsbury Road with the internal link road for the development. This design is intended to facilitate smooth traffic flow while integrating effectively with the existing road network, thereby supporting connectivity within the development and to surrounding areas.

Main Street is the principal road through Kinnegad, serving as a key route for local traffic and providing direct connectivity to regional and national routes, including access to the M4 motorway. The road is configured as a two-lane, two-way carriageway, with one lane in each direction. The carriageway width is approximately 7 meters, allowing for smooth traffic flow along this busy corridor.

Main Street is equipped with well-defined road markings that include lane demarcations, pedestrian crossings, and double yellow markings, all of which help to manage the flow of vehicles and increase safety for all road users. The posted speed limit along Main Street is 50 km/h, consistent with its urban setting and the surrounding residential and commercial land use. This limit helps moderate vehicle speeds, particularly in areas close to pedestrian crossings and shops.

On either side of Main Street, continuous footpaths are present, providing a safe route for pedestrians accessing local businesses, bus stops, and other amenities. These footpaths are of a standard width of approximately 1.8 metres, facilitating pedestrian flow and accessibility, including for individuals with limited mobility.

Street lighting along Main Street is also available, ensuring visibility and safety during night hours. Additionally, on-street parking is available in the vicinity of the proposed development, with dedicated, demarcated parking spaces along Main Street.

Additionally, bus stops can be found nearby on Main Street (R148), with the closest stop to the proposed residential development situated approximately 450 metres away or a 6-minute walk southwest of the site.

L-5014 Road, also known locally as Boreen Bradach, is a quieter residential road that connects with Main Street (R148) near the proposed development site. The road primarily serves as an access point for local residents and connects to a network of smaller streets within Kinnegad. It is narrower than Main Street, with an approximate carriageway width of 5.5 metres, which accommodates two-way traffic but at reduced speeds appropriate for a residential environment. The speed limit on Kingsbury Road is set at 50 km/h, which aligns with the urban residential

nature of the area and promotes safe driving behaviour in proximity to residential properties. L-5014 Road is also equipped with footpaths on at least one side, providing pedestrian access and connectivity to Main Street and other local facilities. The road markings are minimal but include clear indications at junctions and crossings, aiding visibility and traffic management Road markings also indicate the presence of ramps along that road stretch, alerting drivers to slow.

Traffic from the site will utilise the priority junction to the southeast when arriving or departing from the site, formed by the Main Street (R148) and L-5014 Road (Boreen Bradach). This junction is equipped with one uncontrolled pedestrian crossing, accompanied by dropped kerbs. Signage and road markings clearly indicate the right of way for approaching vehicles. The assessed junction and roads included in this report are existing roads already in active usage; as such, their condition and suitability for purpose are not subject to assessment as part of this report.

For visual detail of the junction tested as part of this assessment, please refer to **Figure 3.1**, **Figure 3.2** for the under assessment junction.

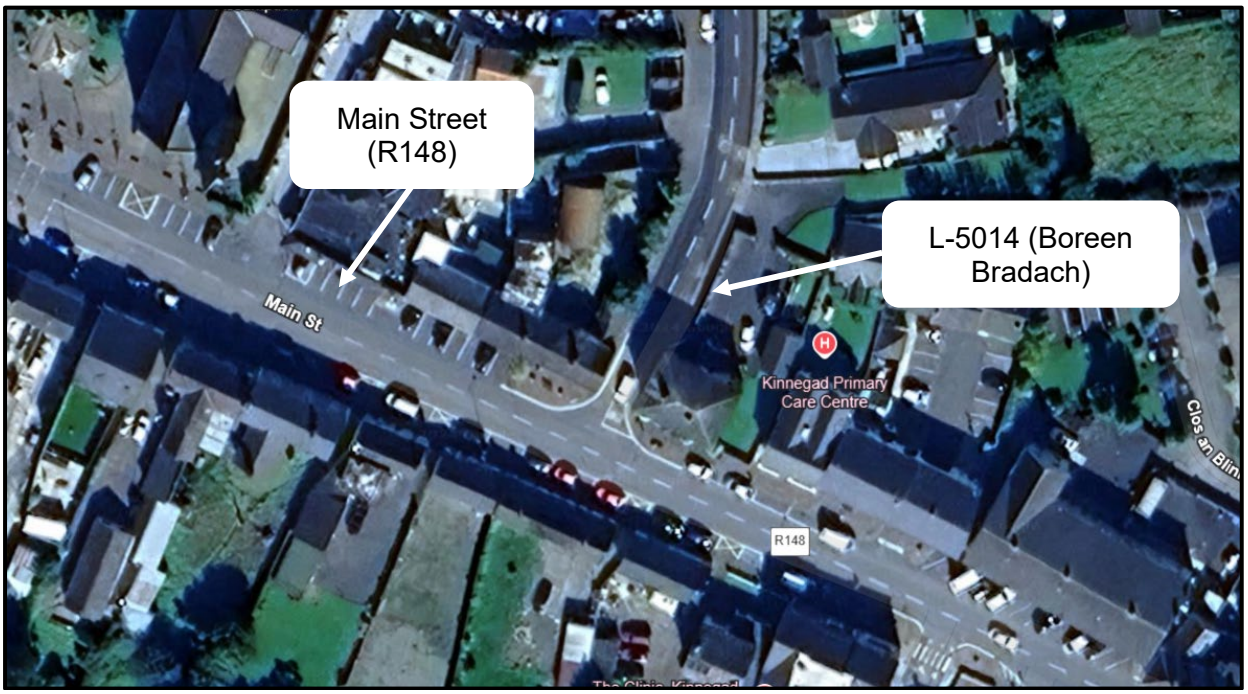


Figure 3.1: Junction 1 Layout (Source: Google Earth)

Figure 3.2: Approach to Junction 1 from Main Street westbound as of July 2022 (Source: Google Earth)

3.2 Pedestrian and Cyclist Connectivity

The proposed residential development is located to the east of Kinnegad Town and is well connected to the wider environs with footpaths generally in good condition. Due to the size of the town, it is expected that a 20-minute walk from the development can reach a significant portion of the town. In close proximity to the site, there is one uncontrolled pedestrian crossing at the junction between the Main Street and Kingsbury road nearby. This crossing is illustrated in **Figure 3.3**.

As part of the proposal, footpath is proposed from the site frontage that will link to existing pedestrian infrastructure to the south, towards the junction of Boreen Bradach and Main Street, to ensure a continuous and safe walking route towards the town centre.
Currently, there are no designated cycle lanes near the proposed residential development, requiring cyclists to share the road with other traffic. Dedicated cycle tracks run parallel to the footpath on one side of the Athlone Road corridor, separated from the footpath by distinct road markings.

Generally, it is expected that a 15-minute cycle from the site can reach all locations of the town. The map shown in **Figure 3.4** overleaf illustrates locations of cycleways in the vicinity of the site.

Figure 3.3: Pedestrian Crossing at the junction between the R148 and Kingsbury Road (Source: Google Earth)

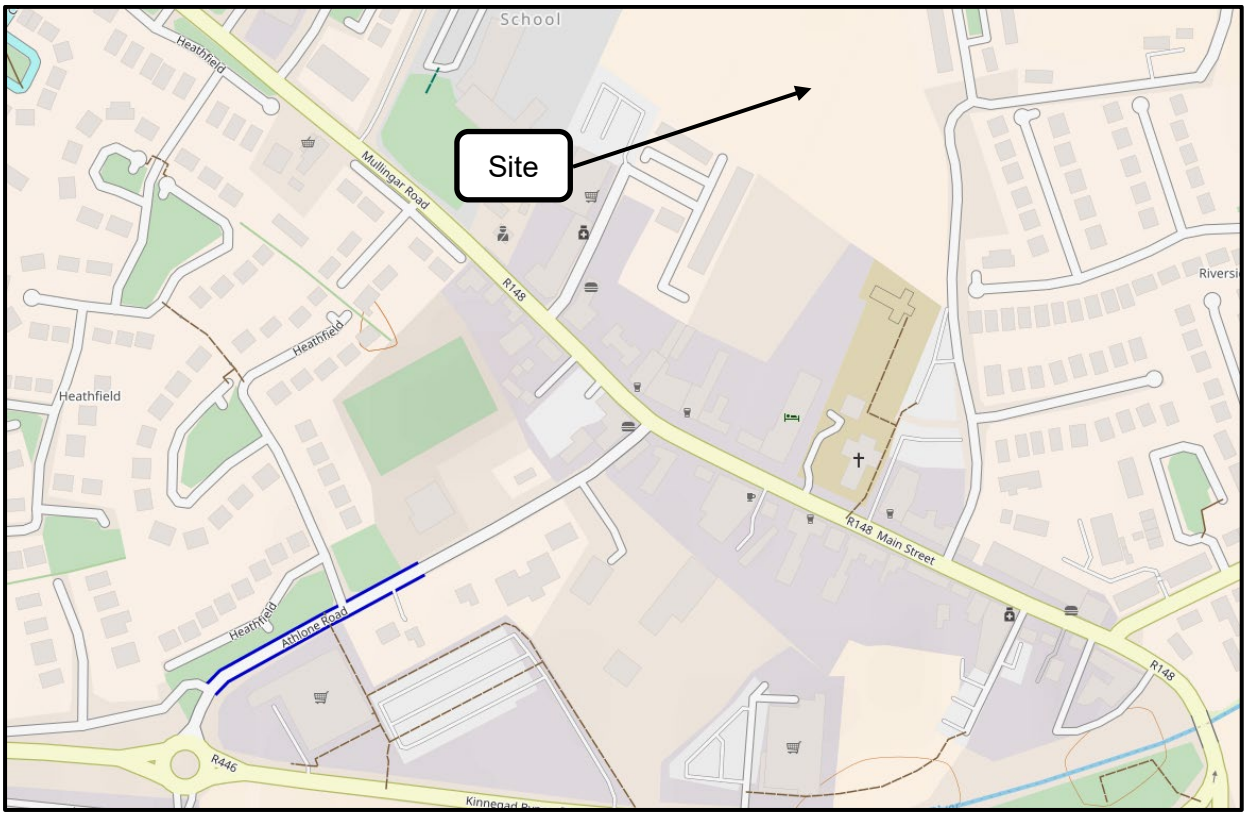


Figure 3.4: Cycleways in the site vicinity, Kinnegad (Source: OpenStreetMap.org)

3.3 Public Transport Provision

Kinnegad benefits from a number of bus services accessible along Main Street. Bus stops are located at regular intervals, with shelters and seating provided at some stops. These stops are within walking distance from the proposed development, enhancing the accessibility for future residents to regional bus services that connect to larger towns and cities, including Dublin, Mullingar, and other areas in County Westmeath. The proximity to bus stops offers future residents an alternative to private car travel, supporting sustainable transport options within Kinnegad. Timetables posted at the stops provide information on routes and schedules.

Within walking distance, there are 3No. bus stops, approximately 6 minutes away, serving a total of five routes, as illustrated in **Figure 3.5** below.

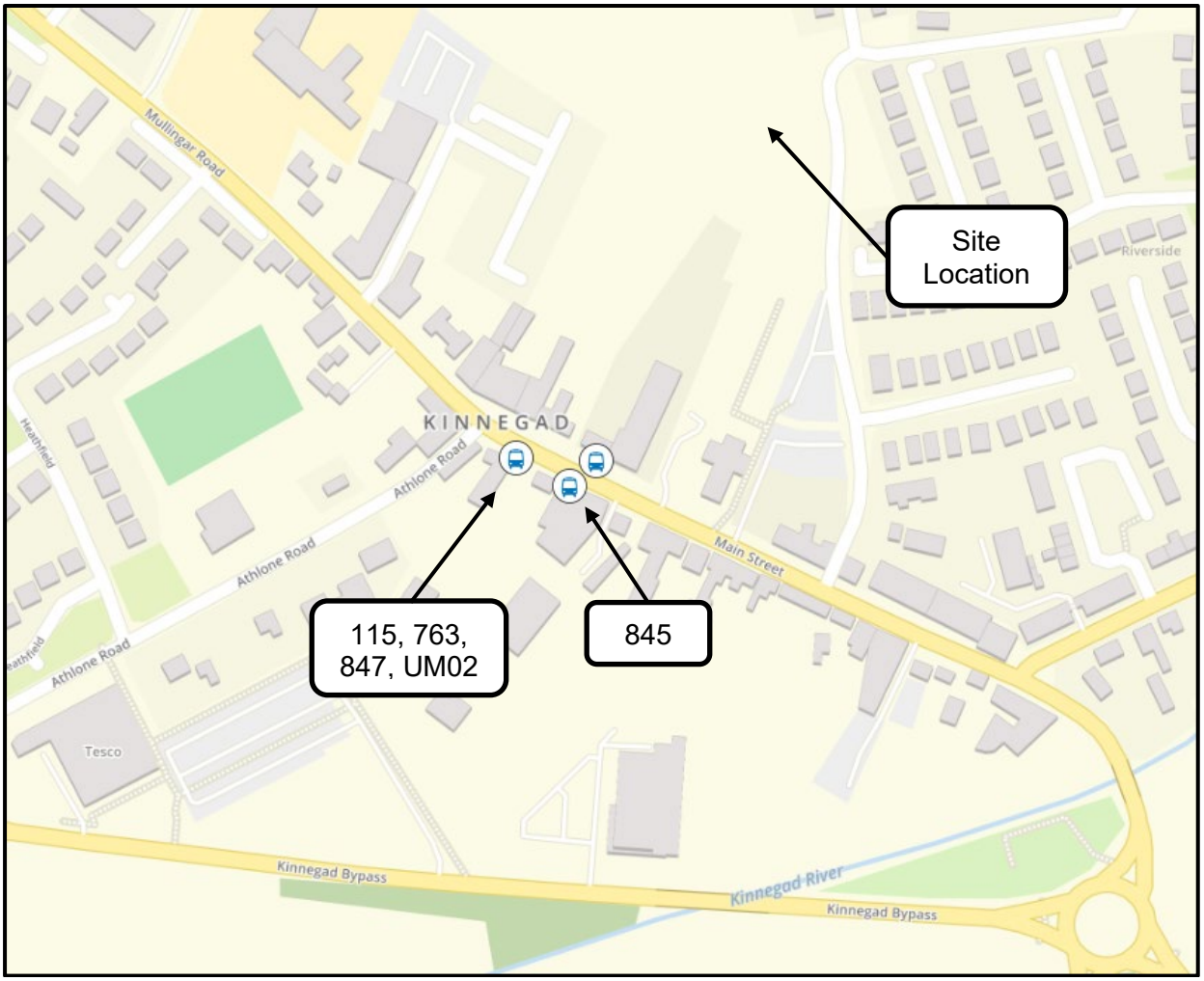


Figure 3.5: Bus Stops in the Vicinity of the Site (Source: TransporforIreland.ie)

Table 3.1 overleaf summarises the main routes and the weekday services available near the site.

Table 3.1 – Bus Services Available (Source: TFI)			
Route No.	**Bus Operator**	**Direction**	**Weekday Services**
115	Bus Éireann	Mullingar – Dublin	Ca. every 30 or 60 min.
763	City Link	Galway – Dublin Airport	8/9
847	Kearns Transport	Dublin – Portumna	2/1
845		Dublin – Birr	8/9
UM14		Maynooth – Birr	2/2

The closest train station to Kinnegad is Mullingar Train Station, located approximately 18 kilometres northwest of Kinnegad. Mullingar Station is on the Dublin–Sligo railway line and offers regular train services that connect the Midlands with Dublin and other key towns**.**

3.4 Proposed Transport Infrastructure

For Kinnegad, several transport infrastructure proposals are under consideration and some are already in planning stages, especially in line with Ireland's national goals for sustainable travel. One of the main proposals for the area is its inclusion in the National Transport Authority's CycleConnects plan, aiming to create safer, well-connected cycling routes that link towns across County Westmeath. This proposal is part of the broader Active Travel initiative funded by the Department of Transport, which also targets enhanced pathways and cycle tracks in Westmeath's major towns, though Kinnegad's specific active travel routes are still under review.

The CycleConnects scheme, developed by the National Transport Authority (NTA), aims to establish a nationwide network of safe, accessible cycling routes that connect towns and cities across the country. This scheme aligns with the government's commitment to promoting active travel and reducing reliance on cars for short-to-medium-distance trips. It supports Ireland's Climate Action Plan goals by encouraging more sustainable and active commuting options. For Kinnegad, CycleConnects proposes an Inter-Urban route that aims to link the town with nearby areas and enhance local access to cycling infrastructure, shown in **Figure 3.6**. Specifically, this route would:

- Run along Main Street and connect with adjacent towns to encourage regional accessibility.
- Improve connections to local amenities such as schools, retail areas, and workplaces within Kinnegad.
- Potentially connect with larger cycling corridors across County Westmeath to support inter-town cycling.

The CycleConnects proposal is under review for Kinnegad, so the exact path details, such as specific road segments or dedicated lanes, are still in the planning stages.

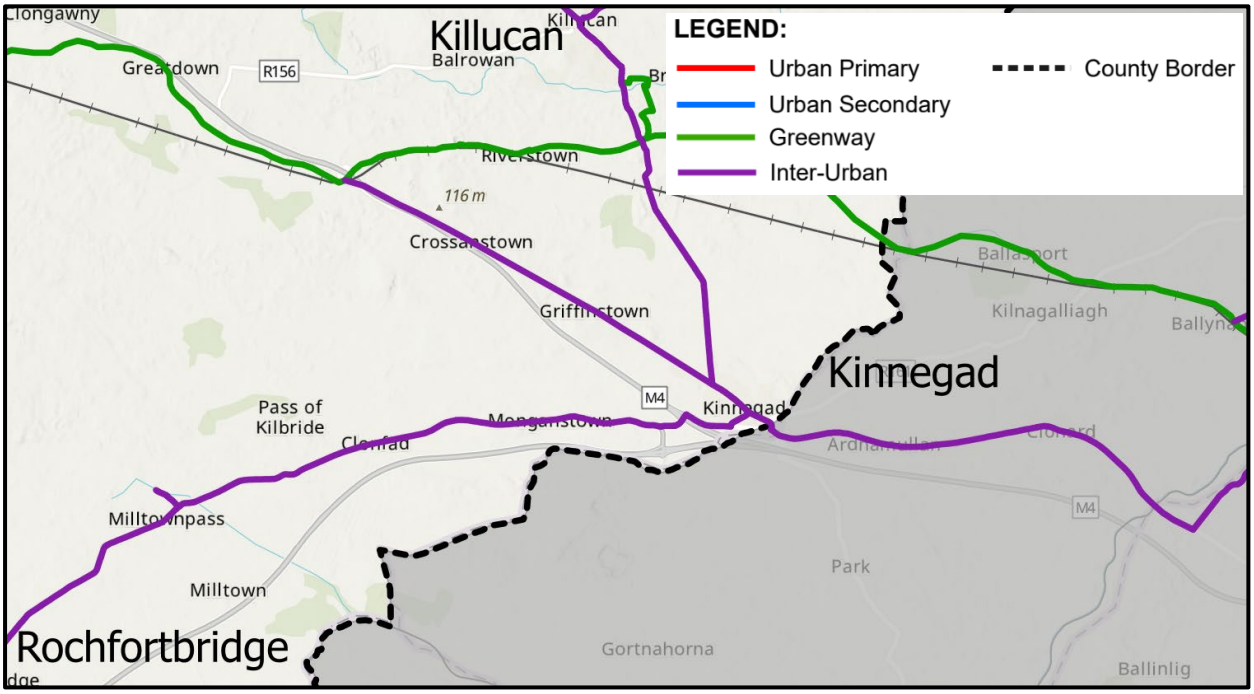


Figure 3.6: Proposed County cycle network, Westmeath County, Kinnegad area (Source: N.T.A.)

3.5 Existing Traffic flows

Automated Junction Turning Counts (JTC) have been undertaken at the 1No. key location in the vicinity of the proposed residential development on Wednesday 25th September 2024 by a third-party company named IDASO. The traffic counts were carried out during a 12-hour period from 07:00 AM to 07:00 PM and encompass all movements at the junctions. The traffic counts cover movements of pedal cycles, cars, taxis, buses, LGVs and HGVs and the final number of traffic is presented in **Passenger Car Unit (PCU)**.

PCU is the impact that a mode of transport has on traffic compared to a single car, e.g., a private car represents 1 PCU whereas an HGV represents 2.3 PCUs.

From the data obtained, peak periods in the AM and PM could be identified for the junction being analysed; peak morning period occurs between 8:30 to 09:30 in the AM and 17:00 to 18:00 in the PM with a total of 594.4 PCU and 771.3 PCU, respectively.

From the traffic counts, the percentage of Heavy Good Vehicles (HGV) travelling along the road network in both morning and evening peak periods could be calculated. Overall, there is a low level of HGV travelling to/from the assessed junction along the R148, with the highest percentage recorded in the morning along R148 Eastbound at 4%.

Table 3.2 overleaf and **Figure 3.7** display the traffic flows observed in the junction in the AM and PM periods.

Table 3.2 – September 2024 Traffic Flows		
Peak Time		
Junction	AM	PM
JTC1	594.4	771.3

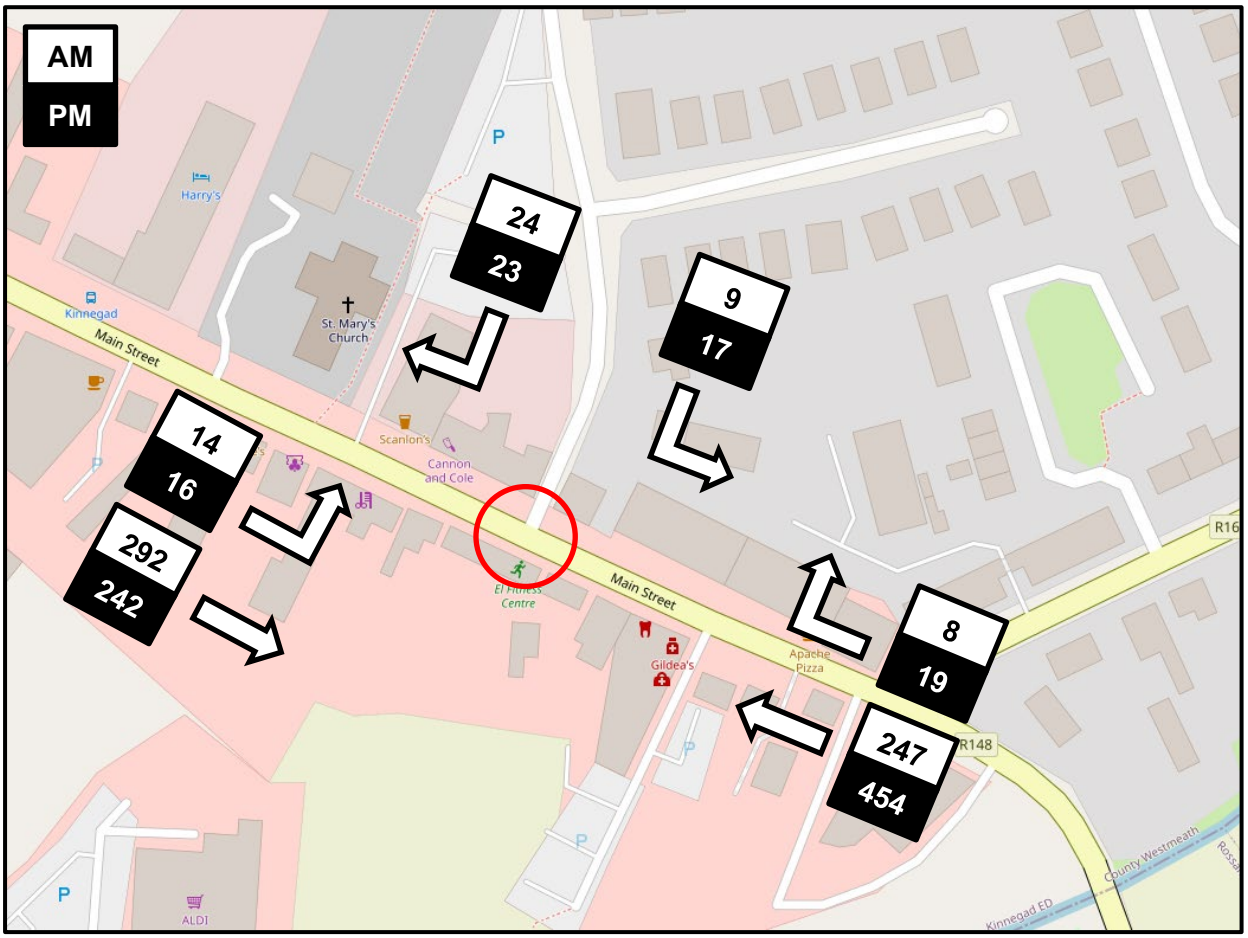


Figure 3.7: September 2024 AM and PM Traffic Counts in JTC1

In Junction 1, traffic data shows that during the morning peak, a significant portion of traffic entering Main Street from Kingsbury Road (Boreen Bradach) is directed towards the town center, comprising 73% of total morning entries. In the evening, this proportion decreases to 57%, indicating a lower but still dominant flow towards the town.

Traffic approaching the site from Main Street in the morning peak is almost evenly split, with 64% arriving from the west (town center) and 36% from the east (Kinnegad bypass). During the evening peak, inbound traffic from Main Street directed to Kingsbury Road (Boreen Bradach) reduces to 54%.

This analysis highlights distinct patterns of traffic orientation in and out of Kingsbury Road, with a morning preference for entering the town and a more balanced flow across directions later in the day.

3.7 Traffic Collisions Data in the Vicinity of the Site

Traffic data on collisions in the vicinity of the site could not be obtained as the Road Safety Authority website is currently in process of reviewing its road traffic collision data. Therefore, this Traffic Assessment is unable to verify the safety along the road network in the vicinity of the site.

4 Trip Generation, Distribution and Impact on the Road Network

In order to obtain a comparative trip rate for the proposed data centre development once operational, the Trip Rate Information Computer System (TRICS) database was consulted. The TRICS database contains traffic generation data for developments of a similar nature to the proposed development. TRICS was established in the UK and is a substantial source of validated empirical data which contains information on arrival and departure rates for a range of different types and sizes of development throughout Ireland.

4.1 Traffic Generation and Distribution Slips

For the purposes of generating a robust representation of likely traffic profile for the future, a traffic generation profile based on the proposed layout was prepared. The proposed residential development was evaluated using the most relevant option available in TRICS, which was classified as houses privately owned. The trip rate data for the proposed residential development, consisting of 129No. dwellings, has been summarised in **Table 4.1**.

Table 4.1 – TRICS Output for the Residential development

TRICS 7.11.3						
Trip Rate Parameter: No of Dwellings						
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED						
Calculation Factor: 1 DWELLS						
Count Type: TOTAL VEHICLES						
TIME RANGE	ARRIVALS			DEPARTURE		
	No. Days	Ave. Dwells	Trip Rate	No. Days	Ave. Dwells	Trip Rate
07:00-08:00	123	144	0.073	123	144	0.286
08:00-09:00	**123**	**144**	**0.149**	**123**	**144**	**0.364**
09:00-10:00	123	144	0.132	123	144	0.161
10:00-11:00	123	144	0.117	123	144	0.136
11:00-12:00	123	144	0.127	123	144	0.133
12:00-13:00	123	144	0.147	123	144	0.141
13:00-14:00	123	144	0.148	123	144	0.142
14:00-15:00	123	144	0.16	123	144	0.177
15:00-16:00	123	144	0.244	123	144	0.168
16:00-17:00	123	144	0.263	123	144	0.157
17:00-18:00	**123**	**144**	**0.332**	**123**	**144**	**0.161**
18:00-19:00	123	144	0.268	123	144	0.152
Daily Trips Rates:			**2.16**			**2.178**

The TRICS output is presented in a trip rate per unit. The unit reference is dependent on the development in question, such as per person, per house or unit area. In this case, the multiplication factor to be applied to the unit rate is the number of new residential units

(129No.).

Table 4.2 shows the expected traffic generation profile once the residential development is fully operational.

Table 4.2 – Total Typical Daily Generated Profile for 129 dwellings			
Time Range	**Arrivals**	**Departures**	**Total**
08:00-09:00	19	47	66
17:00-18:00	43	21	64

Table 4.3 below shows the trip generation rate for a creche, using the most relevant option available in TRICS, which was classified as a nursery.

Table 4.3 – TRICS Output for the Crèche						
TRICS 7.11.3						
Trip Rate Parameter: Number of Pupils						
TRIP RATE for Land Use 04 - RESIDENTIAL/A - EDUCATION/D - NURSERY						
Calculation Factor: 1 pupil						
Count Type: TOTAL VEHICLES						
TIME RANGE	ARRIVALS			DEPARTURE		
	No. Days	Ave. Pupils	Trip Rate	No. Days	Ave. Pupils	Trip Rate
06:00-07:00	3	63	0.011	3	63	0
07:00-08:00	16	80	0.181	16	80	0.096
08:00-09:00	**16**	**80**	**0.246**	**16**	**80**	**0.222**
09:00-10:00	16	80	0.096	16	80	0.091
10:00-11:00	16	80	0.034	16	80	0.023
11:00-12:00	16	80	0.037	16	80	0.028
12:00-13:00	16	80	0.073	16	80	0.079
13:00-14:00	16	80	0.056	16	80	0.086
14:00-15:00	16	80	0.038	16	80	0.035
15:00-16:00	16	80	0.056	16	80	0.05
16:00-17:00	16	80	0.111	16	80	0.121
17:00-18:00	**16**	**80**	**0.212**	**16**	**80**	**0.265**
18:00-19:00	15	83	0.01	15	83	0.046
19:00-20:00	1	70	0.014	1	70	0.143
20:00-21:00	1	70	0	1	70	0
Daily Trips Rates:			**17.877**			**19.586**

The TRICS output is presented in a trip rate per unit. The unit reference is dependent on the development in question, such as per person, per house or unit area. In this case, the multiplication factor to be applied to the unit rate is the number of pupils that the facility will accommodate (max. 50No.).

Table 4.4 shows the expected traffic generation profile once the crèche is fully operational.

Table 4.4 – Total Typical Daily Generated Profile for the Crèche			
Time Range	**Arrivals**	**Departures**	**Total**
08:00-09:00	12	11	23
17:00-18:00	11	13	24

4.2 Cumulative Impact

As part of this Traffic Assessment, to assess the existing and expected traffic along the road network in the vicinity of the proposed development, the Westmeath County Council planning website and the National Planning Application Map Viewer were consulted to include all committed developments in the area. 1No. Part 8 application was identified, which would affect the junction analysed in the vicinity of the proposed development. It includes the construction of 12No. new housing units at Bun Daire site and is currently under construction.

The Bun Daire site layout is shown in **Figure 4.1** below.

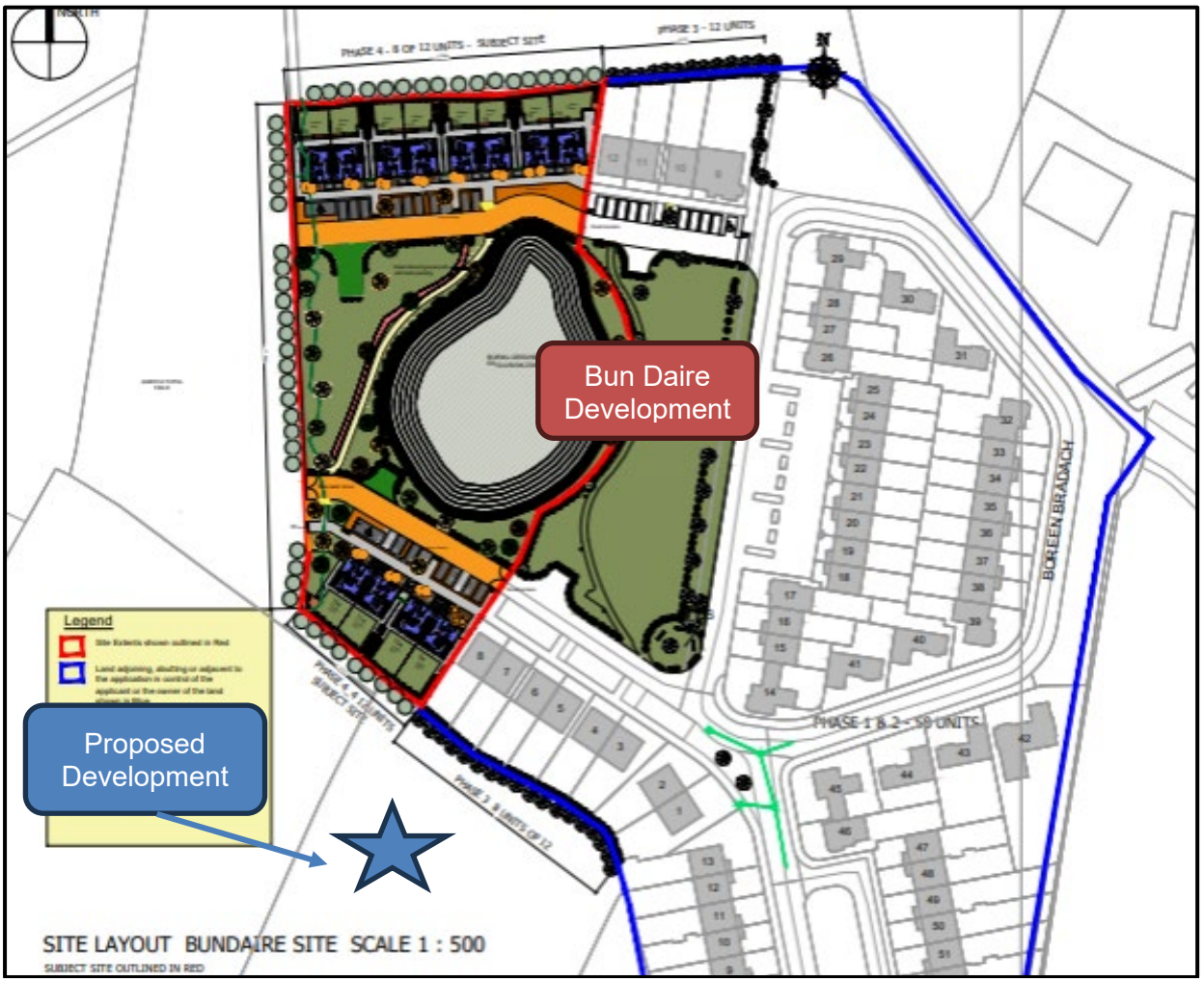


Figure 4.1: Part 8, Bun Daire Development for the construction of 12No. houses (Source: Westmeath Co. Co.)

Following the trip rates presented in **Table 4.1** for residential developments, the Bun Daire expected traffic generation profile once the residential development is fully operational is shown in **Table 4.5**. This trips were added in the future scenarios of the junction modelling.

Table 4.5 – Total Typical Daily Generated Profile for 12 dwellings (Bun Daire)

Time Range	Arrivals	Departures	Total
08:00-09:00	2	5	7
17:00-18:00	4	2	6

Incomplete or withdrawn applications were not included.

4.3 Future Year Traffic Growth

Transport Infrastructure Ireland (TII) issues a range of forecasts: low growth, central growth and high growth. The implementation of policies relating to the National Sustainable Mobility Policy will act as a deterrent to high growth in car-based travel. Low growth factors are however likely to be equally unrealistic at present, therefore, this assessment has used central growth factors, which was extracted from the TII Publication PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections, published in October 2021, outlined in **Table 4.6, Table 4.7** and **Table 4.8** below.

Table 4.6 – Development Location Information

Location of Development	Westmeath
Sensitivity Area	Central
Year of Traffic Counts	2024
Year of Assessment	2024
Year of Development Construction	2026

Table 4.7 – TII Annual Growth Rates (Central Growth) for Co. Westmeath

Year	LGV	HGV
2016 – 2030	1.0161	1.0316
2030 – 2040	1.0062	1.0147
2040 – 2050	1.0053	1.0176

Table 4.8 – Growth Factors for Future Design Years for Co. Westmeath

	Counts	Completion	Completion +5	Completion +15
	2024	2026	2031	2041
LGV	1.000	1.032	1.107	1.177
HGV	1.000	1.064	1.223	1.419

4.4 Generated Traffic Splits Through Neighbouring Junctions

Utilising the traffic counts recorded at the junction in September 2024, the travel distribution pattern was determined. Notably, during the morning peak, around 73% of the traffic departing from Kingsbury (Boreen Bradach) heads west, moving towards the town centre. In the evening peak, there is a relatively even split of traffic turning on to Kingsbury (Boreen Bradach) from the east and west at 54% and 46%, respectively.
The busiest route through the junction in the AM is vehicles travelling along the Main Street from west to east, out of the town centre, with a similar but smaller number of vehicles travelling the opposite direction. Conversely, during the PM peak, the busiest route through the junction is vehicles travelling along the Main Street from east to west, into the town centre.

According to the TRICS analysis, traffic from the residential development is expected to arrive between 08:00 and 9:00, departing between 17:00 and 18:00. To evaluate the impact of the proposed development on the surrounding road infrastructure, a traffic generation and distribution model (MS Excel-based traffic flows model) was created for the following key junctions.

Figure 4.1 displays the expected traffic generated by the proposed development distributed on the junction affected in the vicinity of the site.

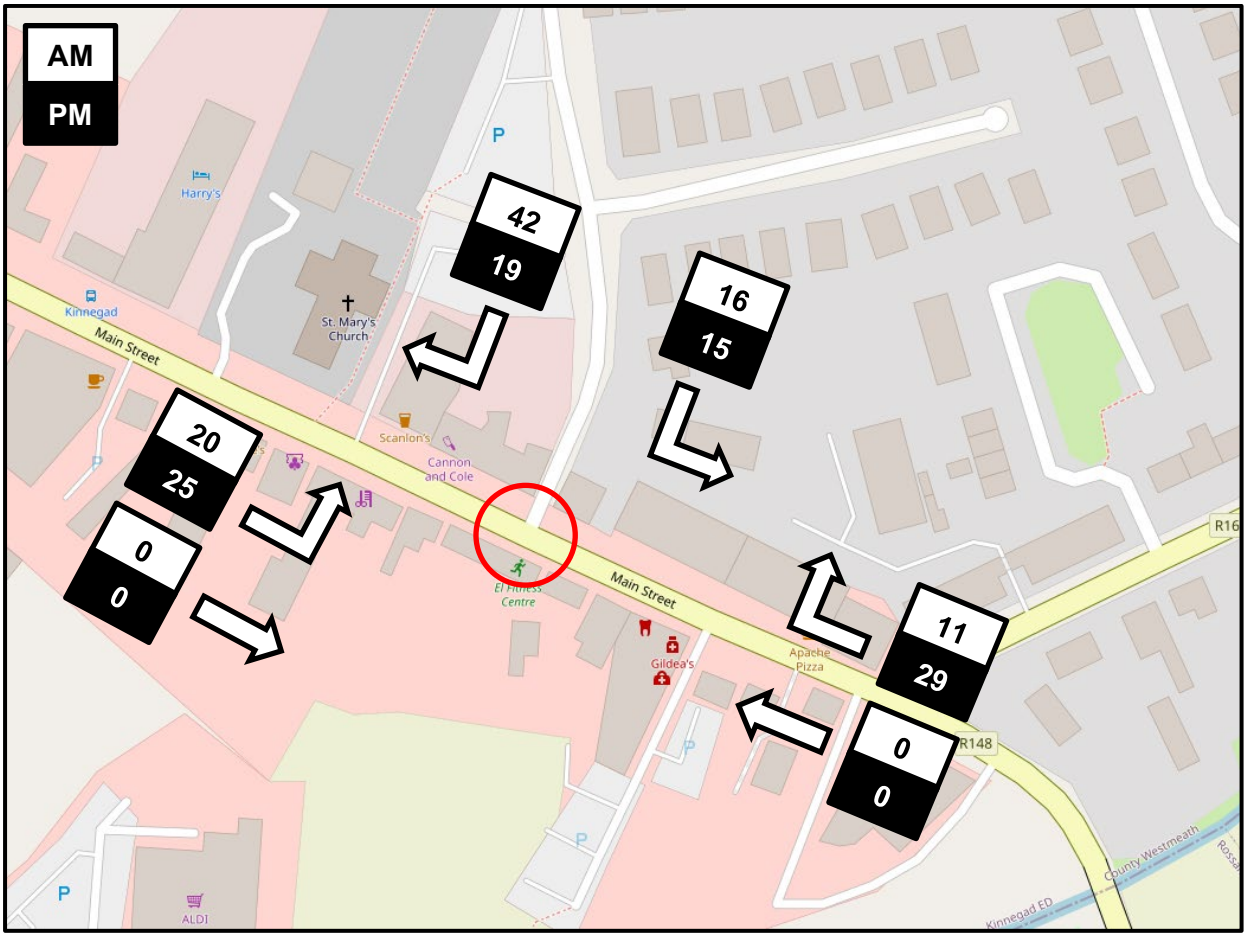


Figure 4.2: AM and PM Development Generated Traffic in JTC1

4.5 Traffic and Transport Assessment Guidelines

The Westmeath County Development Plan 2021 – 2027, in Section 10.1.4, Objective TRANS 26, requires a Traffic and Transport Assessment to be provided as part of a development proposals with the potential to create significant additional demands on the traffic network and shall be in accordance with the Traffic and Transport Assessment Guidelines (2014).

The TII Publication PE-PDV-02045 Traffic and Transport Assessment Guidelines, published in May 2014, recommends that junction modelling should be carried out where new traffic exceeds 5% of existing flows if congestion already exists and if traffic generated by the development exceeds 10% where no traffic congestion is present.

As the proposed development is assumed to be fully constructed and operational in 2026, the projected 2026 traffic flows could be calculated using TII's Central Growth Factor for Co. Westmeath. The impact on traffic for the assessed junction is presented in **Table 4.9**.

Table 4.9 – Traffic Impact on Neighbouring Junctions from the development

Junction	2026 Projected Traffic		Traffic from Development		Increase in Traffic		TII Threshold of 5%	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
JTC1	601	777	89	88	14.8%	11.3%	Above	Above

Table 4.10 provides the thresholds for a Traffic and Transport Assessment (TTA).

Table 4.10 – Traffic Management Guidelines Thresholds for Transport Assessments (TII)	
YES	Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.
YES	Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive
N/A	Residential development in excess of 200 dwellings
N/A	Retail and leisure development in excess of 100m^2
N/A	Office, education and hospital development in excess of 2,500m^2
N/A	Industrial development in excess of 5,000m^2
N/A	Distribution and warehousing in excess of 10,000m^2

Upon comparing the traffic to and from the development with the threshold requirements outlined in **Table 4.10** above, it is recommended by TII that if any of the listed conditions apply to the development then a TTA is deemed necessary. As can be seen in **Table 4.10**, the increase in traffic exceeds the limits in place. Therefore, a TTA is required.

5 Capacity Analysis

5.1 Introduction

A capacity assessment was undertaken at 1No. junction in the vicinity of the site, as previously noted, to demonstrate that the proposed development will not have a detrimental effect on the functionality of the existing junctions. The performance of the junction during the AM and PM peak hours was assessed using *PICADY* software for the priority junction, for the following design years:

- 2024, traffic counts year
- 2026, the opening year
- 2031, 5 years after development conclusion
- 2041, 15 years after development conclusion.

Figure 5.1 below shows the junction in which a traffic simulation was undertaken in order to obtain the Ratio of Flow to Capacity (RFC) and the queue levels to determine if the junctions will cater for the predicted level of traffic by the proposed residential development.

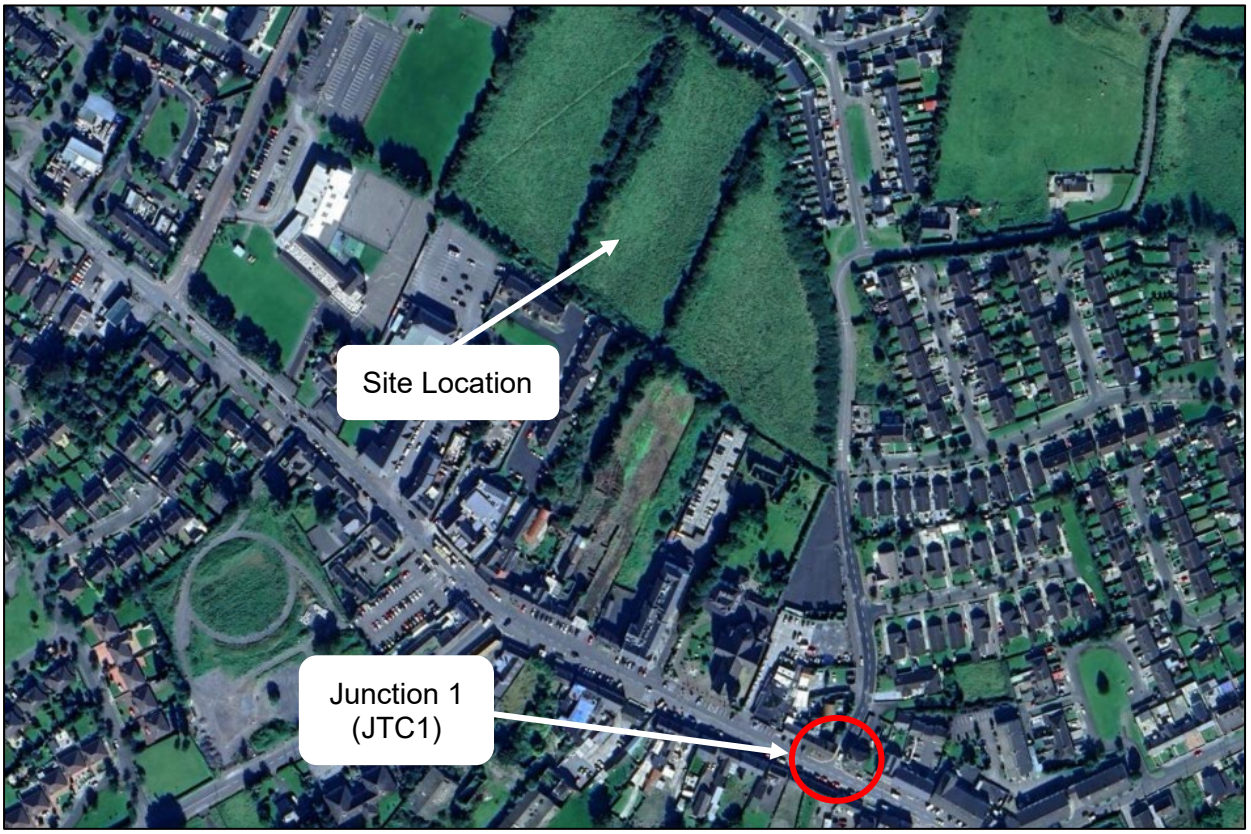


Figure 5.1: Location of Junction Analysed (Source: Google Earth)

The Ratio of Flow to Capacity (RFC) describes the capacity of each approach to the junction and determines if the junction will cater for the predicted level of traffic. An RFC below 0.85 (85%) implies that an approach road is operating satisfactorily well within capacity; between 0.85 to 1.0 RFC means the approach operates well within capacity but at less optimal

efficiency; and an RFC above 1.0 means that demand and capacity are equal and no further traffic can progress through the junction.

The queue levels are presented in Passenger Car Unit (PCU) and quantify the total number of vehicles queueing on each arm.

5.2 Traffic Impacts of the Proposed Development on the Local Road Network

As stated in **Section 3.5** above, traffic counts were undertaken in September 2024 at 1No. key junction. The committed development presented in **Section 4.2**, was included in the future scenarios. Central traffic growth rates for Co. Westmeath, specified in the TII's Publication PE-PAG-02017 of October 2021, were applied to existing background traffic only and were not applied to the development traffic, since it is limited by development size. The capacity assessment was modelled for three different scenarios;

- Base-year: 2024 traffic flows modelled according to traffic counts obtained in September 2024, factored up using TII's Growth Factor.
- Do-nothing: modelled without the intervention of the proposed development. For this analysis, the traffic counts were factored up using TII's Growth Factor for the design years 2026, 2031 and 2041.
- Do-something: the impact of the traffic generated by the development were added to the design years 2026, 2031 and 2041. This analysis will enable the comparison with the 'Do-nothing' scenario.

5.2.1 Junction 1 – R148 (Main Street)/ L-5014 (Boreen Bradach)

The junction was assessed for the AM and PM peak period and the arms were labelled as shown in **Figure 5.2** below:

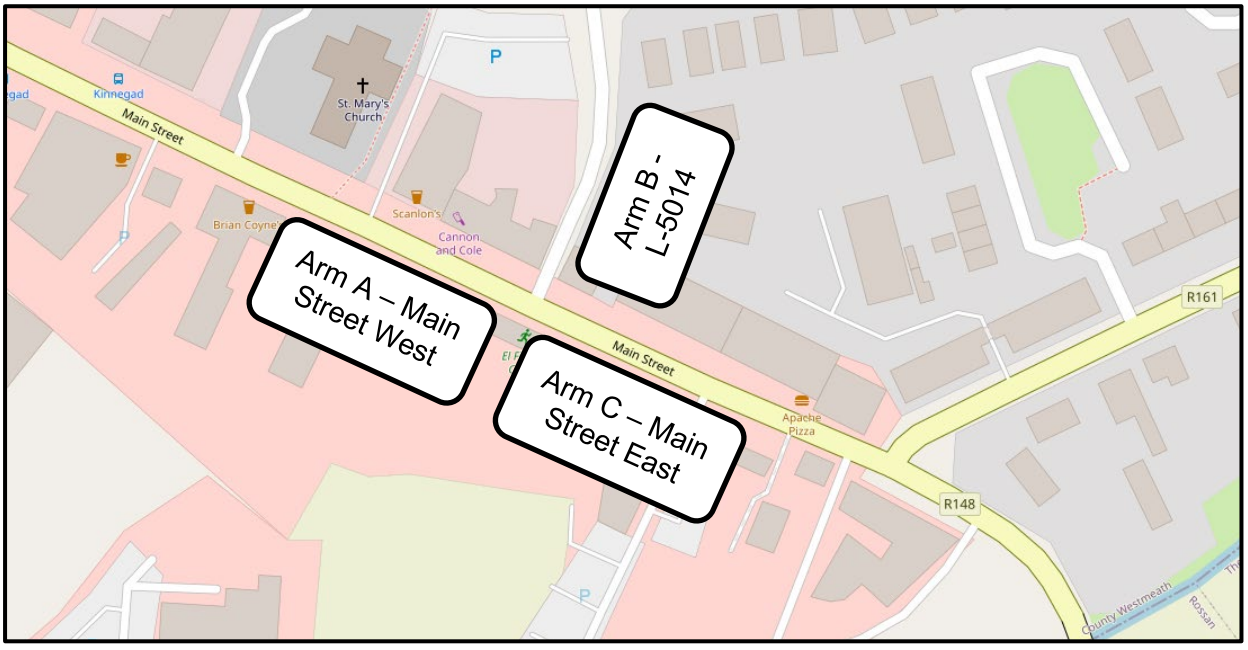


Figure 5.2: PICADY, JTC1 Arm Names

Table 5.3 shows the results of the analysis of the junction modelled using PICADY transport

modelling software for the assessment year (2024), the expected year of opening (2026), 5 years after the development completion (2031) and 15 years after the development completion (2041) for the 'Do-Nothing' and 'Do-Something' scenarios.

Table 5.1 – *PICADY* Results for JTC1 Analysis

		AM		PM	
Analysis	**Stream**	**Queue (PCU)**	**RFC**	**Queue (PCU)**	**RFC**
1 – 2024, base traffic	B-AC	0.1	0.09	0.1	0.11
	C-AB	0.0	0.02	0.1	0.05
2 – 2026, do-nothing	B-AC	0.1	0.11	0.1	0.12
	C-AB	0	0.02	0.1	0.06
3 – 2026, do-something	B-AC	0.4	0.28	0.3	0.22
	C-AB	0.1	0.05	0.3	0.14
4 – 2031, do-nothing	B-AC	0.1	0.12	0.1	0.13
	C-AB	0	0.02	0.1	0.06
5 – 2031, do-something	B-AC	0.4	0.29	0.3	0.23
	C-AB	0.1	0.05	0.4	0.14
6 – 2041, do-nothing	B-AC	0.1	0.13	0.2	0.14
	C-AB	0	0.02	0.1	0.07
7 – 2041, do-something	B-AC	0.4	0.30	0.3	0.25
	C-AB	0.1	0.05	0.4	0.15

5.2.2 Junction 1 – Results

As indicated in **Section 4.5**, the expected traffic from the development is above the TII threshold of a 5% increase in traffic on the surrounding roads. However, it should also be noted that the level of traffic is quite low in both cases.

In all analyses, the RFC does not exceed 0.30, which is 30% of junction capacity. No queuing is projected to occur on any of the design years analysed. Traffic levels are very low through the junction and are predicted to remain low upon completion of the proposed development. Therefore, it is not anticipated that the proposed development will impact the traffic in the junction or surrounding vicinity.

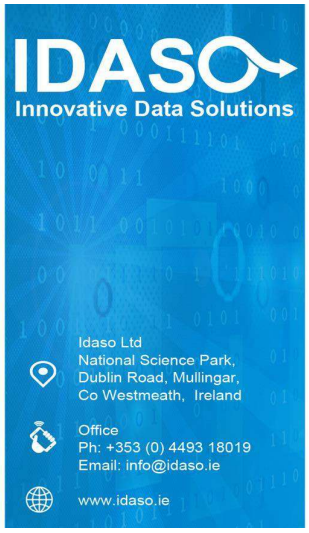
In conclusion, the impact of the proposed traffic generated by the residential development is deemed low, with no adverse effects on the capacity of the assessed junctions in all future design years.

6 Conclusions

The main conclusions of this study are summarised as follows:

- This Traffic and Transport Assessment was conducted to accompany the planning application for a proposed residential development located at Tyrrell Lands, off Main Street (R148) in Kinnegad, Co. Westmeath.
- The proposal entails the development of the land into a residential housing estate of 129No. dwellings comprising a mix of 1-, 2-, 3- and 4-bed dwellings and a crèche. The total proposed site spans 42,790m^2 (4.279 ha). Additionally, the proposal encompasses the provision of all car, motorcycle and bicycle parking, bin stores, residential private open space, public open space, substation, boundary treatments, landscaping and all associated site development works.
- The development will be accessed via 1No. combined vehicular and pedestrian/cyclist access from the east of the site. A sole pedestrian access is proposed for the east of the site linking to an existing neighbouring estate, with future potential pedestrian links to shops and schools to the south and southwest of the site.
- ORS liaised with the local authority to scope the requirements for the Traffic and Transport Assessment (TTA) and it was agreed that this report would focus on the nearby priority T-junction of L-5014 (Boreen Bradach) and Main Street (R148). The chosen junction was subjected to capacity analysis to examine the potential traffic levels generated from the development to the existing road network.
- Automatic junction turning counts (JTCs) were undertaken by a third-party company named IDASO, on Wednesday the 25th of September 2024, at the junction mentioned above. The recorded peak hours were between 08:30 and 09:30 for Junction 1 in the morning, and between 17:00 and 18:00 in the evening. During the peak hours, JTC1 recorded 594 PCUs in the morning and 771 PCUs in the evening.
- The Westmeath County Council planning website was consulted to obtain information about committed developments near the proposed site to be included in this traffic analysis. 1No. Part 8 application was found to the north of the site, for the construction of 12No. houses at the Bun Daire site, which is currently under construction, and the expected trips from/to the site were included in future scenarios of the junction modelling.
- The traffic splits in the examined junctions could be calculated from the traffic counts and it is expected that the traffic from the proposed development will follow the same trend. The trip generation from the development was assessed from the TRICS database.
- The junction was examined using *Junctions 11* software for the AM and the PM peak conditions under conservative future projections and Central background Traffic Growth for the considered year of opening, 2026, 5-years and 15-years after development conclusion.
- The proposed junction analysed in this traffic assessment was assessed against the TII threshold and it was found that the assessed junction was above the threshold of 5% increase in traffic, therefore a TTA was deems to be required. A TTA was compiled to illustrate the minimal impact of the proposed development on the broader road network.
- From a transportation planning perspective, the proposed residential development is not expected to adversely impact the operation of the junction analysed. JTC1 is currently operating far below theoretical capacity, and the additional traffic generated by the development will not lead to significant delays or queues along the road.

Appendix A – Traffic Data



Data Analysis Services
Traffic-Transportation- Commercial-Innovation

24766 - Kinnegad, Co. Westmeath

with compliments

IDASO

Survey Name: 24766 - Kinnegad, Co. Westmeath
Date: Wed 25 Sep 2024

IDASO

Survey Name: 24766 - Kinnegad, Co. Westmeath
Site: Site 1
Location: Main Street(R161/R148)/Kingsbury
Date: Wed 25-Sep-2024
AM Peak: 08:30 — 09:30 **Total:** 586
PM Peak: 17:00 — 18:00 **Total:** 755
15 Min Peak: 17:45 — 18:00 **Total:** 202

Arm A - Kingsbury(Boreen Bradach)
Arm B - Main Street(R161/R148)
Arm C - Main Street(R161/R148)

	A => A									A => B										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	1	0
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	5	0
09:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	6	0
10:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0
12:30	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	2.2	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	7	6.2	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	1	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0
14:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	7	7.5	1	0
15:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	8	7.2	0	0
17:45	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	15	2	0	0	0	19	17.4	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	1	0
18:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	1	0
12 TOT	0	0	0	0	0	0	0	0	0	3	0	115	14	1	0	0	133	131.1	10	1

A => C							B => A									B => B					
CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2
3	1	0	0	0	4	4	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0
3	1	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0
1	1	0	0	0	2	2	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0
5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0
12	3	0	0	0	15	15	0	0	4	3	0	0	0	7	7	0	0	0	0	0	0
3	1	0	0	0	4	4	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0
4	1	1	0	0	6	6.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0
1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0
9	1	0	0	0	11	10.2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0
17	3	1	0	0	22	21.7	0	0	5	0	1	0	0	6	6.5	0	0	0	0	0	0
9	0	0	0	0	14	10	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0
3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0
2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	5	4.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0
18	0	0	0	0	24	19.2	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0
4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	3	3	1	0	0	0	1	0	0	2	1.7	0	0	0	0	0	0
2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	4	4.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0
11	2	1	0	0	14	14.5	1	0	2	0	1	0	0	4	3.7	0	0	0	0	0	0
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4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0
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8	1	0	0	0	9	9	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0
1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0
2	0	0	0	0	3	2.4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0
14	1	0	0	0	16	15.4	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0
2	1	0	0	0	3	3	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0
3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0
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7	0	0	0	0	8	7.2	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0
15	1	0	0	0	17	16.2	0	0	14	0	1	0	0	15	15.5	0	0	1	0	0	0
0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0
1	0	0	0	0	2	1.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0
3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0
8	0	0	0	0	8	8	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0
12	0	0	0	0	13	12.2	0	0	10	0	0	0	0	10	10	0	0	2	0	0	0
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4	0	0	0	0	4	4	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0
2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0
2	0	0	0	0	2	2	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0
12	1	0	0	0	13	13	0	0	14	4	0	0	0	18	18	0	0	1	0	0	0
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4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0
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13	1	0	0	0	14	14	0	0	11	3	0	0	0	14	14	0	0	1	0	0	0
4	1	0	0	0	5	5	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0
6	1	0	0	0	7	7	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0
4	1	0	0	0	5	5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0
6	0	0	0	0	6	6	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0
20	3	0	0	0	23	23	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0
1	2	0	0	0	4	3.2	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0
2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0
1	0	0	0	0	1	1	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0
4	2	0	0	0	7	6.2	0	0	12	2	0	0	0	14	14	0	0	1	0	0	0
161	18	2	0	0	192	184.4	1	0	112	14	3	0	0	130	130.7	0	0	6	0	0	0

			B => C									C => A									
PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C
0	0	0	0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	26	5	0	0	0	31	31	0	0	0	1	0	0	0	1	1	0
0	0	0	0	0	24	7	0	0	0	31	31	0	0	2	0	0	0	0	2	2	0
0	0	0	0	0	39	3	0	0	3	45	48	0	0	2	0	0	0	0	2	2	0
0	0	0	0	0	102	17	0	0	3	122	125	0	0	4	1	0	0	0	5	5	0
0	0	0	1	0	31	4	1	0	2	39	40.7	0	0	4	0	0	0	0	4	4	0
0	0	0	0	0	21	5	1	1	0	28	29.8	0	0	2	0	0	0	0	2	2	0
0	0	0	0	0	33	2	1	0	0	36	36.5	0	0	0	1	0	0	0	1	1	0
0	0	0	0	0	44	11	1	1	0	57	58.8	0	0	0	0	0	0	0	0	0	1
0	0	0	1	0	129	22	4	2	2	160	165.8	0	0	6	1	0	0	0	7	7	1
0	0	0	0	0	76	4	0	0	1	81	82	0	0	4	0	0	0	0	4	4	0
0	0	0	0	0	63	2	3	0	0	68	69.5	0	0	9	0	0	0	0	9	9	0
0	0	0	0	0	30	1	0	0	1	32	33	0	0	3	0	0	0	0	3	3	0
0	0	0	0	0	35	4	1	0	0	40	40.5	0	0	7	0	0	0	0	7	7	0
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0	0	0	0	0	48	2	0	0	0	50	50	0	0	3	1	0	0	0	4	4	0
0	0	0	0	0	30	4	1	0	3	38	41.5	0	0	2	0	0	0	0	2	2	0
0	0	0	0	0	29	8	1	0	2	40	42.5	0	0	1	0	0	0	0	1	1	0
0	0	0	0	0	53	5	0	1	1	60	62.3	0	0	3	0	0	0	0	3	3	0
0	0	0	0	0	160	19	2	1	6	188	196.3	0	0	9	1	0	0	0	10	10	0
0	0	0	0	0	50	3	3	0	3	59	63.5	0	0	2	2	0	0	0	4	4	0
0	0	0	0	0	28	5	1	1	0	35	36.8	0	0	2	1	0	0	0	3	3	0
0	0	0	0	0	35	4	2	0	0	41	42	0	0	3	0	0	0	0	3	3	1
0	0	0	0	0	58	7	0	0	0	65	65	0	0	3	0	0	0	0	3	3	0
0	0	0	0	0	171	19	6	1	3	200	207.3	0	0	10	3	0	0	0	13	13	1
0	0	0	1	0	50	9	1	0	1	62	62.7	0	0	4	0	0	0	0	4	4	0
0	0	0	0	0	43	1	1	0	0	45	45.5	0	0	5	1	0	0	0	6	6	0
0	0	0	0	0	34	5	3	0	0	42	43.5	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	48	6	1	1	0	56	57.8	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	175	21	6	1	1	205	209.5	0	0	9	1	0	0	0	10	10	0
0	0	0	0	1	46	6	2	1	2	58	61.7	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	50	5	2	0	0	57	58	0	0	2	0	0	0	0	2	2	0
0	1	1	0	0	41	9	2	0	0	52	53	0	0	3	0	0	0	0	3	3	0
0	0	0	0	0	49	6	1	0	0	56	56.5	0	0	1	0	0	0	0	1	1	0
0	1	1	0	1	186	26	7	1	2	223	229.2	0	0	6	0	0	0	0	6	6	0
0	0	0	0	0	48	7	2	0	1	58	60	1	0	5	1	0	0	0	7	6.2	1
0	0	0	0	0	53	5	1	0	2	61	63.5	1	0	4	1	0	0	0	6	5.2	0
0	1	1	0	0	51	5	1	0	0	57	57.5	0	0	3	0	0	0	0	3	3	0
0	1	1	0	0	68	6	1	0	0	75	75.5	0	0	1	0	0	0	0	1	1	0
0	2	2	0	0	220	23	5	0	3	251	256.5	2	0	13	2	0	0	0	17	15.4	1
0	0	0	0	0	47	13	2	1	1	64	67.3	7	0	9	1	0	0	0	17	11.4	1
0	0	0	0	0	53	5	0	0	1	59	60	0	0	5	0	0	0	0	5	5	0
0	1	1	0	0	51	4	2	0	2	59	62	0	0	2	0	0	0	0	2	2	0
0	0	0	0	0	64	7	0	0	1	72	73	0	0	1	0	0	0	0	1	1	0
0	1	1	0	0	215	29	4	1	5	254	262.3	7	0	17	1	0	0	0	25	19.4	1
0	0	0	0	0	66	14	2	0	0	82	83	0	0	2	0	0	0	0	2	2	0
0	0	0	0	0	71	11	1	1	1	85	87.8	0	0	6	1	0	0	0	7	7	0
0	0	0	0	0	75	10	0	1	2	88	91.3	0	0	4	0	0	0	0	4	4	0
0	1	1	0	0	84	12	2	0	0	98	99	0	0	7	1	0	0	0	8	8	0
0	1	1	0	0	296	47	5	2	3	353	361.1	0	0	19	2	0	0	0	21	21	0
0	0	0	0	0	88	11	1	1	1	102	104.8	0	0	1	1	0	0	0	2	2	0
0	0	0	0	0	79	18	4	1	0	102	105.3	0	0	4	0	0	0	0	4	4	0
0	0	0	0	0	105	18	0	0	3	126	129	0	0	3	1	0	0	0	4	4	0
0	0	0	0	0	89	18	1	0	3	111	114.5	0	0	5	1	0	0	0	6	6	0
0	0	0	0	0	361	65	6	2	7	441	453.6	0	0	13	3	0	0	0	16	16	0
0	0	0	0	1	72	11	0	0	1	85	85.4	0	0	6	1	0	0	0	7	7	0
0	1	1	0	0	70	9	3	1	1	84	87.8	0	0	4	0	0	0	0	4	4	0
0	0	0	0	0	77	14	1	0	4	96	100.5	1	0	5	1	0	0	0	7	6.2	0
0	0	0	0	0	63	12	1	0	2	78	80.5	1	0	4	0	1	0	0	6	5.7	0
0	1	1	0	1	282	46	5	1	8	343	354.2	2	0	19	2	1	0	0	24	22.9	0
0	6	6	2	2	2501	345	54	12	45	2961	3045.8	11	0	148	17	1	0	0	177	168.7	4

C => B								C => C								
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	41	7	1	0	1	50	51.5	0	0	0	0	0	0	0	0	0
0	47	11	0	0	1	59	60	0	0	0	0	0	0	0	0	0
0	39	9	1	0	4	53	57.5	0	0	0	0	0	0	0	0	0
0	41	9	0	1	2	53	56.3	0	0	0	0	0	0	0	0	0
0	168	36	2	1	8	215	225.3	0	0	0	0	0	0	0	0	0
0	67	10	2	0	4	83	88	0	0	0	0	0	0	0	0	0
0	40	10	0	1	0	51	52.3	0	0	0	0	0	0	0	0	0
0	51	11	1	2	0	65	68.1	0	0	0	0	0	0	0	0	0
0	55	7	1	1	0	65	66	0	0	0	0	0	0	0	0	0
0	213	38	4	4	4	264	274.4	0	0	0	0	0	0	0	0	0
0	45	9	1	0	2	57	59.5	0	0	0	0	0	0	0	0	0
0	89	6	1	1	0	97	98.8	0	0	0	0	0	0	0	0	0
0	40	3	2	1	0	46	48.3	0	0	0	0	0	0	0	0	0
0	35	4	1	0	0	40	40.5	0	0	0	0	0	0	0	0	0
0	209	22	5	2	2	240	247.1	0	0	0	0	0	0	0	0	0
0	44	9	1	0	0	54	54.5	0	0	0	0	0	0	0	0	0
0	35	6	1	0	1	43	44.5	0	0	0	0	0	0	0	0	0
0	41	2	0	2	2	47	51.6	0	0	0	0	0	0	0	0	0
0	33	9	1	0	0	43	43.5	0	0	0	0	0	0	0	0	0
0	153	26	3	2	3	187	194.1	0	0	0	0	0	0	0	0	0
0	53	2	2	0	1	58	60	0	0	0	0	0	0	0	0	0
0	27	4	1	1	0	33	34.8	0	0	0	0	0	0	0	0	0
0	33	4	0	0	0	38	37.2	0	0	0	0	0	0	0	0	0
0	36	5	3	1	0	45	47.8	0	0	0	0	0	0	0	0	0
0	149	15	6	2	1	174	179.8	0	0	0	0	0	0	0	0	0
0	31	5	1	1	1	39	41.8	0	0	0	0	0	0	0	0	0
0	35	4	0	1	0	40	41.3	0	0	0	0	0	0	0	0	0
0	31	4	4	0	0	39	41	0	0	0	0	0	0	0	0	0
1	41	3	1	1	1	48	50.2	0	0	1	0	0	0	0	1	1
1	138	16	6	3	2	166	174.3	0	0	1	0	0	0	0	1	1
0	37	4	2	1	2	46	50.3	0	0	0	0	0	0	0	0	0
1	32	6	0	1	0	40	40.7	0	0	0	0	0	0	0	0	0
0	28	6	0	0	0	34	34	0	0	0	0	0	0	0	0	0
0	48	4	1	2	0	55	58.1	0	0	0	0	0	0	0	0	0
1	145	20	3	4	2	175	183.1	0	0	0	0	0	0	0	0	0
1	50	7	4	1	1	65	67.9	0	0	0	0	0	0	0	0	0
0	38	7	1	1	1	48	50.8	0	0	0	0	0	0	0	0	0
0	31	9	1	3	1	45	50.4	0	0	0	0	0	0	0	0	0
0	38	5	0	0	4	47	51	0	0	0	0	0	0	0	0	0
1	157	28	6	5	7	205	220.1	0	0	0	0	0	0	0	0	0
0	76	3	1	1	1	83	85	0	0	0	0	0	0	0	0	0
0	53	6	0	0	3	62	65	0	0	0	0	0	0	0	0	0
0	38	3	1	0	0	42	42.5	0	0	0	0	0	0	0	0	0
0	47	5	0	0	1	53	54	0	0	0	0	0	0	0	0	0
0	214	17	2	1	5	240	246.5	0	0	0	0	0	0	0	0	0
0	37	2	0	0	0	39	39	0	0	0	0	0	0	0	0	0
0	35	4	0	0	3	42	45	0	0	0	0	0	0	0	0	0
0	59	4	0	1	1	65	67.3	0	0	0	0	0	0	0	0	0
0	42	11	1	0	0	54	54.5	0	0	0	0	0	0	0	0	0
0	173	21	1	1	4	200	205.8	0	0	0	0	0	0	0	0	0
0	52	9	0	0	1	62	63	0	0	0	0	0	0	0	0	0
0	45	6	2	0	1	54	56	0	0	0	0	0	0	0	0	0
0	45	7	1	1	0	54	55.8	0	0	0	0	0	0	0	0	0
0	59	7	1	0	0	67	67.5	0	0	0	0	0	0	0	0	0
0	201	29	4	1	2	237	242.3	0	0	0	0	0	0	0	0	0
0	51	9	0	2	0	62	64.6	0	0	0	0	0	0	0	0	0
0	45	4	1	1	1	52	54.8	0	0	0	0	0	0	0	0	0
0	38	5	2	1	1	47	50.3	0	0	0	0	0	0	0	0	0
0	44	4	2	0	0	50	51	0	0	0	0	0	0	0	0	0
0	178	22	5	4	2	211	220.7	0	0	0	0	0	0	0	0	0
3	2098	290	47	30	42	2514	2613.5	0	0	1	0	0	0	0	1	1

Appendix B – TRICS Data

Calculation Reference: AUDIT-538501-241112-1106

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 days
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	8 days
	HC	HAMPSHIRE	11 days
	HF	HERTFORDSHIRE	3 days
	KC	KENT	7 days
	MW	MEDWAY	2 days
	SC	SURREY	4 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	11 days
03	SOUTH WEST		
	DC	DORSET	2 days
	GS	GLOUCESTERSHIRE	1 days
	SD	SWINDON	1 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	3 days
	NF	NORFOLK	18 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	4 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LE	LEICESTERSHIRE	1 days
	NM	WEST NORTHAMPTONSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	2 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	BY	BARNSLEY	1 days
	LS	LEEDS	1 days
	NY	NORTH YORKSHIRE	3 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	3 days
	LC	LANCASHIRE	1 days
09	NORTH		
	DH	DURHAM	3 days
	FU	WESTMORLAND & FURNESS	1 days
10	WALES		
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	AS	ABERDEENSHIRE	1 days
	HI	HIGHLAND	1 days
12	CONNAUGHT		
	CS	SLIGO	2 days
	LT	LEITRIM	1 days
	MA	MAYO	1 days
14	LEINSTER		
	CC	CARLOW	1 days
	LU	LOUTH	1 days
	WC	WICKLOW	2 days
15	GREATER DUBLIN		
	DL	DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	2 days
	DN	DONEGAL	3 days
	MG	MONAGHAN	2 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 days
	DE	DERRY	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	6 to 1882 (units:)
Range Selected by User:	4 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 14/05/24

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

Selected survey days:

Monday	16 days
Tuesday	39 days
Wednesday	33 days
Thursday	24 days
Friday	11 days

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

Selected survey types:

Manual count	116 days
Directional ATC Count	7 days

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

Selected Locations:

Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	14
Edge of Town	69
Neighbourhood Centre (PPS6 Local Centre)	33

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

Selected Location Sub Categories:

Residential Zone	86
Village	30
No Sub Category	7

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	49 days - Selected
Servicing vehicles Excluded	156 days - Selected

Secondary Filtering selection:

Use Class:

C3	123 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	4 days
1,001 to 5,000	31 days
5,001 to 10,000	32 days
10,001 to 15,000	28 days
15,001 to 20,000	13 days
20,001 to 25,000	11 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,000 or Less	3 days
5,001 to 25,000	23 days
25,001 to 50,000	19 days
50,001 to 75,000	20 days
75,001 to 100,000	14 days
100,001 to 125,000	4 days
125,001 to 250,000	40 days

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

Car ownership within 5 miles:

0.6 to 1.0	30 days
1.1 to 1.5	77 days
1.6 to 2.0	16 days

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

Travel Plan:

Yes	60 days
No	63 days

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

PTAL Rating:

No PTAL Present	123 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY 06/06/19 Survey Type: MANUAL

2 AC-03-A-05 SEMI-DETACHED & TERRACED CHESHIRE WEST & CHESTER
MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 40
Survey date: FRIDAY 30/04/21 Survey Type: MANUAL

3 AC-03-A-06 DETACHED HOUSES CHESHIRE WEST & CHESTER
COMMON LANE
NEAR CHESTER
WAVERTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 99
Survey date: FRIDAY 29/04/22 Survey Type: MANUAL

4 AN-03-A-09 DETACHED & SEMI-DETACHED ANTRIM
SLOEFIELD DRIVE
CARRICKFERGUS

Edge of Town
No Sub Category
Total No of Dwellings: 151
Survey date: WEDNESDAY 12/10/16 Survey Type: MANUAL

5 AS-03-A-02 MIXED HOUSES ABERDEENSHIRE
FARROCHIE ROAD
STONEHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 131
Survey date: WEDNESDAY 20/04/22 Survey Type: MANUAL

6 BO-03-A-01 DETACHED HOUSES BEDFORD
CARNOUSTIE DRIVE
BEDFORD
GREAT DENHAM
Edge of Town
Residential Zone
Total No of Dwellings: 30
Survey date: THURSDAY 15/10/20 Survey Type: MANUAL

7 BY-03-A-01 BUNGALOWS & DETACHED BARNSLEY
CHURCH LANE
NEAR BARNSLEY
WORSBROUGH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 19
Survey date: WEDNESDAY 09/09/20 Survey Type: MANUAL

8 CA-03-A-06 MIXED HOUSES CAMBRIDGESHIRE
CRAFT'S WAY
NEAR CAMBRIDGE
BAR HILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 207
Survey date: FRIDAY 22/06/18 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 CA-03-A-07 MIXED HOUSES CAMBRIDGESHIRE
FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: THURSDAY 27/05/21 Survey Type: MANUAL

10 CA-03-A-08 DETACHED & SEMI-DETACHED CAMBRIDGESHIRE
GIDDING ROAD
SAWTRY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 83
Survey date: THURSDAY 13/10/22 Survey Type: MANUAL

11 CC-03-A-01 DETACHED HOUSES CARLOW
R417 ANTHY ROAD
CARLOW

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY 25/05/16 Survey Type: MANUAL

12 CS-03-A-03 MIXED HOUSES SLIGO
TOP ROAD
STRANDHILL
STRANDHILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 30
Survey date: THURSDAY 27/10/16 Survey Type: MANUAL

13 CS-03-A-04 DETACHED & SEMI-DETACHED SLIGO
R292
STRANDHILL

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 63
Survey date: THURSDAY 27/10/16 Survey Type: MANUAL

14 CT-03-A-03 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY 27/06/23 Survey Type: MANUAL

15 CV-03-A-02 DETACHED & SEMI DETACHED CAVAN
R212 DUBLIN ROAD
CAVAN
KILLYNEBBER
Edge of Town
No Sub Category
Total No of Dwellings: 80
Survey date: MONDAY 22/05/17 Survey Type: MANUAL

16 CV-03-A-03 DETACHED HOUSES CAVAN
R212 DUBLIN ROAD
CAVAN
PULLAMORE NEAR
Edge of Town
No Sub Category
Total No of Dwellings: 37
Survey date: MONDAY 22/05/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

18 DC-03-A-11 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 141
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

19 DE-03-A-04 SEMI-DETACHED & TERRACED DERRY
GREENHALL HIGHWAY
COLERAINE

Edge of Town
Residential Zone
Total No of Dwellings: 38
Survey date: THURSDAY *19/05/22* *Survey Type: MANUAL*

20 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

21 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

22 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

23 DL-03-A-10 SEMI DETACHED & DETACHED DUBLIN
R124
MALAHIDE
SAINT HELENS
Edge of Town
Residential Zone
Total No of Dwellings: 65
Survey date: WEDNESDAY *20/06/18* *Survey Type: MANUAL*

24 DN-03-A-06 DETACHED HOUSING DONEGAL
GLENFIN ROAD
BALLYBOFEY

Edge of Town
Residential Zone
Total No of Dwellings: 6
Survey date: WEDNESDAY *10/10/18* *Survey Type: MANUAL*

25 DN-03-A-07 DETACHED & SEMI-DETACHED DONEGAL
ST ORANS ROAD
BUNCRANA

Edge of Town Centre
Residential Zone
Total No of Dwellings: 9
Survey date: WEDNESDAY *29/05/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

26 DN-03-A-08 SEMI DETACHED & DETACHED DONEGAL
CHURCH ROAD
CARNDONAGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 36
Survey date: WEDNESDAY *30/09/20* *Survey Type: MANUAL*

27 DY-03-A-01 MIXED HOUSES DERBY
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

28 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

29 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY

Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

30 ES-03-A-08 MIXED HOUSES & FLATS EAST SUSSEX
WRESTWOOD ROAD
BEXHILL

Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: WEDNESDAY *12/10/22* *Survey Type: MANUAL*

31 ES-03-A-09 DETACHED & SEMI-DETACHED EAST SUSSEX
THE FAIRWAY
NEWHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *13/03/23* *Survey Type: MANUAL*

32 ES-03-A-10 MIXED HOUSES & FLATS EAST SUSSEX
WATERGATE
BEXHILL-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 139
Survey date: THURSDAY *28/09/23* *Survey Type: MANUAL*

33 ES-03-A-11 MIXED HOUSES EAST SUSSEX
BISHOPS LANE
RINGMER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 105
Survey date: THURSDAY *28/09/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

34 ES-03-A-12 MIXED HOUSES & FLATS EAST SUSSEX
HOREBEECH LANE
HORAM

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 123
Survey date: TUESDAY *03/10/23* *Survey Type: MANUAL*

35 ES-03-A-14 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 120
Survey date: TUESDAY *30/04/24* *Survey Type: MANUAL*

36 FU-03-A-02 DETACHED/TERRACED HOUSING WESTMORLAND & FURNESS
MACADAM WAY
PENRITH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *21/06/16* *Survey Type: MANUAL*

37 GS-03-A-02 DETACHED HOUSES GLOUCESTERSHIRE
OAKRIDGE
NEAR GLOUCESTER
HIGHNAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 40
Survey date: FRIDAY *23/04/21* *Survey Type: MANUAL*

38 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

39 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

40 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

41 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

42 HC-03-A-28 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *08/11/21* *Survey Type: MANUAL*

43 HC-03-A-31 MIXED HOUSES & FLATS HAMPSHIRE
KILN ROAD
LIPHOOK

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: FRIDAY *07/10/22* *Survey Type: MANUAL*

44 HC-03-A-32 MIXED HOUSES & FLATS HAMPSHIRE
GREEN LANE
FARNHAM
WEYBOURNE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 105
Survey date: THURSDAY *29/06/23* *Survey Type: MANUAL*

45 HC-03-A-33 MIXED HOUSES & FLATS HAMPSHIRE
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: TUESDAY *04/07/23* *Survey Type: MANUAL*

46 HC-03-A-35 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 289
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

47 HC-03-A-36 MIXED HOUSES & FLATS HAMPSHIRE
HAVANT ROAD
EMSWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 145
Survey date: TUESDAY *12/09/23* *Survey Type: MANUAL*

48 HC-03-A-37 MIXED HOUSES HAMPSHIRE
REDFIELDS LANE
FLEET
CHURCH CROOKHAM
Edge of Town
Residential Zone
Total No of Dwellings: 50
Survey date: WEDNESDAY *27/03/24* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

49 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

50 HF-03-A-05 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: MONDAY *05/06/23* *Survey Type: MANUAL*

51 HF-03-A-06 MIXED HOUSES & FLATS HERTFORDSHIRE
A505
ROYSTON

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: TUESDAY *28/11/23* *Survey Type: MANUAL*

52 HI-03-A-14 SEMI-DETACHED & TERRACED HIGHLAND
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *23/03/16* *Survey Type: MANUAL*

53 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

54 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

55 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

56 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

57 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

58 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

59 KC-03-A-12 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 186
Survey date: TUESDAY *19/09/23* *Survey Type: MANUAL*

60 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

61 LE-03-A-02 DETACHED & OTHERS LEICESTERSHIRE
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 85
Survey date: THURSDAY *28/06/18* *Survey Type: MANUAL*

62 LS-03-A-01 MIXED HOUSING LEEDS
SPRING VALLEY CRESCENT
LEEDS
BRAMLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY *21/09/16* *Survey Type: MANUAL*

63 LT-03-A-02 BUNGALOWS LEITRIM
ARD ÁLAINN
CARRICK-ON-SHANNON
GALLOW'S HILL
Edge of Town Centre
Residential Zone
Total No of Dwellings: 10
Survey date: MONDAY *22/05/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

64 LU-03-A-01 TERRACED & SEMI-DETACHED LOUTH
RATHMULLAN ROAD
DROGHEDA

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 111
Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

65 MA-03-A-02 SEMI-DETACHED HOUSES MAYO
CONVENT ROAD
CLAREMORRIS

Edge of Town Centre
No Sub Category
Total No of Dwellings: 31
Survey date: WEDNESDAY 15/09/21 Survey Type: MANUAL

66 MG-03-A-01 SEMI-DETACHED HOUSES MONAGHAN
ORIEL WAY
MONAGHAN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 49
Survey date: TUESDAY 12/10/21 Survey Type: MANUAL

67 MG-03-A-02 MIXED HOUSES MONAGHAN
GLEN ROAD
MONAGHAN

Edge of Town Centre
Residential Zone
Total No of Dwellings: 76
Survey date: TUESDAY 12/10/21 Survey Type: MANUAL

68 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

69 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY 06/06/22 Survey Type: MANUAL

70 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY 12/09/18 Survey Type: DIRECTIONAL ATC COUNT

71 NF-03-A-21 MIXED HOUSES & FLATS NORFOLK
SIR ALFRED MUNNINGS RD
NEAR NORWICH
COSTESSEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 1882
Survey date: TUESDAY 13/10/20 Survey Type: DIRECTIONAL ATC COUNT

72 NF-03-A-22 MIXED HOUSES & FLATS NORFOLK
ROUND HOUSE WAY
NORWICH
CRINGLEFORD
Edge of Town
Residential Zone
Total No of Dwellings: 984
Survey date: TUESDAY 13/10/20 Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

73 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

74 NF-03-A-27 MIXED HOUSES & FLATS NORFOLK
YARMOUTH ROAD
NEAR NORWICH
BLOFIELD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 93
Survey date: THURSDAY 16/09/21 Survey Type: MANUAL

75 NF-03-A-28 MIXED HOUSES & FLATS NORFOLK
ATLANTIC AVENUE
NORWICH
SPROWSTON
Edge of Town
Residential Zone
Total No of Dwellings: 1146
Survey date: THURSDAY 22/09/22 Survey Type: MANUAL

76 NF-03-A-31 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 321
Survey date: THURSDAY 22/09/22 Survey Type: DIRECTIONAL ATC COUNT

77 NF-03-A-32 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 164
Survey date: WEDNESDAY 21/09/22 Survey Type: DIRECTIONAL ATC COUNT

78 NF-03-A-33 MIXED HOUSES NORFOLK
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY 29/09/22 Survey Type: MANUAL

79 NF-03-A-35 MIXED HOUSES & FLATS NORFOLK
REPTON AVENUE
NORWICH

Edge of Town
Residential Zone
Total No of Dwellings: 116
Survey date: WEDNESDAY 28/09/22 Survey Type: MANUAL

80 NF-03-A-36 MIXED HOUSES NORFOLK
LONDON ROAD
WYMONDHAM

Edge of Town
No Sub Category
Total No of Dwellings: 75
Survey date: THURSDAY 29/09/22 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

81 NF-03-A-37 MIXED HOUSES NORFOLK
GREENFIELDS ROAD
DEREHAM

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

82 NF-03-A-38 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 537
Survey date: TUESDAY *20/09/22* *Survey Type: MANUAL*

83 NF-03-A-39 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

84 NF-03-A-44 MIXED HOUSES NORFOLK
MILL LANE
NEAR NORWICH
HORSFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 125
Survey date: WEDNESDAY *21/09/22* *Survey Type: DIRECTIONAL ATC COUNT*

85 NF-03-A-47 MIXED HOUSES & FLATS NORFOLK
BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
Survey date: WEDNESDAY *21/09/22* *Survey Type: DIRECTIONAL ATC COUNT*

86 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

87 NF-03-A-52 MIXED HOUSES NORFOLK
LYNNSPORT WAY
KING'S LYNN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 130
Survey date: TUESDAY *07/11/23* *Survey Type: MANUAL*

88 NM-03-A-02 DETACHED & SEMI-DETACHED WEST NORTHAMPTONSHIRE
HARLESTONE ROAD
NEAR NORTHAMPTON
CHAPEL BRAMPTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 47
Survey date: TUESDAY *20/10/20* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

89 NN-03-A-01 MIXED HOUSES & FLATS NORTH NORTHAMPTONSHIRE
MAIN STREET
NEAR WELLINGBOROUGH
LITTLE HARROWDEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 44
Survey date: TUESDAY *20/10/20* *Survey Type: MANUAL*

90 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

91 NY-03-A-12 TOWN HOUSES NORTH YORKSHIRE
RACECOURSE LANE
NORTHALLERTON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 47
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

92 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

93 NY-03-A-14 DETACHED & BUNGALOWS NORTH YORKSHIRE
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

94 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

95 SC-03-A-08 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 790
Survey date: WEDNESDAY *04/05/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

96 SC-03-A-09 MIXED HOUSES & FLATS SURREY
AMLETS LANE
CRANLEIGH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 136
Survey date: TUESDAY *24/05/22* *Survey Type: MANUAL*

97 SC-03-A-10 MIXED HOUSES SURREY
GUILDFORD ROAD
ASH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

98 SC-03-A-11 MIXED HOUSES SURREY
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 96
Survey date: TUESDAY *14/05/24* *Survey Type: MANUAL*

99 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

100 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

101 SF-03-A-08 MIXED HOUSES SUFFOLK
STANNINGFIELD ROAD
NEAR BURY ST EDMUNDS
GREAT WHELNETHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 34
Survey date: WEDNESDAY *16/09/20* *Survey Type: MANUAL*

102 SF-03-A-09 MIXED HOUSES & FLATS SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

103 SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

104 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

105 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

106 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

107 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

108 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
Residential Zone
Total No of Dwellings: 12
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

109 WB-03-A-03 MIXED HOUSES WEST BERKSHIRE
DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Total No of Dwellings: 108
Survey date: FRIDAY *09/09/22* *Survey Type: MANUAL*

110 WC-03-A-01 DETACHED HOUSES WICKLOW
STATION ROAD
WICKLOW
CORPORATION MURRAGH
Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: MONDAY *28/05/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

111 WC-03-A-02 DETACHED HOUSES WICKLOW
MARLTON ROAD
WICKLOW
FRIARSHILL
Edge of Town Centre
Residential Zone
Total No of Dwellings: 45
Survey date: MONDAY 28/05/18 Survey Type: MANUAL

112 WO-03-A-07 MIXED HOUSES & FLATS WORCESTERSHIRE
RYE GRASS LANE
REDDITCH

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: THURSDAY 01/10/20 Survey Type: MANUAL

113 WS-03-A-07 BUNGALOWS WEST SUSSEX
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY 19/10/17 Survey Type: MANUAL

114 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY 19/04/18 Survey Type: MANUAL

115 WS-03-A-11 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 918
Survey date: TUESDAY 02/04/19 Survey Type: MANUAL

116 WS-03-A-12 MIXED HOUSES WEST SUSSEX
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 152
Survey date: WEDNESDAY 16/06/21 Survey Type: MANUAL

117 WS-03-A-13 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY 23/06/21 Survey Type: MANUAL

118 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY 20/10/21 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

119 WS-03-A-16 DETACHED & SEMI-DETACHED WEST SUSSEX
BRACKLESHAM LANE
BRACKLESHAM BAY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 58
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

120 WS-03-A-18 MIXED HOUSES & FLATS WEST SUSSEX
LONDON ROAD
HASSOCKS

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 156
Survey date: MONDAY *15/05/23* *Survey Type: MANUAL*

121 WS-03-A-21 MIXED HOUSES WEST SUSSEX
HILLAND ROAD
BILLINGSHURST

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 480
Survey date: THURSDAY *09/11/23* *Survey Type: MANUAL*

122 WS-03-A-22 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 129
Survey date: TUESDAY *19/03/24* *Survey Type: MANUAL*

123 WS-03-A-23 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: TUESDAY *14/05/24* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	123	144	0.073	123	144	0.286	123	144	0.359
08:00 - 09:00	123	144	0.149	123	144	0.364	123	144	0.513
09:00 - 10:00	123	144	0.132	123	144	0.161	123	144	0.293
10:00 - 11:00	123	144	0.117	123	144	0.136	123	144	0.253
11:00 - 12:00	123	144	0.127	123	144	0.133	123	144	0.260
12:00 - 13:00	123	144	0.147	123	144	0.141	123	144	0.288
13:00 - 14:00	123	144	0.148	123	144	0.142	123	144	0.290
14:00 - 15:00	123	144	0.160	123	144	0.177	123	144	0.337
15:00 - 16:00	123	144	0.244	123	144	0.168	123	144	0.412
16:00 - 17:00	123	144	0.263	123	144	0.157	123	144	0.420
17:00 - 18:00	123	144	0.332	123	144	0.161	123	144	0.493
18:00 - 19:00	123	144	0.268	123	144	0.152	123	144	0.420
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.160			2.178			4.338

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

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

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Parameter summary

Trip rate parameter range selected:	6 - 1882 (units:)
Survey date date range:	01/01/16 - 14/05/24
Number of weekdays (Monday-Friday):	123
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	63
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-538501-250321-0310

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
	NY	NORTH YORKSHIRE	2 days
09	NORTH		
	TV	TEES VALLEY	1 days
10	WALES		
	MM	MONMOUTHSHIRE	1 days
	NW	NEWPORT	1 days
	RC	RHONDDA CYNON TAFF	1 days
11	SCOTLAND		
	DU	DUNDEE CITY	1 days
12	CONNAUGHT		
	RO	ROSCOMMON	1 days
16	ULSTER (REPUBLIC OF IRELAND)		
	MG	MONAGHAN	1 days

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

Primary Filtering selection:

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

Parameter:	Number of pupils
Actual Range:	25 to 210 (units:)
Range Selected by User:	18 to 450 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 06/09/23

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

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	1 days
Thursday	3 days
Friday	5 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	12
Village	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	17 days - Selected

Secondary Filtering selection:

Use Class:

E(f)	16 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	11 days

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

Travel Plan:

No	16 days

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

PTAL Rating:

No PTAL Present	16 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 BA-04-D-02 NURSERY BATH & NORTH EAST SOMERSET
MIDFORD ROAD
BATH
COMBE DOWN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of pupils: 61
Survey date: THURSDAY *15/09/22* *Survey Type: MANUAL*

2 CA-04-D-01 NURSERY CAMBRIDGESHIRE
MILTON ROAD
CAMBRIDGE
CHESTERTON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of pupils: 82
Survey date: MONDAY *26/06/23* *Survey Type: MANUAL*

3 DR-04-D-01 NURSERY DONCASTER
BAWTRY ROAD
DONCASTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 111
Survey date: FRIDAY *13/05/22* *Survey Type: MANUAL*

4 DU-04-D-01 NURSERY DUNDEE CITY
LONGTOWN TERRACE
DUNDEE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 36
Survey date: MONDAY *24/04/17* *Survey Type: MANUAL*

5 MG-04-D-01 NURSERY MONAGHAN
THE GRANGE
MONAGHAN

Edge of Town Centre
Residential Zone
Total Number of pupils: 55
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

6 MM-04-D-01 NURSERY MONMOUTHSHIRE
SPOONER CLOSE
NEWPORT
COEDKERNEW
Edge of Town
Commercial Zone
Total Number of pupils: 210
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

7 NN-04-D-01 NURSERY NORTH NORTHAMPTONSHIRE
ROCKINGHAM ROAD
KETTERING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 90
Survey date: TUESDAY *07/06/22* *Survey Type: MANUAL*

8 NW-04-D-01 NURSERY NEWPORT
CHEPSTOW ROAD
NEAR NEWPORT
LANGSTONE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of pupils: 46
Survey date: WEDNESDAY *12/10/22* *Survey Type: MANUAL*

9 NY-04-D-02 NURSERY NORTH YORKSHIRE
OAKNEY WOOD ROAD
SELBY

Edge of Town
Industrial Zone
Total Number of pupils: 70
Survey date: TUESDAY *10/05/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 NY-04-D-03 NURSERY NORTH YORKSHIRE
WETHERBY ROAD
KNARESBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 90
Survey date: MONDAY *12/06/23* *Survey Type: MANUAL*

11 RC-04-D-01 NURSERY RHONDDA CYNON TAFF
HEOL Y COLEG
NEAR CARDIFF
NANTGARW
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of pupils: 133
Survey date: THURSDAY *06/05/21* *Survey Type: MANUAL*

12 RO-04-D-03 NURSERY ROSCOMMON
CIRCULAR ROAD
ROSCOMMON

Edge of Town Centre
Residential Zone
Total Number of pupils: 57
Survey date: TUESDAY *14/09/21* *Survey Type: MANUAL*

13 SD-04-D-01 NURSERY SWINDON
SHREWSBURY ROAD
SWINDON
WALCOT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 75
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

14 TV-04-D-01 NURSERY TEES VALLEY
COTSWOLD DRIVE
REDCAR

Edge of Town
Residential Zone
Total Number of pupils: 25
Survey date: FRIDAY *19/05/17* *Survey Type: MANUAL*

15 WK-04-D-01 NURSERY WARWICKSHIRE
THE RIDGEWAY
STRATFORD UPON AVON

Edge of Town
Residential Zone
Total Number of pupils: 61
Survey date: FRIDAY *29/06/18* *Survey Type: MANUAL*

16 WS-04-D-01 NURSERY WEST SUSSEX
FARNCOMBE ROAD
WORTHING

Edge of Town Centre
Residential Zone
Total Number of pupils: 75
Survey date: FRIDAY *13/05/22* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TOTAL VEHICLES
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	63	0.011	3	63	0.000	3	63	0.011
07:00 - 08:00	16	80	0.181	16	80	0.096	16	80	0.277
08:00 - 09:00	16	80	0.246	16	80	0.222	16	80	0.468
09:00 - 10:00	16	80	0.096	16	80	0.091	16	80	0.187
10:00 - 11:00	16	80	0.034	16	80	0.023	16	80	0.057
11:00 - 12:00	16	80	0.037	16	80	0.028	16	80	0.065
12:00 - 13:00	16	80	0.073	16	80	0.079	16	80	0.152
13:00 - 14:00	16	80	0.056	16	80	0.086	16	80	0.142
14:00 - 15:00	16	80	0.038	16	80	0.035	16	80	0.073
15:00 - 16:00	16	80	0.056	16	80	0.050	16	80	0.106
16:00 - 17:00	16	80	0.111	16	80	0.121	16	80	0.232
17:00 - 18:00	16	80	0.212	16	80	0.265	16	80	0.477
18:00 - 19:00	15	83	0.010	15	83	0.046	15	83	0.056
19:00 - 20:00	1	70	0.014	1	70	0.143	1	70	0.157
20:00 - 21:00	1	70	0.000	1	70	0.000	1	70	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.175			1.285			2.460

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

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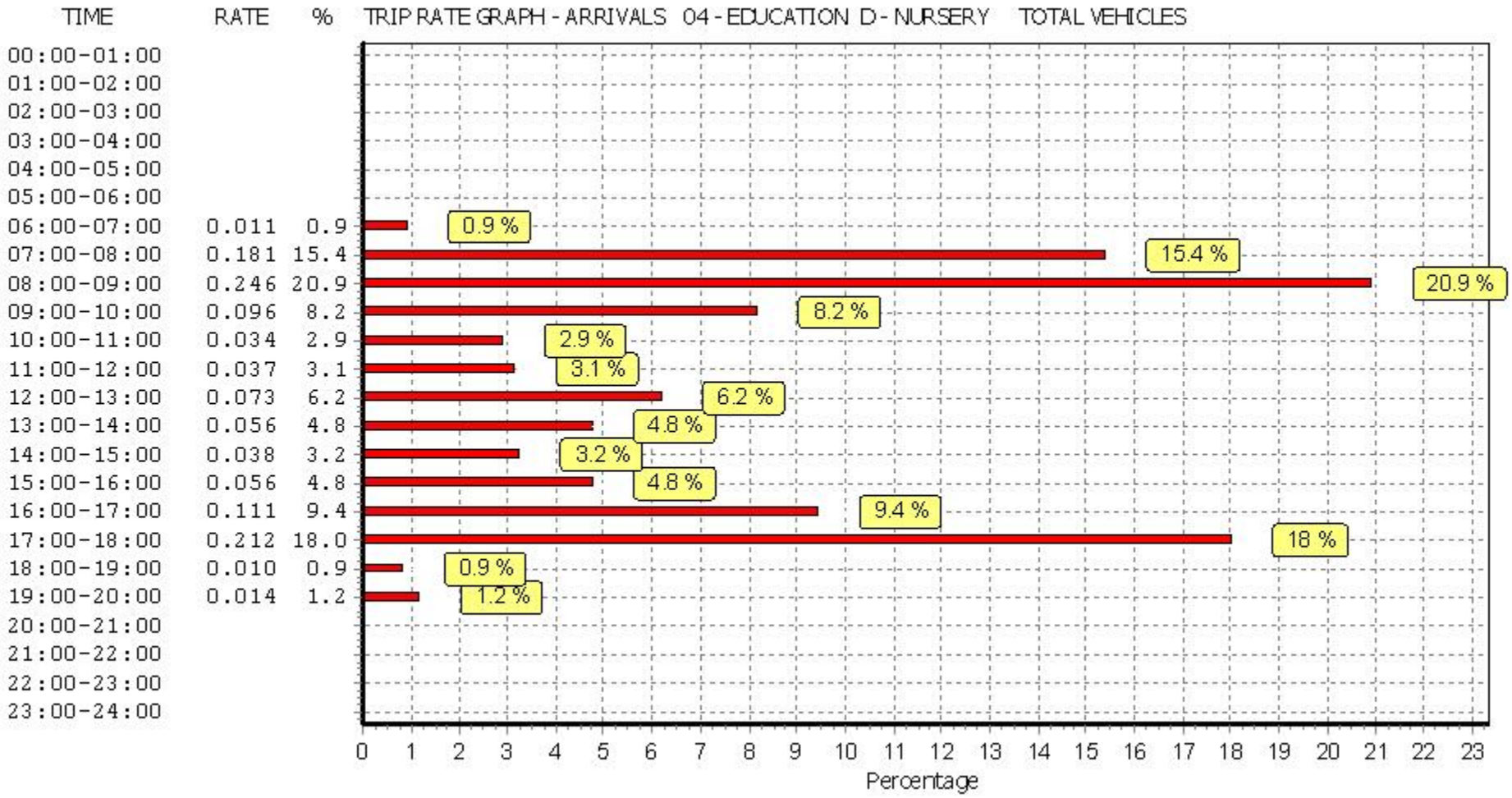
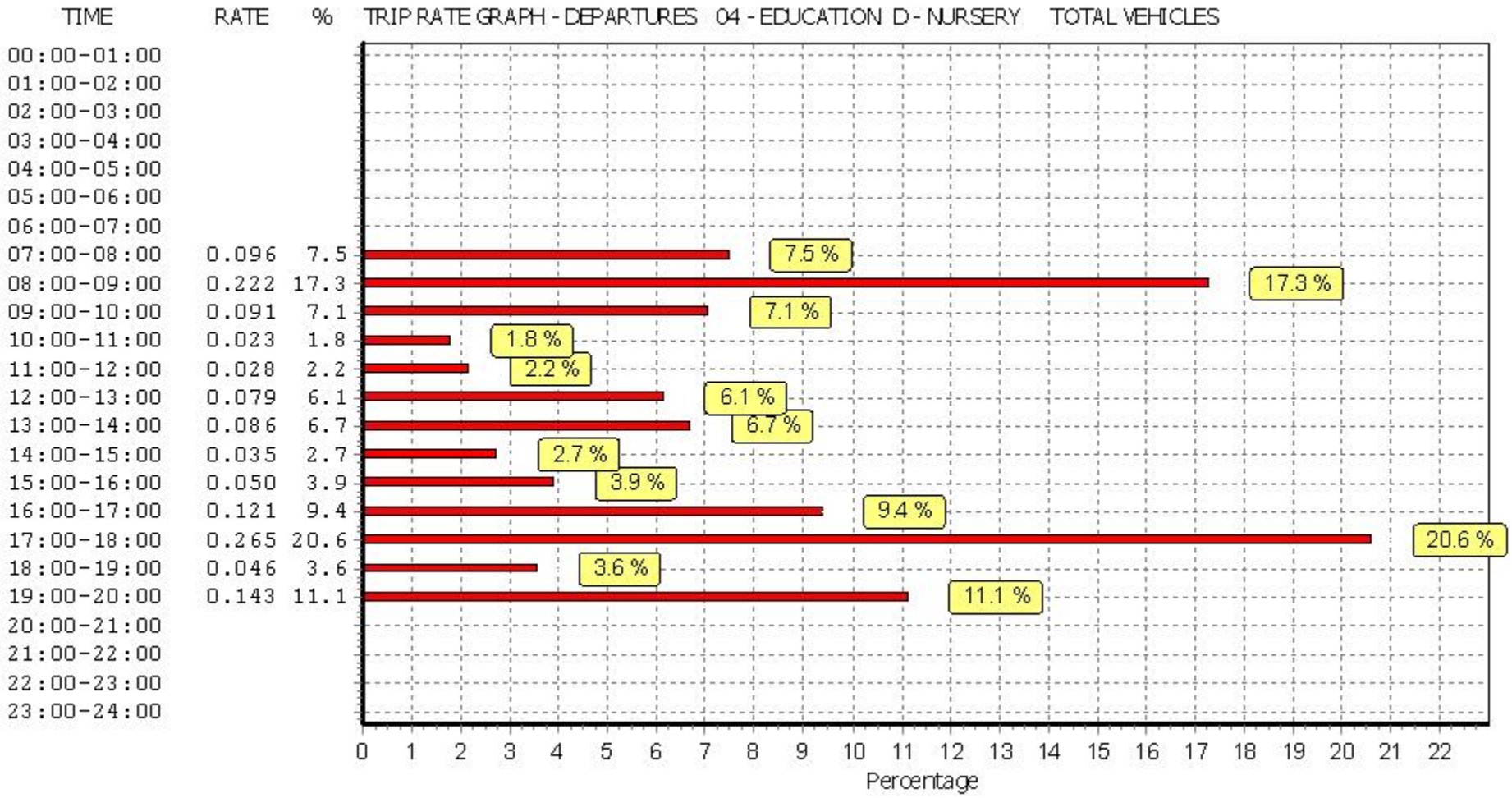
Parameter summary

Trip rate parameter range selected:	25 - 210 (units:)
Survey date date range:	01/01/16 - 06/09/23
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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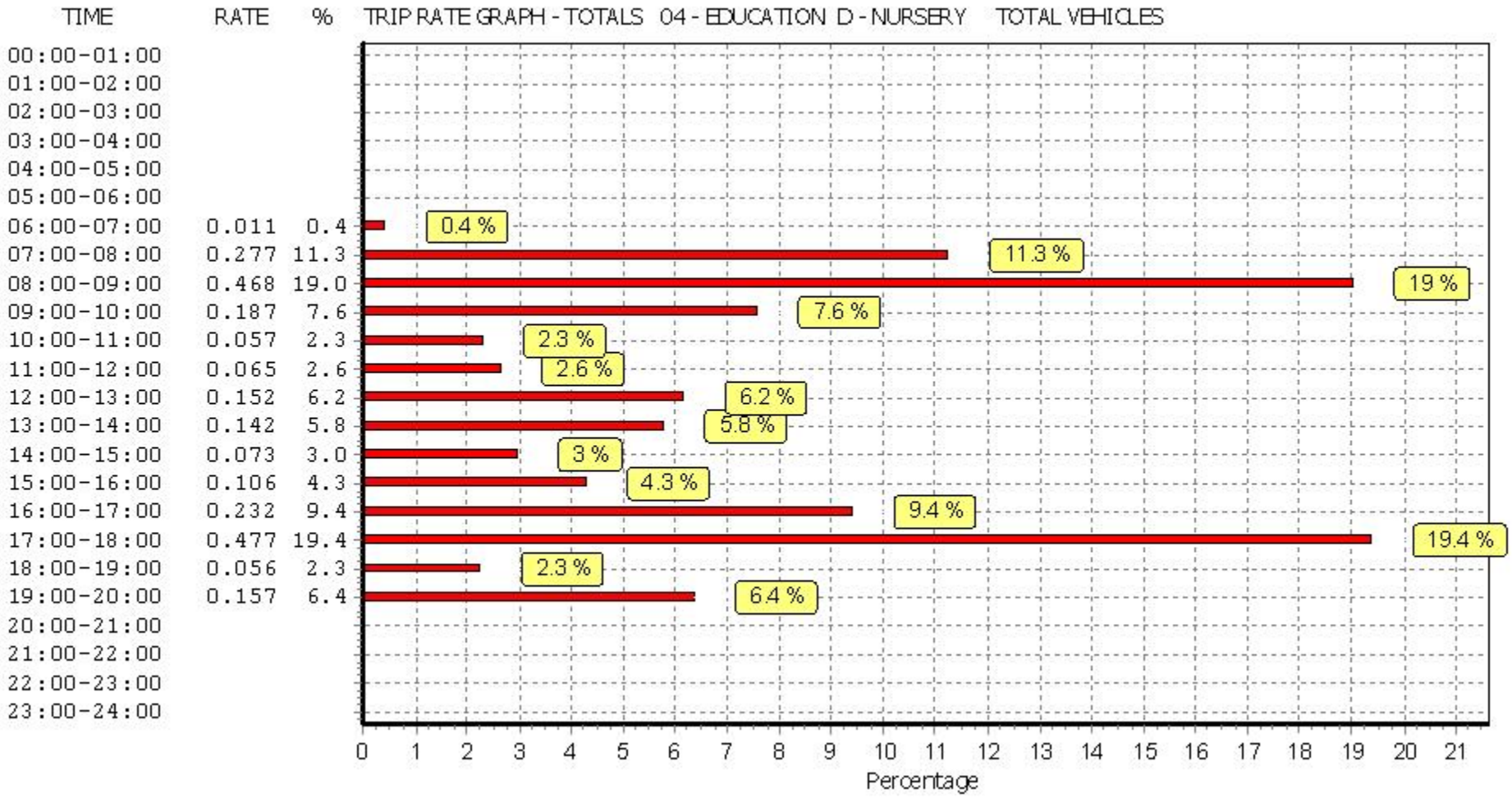

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TAXIS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	63	0.000	3	63	0.000	3	63	0.000
07:00 - 08:00	16	80	0.002	16	80	0.002	16	80	0.004
08:00 - 09:00	16	80	0.004	16	80	0.002	16	80	0.006
09:00 - 10:00	16	80	0.001	16	80	0.002	16	80	0.003
10:00 - 11:00	16	80	0.001	16	80	0.001	16	80	0.002
11:00 - 12:00	16	80	0.000	16	80	0.000	16	80	0.000
12:00 - 13:00	16	80	0.002	16	80	0.002	16	80	0.004
13:00 - 14:00	16	80	0.000	16	80	0.000	16	80	0.000
14:00 - 15:00	16	80	0.001	16	80	0.001	16	80	0.002
15:00 - 16:00	16	80	0.001	16	80	0.001	16	80	0.002
16:00 - 17:00	16	80	0.000	16	80	0.000	16	80	0.000
17:00 - 18:00	16	80	0.002	16	80	0.002	16	80	0.004
18:00 - 19:00	15	83	0.000	15	83	0.000	15	83	0.000
19:00 - 20:00	1	70	0.000	1	70	0.000	1	70	0.000
20:00 - 21:00	1	70	0.000	1	70	0.000	1	70	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.013			0.027

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

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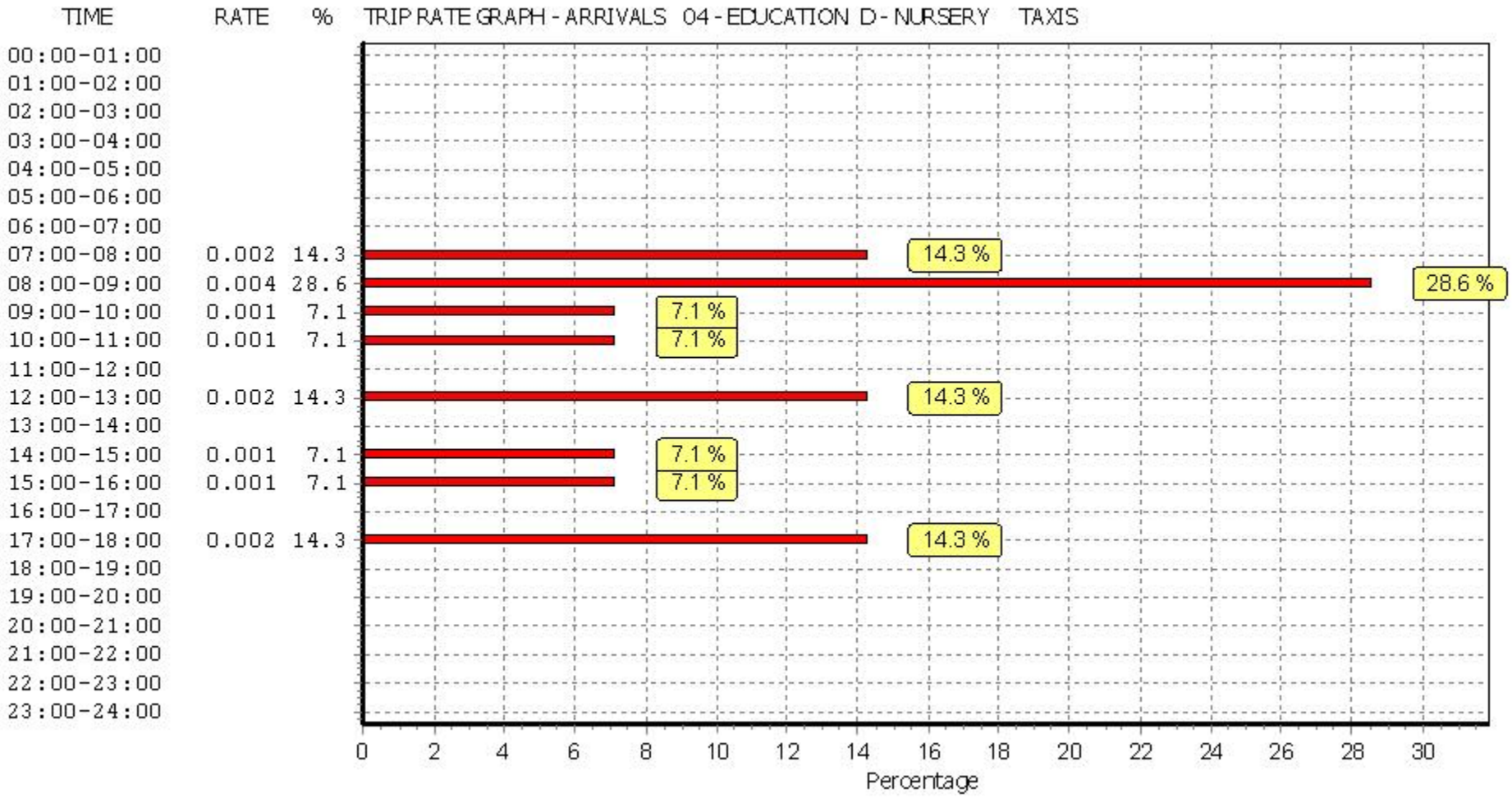
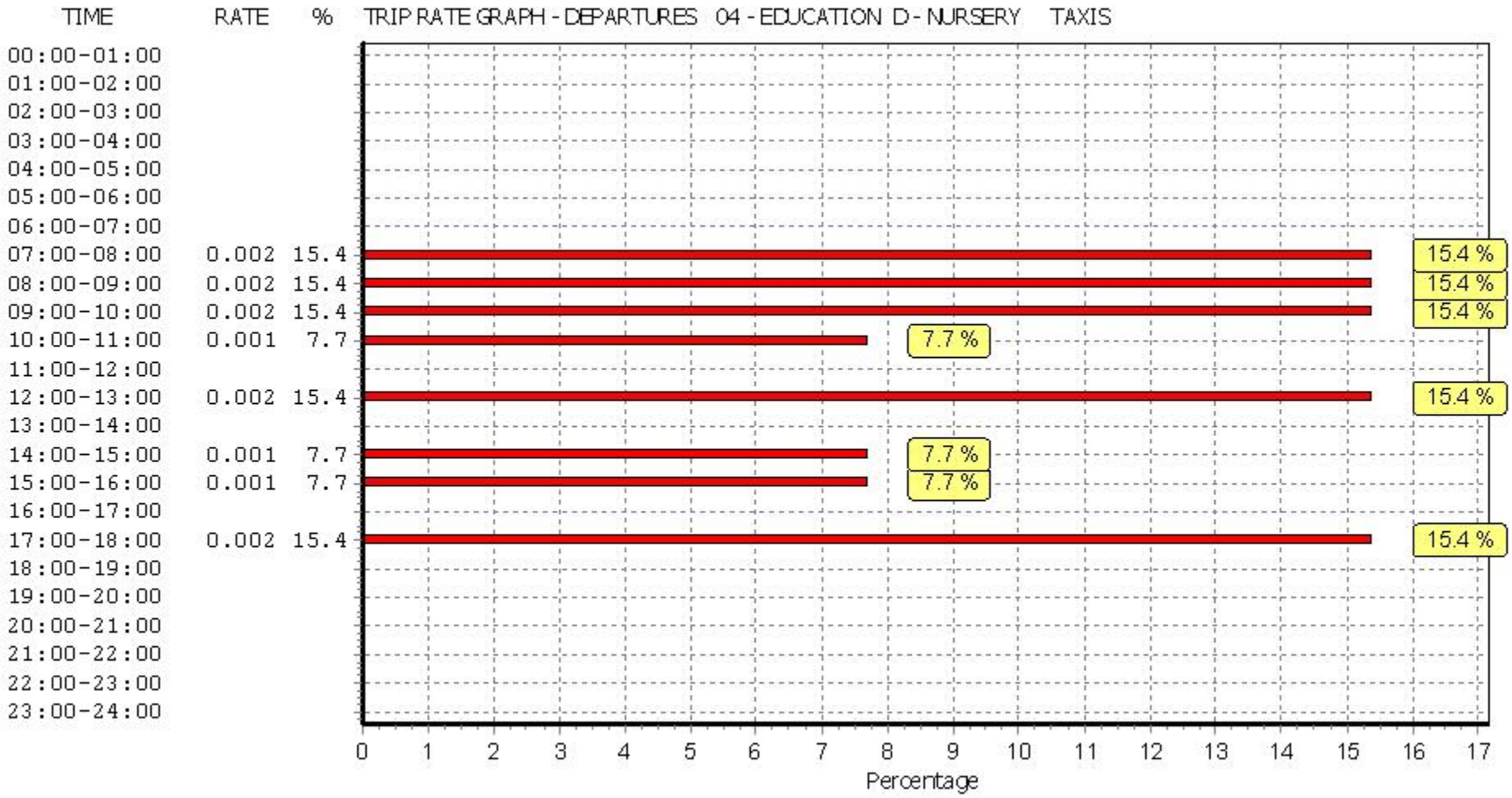
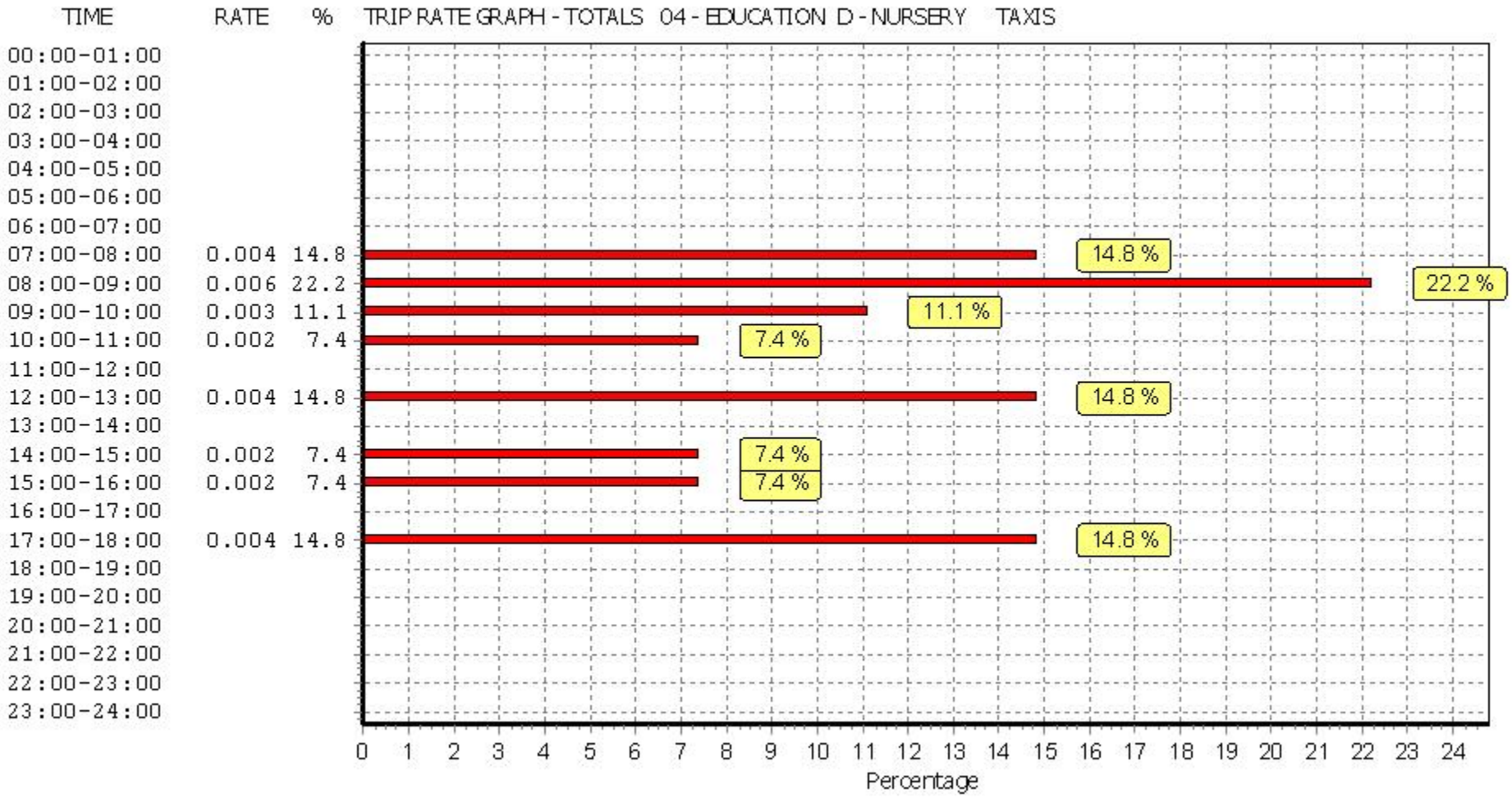


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



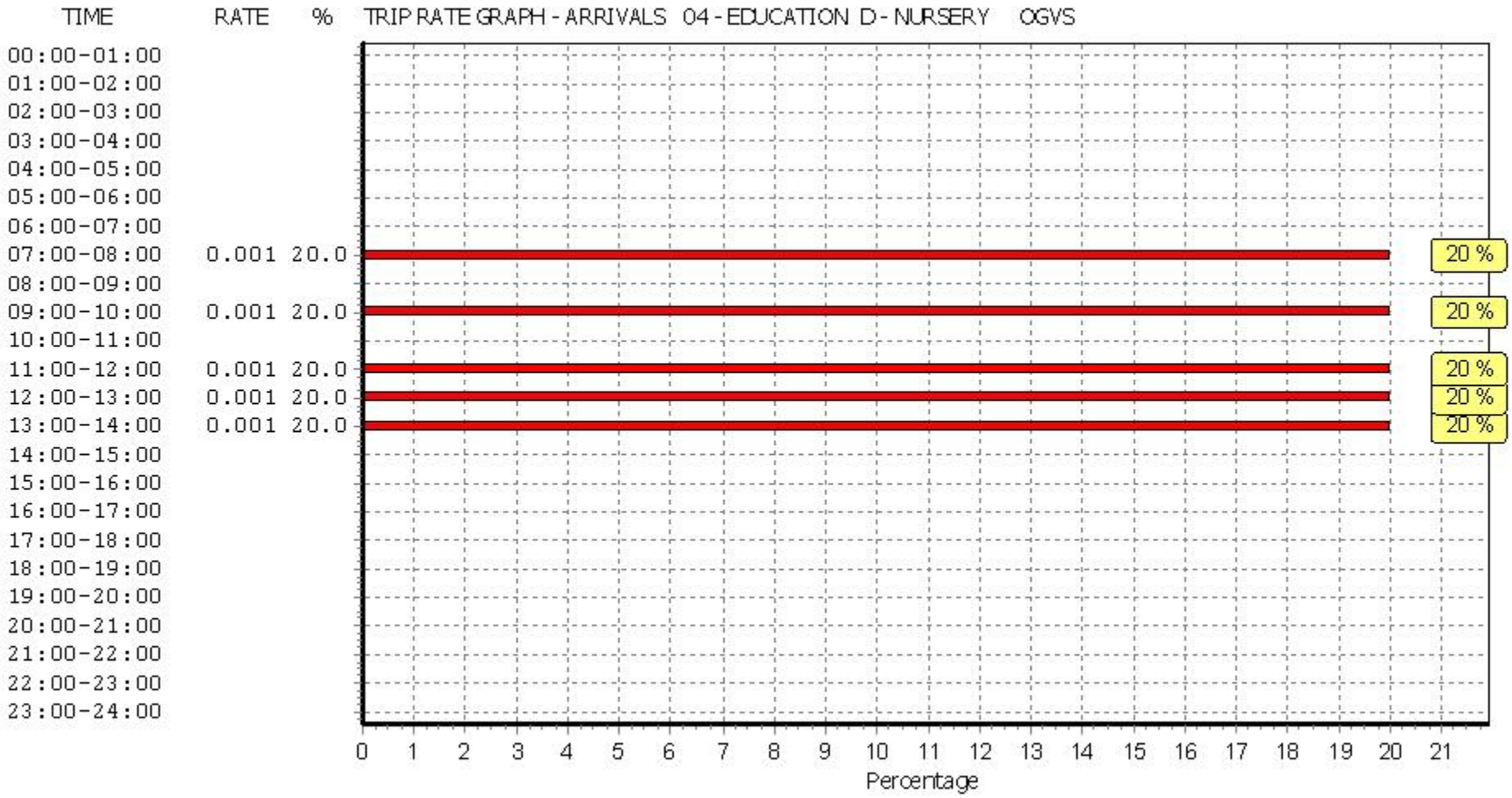
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
OGVS
Calculation factor: 1
BOLD print indicates peak (busiest) period

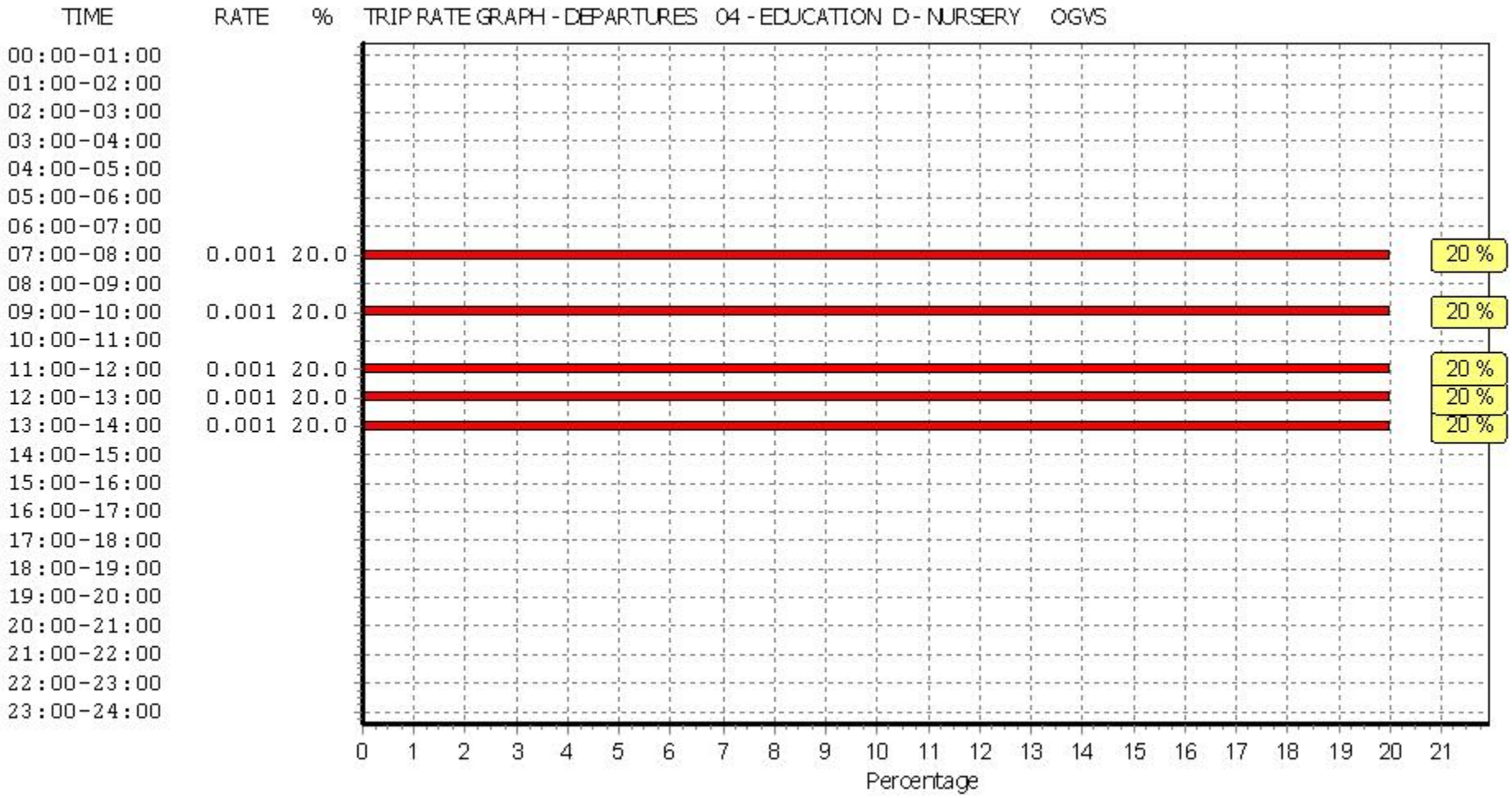
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	63	0.000	3	63	0.000	3	63	0.000
07:00 - 08:00	16	80	0.001	16	80	0.001	16	80	0.002
08:00 - 09:00	16	80	0.000	16	80	0.000	16	80	0.000
09:00 - 10:00	16	80	0.001	16	80	0.001	16	80	0.002
10:00 - 11:00	16	80	0.000	16	80	0.000	16	80	0.000
11:00 - 12:00	16	80	0.001	16	80	0.001	16	80	0.002
12:00 - 13:00	16	80	0.001	16	80	0.001	16	80	0.002
13:00 - 14:00	16	80	0.001	16	80	0.001	16	80	0.002
14:00 - 15:00	16	80	0.000	16	80	0.000	16	80	0.000
15:00 - 16:00	16	80	0.000	16	80	0.000	16	80	0.000
16:00 - 17:00	16	80	0.000	16	80	0.000	16	80	0.000
17:00 - 18:00	16	80	0.000	16	80	0.000	16	80	0.000
18:00 - 19:00	15	83	0.000	15	83	0.000	15	83	0.000
19:00 - 20:00	1	70	0.000	1	70	0.000	1	70	0.000
20:00 - 21:00	1	70	0.000	1	70	0.000	1	70	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

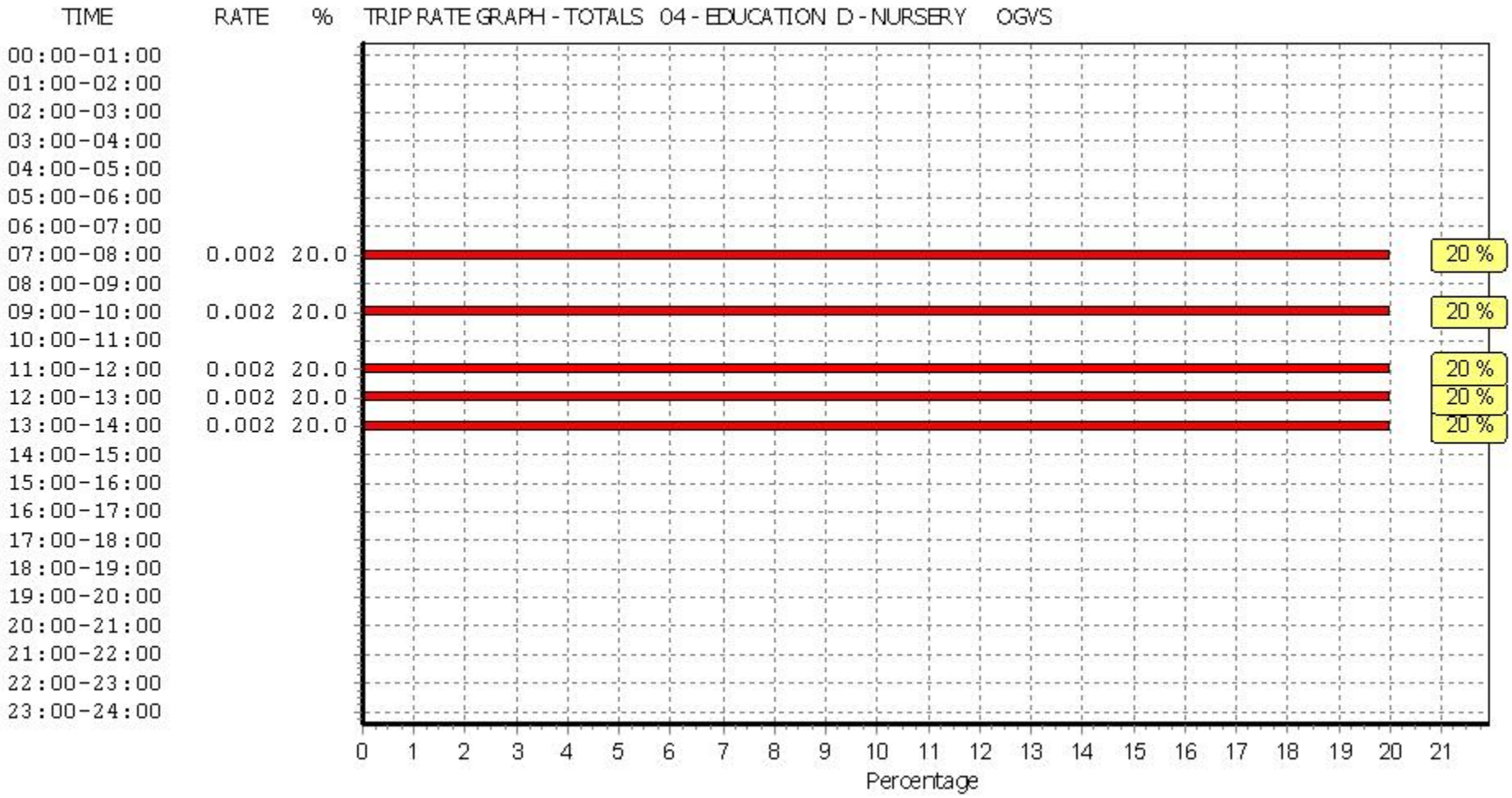
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



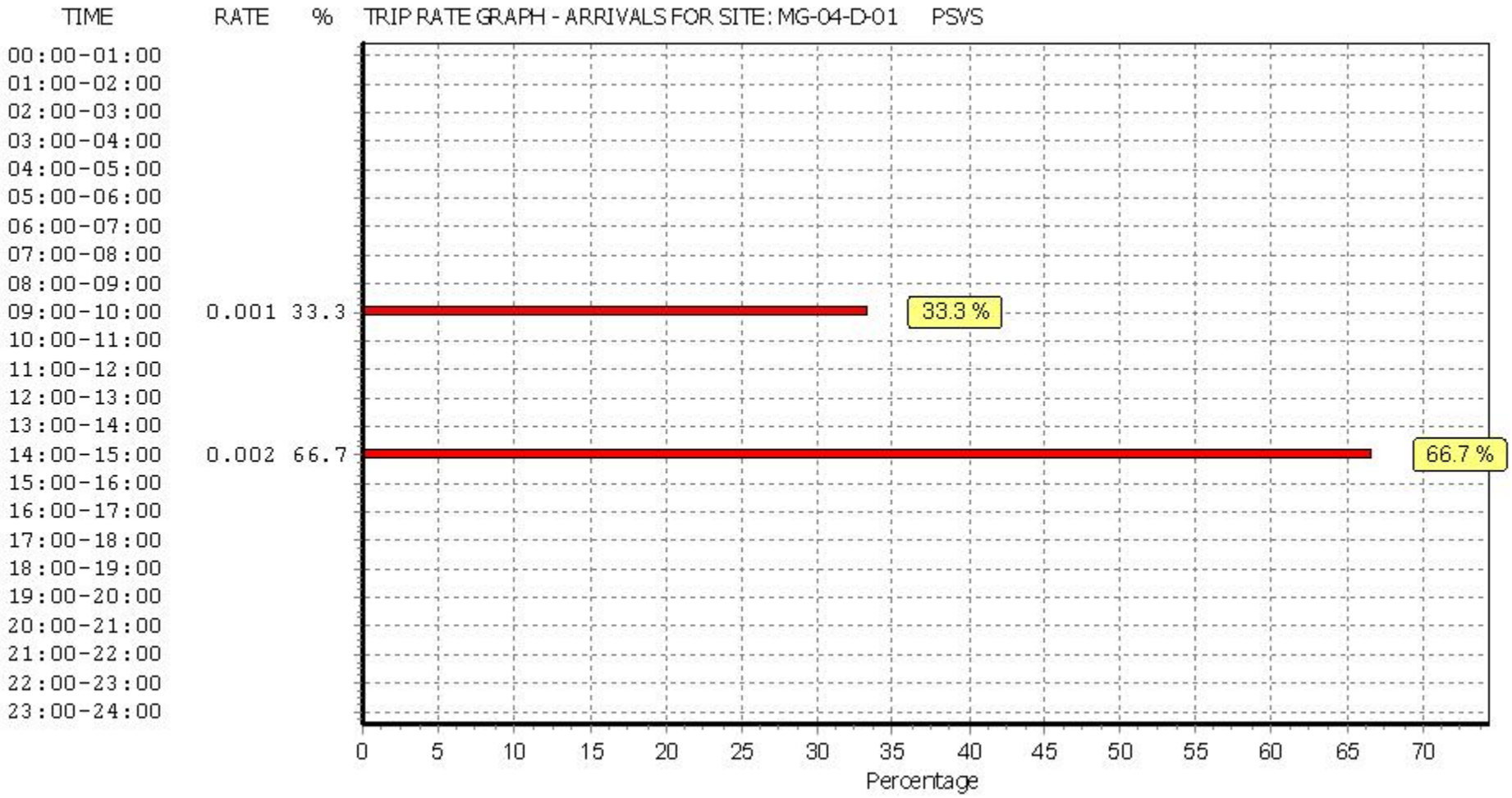
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
PSVS
Calculation factor: 1
BOLD print indicates peak (busiest) period

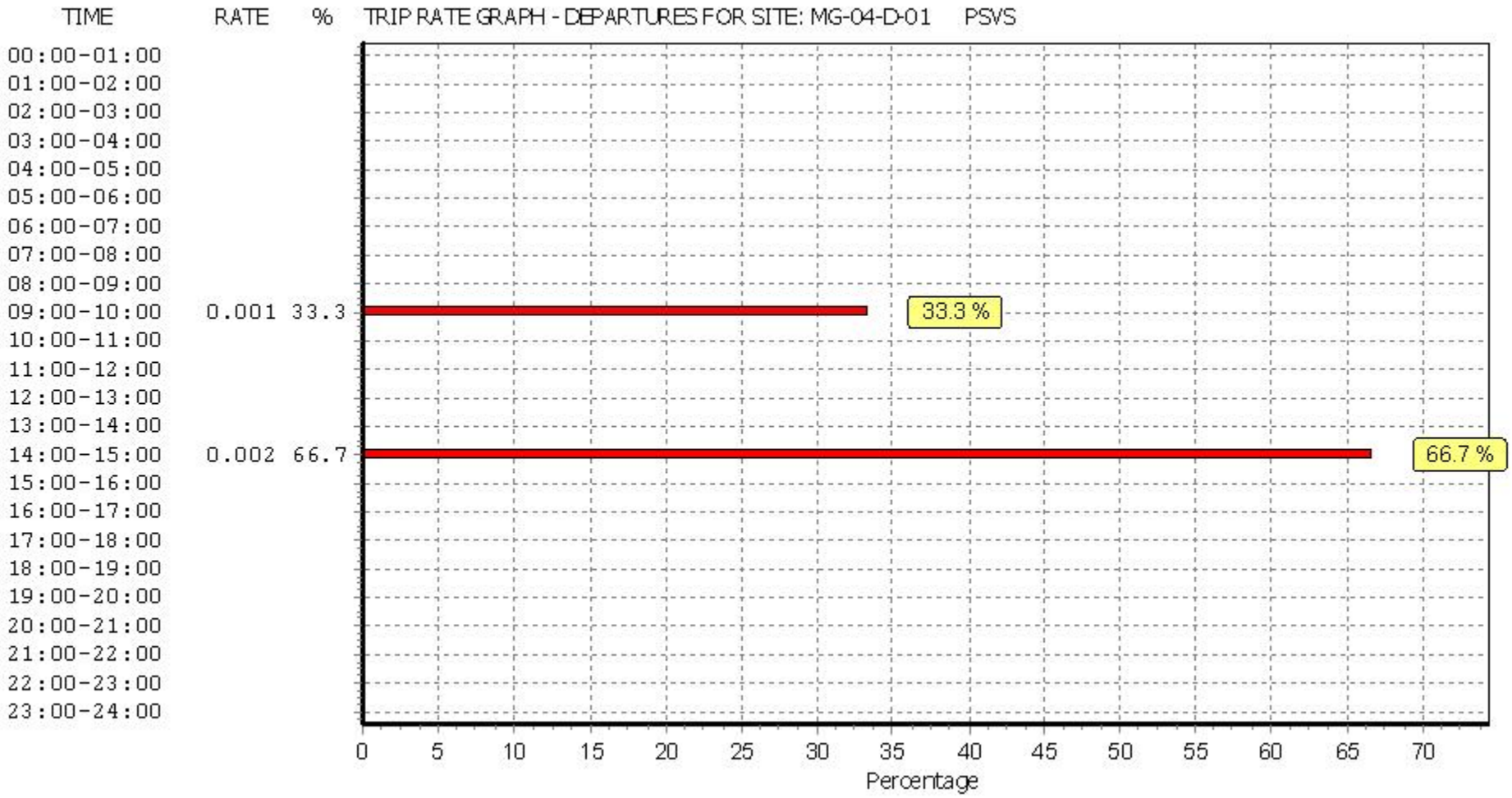
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	63	0.000	3	63	0.000	3	63	0.000
07:00 - 08:00	16	80	0.000	16	80	0.000	16	80	0.000
08:00 - 09:00	16	80	0.000	16	80	0.000	16	80	0.000
09:00 - 10:00	16	80	0.001	16	80	0.001	16	80	0.002
10:00 - 11:00	16	80	0.000	16	80	0.000	16	80	0.000
11:00 - 12:00	16	80	0.000	16	80	0.000	16	80	0.000
12:00 - 13:00	16	80	0.000	16	80	0.000	16	80	0.000
13:00 - 14:00	16	80	0.000	16	80	0.000	16	80	0.000
14:00 - 15:00	16	80	0.002	16	80	0.002	16	80	0.004
15:00 - 16:00	16	80	0.000	16	80	0.000	16	80	0.000
16:00 - 17:00	16	80	0.000	16	80	0.000	16	80	0.000
17:00 - 18:00	16	80	0.000	16	80	0.000	16	80	0.000
18:00 - 19:00	15	83	0.000	15	83	0.000	15	83	0.000
19:00 - 20:00	1	70	0.000	1	70	0.000	1	70	0.000
20:00 - 21:00	1	70	0.000	1	70	0.000	1	70	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

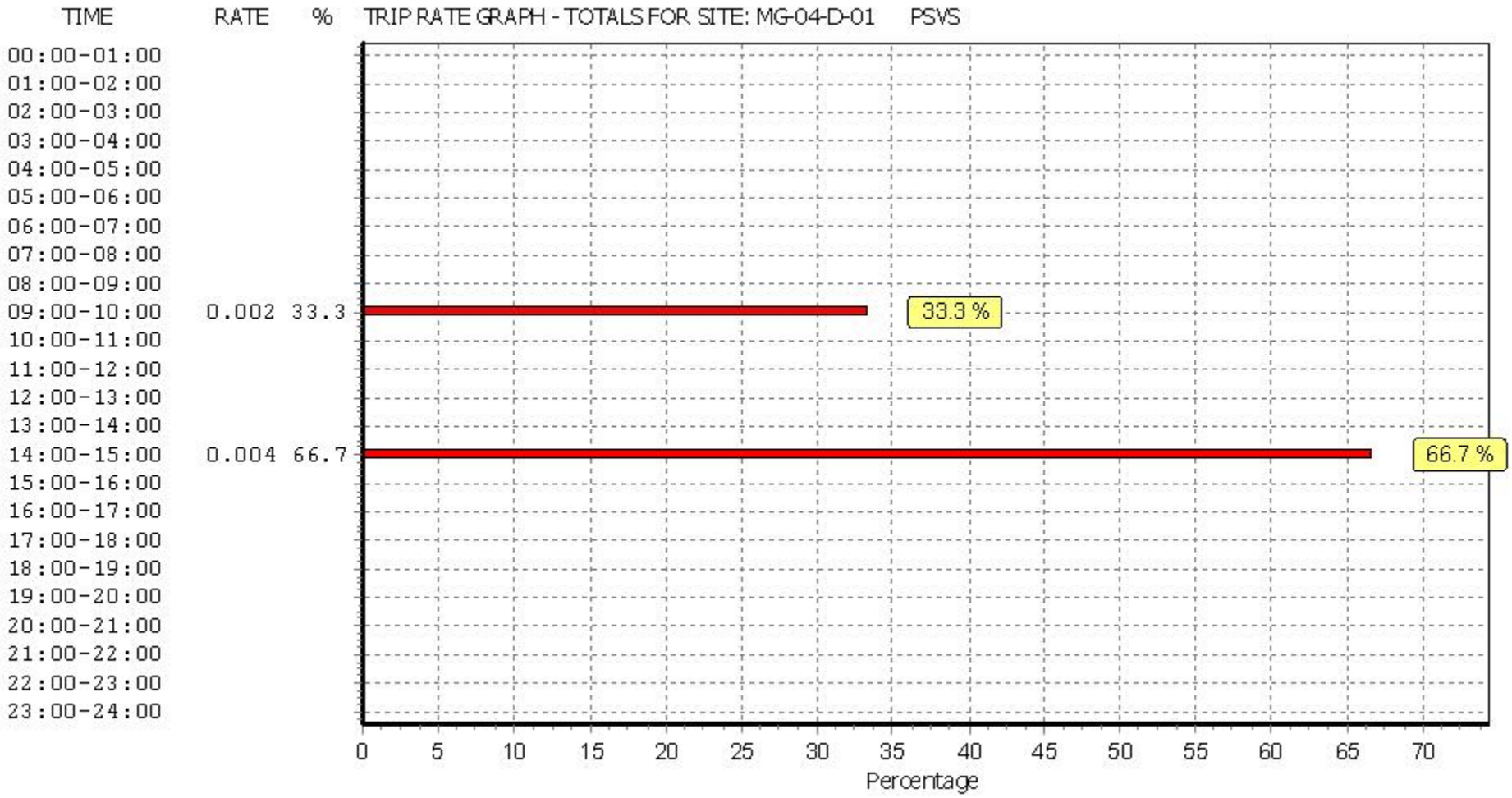
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



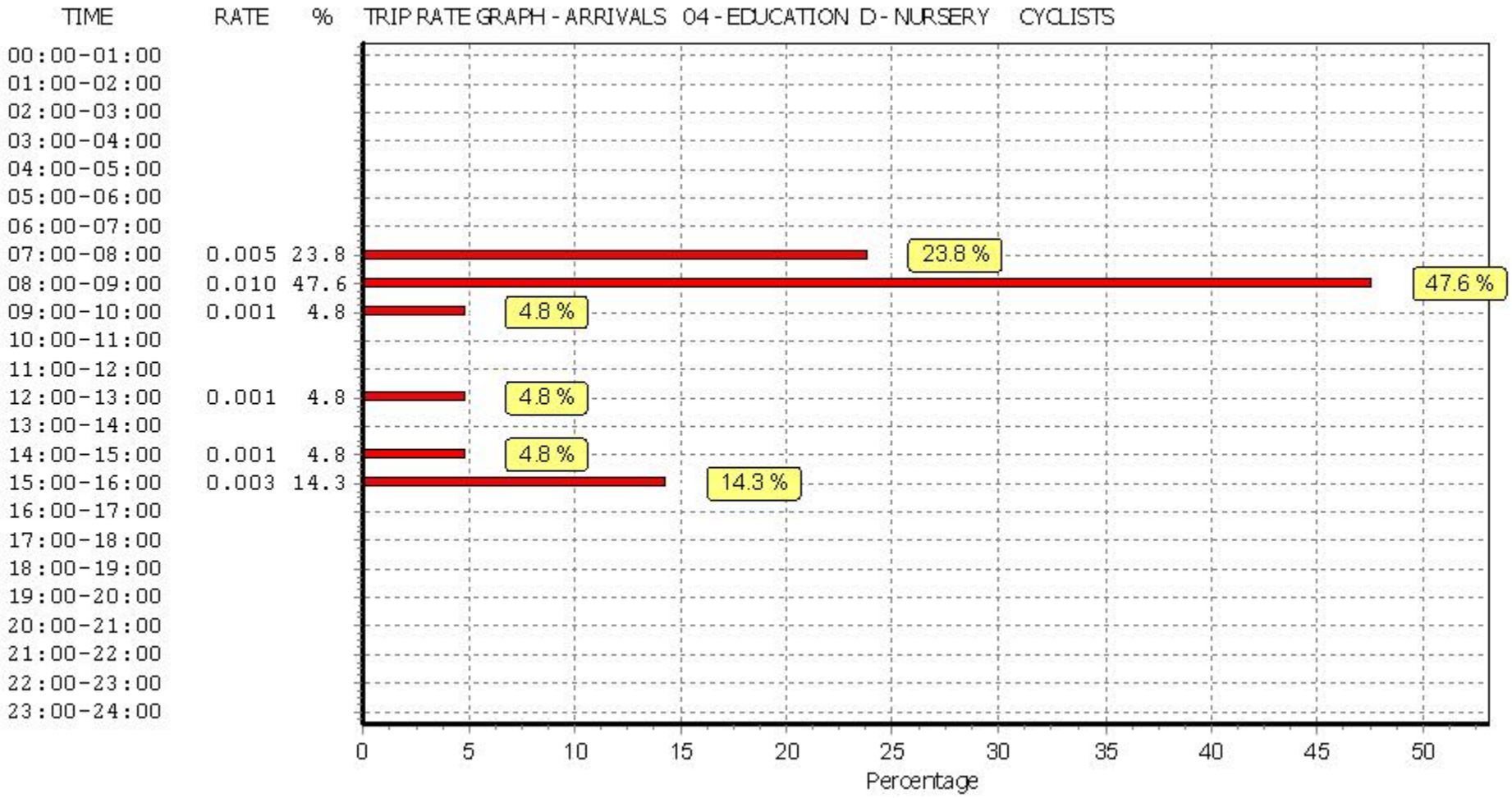
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
CYCLISTS
Calculation factor: 1
BOLD print indicates peak (busiest) period

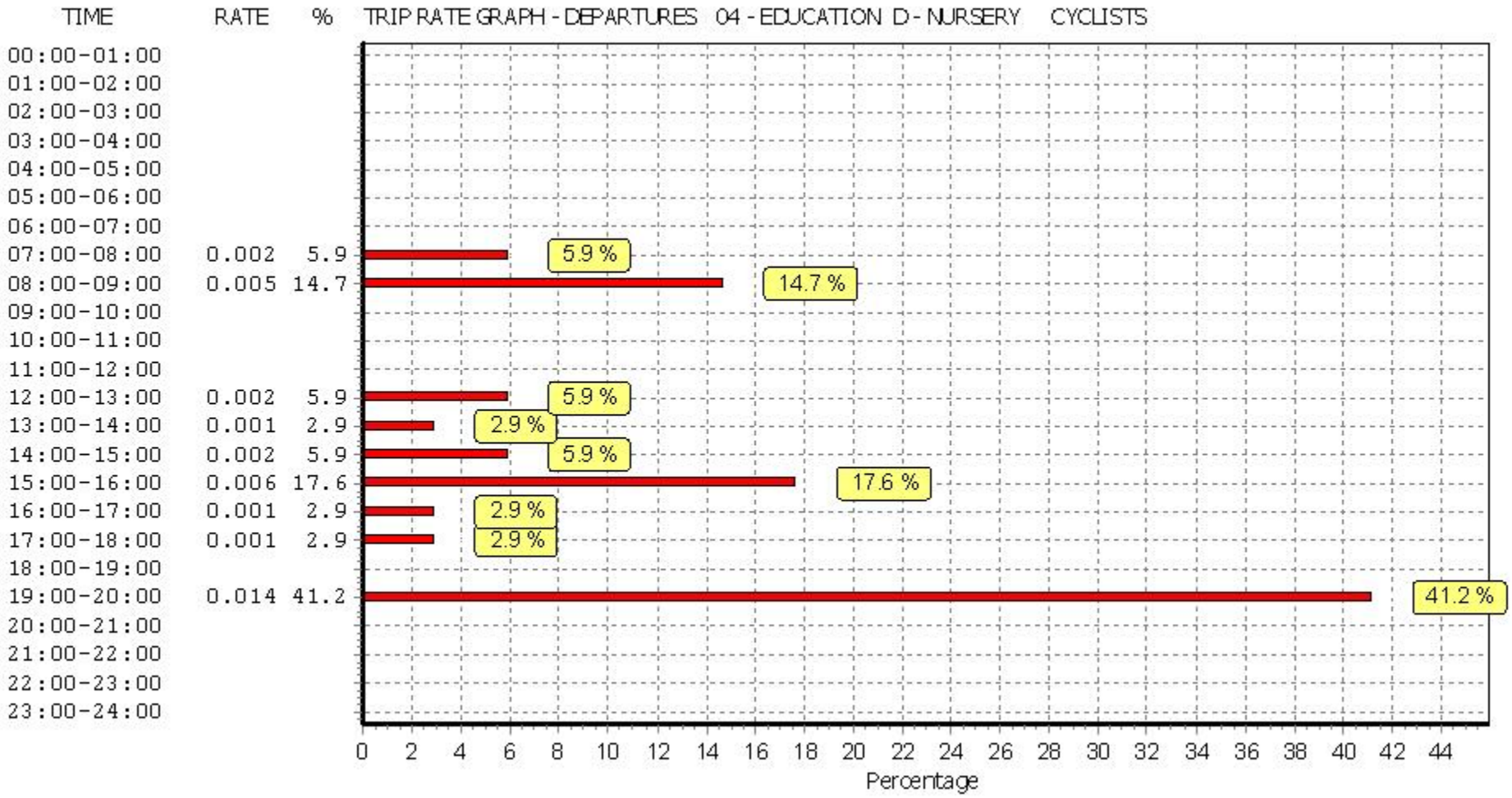
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	63	0.000	3	63	0.000	3	63	0.000
07:00 - 08:00	16	80	0.005	16	80	0.002	16	80	0.007
08:00 - 09:00	16	80	0.010	16	80	0.005	16	80	0.015
09:00 - 10:00	16	80	0.001	16	80	0.000	16	80	0.001
10:00 - 11:00	16	80	0.000	16	80	0.000	16	80	0.000
11:00 - 12:00	16	80	0.000	16	80	0.000	16	80	0.000
12:00 - 13:00	16	80	0.001	16	80	0.002	16	80	0.003
13:00 - 14:00	16	80	0.000	16	80	0.001	16	80	0.001
14:00 - 15:00	16	80	0.001	16	80	0.002	16	80	0.003
15:00 - 16:00	16	80	0.003	16	80	0.006	16	80	0.009
16:00 - 17:00	16	80	0.000	16	80	0.001	16	80	0.001
17:00 - 18:00	16	80	0.000	16	80	0.001	16	80	0.001
18:00 - 19:00	15	83	0.000	15	83	0.000	15	83	0.000
19:00 - 20:00	1	70	0.000	1	70	0.014	1	70	0.014
20:00 - 21:00	1	70	0.000	1	70	0.000	1	70	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.034			0.055

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

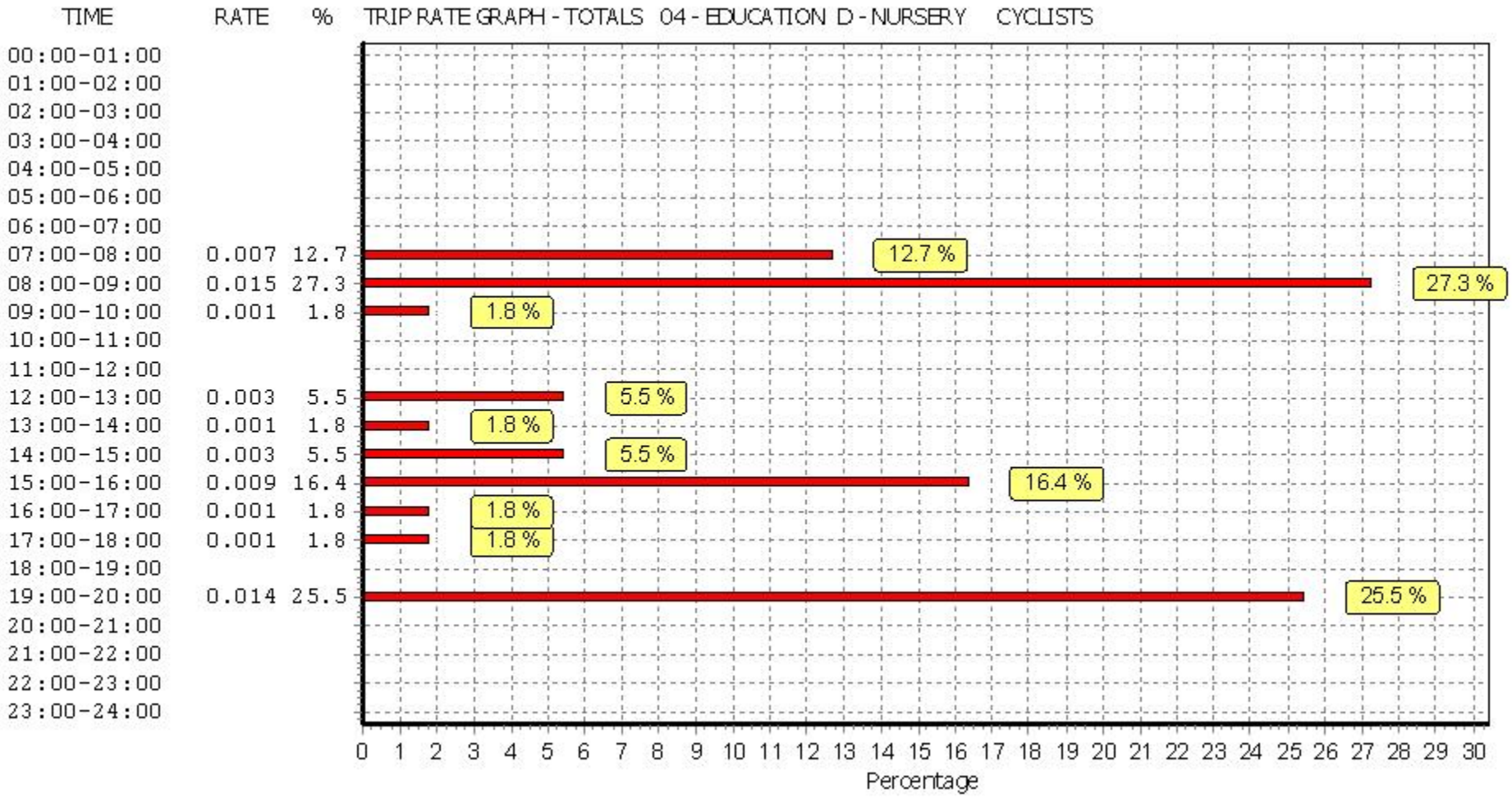
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



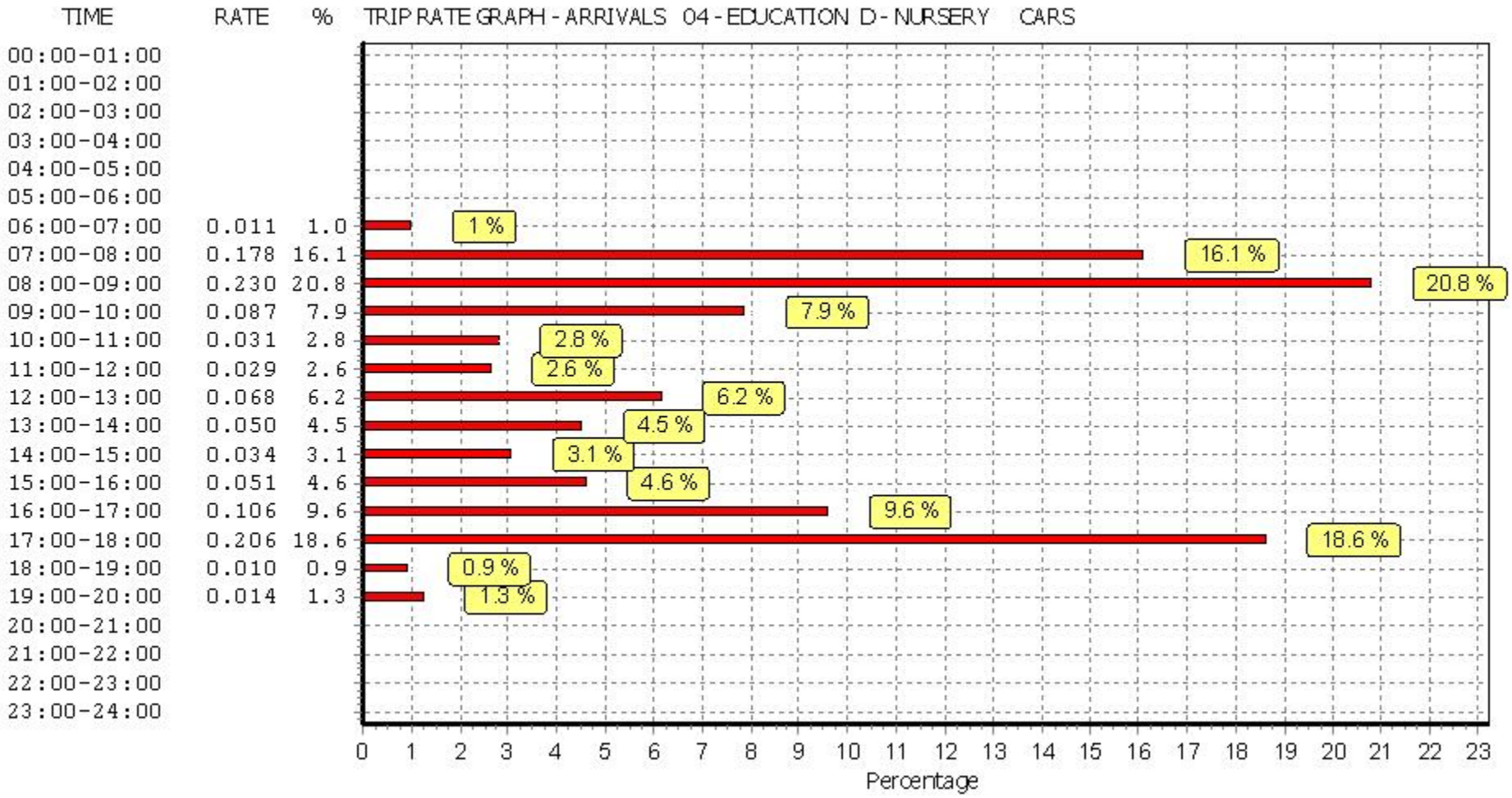
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
CARS
Calculation factor: 1
BOLD print indicates peak (busiest) period

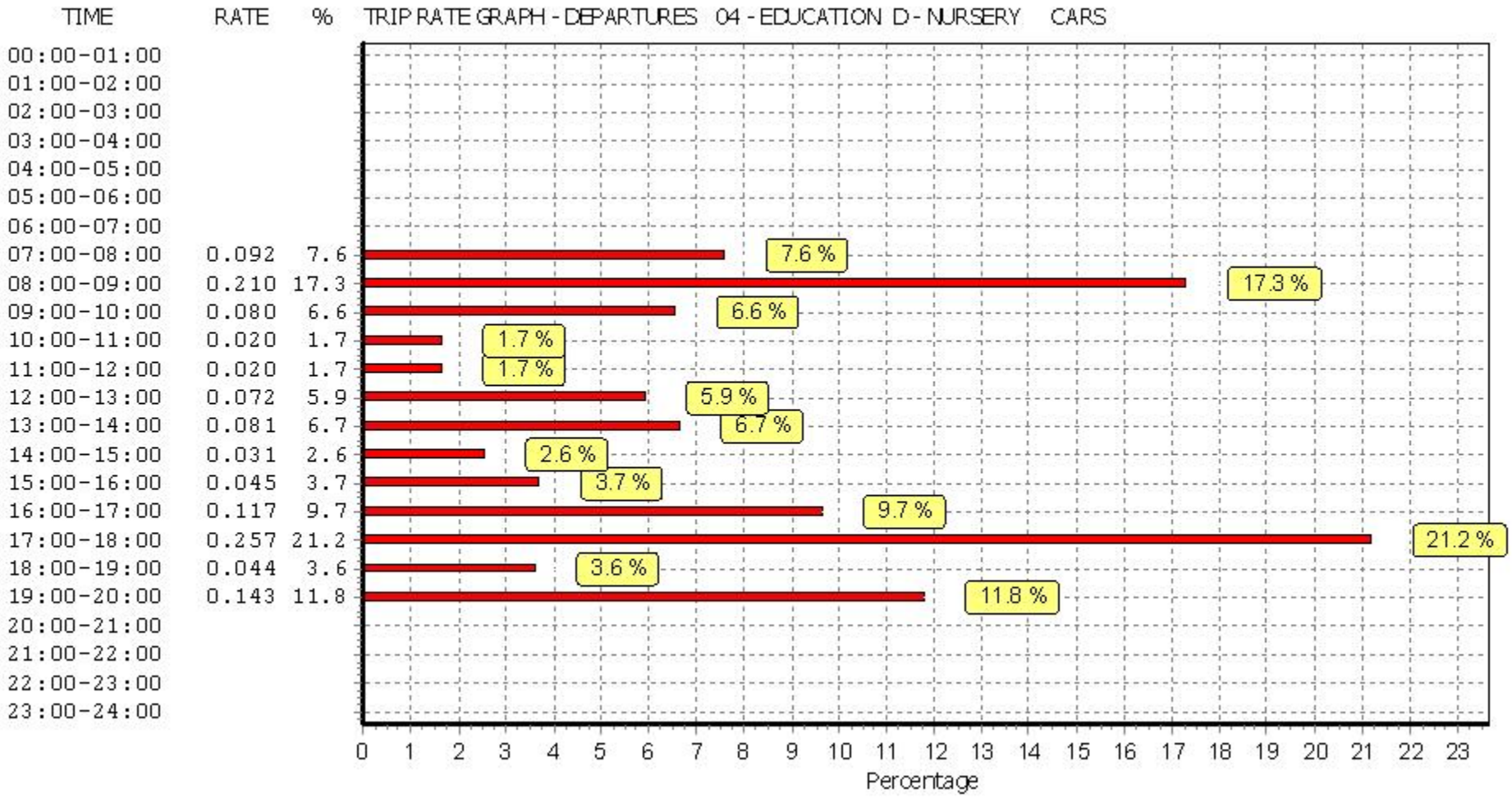
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	63	0.011	3	63	0.000	3	63	0.011
07:00 - 08:00	16	80	0.178	16	80	0.092	16	80	0.270
08:00 - 09:00	16	80	0.230	16	80	0.210	16	80	0.440
09:00 - 10:00	16	80	0.087	16	80	0.080	16	80	0.167
10:00 - 11:00	16	80	0.031	16	80	0.020	16	80	0.051
11:00 - 12:00	16	80	0.029	16	80	0.020	16	80	0.049
12:00 - 13:00	16	80	0.068	16	80	0.072	16	80	0.140
13:00 - 14:00	16	80	0.050	16	80	0.081	16	80	0.131
14:00 - 15:00	16	80	0.034	16	80	0.031	16	80	0.065
15:00 - 16:00	16	80	0.051	16	80	0.045	16	80	0.096
16:00 - 17:00	16	80	0.106	16	80	0.117	16	80	0.223
17:00 - 18:00	16	80	0.206	16	80	0.257	16	80	0.463
18:00 - 19:00	15	83	0.010	15	83	0.044	15	83	0.054
19:00 - 20:00	1	70	0.014	1	70	0.143	1	70	0.157
20:00 - 21:00	1	70	0.000	1	70	0.000	1	70	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.105			1.212			2.317

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

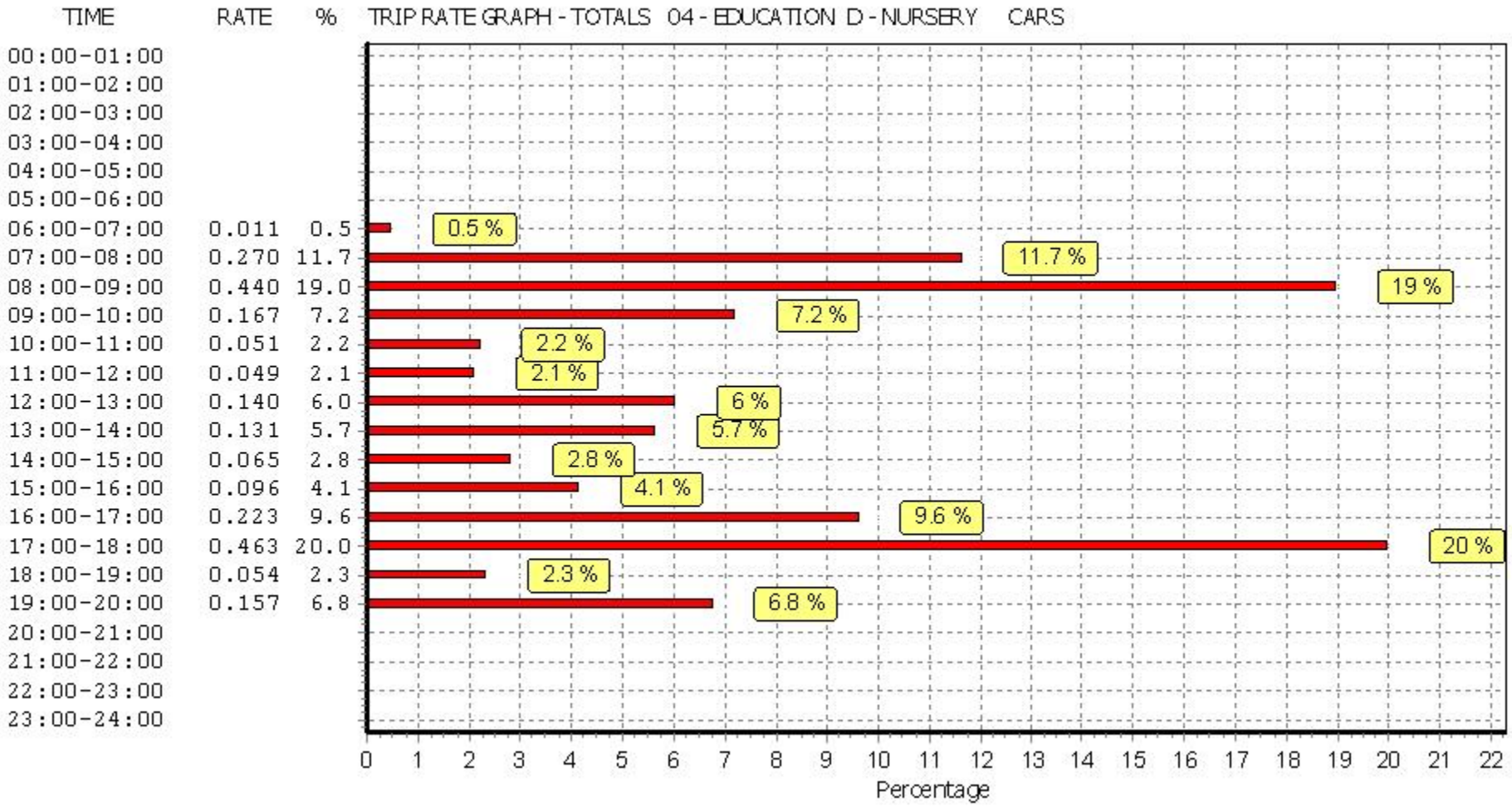
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



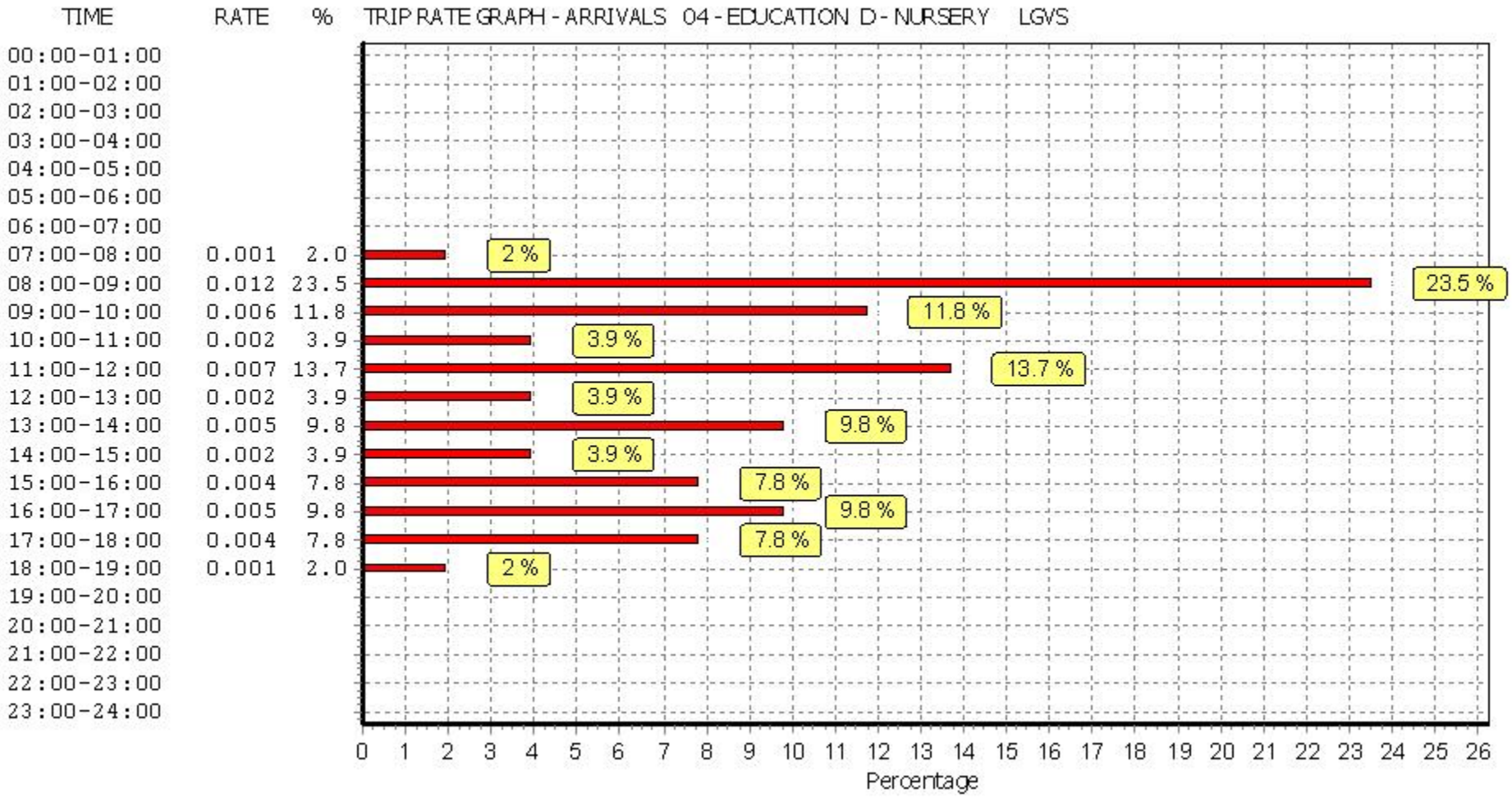
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
LGVS
Calculation factor: 1
BOLD print indicates peak (busiest) period

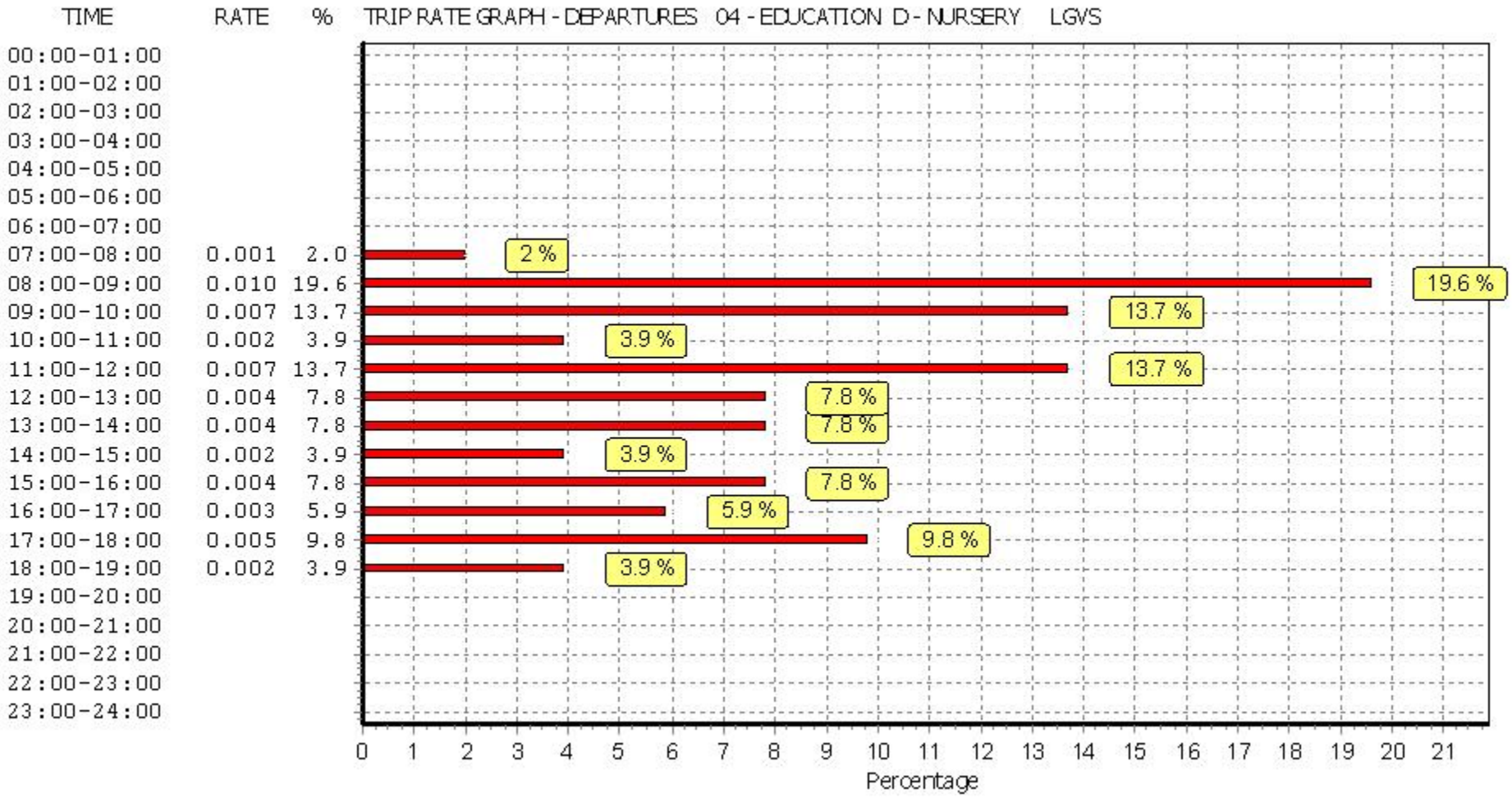
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	63	0.000	3	63	0.000	3	63	0.000
07:00 - 08:00	16	80	0.001	16	80	0.001	16	80	0.002
08:00 - 09:00	16	80	0.012	16	80	0.010	16	80	0.022
09:00 - 10:00	16	80	0.006	16	80	0.007	16	80	0.013
10:00 - 11:00	16	80	0.002	16	80	0.002	16	80	0.004
11:00 - 12:00	16	80	0.007	16	80	0.007	16	80	0.014
12:00 - 13:00	16	80	0.002	16	80	0.004	16	80	0.006
13:00 - 14:00	16	80	0.005	16	80	0.004	16	80	0.009
14:00 - 15:00	16	80	0.002	16	80	0.002	16	80	0.004
15:00 - 16:00	16	80	0.004	16	80	0.004	16	80	0.008
16:00 - 17:00	16	80	0.005	16	80	0.003	16	80	0.008
17:00 - 18:00	16	80	0.004	16	80	0.005	16	80	0.009
18:00 - 19:00	15	83	0.001	15	83	0.002	15	83	0.003
19:00 - 20:00	1	70	0.000	1	70	0.000	1	70	0.000
20:00 - 21:00	1	70	0.000	1	70	0.000	1	70	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.051			0.102

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

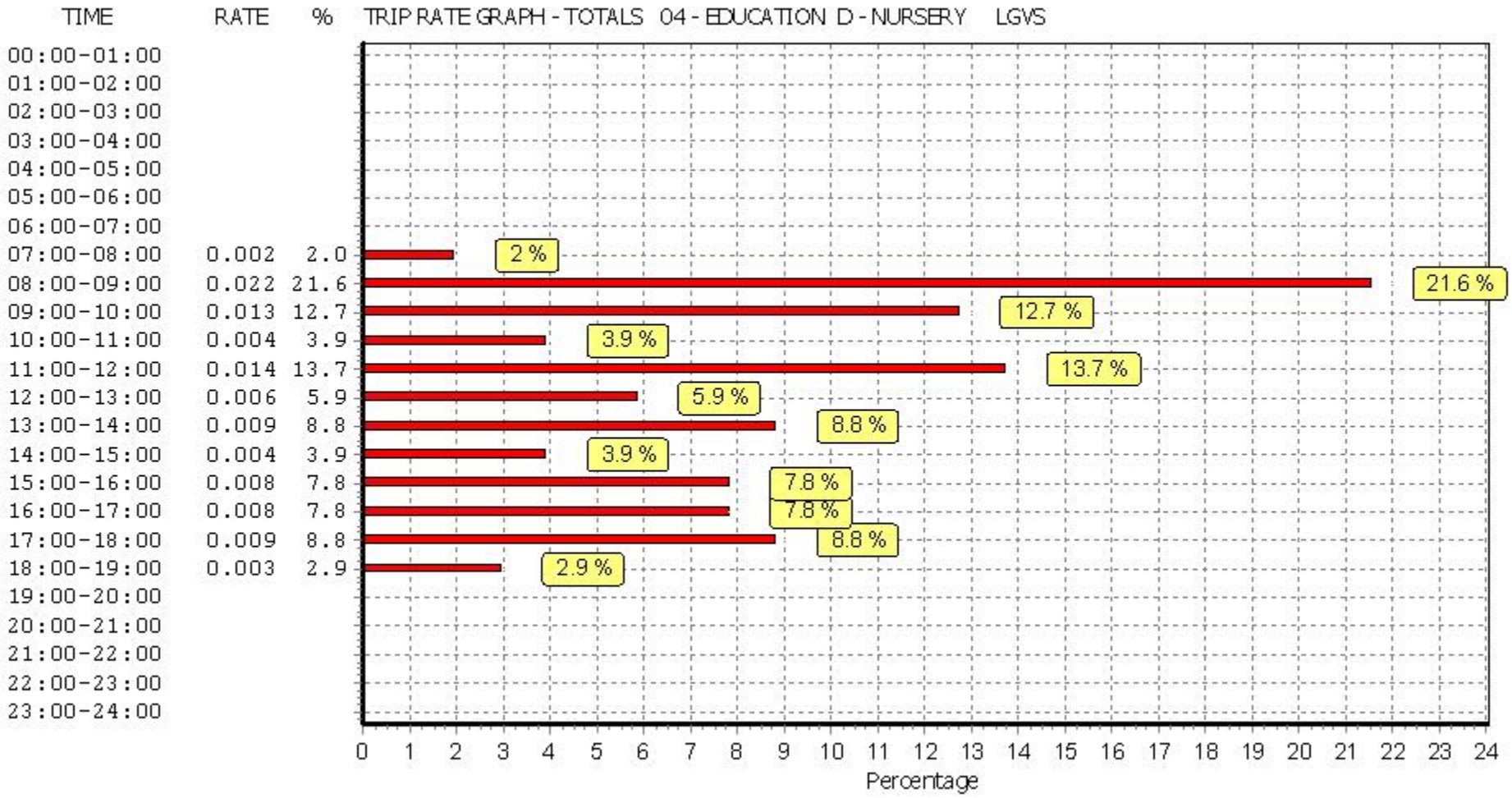
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix C – Modelling Data

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: 241139_T_Junction.j11
Path: C:\Users\AngelikiKalatha\OneDrive - ORS\Documents - 241139 HousingDevelopment-KinnegadCo.Westmeath\01_WIP\Design\13g_Transportation_Reports\01_TTA\WIP\03_Junction model
Report generation date: 02/04/2025 14:39:50

»2024 | | AM
»2024 | | PM
»2026 | do-nothing | AM
»2026 | do-nothing | PM
»2026 | do-something | AM
»2026 | do-something | PM
»2031 | do-nothing | AM
»2031 | do-nothing | PM
»2031 | do-something | AM
»2031 | do-something | PM
»2041 | do-nothing | AM
»2041 | do-nothing | PM
»2041 | do-something | AM
»2041 | do-something | PM
» | proposed dev | AM
» | proposed dev | PM
» | com dev | AM
» | com dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	- com dev									
Stream B-AC	D17	0.0	7.45	0.01	A	D18	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	- proposed dev									
Stream B-AC	D15	0.1	8.40	0.13	A	D16	0.1	7.63	0.07	A
Stream C-AB		0.0	5.59	0.02	A		0.1	5.79	0.05	A
	2024									
Stream B-AC	D1	0.1	10.02	0.09	B	D2	0.1	10.02	0.11	B
Stream C-AB		0.0	5.10	0.02	A		0.1	4.69	0.05	A
	2026 - do-nothing									
Stream B-AC	D3	0.1	10.36	0.11	B	D4	0.1	10.23	0.12	B
Stream C-AB		0.0	5.09	0.02	A		0.1	4.69	0.06	A
	2026 - do-something									
Stream B-AC	D5	0.4	12.87	0.28	B	D6	0.3	11.80	0.22	B
Stream C-AB		0.1	5.20	0.05	A		0.3	4.95	0.14	A
	2031 - do-nothing									
Stream B-AC	D7	0.1	10.67	0.12	B	D8	0.1	10.60	0.13	B
Stream C-AB		0.0	5.07	0.02	A		0.1	4.64	0.06	A
	2031 - do-something									
Stream B-AC	D9	0.4	13.36	0.29	B	D10	0.3	12.29	0.23	B
Stream C-AB		0.1	5.17	0.05	A		0.4	4.91	0.14	A
	2041 - do-nothing									
Stream B-AC	D11	0.1	10.99	0.13	B	D12	0.2	10.97	0.14	B
Stream C-AB		0.0	5.04	0.02	A		0.1	4.60	0.07	A
	2041 - do-something									
Stream B-AC	D13	0.4	13.86	0.30	B	D14	0.3	12.80	0.25	B
Stream C-AB		0.1	5.15	0.05	A		0.4	4.87	0.15	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	19/12/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\communallaptop
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2024		AM	ONE HOUR	09:00	10:30	15	✓		
D2	2024		PM	ONE HOUR	17:30	19:00	15	✓		
D3	2026	do-nothing	AM	ONE HOUR	09:00	10:30	15	✓	Simple	D1*G2026+D17
D4	2026	do-nothing	PM	ONE HOUR	17:30	19:00	15	✓	Simple	D2*G2026+D18
D5	2026	do-something	AM	ONE HOUR	09:00	10:30	15	✓	Simple	D1*G2026+D15+D17
D6	2026	do-something	PM	ONE HOUR	17:30	19:00	15	✓	Simple	D2*G2026+D16+D18
D7	2031	do-nothing	AM	ONE HOUR	09:00	10:30	15	✓	Simple	D1*G2031+D17
D8	2031	do-nothing	PM	ONE HOUR	17:30	19:00	15	✓	Simple	D2*G2031+D18
D9	2031	do-something	AM	ONE HOUR	09:00	10:30	15	✓	Simple	D1*G2031+D15+D17
D10	2031	do-something	PM	ONE HOUR	17:30	19:00	15	✓	Simple	D2*G2031+D16+D18
D11	2041	do-nothing	AM	ONE HOUR	09:00	10:30	15	✓	Simple	D1*G2041+D17
D12	2041	do-nothing	PM	ONE HOUR	17:30	19:00	15	✓	Simple	D2*G2041+D18
D13	2041	do-something	AM	ONE HOUR	09:00	10:30	15	✓	Simple	D1*G2041+D15+D17
D14	2041	do-something	PM	ONE HOUR	17:30	19:00	15	✓	Simple	D2*G2041+D16+D18
D15		proposed dev	AM	ONE HOUR	09:00	10:30	15	✓		
D16		proposed dev	PM	ONE HOUR	17:30	19:00	15	✓		
D17		com dev	AM	ONE HOUR	09:00	10:30	15	✓		
D18		com dev	PM	ONE HOUR	17:30	19:00	15	✓		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G2026			1.0325
G2031			1.1074
G2041			1.1769

Growth factors are only active if a Demand Set references them in a Relationship.

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024 | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		0.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.66	A

Arms

Arms

Arm	Name	Description	Arm type
A	Main Street(R161/R148)		Major
B	Kingsbury(Boreen Bradach)		Minor
C	Main Street(R161/R148)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			150.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	17	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	466	0.081	0.205	0.129	0.293
B-C	602	0.088	0.223	-	-
C-B	661	0.245	0.245	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	AM	ONE HOUR	09:00	10:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	306	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	255	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	292
	B	24	0	9
	C	247	8	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	10.02	0.1	B	30	45
C-AB	0.02	5.10	0.0	A	11	16
C-A					223	335
A-B					13	19
A-C					268	402

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	428	0.058	25	0.0	0.1	8.919	A
C-AB	8	2	0.00	728	0.011	8	0.0	0.0	5.085	A
C-A	184	46	0.00			184				
A-B	11	3	0.00			11				
A-C	220	55	0.00			220				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	414	0.072	30	0.1	0.1	9.354	A
C-AB	10	3	0.00	742	0.014	10	0.0	0.0	5.009	A
C-A	219	55	0.00			219				
A-B	13	3	0.00			13				
A-C	263	66	0.00			263				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	396	0.092	36	0.1	0.1	10.015	B
C-AB	14	3	0.00	763	0.018	14	0.0	0.0	4.911	A
C-A	267	67	0.00			267				
A-B	15	4	0.00			15				
A-C	321	80	0.00			321				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	396	0.092	36	0.1	0.1	10.019	B
C-AB	14	3	0.00	763	0.018	14	0.0	0.0	4.921	A
C-A	267	67	0.00			267				
A-B	15	4	0.00			15				
A-C	321	80	0.00			321				

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	414	0.072	30	0.1	0.1	9.363	A
C-AB	10	3	0.00	742	0.014	10	0.0	0.0	5.029	A
C-A	219	55	0.00			219				
A-B	13	3	0.00			13				
A-C	263	66	0.00			263				

10:15 - 10:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	428	0.058	25	0.1	0.1	8.935	A
C-AB	8	2	0.00	728	0.011	8	0.0	0.0	5.096	A
C-A	184	46	0.00			184				
A-B	11	3	0.00			11				
A-C	220	55	0.00			220				

2024 | | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		0.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.74	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	PM	ONE HOUR	17:30	19:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	258	100.000
B		ONE HOUR	✓	40	100.000
C		ONE HOUR	✓	473	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	242
	B	23	0	17
	C	454	19	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.11	10.02	0.1	B	37	55
C-AB	0.05	4.69	0.1	A	34	51
C-A					400	600
A-B					15	22
A-C					222	333

Main Results for each time segment

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	8	0.00	440	0.068	30	0.0	0.1	8.770	A
C-AB	24	6	0.00	839	0.029	24	0.0	0.0	4.667	A
C-A	332	83	0.00			332				
A-B	12	3	0.00			12				
A-C	182	46	0.00			182				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	425	0.085	36	0.1	0.1	9.254	A
C-AB	32	8	0.00	875	0.037	32	0.0	0.1	4.529	A
C-A	393	98	0.00			393				
A-B	14	4	0.00			14				
A-C	218	54	0.00			218				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	403	0.109	44	0.1	0.1	10.011	B
C-AB	46	11	0.00	927	0.049	45	0.1	0.1	4.374	A
C-A	475	119	0.00			475				
A-B	18	4	0.00			18				
A-C	266	67	0.00			266				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	403	0.109	44	0.1	0.1	10.017	B
C-AB	46	11	0.00	927	0.049	46	0.1	0.1	4.394	A
C-A	475	119	0.00			475				
A-B	18	4	0.00			18				
A-C	266	67	0.00			266				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	425	0.085	36	0.1	0.1	9.266	A
C-AB	32	8	0.00	875	0.037	32	0.1	0.1	4.578	A
C-A	393	98	0.00			393				
A-B	14	4	0.00			14				
A-C	218	54	0.00			218				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	8	0.00	440	0.068	30	0.1	0.1	8.786	A
C-AB	24	6	0.00	839	0.029	24	0.1	0.0	4.694	A
C-A	332	83	0.00			332				
A-B	12	3	0.00			12				
A-C	182	46	0.00			182				

2026 | do-nothing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		0.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2026	do-nothing	AM	ONE HOUR	09:00	10:30	15	✓	Simple	D1*G2026+D17

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	317	100.000
B		ONE HOUR	✓	39	100.000
C		ONE HOUR	✓	264	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	15	301
	B	29	0	10
	C	255	9	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.11	10.36	0.1	B	36	54
C-AB	0.02	5.09	0.0	A	13	19
C-A					230	345
A-B					14	21
A-C					277	415

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	424	0.069	29	0.0	0.1	9.106	A
C-AB	9	2	0.00	730	0.013	9	0.0	0.0	5.082	A
C-A	190	47	0.00			190				
A-B	12	3	0.00			12				
A-C	227	57	0.00			227				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	410	0.086	35	0.1	0.1	9.595	A
C-AB	12	3	0.00	745	0.016	12	0.0	0.0	5.005	A
C-A	226	56	0.00			226				
A-B	14	3	0.00			14				
A-C	271	68	0.00			271				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	0.00	391	0.110	43	0.1	0.1	10.350	B
C-AB	16	4	0.00	766	0.021	16	0.0	0.0	4.907	A
C-A	275	69	0.00			275				
A-B	17	4	0.00			17				
A-C	332	83	0.00			332				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	0.00	391	0.110	43	0.1	0.1	10.356	B
C-AB	16	4	0.00	766	0.021	16	0.0	0.0	4.917	A
C-A	275	69	0.00			275				
A-B	17	4	0.00			17				
A-C	332	83	0.00			332				

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	410	0.086	35	0.1	0.1	9.607	A
C-AB	12	3	0.00	745	0.016	12	0.0	0.0	5.024	A
C-A	226	56	0.00			226				
A-B	14	3	0.00			14				
A-C	271	68	0.00			271				

10:15 - 10:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	424	0.069	29	0.1	0.1	9.122	A
C-AB	9	2	0.00	730	0.013	9	0.0	0.0	5.093	A
C-A	189	47	0.00			189				
A-B	12	3	0.00			12				
A-C	227	57	0.00			227				

2026 | do-nothing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		0.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2026	do-nothing	PM	ONE HOUR	17:30	19:00	15	✓	Simple	D2*G2026+D18

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	268	100.000
B		ONE HOUR	✓	43	100.000
C		ONE HOUR	✓	490	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	19	250
	B	25	0	19
	C	469	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	10.23	0.1	B	40	60
C-AB	0.06	4.69	0.1	A	40	59
C-A					410	616
A-B					17	25
A-C					229	344

Main Results for each time segment

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	438	0.075	32	0.0	0.1	8.882	A
C-AB	28	7	0.00	844	0.033	28	0.0	0.0	4.663	A
C-A	341	85	0.00			341				
A-B	14	3	0.00			14				
A-C	188	47	0.00			188				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	0.00	422	0.092	39	0.1	0.1	9.400	A
C-AB	37	9	0.00	882	0.042	37	0.0	0.1	4.526	A
C-A	404	101	0.00			404				
A-B	17	4	0.00			17				
A-C	225	56	0.00			225				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	399	0.119	48	0.1	0.1	10.229	B
C-AB	53	13	0.00	936	0.057	53	0.1	0.1	4.375	A
C-A	487	122	0.00			487				
A-B	20	5	0.00			20				
A-C	275	69	0.00			275				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	399	0.119	48	0.1	0.1	10.232	B
C-AB	53	13	0.00	936	0.057	53	0.1	0.1	4.396	A
C-A	487	122	0.00			487				
A-B	20	5	0.00			20				
A-C	275	69	0.00			275				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	0.00	422	0.092	39	0.1	0.1	9.412	A
C-AB	37	9	0.00	882	0.042	37	0.1	0.1	4.576	A
C-A	403	101	0.00			403				
A-B	17	4	0.00			17				
A-C	225	56	0.00			225				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	438	0.075	33	0.1	0.1	8.895	A
C-AB	28	7	0.00	844	0.033	28	0.1	0.0	4.690	A
C-A	341	85	0.00			341				
A-B	14	3	0.00			14				
A-C	188	47	0.00			188				

2026 | do-something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		1.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2026	do-something	AM	ONE HOUR	09:00	10:30	15	✓	Simple	D1*G2026+D15+D17

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	337	100.000
B		ONE HOUR	✓	97	100.000
C		ONE HOUR	✓	275	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	35	301
	B	71	0	26
	C	255	20	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.28	12.87	0.4	B	89	134
C-AB	0.05	5.20	0.1	A	28	41
C-A					225	338
A-B					33	49
A-C					277	415

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	0.00	422	0.173	72	0.0	0.2	10.275	B
C-AB	21	5	0.00	727	0.029	21	0.0	0.0	5.187	A
C-A	187	47	0.00			187				
A-B	27	7	0.00			27				
A-C	227	57	0.00			227				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	22	0.00	407	0.214	87	0.2	0.3	11.238	B
C-AB	26	7	0.00	741	0.036	26	0.0	0.0	5.133	A
C-A	221	55	0.00			221				
A-B	32	8	0.00			32				
A-C	271	68	0.00			271				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27	0.00	387	0.276	106	0.3	0.4	12.829	B
C-AB	35	9	0.00	762	0.046	35	0.0	0.1	5.068	A
C-A	268	67	0.00			268				
A-B	39	10	0.00			39				
A-C	332	83	0.00			332				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27	0.00	387	0.276	107	0.4	0.4	12.868	B
C-AB	35	9	0.00	762	0.047	35	0.1	0.1	5.078	A
C-A	268	67	0.00			268				
A-B	39	10	0.00			39				
A-C	332	83	0.00			332				

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	22	0.00	407	0.214	88	0.4	0.3	11.285	B
C-AB	26	7	0.00	741	0.036	27	0.1	0.1	5.156	A
C-A	221	55	0.00			221				
A-B	32	8	0.00			32				
A-C	271	68	0.00			271				

10:15 - 10:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	0.00	422	0.173	73	0.3	0.2	10.341	B
C-AB	21	5	0.00	727	0.029	21	0.1	0.0	5.198	A
C-A	186	47	0.00			186				
A-B	27	7	0.00			27				
A-C	227	57	0.00			227				

2026 | do-something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		1.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.59	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2026	do-something	PM	ONE HOUR	17:30	19:00	15	✓	Simple	D2*G2026+D16+D18

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	293	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	519	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	44	250
	B	44	0	34
	C	469	51	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	11.80	0.3	B	71	106
C-AB	0.14	4.95	0.3	A	93	140
C-A					383	575
A-B					40	60
A-C					229	344

Main Results for each time segment

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	0.00	432	0.135	58	0.0	0.2	9.601	A
C-AB	66	16	0.00	841	0.078	65	0.0	0.2	4.909	A
C-A	325	81	0.00			325				
A-B	33	8	0.00			33				
A-C	188	47	0.00			188				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	415	0.168	69	0.2	0.2	10.420	B
C-AB	88	22	0.00	878	0.100	88	0.2	0.2	4.841	A
C-A	379	95	0.00			379				
A-B	39	10	0.00			39				
A-C	225	56	0.00			225				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	390	0.218	85	0.2	0.3	11.771	B
C-AB	126	31	0.00	931	0.135	125	0.2	0.3	4.798	A
C-A	446	112	0.00			446				
A-B	48	12	0.00			48				
A-C	275	69	0.00			275				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	390	0.218	85	0.3	0.3	11.797	B
C-AB	126	31	0.00	932	0.135	126	0.3	0.3	4.827	A
C-A	446	112	0.00			446				
A-B	48	12	0.00			48				
A-C	275	69	0.00			275				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	415	0.168	70	0.3	0.2	10.453	B
C-AB	88	22	0.00	879	0.100	89	0.3	0.2	4.903	A
C-A	379	95	0.00			379				
A-B	39	10	0.00			39				
A-C	225	56	0.00			225				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	0.00	432	0.135	58	0.2	0.2	9.647	A
C-AB	66	17	0.00	841	0.079	66	0.2	0.2	4.950	A
C-A	325	81	0.00			325				
A-B	33	8	0.00			33				
A-C	188	47	0.00			188				

2031 | do-nothing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		0.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2031	do-nothing	AM	ONE HOUR	09:00	10:30	15	✓	Simple	D1*G2031+D17

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	340	100.000
B		ONE HOUR	✓	42	100.000
C		ONE HOUR	✓	283	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	17	323
	B	31	0	11
	C	274	10	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	10.67	0.1	B	38	57
C-AB	0.02	5.07	0.0	A	14	21
C-A					246	369
A-B					15	23
A-C					297	445

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	419	0.075	31	0.0	0.1	9.269	A
C-AB	10	3	0.00	736	0.014	10	0.0	0.0	5.055	A
C-A	203	51	0.00			203				
A-B	12	3	0.00			12				
A-C	243	61	0.00			243				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	404	0.092	37	0.1	0.1	9.815	A
C-AB	13	3	0.00	752	0.018	13	0.0	0.0	4.972	A
C-A	242	60	0.00			242				
A-B	15	4	0.00			15				
A-C	291	73	0.00			291				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	11	0.00	383	0.119	46	0.1	0.1	10.666	B
C-AB	18	4	0.00	775	0.023	18	0.0	0.0	4.868	A
C-A	294	74	0.00			294				
A-B	18	5	0.00			18				
A-C	356	89	0.00			356				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	11	0.00	383	0.119	46	0.1	0.1	10.674	B
C-AB	18	4	0.00	775	0.023	18	0.0	0.0	4.879	A
C-A	294	74	0.00			294				
A-B	18	5	0.00			18				
A-C	356	89	0.00			356				

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	404	0.092	37	0.1	0.1	9.826	A
C-AB	13	3	0.00	752	0.018	13	0.0	0.0	4.992	A
C-A	242	60	0.00			242				
A-B	15	4	0.00			15				
A-C	291	73	0.00			291				

10:15 - 10:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	419	0.075	31	0.1	0.1	9.288	A
C-AB	10	3	0.00	736	0.014	10	0.0	0.0	5.067	A
C-A	203	51	0.00			203				
A-B	12	3	0.00			12				
A-C	243	61	0.00			243				

2031 | do-nothing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		0.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.83	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2031	do-nothing	PM	ONE HOUR	17:30	19:00	15	✓	Simple	D2*G2031+D18

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	288	100.000
B		ONE HOUR	✓	46	100.000
C		ONE HOUR	✓	526	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	268
	B	26	0	20
	C	503	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	10.60	0.1	B	42	64
C-AB	0.06	4.64	0.1	A	44	67
C-A					438	657
A-B					18	27
A-C					246	369

Main Results for each time segment

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	432	0.081	35	0.0	0.1	9.057	A
C-AB	31	8	0.00	858	0.036	31	0.0	0.1	4.615	A
C-A	365	91	0.00			365				
A-B	15	4	0.00			15				
A-C	202	50	0.00			202				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	10	0.00	415	0.100	42	0.1	0.1	9.647	A
C-AB	42	10	0.00	899	0.046	42	0.1	0.1	4.476	A
C-A	431	108	0.00			431				
A-B	18	4	0.00			18				
A-C	241	60	0.00			241				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	391	0.131	51	0.1	0.1	10.591	B
C-AB	60	15	0.00	958	0.063	60	0.1	0.1	4.321	A
C-A	519	130	0.00			519				
A-B	22	5	0.00			22				
A-C	295	74	0.00			295				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	391	0.131	51	0.1	0.1	10.600	B
C-AB	60	15	0.00	958	0.063	60	0.1	0.1	4.341	A
C-A	519	130	0.00			519				
A-B	22	5	0.00			22				
A-C	295	74	0.00			295				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	10	0.00	415	0.100	42	0.1	0.1	9.662	A
C-AB	42	10	0.00	900	0.047	42	0.1	0.1	4.526	A
C-A	431	108	0.00			431				
A-B	18	4	0.00			18				
A-C	241	60	0.00			241				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	432	0.081	35	0.1	0.1	9.078	A
C-AB	31	8	0.00	859	0.036	31	0.1	0.1	4.642	A
C-A	365	91	0.00			365				
A-B	15	4	0.00			15				
A-C	202	50	0.00			202				

2031 | do-something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		1.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2031	do-something	AM	ONE HOUR	09:00	10:30	15	✓	Simple	D1*G2031+D15+D17

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	360	100.000
B		ONE HOUR	✓	100	100.000
C		ONE HOUR	✓	294	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	37	323
	B	73	0	27
	C	274	21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.29	13.36	0.4	B	91	137
C-AB	0.05	5.17	0.1	A	29	44
C-A					241	361
A-B					33	50
A-C					297	445

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	417	0.180	74	0.0	0.2	10.484	B
C-AB	22	5	0.00	732	0.030	22	0.0	0.0	5.160	A
C-A	200	50	0.00			200				
A-B	27	7	0.00			27				
A-C	243	61	0.00			243				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	401	0.223	89	0.2	0.3	11.542	B
C-AB	28	7	0.00	748	0.037	28	0.0	0.1	5.101	A
C-A	237	59	0.00			237				
A-B	33	8	0.00			33				
A-C	291	73	0.00			291				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	27	0.00	379	0.289	109	0.3	0.4	13.318	B
C-AB	38	9	0.00	771	0.049	38	0.1	0.1	5.031	A
C-A	286	72	0.00			286				
A-B	40	10	0.00			40				
A-C	356	89	0.00			356				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	27	0.00	379	0.289	110	0.4	0.4	13.364	B
C-AB	38	9	0.00	771	0.049	38	0.1	0.1	5.042	A
C-A	286	72	0.00			286				
A-B	40	10	0.00			40				
A-C	356	89	0.00			356				

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	401	0.223	90	0.4	0.3	11.599	B
C-AB	28	7	0.00	748	0.037	28	0.1	0.1	5.124	A
C-A	237	59	0.00			237				
A-B	33	8	0.00			33				
A-C	291	73	0.00			291				

10:15 - 10:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	417	0.180	75	0.3	0.2	10.555	B
C-AB	22	5	0.00	732	0.030	22	0.1	0.0	5.174	A
C-A	200	50	0.00			200				
A-B	27	7	0.00			27				
A-C	243	61	0.00			243				

2031 | do-something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		1.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.61	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2031	do-something	PM	ONE HOUR	17:30	19:00	15	✓	Simple	D2*G2031+D16+D18

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	313	100.000
B		ONE HOUR	✓	80	100.000
C		ONE HOUR	✓	555	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	45	268
	B	45	0	35
	C	503	52	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.23	12.29	0.3	B	74	111
C-AB	0.14	4.91	0.4	A	101	152
C-A					408	612
A-B					41	62
A-C					246	369

Main Results for each time segment

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	0.00	426	0.142	60	0.0	0.2	9.812	A
C-AB	70	18	0.00	855	0.082	70	0.0	0.2	4.865	A
C-A	347	87	0.00			347				
A-B	34	8	0.00			34				
A-C	202	50	0.00			202				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	0.00	407	0.177	72	0.2	0.2	10.726	B
C-AB	95	24	0.00	896	0.106	95	0.2	0.2	4.795	A
C-A	404	101	0.00			404				
A-B	40	10	0.00			40				
A-C	241	60	0.00			241				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	22	0.00	381	0.232	88	0.2	0.3	12.258	B
C-AB	137	34	0.00	953	0.144	137	0.2	0.4	4.754	A
C-A	473	118	0.00			473				
A-B	49	12	0.00			49				
A-C	295	74	0.00			295				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	22	0.00	381	0.232	88	0.3	0.3	12.294	B
C-AB	138	34	0.00	953	0.144	138	0.4	0.4	4.785	A
C-A	473	118	0.00			473				
A-B	49	12	0.00			49				
A-C	295	74	0.00			295				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	0.00	407	0.177	73	0.3	0.2	10.763	B
C-AB	95	24	0.00	896	0.106	96	0.4	0.3	4.860	A
C-A	404	101	0.00			404				
A-B	40	10	0.00			40				
A-C	241	60	0.00			241				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	0.00	426	0.142	61	0.2	0.2	9.863	A
C-AB	71	18	0.00	855	0.083	71	0.3	0.2	4.906	A
C-A	347	87	0.00			347				
A-B	34	8	0.00			34				
A-C	202	50	0.00			202				

2041 | do-nothing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		0.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2041	do-nothing	AM	ONE HOUR	09:00	10:30	15	✓	Simple	D1*G2041+D17

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	361	100.000
B		ONE HOUR	✓	44	100.000
C		ONE HOUR	✓	301	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	17	344
	B	32	0	12
	C	291	10	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	10.99	0.1	B	40	60
C-AB	0.02	5.04	0.0	A	15	22
C-A					261	392
A-B					16	24
A-C					315	473

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	414	0.080	33	0.0	0.1	9.425	A
C-AB	11	3	0.00	741	0.015	11	0.0	0.0	5.030	A
C-A	216	54	0.00			216				
A-B	13	3	0.00			13				
A-C	259	65	0.00			259				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	0.00	398	0.099	39	0.1	0.1	10.029	B
C-AB	14	4	0.00	758	0.019	14	0.0	0.0	4.943	A
C-A	256	64	0.00			256				
A-B	16	4	0.00			16				
A-C	309	77	0.00			309				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	376	0.128	48	0.1	0.1	10.979	B
C-AB	19	5	0.00	783	0.025	19	0.0	0.0	4.832	A
C-A	312	78	0.00			312				
A-B	19	5	0.00			19				
A-C	378	95	0.00			378				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	376	0.128	48	0.1	0.1	10.988	B
C-AB	19	5	0.00	783	0.025	19	0.0	0.0	4.842	A
C-A	312	78	0.00			312				
A-B	19	5	0.00			19				
A-C	378	95	0.00			378				

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	0.00	398	0.099	40	0.1	0.1	10.042	B
C-AB	14	4	0.00	758	0.019	14	0.0	0.0	4.963	A
C-A	256	64	0.00			256				
A-B	16	4	0.00			16				
A-C	309	77	0.00			309				

10:15 - 10:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	414	0.080	33	0.1	0.1	9.447	A
C-AB	11	3	0.00	741	0.015	11	0.0	0.0	5.042	A
C-A	216	54	0.00			216				
A-B	13	3	0.00			13				
A-C	259	65	0.00			259				

2041 | do-nothing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		0.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2041	do-nothing	PM	ONE HOUR	17:30	19:00	15	✓	Simple	D2*G2041+D18

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	306	100.000
B		ONE HOUR	✓	49	100.000
C		ONE HOUR	✓	559	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	21	285
	B	28	0	21
	C	534	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	10.97	0.2	B	45	68
C-AB	0.07	4.60	0.1	A	49	74
C-A					463	695
A-B					19	29
A-C					261	392

Main Results for each time segment

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	426	0.087	37	0.0	0.1	9.231	A
C-AB	34	9	0.00	872	0.039	34	0.0	0.1	4.571	A
C-A	387	97	0.00			387				
A-B	16	4	0.00			16				
A-C	214	54	0.00			214				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	408	0.108	44	0.1	0.1	9.888	A
C-AB	46	12	0.00	916	0.050	46	0.1	0.1	4.427	A
C-A	456	114	0.00			456				
A-B	19	5	0.00			19				
A-C	256	64	0.00			256				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	14	0.00	382	0.141	54	0.1	0.2	10.956	B
C-AB	68	17	0.00	978	0.069	67	0.1	0.1	4.272	A
C-A	548	137	0.00			548				
A-B	23	6	0.00			23				
A-C	314	78	0.00			314				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	14	0.00	382	0.141	54	0.2	0.2	10.968	B
C-AB	68	17	0.00	978	0.069	68	0.1	0.1	4.294	A
C-A	547	137	0.00			547				
A-B	23	6	0.00			23				
A-C	314	78	0.00			314				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	408	0.108	44	0.2	0.1	9.904	A
C-AB	46	12	0.00	916	0.051	46	0.1	0.1	4.480	A
C-A	456	114	0.00			456				
A-B	19	5	0.00			19				
A-C	256	64	0.00			256				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	426	0.087	37	0.1	0.1	9.256	A
C-AB	34	9	0.00	872	0.039	34	0.1	0.1	4.600	A
C-A	386	97	0.00			386				
A-B	16	4	0.00			16				
A-C	214	54	0.00			214				

2041 | do-something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		1.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2041	do-something	AM	ONE HOUR	09:00	10:30	15	✓	Simple	D1*G2041+D15+D17

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	381	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	37	344
	B	74	0	28
	C	291	21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.30	13.86	0.4	B	93	140
C-AB	0.05	5.15	0.1	A	31	46
C-A					256	383
A-B					34	52
A-C					315	473

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	0.00	412	0.186	76	0.0	0.2	10.686	B
C-AB	23	6	0.00	738	0.031	23	0.0	0.0	5.136	A
C-A	212	53	0.00			212				
A-B	28	7	0.00			28				
A-C	259	65	0.00			259				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	0.00	395	0.232	91	0.2	0.3	11.843	B
C-AB	30	7	0.00	755	0.039	29	0.0	0.1	5.072	A
C-A	251	63	0.00			251				
A-B	34	8	0.00			34				
A-C	309	77	0.00			309				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	28	0.00	372	0.302	112	0.3	0.4	13.811	B
C-AB	40	10	0.00	779	0.052	40	0.1	0.1	4.997	A
C-A	304	76	0.00			304				
A-B	41	10	0.00			41				
A-C	378	95	0.00			378				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	28	0.00	372	0.302	112	0.4	0.4	13.864	B
C-AB	40	10	0.00	779	0.052	40	0.1	0.1	5.008	A
C-A	303	76	0.00			303				
A-B	41	10	0.00			41				
A-C	378	95	0.00			378				

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	0.00	395	0.232	92	0.4	0.3	11.904	B
C-AB	30	7	0.00	755	0.039	30	0.1	0.1	5.096	A
C-A	251	63	0.00			251				
A-B	34	8	0.00			34				
A-C	309	77	0.00			309				

10:15 - 10:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	0.00	412	0.186	77	0.3	0.2	10.763	B
C-AB	23	6	0.00	738	0.031	23	0.1	0.0	5.150	A
C-A	212	53	0.00			212				
A-B	28	7	0.00			28				
A-C	259	65	0.00			259				

2041 | do-something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		1.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2041	do-something	PM	ONE HOUR	17:30	19:00	15	✓	Simple	D2*G2041+D16+D18

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	331	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	588	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	46	285
	B	47	0	36
	C	534	53	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	12.80	0.3	B	76	114
C-AB	0.15	4.87	0.4	A	109	163
C-A					430	646
A-B					42	63
A-C					261	392

Main Results for each time segment

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	420	0.149	62	0.0	0.2	10.020	B
C-AB	75	19	0.00	868	0.086	74	0.0	0.2	4.826	A
C-A	368	92	0.00			368				
A-B	35	9	0.00			35				
A-C	214	54	0.00			214				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	401	0.186	74	0.2	0.2	11.029	B
C-AB	102	25	0.00	912	0.112	101	0.2	0.3	4.757	A
C-A	426	107	0.00			426				
A-B	41	10	0.00			41				
A-C	256	64	0.00			256				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	373	0.245	91	0.2	0.3	12.761	B
C-AB	149	37	0.00	974	0.153	149	0.3	0.4	4.723	A
C-A	498	124	0.00			498				
A-B	50	13	0.00			50				
A-C	314	78	0.00			314				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	373	0.245	91	0.3	0.3	12.797	B
C-AB	150	37	0.00	974	0.154	150	0.4	0.4	4.753	A
C-A	497	124	0.00			497				
A-B	50	13	0.00			50				
A-C	314	78	0.00			314				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	401	0.186	75	0.3	0.2	11.071	B
C-AB	102	26	0.00	912	0.112	103	0.4	0.3	4.824	A
C-A	426	107	0.00			426				
A-B	41	10	0.00			41				
A-C	256	64	0.00			256				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	420	0.149	63	0.2	0.2	10.075	B
C-AB	75	19	0.00	868	0.087	76	0.3	0.2	4.868	A
C-A	367	92	0.00			367				
A-B	35	9	0.00			35				
A-C	214	54	0.00			214				

| proposed dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		6.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.16	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	proposed dev	AM	ONE HOUR	09:00	10:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	20	100.000
B		ONE HOUR	✓	58	100.000
C		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	0
	B	42	0	16
	C	0	11	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	8.40	0.1	A	53	80
C-AB	0.02	5.59	0.0	A	10	15
C-A					0	0
A-B					18	28
A-C					0	0

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	494	0.088	43	0.0	0.1	7.979	A
C-AB	8	2	0.00	657	0.013	8	0.0	0.0	5.547	A
C-A	0	0	0.00			0				
A-B	15	4	0.00			15				
A-C	0	0	0.00			0				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	0.00	493	0.106	52	0.1	0.1	8.152	A
C-AB	10	2	0.00	656	0.015	10	0.0	0.0	5.567	A
C-A	0	0	0.00			0				
A-B	18	4	0.00			18				
A-C	0	0	0.00			0				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	0.00	493	0.130	64	0.1	0.1	8.393	A
C-AB	12	3	0.00	655	0.018	12	0.0	0.0	5.595	A
C-A	0	0	0.00			0				
A-B	22	6	0.00			22				
A-C	0	0	0.00			0				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	0.00	493	0.130	64	0.1	0.1	8.396	A
C-AB	12	3	0.00	655	0.018	12	0.0	0.0	5.595	A
C-A	0	0	0.00			0				
A-B	22	6	0.00			22				
A-C	0	0	0.00			0				

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	0.00	493	0.106	52	0.1	0.1	8.161	A
C-AB	10	2	0.00	656	0.015	10	0.0	0.0	5.569	A
C-A	0	0	0.00			0				
A-B	18	4	0.00			18				
A-C	0	0	0.00			0				

10:15 - 10:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	494	0.088	44	0.1	0.1	7.996	A
C-AB	8	2	0.00	657	0.013	8	0.0	0.0	5.549	A
C-A	0	0	0.00			0				
A-B	15	4	0.00			15				
A-C	0	0	0.00			0				

| proposed dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		4.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.85	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	proposed dev	PM	ONE HOUR	17:30	19:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	25	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	0
	B	19	0	15
	C	0	29	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	7.63	0.1	A	31	47
C-AB	0.05	5.79	0.1	A	27	40
C-A					0	0
A-B					23	34
A-C					0	0

Main Results for each time segment

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6	0.00	512	0.050	25	0.0	0.1	7.395	A
C-AB	22	5	0.00	656	0.033	22	0.0	0.0	5.671	A
C-A	0	0	0.00			0				
A-B	19	5	0.00			19				
A-C	0	0	0.00			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	511	0.060	31	0.1	0.1	7.496	A
C-AB	26	7	0.00	655	0.040	26	0.0	0.0	5.720	A
C-A	0	0	0.00			0				
A-B	22	6	0.00			22				
A-C	0	0	0.00			0				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	509	0.074	37	0.1	0.1	7.631	A
C-AB	32	8	0.00	654	0.049	32	0.0	0.1	5.785	A
C-A	0	0	0.00			0				
A-B	28	7	0.00			28				
A-C	0	0	0.00			0				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	509	0.074	37	0.1	0.1	7.631	A
C-AB	32	8	0.00	654	0.049	32	0.1	0.1	5.785	A
C-A	0	0	0.00			0				
A-B	28	7	0.00			28				
A-C	0	0	0.00			0				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	511	0.060	31	0.1	0.1	7.501	A
C-AB	26	7	0.00	655	0.040	26	0.1	0.0	5.721	A
C-A	0	0	0.00			0				
A-B	22	6	0.00			22				
A-C	0	0	0.00			0				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6	0.00	512	0.050	26	0.1	0.1	7.406	A
C-AB	22	5	0.00	656	0.033	22	0.0	0.0	5.676	A
C-A	0	0	0.00			0				
A-B	19	5	0.00			19				
A-C	0	0	0.00			0				

| com dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		7.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.45	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	com dev	AM	ONE HOUR	09:00	10:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	0
	B	4	0	1
	C	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.45	0.0	A	5	7
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	488	0.008	4	0.0	0.0	7.426	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	488	0.009	4	0.0	0.0	7.437	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	488	0.011	5	0.0	0.0	7.453	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	0.00	488	0.011	6	0.0	0.0	7.453	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	0.00	488	0.009	5	0.0	0.0	7.437	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

10:15 - 10:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	0.00	488	0.008	4	0.0	0.0	7.426	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

| com dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main Street (R161/R148)/Kingsbury	T-Junction	Two-way	Two-way	Two-way		0.00	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	F

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	com dev	PM	ONE HOUR	17:30	19:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	2	100.000
B		ONE HOUR	✓	2	100.000
C		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	0
	B	1	0	1
	C	0	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	526	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	526	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	526	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	526	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	526	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	526	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	661	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

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