2025

Affordable Housing Development
Raheen, Athenry, Co. Galway
Traffic and Transport Assessment

ORS

Affordable Housing Development Raheen, Athenry, Co. Galway
Traffic and Transport Assessment Report

Document Control Sheet

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Executive Summary

ORS were engaged by *SDS Design engineers*, on behalf of Galway County Council, to undertake a Traffic and Transport Assessment (TTA) as part of the planning application for a proposed affordable housing development at Raheen, Athenry, Co. Galway. 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 consists of the construction of 28No. two-storey dwellings, including 18No. 3-bedroom semi-detached houses and 10No. 2-bedroom terraced houses, located on a greenfield site accessed from the Raheen Woods Road (Gort Mhaoilir Road). The proposal also involves the construction of hard and soft landscape works including new roadways and paths, provision of 56No. new car parking spaces including 7No. universal access spaces with EV charging facilities, provision of 14No. cycle parking, public open space, public lighting, signage, boundary treatments and all associated infrastructure.

The site is greenfield land, located 650m west of Athenry's town centre.

ORS scoped the requirements for the Traffic Assessment following the same approach previously applied to a nearby proposed residential development (to the northeast of the proposed site, in the immediate vicinity), where the methodology and assessment extents were agreed with Galway County Council. In line with that earlier agreement, and to ensure consistency in the evaluation of traffic conditions in the area, the present assessment similarly focuses on the same two key junctions in the vicinity of the Proposed Development, as described below.

Automatic Junction Turning Counts (JTC) were carried out on Tuesday 11th March 2025 at the following junctions by a third-party company named IDASO:

- Site 1: 3-arm Junction of Raheen Woods Road (Gort Mhaoilir Road) and the L-3103,
- Site 2: 3-arm Junction of Raheen Woods Road (Gort Mhaoilir Road) and the L-3105.

The traffic counts encompass all movements along the junctions and are assumed to be representative of a normal weekday.

The traffic profile likely to be generated by the proposed development was obtained by the Trip Rate Information Computer System (TRICS) database. Therefore, the methodology used to estimate the generated traffic is considered conservative. The estimated traffic was split through the junctions in proportion to the existing traffic flows measured on the traffic counts.

The National Planning Application website was consulted to include proposed developments in the area that will affect the road network in the vicinity of the proposed development.

The junctions were tested using *PICADY* (Priority Intersection Capacity and Delay) software for the base year (2025), the year of opening (assumed 2027), 5-year, and 15-year future design scenarios. Appropriate TII Traffic Growth Factors for Co. Galway 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 junctions to assess the potential worst-case scenarios associated with the development.

Based on the findings of the traffic analysis and the estimated trip generation associated with the proposed residential development, it can be concluded that the development is anticipated to generate a low volume of additional traffic. The results of the junction analysis confirm that the surrounding road network has sufficient capacity to accommodate the projected traffic without adverse impacts. All assessed junctions are expected to operate well below their theoretical capacity, with no operational issues anticipated during peak periods.

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 affordable housing development at Raheen, Athenry, Co. Galway. 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 Galway County Development Plan 2022 – 2028 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 residential development will have on the surrounding road network, with the assessment focusing primarily on 2No. key junctions in the vicinity of the site.

The selected junctions are illustrated in **Figure 1.1** below.
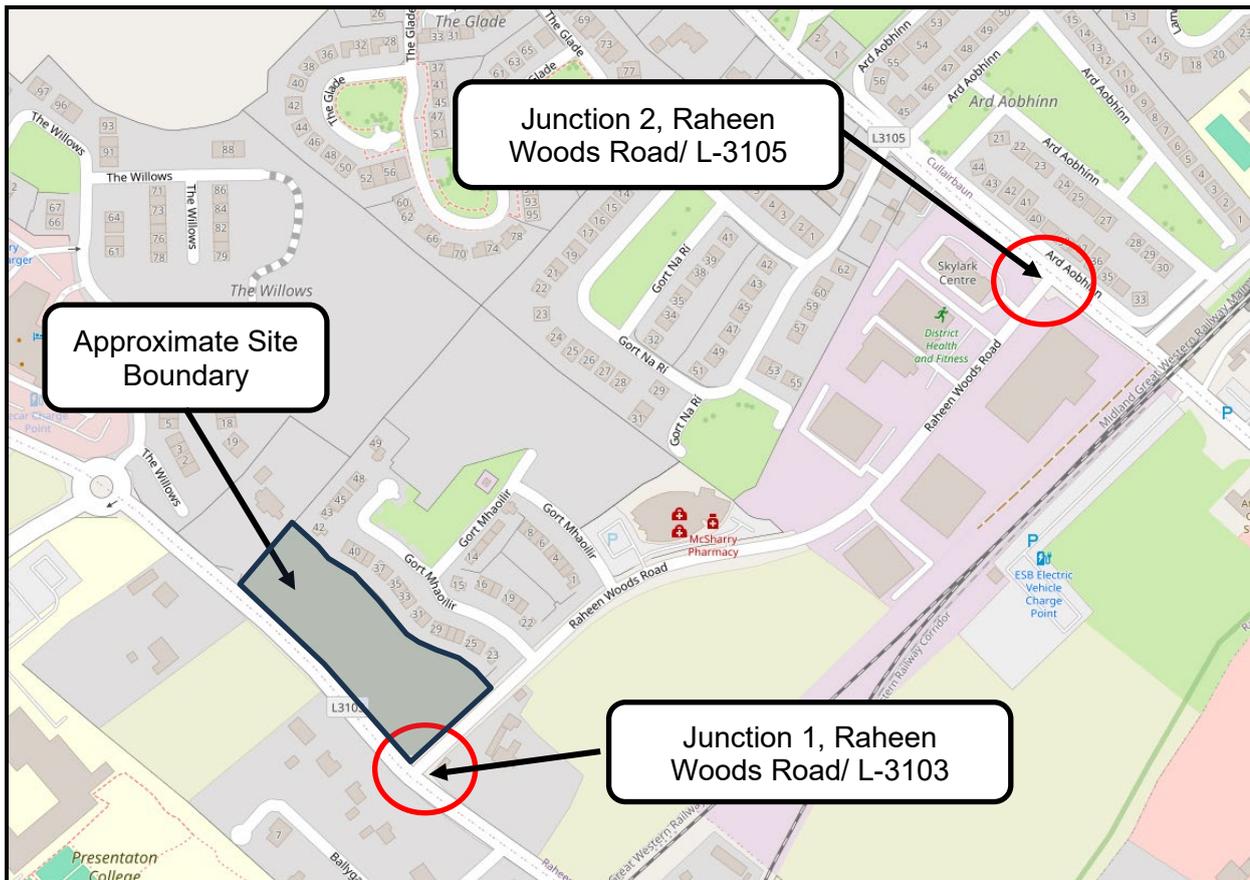
Figure 1.1: Locations of Junctions Analysed shown in red (Source: OpenStreetMap, 2025)

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

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development;

- The potential effect on the surrounding road network due to the anticipated traffic generated by the proposed 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:

- 12-hour classified automatic junction turning counts (JTC) were carried out on Tuesday 11th March 2025 at the junctions mentioned above by a third-party company named IDASO. The traffic counts encompass all movements along the junctions and are assumed to be representative of a normal weekday.
- 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 junctions could be calculated using the existing traffic flows and the expected additional traffic to be generated by the development.
- The effect the generated traffic will have on the road network was assessed against the TII threshold and it was found that for the junctions under assessment, the threshold of 5% increase in traffic, where congestion is observed, is not exceeded. Nevertheless, a TTA was proactively prepared to demonstrate the limited impact of the proposed development on the surrounding road network and to support a robust planning submission.
- 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. Galway to obtain the existing and proposed traffic profiles at the junctions analysed for the year of opening, 5-years, and 15 years after the completion of the proposed development.
- Parking requirements were assessed against standards set in the Galway County Development Plan 2022 – 2028.

2 The Proposed Development

2.1 Development Site Location

The proposed development site is located approximately 650m west of Athenry town centre and is currently a greenfield site. It is bordered to the North by the existing Gort Mhaoilir housing, and to the West by the Willow Estate. The Athenry Primary Care Centre and Pharmacy are located to the Northeast of the site.

The proposed site is well connected to the local road network, with nearby access to the R347 (Tuam Road), L-3105 and L-3103. The site is situated at the intersection of the Gort Mhaoilir Road (Raheen Woods Road) and the L-3103. It lies south of the existing Gort Mhaoilir housing estate. Its perimeter is defined by various features: block walls mark the boundary with neighbouring residential gardens to the north-east and north-west, while the south-east and south-west edges are characterised by palisade fencing, hedgerows, and a low natural stone wall.

Figure 2.1 below shows the environs of the proposed residential development.

Figure 2.1 Site location map and surroundings (Source: Google Earth, 2025. Notes by ORS)

2.2 Land Use

Athenry is Galway's sixth largest town. It serves a rural hinterland as a market town and service centre. It is identified in the Galway Council Development Plan (GCDP) 2022 - 2028 as an Area of Strategic Potential (Level 3) - "*Large economically active service centre that provides*

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employee for the surrounding areas". Athenry can develop further and accommodate enterprises, e.g. Economic Corridor from Oranmore to Athenry, which "*must be developed/promoted and serviced to high international standards to attract further Foreign Direct Investment and indigenous industries/ businesses, building on the existing strategic location and infrastructure*".

The GCDP 2022 – 2028 Policy Objective is "*to support the development of Athenry as a town of Strategic Potential, as outlined in the Core Strategy and Settlement Strategy, in order to sustain a strong, vibrant urban centre which will act as an important driver for the local economy, reduce travel demand and support a large rural hinterland, while providing a complementary role to the Key Towns and Metropolitan Area Strategic Plan and the smaller towns and villages in the County*".

The development strategy is to strengthen the urban fabric of the county, with an emphasis on building critical mass in the towns, including the Strategic Potential Town of Athenry. "*The focus is on achieving the consolidated growth of the settlements, with a significantly high proportion of housing in the existing built-up footprints of each settlement, strengthening town centres to their full potential by utilising under-utilised land and buildings and developing the settlements in a sequential manneris to develop the Strategic Potential Town to grow to a sustainable level*".

Policy DS1 - Development Strategy: "*It is the overarching policy of the Council to support and facilitate the sustainable development of Athenry in line with the preferred Development Strategy Option 4 - Managed Phased Development which allows Athenry to develop in a manner that maintains and enhances the quality of life of local communities, promotes opportunities for economic development, sustainable transport options and social integration, protects the cultural, built and natural heritage and environment and complies with relevant statutory requirements.*" The preferred development strategy option is considered to be the most appropriate option for securing the managed growth of Athenry, while retaining its medieval fabric and taking account of environmental and other planning and sustainable development considerations over the Plan period.

The Plan's strategic vision for Athenry envisions that the town "*will be a sustainable, self-sufficient, vibrant and socially inclusive key town, which protects and enhances its attractive medieval character while becoming an innovative growth centre within the Strategic Economic Corridor, supporting an educated workforce, providing a range of services/amenities and with a high quality of life for the local community*". This will be delivered through a managed and phased development strategy on appropriately zoned and serviced lands in a manner that is balanced and sustainable for Athenry and the environs that it serves.

The site is currently zoned as 'R – Residential Phase 1', as shown in **Figure 2.2** overleaf.
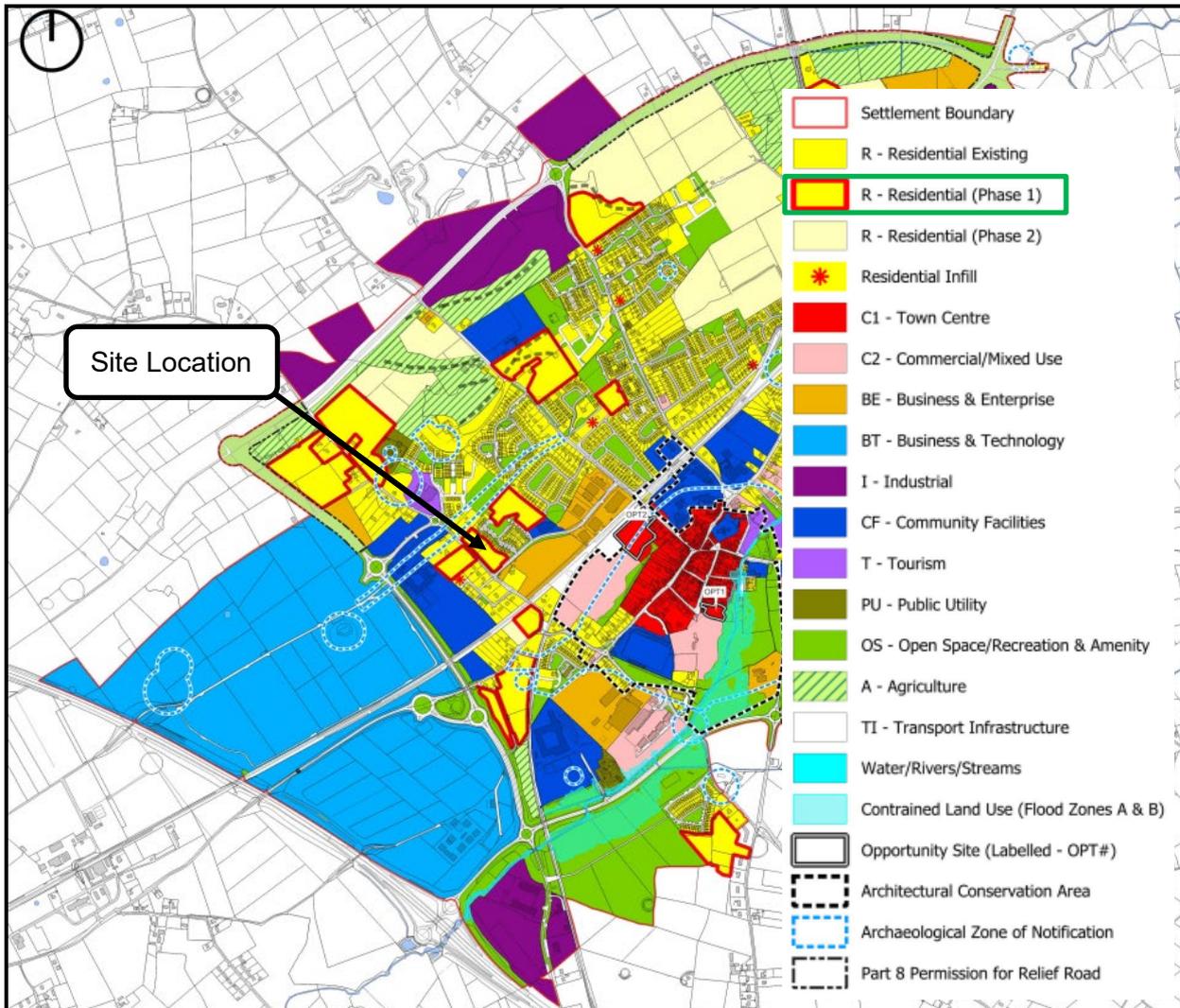
Figure 2.2: Land Use Zoning Objectives Map (Source: Athenry Local Area Plan 2024 - 2030)

2.3 Description of the Proposed Development

This development involves the construction of 28No. two-story residential units on a 1.0815-hectare undeveloped plot. The homes consist of 18No. three-bedroom semi-detached houses and 10No. two-bedroom terraced houses. Access will be provided via the Raheen Woods Road (Gort Mhaoilir Road).

The project also encompasses all required supporting infrastructure, including new roads, paths, and public open space. Parking facilities will provide 56No. car spaces, including 7No. designated accessible spaces, while 4No. spaces will support EV charging. Additionally, 14No. spaces for bicycles will be provided for visitors. The site is generally flat and is situated at the corner of the Raheen Woods Road (Gort Mhaoilir Road) and the L-3103, just south of the existing Gort Mhaoilir housing estate. The current site boundaries are defined by various walls, fencing, and hedgerows, and an existing waste-water treatment tank in the southern corner will be decommissioned and removed.

The proposed site layout is illustrated in **Figure 2.3** overleaf.

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Figure 2.3: Proposed Ground Floor Plan. Cropped (Source: Paul Keogh Architects)

2.4   Accessibility and Parking

The layout of the Athenry town comprises of a relatively compact town centre with a main administrative focus around Market Square and a commercial core centred within Church Street, Old Church Street, Cross Street and North Gate Street. The more recent pattern of development in the town has consisted of residential development in the environs complemented by commercial development in the form of neighbourhood centres and retail parks.

Objective 1 of the Athenry Local Transport Plan is Accessibility & Social Inclusion: *Support and implement transport measures which reduce car dependency and improve access to local services by sustainable modes.*

In reference to the town centre, Galway County Council has a vision for "*a pleasant place for people to live, work and visit*" which must be accessible to all, including those with impaired mobility. Sustainable modes of transport will be prioritised in the town centre, with good connectivity to the nearby residential and employment locations. The rebalancing of the transport system and space allocation reflects the need for a greater emphasis placed on infrastructure in relation to walking, using buggies, wheelchairs or cycling.

Policy **ILUTP** specifically encourages '*transition towards sustainable and low carbon transport modes, through the promotion of alternative modes of transport, and 'walkable communities' and Active Travel, together with promotion of compact urban forms close to public transport corridors to encourage more sustainable patterns of movement'*.

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The main car parks in Athenry are located around the town centre, at Church Street, Tuam Road, North Gate Street and at the train station, see **Figure 2.4**. Additional public parking facilities are available on-street on many streets within the town centre and in Market Square.

Figure 2.4: Public Car Parks in Athenry (Source: Google Maps, 2025)

2.4.1 Site Access

The proposed development, situated within an established residential area, has direct access to the local road network. The site will be served by one new entrance connecting to Raheen Woods Road (Gort Mhaoilir Road) and the nearby L-3103 and L-3105 local roads, which provide direct routes to Athenry town centre approximately 650m to the east. The site benefits from proximity to local amenities including the Athenry Primary Care Centre and Pharmacy.

Vehicular access to the site will be provided via a priority T-junction to the Raheen Woods Road (Gort Mhaoilir Road), at the location shown in **Figure 2.5** overleaf.

While the site currently has a direct access via the Raheen Woods Road (Gort Mhaoilir Road), as shown in **Figure 2.6**, this existing access point does not align with the proposed location for the future development junction.

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Figure 2.5: Proposed Vehicular Access Location shown in red (Source: https://satellites.pro/)

Figure 2.6: Currently site access located in the Gort Mhaoilir Road (Source: Google Earth, Street View, May 2025)

The proposed access point mentioned above is currently serviced by pedestrian footpaths running along the Raheen Woods Road (Gort Mhaoilir Road). There are no other proposed pedestrian permeability points connecting the proposed development with the existing Gort Mhaoilir Estate.

Please refer to **Figure 2.7** overleaf for the proposed pedestrian access.

Figure 2.7: Proposed Pedestrian Access Locations shown in red. Cropped (Source: Paul Keogh Architects)

2.4.2 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 movement. The layout prioritises place function, pedestrian permeability, and cyclist safety while ensuring appropriate vehicular access for residents, visitors, and service vehicles. This system is designed to comfortably accommodate the anticipated volume of arrivals and departures without presenting a safety risk and not negatively affecting the road network that it connects to.

The site layout plan (**Figure 2.3**) illustrates a well-designed internal road network that will integrate with the existing road infrastructure. The layout includes:

- A self-regulating local street network serving residential units only, providing efficient two-way circulation and supporting the Design Manual for Urban Roads and Streets (DMURS) objectives by discouraging through-traffic, reducing vehicle speeds, and enhancing overall safety.
- Primary vehicular access is provided via a priority T-junction located on the southern boundary along Raheen Woods Road (Gort Mhaoilir Road). This junction interfaces with a two-way internal access road, facilitating both inbound and outbound movements.
- Appropriate sight lines at the junctions to ensure traffic safety.
- Dedicated pedestrian infrastructure throughout the development.

Resident and visitor parking spaces are distributed along the internal street and in small clusters to minimise visual impact and reduce hard surfacing. EV-charging spaces and accessible parking bays are located centrally for ease of use. Parking courts are designed to minimise turning movements on the street and reinforce a slow-speed environment while maintaining adequate manoeuvring space.

A future pedestrian access point is strategically located to allow ease of movement for residents, promote walkability, and provide potential links to the town centre. There will be several pedestrian crossings located at strategic positions which will enhance pedestrian safety

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within the development.

Street trees and verge planting are used to reinforce the spatial structure of the internal streets, create visual narrowing, and support the place-based approach advocated by DMURS. The presence of landscaped spaces and green corridors further enhances walkability and contributes to a high-quality public realm.

2.4.3 Pedestrian and Cyclist Connectivity

A continuous footpath network is provided on both sides of the primary internal street, as illustrated in **Figure 2.3**, ensuring step-free pedestrian access throughout the development. Footpaths are designed to DMURS minimum widths and are separated from the carriageway by landscaped verges and tree planting, enhancing the pedestrian environment and improving passive surveillance.

The road layout is supplemented by direct pedestrian links through green spaces, connecting residential blocks to shared amenity areas and perimeter walking routes. These connections align with DMURS principles of permeability and modal priority, providing attractive alternatives to vehicle trips within the development.

The internal streets operate at low speeds consistent with a shared-street cycling environment, as recommended by DMURS for residential areas. Cyclists are safely accommodated on-carriageway due to the calmed traffic environment, short block lengths, and the absence of through-traffic. Bicycle parking is provided within residential units and designated communal areas.

According to the Athenry Local Transport Plan 2024-2030 document, the quality of pedestrian infrastructure in in the town is *"quite varied…Outside of main roads and streets, the residential areas north of the railway line suffer from poor permeability in places, particularly in an east-west direction... This can significantly increase walking distances to key services for residents in the town'*.

The proposed development is situated among residential estates and can be accessed via the existing Raheen Woods Road (Gort Mhaoilir Road) and associated footpaths leading to the L-3105 or L-3103 Roads and onwards to the town centre. The site is situated within walking distance from the local amenities and educational developments, including:

- 200m Northwest of the Athenry Primary Care Centre & Pharmacy,
- 750m West of GRETB (Galway and Roscommon Education and Training Board),
- 750m from Athenry Rail Station,
- 700m due East from Kenny Park, the local GAA Stadium,
- 1000m South of the 418 Bus Stop (Athenry – Galway Bus Service),
- 1000m from the Athenry Gaelscoil Riada,
- 900m North of the Athenry Shopping Centre,
- 300m Northeast of Presentation College.

The footpaths along the Raheen Woods Road (Gort Mhaoilir Road) into Athenry town are of decent quality equipped with dropped kerbs, well-maintained surfacing and sufficient width. These footpaths lead to Station Road, where they continue into the town centre. The majority of the junctions in the area provide good pedestrian crossing facilities in the form of dropped

kerbs and tactile paving.

The nearest pedestrian crossing and tactile paving on Raheen Woods Road (Gort Mhaoilir Road) is located approximately 30m from the development entrance and provides access to the local road L-3103, leading further to Presentation College. A second pedestrian crossing is located approximately 500m to the northeast of the entrance at the junction between Raheen Woods Road (Gort Mhaoilir Road) and the L-3105. This existing pedestrian crossing is shown in **Figure 2.8** below.

Figure 2.8: Pedestrian Crossing on Raheen Woods Road (Gort Mhaoilir Road), View from Southwest (Source: Google Earth)

There is currently no dedicated cycling infrastructure in the nearby vicinity of the proposed development. At present, cyclists must utilise existing roadways alongside motorists to reach the proposed site via Raheen Woods Road (Gort Mhaoilir Road).

2.4.4 Service 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 not been carried out to confirm that emergency vehicles, such as fire trucks, will be able to manoeuvre the site in a safe and efficient manner.

2.4.5 Vehicle Parking

Chapter 15 of the Galway County Development Plan 2022 - 2028 was consulted in order to obtain the car parking standards for the development. The document states in Table 15.5, as summarised in **Table 2.1** overleaf, the maximum requirements for developments such as the proposed residential development.

It should be noted that a flexible approach to these standards may be applied where such a case is substantiated, there is no traffic safety issue, and it is clearly demonstrated to the Planning Authority in the interest of proper planning and development, that the standard should be adjusted to facilitate the site-specific context.

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Table 2.1 – Car Park Standards as per Galway CDP 2022 – 2028				
Development	Car Parking Standard	No. of Units	Parking Spaces (Min. as per CPD)	Parking Spaces (Proposed)
Residential: Dwellings (1-3 bedrooms)	1.5 Spaces Per Dwelling	28	42	56

The proposed total number of car parking spaces is 56No., which is above the minimum requirement standard as presented in the Development Plan.

The Galway County Development Plan 2022 – 2028 advises that car parking provision shall be provided for the disabled and mobility-impaired in all car-parking developments and should be located in the most convenient locations for ease of uses, with the minimum provision being 4No. spaces within 50-75 spaces. The proposal includes 3No. standard accessible parking spaces and 4No. accessible spaces combined with EV charging infrastructure, which is above the minimum Development Plan requirement of 4No. spaces.

Mention is given to electric vehicle charging points. The Galway County Development Plan 2022 - 2028 specifies in DM Standard 31(g) that all developments should provide facilities for the charging of battery-operated cars at a rate of up to 20% of the total car parking spaces. A total of 56No. car parking spaces are being provided as part of this development, therefore minimum of 11No. car parking spaces should be provided with EV charging points in accordance with the requirement.

2.4.6 Cycle Storage

Providing high-quality, safe, secure, and convenient bicycle parking is crucial to support sustainable transportation options such as cycling, walking, and public transport. The Galway County Development Plan 2022 - 2028 recognises the importance of secure cycle parking facilities to promote sustainable transport, mentioning that bicycle parking shall be located in a prominent position within 30m of the facility served and should have a shelter and be signposted.

According to the Development Plan, in Housing Developments 1No. private secure bicycle space should be provided per 1No. bed space, with minimum 1No. visitor bicycle space per 2No. housing units.

Resident parking will be accommodated within each individual property.

At present, the plans propose to include 14No. visitor spaces at the communal open space, as shown in **Figure 2.9** overleaf. This meets the minimum requirement of No. spaces for visitors.

Figure 2.9: Proposed visitor bicycle parking areas outlined in red (Source: Paul Keogh Architects)

3 Traffic Conditions

3.1   Existing Road Network

Athenry town is strategically located 22km east of Galway Gateway within the Eastern Strategic Corridor and is accessible by rail and motorway networks. The primary road serving Athenry is the M6, which bypasses the town and provides direct connections to Galway and Dublin. Approximately 3 km west of Athenry, the M6/M17/M18 interchange facilitates further connectivity to Ennis, Limerick, Tuam, and beyond to Claremorris and Sligo. Please refer to **Figure 3.1** below.
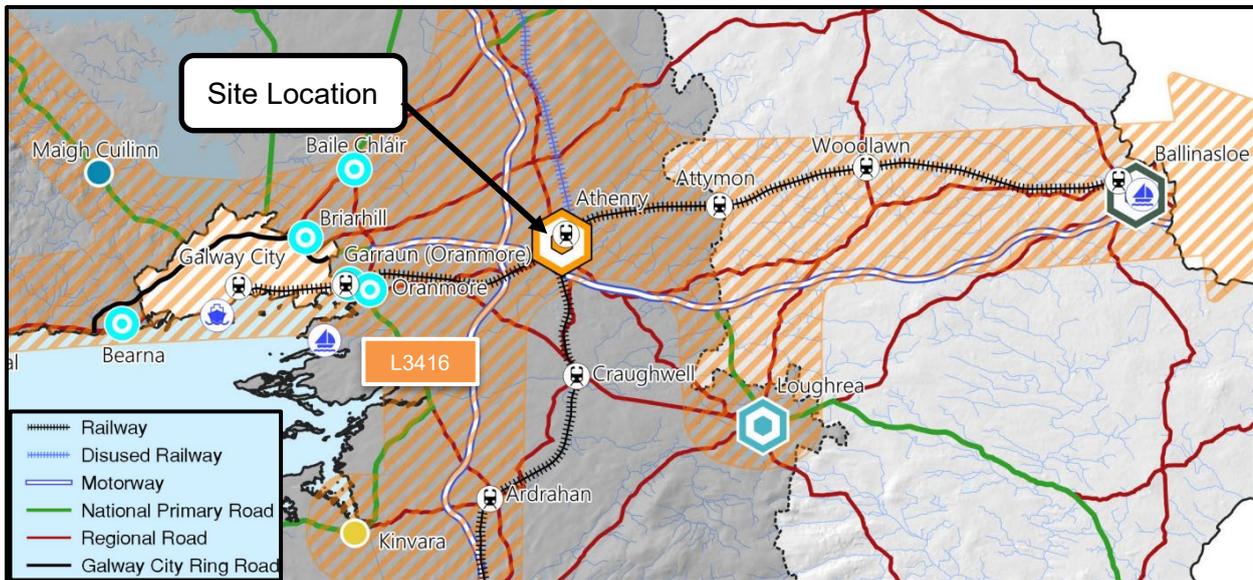
Figure 3.1: Road Network in Co. Galway

Access to Athenry's local road network from the M6 is via Junction 17, which connects to the town through the R348, as shown in **Figure 3.2** overleaf. In addition to this national route, two main regional roads serve the town: the R347, which connects Athenry to Tuam and Craughwell, and the R348, which links to Oranmore and Ballinasloe, acting as key arterial routes. Additionally, the L-3107 towards Monivea and the L-3112 from the east provide further access to the town.

Therefore, the proposed development at Gort Mhaoilir is strategically located with excellent access to Ireland's national road network. The site is approximately 3km from Junction 17 of the M6 motorway, which provides a key east-west transportation corridor connecting Galway City to Dublin. This proximity to the M6 offers residents convenient access to Ireland's wider motorway network.

Distance to Key Towns and Cities:
The development's location provides convenient access to several key urban centres:

- Athenry Town Center: 650m (approximately 8-minute walk);
- Galway City: 24km (approximately 25-minute drive via M6);
- Dublin: 185km (approximately 2-hour drive via M6);
- Ballinasloe: 35km (approximately 30-minute drive via M6);

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- Oranmore: 13km (approximately 15-minute drive via R348); and
- Loughrea: 20km (approximately 20-minute drive via R446).
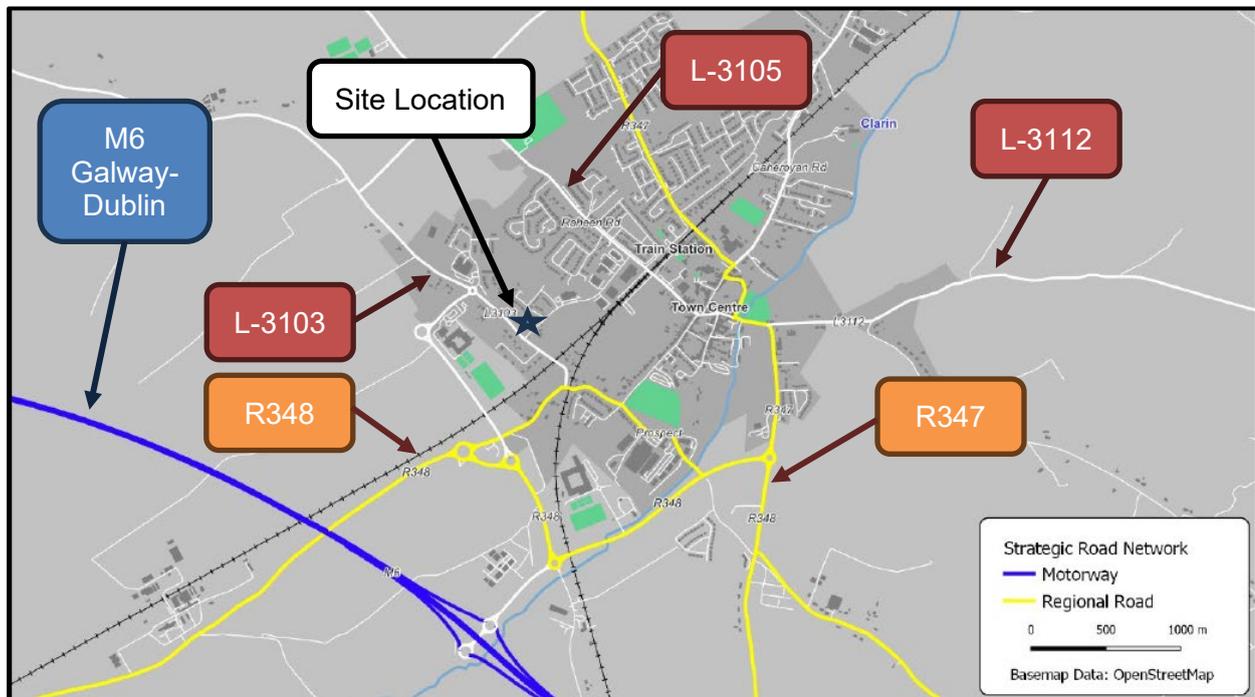
Figure 3.2: Athenry town. Access to Regional Roads and Motorway (Source: Galway County Development Plan 2022 - 2028)

The L-3103 local road provides essential local access to the Gort Mhaoilir development and surrounding residential areas, serving as a key connector between neighbourhoods and Athenry town centre. The road is configured as a two-lane, two-way carriageway with one lane in each direction, featuring a well-maintained asphalt surface suitable for local traffic volumes. The posted speed limit is 50kmph, appropriate for its residential setting and proximity to homes and community facilities. This moderate speed limit enhances safety for all road users, particularly at residential access points and pedestrian crossing locations.

The L-3103 features continuous concrete footpaths on both sides. Street lighting columns are positioned at regular intervals along the route, providing adequate illumination for both vehicular traffic and pedestrians during evening hours. Road markings include centre lines and junction indicators. The road's geometry includes gentle curves and good visibility, allowing for safe navigation throughout its length while naturally controlling vehicle speeds.

The L-3105 local road serves as another vital access route for the proposed development, connecting residential areas to community facilities and the wider road network. It is designed as a standard two-lane, two-way carriageway with single lanes in each direction, constructed with a durable asphalt surface capable of accommodating local traffic flows. The road operates under a 50kmph speed limit, consistent with its residential character and supporting safe interaction between vehicles, pedestrians and cyclists in this community setting.

Pedestrian facilities along the L-3105 include well-maintained footpaths that provide continuous routes along both sides of the carriageway, with dropped kerbs at crossing points to facilitate accessibility for all users. Street lighting is consistently provided along the route, mounted on

columns at appropriate intervals to ensure visibility and safety during darker hours. Clear road markings delineate traffic lanes and junction approaches, while boundary features such as stone walls at estate entrances contribute to the road's character and help define the streetscape. The road's design incorporates appropriate sightlines at junctions and accesses, ensuring safe movement for vehicles entering and exiting connecting streets and properties.

Gort Mhaoilir Estate Road is a quieter residential road network within the estate, of an approximate kerb to kerb width of 5m, which accommodates two-way traffic at reduced speeds appropriate for a residential environment (30kmph). Street lighting is provided within the Gort Mhaoilir Estate. Gort Mhaoilir Estate Road is also equipped with footpaths on at least one side, providing pedestrian access and connectivity to Raheen Woods Road and local facilities.

Traffic arriving or departing from the site will utilise the under-assessment priority junctions, one to the northeast and another one to the southwest, shown in **Figure 1.1** above.

The accessed junctions and roads included in this assessment 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 junctions tested as part of this assessment, please refer to **Figure 3.3**, **Figure 3.4** and **Figure 3.5** below.

Figure 3.3: Gort Mhaoilir Estate Road/L-3103 Junction. Approach from south (Source: Google Earth, May 2025)

Figure 3.4: Gort Mhaoilir Estate Road/L-3103 Junction. Approach from minor road. Stop sign and road markings in place (Source: Google Earth, May 2025)

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Figure 3.5: Gort Mhaoilir Estate Road/L-3105 Junction. Approach from North (Source: Google Earth, May 2025)

3.2 Pedestrian and Cyclist Connectivity

The proposed residential development is located to the northwest of the Athenry town centre 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 15-minute walk from the development can reach a significant portion of the town. Generally, the existing pedestrian infrastructure in the vicinity of the site includes:

- Continuous concrete footpaths along one side of the Gort Mhaoilir (Raheen Woods) Road, as shown in **Figure 3.6**, extending to both sides on the approach to the junction with the L-3105 local road, as shown in **Figure 3.7**;
- Continuous concrete footpaths along one side in the Gort Mhaoilir (Raheen Woods) Road connecting to the L-3103 local road, as shown in **Figure 3.8**;
- Dropped kerbs at junctions facilitating accessibility for mobility-impaired users and those with strollers;
- Street lighting providing adequate illumination for pedestrian safety during evening hours;
- Grass verges along sections of the route creating separation between pedestrians and vehicular traffic.

Figure 3.6: Pedestrian Infrastructure on Gort Mhaoilir (Raheen Woods) Road approaching the Development Access. View to North (Source: Google Earth, May 2025)

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Figure 3.7: Pedestrian Infrastructure on Gort Mhaoilir (Raheen Woods) Road approaching the Junction (Source: Google Earth, May 2025)

Figure 3.8: Pedestrian Infrastructure on Gort Mhaoilir (Raheen Woods) Road approaching the Development Access. View to South (Source: Google Earth, May 2025)

The site's proximity to key local destinations enhances its pedestrian connectivity:

- Athenry Primary Care Centre and Pharmacy: 220 m (3 minute walk);
- Athenry Town Centre and commercial services: 650m (8-10 minute walk);
- Local schools: Within 700-1.5km (10-20 minute walk);
- Athenry Railway Station: Approximately 700m (10 minute walk);
- Presentation College: 440m (6 minute walk).

Proposed Pedestrian Enhancements

The development proposal includes several enhancements to the local pedestrian network:

- New footpaths throughout the development connecting to the existing external network;
- Pedestrian access point to maintain permeability and connectivity;

- Dedicated pedestrian crossings at key internal locations; and
- Landscaped pedestrian zones creating a pleasant walking environment.

Athenry currently has limited dedicated cycling infrastructure, which is typical of many smaller Irish towns. Generally, it is expected that a 15-minute cycle from the site can reach all locations of the town. Currently, the road network is not especially cycle friendly and there are very few dedicated cycle ways or cycling facilities within the town, and therefore cyclists must utilise existing roadways alongside motorists to reach the proposed site via either the L-3103 or the L-3105 Road.

The map shown in **Figure 3.9** illustrates locations of cycleways in the vicinity of the site.

According to the Athenry Local Transport Plan 2024-2030, '*there are grade separated cycle tracks on the completed sections of the Athenry Relief Road to the north of the town and along the newly completed section of road at Presentation College, however there are no cycle tracks along the section at the school gate. These cycle tracks have a version of a cycle friendly roundabout at junctions, featuring shared space, but no raised crossings resulting in priority for vehicular traffic and reduced safety for cyclists and pedestrians. In addition, there is a new section of one-way cycle track along the R348 between Clarin College and the Baunmore Roundabout, stopping short of the roundabout itself*'.
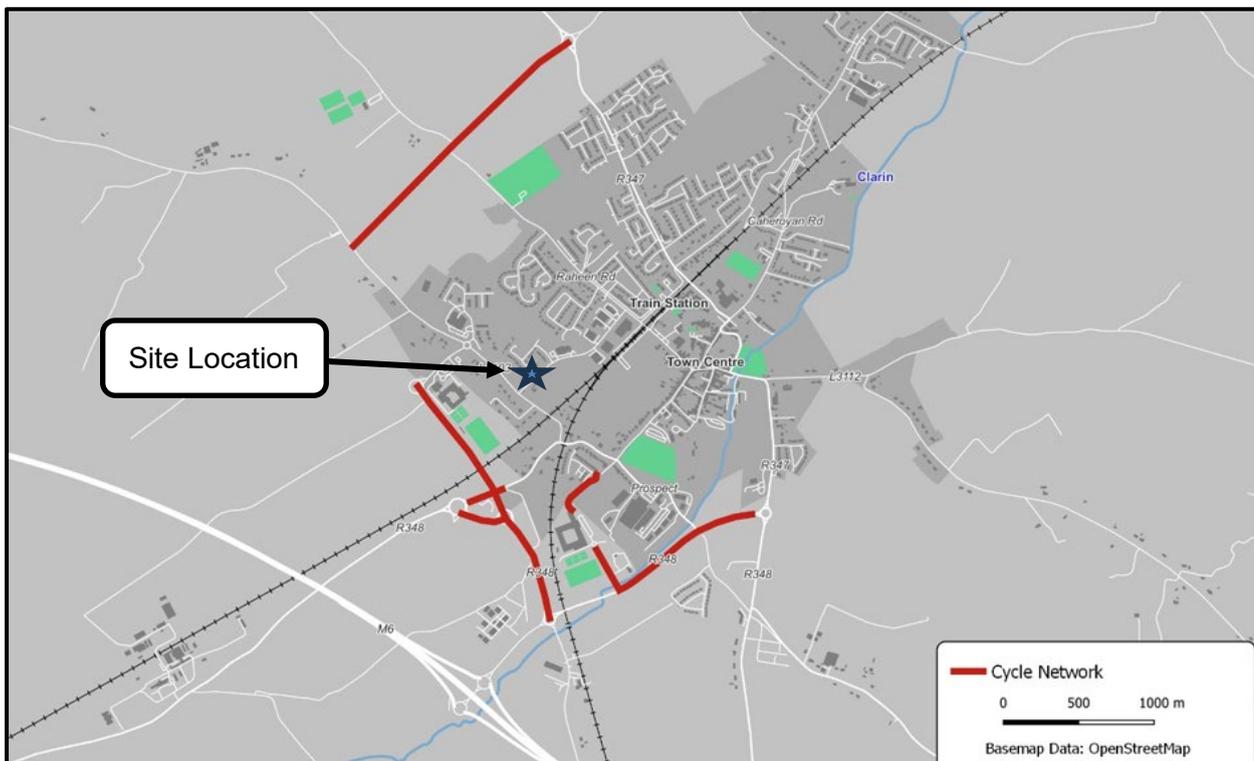
Figure 3.9: Existing Cycle Infrastructure in Athenry (Source: Athenry LTP 2024 - 2030)

Proposed Cycling Enhancements

The development will contribute to improved cycling facilities through:

- Provision of secure and sheltered cycle parking facilities throughout the development; and

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- Road design that naturally moderates vehicle speeds, creating safer environments for cyclists.

The site's location within easy walking and cycling distance of Athenry's amenities supports sustainable travel patterns and reduced car dependency, in line with national and local policy objectives. The relatively short distances to key destinations, combined with the proposed enhancements to pedestrian and cycling infrastructure, will encourage active travel modes for everyday journeys.

3.3   Public Transport Provision

Currently, there are no dedicated town bus services; the primary service is a commuter route to Galway City operated by Farrells, which primarily runs during the AM and PM peak hours (see **Table 3.1** below).

Also, a return route to Loughrea operated by Local Link Galway/Bealach na Gallaimhe Teo runs on Thursdays. It departs at 09:30 and returns at 13:30, operating on a door-to-door basis with advance booking required.

Table 3.1 – Bus Routes Serving Athenry			
Route No.	**Route**	**Operator**	**Number of Weekday Services**
418	Athenry - Galway	Philip Farrell	7
(Door to Door Service)	Athenry - Loughrea	Local Link	1

There is no formal bus stop infrastructure provided in Athenry; however, the Route 418 operates at 3No. stops shown in **Figure 3.10** overleaf:

1. Londis, Tuam Road,
2. Arch Car Park,
3. Athenry Shopping Centre.

These stopping points currently lack essential facilities such as bus stop poles, shelters, seating, tactile paving, timetable displays, or real-time passenger information.

Additionally, the School Transport Scheme operated by Bus Éireann on behalf of the Department of Education provides transport to local educational institutions for students who live remote from their nearest school.
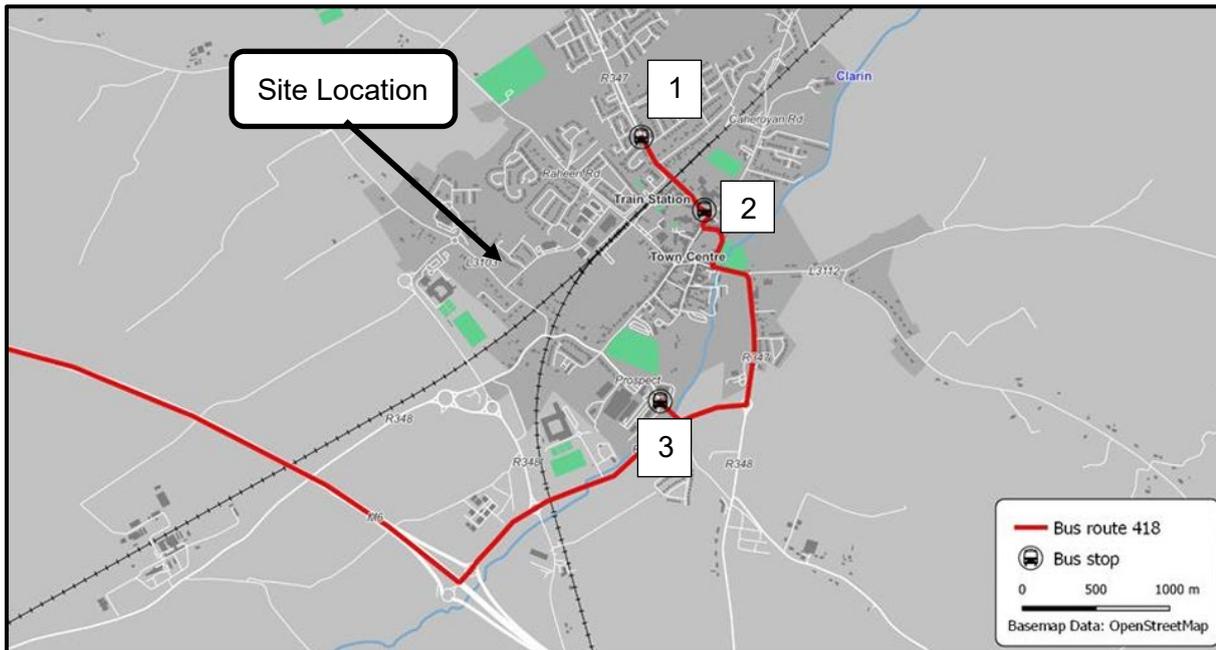
Figure 3.10: Athenry Bus Network (Source: Athenry Local Transport Plan 2024-2030)

Athenry benefits from an essential regional and intercity connectivity by rail services, as shown in **Figure 3.11** below.

Athenry Rail Station, situated on the Western Rail Corridor, is located in a 10-minute walk (approx. 750m) to the northeast of the proposed site, on Church Street, in the town centre. It provides accessibility to the Dublin-Galway and Galway-Limerick lines with onward connections to Cork and Belfast.
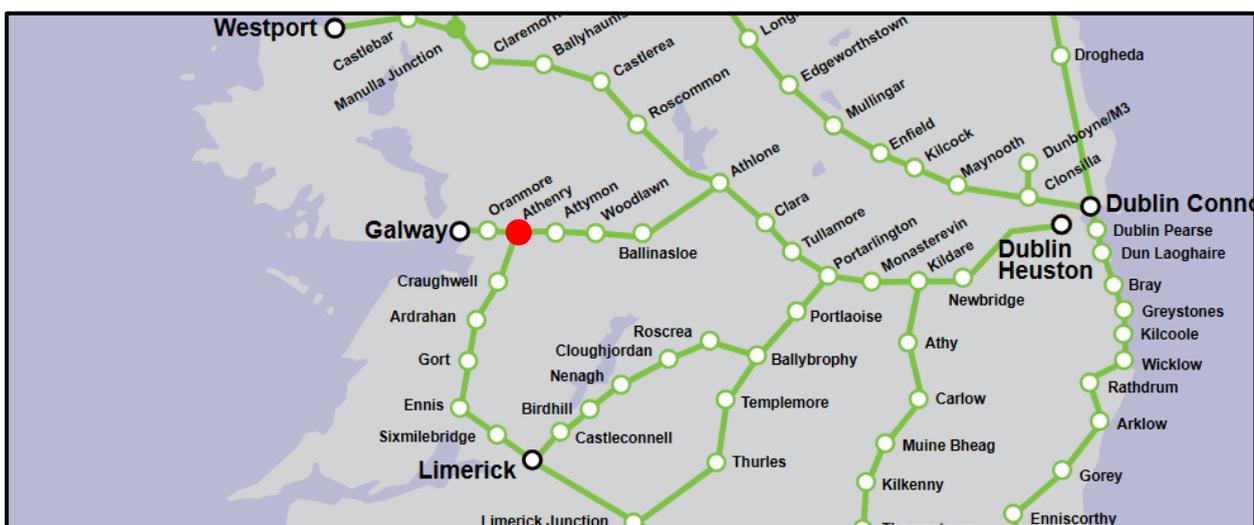
Figure 3.11: Rail Services to/from Athenry (shown in red) (Source: www.irishrail.ie)

Table 3.2 overleaf presents an overview of the Athenry Train Station Services to/ from Athenry.

Table 3.2 – Athenry Daily Rail Services (Source: Athenry LTP 2024-2030)			
Origin	**Destination**	**Number of Weekday Services**	**Number of Weekend Services**
Athenry	Galway	17	15
Galway	Athenry	19	15
Limerick	Athenry	9	9
Athenry	Limerick	8	8
Athenry	Dublin	10	9
Dublin	Athenry	9	8

3.4   Proposed Transport Infrastructure

For Athenry, 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. Improvements in cycling and public transport infrastructure, enhancing connectivity and promoting sustainable travel, are in line with Athenry Local Area Plan Objectives **ASP 50, ASP 51** and **ASP 52**.

The Galway County Transport and Planning Study (GCTPS) makes a number of recommendations for improvement and alteration of travel patterns within the County, to conform to the policy objectives of both the GCTPS and the County Development Plan 2022–2028. As forecasted in the GCTPS, internal trips within Athenry will increase by 8% between 2022-2028, reflecting forecast population growth within and in the vicinity of the town. The following measures, identified as part of the Travel Corridor assessments, are included in Table 30 (Appendix 3 of the document), as shown in **Figure 3.12** below.

These measures have been promoted to support growth within Athenry and the wider settlement area, favouring sustainable mode shift and promotion in uptake of active travel, with additional safety-led, congestion and demand management schemes identified as part of this corridor assessment.

Table 30. Proposed Physical Measures – Athenry	
CATEGORY	**DESCRIPTION**
Public Transport	Dual Railing (Athenry to Galway)
Multi-Modal	Athenry Multi-Modal Hub
Active Travel	Galway – Athlone Cycleway

Figure 3.12: Proposed Physical Measures in Athenry (Source: Galway County Transport and Planning Study)

The Athenry Local Transport Plan "*will build upon key recommendations within the GCDP 2022 – 2028 and GCTPS to deliver a framework of local measures to support modal shift for internal journeys and promote connectivity to public transport services through the provision of a multi-*

modal hub to allow for seamless connections and last mile journeys. LTP will also consider key connections within the town and develop infrastructure to improve these linkages to existing amenities and facilities and consider improvements to support the identification of key corridor movements from Athenry identified within the GCTPS including connections to Galway, Tuam and Ballinasloe".

3.4.1 Proposed Public Transport

The Connecting Ireland Rural Mobility Plan is a significant national public transport initiative developed by the National Transport Authority (NTA). Its goal is to enhance connectivity, particularly for those living outside major cities and towns. While new or enhanced bus routes directly serving Athenry are not present in the available summary, the plan emphasises the NTA's commitment to improving rural bus services. This includes introducing new routes and enhancing existing ones to better serve rural communities.

Figure 3.13 below shows the envisaged Connecting Ireland network for County Galway.
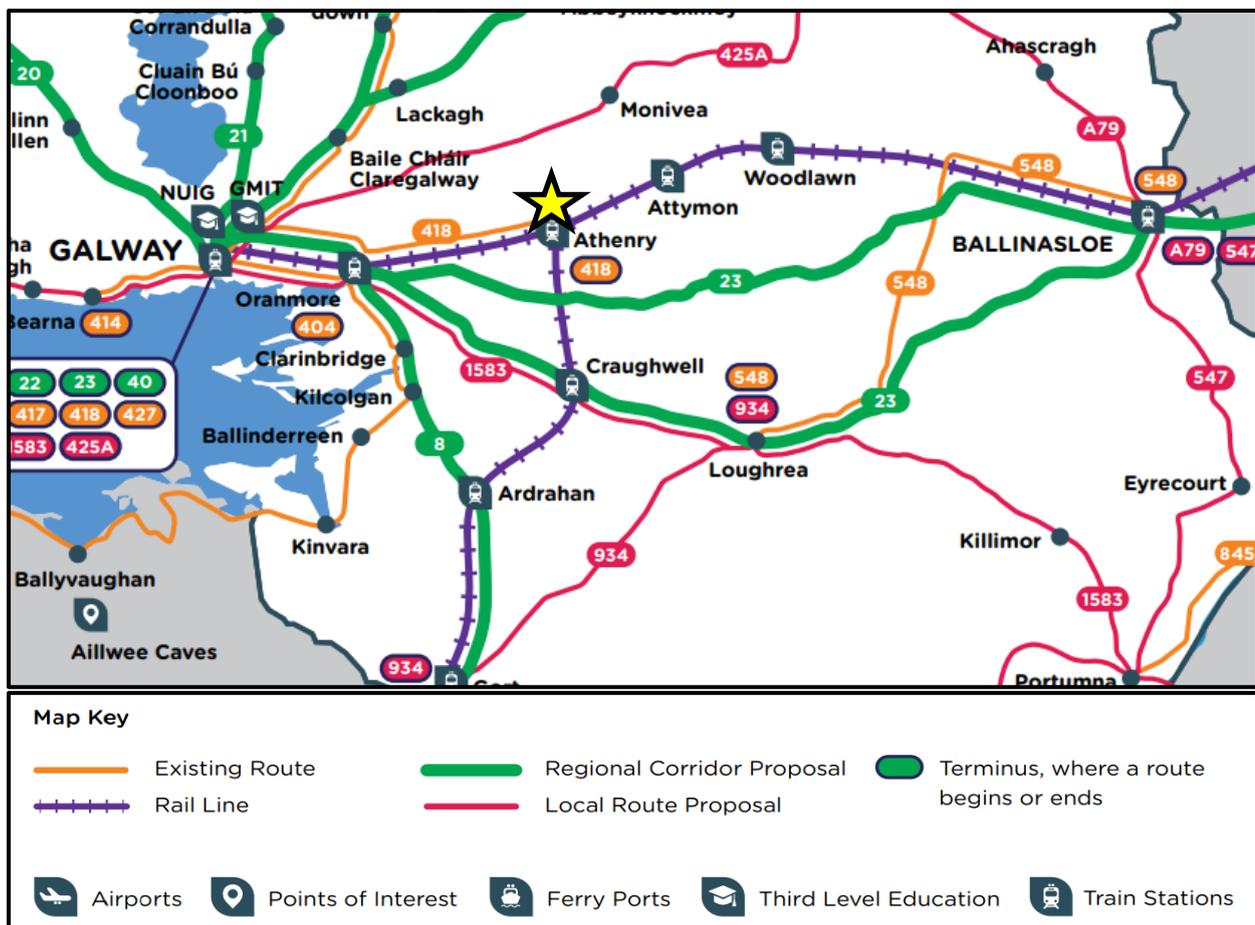
Figure 3.13: Co. Galway Proposed Public Transport Network (Source: NTA)

3.4.2 Proposed Rail Service

The Connecting Ireland Rural Mobility Plan highlights the importance of the existing train route that connects Dublin to Galway, with stops including Athenry and Oranmore. Plans are

underway to double-track the railway line between Galway and Athenry. This initiative is part of broader efforts to increase train frequency and reduce journey times, aligning with Galway's designation as a metropolitan area in the National Planning Framework.

The reopening of Oranmore station has reduced traffic into Galway City which has obvious benefits in terms of lowering traffic congestion, improving air quality and reducing harmful emissions. The redevelopment of Galway train station will involve work on five platforms as well as a 10-minute commuter train service between Athenry and Oranmore. Therefore, Iarnród Éireann has announced plans to enhance commuter rail services in Galway, including Athenry.

The All-Island Rail Review, put together by Arup on behalf of the Republic of Ireland's Department of Transport, shows the proposed improvements in the connections between the major cities and towns, see **Figure 3.14** below.
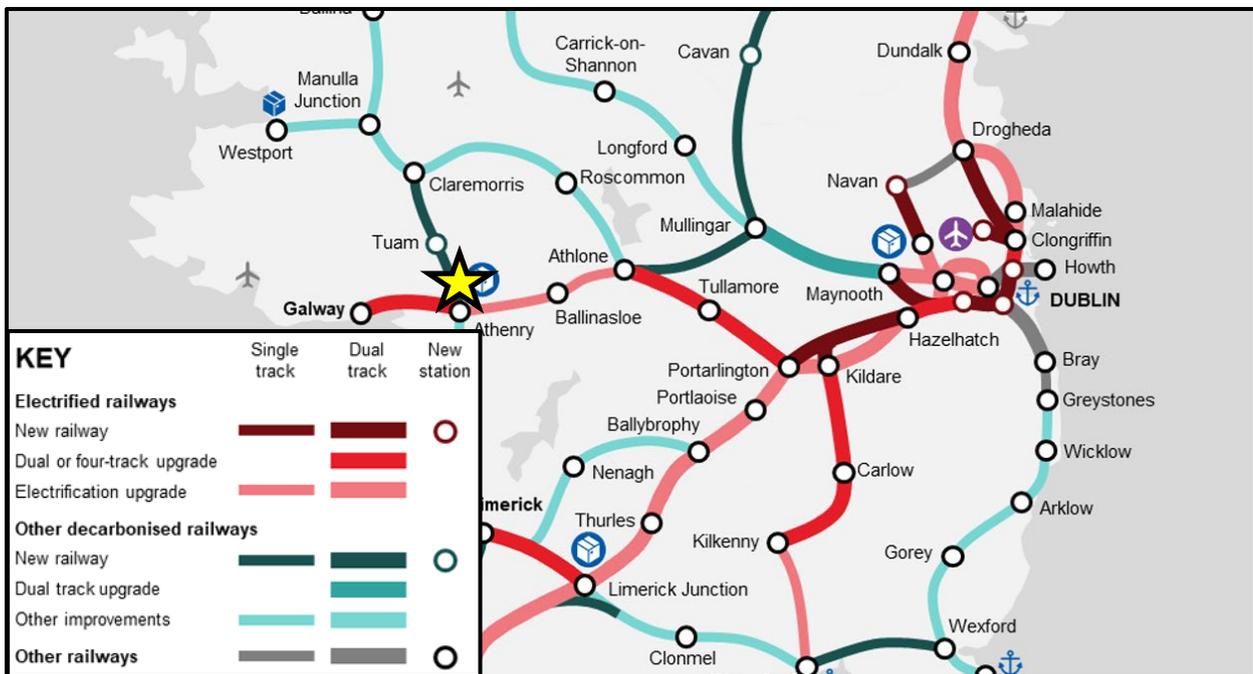
Figure 3.14: Proposed Irish Rail Network (Source: All-Island Rail Review)

3.4.3 Active Travel

A relative high majority of internal trips in Athenry are currently made by private vehicle (60%), and the proposed measures seek to encourage shorter journeys to be made by walking and cycling.

One of the main proposals for the area is a 1.3-km Active Travel link connecting the northern and southern parts of the railway, thereby improving access to the town centre for residents of over 1,000 homes. The scheme includes the development of cycle facilities, widened footpaths, traffic calming measures, and new and upgraded pedestrian crossings, all aimed at enhancing safety and comfort for pedestrians and cyclists. It will cover the road network from Athenry Church to the Tuam Road, via Station Road. This proposal is a part of the broader Active Travel scheme for Athenry designed by SYSTRA Ltd. for Galway County Council.

Additionally, the Athenry Local Transport Plan outlines plans for new or improved walking and cycling infrastructure on routes such as the Tuam Road, Raheen Road, Raheen Woods Road,

R348, and the River Clarin Walk. These improvements include upgrading the pedestrian footpaths, designing and constructing a dedicated cycle track, upgrading key junctions, and installing new crossing points to enhance connectivity and safety for vulnerable road users.

The National Transport Authority's (NTA) CycleConnects initiative aims to establish a comprehensive cycling network across Ireland, enhancing sustainable travel by providing safe, accessible, and convenient cycling routes. The CycleConnects plan encompasses urban cycle networks for towns with populations over 5,000 and includes connections between larger towns, villages and settlements. It also integrates existing and planned cycle routes such as greenways and blueways. As part of this initiative, inter-urban routes are proposed for Athenry, as demonstrated in **Figure 3.15** below.
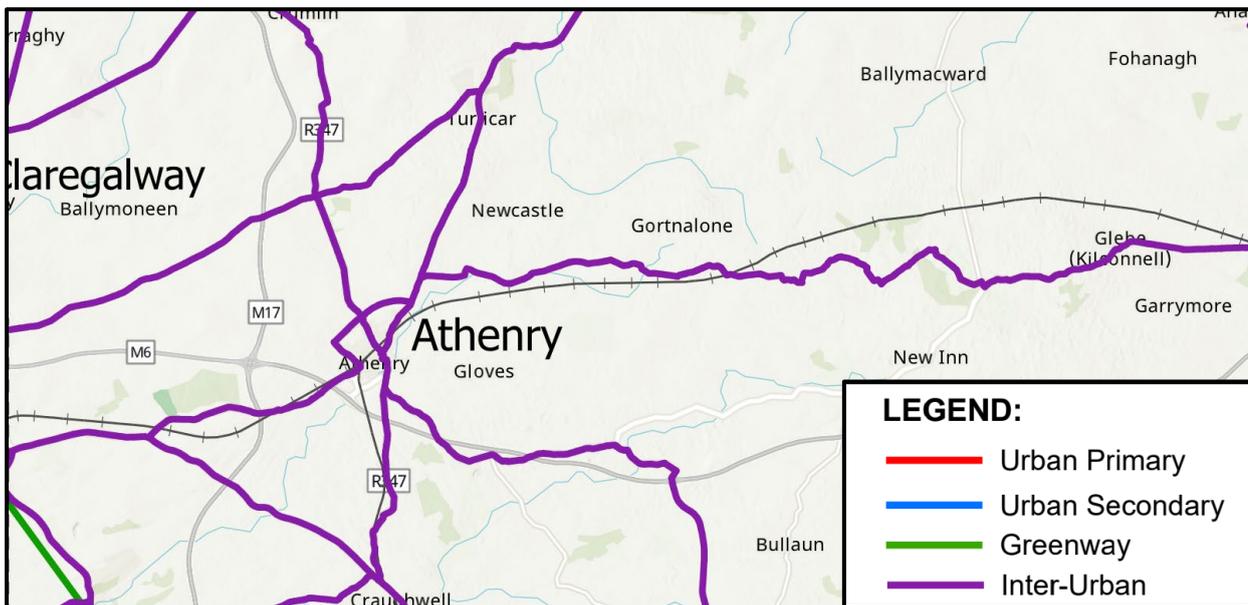
Figure 3.15: Proposed Cycle Network for Athenry region (Source: NTA)

The Athenry to Oranmore Cycleway is part of the cross-country Dublin to Galway Greenway, which is largely built between Athlone and Dublin. By linking these major cycling routes, the Athenry to Oranmore Cycleway would enhance regional and national cycling networks, offering cyclists extended and varied routes across the country.

3.4.4 Proposed Road Improvements

The western section of the **Athenry Northern Ring Road** is a planned part of the wider Athenry ring road scheme, intended to improve traffic flow around the town rather than through its centre. The project is part of the Athenry Local Area Plan (2024-2030) and is seen as necessary infrastructure to support housing growth, economic development, and job creation.

It involves constructing about 0.9-1 km of new local road west of the existing centre of Athenry, in the Ballygarraun North and South areas. The works include a new roundabout, pedestrian and cycle facilities, drainage, lighting, landscaping, and other associated infrastructure.

The project links to the existing ring road and the Raheen Road (L-3103), reorganising how traffic is routed around the town.

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The design also supports active travel (walking/cycling) with dedicated paths alongside the road.

Construction of the western section is underway (contracts signed in June 2025) with the aim of completion by late 2025. One of the main aims is to take through-traffic out of Athenry town centre, easing congestion on local streets and improving journey times. The ring road will provide a clearer, safer route for traffic around the northern and western edges of the town, connecting residential areas with regional roads more efficiently.

An indicative area of the proposed works is shown in **Figure 3.16** below.
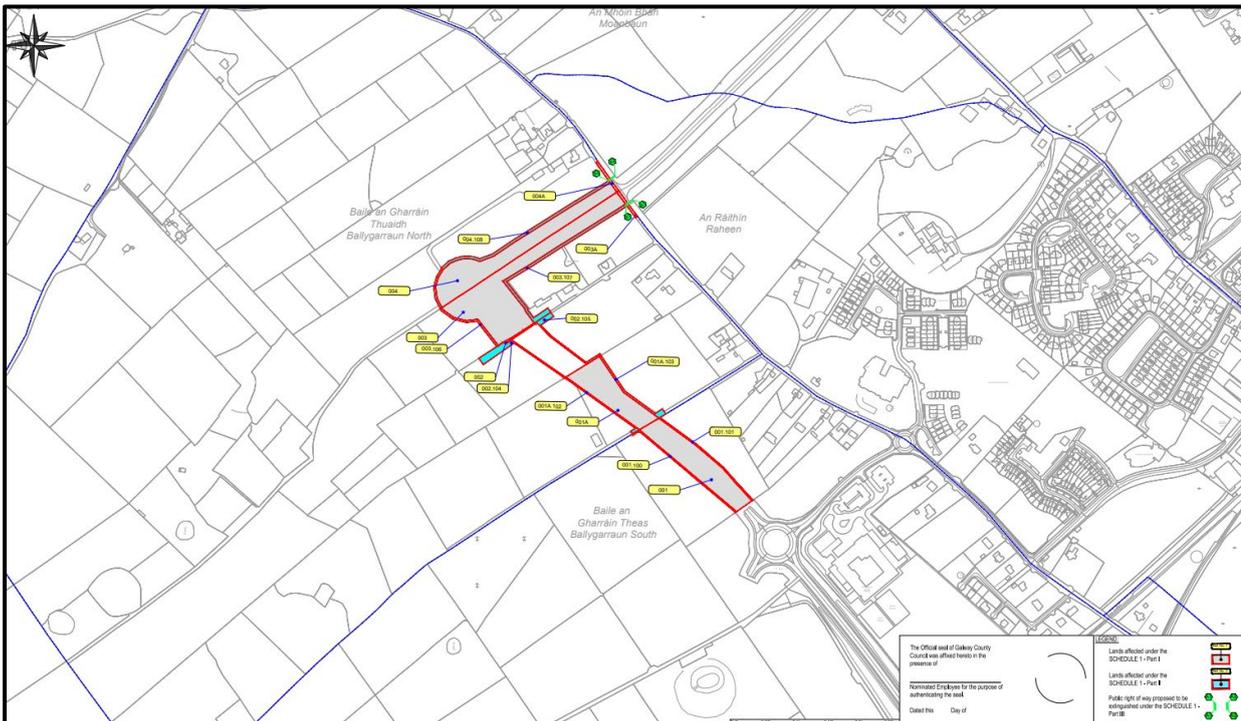
Figure 3.16: Western Section of the Athenry Northern Ring Road – Indicative Project Route (Source: Galway County Council)

3.5   Existing Traffic Flows

Automated Junction Turning Counts (JTC) have been undertaken at 2No. junctions on Tuesday 11th March 2025, shown in **Figure 3.17**, by a third-party company named IDASO. These key junctions are:

- JTC 1 – 3-arm Raheen Woods Road (Gort Mhaoilir Estate Road)/L-3103 Priority Junction;
- JTC 2 – 3-arm Raheen Woods Road (Gort Mhaoilir Estate Road)/L-3105 Priority Junction.

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.

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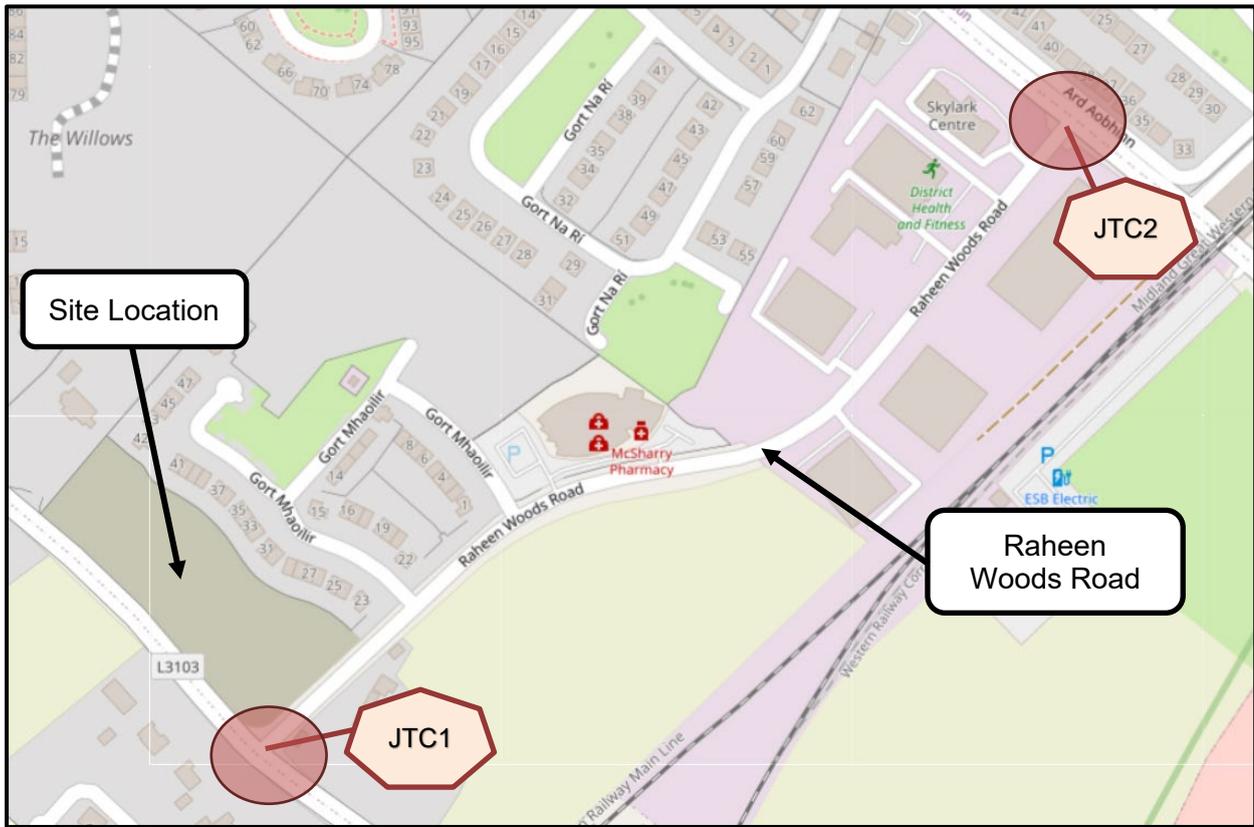
Figure 3.17: Assessed Junctions' Location (Source: OpenStreetMap, notes by ORS)

Based on the gathered data, it is evident that the morning peak period occurs between 08:15 and 09:15. The evening peak period, on the other hand varies. It takes place between 15:45 and 16:45 in JTC 1 and between 17:00 and 18:00 in JTC 2. **Table 3.3** displays the traffic flows observed in the junctions during the AM and PM periods.

During the modelling process, it's important to note that each junction was assessed individually for the network's peak hours according to JTC 1 flows, considering their peak time flows. Therefore, peak time volumes were incorporated in every junction, as this would represent the worst-case scenario.

Table 3.3 – March 2025 Traffic Flows (PCUs)		
Peak Time		
Junction	**AM**	**PM**
JTC1	611.7	656.3
JTC2	485.6	507.6

Figure 3.18 overleaf shows the existing traffic flows in Junction 1.

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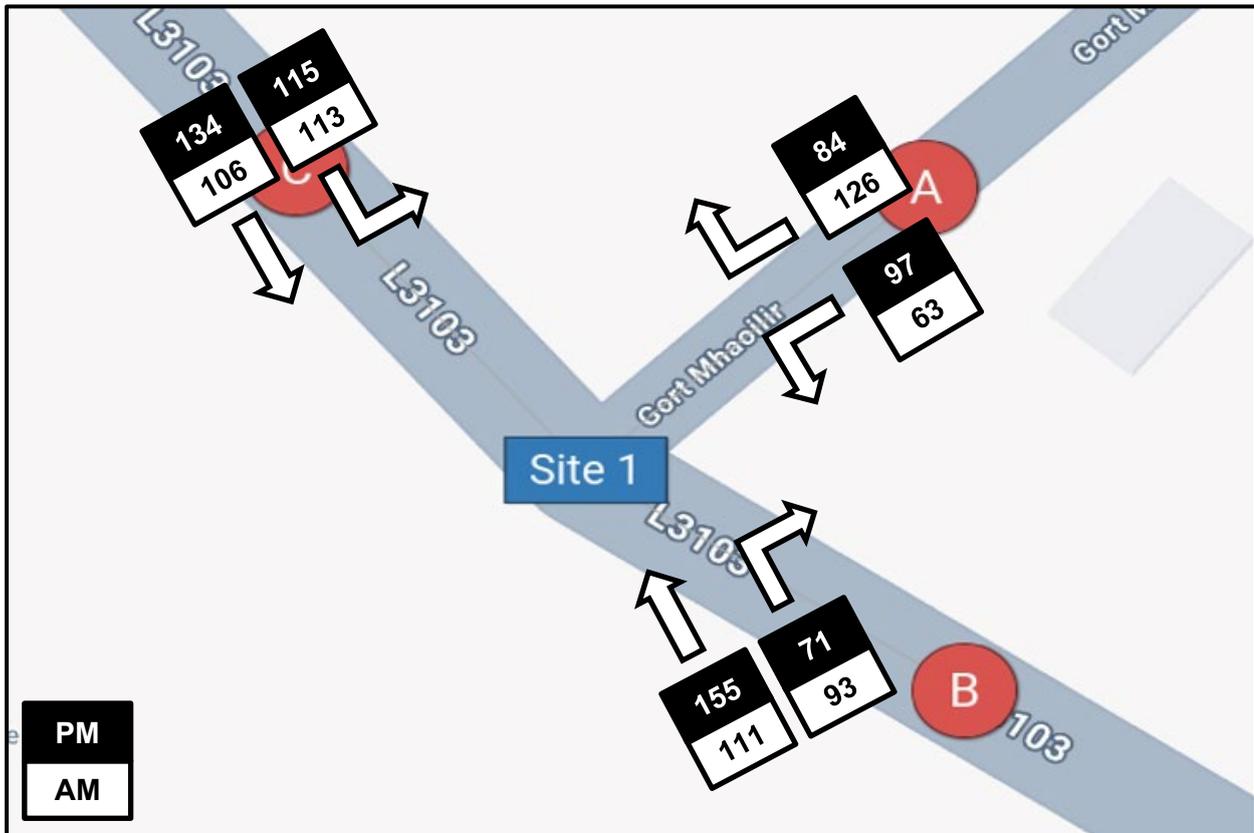
Figure 3.18: March AM and PM 2025 Traffic Counts in JTC1

The traffic data for **JTC 1** indicates the turning movement percentages for the priority junction. From the analysis of the available data, it is evident that:

- Vehicles from the L-3103-northern arm are almost equally split during the AM peak:
  - 52% turn towards Raheen Woods – Arm A
  - 48% continue on the L-3103 (South) – Arm B

- Vehicles from Raheen Woods:
  - 66% turn right (North) – Arm C
  - 34% turn left (South) – Arm B

- Vehicles from the L-3103-southern arm:
  - 54% continue straight (Northbound) – Arm C
  - 46% go to Arm B (Raheen Woods) – Arm A

Traffic is relatively well distributed between all arms in the morning, but there's a slight preference for turning towards the L-3103-northern arm from both the Raheen Woods Road and Arm B.

During the PM peak:

- Vehicles from the L-3103-northern arm are almost equally split during the AM peak:
  - 46% turn towards Raheen Woods – Arm A
  - 54% continue on the L-3103 (South) – Arm B

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- Vehicles from Raheen Woods:
  - 46% turn right (North) – Arm C
  - 54% turn left (South) – Arm B

- Vehicles from the L-3103-southern arm:
  - 69% continue straight (Northbound) – Arm C
  - 31% go to Arm B (Raheen Woods) – Arm A.

There is a slight shift compared to the AM peak:

- Arm C now has a very strong preference for turning north - 69%.
- Movements from the northern arm are almost evenly split between Raheen Woods and South (46% / 54%).
- Raheen Woods Road sends slightly more to the southern L-3103 arm (54%) than the arm to the North (46%).

From the traffic counts, the percentage of Heavy Goods Vehicles (HGVs) travelling along the estate road network during both the morning and evening peak periods was calculated. Overall, there is a low presence of HGVs at the junction, with the highest recorded percentage being 11% along the L-3103, during the evening peak (16No. out of 140No. vehicles on the northbound traffic).

Figure 3.19 below shows the existing traffic flows in Junction 2.
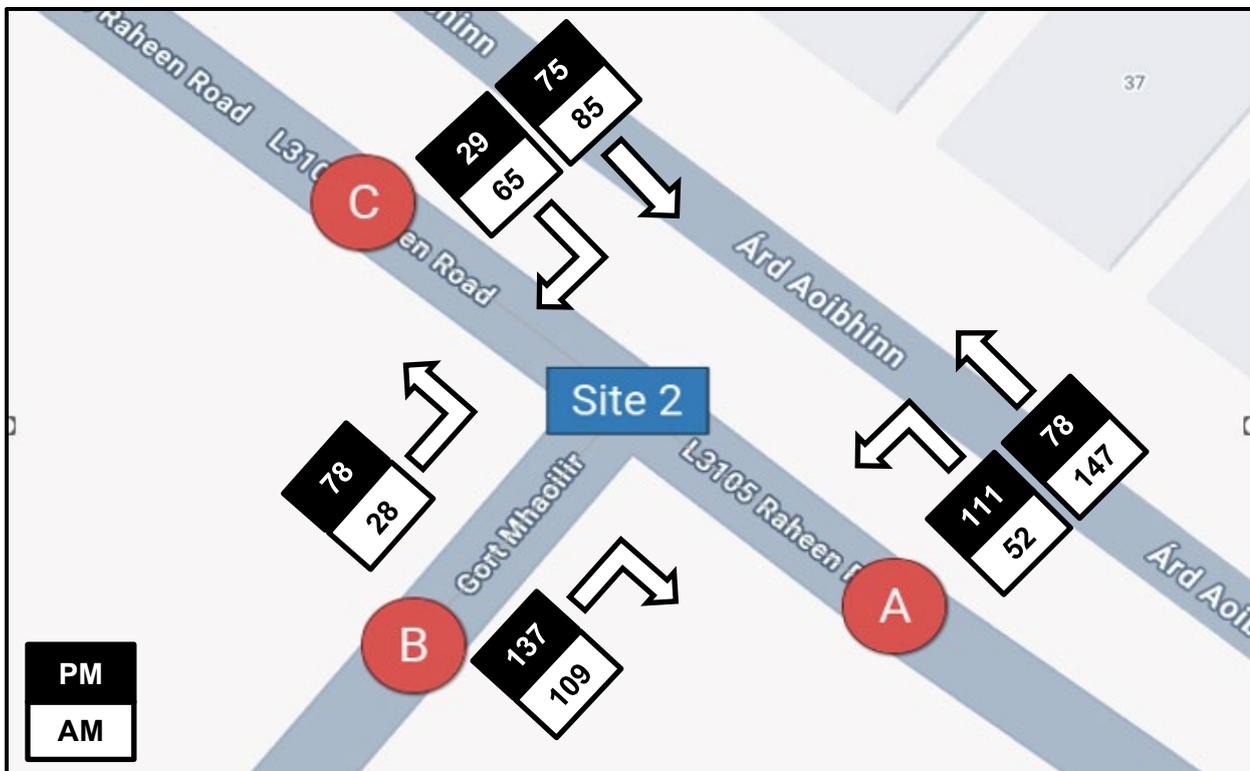
Figure 3.19: March AM and PM 2025 Traffic Counts in JTC2

JTC 2, the junction between Raheen Woods and the L-3105 Road, experiences slightly lower traffic levels. During the morning peak, the main flow is between Arm A and Arm B - this is the

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critical movement.

There's a heavy two-way exchange between L-3105 South (A) and Raheen Woods (B):

- Morning traffic probably involves people moving from L-3105 South (A) into Raheen Woods (B).
- Also, there is a noticeable movement from Raheen Woods (B) toward L-3105 South (A) and the town centre.

Movements involving Arm C (L-3105 North) are lighter but still important:

- Vehicles from the North (C) mostly prefer to head south to Arm A (85.0 vehicles).

With regards to turning movements:

- From Arm A (L-3105 South):
  - 74% of vehicles turn towards Raheen Woods – Arm B
  - 26% of vehicles continue on the L-3105 – Arm C (North)

- From Arm B (Raheen Woods):
  - 79% turn towards the town centre – Arm A (South)
  - 21% turn towards Arm C (North)

- From Arm C (L-3105 North):
  - 57% turn continues on the L-3105 – Arm A (South)
  - 43% turn towards Raheen Woods – Arm B

During the PM peak:

- From Arm A (L-3105 South):
  - 59% of vehicles turn towards Raheen Woods – Arm B
  - 41% of vehicles continue on the L-3105 – Arm C (North)

- From Arm B (Raheen Woods):
  - 64% turn towards the town centre – Arm A (South)
  - 36% turn towards Arm C (North)

- From Arm C (L-3105 North):
  - 72% turn continues on the L-3105 – Arm A (South)
  - 28% turn towards Raheen Woods – Arm B

The dominant movement remains between Arm B and Arm A - especially from B to A in the PM.

- Arm B sees a significant outflow towards Arm A, indicating strong residential-to-arterial commuting patterns from Raheen Woods heading south to the town centre.
- Arm A distributes fairly well between turning left to B and right to C.
- Arm C mostly sends its vehicles southward to Arm A, maintaining a similar behaviour as in AM (but slightly stronger at 72% now).

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From the traffic counts, the percentage of Heavy Goods Vehicles (HGVs) travelling along the road network during both the morning and evening peak periods was calculated. Overall, there is a low presence of HGVs at the junction, with the highest recorded percentage being 4% in the morning on the traffic movement from arm A to arm C direction, thus travelling away from the town.

3.6 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.

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4 Trip Generation, Distribution and Impact on the Road Network Conclusion

In order to obtain a comparative trip rate for the proposed mixed-use 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 Trip Generation

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. The trip rate data for the proposed development has been summarised in **Table 4.1**.

Table 4.1 – TRICS Output for the Residential Development						
TRICS 7.11.4						
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	431	158	0.074	431	158	0.274
08:00-09:00	**436**	**156**	**0.160**	**436**	**156**	**0.397**
09:00-10:00	436	156	0.151	436	156	0.201
10:00-11:00	436	156	0.139	436	156	0.171
11:00-12:00	436	156	0.157	436	156	0.169
12:00-13:00	436	156	0.196	436	156	0.175
13:00-14:00	436	156	0.187	436	156	0.184
14:00-15:00	436	156	0.187	436	156	0.187
15:00-16:00	436	156	0.257	436	156	0.198
16:00-17:00	436	156	0.296	436	156	0.193
17:00-18:00	**436**	**156**	**0.387**	**436**	**156**	**0.214**
18:00-19:00	436	156	0.303	436	156	0.213
19:00-20:00	52	167	0.271	52	167	0.215
20:00-21:00	49	167	0.204	49	167	0.162
Daily Trips Rates:			**2.969**			**2.953**

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 dwellings which is 28No.

Morning peak occurs between 08:00 and 09:00 AM, with a total trip rate of 0.557 for the vehicles travelling to and from the site, and evening peak is between 17:00 and 18:00 with a total trip rate of 0.601. **Table 4.2** below shows the expected traffic generation profile once the proposed development is fully operational.

Table 4.2 – Typical Daily Generated Profile			
Time Range	**Arrivals**	**Departures**	**Total**
AM	4	11	15
PM	11	6	17

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 National Planning Application website was consulted to include all committed developments in the area. One large committed development was identified which will affect the R-3103/Raheen Woods junction analysed in the vicinity of the proposed development, to the southwest of the site, as shown in **Figure 4.1**, with vehicular access to the development from R348 via an existing roundabout, located on the northern boundary of the site, under planning reference number **23/61035**.
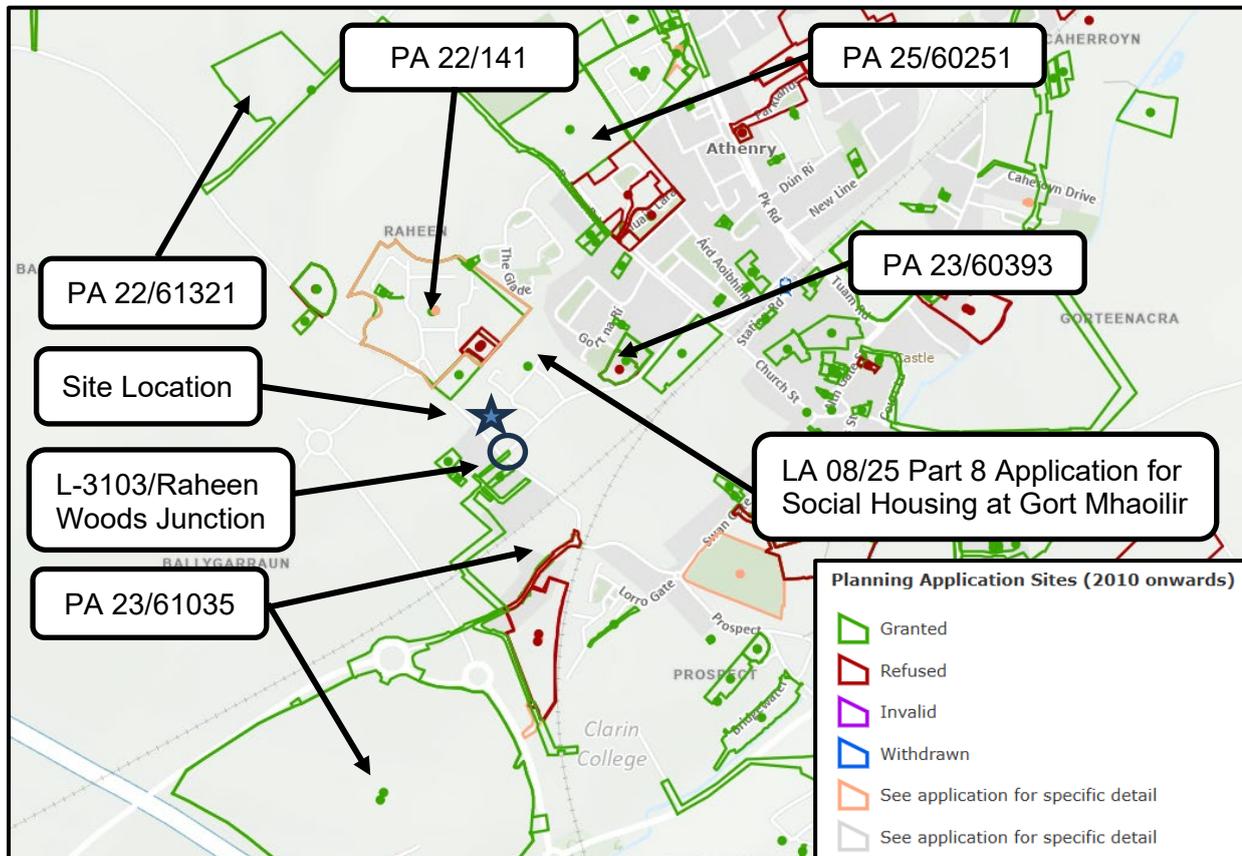
Figure 4.1: Planning application in the vicinity of the proposed development, to the Southwest (Source: myplan.ie)

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The proposed development consists of the construction of a medical devices production facility. It is proposed to provide a 1.8-3.0 metres wide footpath/shared path along the northern side of Prospect Road, between its junction with L-3103 and the site access junction, as well as a signal-controlled crossing across the R348 Northern arm of Athenry Roundabout. Planning permission was granted on 27th November 2023.

As the development is not implemented yet, the traffic profile generated was not contained in the traffic counts carried out in March 2025. Therefore, this Traffic Assessment has included the expected traffic flows in the future year scenarios in the assessed junctions to ensure a robust assessment of the future conditions of the road network.

A Traffic and Transport Assessment (TTA) was available in the planning application records and was referenced to include the expected traffic generation from this development along the R-3103/Raheen Woods Road junction.

The above development is presented in **Table 4.3** below.

Table 4.3 – Committed Developments in the Vicinity of the Facility - Medical Device Manufacturing Facility				
Planning Reference	**Decision Type**	**Description**	**Traffic generation on L-3103/Raheen Woods**	
			AM	**PM**
PA 23/61035	Conditional	Construction of a 4no. storey medical device manufacturing facility providing warehousing, production areas, administration offices & restaurant (GIA: 40,226.6 m2) and 4no. surface car park areas (500no. car parking spaces)	Total: 25 arrival: 21 departures: 4	Total: 25 arrival: 3 departures: 22

In addition to the abovementioned committed development, a Planning application has been submitted for the construction of a 2No. storey Industrial Warehousing Unit and Ancillary Office Space which will affect the R-3103/Raheen Woods junction under assessment, as shown in **Figure 4.1** above, with planning reference number **22/61321**.

A new site access junction is proposed onto Ballydavid South Road to allow access to the site. A Traffic and Transport Assessment (TTA) was available in the planning application records and was referenced to include the expected traffic generation from this development along the R-3103/Raheen Woods Road junction. Planning permission was granted on 02nd October 2023.

The above development is presented in **Table 4.4** and **Table 4.5** overleaf, showing the corresponding traffic generation on the L-3103/Raheen Woods and the L-3105/Raheen Woods junction, respectively.

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Table 4.4 – Committed Developments in the Vicinity of the Facility - Industrial Warehousing Unit					
Planning Reference	Decision Type	Description	Traffic generation on L-3103/Raheen Woods		
			AM	PM	
PA 22/61321	Conditional	Construction of a 2no. storey industrial warehousing unit & ancillary office space (8826.3sqm.) and provision of 163no. car parking spaces	Total: 16 arrival: 6 departures: 10	Total: 19 arrival: 8 departures: 11	

Table 4.5 – Committed Developments in the Vicinity of the Facility - Industrial Warehousing Unit					
Planning Reference	Decision Type	Description	Traffic generation on L-3105/Raheen Woods		
			AM	PM	
PA 22/61321	Conditional	Construction of a 2no. storey industrial warehousing unit & ancillary office space (8826.3sqm.) and provision of 163no. car parking spaces	Total: 4 arrival: 3 departures: 1	Total: 2 arrival: 2 departures: 0	

It is important to note that the Traffic and Transport Assessment for the Industrial Warehousing Unit incorporate the cumulative impact of all committed developments within its study area. This includes developments that have secured planning approval but are not yet operational. Specifically, the assessment accounts for planning application Ref. **22/141**, which pertains to the construction of 128 No. residential units, inclusive of associated parking and ancillary site infrastructure at Ballygarraun South (The Willows Estate).

In addition, several planning permissions have been granted over the past five years for one-off houses and residential extensions within the wider area. Of particular relevance is a committed development located in close proximity to the subject site, granted under planning reference **19/1077**, which provides for the construction of 13No. residential units. The potential traffic impact of this development has been incorporated into the junction capacity analysis. For the purposes of estimating traffic generation along the L-3103 local road, trip rates derived from the TRICS database, outlined in **Table 4.1** above, were applied to the committed development.

The above development is presented in **Table 4.6** overleaf.

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Table 4.6 – Committed Developments in the Vicinity of the Facility – Residential Development				
Planning Reference	**Decision Type**	**Description**	**Traffic generation on L-3103/Raheen Woods**	
			AM	**PM**
PA 19/1077	Conditional	Construction of 13No. dwellings (the initial application included 17No. units, but 13No. were permitted)	Total: 7 arrival: 2 departures: 5	Total: 7 arrival: 4 departures: 3

To the southeast of the site, adjacent to the Athenry Primary Care Centre, a storage warehouse is proposed, as shown in **Figure 4.1** above, under planning reference number **23/60393**. Gross floor space of proposed works is 875 sqm. For the purposes of estimating traffic generation along the L-3103 and the L-3105 local roads, trip rates derived from the TRICS database, outlined in **Table 4.7** below, were applied to the committed development.

Table 4.7 – TRICS Output for the P.A. 23/60393						
TRICS 7.11.4						
Trip Rate Parameter: Gross Floor Area						
TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)						
Calculation Factor: 100 sqm						
Count Type: TOTAL VEHICLES						
TIME RANGE	ARRIVALS			DEPARTURE		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
07:00-08:00	7	3020	0.057	7	3020	0.028
08:00-09:00	7	3020	0.118	7	3020	0.076
09:00-10:00	7	3020	0.184	7	3020	0.147
10:00-11:00	7	3020	0.161	7	3020	0.17
11:00-12:00	7	3020	0.137	7	3020	0.114
12:00-13:00	7	3020	0.203	7	3020	0.203
13:00-14:00	7	3020	0.175	7	3020	0.142
14:00-15:00	7	3020	0.175	7	3020	0.199
15:00-16:00	7	3020	0.156	7	3020	0.18
16:00-17:00	7	3020	0.109	7	3020	0.118
17:00-18:00	7	3020	0.052	7	3020	0.128
18:00-19:00	7	3020	0.024	7	3020	0.043
Daily Trips Rates:			**1.551**			**1.548**

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 GFA which is 875 sqm. **Table 4.8** shows

the expected traffic generation profile once the proposed development is fully operational.

Table 4.8 – Typical Daily Generated Profile by P.A. 23/60393			
Time Range	Arrivals	Departures	Total
AM	2	1	3
PM	1	1	2

Furthermore, a planning application under planning reference number 25/60251, was identified to the north-east of the site for a proposed Large-Scale Residential Development of 133 no. residential units located off the L3105 Road, in the townland of Cullairbaun. A Traffic and Transport Assessment (TTA) was available in the planning application records and was referenced to include the expected traffic generation from this development along the R-3105/Raheen Woods Road junction. Planning permission was granted on 10th June 2025.

The trip generation, according to the TTA, will impact slightly the L-3105/Raheen Woods Road junction, with no traffic expected to turn to/from Raheen Woods Road. **Table 4.9** shows the expected traffic generation profile once the proposed development is fully operational, that will travel along the L-3105/Raheen Woods Road junction.

Table 4.9 – Typical Daily Generated Profile by P.A. 25/60251			
Time Range	Arrivals	Departures	Total
AM	20	38	58
PM	44	26	70

In addition to the abovementioned committed developments, a Part 8 application has been submitted for the construction of 31No. dwelling units at Gort Mhaoilir, adjacent to the proposed site, which will affect both junctions under assessment, as shown in **Figure 4.1**. A Traffic and Transport Assessment (TTA) was created by ORS and was referenced to include the expected traffic generation from this development along the L-3103/Raheen Woods Road and L-3105/Raheen Woods Road junctions.

The above development expected traffic generation profile is presented in **Table 4.10**.

Table 4.10 – Typical Daily Generated Profile – Part 8 Application for a			
Time Range	Arrivals	Departures	Total
AM	8	17	25
PM	14	9	23

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 were extracted from the TII Publication PE-PAG-02017 Project Appraisal

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Guidelines for National Roads Unit 5.3 – Travel Demand Projections, published in October 2021, outlined in **Table 4.11**, **Table 4.12** and **Table 4.13** below.

Table 4.11 – Development Location Information	
Location of Development	Galway
Sensitivity Area	Central
Year of Traffic Counts	2025
Year of Assessment	2025
Year of Development Construction	2027

Table 4.12 - TII Annual Growth Rates (Central Growth) for Co. Galway		
Year	LGV	HGV
2016 – 2030	1.0259	1.0446
2030 – 2040	1.0109	1.0198
2040 – 2050	1.0105	1.0236

Table 4.13 – Growth Factors for Future Design Years for Co. Galway				
	Counts	Completion	Completion +5	Completion +15
	2025	2027	2032	2042
LGV	1.000	1.052	1.161	1.293
HGV	1.000	1.091	1.294	1.585

4.4   Generated Traffic Splits Through Neighbouring Junctions

The traffic survey conducted along Raheen Woods Road at JTC 1 and JTC 2 revealed a relatively balanced distribution of traffic between the two surveyed locations. During the morning peak, approximately 57% of total traffic along the road travels southwest towards JTC 1, with the remaining 43% heading northeast towards JTC 2. A slight shift is observed during the evening peak, with around 48% of traffic moving southwest towards JTC 1 and 52% northeast towards JTC 2.

For the purposes of the junction analysis, a conservative assumption of an even 50/50 split was adopted, with 50% of entering and exiting traffic assigned to each junction.

From the traffic counts obtained, it is evident that the AM and PM peak at JTCs 1 and 2 aligns with the projected peak times for a residential development, as indicated by the TRICS analysis, occurring between 08:00 and 09:00 in the morning and between 17:00 and 18:00 in the evening.

Taking these observations into account, all junctions were modelled for the existing individual network's AM and PM peak time, incorporating the peak morning and afternoon traffic associated with the development which coincides with the junctions' peak traffic.

Figure 4.2 and **Figure 4.3** overleaf display the expected levels of the generated traffic on the 2No. junctions affected in the vicinity of the site, projected for the proposed year of

development conclusion in 2027.
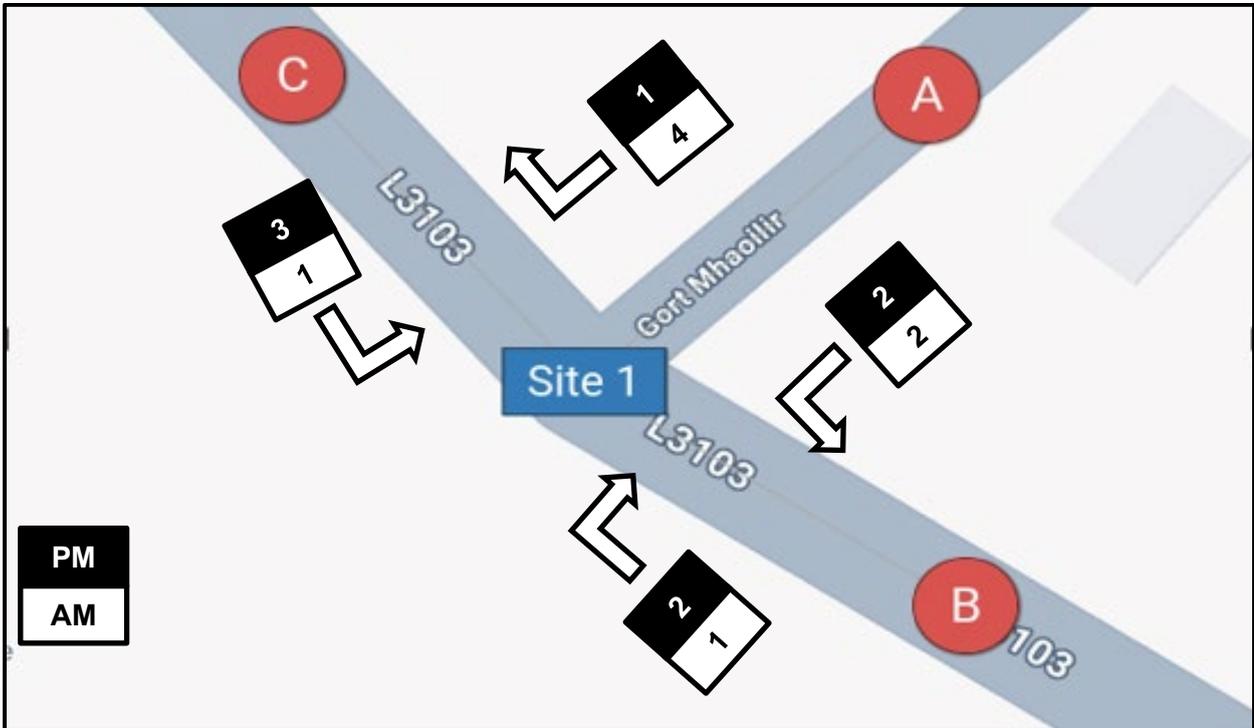
Figure 4.2: AM and PM Development traffic splits in JTC1
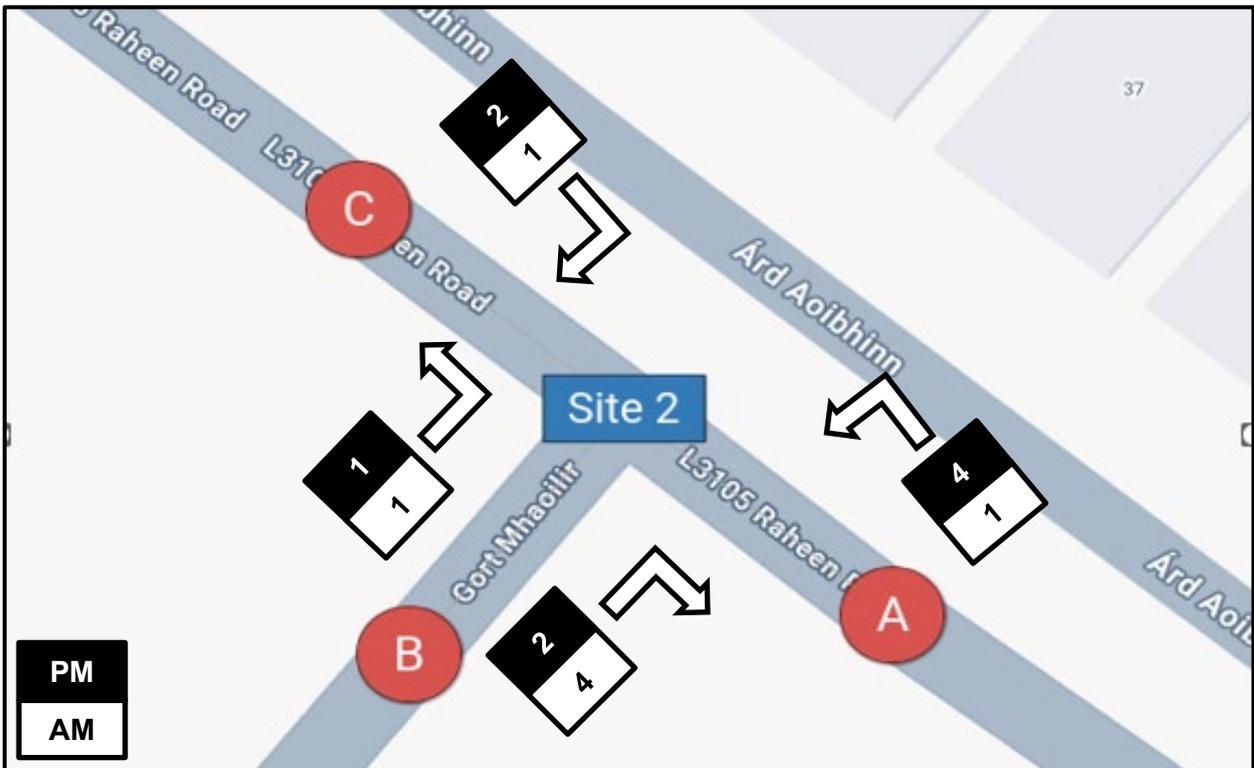
Figure 4.3: AM and PM Development traffic splits in JTC2

4.5　Traffic and Transport Assessment Guidelines

The Galway County Development Plan 2022 – 2028, in **Section 6.5.3.1**, requires a Traffic and Transport Assessment to be provided as part of a development proposal in the case of developments with significant car trip generation potential and shall be in accordance with the Traffic and Transport Assessment Guidelines (TII 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 2027, the projected 2027 traffic flows could be calculated using TII's Central Growth Factor for Co. Galway. The impact on traffic for the assessed junctions is presented in **Table 4.14**.

Table 4.14 – Traffic Impact on Neighbouring Junctions from the development								
Junction	**2027 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	710	756	8	9	1.1%	1.2%	Below	Below
JTC2	628	652	8	9	1.3%	1.4%	Below	Below

As can be seen from **Table 4.14**, the predicted traffic from the proposed development is not expected to generate an increase of more than 5% on the assessed junctions, and therefore they do not exceed the TII 5% threshold, where congestion is considered to exist, which automatically requires a Traffic and Transport Assessment.

Table 4.15 provides the thresholds for a Traffic and Transport Assessment (TTA).

Table 4.15 – Traffic Management Guidelines Thresholds for Transport Assessments (TII)	
N/A	Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.
NO	Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive
NO	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

When assessing the traffic generated by the development against the threshold criteria outlined

in **Table 4.15** above, none of the conditions that would typically trigger the requirement for a Traffic and Transport Assessment (TTA), as set out by TII, are met. Nevertheless, a TTA was proactively prepared to demonstrate the limited impact of the proposed development on the surrounding road network and to support a robust planning submission.

5 Capacity Analysis

5.1 Introduction

A capacity assessment was undertaken at 2No. junctions in the vicinity of the site, as previously noted. The performance of the junctions during the AM and PM peak hours was assessed using PICADY software for priority junctions for the following design years:

- 2025, the base year
- 2027, the opening year
- 2032, 5 years after development conclusion
- 2042, 15 years after development conclusion.

Figure 5.1 below shows the junctions 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 would cater for the predicted level of traffic by the mixed-use development.

Figure 5.1: Location of junctions analysed (Source: Google Earth, notes by ORS)

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.

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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 March 2025 at the 2No. junctions. The cumulative effect of adjacent developments described in **Section 4.2** was considered in the analysis. Central traffic growth rates for Co. Galway, specified in the TII's Publication PE-PAG-02017 of October 2021, were applied to existing road 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: 2025 traffic flows modelled according to traffic counts obtained in March 2025.
- 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 2027, 2032 and 2042.
- Do-something: the impact of the traffic generated by the development was added to the design years 2027, 2032 and 2042. This analysis will enable the comparison with the 'Do-nothing' scenario.

5.2.1 Junction 1 – Raheen Woods Road (Gort Mhaoilir Road)/ L-3103 Priority Junction

In the following analysis, the junction was assessed for the AM and PM peak period, and the arms were labelled as shown in **Figure 5.2**:

Figure 5.2: JTC1 Arm Names (Source: Google Earth, notes by ORS)

Table 5.1 shows the results of the analysis of the junction modelled using PICADY transport modelling software for priority junctions for the assessment year (2025), the expected year of opening (2027), 5 years after the development completion (2032) and 15 years after the development completion (2042) for the 'Do-Nothing' and 'Do-Something' scenarios.

Table 5.1 – *PICADY* Results for JTC1 Analysis					
		AM		PM	
Analysis	**Stream**	**Queue (PCU)**	**Ratio of Flow to Capacity (RFC)**	**Queue (PCU)**	**Ratio of Flow to Capacity (RFC)**
1 – 2025, base traffic	**B-AC**	0.8	0.43	0.6	0.39
	C-AB	0.3	0.18	0.2	0.15
2 – 2027, do-nothing	**B-AC**	1.0	0.50	0.8	0.44
	C-AB	0.3	0.21	0.3	0.17
3 – 2027, do-something	**B-AC**	1.1	0.51	0.8	0.45
	C-AB	0.3	0.21	0.3	0.18
4 – 2032, do-nothing	**B-AC**	1.3	0.56	1.0	0.49
	C-AB	0.4	0.23	0.3	0.19
5 – 2032, do-something	**B-AC**	1.4	0.57	1.0	0.50
	C-AB	0.4	0.24	0.4	0.20
6 – 2042, do-nothing	**B-AC**	1.7	0.63	1.3	0.56
	C-AB	0.5	0.27	0.4	0.22
7 – 2042, do-something	**B-AC**	1.9	0.65	1.3	0.57
	C-AB	0.5	0.27	0.4	0.23

Analysis 1 represents the base year scenario, reflecting current traffic conditions in the study area without the proposed development or any committed developments. As shown in the table above, the highest Ratio of Flow to Capacity (RFC) recorded is 0.43 (43%) during the AM peak at Stream B – AC (Raheen Woods Road), with no significant queue formation observed.

Analysis 2 reflects the **Do-Nothing** scenario for future years, incorporating committed developments only (excluding the proposed scheme). In this scenario, an increase of 0.07 in RFC is observed during the 2027 AM peak at Stream B – AC, resulting in an RFC of 0.50 (50%), still with no significant queuing. **Analysis 3**, the **Do-Something** scenario for the 2027 design year, includes both committed developments and the proposed scheme. Here, the RFC for Stream B – AC increases marginally by 0.01 to 0.51 (51%) during the AM peak, indicating a negligible impact from the proposed development.

Looking ahead to the 2042 design year, **Analysis 6** (**Do-Nothing scenario**) shows Stream B – AC reaching an RFC of 0.63 (63%) in the AM peak. With the proposed development included (**Analysis 7** – **Do-Something scenario**), this increases slightly to 0.65 (65%), representing an increase of just 0.02.

These results confirm that the proposed residential development will have a **minimal** impact on the operational performance of the junction, with all movements remaining well within capacity thresholds and no adverse queuing expected.

5.2.2 Junction 2 – Raheen Woods Road (Gort Mhaoilir Road)/ L-3105 Priority Junction

In the following analysis, the junction was assessed for the AM and PM peak period and the arms were labelled as shown in **Figure 5.3**:
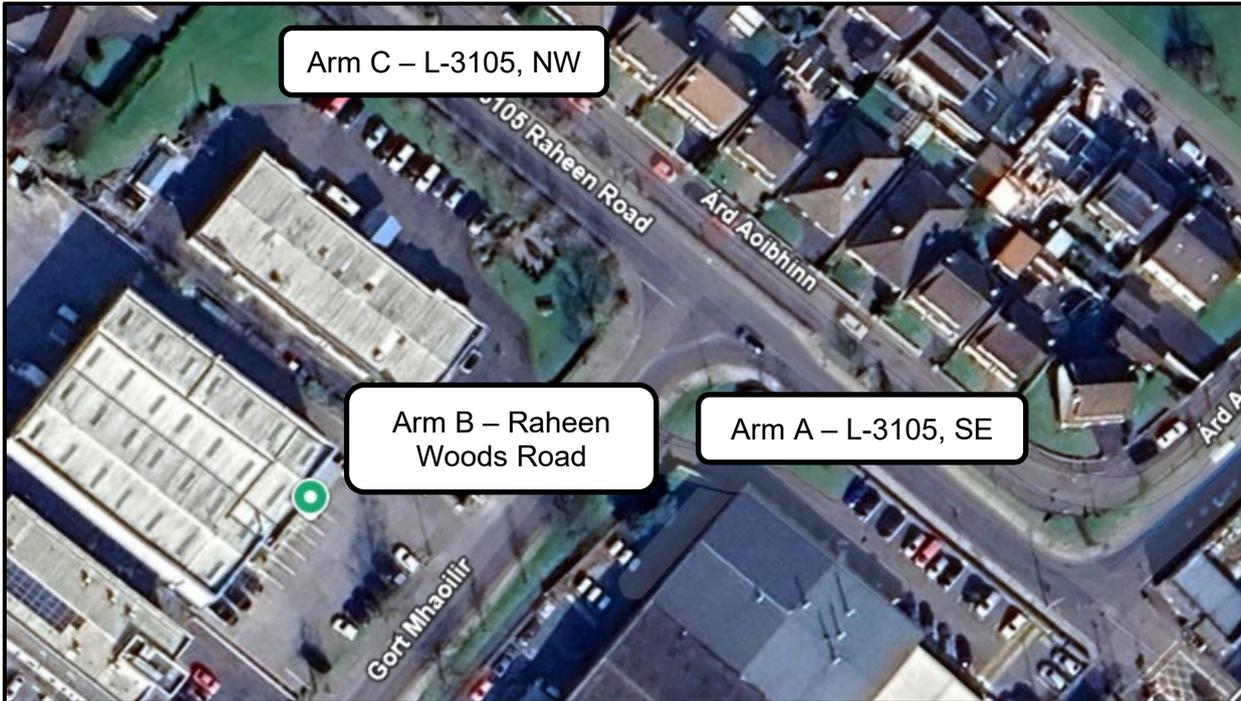
Figure 5.3: JTC2 Arm Names (Source: Google Earth, notes by ORS)

Table 5.2 shows the results of the analysis of the junction modelled using PICADY transport modelling software for priority junctions for the expected year of opening (2027), 5 years (2032) and 15 years after the development completion (2042) for the 'Do-Nothing' and 'Do-Something' scenarios.

Table 5.2 – *PICADY* Results for JTC2 Analysis					
		AM		**PM**	
Analysis	**Stream**	**Queue (PCU)**	**Ratio of Flow to Capacity (RFC)**	**Queue (PCU)**	**Ratio of Flow to Capacity (RFC)**
1 – 2025, base traffic	**B-AC**	0.5	0.33	0.9	0.48
	C-AB	0.2	0.12	0.1	0.05
2 – 2027, do-nothing	**B-AC**	0.8	0.43	1.4	0.59
	C-AB	0.2	0.15	0.1	0.07
3 – 2027, do-something	**B-AC**	0.8	0.45	1.5	0.60
	C-AB	0.2	0.15	0.1	0.07

Table 5.2 – *PICADY* Results for JTC2 Analysis

Analysis	Stream	AM		PM	
		Queue (PCU)	Ratio of Flow to Capacity (RFC)	Queue (PCU)	Ratio of Flow to Capacity (RFC)
4 – 2032, do-nothing	B-AC	0.9	0.48	1.8	0.65
	C-AB	0.2	0.16	0.1	0.08
5 – 2032, do-something	B-AC	1.0	0.49	1.9	0.66
	C-AB	0.2	0.16	0.1	0.08
6 – 2042, do-nothing	B-AC	1.1	0.53	2.5	0.73
	C-AB	0.3	0.18	0.1	0.08
7 – 2042, do-something	B-AC	1.2	0.55	2.7	0.74
	C-AB	0.3	0.19	0.1	0.09

Analysis 1 represents the base year scenario, reflecting current traffic conditions in the study area without the proposed development or any committed developments. As shown in the table above, the highest Ratio of Flow to Capacity (RFC) recorded is 0.48 (48%) during the PM peak at Stream B – AC (Raheen Woods Road), with no significant queue formation observed.

Analysis 2 reflects the **Do-Nothing** scenario for future years, incorporating committed developments only (excluding the proposed scheme). In this scenario, an increase of 0.11 in RFC is observed during the 2027 PM peak at Stream B – AC, resulting in an RFC of 0.59 (59%) in the evening, still with no significant queuing. **Analysis 3**, the **Do-Something** scenario for the 2027 design year, includes both committed developments and the proposed scheme. Here, the RFC for Stream B – AC increases marginally by 0.02 to 0.45 (45%) during the AM peak and by 0.01 to 0.60 (60%) in the PM peak, indicating a negligible impact from the proposed development.

Looking ahead to the 2042 design year, **Analysis 6** (**Do-Nothing scenario**) shows Stream B – AC reaching an RFC of 0.73 (73%) in the PM peak. With the proposed development included (**Analysis 7** – **Do-Something scenario**), this increases slightly to 0.74 (74%), representing an increase of just 0.01. Similarly, the morning peak reached a maximum RFC of 0.55 at Stream B – AC, compared to the 0.53 in Analysis 6.

These results confirm that the proposed residential development will have a **minimal** impact on the operational performance of the junction, with all movements remaining well within capacity thresholds and no adverse queuing expected.

It can be concluded that both junctions will perform satisfactorily in the future and have **minimal** impact on the existing roads.

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 the proposed residential development at Gort Mhaoilir, Athenry, Co. Galway.
- The proposed development, presented by Paul Keogh Architects, involves the construction of 28No. dwellings featuring 1No. site entrance and all associated ancillary site development works.
- The proposed total number of car parking spaces is 56No., including 3No. standard accessible parking spaces and 7No. accessible spaces equipped with EV charging stations. It is proposed to include 14No. visitor bicycle parking spaces at the communal open space.
- ORS scoped the requirements for this Traffic Assessment based on the same methodology previously applied to a Part 8 application for a residential development adjacent to the Proposed Development site (within Gort Mhaoilir). In that earlier assessment, the approach was agreed with Galway County Council, focusing on two key junctions that were identified as the most relevant to development-related traffic movements. To ensure consistency and continuity in the evaluation of local network impacts, the same two junctions are assessed in this report, namely the 3-arm Raheen Woods Road (Gort Mhaoilir Road)/ L-3103 Priority Junction (JTC 1) and the 3-arm Raheen Woods Road (Gort Mhaoilir Road)/ L-3105 Priority Junction (JTC 2).
- Automatic junction turning counts (JTCs) were undertaken by a third-party company named IDASO, on Tuesday the 11th of March 2025. The recorded AM peak hours were between 08:15 and 09:15 in both junctions. The evening peak period varies: it takes place between 15:45 and 16:45 in JTC 1 and between 17:00 and 18:00 in JTC 2.
- The National Planning Application website was consulted to obtain information about committed developments near the proposed site to be included in this traffic analysis. It was found that 5No. granted planning application will make use of the junctions, therefore, they were included in future scenarios of the junctions' modelling. The assessment also included the Part 8 application mentioned above, as a committed development.
- The traffic splits in the examined junctions could be calculated from the traffic counts, and it is expected that the traffic from the development will follow the same trend. The trip generation from the development was assessed from the TRICS database.
- The junctions analysed in this traffic assessment were assessed against the TII threshold, and it was found that the additional traffic will not exceed the threshold of 5% increase in traffic, therefore a TTA is not required. Nevertheless, a TTA was proactively prepared to demonstrate the limited impact of the proposed development on the surrounding road network and to support a robust planning submission.
- The junctions were examined using *Junctions 11* PICADY software for the AM and the PM peak conditions under conservative future projections and Central background Traffic Growth for the considered year of opening, 2027, 5-years and 15-years after development conclusion.
- From a transportation planning perspective, the proposed development is expected to generate a low volume of traffic during peak times. The junction analysis results indicate that the surrounding road network can easily accommodate this traffic, considering the prevailing road conditions. The junctions are projected to operate well below their theoretical capacity, with no issues anticipated during peak times.

Appendix A – Traffic Data

25216 - Athenry, Co. Galway

with compliments

Survey Name: 25216 - Athenry, Co. Galway
Date: Tue 11 Mar 2025

IDASO

Survey Name: 25216 - Athenry, Co. Galway   Arm A - Gort Mhaoilir
Site: Site 1   Arm B - L3103
Location: Junction of Gort Mhaoilir Road & L3103   Arm C - L3103
Date: Tue 11-Mar-2025
AM Peak: 08:15 — 09:15   **Total:** 598
PM Peak: 15:45 — 16:45   **Total:** 635
15 Min Peak: 08:45 — 09:00   **Total:** 210

TIME	A => A									A => B										
	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	11	0	0	0	0	11	11	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	15	2	1	0	0	18	18.5	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	10	10	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	38	5	2	0	0	45	46	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	24	24	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	56	3	0	0	0	59	59	1	0
09:00	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	13	13.5	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	17	0	1	0	0	18	18.5	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	44	1	2	0	0	47	48	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	14	3	1	0	0	18	18.5	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	15	3	1	0	0	19	19.5	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	8	3	1	0	0	12	12.5	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	50	11	3	0	0	64	65.5	1	0
11:00	0	0	0	0	0	0	0	0	0	1	0	15	2	1	1	0	20	21	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	10	2	1	0	0	13	13.5	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	10	10.5	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	43	6	3	1	0	54	56	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	16	1	2	0	0	19	20	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	10	0	0	1	0	11	12.3	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	52	2	2	1	0	57	59.3	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	19	1	1	0	0	21	21.5	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	63	4	1	0	0	68	68.5	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	14	1	1	1	0	17	18.8	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	11	0	2	0	0	13	14	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	47	2	3	1	0	53	55.8	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25	25	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	62	5	0	0	0	67	67	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	37	1	1	0	0	39	39.5	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7	8	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25	25	1	0
16:45	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	76	4	1	0	1	82	83.5	1	0
17:00	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	24	24	1	0
17:30	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	21	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	75	4	0	0	0	79	79	1	0
18:00	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10	10.5	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	7	0	0	1	0	8	9.3	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	40	2	1	1	0	44	45.8	0	0
12 TOT	0	0	0	0	0	0	0	0	0	1	0	646	49	18	4	1	719	733.4	4	0

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
9	1	3	0	0	13	14.5	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0
15	2	1	0	0	18	18.5	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0
22	3	0	0	0	25	25	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0
17	4	0	0	1	22	23	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0
63	10	4	0	1	78	81	0	0	23	3	1	0	0	27	27.5	0	0	0	0	0	0
20	2	0	0	0	22	22	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0
33	3	0	0	4	40	44	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0
28	1	0	1	0	30	31.3	0	0	17	1	1	0	0	19	19.5	0	0	0	0	0	0
33	0	1	0	0	35	34.7	0	0	38	1	1	0	0	40	40.5	0	0	0	0	0	0
114	6	1	1	4	127	132	0	0	75	2	2	0	0	79	80	0	0	0	0	0	0
15	1	0	0	0	16	16	0	0	21	0	0	0	0	21	21	0	0	0	0	0	0
15	2	0	0	0	17	17	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0
16	1	0	0	0	17	17	0	0	16	1	1	1	0	19	20.8	0	0	0	0	0	0
13	0	0	0	0	13	13	0	0	12	1	0	0	0	13	13	0	0	1	0	0	0
59	4	0	0	0	63	63	0	0	67	3	1	1	0	72	73.8	0	0	1	0	0	0
12	3	1	1	0	17	18.8	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0
7	3	0	1	0	11	12.3	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0
10	0	1	0	1	12	13.5	0	0	14	0	1	0	0	15	15.5	0	0	0	0	0	0
13	2	0	0	0	16	15.2	0	0	10	2	0	0	0	12	12	0	0	0	0	0	0
42	8	2	2	1	56	59.8	0	0	38	5	1	0	0	44	44.5	0	0	0	0	0	0
6	0	0	0	0	6	6	0	0	8	0	1	0	0	9	9.5	0	0	0	0	0	0
7	0	0	0	0	7	7	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0
4	0	0	0	0	4	4	0	0	8	2	1	0	0	11	11.5	0	0	0	0	0	0
7	1	0	0	0	8	8	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0
24	1	0	0	0	25	25	0	0	32	3	2	0	0	37	38	0	0	0	0	0	0
7	1	0	0	0	8	8	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0
9	0	1	0	0	10	10.5	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0
6	2	0	0	0	8	8	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0
8	0	0	0	0	8	8	0	0	6	1	1	0	0	8	8.5	0	0	0	0	0	0
30	3	1	0	0	34	34.5	0	0	38	5	1	0	0	44	44.5	0	0	0	0	0	0
12	3	0	0	0	15	15	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0
9	0	0	0	0	9	9	0	0	15	3	0	0	0	18	18	0	0	0	0	0	0
16	0	0	0	0	16	16	0	0	18	2	0	0	0	20	20	0	0	0	0	0	0
11	0	1	0	0	12	12.5	0	0	13	2	0	0	0	15	15	0	0	0	0	0	0
48	3	1	0	0	52	52.5	0	0	56	8	0	0	0	64	64	0	0	0	0	0	0
12	1	1	0	0	14	14.5	0	0	9	0	0	1	0	10	11.3	0	0	0	0	0	0
8	1	0	0	0	9	9	0	0	16	2	0	0	0	18	18	0	0	0	0	0	0
14	2	0	0	0	16	16	0	0	13	1	1	1	0	16	17.8	0	0	0	0	0	0
9	2	0	0	0	11	11	0	0	12	1	1	0	0	14	14.5	0	0	0	0	0	0
43	6	1	0	0	50	50.5	0	0	50	4	2	2	0	58	61.6	0	0	0	0	0	0
8	5	0	1	0	14	15.3	0	0	19	1	0	0	0	20	20	0	0	0	0	0	0
10	2	1	0	1	14	15.5	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0
29	0	1	0	0	30	30.5	0	0	14	0	1	0	0	15	15.5	0	0	0	0	0	0
17	1	0	0	0	18	18	0	0	19	1	0	0	0	20	20	0	0	0	0	0	0
64	8	2	1	1	76	79.3	0	0	63	4	1	0	0	68	68.5	0	0	0	0	0	0
18	2	0	0	1	21	22	0	0	19	0	0	0	0	19	19	0	0	0	0	0	0
15	0	0	0	0	15	15	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0
26	1	1	0	0	29	28.7	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0
28	2	2	0	0	32	33	0	0	16	0	1	0	0	17	17.5	0	0	0	0	0	0
87	5	3	0	1	97	98.7	0	0	66	1	1	0	0	68	68.5	0	0	0	0	0	0
25	1	0	0	0	26	26	0	1	18	4	0	0	0	23	22.4	0	0	0	0	0	0
13	0	0	0	0	14	13.2	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0
25	1	0	0	0	26	26	0	0	17	1	2	0	0	20	21	0	0	0	0	0	0
26	1	0	0	0	27	27	0	0	19	0	0	1	0	20	21.3	0	0	0	0	0	0
89	3	0	0	0	93	92.2	0	1	71	6	2	1	0	81	82.7	0	0	0	0	0	0
18	0	1	0	0	19	19.5	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0
18	1	0	0	0	19	19	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0
20	0	0	0	0	20	20	1	0	14	2	0	0	0	17	16.2	0	0	0	0	0	0
18	1	0	0	0	19	19	0	0	7	4	0	0	0	11	11	0	0	0	0	0	0
74	2	1	0	0	77	77.5	1	0	45	6	0	0	0	52	51.2	0	0	0	0	0	0
737	59	16	4	8	828	846	1	1	624	50	14	4	0	694	704.8	0	0	1	0	0	0

PSV	TOT	PCU	B => C							TOT	PCU	C => A							TOT	PCU	P/C
			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	4	1	1	0	0	6	6.5	1	0	5	0	1	0	0	7	6.7	0
0	0	0	0	0	5	4	0	0	0	9	9	0	0	6	1	0	0	0	7	7	0
0	0	0	0	0	10	2	0	0	1	13	14	0	0	11	0	0	0	0	11	11	0
0	0	0	0	0	10	3	0	0	2	15	17	0	0	21	3	0	0	0	24	24	0
0	0	0	0	0	29	10	1	0	3	43	46.5	1	0	43	4	1	0	0	49	48.7	0
0	0	0	0	0	10	0	1	0	1	12	13.5	0	0	13	1	0	0	0	14	14	1
0	0	0	1	0	14	2	0	0	1	18	18.2	1	0	16	3	0	1	0	21	21.5	0
0	0	0	0	0	23	1	0	0	4	28	32	1	0	33	2	0	0	0	36	35.2	0
0	0	0	0	0	42	2	0	1	0	45	46.3	0	0	26	3	0	0	0	29	29	0
0	0	0	1	0	89	5	1	1	6	103	110	2	0	88	9	0	1	0	100	99.7	1
0	0	0	0	0	14	0	0	0	0	14	14	0	0	22	5	0	0	0	27	27	0
0	0	0	0	0	22	2	2	0	0	26	27	0	0	10	1	1	0	0	12	12.5	0
0	0	0	0	0	29	0	0	0	0	29	29	1	0	10	0	1	1	0	13	14	0
0	1	1	0	0	15	2	0	1	0	18	19.3	1	0	9	1	0	1	0	12	12.5	0
0	1	1	0	0	80	4	2	1	0	87	89.3	2	0	51	7	2	2	0	64	66	0
0	0	0	0	0	14	2	1	1	0	18	19.8	0	0	7	2	2	0	0	11	12	0
0	0	0	0	0	17	3	2	1	0	23	25.3	0	0	12	0	1	0	0	13	13.5	1
0	0	0	2	0	21	0	1	0	0	24	22.9	0	0	5	2	0	0	0	7	7	0
0	0	0	0	0	13	0	0	0	2	15	17	0	0	6	1	0	0	2	9	11	0
0	0	0	2	0	65	5	4	2	2	80	85	0	0	30	5	3	0	2	40	43.5	1
0	0	0	0	0	10	3	0	0	0	13	13	0	0	9	2	0	0	0	11	11	0
0	0	0	0	0	14	2	1	1	1	19	21.8	0	0	6	0	0	0	0	6	6	0
0	0	0	0	0	7	1	0	0	0	8	8	0	0	8	2	0	0	0	10	10	0
0	0	0	0	0	21	6	0	1	0	28	29.3	1	0	12	2	0	1	0	16	16.5	0
0	0	0	0	0	52	12	1	2	1	68	72.1	1	0	35	6	0	1	0	43	43.5	0
0	0	0	0	0	8	1	0	0	0	9	9	0	0	6	2	0	0	0	8	8	0
0	0	0	1	0	11	2	0	1	0	15	15.5	0	0	11	0	0	0	1	12	13	0
0	0	0	0	0	19	2	1	0	0	22	22.5	0	0	8	3	0	1	0	12	13.3	0
0	0	0	0	0	14	2	1	1	0	18	19.8	0	0	4	0	0	0	0	4	4	1
0	0	0	1	0	52	7	2	2	0	64	66.8	0	0	29	5	0	1	1	36	38.3	1
0	0	0	1	0	21	1	2	0	0	25	25.2	0	0	12	1	0	0	1	14	15	0
0	0	0	0	0	16	4	0	0	1	21	22	0	0	15	0	0	0	0	15	15	0
0	0	0	0	0	20	3	1	0	1	25	26.5	0	0	13	2	0	0	0	15	15	1
0	0	0	0	0	15	6	1	2	0	24	27.1	0	0	19	0	2	0	0	21	22	0
0	0	0	1	0	72	14	4	2	2	95	100.8	0	0	59	3	2	0	1	65	67	1
0	0	0	0	0	10	4	1	0	0	15	15.5	0	0	18	3	1	1	0	23	24.8	0
0	0	0	0	0	14	0	0	0	0	14	14	0	0	11	3	0	0	0	14	14	0
0	0	0	0	0	17	1	0	0	0	18	18	0	0	9	0	0	0	0	9	9	0
0	0	0	0	0	17	3	1	2	0	23	26.1	0	0	19	3	0	0	0	22	22	0
0	0	0	0	0	58	8	2	2	0	70	73.6	0	0	57	9	1	1	0	68	69.8	0
0	0	0	0	0	13	2	1	2	0	18	21.1	0	0	11	3	0	0	0	14	14	0
0	0	0	0	0	15	0	1	0	0	16	16.5	0	0	12	0	1	0	0	13	13.5	0
0	0	0	1	0	20	4	1	0	0	26	25.7	0	0	18	3	0	0	0	21	21	0
0	0	0	0	0	37	3	1	0	3	44	47.5	0	0	19	4	0	0	0	23	23	0
0	0	0	1	0	85	9	4	2	3	104	110.8	0	0	60	10	1	0	0	71	71.5	0
0	0	0	0	0	27	0	1	1	5	34	40.8	0	0	40	2	0	0	0	42	42	0
0	0	0	0	0	35	3	0	2	2	42	46.6	0	0	22	2	0	0	0	24	24	0
0	0	0	0	0	17	2	1	0	0	20	20.5	1	0	20	4	1	0	0	26	25.7	0
0	0	0	1	0	17	6	0	0	0	24	23.2	0	0	17	3	0	0	0	20	20	0
0	0	0	1	0	96	11	2	3	7	120	131.1	1	0	99	11	1	0	0	112	111.7	0
0	0	0	0	0	25	5	0	0	0	30	30	0	0	21	3	0	0	0	24	24	1
0	0	0	0	0	34	1	1	0	0	36	36.5	0	0	18	4	0	0	0	22	22	2
0	0	0	0	0	25	5	0	0	0	30	30	0	0	20	3	0	0	0	23	23	0
0	0	0	1	0	26	1	0	0	0	28	27.2	0	0	18	4	1	0	0	23	23.5	0
0	0	0	1	0	110	12	1	0	0	124	123.7	0	0	77	14	1	0	0	92	92.5	3
0	0	0	0	0	33	2	0	0	0	35	35	0	0	18	1	0	0	0	19	19	0
0	0	0	0	1	35	2	1	0	0	39	38.9	0	0	22	2	0	0	0	24	24	0
0	0	0	0	0	17	2	0	0	0	19	19	0	0	19	0	0	0	0	19	19	0
0	0	0	0	0	32	1	0	0	0	33	33	0	0	26	2	0	0	0	28	28	0
0	0	0	0	1	117	7	1	0	0	126	125.9	0	0	85	5	0	0	0	90	90	0
0	1	1	8	1	905	104	25	17	24	1084	1135.6	7	0	713	88	12	6	4	830	842.2	7

| 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	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0
0	9	2	0	0	0	11	11	0	0	0	0	0	0	0	0	0
0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
0	8	2	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0
0	27	7	1	0	0	35	35.5	0	0	0	0	0	0	0	0	0
0	7	5	0	1	0	14	14.5	0	0	0	0	0	0	0	0	0
0	18	3	0	0	0	21	21	0	0	0	0	0	0	0	0	0
0	23	2	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0
0	32	3	2	0	0	37	38	0	0	0	0	0	0	0	0	0
0	80	13	3	1	0	98	100	0	0	0	0	0	0	0	0	0
0	18	1	1	0	0	20	20.5	0	0	0	0	0	0	0	0	0
0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0
0	13	3	1	1	0	18	19.8	0	0	0	0	0	0	0	0	0
0	17	1	0	2	0	20	22.6	0	0	0	0	0	0	0	0	0
0	61	7	2	3	0	73	77.9	0	0	0	0	0	0	0	0	0
0	17	1	2	1	0	21	23.3	0	0	0	0	0	0	0	0	0
0	21	3	0	0	0	25	24.2	0	0	0	0	0	0	0	0	0
0	13	3	1	2	1	20	24.1	0	0	0	0	0	0	0	0	0
0	22	1	0	0	0	23	23	0	0	0	0	0	0	0	0	0
0	73	8	3	3	1	89	94.6	0	0	0	0	0	0	0	0	0
0	25	1	0	2	1	29	32.6	0	0	0	0	0	0	0	0	0
1	14	0	2	0	0	17	17.4	0	0	0	0	0	0	0	0	0
0	10	4	1	2	0	17	20.1	0	0	0	0	0	0	0	0	0
0	16	4	1	1	0	22	23.8	0	0	0	0	0	0	0	0	0
1	65	9	4	5	1	85	93.9	0	0	0	0	0	0	0	0	0
0	17	4	0	0	0	21	21	0	0	0	0	0	0	0	0	0
0	14	2	0	0	0	16	16	0	0	0	0	0	0	0	0	0
0	21	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0
0	8	2	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0
0	60	8	0	0	0	69	68.2	0	0	0	0	0	0	0	0	0
0	24	3	1	0	1	29	30.5	0	0	0	0	0	0	0	0	0
0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
0	17	2	1	0	1	22	22.7	0	0	0	1	0	0	0	1	1
0	11	1	0	0	1	13	14	0	0	0	0	0	0	0	0	0
0	66	6	2	0	3	78	81.2	0	0	0	1	0	0	0	1	1
1	14	2	0	0	0	17	16.4	0	0	0	0	0	0	0	0	0
0	9	1	2	0	0	12	13	0	0	0	0	0	0	0	0	0
0	42	1	0	0	0	43	43	0	0	0	0	0	0	0	0	0
0	20	3	1	0	2	26	28.5	0	0	0	0	0	0	0	0	0
1	85	7	3	0	2	98	100.9	0	0	0	0	0	0	0	0	0
0	21	2	1	0	0	24	24.5	0	0	0	0	0	0	0	0	0
0	18	2	0	1	0	21	22.3	0	0	0	0	0	0	0	0	0
0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0
0	35	1	2	0	0	38	39	0	0	0	0	0	0	0	0	0
0	91	6	3	1	0	101	103.8	0	0	0	0	0	0	0	0	0
0	30	4	5	0	0	39	41.5	0	0	0	0	0	0	0	0	0
0	16	2	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0
0	31	3	0	0	0	34	34	0	0	0	0	0	0	0	0	0
0	27	3	1	0	0	31	31.5	0	0	0	0	0	0	0	0	0
0	104	12	7	0	0	123	126.5	0	0	0	0	0	0	0	0	0
0	18	3	0	0	0	22	21.2	0	0	0	0	0	0	0	0	0
0	16	2	0	0	0	20	18.4	0	0	0	0	0	0	0	0	0
0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0
0	18	4	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0
0	68	9	1	0	0	81	79.1	0	0	0	0	0	0	0	0	0
0	24	1	0	0	0	25	25	0	0	0	0	0	0	0	0	0
0	20	1	2	0	0	23	24	0	0	0	0	0	0	0	0	0
0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
0	27	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0
0	86	5	2	0	0	93	94	0	0	0	0	0	0	0	0	0
2	866	97	31	13	7	1023	1055.6	0	0	0	1	0	0	0	1	1
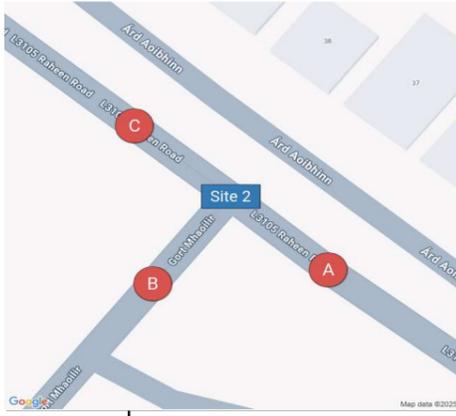
IDASO

Survey Name:	25216 - Athenry, Co. Galway
Site:	Site 2
Location:	Junction of Gort Mhaoilir Road & L3105
Date:	Tue 11-Mar-2025
AM Peak:	08:15 — 09:15 **Total:** 483
PM Peak:	17:00 — 18:00 **Total:** 515
15 Min Peak:	16:00 — 16:15 **Total:** 169

Arm A - L3105 Raheen road
Arm B - Gort Mhaoilir
Arm C - L3105 Raheen road

TIME	A => A									A => B										
	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	2	0	8	0	1	0	0	11	9.9	0	0
07:15	0	0	0	0	0	0	0	0	0	1	0	20	2	0	0	0	23	22.2	0	0
07:30	0	0	0	0	0	0	0	0	0	0	1	17	2	0	0	0	20	19.4	0	0
07:45	0	0	0	0	0	0	0	0	0	1	0	26	3	0	0	1	31	31.2	0	0
H/TOT	0	0	0	0	0	0	0	0	0	4	1	71	7	1	0	1	85	82.7	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	21	21	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	3	32	35	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	38	2	0	0	0	40	40	0	0
08:45	0	0	0	0	0	0	0	0	0	1	0	50	1	0	0	0	52	51.2	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	136	5	0	0	3	145	147.2	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	21	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	17	1	0	1	0	19	20.3	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22	22	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	75	4	0	1	0	80	81.3	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	11	2	1	1	0	15	16.8	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	15	15	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	1	21	22	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	58	9	1	1	1	70	72.8	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	15	1	1	0	0	17	17.5	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	57	3	1	0	0	61	61.5	1	0
12:00	0	0	1	0	0	0	0	1	1	0	0	16	0	0	0	0	16	16	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	14	1	1	0	0	16	16.5	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	14	0	1	0	0	15	15.5	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	57	2	2	0	0	61	62	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	16	2	1	0	0	19	19.5	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	23	23	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	70	6	1	0	0	77	77.5	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	21	3	0	0	0	24	24	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	17	1	1	0	0	19	19.5	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	23	23	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	18	1	1	0	0	20	20.5	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	77	7	2	0	0	86	87	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	11	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	17	3	1	0	1	22	23.5	0	0
15:30	0	0	0	0	0	0	0	0	0	1	0	32	0	0	0	0	33	32.2	1	0
15:45	0	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	30	30	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	86	7	1	0	1	96	96.7	1	0
16:00	0	0	0	0	0	0	0	0	0	0	0	28	3	0	0	1	32	33	1	0
16:15	0	0	0	0	0	0	0	0	0	0	0	20	0	1	0	1	22	23.5	0	0
16:30	0	0	0	0	0	0	0	0	0	1	0	20	3	0	0	0	24	23.2	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	25	25	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	92	7	1	0	2	103	104.7	1	0
17:00	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	0	0
17:15	0	0	0	0	0	0	0	0	0	1	0	26	0	0	0	0	27	26.2	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	24	3	0	0	0	27	27	1	0
17:45	0	0	0	0	0	0	0	0	0	1	0	37	1	1	0	0	40	39.7	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	103	6	1	0	0	112	110.9	1	0
18:00	0	0	0	0	0	0	0	0	0	0	0	18	0	0	1	0	19	20.3	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	1	0
18:30	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	21	0	0
18:45	0	0	0	0	0	0	0	0	0	1	0	29	3	0	0	0	33	32.2	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	78	5	0	1	0	85	85.5	1	0
12 TOT	0	0	1	0	0	0	0	1	1	10	1	960	68	11	3	8	1061	1069.8	5	0

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	0	0	0	0	3	3	1	0	5	0	0	0	0	6	5.2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0
2	0	1	0	0	3	3.5	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0
2	1	0	0	0	3	3	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0
7	1	1	0	0	9	9.5	1	0	35	3	0	0	0	39	38.2	0	0	0	0	0	0
3	0	0	0	0	3	3	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0
5	0	0	0	0	5	5	1	0	14	3	0	0	0	18	17.2	0	0	0	0	0	0
10	0	2	0	0	12	13	1	0	25	5	0	0	0	31	30.2	0	0	0	0	0	0
22	1	0	0	0	23	23	0	0	33	3	0	0	0	36	36	0	0	0	0	0	0
40	1	2	0	0	43	44	2	0	90	12	0	0	0	104	102.4	0	0	0	0	0	0
10	1	0	0	0	11	11	0	0	23	2	0	0	0	25	25	0	0	0	0	0	0
2	1	0	0	0	3	3	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0
2	0	0	0	0	2	2	1	0	17	2	1	0	0	21	20.7	0	0	0	0	0	0
5	2	0	0	0	7	7	1	0	19	3	0	1	0	24	24.5	0	0	0	0	0	0
19	4	0	0	0	23	23	2	0	67	7	1	1	0	78	78.2	0	0	0	0	0	0
5	2	1	0	0	8	8.5	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0
2	0	0	0	0	2	2	1	0	22	2	0	0	0	25	24.2	0	0	0	0	0	0
11	0	0	0	0	11	11	1	0	13	0	0	0	0	14	13.2	0	0	0	0	1	0
12	0	0	0	0	12	12	0	0	14	0	0	0	1	15	16	0	0	0	0	0	0
30	2	1	0	0	33	33.5	2	0	63	2	0	0	1	68	67.4	0	0	0	0	1	0
4	0	0	0	0	4	4	0	0	13	2	0	0	1	16	17	0	0	0	0	0	0
5	0	0	0	0	5	5	0	0	6	0	1	0	0	7	7.5	0	0	0	0	0	0
4	1	0	0	0	5	5	0	0	10	2	0	0	0	12	12	0	0	0	0	0	0
15	1	0	0	0	17	16.2	1	0	20	3	1	0	0	25	24.7	0	0	0	1	0	0
28	2	0	0	0	31	30.2	1	0	49	7	2	0	1	60	61.2	0	0	0	1	0	0
6	1	0	0	0	7	7	0	0	18	0	0	0	0	18	18	0	0	0	0	0	0
7	0	0	0	0	7	7	0	0	9	1	0	0	1	11	12	0	0	0	0	0	0
12	1	0	0	0	13	13	0	0	12	3	0	0	0	15	15	0	0	0	0	0	0
12	1	0	0	0	13	13	0	0	21	1	0	0	0	22	22	0	0	0	0	0	0
37	3	0	0	0	40	40	0	0	60	5	0	0	1	66	67	0	0	0	0	0	0
12	1	0	0	0	13	13	0	0	25	3	0	0	1	29	30	0	0	0	0	0	0
9	1	0	0	0	10	10	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0
11	1	0	0	0	12	12	0	0	27	2	0	0	0	29	29	0	0	0	0	0	0
6	0	0	0	0	6	6	0	0	21	0	0	0	0	21	21	0	0	0	0	0	0
38	3	0	0	0	41	41	0	0	87	6	0	0	1	94	95	0	0	0	0	0	0
3	1	0	0	0	4	4	0	0	20	4	0	0	0	24	24	0	0	0	0	0	0
9	0	0	0	0	9	9	0	0	19	2	1	0	0	22	22.5	0	0	0	0	0	0
12	0	0	0	0	12	12	0	0	10	0	1	0	0	11	11.5	0	0	0	0	0	0
11	1	0	0	1	13	14	1	0	22	3	0	0	0	26	25.2	0	0	0	0	0	0
35	2	0	0	1	38	39	1	0	71	9	2	0	0	83	83.2	0	0	0	0	0	0
11	1	1	0	0	13	13.5	0	0	16	2	0	0	0	18	18	0	0	0	0	0	0
8	0	0	0	0	8	8	0	0	13	2	0	0	0	15	15	0	0	0	0	0	0
21	1	0	0	0	23	22.2	0	0	26	1	1	0	0	28	28.5	0	0	0	0	0	0
13	1	0	0	0	14	14	0	0	16	2	0	0	0	18	18	0	0	0	0	0	0
53	3	1	0	0	58	57.7	0	0	71	7	1	0	0	79	79.5	0	0	0	0	0	0
12	0	0	0	0	13	12.2	1	0	59	2	0	0	0	62	61.2	0	0	0	0	0	0
23	0	0	0	0	23	23	0	0	31	1	0	0	0	32	32	0	0	0	0	0	0
9	1	1	0	0	11	11.5	1	0	29	4	0	0	0	34	33.2	0	0	0	0	0	0
11	0	0	0	0	11	11	0	0	22	4	1	0	0	27	27.5	0	0	0	0	0	0
55	1	1	0	0	58	57.7	2	0	141	11	1	0	0	155	153.9	0	0	0	0	0	0
15	3	0	0	0	18	18	4	0	39	6	0	0	0	49	45.8	0	0	0	0	0	0
20	1	0	0	0	21	21	1	0	33	3	0	0	0	37	36.2	0	0	0	0	0	0
10	2	1	0	0	14	13.7	1	0	29	3	0	0	0	33	32.2	0	0	0	0	0	0
22	3	0	0	0	25	25	0	0	21	2	0	0	0	23	23	0	0	0	0	0	0
67	9	1	0	0	78	77.7	6	0	122	14	0	0	0	142	137.2	0	0	0	0	0	0
15	0	0	0	0	15	15	0	0	30	1	0	1	0	32	33.3	0	0	0	0	0	0
14	0	0	0	0	15	14.2	0	0	16	2	0	0	0	18	18	0	0	0	0	0	0
8	0	0	0	0	8	8	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0
21	1	0	0	0	22	22	0	0	23	3	0	0	0	26	26	0	0	0	0	0	0
58	1	0	0	0	60	59.2	0	0	87	7	0	1	0	95	96.3	0	0	0	0	0	0
467	32	7	0	1	512	512.5	17	0	943	90	7	2	4	1063	1059.5	0	0	0	1	1	0

PSV	TOT	PCU	B => C									C => A									P/C
			P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
0	0	0	0	0	5	0	0	0	0	5	5	0	0	3	0	0	0	0	3	3	0
0	0	0	0	0	2	1	1	0	0	4	4.5	0	0	3	0	0	0	0	3	3	0
0	0	0	0	0	2	0	0	0	0	2	2	0	0	6	0	0	0	0	6	6	0
0	0	0	0	0	4	0	0	0	0	4	4	0	0	9	1	0	0	0	10	10	0
0	0	0	0	0	13	1	1	0	0	15	15.5	0	0	21	1	0	0	0	22	22	0
0	0	0	0	0	1	1	0	0	0	2	2	0	0	4	1	0	0	0	5	5	1
0	0	0	0	0	3	1	0	0	0	4	4	0	0	6	0	0	0	0	6	6	0
0	0	0	0	0	2	1	0	0	0	3	3	0	0	38	1	0	0	0	39	39	0
0	0	0	0	0	9	0	0	0	0	9	9	0	0	21	1	0	0	0	22	22	0
0	0	0	0	0	15	3	0	0	0	18	18	0	0	69	3	0	0	0	72	72	1
0	0	0	0	0	10	2	0	0	0	12	12	0	0	17	1	0	0	0	18	18	0
0	0	0	0	0	6	1	0	0	0	7	7	0	0	14	2	0	0	0	16	16	0
0	0	0	0	0	3	0	0	1	0	4	5.3	0	0	10	1	0	0	0	11	11	0
0	0	0	0	0	2	0	0	0	0	2	2	0	0	12	0	0	0	0	12	12	0
0	0	0	0	0	21	3	0	1	0	25	26.3	0	0	53	4	0	0	0	57	57	0
0	0	0	0	0	2	1	1	0	0	4	4.5	0	0	7	3	0	0	0	10	10	0
0	0	0	0	0	1	0	0	0	0	1	1	1	0	5	0	0	0	0	6	5.2	0
0	1	1.5	0	0	5	0	0	0	0	5	5	0	0	8	0	0	0	0	8	8	0
0	0	0	0	0	4	1	0	0	0	5	5	0	0	6	0	0	0	0	6	6	1
0	1	1.5	0	0	12	2	1	0	0	15	15.5	1	0	26	3	0	0	0	30	29.2	1
0	0	0	0	0	6	1	0	0	0	7	7	0	0	10	1	0	0	0	11	11	2
0	0	0	0	0	5	0	0	0	0	5	5	0	0	7	1	0	0	0	8	8	0
0	0	0	0	0	6	0	0	0	0	6	6	0	0	7	1	0	0	0	8	8	0
0	1	1	0	0	9	0	0	0	0	9	9	0	0	10	0	0	0	0	10	10	0
0	1	1	0	0	26	1	0	0	0	27	27	0	0	34	3	0	0	0	37	37	2
0	0	0	0	0	4	1	0	0	0	5	5	0	0	16	1	1	0	0	18	18.5	0
0	0	0	0	0	8	1	0	1	0	10	11.3	0	0	6	2	0	0	0	8	8	0
0	0	0	0	0	3	0	0	0	0	3	3	0	0	7	2	0	0	0	9	9	0
0	0	0	0	0	4	1	1	0	0	6	6.5	0	0	6	1	0	0	0	7	7	0
0	0	0	0	0	19	3	1	1	0	24	25.8	0	0	35	6	1	0	0	42	42.5	0
0	0	0	0	0	4	0	0	0	0	4	4	0	0	6	2	0	0	0	8	8	0
0	0	0	0	0	6	1	1	0	0	8	8.5	0	0	10	0	0	0	0	10	10	1
0	0	0	0	0	7	0	0	0	0	7	7	0	0	5	1	1	0	0	7	7.5	0
0	0	0	0	0	6	0	0	0	0	6	6	0	0	8	0	1	0	0	9	9.5	0
0	0	0	0	0	23	1	1	0	0	25	25.5	0	0	29	3	2	0	0	34	35	1
0	0	0	0	0	2	1	0	1	0	4	5.3	0	0	11	2	0	0	0	13	13	0
0	0	0	0	0	4	1	0	0	0	5	5	0	0	5	1	1	1	0	8	9.8	0
0	0	0	0	0	8	1	0	0	0	9	9	0	0	12	1	0	0	0	13	13	0
0	0	0	0	0	8	1	1	0	0	10	10.5	0	0	12	0	0	0	0	12	12	0
0	0	0	0	0	22	4	1	1	0	28	29.8	0	0	40	4	1	1	0	46	47.8	0
0	0	0	0	0	12	0	0	0	0	12	12	2	0	17	2	0	0	0	21	19.4	0
0	0	0	0	0	7	0	0	0	0	7	7	0	0	15	2	0	0	0	17	17	0
0	0	0	0	0	10	0	0	0	0	10	10	0	0	11	2	0	0	0	13	13	0
0	0	0	0	0	9	1	0	0	0	10	10	0	0	8	1	0	0	0	9	9	0
0	0	0	0	0	38	1	0	0	0	39	39	2	0	51	7	0	0	0	60	58.4	0
0	0	0	0	0	32	1	0	0	0	33	33	0	0	14	0	0	0	0	14	14	0
0	0	0	0	0	16	1	0	0	0	17	17	0	0	8	0	0	0	0	8	8	0
0	0	0	0	0	15	0	0	0	0	15	15	0	0	15	2	0	0	0	17	17	0
0	0	0	0	0	17	1	0	0	0	18	18	0	0	16	3	0	0	0	19	19	0
0	0	0	0	0	80	3	0	0	0	83	83	0	0	53	5	0	0	0	58	58	0
0	0	0	1	1	25	1	0	0	0	28	26.6	1	0	16	1	0	0	0	18	17.2	0
0	0	0	0	0	14	2	0	0	0	16	16	0	0	21	1	0	0	0	22	22	0
0	0	0	0	0	15	3	1	0	0	19	19.5	0	0	20	1	1	0	0	22	22.5	0
0	0	0	0	0	14	2	0	0	0	16	16	0	0	11	2	0	0	0	13	13	0
0	0	0	1	1	68	8	1	0	0	79	78.1	1	0	68	5	1	0	0	75	74.7	0
0	0	0	0	0	13	0	1	0	0	14	14.5	0	0	20	1	0	0	0	21	21	0
0	0	0	0	0	15	0	0	0	0	15	15	0	0	21	0	0	0	0	21	21	0
0	0	0	0	0	12	1	0	0	0	13	13	0	1	18	3	0	0	0	22	21.4	0
0	0	0	0	0	6	2	0	0	0	8	8	0	0	18	1	0	0	0	19	19	0
0	0	0	0	0	46	3	1	0	0	50	50.5	0	1	77	5	0	0	0	83	82.4	0
0	2	2.5	1	1	383	33	7	3	0	428	434	4	1	556	49	5	1	0	616	616	5

		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	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
0	18	2	1	0	0	21	21.5	0	0	0	0	0	0	0	0	0
0	18	3	0	0	0	21	21	0	0	0	0	0	0	0	0	0
0	13	2	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0
0	59	8	2	0	0	69	70	0	0	0	0	0	0	0	0	0
0	11	0	0	0	0	12	11.2	0	0	0	0	0	0	0	0	0
0	17	1	0	0	1	19	20	0	0	0	0	0	0	0	0	0
0	9	2	0	0	0	11	11	0	0	0	0	0	0	0	0	0
0	19	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0
0	56	4	0	0	1	62	62.2	0	0	0	0	0	0	0	0	0
0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0
0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
0	40	2	0	0	0	42	42	0	0	0	0	0	0	0	0	0
0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	9	1	2	0	0	12	13	0	0	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
0	10	0	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0
0	27	2	2	0	0	32	32.2	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	3	1.4	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	11	1	0	0	0	14	12.4	0	0	0	0	0	0	0	0	0
0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	5	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0
0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
0	21	1	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0
0	6	1	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0
0	7	0	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0
0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
0	27	2	1	0	0	31	30.7	0	0	0	0	0	0	0	0	0
0	7	0	0	1	0	8	9.3	0	0	0	0	0	0	0	0	0
0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	14	2	0	1	0	17	18.3	0	0	0	0	0	0	0	0	0
0	4	1	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0
0	8	0	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0
0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
0	15	0	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0
0	33	1	3	0	0	37	38.5	0	0	0	0	0	0	0	0	0
0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0
0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
0	12	0	1	0	0	13	13.5	0	0	1	0	0	0	0	1	1
0	41	2	1	0	0	44	44.5	0	0	1	0	0	0	0	1	1
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
0	28	1	0	0	0	29	29	0	0	0	0	0	0	0	0	0
0	5	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0
0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
0	28	1	1	0	0	30	30.5	0	0	0	0	0	0	0	0	0
0	385	27	11	1	1	430	433.8	0	0	1	0	0	0	0	1	1

Appendix B – TRICS Data

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	BN	BARNET	2 days
	BT	BRENT	1 day
	EG	EALING	3 days
	EN	ENFIELD	2 days
	HO	HOUNSLOW	1 day
	KI	KINGSTON	2 days
	SK	SOUTHWARK	1 day
	SU	SUTTON	1 day
	WF	WALTHAM FOREST	1 day
02	**SOUTH EAST**		
	BO	BEDFORD	1 day
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	14 days
	EX	ESSEX	2 days
	HC	HAMPSHIRE	25 days
	HF	HERTFORDSHIRE	6 days
	KC	KENT	10 days
	MW	MEDWAY	2 days
	ON	LUTON	2 days
	RE	READING	9 days
	SC	SURREY	10 days
	SP	SOUTHAMPTON	1 day
	TK	THURROCK	1 day
	WB	WEST BERKSHIRE	3 days
	WS	WEST SUSSEX	17 days
03	**SOUTH WEST**		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	2 days
	CW	CORNWALL	2 days
	DC	DORSET	4 days
	DV	DEVON	2 days
	GS	GLOUCESTERSHIRE	3 days
	NS	NORTH SOMERSET	6 days
	SD	SWINDON	1 day
	SM	SOMERSET	3 days
	TB	TORBAY	1 day
	WL	WILTSHIRE	1 day
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	6 days
	NF	NORFOLK	22 days
	PB	PETERBOROUGH	4 days
	SF	SUFFOLK	9 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 day
	DY	DERBY	1 day
	LE	LEICESTERSHIRE	2 days
	LN	LINCOLNSHIRE	3 days
	NG	NOTTINGHAM	3 days
	NM	WEST NORTHAMPTONSHIRE	2 days
	NN	NORTH NORTHAMPTONSHIRE	1 day
	NT	NOTTINGHAMSHIRE	5 days
06	**WEST MIDLANDS**		
	OT	STOKE ON TRENT	1 day
	SH	SHROPSHIRE	3 days
	ST	STAFFORDSHIRE	6 days
	TE	TELFORD & WREKIN	3 days

	WK	WARWICKSHIRE	3 days
	WM	WEST MIDLANDS	6 days
	WO	WORCESTERSHIRE	6 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	BY	BARNSLEY	1 day
	DR	DONCASTER	1 day
	KH	KINGSTON UPON HULL	1 day
	LS	LEEDS	1 day
	NE	NORTH EAST LINCOLNSHIRE	3 days
	NY	NORTH YORKSHIRE	11 days
	RI	EAST RIDING OF YORKSHIRE	3 days
	SE	SHEFFIELD	2 days
	YO	YORK	2 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	5 days
	BB	BLACKBURN WITH DARWEN	3 days
	BP	BLACKPOOL	1 day
	EC	CHESHIRE EAST	6 days
	GM	GREATER MANCHESTER	11 days
	LC	LANCASHIRE	24 days
	MS	MERSEYSIDE	3 days
09	**NORTH**		
	CU	CUMBERLAND	2 days
	DH	DURHAM	3 days
	FU	WESTMORLAND & FURNESS	2 days
	IM	ISLE OF MAN	6 days
	TV	TEES VALLEY	1 day
	TW	TYNE & WEAR	3 days
10	**WALES**		
	CF	CARDIFF	3 days
	CM	CARMARTHENSHIRE	1 day
	CP	CAERPHILLY	1 day
	MT	MERTHYR TYDFIL	1 day
	PS	POWYS	2 days
	RC	RHONDDA CYNON TAFF	3 days
	VG	VALE OF GLAMORGAN	1 day
	WR	WREXHAM	1 day
11	**SCOTLAND**		
	AG	ANGUS	1 day
	AS	ABERDEENSHIRE	2 days
	EA	EAST AYRSHIRE	2 days
	FA	FALKIRK	2 days
	FI	FIFE	3 days
	GC	GLASGOW CITY	3 days
	HI	HIGHLAND	13 days
	PK	PERTH & KINROSS	1 day
	SR	STIRLING	1 day
12	**CONNAUGHT**		
	CS	SLIGO	4 days
	GA	GALWAY	4 days
	LT	LEITRIM	2 days
	MA	MAYO	2 days
	RO	ROSCOMMON	4 days
13	**MUNSTER**		
	CL	CLARE	2 days
	CR	CORK	1 day
	WA	WATERFORD	3 days
14	**LEINSTER**		
	CC	CARLOW	1 day
	KD	KILDARE	1 day
	KK	KILKENNY	4 days
	LU	LOUTH	1 day
	ME	MEATH	1 day

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	WC	WICKLOW	2 days
	WX	WEXFORD	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	9 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	CV	CAVAN	2 days
	DN	DONEGAL	6 days
	MG	MONAGHAN	2 days
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	9 days
	AR	ARMAGH	1 day
	DE	DERRY	4 days
	DO	DOWN	2 days
	FE	FERMANAGH	1 day
	TY	TYRONE	1 day

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

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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:	DWELLS
Actual Range:	4 to 4334 (units:DWELLS)
Range Selected by User:	4 to 4334 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

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

Selected survey days:

Friday	46 days
Monday	57 days
Saturday	7 days
Sunday	33 days
Thursday	111 days
Tuesday	102 days
Wednesday	80 days

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

Selected survey types:

Manual count	390
Direction ATC Count	46

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	219 days
Edge of Town Centre	29 days
Neighbourhood Centre	72 days
Suburban Area	116 days

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:

Built-Up Zone	1 days
Development Zone	1 days
No Sub Category	60 days
Residential Zone	317 days
Village	57 days

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 Vehicle Counts:

Servicing vehicles Excluded	11 days
Servicing vehicles Included	37 days
Servicing vehicles Unknown	388 days

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Secondary Filtering Selection:

Use Class:

C3	436 surveys

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:

0 - 15312

Population within 1 mile:

1,000 or Less	5 surveys
1,001 to 5,000	84 surveys
10,001 to 15,000	100 surveys
15,001 to 20,000	56 surveys
20,001 to 25,000	40 surveys
25,001 to 50,000	41 surveys
5,001 to 10,000	89 surveys
50,001 to 100,000	5 surveys
Not Known	16 surveys

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

Population within 5 miles:

100,001 to 125,000	27 surveys
125,001 to 250,000	110 surveys
25,001 to 50,000	63 surveys
250,001 to 500,000	36 surveys
5,000 or Less	7 surveys
5,001 to 25,000	59 surveys
50,001 to 75,000	49 surveys
500,001 or More	25 surveys
75,001 to 100,000	51 surveys
Not Known	9 surveys

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	149 surveys
1.1 to 1.5	248 surveys
1.6 to 2.0	30 surveys
Not Known	9 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	356 surveys
Yes	80 surveys

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:

1a (Low) - Very poor	1 surveys
1b - Very poor	1 surveys
2 - Poor	2 surveys
3 - Moderate	2 surveys
4 - Good	2 surveys
5 - Very good	1 surveys
No PTAL Present	427 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

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1	AC-03-A-01	HOUSING	CHESHIRE WEST & CHESTER

DELAMERE PARK
NEAR NORTHWICH
CUDDINGTON
Neighbourhood Centre
Village
Site area: 37.29999923706055 hect
Survey date: Thursday 19/10/1989

Survey Type: Manual

2	AC-03-A-02	DETACHED	CHESHIRE WEST & CHESTER

WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area
Residential Zone
Site area: 0.47999998927116394 hect
Survey date: Tuesday 22/05/2012

Survey Type: Manual

3	AC-03-A-04	TOWN HOUSES	CHESHIRE WEST & CHESTER

LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area
Residential Zone
Site area: 0.5 hect
Survey date: Thursday 06/06/2019

Survey Type: Manual

4	AC-03-A-05	SEMI-DETACHED & TERRACED	CHESHIRE WEST & CHESTER

MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre
Village
Site area: 0.9100000262260437 hect
Survey date: Friday 30/04/2021

Survey Type: Manual

5	AC-03-A-06	DETACHED HOUSES	CHESHIRE WEST & CHESTER

COMMON LANE
NEAR CHESTER
WAVERTON
Neighbourhood Centre
Village
Site area: 6.800000190734863 hect
Survey date: Friday 29/04/2022

Survey Type: Manual

6	AG-03-A-01	BUNGALOWS/DET.	ANGUS

KEPTIE ROAD
ARBROATH
Suburban Area
Residential Zone
Site area: 0.6800000071525574 hect
Survey date: Tuesday 22/05/2012

Survey Type: Manual

7	AN-03-A-01	SEMI-DETACHED	ANTRIM

CAIRNSHILL ROAD
BELFAST
CASTLEREAGH
Suburban Area
Residential Zone
Site area: 15 hect
Survey date: Thursday 23/02/1995

Survey Type: Manual

8	AN-03-A-02	SEMI DETACHED	ANTRIM

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CAIRNSHILL ROAD
BELFAST
CAIRNSHILL
Edge of Town
Residential Zone
Site area: 12.699999809265137 hect
Survey date: Thursday 14/11/2002 | | | | Survey Type: Manual

9	AN-03-A-03	SEMI DETACHED	ANTRIM

KNOCKMORE ROAD
LISBURN
Edge of Town
Residential Zone
Site area: 3.700000047683716 hect
Survey date: Thursday 14/11/2002 | | | | Survey Type: Manual

10	AN-03-A-05	DETACHED/SEMI DET.	ANTRIM

KNOCKMORE ROAD
LISBURN
Edge of Town
Residential Zone
Site area: 15.600000381469727 hect
Survey date: Saturday 27/09/2003 | | | | Survey Type: Manual

11	AN-03-A-06	SEMI-DET.	ANTRIM

GLENMOUNT ROAD
NEWTOWNABBEY
Suburban Area
No Sub Category
Site area: 3.1500000953674316 hect
Survey date: Thursday 10/06/2010 | | | | Survey Type: Manual

12	AN-03-A-07	SEMI DETACHED/TERRACED HOUSING	ANTRIM

CASTLE WAY
ANTRIM
Suburban Area
Residential Zone
Site area: 2.759999990463257 hect
Survey date: Tuesday 20/12/2011 | | | | Survey Type: Manual

13	AN-03-A-08	HOUSES & FLATS	ANTRIM

BALLINDERRY ROAD
LISBURN
Suburban Area
Residential Zone
Site area: 8.680000305175781 hect
Survey date: Tuesday 29/10/2013 | | | | Survey Type: Manual

14	AN-03-A-09	DETACHED & SEMI-DETACHED	ANTRIM

SLOEFIELD DRIVE
CARRICKFERGUS
Edge of Town
No Sub Category
Site area: 9.479999542236328 hect
Survey date: Wednesday 12/10/2016 | | | | Survey Type: Manual

15	AN-03-A-10	DETACHED & SEMI-DETACHED	ANTRIM

FERRARD GRANGE
ANTRIM
Suburban Area
Residential Zone
Site area: 3.5 hect

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

Survey date: Friday 07/06/2024			Survey Type: Manual

16   AR-03-A-01   **MIXED HOUSES**   **ARMAGH**
BIRCHDALE MANOR
LURGAN
Edge of Town
Residential Zone
Site area: 4.039999961853027 hect
Survey date: Tuesday 15/06/2010   Survey Type: Manual

17   AS-03-A-01   **DETACHED/SEMI D.**   **ABERDEENSHIRE**
BERRYMUIR ROAD
PORTLETHEN
Edge of Town
Residential Zone
Site area: 4.699999809265137 hect
Survey date: Wednesday 09/02/2000   Survey Type: Manual

18   AS-03-A-02   **MIXED HOUSES**   **ABERDEENSHIRE**
FARROCHIE ROAD
STONEHAVEN
Edge of Town
Residential Zone
Site area: 5.300000190734863 hect
Survey date: Wednesday 20/04/2022   Survey Type: Manual

19   BB-03-A-01   **DETACHED/SEMI D.**   **BLACKBURN WITH DARWEN**
LAMMACK ROAD
BLACKBURN
LAMMACK
Edge of Town
Residential Zone
Site area: 2 hect
Survey date: Tuesday 20/09/1994   Survey Type: Manual

20   BB-03-A-02   **DETACHED/SEMI D.**   **BLACKBURN WITH DARWEN**
RHODES AVENUE
BLACKBURN
FOUR LANE ENDS
Edge of Town
Residential Zone
Site area: 4.5 hect
Survey date: Tuesday 20/09/1994   Survey Type: Manual

21   BB-03-A-03   **DETACHED/SEMI D.**   **BLACKBURN WITH DARWEN**
REVIDGE ROAD
BLACKBURN
FOUR LANE ENDS
Edge of Town
Residential Zone
Site area: 7.599999904632568 hect
Survey date: Thursday 10/06/2004   Survey Type: Manual

22   BC-03-A-01   **MIXED HOUSES**   **BOURNEMOUTH CHRISTCHURCH & POOLE**

A351 SANDFORD ROAD
NEAR POOLE
SANDFORD
Neighbourhood Centre
Village
Site area: 7.099999904632568 hect
Survey date: Thursday 18/04/1996   Survey Type: Manual

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

23	BC-03-A-02	BUNGALOWS	BOURNEMOUTH CHRISTCHURCH & POOLE

HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Site area: 1.850000023841858 hect
Survey date: Monday 24/03/2014

Survey Type: Manual

24	BN-03-A-01	SEMI DETACHED	BARNET

NORRY'S ROAD
COCKFOSTERS
Suburban Area
Residential Zone
Site area: 0.44999998807907104 hect
Survey date: Thursday 20/10/2005

Survey Type: Manual

25	BN-03-A-04	MIXED HOUSES & FLATS	BARNET

SWEETS WAY
WHETSTONE
Neighbourhood Centre
Residential Zone
Site area: 4.650000095367432 hect
Survey date: Tuesday 21/09/2021

Survey Type: Manual

26	BO-03-A-01	DETACHED HOUSES	BEDFORD

CARNOUSTIE DRIVE
BEDFORD
GREAT DENHAM
Edge of Town
Residential Zone
Site area: 4.230000019073486 hect
Survey date: Thursday 15/10/2020

Survey Type: Manual

27	BP-03-A-01	SEMI-DETACHED	BLACKPOOL

WATSON ROAD
BLACKPOOL
Edge of Town Centre
Residential Zone
Site area: 0.800000011920929 hect
Survey date: Friday 14/06/2013

Survey Type: Manual

28	BT-03-A-01	SEMI DETATCHED	BRENT

KENTON ROAD
BRENT
Suburban Area
Residential Zone
Site area: 4.420000076293945 hect
Survey date: Tuesday 20/11/2007

Survey Type: Manual

29	BY-03-A-01	BUNGALOWS & DETACHED	BARNSLEY

CHURCH LANE
NEAR BARNSLEY
WORSBROUGH
Neighbourhood Centre
Village
Site area: 1.1690000295639038 hect
Survey date: Wednesday 09/09/2020

Survey Type: Manual

30	CA-03-A-01	SEMI D./TERRACED	CAMBRIDGESHIRE

FALLOWFIELD
CAMBRIDGE

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

CHESTERTON
Edge of Town
Residential Zone
Site area: 5 hect
Survey date: Tuesday 06/02/2001

Survey Type: Manual

31	CA-03-A-06	**MIXED HOUSES**	**CAMBRIDGESHIRE**

CRAFT'S WAY
NEAR CAMBRIDGE
BAR HILL
Neighbourhood Centre
Village
Site area: 10.25 hect
Survey date: Friday 22/06/2018

Survey Type: Manual

32	CA-03-A-07	**MIXED HOUSES**	**CAMBRIDGESHIRE**

FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre
Village
Site area: 1.19 hect
Survey date: Thursday 27/05/2021

Survey Type: Manual

33	CA-03-A-08	**DETACHED & SEMI-DETACHED**	**CAMBRIDGESHIRE**

GIDDING ROAD
SAWTRY
Neighbourhood Centre
Village
Site area: 2.680000066757202 hect
Survey date: Thursday 13/10/2022

Survey Type: Manual

34	CA-03-A-09	**MIXED HOUSES & FLATS**	**CAMBRIDGESHIRE**

EDDINGTON AVENUE
CAMBRIDGE
EDDINGTON
Edge of Town
Development Zone
Site area: 3.57 hect
Survey date: Thursday 28/11/2024

Survey Type: Manual

35	CA-03-A-10	**MIXED HOUSES & FLATS**	**CAMBRIDGESHIRE**

FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre
Village
Site area: 5.75 hect
Survey date: Thursday 15/05/2025

Survey Type: Manual

36	CC-03-A-01	**DETACHED HOUSES**	**CARLOW**

R417 ANTHY ROAD
CARLOW
Edge of Town
Residential Zone
Site area: 1.4500000476837158 hect
Survey date: Wednesday 25/05/2016

Survey Type: Manual

37	CF-03-A-01	**MIXED HOUSES**	**CARDIFF**

VIRGIL STREET
CARDIFF
NINIAN PARK
Suburban Area

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

No Sub Category
Site area: 15 hect
Survey date: Thursday 17/10/2002 | Survey Type: Manual

38	CF-03-A-02	MIXED HOUSES	CARDIFF

DROPE ROAD
CARDIFF
Edge of Town
Residential Zone
Site area: 8.100000381469727 hect
Survey date: Friday 05/10/2007 | Survey Type: Manual

39	CF-03-A-03	DETACHED	CARDIFF

LLANTRISANT ROAD
CARDIFF
Suburban Area
Residential Zone
Site area: 1.5 hect
Survey date: Monday 08/10/2007 | Survey Type: Manual

40	CL-03-A-01	PRIVATELY OWNED HOUSES	CLARE

TULLA ROAD
ENNIS
KNOCKANOURA
Neighbourhood Centre
Residential Zone
Site area: 2.37 hect
Survey date: Thursday 24/10/2024 | Survey Type: Manual

41	CL-03-A-02	PRIVATELY OWNED HOUSES	CLARE

GORT ROAD
ENNIS
LIFFORD
Suburban Area
Residential Zone
Site area: 3.72 hect
Survey date: Friday 25/10/2024 | Survey Type: Manual

42	CM-03-A-01	DETAT./BG'LOWS	CARMARTHENSHIRE

TREVAUGHAN ROAD
CARMARTHEN
TREVAUGHAN
Edge of Town
No Sub Category
Site area: 1.2999999523162842 hect
Survey date: Saturday 13/09/2008 | Survey Type: Manual

43	CP-03-A-02	SEMI DETACHED	CAERPHILLY

THE RISE
PENGAM
Suburban Area
No Sub Category
Site area: 0.625 hect
Survey date: Monday 05/09/2005 | Survey Type: Manual

44	CR-03-A-01	BUNGALOWS	CORK

CURRAGH ROAD
CORK
TURNER'S CROSS
Suburban Area
Residential Zone
Site area: 3.4000000953674316 hect
Survey date: Thursday 08/12/2005 | Survey Type: Manual

45	CS-03-A-01	TERRACED	SLIGO

CIRCULAR ROAD
SLIGO
Edge of Town Centre
No Sub Category
Site area: 1.5499999523162842 hect
Survey date: Thursday 14/06/2007

Survey Type: Manual

46	CS-03-A-02	DETACHED	SLIGO

CHURCH HILL
SLIGO
Suburban Area
No Sub Category
Site area: 1.850000023841858 hect
Survey date: Thursday 14/06/2007

Survey Type: Manual

47	CS-03-A-03	MIXED HOUSES	SLIGO

TOP ROAD
STRANDHILL
STRANDHILL
Neighbourhood Centre
Village
Site area: 1.2000000476837158 hect
Survey date: Thursday 27/10/2016

Survey Type: Manual

48	CS-03-A-04	DETACHED & SEMI-DETACHED	SLIGO

R292
STRANDHILL
Neighbourhood Centre
Village
Site area: 1.6799999475479126 hect
Survey date: Thursday 27/10/2016

Survey Type: Manual

49	CT-03-A-03	MIXED HOUSES	CENTRAL BEDFORDSHIRE

ARLESEY ROAD
STOTFOLD
Edge of Town
Residential Zone
Site area: 3.690000057220459 hect
Survey date: Tuesday 27/06/2023

Survey Type: Manual

50	CU-03-A-02	SEMI DETACHED	CUMBERLAND

HAWKSHEAD AVENUE
WORKINGTON
Edge of Town
Residential Zone
Site area: 1.7999999523162842 hect
Survey date: Thursday 20/11/2008

Survey Type: Manual

51	CU-03-A-03	SEMI DETACHED	CUMBERLAND

MOORCLOSE ROAD
WORKINGTON
SALTERBACK
Edge of Town
No Sub Category
Site area: 2.9000000953674316 hect
Survey date: Friday 24/04/2009

Survey Type: Manual

52	CV-03-A-02	DETACHED & SEMI DETACHED	CAVAN

R212 DUBLIN ROAD
CAVAN
KILLYNEBBER

Edge of Town
No Sub Category
Site area: 47 hect
Survey date: Monday 22/05/2017

Survey Type: Manual

53	CV-03-A-03	DETACHED HOUSES	CAVAN

R212 DUBLIN ROAD
CAVAN
PULLAMORE NEAR
Edge of Town
No Sub Category
Site area: 2.5999999046325684 hect
Survey date: Monday 22/05/2017

Survey Type: Manual

54	CW-03-A-01	TERRACED	CORNWALL

ALVERTON ROAD
PENZANCE
Suburban Area
Residential Zone
Site area: 0.20000000298023224 hect
Survey date: Thursday 30/06/2005

Survey Type: Manual

55	CW-03-A-02	SEMI D./DETATCHED	CORNWALL

BOSVEAN GARDENS
TRURO
Suburban Area
Residential Zone
Site area: 3.3499999046325684 hect
Survey date: Tuesday 18/09/2007

Survey Type: Manual

56	DC-03-A-01	DETACHED	DORSET

ISAACS CLOSE
POOLE
Suburban Area
Residential Zone
Site area: 1.840000033378601 hect
Survey date: Wednesday 16/07/2008

Survey Type: Manual

57	DC-03-A-06	DETACHED	DORSET

WOODLANDS ESTATE
NEAR WAREHAM
SANDFORD
Neighbourhood Centre
Village
Site area: 7.099999904632568 hect
Survey date: Thursday 25/04/1991

Survey Type: Manual

58	DC-03-A-10	MIXED HOUSES	DORSET

ADDISON CLOSE
GILLINGHAM
Edge of Town
Residential Zone
Site area: 1.399999976158142 hect
Survey date: Wednesday 09/11/2022

Survey Type: Manual

59	DC-03-A-11	MIXED HOUSES	DORSET

A350
SHAFTESBURY
Edge of Town
No Sub Category
Site area: 6.630000114440918 hect
Survey date: Tuesday 31/10/2023

Survey Type: Manual

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

60 STATION ROAD MAGHERAFELT Edge of Town Residential Zone Site area: 4.5 hect Survey date: Thursday 07/11/2002	DE-03-A-01	SEMI DET. & DETACHED	DERRY Survey Type: Manual
61 GREENHALL HIGHWAY COLERAINE Neighbourhood Centre Residential Zone Site area: 7.900000095367432 hect Survey date: Thursday 07/11/2002	DE-03-A-02	DETACHED	DERRY Survey Type: Manual
62 ABBEYDALE LONDONDERRY KILFENNAN Suburban Area Residential Zone Site area: 9.899999618530273 hect Survey date: Thursday 02/10/2003	DE-03-A-03	BUNGALOWS	DERRY Survey Type: Manual
63 GREENHALL HIGHWAY COLERAINE Edge of Town Residential Zone Site area: 1.600000023841858 hect Survey date: Thursday 19/05/2022	DE-03-A-04	SEMI-DETACHED & TERRACED	DERRY Survey Type: Manual
64 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area Residential Zone Site area: 0.8999999761581421 hect Survey date: Tuesday 28/03/2017	DH-03-A-01	SEMI DETACHED	DURHAM Survey Type: Manual
65 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre Residential Zone Site area: 4.03000020980835 hect Survey date: Monday 27/03/2017	DH-03-A-02	MIXED HOUSES	DURHAM Survey Type: Manual
66 PILGRIMS WAY DURHAM Edge of Town Residential Zone Site area: 5.603000164031982 hect Survey date: Friday 19/10/2018	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM Survey Type: Manual
67 COLLINS AVENUE DUBLIN Suburban Area Residential Zone	DL-03-A-02	SEMI DETACHED	DUBLIN

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

Site area: 13.899999618530273 hect
Survey date: Monday 25/06/2007 | | | Survey Type: Manual

68	**DL-03-A-03**	**TERRACED/SEMI-DET.**	**DUBLIN**

RAHENY ROAD
DUBLIN
RAHENY
Neighbourhood Centre
Residential Zone
Site area: 5.889999866485596 hect
Survey date: Tuesday 20/04/2010 | | | Survey Type: Manual

69	**DL-03-A-05**	**MIXED HOUSES**	**DUBLIN**

UPPER KILMACUD ROAD
DUBLIN
DUNDRUM
Suburban Area
Residential Zone
Site area: 9.920000076293945 hect
Survey date: Saturday 01/05/2010 | | | Survey Type: Manual

70	**DL-03-A-06**	**DETACHED**	**DUBLIN**

UPPER KILMACUD ROAD
DUBLIN
DUNDRUM
Edge of Town
Residential Zone
Site area: 9.239999771118164 hect
Survey date: Friday 30/04/2010 | | | Survey Type: Manual

71	**DL-03-A-07**	**SEMI DET./TERRACED**	**DUBLIN**

CASTLE DAWSON
DUBLIN
BLACKROCK
Edge of Town Centre
Residential Zone
Site area: 1.7000000476837158 hect
Survey date: Monday 26/09/2011 | | | Survey Type: Manual

72	**DL-03-A-08**	**VARIOUS HOUSES**	**DUBLIN**

CASTLE PARK ROAD
DUBLIN
DALKEY
Suburban Area
Residential Zone
Site area: 1.100000023841858 hect
Survey date: Monday 26/09/2011 | | | Survey Type: Manual

73	**DL-03-A-09**	**TERRACED**	**DUBLIN**

RATHFARNHAM ROAD
DUBLIN
RATHFARNHAM
Neighbourhood Centre
No Sub Category
Site area: 0.27000001072883606 hect
Survey date: Friday 07/09/2012 | | | Survey Type: Manual

74	**DL-03-A-10**	**SEMI DETACHED & DETACHED**	**DUBLIN**

R124
MALAHIDE
SAINT HELENS
Edge of Town
Residential Zone

Site area: 2.9000000953674316 hect
Survey date: Wednesday 20/06/2018

Survey Type: Manual

75	**DL-03-A-11**	**SEMI-DETACHED HOUSES**	**DUBLIN**

GRACE PARK ROAD
DUBLIN
WHITEHALL
Suburban Area
Residential Zone
Site area: 0.38999998569488525 hect
Survey date: Wednesday 19/05/2021

Survey Type: Manual

76	**DN-03-A-03**	**DETACHED/SEMI-DETACHED**	**DONEGAL**

THE GRANGE
LETTERKENNY
GLENCAR IRISH
Edge of Town
Residential Zone
Site area: 3.200000047683716 hect
Survey date: Monday 01/09/2014

Survey Type: Manual

77	**DN-03-A-04**	**SEMI-DETACHED**	**DONEGAL**

GORTLEE ROAD
LETTERKENNY
GORTLEE
Edge of Town
Residential Zone
Site area: 4.150000095367432 hect
Survey date: Friday 26/09/2014

Survey Type: Manual

78	**DN-03-A-05**	**DETACHED/SEMI-DETACHED**	**DONEGAL**

GORTLEE ROAD
LETTERKENNY
GORTLEE
Suburban Area
Residential Zone
Site area: 7.239999771118164 hect
Survey date: Wednesday 03/09/2014

Survey Type: Manual

79	**DN-03-A-06**	**DETACHED HOUSING**	**DONEGAL**

GLENFIN ROAD
BALLYBOFEY
Edge of Town
Residential Zone
Site area: 1.0199999809265137 hect
Survey date: Wednesday 10/10/2018

Survey Type: Manual

80	**DN-03-A-07**	**DETACHED & SEMI-DETACHED**	**DONEGAL**

ST ORANS ROAD
BUNCRANA
Edge of Town Centre
Residential Zone
Site area: 0.9919999837875366 hect
Survey date: Wednesday 29/05/2019

Survey Type: Manual

81	**DN-03-A-08**	**SEMI DETACHED & DETACHED**	**DONEGAL**

CHURCH ROAD
CARNDONAGH
Suburban Area
Residential Zone
Site area: 1.8799999952316284 hect
Survey date: Wednesday 30/09/2020

Survey Type: Manual

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

82	DO-03-A-01	TERRACED	DOWN

RATHFRILAND ROAD
BANBRIDGE
Edge of Town
No Sub Category
Site area: 5.599999904632568 hect
Survey date: Friday 18/10/2002

Survey Type: Manual

83	DO-03-A-03	DETACHED/SEMI DETACHED	DOWN

OLD MILL HEIGHTS
BELFAST
DUNDONALD
Edge of Town
Residential Zone
Site area: 4.110000133514404 hect
Survey date: Wednesday 23/10/2013

Survey Type: Manual

84	DR-03-A-01	SEMI DETACHED HOUSES	DONCASTER

A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area
Residential Zone
Site area: 1.7300000190734863 hect
Survey date: Wednesday 18/09/2013

Survey Type: Manual

85	DS-03-A-01	SEMI D./TERRACED	DERBYSHIRE

THE AVENUE
DRONFIELD
HOLMESDALE
Neighbourhood Centre
Residential Zone
Site area: 0.800000011920929 hect
Survey date: Thursday 22/06/2006

Survey Type: Manual

86	DV-03-A-02	HOUSES & BUNGALOWS	DEVON

MILLHEAD ROAD
HONITON
Suburban Area
Residential Zone
Site area: 4.039999961853027 hect
Survey date: Friday 25/09/2015

Survey Type: Manual

87	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON

LOWER BRAND LANE
HONITON
Suburban Area
Residential Zone
Site area: 2.0199999809265137 hect
Survey date: Monday 28/09/2015

Survey Type: Manual

88	DY-03-A-01	MIXED HOUSES	DERBY

RADBOURNE LANE
DERBY
Edge of Town
Residential Zone
Site area: 16.450000762939453 hect
Survey date: Tuesday 10/07/2018

Survey Type: Manual

89	EA-03-A-01	DETATCHED	EAST AYRSHIRE

TALISKER AVENUE
KILMARNOCK
Edge of Town

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

Residential Zone
Site area: 1.7999999523162842 hect
Survey date: Thursday 05/06/2008

Survey Type: Manual

| 90 | EA-03-A-02 | DETATCHED | EAST AYRSHIRE |

DALRY ROAD
STEWARTON
Edge of Town
Residential Zone
Site area: 5.400000095367432 hect
Survey date:

Survey Type: Manual

| 91 | EC-03-A-01 | HOUSES/FLATS | CHESHIRE EAST |

SYDNEY ROAD
CREWE
Edge of Town
Residential Zone
Site area: 6.420000076293945 hect
Survey date: Tuesday 14/10/2008

Survey Type: Manual

| 92 | EC-03-A-02 | SEMI-DETACHED | CHESHIRE EAST |

SPRING GARDENS
CREWE
Suburban Area
Residential Zone
Site area: 2.4000000953674316 hect
Survey date:

Survey Type: Manual

| 93 | EC-03-A-03 | DETACHED/SEMI-DET. | CHESHIRE EAST |

LIME TREE AVENUE
CREWE
Edge of Town
Residential Zone
Site area: 0.6899999976158142 hect
Survey date:

Survey Type: Manual

| 94 | EC-03-A-04 | DETACHED | CHESHIRE EAST |

SYDNEY ROAD
CREWE
SYDNEY
Edge of Town
Residential Zone
Site area: 0.8399999737739563 hect
Survey date: Tuesday 14/10/2008

Survey Type: Manual

| 95 | EC-03-A-05 | SEMI-DET./BUNGALOWS | CHESHIRE EAST |

CREWE ROAD
CREWE
Suburban Area
No Sub Category
Site area: 5.320000171661377 hect
Survey date: Tuesday 14/10/2008

Survey Type: Manual

| 96 | EC-03-A-06 | TERRACED HOUSES | CHESHIRE EAST |

GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Site area: 0.730000190734863 hect
Survey date: Monday 24/11/2014

Survey Type: Manual

| 97 | EG-03-A-01 | HOUSING | EALING |

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

DELAMERE ROAD
EALING COMMON
Suburban Area
Residential Zone
Site area: 4.599999904632568 hect
Survey date: Tuesday 09/07/1991   Survey Type: Manual

98	EG-03-A-02	HOUSING	EALING

WELLAND GARDENS
SOUTH GREENFORD
Neighbourhood Centre
Residential Zone
Site area: 35 hect
Survey date: Thursday 13/06/1991   Survey Type: Manual

99	EG-03-A-04	SEMI D./TERRACED	EALING

VALE LANE
WEST ACTON
Suburban Area
No Sub Category
Site area: 4.699999809265137 hect
Survey date: Thursday 13/06/1991   Survey Type: Manual

100	EN-03-A-01	TERRACED & SEMI-DETACHED	ENFIELD

BOLLINGBROKE PARK
COCKFOSTERS
Edge of Town
Residential Zone
Site area: 0.7099999785423279 hect
Survey date: Wednesday 24/11/2021   Survey Type: Manual

101	EN-03-A-02	DETACHED HOUSES	ENFIELD

DUCHY ROAD
HADLEY WOOD
Edge of Town
Residential Zone
Site area: 0.6700000166893005 hect
Survey date: Wednesday 14/09/2022   Survey Type: Manual

102	ES-03-A-01	MIXED HOUSES/FLATS	EAST SUSSEX

OLD MALLING WAY
LEWES
SOUTH MALLING
Edge of Town
Residential Zone
Site area: 12.699999809265137 hect
Survey date: Thursday 29/03/2001   Survey Type: Manual

103	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX

SOUTH COAST ROAD
PEACEHAVEN
Edge of Town
Residential Zone
Site area: 0.5 hect
Survey date: Friday 18/11/2011   Survey Type: Manual

104	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX

SHEPHAM LANE
POLEGATE
Edge of Town
Residential Zone
Site area: 9.9099984741211 hect
Survey date: Monday 11/07/2016   Survey Type: Manual

105	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX

NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Site area: 3.490000009536743 hect
Survey date: Thursday 07/11/2019   Survey Type: Manual

106	ES-03-A-10	MIXED HOUSES & FLATS	EAST SUSSEX

WATERGATE
BEXHILL-ON-SEA
Edge of Town
Residential Zone
Site area: 5.409999847412109 hect
Survey date: Thursday 28/09/2023   Survey Type: Manual

107	ES-03-A-11	MIXED HOUSES	EAST SUSSEX

BISHOPS LANE
RINGMER
Neighbourhood Centre
Village
Site area: 4.340000152587891 hect
Survey date: Thursday 28/09/2023   Survey Type: Manual

108	ES-03-A-12	MIXED HOUSES & FLATS	EAST SUSSEX

HOREBEECH LANE
HORAM
Neighbourhood Centre
Village
Site area: 8.109999656677246 hect
Survey date: Tuesday 03/10/2023   Survey Type: Manual

109	ES-03-A-13	DETACHED HOUSES	EAST SUSSEX

A265
HEATHFIELD
Edge of Town
Residential Zone
Site area: 1.7000000476837158 hect
Survey date: Monday 18/03/2024   Survey Type: Manual

110	ES-03-A-14	MIXED HOUSES & FLATS	EAST SUSSEX

RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Site area: 3.4000000953674316 hect
Survey date: Tuesday 30/04/2024   Survey Type: Manual

111	ES-03-A-17	MIXED HOUSES & FLATS	EAST SUSSEX

RAILWAY ROAD
NEWHAVEN
Edge of Town Centre
No Sub Category
Site area: 2.8299999237060547 hect
Survey date: Friday 28/06/2024   Survey Type: Manual

112	ES-03-A-19	MIXED HOUSES & FLATS	EAST SUSSEX

WRESTWOOD ROAD
BEXHILL-ON-SEA
Edge of Town

Residential Zone
Site area: 6.699999809265137 hect
Survey date: Wednesday 09/10/2024   Survey Type: Manual

| 113 | ES-03-A-20 | **DETACHED & SEMI-DETACHED** | **EAST SUSSEX** |

NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Site area: 0.51 hect
Survey date: Wednesday 06/11/2024   Survey Type: Manual

| 114 | ES-03-A-21 | **MIXED HOUSES & FLATS** | **EAST SUSSEX** |

PARK ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Site area: 8.24 hect
Survey date: Wednesday 26/03/2025   Survey Type: Manual

| 115 | ES-03-A-22 | **MIXED HOUSES** | **EAST SUSSEX** |

THE FAIRWAY
NEWHAVEN
Edge of Town
Residential Zone
Site area: 2.5 hect
Survey date: Tuesday 22/04/2025   Survey Type: Manual

| 116 | EX-03-A-02 | **DETACHED & SEMI-DETACHED** | **ESSEX** |

MANOR ROAD
CHIGWELL
GRANGE HILL
Edge of Town
Residential Zone
Site area: 6.119999885559082 hect
Survey date: Monday 27/11/2017   Survey Type: Manual

| 117 | EX-03-A-03 | **MIXED HOUSES** | **ESSEX** |

KESTREL GROVE
RAYLEIGH
Edge of Town
Residential Zone
Site area: 3.5999999046325684 hect
Survey date: Monday 27/09/2021   Survey Type: Manual

| 118 | FA-03-A-01 | **SEMI-DETACHED/TERRACED** | **FALKIRK** |

MANDELA AVENUE
FALKIRK
Suburban Area
Residential Zone
Site area: 0.8399999737739563 hect
Survey date: Thursday 30/05/2013   Survey Type: Manual

| 119 | FA-03-A-02 | **MIXED HOUSES** | **FALKIRK** |

ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK
Suburban Area
Residential Zone
Site area: 4.690000057220459 hect
Survey date: Wednesday 29/05/2013   Survey Type: Manual

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

120	FE-03-A-01	MIXED HOUSES	FERMANAGH

CASTLECOOLE ROAD
ENNISKILLEN
Edge of Town
Residential Zone
Site area: 7.199999809265137 hect
Survey date: Friday 08/11/2002

Survey Type: Manual

121	FI-03-A-01	BUNGALOWS	FIFE

HILLVIEW ROAD
BALMULLO
Neighbourhood Centre
Village
Site area: 7 hect
Survey date: Thursday 24/06/1999

Survey Type: Manual

122	FI-03-A-02	SEMI DETACHED	FIFE

WAROUT ROAD
GLENROTHES
Suburban Area
Residential Zone
Site area: 3.5 hect
Survey date: Monday 16/05/2005

Survey Type: Manual

123	FI-03-A-03	MIXED HOUSES	FIFE

WOODMILL ROAD
DUNFERMLINE
Edge of Town
Residential Zone
Site area: 7.5 hect
Survey date: Monday 30/04/2007

Survey Type: Manual

124	FU-03-A-01	SEMI DETACHED	WESTMORLAND & FURNESS

KENDAL PARK ESTATE
KENDAL
SOUTH LAKELAND
Edge of Town
No Sub Category
Site area: 11.600000381469727 hect
Survey date: Tuesday 25/09/1990

Survey Type: Manual

125	FU-03-A-02	DETACHED/TERRACED HOUSING	WESTMORLAND & FURNESS

MACADAM WAY
PENRITH
Edge of Town Centre
Residential Zone
Site area: 1.5099999904632568 hect
Survey date: Tuesday 21/06/2016

Survey Type: Manual

126	GA-03-A-01	SEMI DETACHED	GALWAY

HEADFORD ROAD
GALWAY
KNOCKAYARRAGH
Edge of Town
No Sub Category
Site area: 5.099999904632568 hect
Survey date: Wednesday 20/09/2006

Survey Type: Manual

127	GA-03-A-02	TERRACED	GALWAY

BOHERMORE
GALWAY
TOWNPARKS

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

Suburban Area
Residential Zone
Site area: 7 hect
Survey date: Tuesday 19/09/2006 | | | | Survey Type: Manual

128	GA-03-A-03	SEMI DET./TERRACED	GALWAY

MONEENEGEISHA ROAD
GALWAY
WELLPARK
Suburban Area
Built-Up Zone
Site area: 0.8999999761581421 hect
Survey date: Wednesday 20/09/2006 | | | | Survey Type: Manual

129	GA-03-A-04	SEMi DET. & BUNGALOWS	GALWAY

R347 CAHEROYN ROAD
ATHENRY
Edge of Town Centre
Residential Zone
Site area: 1.0800000429153442 hect
Survey date: Tuesday 09/10/2012 | | | | Survey Type: Manual

130	GC-03-A-01	TERRACED	GLASGOW CITY

ABERUTHUREN DRIVE
GLASGOW
SHETTLESTON
Suburban Area
Residential Zone
Site area: 1.100000023841858 hect
Survey date: Thursday 17/03/1988 | | | | Survey Type: Manual

131	GC-03-A-03	DET./TERRACED	GLASGOW CITY

THORNLIEBANK ROAD
GLASGOW
THORNLIEBANK
Edge of Town
Residential Zone
Site area: 3.5999999046325684 hect
Survey date: Thursday 07/04/1988 | | | | Survey Type: Manual

132	GC-03-A-04	MIXED HOUSES	GLASGOW CITY

THORNLIEBANK ROAD
GLASGOW
THORNLIEBANK
Edge of Town
Residential Zone
Site area: 8.699999809265137 hect
Survey date: Thursday 14/04/1988 | | | | Survey Type: Manual

133	GM-03-A-01	SEMI DETACHED	GREATER MANCHESTER

COLLINGWOOD WAY
BOLTON
WESTHOUGHTON
Edge of Town
Residential Zone
Site area: 2.4000000953674316 hect
Survey date: Monday 03/03/1997 | | | | Survey Type: Manual

134	GM-03-A-02	HOUSING	GREATER MANCHESTER

BELMONT ROAD
BOLTON
Edge of Town
Residential Zone

Site area: 13 hect
Survey date: Monday 28/01/1991

Survey Type: Manual

| 135 | GM-03-A-03 | **DETACHED** | **GREATER MANCHESTER** |

BOARS HEAD AVENUE
NEAR WIGAN
STANDISH
Edge of Town
Residential Zone
Site area: 8.899999618530273 hect
Survey date: Tuesday 19/02/1991

Survey Type: Manual

| 136 | GM-03-A-04 | **HOUSING** | **GREATER MANCHESTER** |

BEAUMONT CHASE
BOLTON
HUNGER HILL
Edge of Town
Residential Zone
Site area: 7.199999809265137 hect
Survey date: Monday 25/11/1996

Survey Type: Manual

| 137 | GM-03-A-05 | **HOUSING** | **GREATER MANCHESTER** |

STATION ROAD
HYDE
Edge of Town
No Sub Category
Site area: 3.299999952316284 hect
Survey date: Wednesday 27/11/1996

Survey Type: Manual

| 138 | GM-03-A-06 | **DETACHED** | **GREATER MANCHESTER** |

RECTORY LANE
NEAR WIGAN
STANDISH
Edge of Town
Residential Zone
Site area: 9.399999618530273 hect
Survey date: Monday 15/06/1998

Survey Type: Manual

| 139 | GM-03-A-07 | **SEMI DETACHED** | **GREATER MANCHESTER** |

MILFORD DRIVE
MANCHESTER
LEVENSHULME
Suburban Area
Residential Zone
Site area: 4.099999904632568 hect
Survey date: Friday 09/11/2001

Survey Type: Manual

| 140 | GM-03-A-08 | **SEMI DETACHED** | **GREATER MANCHESTER** |

ELM TREE ROAD
STOCKPORT
LOWER BREDBURY
Edge of Town
Residential Zone
Site area: 6.599999904632568 hect
Survey date: Friday 12/10/2001

Survey Type: Manual

| 141 | GM-03-A-09 | **MIXED HOUSES** | **GREATER MANCHESTER** |

OLDHAM ROAD
ASHTON-UNDER-LYNE
Edge of Town
Residential Zone
Site area: 13.5 hect
Survey date: Friday 15/05/1998

Survey Type: Manual

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

142	GM-03-A-10	DETACHED/SEMI	GREATER MANCHESTER

BUTT HILL DRIVE
MANCHESTER
PRESTWICH
Edge of Town
Residential Zone
Site area: 1.4299999475479126 hect
Survey date: Wednesday 12/10/2011   Survey Type: Manual

143	GM-03-A-11	TERRACED & SEMI-DETACHED	GREATER MANCHESTER

RUSHFORD STREET
MANCHESTER
LEVENSHULME
Neighbourhood Centre
Residential Zone
Site area: 0.28999999165534973 hect
Survey date: Monday 26/09/2016   Survey Type: Manual

144	GS-03-A-01	SEMI D./TERRACED	GLOUCESTERSHIRE

KINGSHOLM ROAD
GLOUCESTER
KINGSHOLM
Edge of Town Centre
No Sub Category
Site area: 1.850000023841858 hect
Survey date: Tuesday 25/05/2004   Survey Type: Manual

145	GS-03-A-02	DETACHED HOUSES	GLOUCESTERSHIRE

OAKRIDGE
NEAR GLOUCESTER
HIGHNAM
Neighbourhood Centre
Village
Site area: 1.600000023841858 hect
Survey date: Friday 23/04/2021   Survey Type: Manual

146	GS-03-A-03	PRIVATLEY OWNED HOUSES	GLOUCESTERSHIRE

GREEN LANE
TEWKESBURY
Suburban Area
Residential Zone
Site area: 1 hect
Survey date: Thursday 10/10/2024   Survey Type: Manual

147	HC-03-A-01	DETACHED	HAMPSHIRE

KNIGHTWOOD ROAD
EASTLEIGH
CHANDLERS FORD
Edge of Town
No Sub Category
Site area: 16 hect
Survey date: Thursday 19/08/1999   Survey Type: Manual

148	HC-03-A-02	HOUSING	HAMPSHIRE

DORE ESTATE
NEAR FAREHAM
PORCHESTER
Edge of Town
Residential Zone
Site area: 58.5 hect
Survey date: Tuesday 24/05/1988   Survey Type: Manual

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

| 149 | HC-03-A-03 | HOUSING | HAMPSHIRE |

CONDOR CLOSE
NEAR FAREHAM
DOWN END
Edge of Town
Residential Zone
Site area: 15 hect
Survey date: Wednesday 18/05/1988   Survey Type: Manual

| 150 | HC-03-A-06 | HOUSING | HAMPSHIRE |

A30 WINCHESTER ROAD
BASINGSTOKE
Suburban Area
Residential Zone
Site area: 202 hect
Survey date: Wednesday 18/05/1988   Survey Type: Manual

| 151 | HC-03-A-07 | HOUSING | HAMPSHIRE |

TORWOOD GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Site area: 3 hect
Survey date: Thursday 20/08/1987   Survey Type: Manual

| 152 | HC-03-A-08 | HOUSING | HAMPSHIRE |

ROMSEY ROAD
WINCHESTER
PITT
Edge of Town
Residential Zone
Site area: 4.800000190734863 hect
Survey date: Thursday 16/06/1988   Survey Type: Manual

| 153 | HC-03-A-10 | MIXED HOUSES | HAMPSHIRE |

READING ROAD
YATELEY
CRICKET HILL
Edge of Town
Residential Zone
Site area: 1.2999999523162842 hect
Survey date: Tuesday 05/05/1987   Survey Type: Manual

| 154 | HC-03-A-11 | MIXED HOUSES | HAMPSHIRE |

PADNELL ROAD
COWPLAIN
Edge of Town
Residential Zone
Site area: 118 hect
Survey date: Thursday 26/05/1988   Survey Type: Manual

| 155 | HC-03-A-13 | MIXED HOUSES/FLATS | HAMPSHIRE |

ANCELLS ROAD
FLEET
Edge of Town
Residential Zone
Site area: 31 hect
Survey date: Thursday 05/03/1998   Survey Type: Manual

| 156 | HC-03-A-15 | MIXED HOUSES | HAMPSHIRE |

KNIGHTWOOD ROAD
EASTLEIGH

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

BADGER'S COPSE
Suburban Area
No Sub Category
Site area: 32 hect
Survey date: Wednesday 18/08/1999 | | | Survey Type: Manual

157	**HC-03-A-16**	**HOUSES & FLATS**	**HAMPSHIRE**

RIDGEWAY/MEADOW WAY
WINCHESTER
BADGER FARM
Edge of Town
Residential Zone
Site area: 45 hect
Survey date: Thursday 09/03/2000 | | | Survey Type: Manual

158	**HC-03-A-21**	**TERRACED & SEMI-DETACHED**	**HAMPSHIRE**

PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Site area: 1.2000000476837158 hect
Survey date: Tuesday 13/11/2018 | | | Survey Type: Manual

159	**HC-03-A-22**	**MIXED HOUSES**	**HAMPSHIRE**

BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Site area: 1.690000057220459 hect
Survey date: Wednesday 31/10/2018 | | | Survey Type: Manual

160	**HC-03-A-23**	**HOUSES & FLATS**	**HAMPSHIRE**

CANADA WAY
LIPHOOK
Suburban Area
Residential Zone
Site area: 1.399999976158142 hect
Survey date: Tuesday 19/11/2019 | | | Survey Type: Manual

161	**HC-03-A-27**	**MIXED HOUSES**	**HAMPSHIRE**

DAIRY ROAD
ANDOVER
Edge of Town
Residential Zone
Site area: 2.5 hect
Survey date: Tuesday 16/11/2021 | | | Survey Type: Manual

162	**HC-03-A-28**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Site area: 5.96999979019165 hect
Survey date: Monday 08/11/2021 | | | Survey Type: Manual

163	**HC-03-A-30**	**TERRACED HOUSES**	**HAMPSHIRE**

MEUDON AVENUE
FARNBOROUGH
Edge of Town Centre
Residential Zone

Site area: 0.9399999976158142 hect
Survey date: Friday 14/10/2022

Survey Type: Manual

164	HC-03-A-32	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

GREEN LANE
FARNHAM
WEYBOURNE
Neighbourhood Centre
Residential Zone
Site area: 3.2899999618530273 hect
Survey date: Thursday 29/06/2023

Survey Type: Manual

165	HC-03-A-34	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

STONEHAM LANE
EASTLEIGH
Edge of Town
Residential Zone
Site area: 8.470000267028809 hect
Survey date: Tuesday 14/11/2023

Survey Type: Manual

166	HC-03-A-35	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Site area: 9.100000381469727 hect
Survey date: Tuesday 31/10/2023

Survey Type: Manual

167	HC-03-A-36	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

HAVANT ROAD
EMSWORTH
Edge of Town
Residential Zone
Site area: 6.230000019073486 hect
Survey date: Tuesday 12/09/2023

Survey Type: Manual

168	HC-03-A-37	**MIXED HOUSES**	**HAMPSHIRE**

REDFIELDS LANE
FLEET
CHURCH CROOKHAM
Edge of Town
Residential Zone
Site area: 3.46 hect
Survey date: Wednesday 27/03/2024

Survey Type: Manual

169	HC-03-A-38	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Site area: 6.199999809265137 hect
Survey date: Wednesday 26/06/2024

Survey Type: Manual

170	HC-03-A-39	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

KILN ROAD
LIPHOOK
Edge of Town
Residential Zone
Site area: 6.09 hect
Survey date: Thursday 14/11/2024

Survey Type: Manual

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

171	HC-03-A-41	MIXED HOUSES & FLATS	HAMPSHIRE

CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Site area: 6.2 hect
Survey date: Monday 30/06/2025   Survey Type: Manual

172	HF-03-A-01	MIXED HOUSES	HERTFORDSHIRE

LONGCROFT LANE
WELWYN GARDEN CITY
Edge of Town Centre
Residential Zone
Site area: 1.7999999523162842 hect
Survey date: Friday 06/09/2002   Survey Type: Manual

173	HF-03-A-02	HOUSES	HERTFORDSHIRE

BLACK FAN ROAD
WELWYN GARDEN CITY
PANSHANGER
Suburban Area
Residential Zone
Site area: 4.079999923706055 hect
Survey date: Survey Type: Manual

174	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE

HARE STREET ROAD
BUNTINGFORD
Edge of Town
Residential Zone
Site area: 5.670000076293945 hect
Survey date: Monday 08/07/2019   Survey Type: Manual

175	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE

HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Site area: 0.1899999976158142 hect
Survey date: Monday 05/06/2023   Survey Type: Manual

176	HF-03-A-06	MIXED HOUSES & FLATS	HERTFORDSHIRE

A505
ROYSTON
Edge of Town
Residential Zone
Site area: 8 hect
Survey date: Tuesday 28/11/2023   Survey Type: Manual

177	HF-03-A-07	MIXED HOUSES & BUNGALOWS	HERTFORDSHIRE

BAKER STREET
POTTERS BAR
Suburban Area
Residential Zone
Site area: 6.320000171661377 hect
Survey date: Monday 25/03/2024   Survey Type: Manual

178	HI-03-A-01	HOUSING	HIGHLAND

RIVERFORD CRESCENT
CONON BRIDGE
RIVERFORD

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

Suburban Area
No Sub Category
Site area: hect
Survey date: Thursday 07/11/1991 | Survey Type: Manual

| **179** | **HI-03-A-02** | **HOUSING** | **HIGHLAND** |

KINTAIL PLACE
DINGWALL
Suburban Area
No Sub Category
Site area: hect
Survey date: Saturday 26/10/1991 | Survey Type: Manual

| **180** | **HI-03-A-03** | **HOUSING** | **HIGHLAND** |

NEVIS PARK
INVERNESS
KINMYLIES
Suburban Area
No Sub Category
Site area: hect
Survey date: Friday 12/07/1991 | Survey Type: Manual

| **181** | **HI-03-A-06** | **BUNGALOWS** | **HIGHLAND** |

NESS WAY
FORTROSE
Edge of Town
Residential Zone
Site area: 1.100000023841858 hect
Survey date: Thursday 03/12/1998 | Survey Type: Manual

| **182** | **HI-03-A-07** | **BUNGALOWS** | **HIGHLAND** |

THE ORCHARD (PART OF)
FORTROSE
Edge of Town Centre
Residential Zone
Site area: 0.5 hect
Survey date: Thursday 03/12/1998 | Survey Type: Manual

| **183** | **HI-03-A-08** | **TERRACED** | **HIGHLAND** |

BADDON DRIVE
MARYBANK
Neighbourhood Centre
Village
Site area: 0.699999988079071 hect
Survey date: Monday 14/12/1998 | Survey Type: Manual

| **184** | **HI-03-A-09** | **SEMI DETACHED** | **HIGHLAND** |

GOLLANHEAD AVENUE
ROSEMARKIE
Neighbourhood Centre
Village
Site area: 0.6000000238418579 hect
Survey date: Friday 04/12/1998 | Survey Type: Manual

| **185** | **HI-03-A-10** | **BUNGALOWS** | **HIGHLAND** |

BOSWELL ROAD
INVERNESS
CASTLE HEATHER
Edge of Town
Residential Zone
Site area: 0.800000011920929 hect
Survey date: Wednesday 02/12/1998 | Survey Type: Manual

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

186	HI-03-A-11	BUNGALOWS	HIGHLAND

STEVENSON ROAD
INVERNESS
INSHES
Edge of Town
Residential Zone
Site area: 4.599999904632568 hect
Survey date: Monday 05/06/2006

Survey Type: Manual

187	HI-03-A-12	DETACHED/SEMI D.	HIGHLAND

OLD PERTH ROAD
INVERNESS
CULCABOCK
Edge of Town
Residential Zone
Site area: 0.5 hect
Survey date: Tuesday 01/12/1998

Survey Type: Manual

188	HI-03-A-13	HOUSING	HIGHLAND

KINGSMILLS ROAD
INVERNESS
Edge of Town
Residential Zone
Site area: 0.47999998927116394 hect
Survey date: Thursday 21/05/2009

Survey Type: Manual

189	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND

KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area
Residential Zone
Site area: 1.4800000190734863 hect
Survey date: Wednesday 23/03/2016

Survey Type: Manual

190	HI-03-A-16	PRIVATLEY OWNED HOUSES	HIGHLAND

RIVERSIDE GROVE
NEAR FORT WILLIAM
LOCHYSIDE
Neighbourhood Centre
Village
Site area: 1.32 hect
Survey date: Thursday 10/10/2024

Survey Type: Manual

191	HO-03-A-02	MIXED HOUSES	HOUNSLOW

HIBERNIAN ROAD
HOUNSLOW
Edge of Town Centre
Residential Zone
Site area: 1.3200000524520874 hect
Survey date: Monday 29/06/2015

Survey Type: Manual

192	IM-03-A-01	MIXED HOUSES	ISLE OF MAN

BALLAKILLOWEY ROAD
COLBY
BALLAKILLOWEY
Neighbourhood Centre
Village
Site area: 2.119999885559082 hect
Survey date: Tuesday 21/05/2024

Survey Type: Manual

193	IM-03-A-02	MIXED HOUSES	ISLE OF MAN

SHORE ROAD

KIRK MICHAEL Neighbourhood Centre Village Site area: 1.6100000143051147 hect Survey date: Thursday 23/05/2024			Survey Type: Manual

194 MAIN ROAD COLBY Neighbourhood Centre Village Site area: 6.989999771118164 hect Survey date: Tuesday 21/05/2024	**IM-03-A-03**	**MIXED HOUSES**	**ISLE OF MAN** Survey Type: Manual
195 NEW CASTLETOWN ROAD DOUGLAS Suburban Area Residential Zone Site area: 2.299999952316284 hect Survey date: Monday 20/05/2024	**IM-03-A-04**	**MIXED HOUSES**	**ISLE OF MAN** Survey Type: Manual
196 SCARLETT ROAD CASTLETOWN Edge of Town Residential Zone Site area: 2.190000057220459 hect Survey date: Tuesday 21/05/2024	**IM-03-A-05**	**MIXED HOUSES**	**ISLE OF MAN** Survey Type: Manual
197 MOORAGH PROMENADE RAMSEY Edge of Town Residential Zone Site area: 6.900000095367432 hect Survey date: Thursday 23/05/2024	**IM-03-A-06**	**MIXED HOUSES**	**ISLE OF MAN** Survey Type: Manual
198 MAIDSTONE PENENDER HEATH Suburban Area Residential Zone Site area: hect Survey date: Wednesday 15/06/1988	**KC-03-A-01**	**HOUSING**	**KENT** Survey Type: Manual
199 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area Residential Zone Site area: 1.3799999952316284 hect Survey date: Thursday 14/07/2016	**KC-03-A-03**	**MIXED HOUSES & FLATS**	**KENT** Survey Type: Manual
200 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Site area: 4.309999942779541 hect Survey date: Friday 22/09/2017	**KC-03-A-04**	**SEMI-DETACHED & TERRACED**	**KENT** Survey Type: Manual

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

201	KC-03-A-06	MIXED HOUSES & FLATS	KENT

MARGATE ROAD
HERNE BAY
Suburban Area
Residential Zone
Site area: 8 hect
Survey date: Wednesday 27/09/2017

Survey Type: Manual

202	KC-03-A-07	MIXED HOUSES	KENT

RECULVER ROAD
HERNE BAY
Edge of Town
Residential Zone
Site area: 9.460000038146973 hect
Survey date: Wednesday 27/09/2017

Survey Type: Manual

203	KC-03-A-08	MIXED HOUSES	KENT

MAIDSTONE ROAD
CHARING
Neighbourhood Centre
Village
Site area: 0.8600000143051147 hect
Survey date: Tuesday 22/05/2018

Survey Type: Manual

204	KC-03-A-10	MIXED HOUSES	KENT

HEADCORN ROAD
STAPLEHURST
Edge of Town
Residential Zone
Site area: 3.9100000858306885 hect
Survey date: Tuesday 09/05/2023

Survey Type: Manual

205	KC-03-A-11	MIXED HOUSES & FLATS	KENT

COLDHARBOUR ROAD
GRAVESEND
Edge of Town
No Sub Category
Site area: 7.199999809265137 hect
Survey date: Monday 20/03/2023

Survey Type: Manual

206	KC-03-A-12	MIXED HOUSES & FLATS	KENT

WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Site area: 6.78000020980835 hect
Survey date: Tuesday 19/09/2023

Survey Type: Manual

207	KC-03-A-14	MIXED HOUSES	KENT

HEADCORN ROAD
STAPLEHURST
Edge of Town
Residential Zone
Site area: 6.84 hect
Survey date: Thursday 22/05/2025

Survey Type: Manual

208	KD-03-A-02	TERRACED/SEMI-D.	KILDARE

CEDARWOOD PARK
NEWBRIDGE
MORRISTOWN ROAD
Suburban Area

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

Residential Zone
Site area: 2.740000009536743 hect
Survey date: Tuesday 12/05/2009 Survey Type: Manual

209	**KH-03-A-01**	**DETACHED & SEMI DET.**	**KINGSTON UPON HULL**

SPRINGHEAD AVENUE
KINGSTON UPON HULL
SPRINGHEAD
Suburban Area
Residential Zone
Site area: 17.5 hect
Survey date: Thursday 24/06/1993 Survey Type: Manual

210	**KI-03-A-01**	**DETACHED**	**KINGSTON**

COOMBE RISE
KINGSTON UPON THAMES
Suburban Area
Residential Zone
Site area: 1.3700000047683716 hect
Survey date: Thursday 24/06/2010 Survey Type: Manual

211	**KI-03-A-02**	**DETACHED**	**KINGSTON**

WOLSEY CLOSE
KINGSTON UPON THAMES
Suburban Area
Residential Zone
Site area: 2.259999990463257 hect
Survey date: Thursday 24/06/2010 Survey Type: Manual

212	**KK-03-A-01**	**DETACHED**	**KILKENNY**

ASHLEIGH COURT
KILKENNY
Edge of Town Centre
Residential Zone
Site area: 1 hect
Survey date: Monday 24/11/2008 Survey Type: Manual

213	**KK-03-A-02**	**SEMI-DETACHED**	**KILKENNY**

UPPER PATRICK STREET
KILKENNY
Edge of Town Centre
Residential Zone
Site area: 2.509999990463257 hect
Survey date: Saturday 29/11/2008 Survey Type: Manual

214	**KK-03-A-03**	**MIXED HOUSING**	**KILKENNY**

FRESHFORD ROAD
KILKENNY
FRIARSINCH
Edge of Town
Residential Zone
Site area: 6.5 hect
Survey date: Wednesday 26/11/2008 Survey Type: Manual

215	**KK-03-A-04**	**TERRACED**	**KILKENNY**

PATRICK STREET
KILKENNY
Edge of Town Centre
No Sub Category
Site area: 1.600000023841858 hect
Survey date: Thursday 27/11/2008 Survey Type: Manual

216	**LC-03-A-01**	**HOUSING**	**LANCASHIRE**

8c4e37a6953d_25336_22808c13/1

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

THE FARTHINGS ESTATE
CHORLEY
ASTLEY VILLAGE
Suburban Area
No Sub Category
Site area: 8.300000190734863 hect
Survey date: Wednesday 14/06/1989

Survey Type: Manual

217	**LC-03-A-02**	**HOUSING**	**LANCASHIRE**

CHORLEY
GREAT KNOWLEY ESTATE
Edge of Town
No Sub Category
Site area: 13.899999618530273 hect
Survey date: Wednesday 14/06/1989

Survey Type: Manual

218	**LC-03-A-03**	**DETACHED**	**LANCASHIRE**

ABBOT MEADOW
PRESTON
PENWORTHAM
Suburban Area
No Sub Category
Site area: 6 hect
Survey date: Thursday 21/03/1991

Survey Type: Manual

219	**LC-03-A-04**	**DETACHED**	**LANCASHIRE**

HOWGILLS & PENNINES
PRESTON
FULWOOD
Edge of Town
No Sub Category
Site area: 5.800000190734863 hect
Survey date: Friday 22/03/1991

Survey Type: Manual

220	**LC-03-A-05**	**SEMI DETACHED**	**LANCASHIRE**

DEBORAH AVENUE
PRESTON
FULWOOD
Edge of Town
No Sub Category
Site area: 2.4000000953674316 hect
Survey date: Friday 22/03/1991

Survey Type: Manual

221	**LC-03-A-06**	**DETACHED/LINK DET.**	**LANCASHIRE**

RIVER PARADE
PRESTON
BROADGATE
Neighbourhood Centre
No Sub Category
Site area: 28.700000762939453 hect
Survey date: Monday 13/05/1991

Survey Type: Manual

222	**LC-03-A-08**	**DETACHED**	**LANCASHIRE**

PRESTON ROAD
LONGRIDGE
Edge of Town
Residential Zone
Site area: 2.200000047683716 hect
Survey date: Tuesday 12/07/1994

Survey Type: Manual

223	**LC-03-A-09**	**DETACHED**	**LANCASHIRE**

HILL ROAD SOUTH
PRESTON

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

PENWORTHAM
Suburban Area
Residential Zone
Site area: 4.099999904632568 hect
Survey date: Wednesday 16/03/1994   Survey Type: Manual

224	LC-03-A-10	DETACHED	LANCASHIRE

MIDFIELD
NEAR BLACKBURN
LANGHO
Neighbourhood Centre
Village
Site area: 9.600000381469727 hect
Survey date: Thursday 22/09/1994   Survey Type: Manual

225	LC-03-A-11	DETACHED	LANCASHIRE

MEADOW PARK
GARSTANG
Edge of Town
Residential Zone
Site area: 2.4000000953674316 hect
Survey date: Thursday 25/08/1994   Survey Type: Manual

226	LC-03-A-12	BUNGALOWS	LANCASHIRE

PENNINE VIEW
GLASSON
Neighbourhood Centre
Village
Site area: 1.600000023841858 hect
Survey date: Tuesday 13/05/1997   Survey Type: Manual

227	LC-03-A-13	DETACHED	LANCASHIRE

WIGAN ROAD
NEAR CHORLEY
EUXTON
Edge of Town
Residential Zone
Site area: 2.4000000953674316 hect
Survey date: Monday 21/07/1997   Survey Type: Manual

228	LC-03-A-14	DETACHED	LANCASHIRE

DEVONSHIRE ROAD
NEAR BLACKBURN
RISHTON
Edge of Town
Residential Zone
Site area: 2.4000000953674316 hect
Survey date: Friday 21/10/1994   Survey Type: Manual

229	LC-03-A-15	DETACHED	LANCASHIRE

DEVONSHIRE ROAD
NEAR BLACKBURN
RISHTON
Edge of Town
Residential Zone
Site area: 1.2000000476837158 hect
Survey date: Friday 21/10/1994   Survey Type: Manual

230	LC-03-A-16	DETACHED	LANCASHIRE

CHORLEY ROAD
PRESTON
WALTON-LE-DALE
Edge of Town

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

No Sub Category
Site area: 0.800000011920929 hect
Survey date: Thursday 26/03/1998

Survey Type: Manual

231	**LC-03-A-17**	**DETACHED**	**LANCASHIRE**

MOSELEY ROAD
BURNLEY
TOWNELEY PARK
Edge of Town
No Sub Category
Site area: hect
Survey date: Tuesday 24/10/1995

Survey Type: Manual

232	**LC-03-A-19**	**DETACHED**	**LANCASHIRE**

WEETON ROAD
WESHAM
Edge of Town
Residential Zone
Site area: 7.199999809265137 hect
Survey date: Wednesday 24/05/1995

Survey Type: Manual

233	**LC-03-A-21**	**DETACHED**	**LANCASHIRE**

WELLFIELD ROAD
NEAR PRESTON
LOSTOCK HALL
Edge of Town
Residential Zone
Site area: 10.199999809265137 hect
Survey date: Tuesday 26/09/1995

Survey Type: Manual

234	**LC-03-A-22**	**BUNGALOWS**	**LANCASHIRE**

CLIFTON DRIVE NORTH
BLACKPOOL
Edge of Town
Residential Zone
Site area: 6.429999828338623 hect
Survey date: Tuesday 18/10/2005

Survey Type: Manual

235	**LC-03-A-23**	**DETACHED/SEMI DET.**	**LANCASHIRE**

COPPULL ROAD
CHORLEY
Edge of Town
Residential Zone
Site area: 32.400001525878906 hect
Survey date: Friday 29/04/1994

Survey Type: Manual

236	**LC-03-A-24**	**MIXED HOUSES**	**LANCASHIRE**

SPRING HILL
NEAR PRESTON
FRECKLETON
Neighbourhood Centre
Village
Site area: 3 hect
Survey date: Thursday 04/05/1995

Survey Type: Manual

237	**LC-03-A-25**	**DETACHED/SEMI DET.**	**LANCASHIRE**

BOURNE WAY
THORNTON
BURN NAZE
Edge of Town
Residential Zone
Site area: hect
Survey date: Monday 01/11/1993

Survey Type: Manual

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

238	LC-03-A-28	**DETACHED/SEMI D.**	**LANCASHIRE**

SLYNE ROAD
LANCASTER
SKERTON
Edge of Town
Residential Zone
Site area: 4.199999809265137 hect
Survey date: Wednesday 25/06/1997

Survey Type: Manual

239	LC-03-A-31	**DETACHED HOUSES**	**LANCASHIRE**

GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Site area: 1.315999984741211 hect
Survey date: Friday 17/11/2017

Survey Type: Manual

240	LE-03-A-01	**DETACHED**	**LEICESTERSHIRE**

REDWOOD AVENUE
MELTON MOWBRAY
Edge of Town
Residential Zone
Site area: 0.4000000059604645 hect
Survey date: Tuesday 03/05/2005

Survey Type: Manual

241	LE-03-A-02	**DETACHED & OTHERS**	**LEICESTERSHIRE**

MELBOURNE ROAD
IBSTOCK
Neighbourhood Centre
Village
Site area: 3.296999931335449 hect
Survey date: Thursday 28/06/2018

Survey Type: Manual

242	LN-03-A-01	**MIXED HOUSES**	**LINCOLNSHIRE**

BRANT ROAD
LINCOLN
BRACEBRIDGE
Edge of Town
Residential Zone
Site area: 6 hect
Survey date: Tuesday 15/05/2007

Survey Type: Manual

243	LN-03-A-02	**MIXED HOUSES**	**LINCOLNSHIRE**

HYKEHAM ROAD
LINCOLN
Suburban Area
Residential Zone
Site area: 8.789999961853027 hect
Survey date: Monday 14/05/2007

Survey Type: Manual

244	LN-03-A-03	**SEMI DETACHED**	**LINCOLNSHIRE**

ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area
Residential Zone
Site area: 0.7699999809265137 hect
Survey date: Tuesday 18/09/2012

Survey Type: Manual

245	LS-03-A-01	**MIXED HOUSING**	**LEEDS**

SPRING VALLEY CRESCENT

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

LEEDS
BRAMLEY
Neighbourhood Centre
Residential Zone
Site area: 1.3799999952316284 hect
Survey date: Wednesday 21/09/2016

Survey Type: Manual

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246 **LT-03-A-01** **SEMI-DETACHED & DETACHED** **LEITRIM**
ARD NA SI
CARRICK-ON-SHANNON
ATTIRORY
Suburban Area
Residential Zone
Site area: 4.480000019073486 hect
Survey date: Friday 24/04/2015

Survey Type: Manual

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247 **LT-03-A-02** **BUNGALOWS** **LEITRIM**
ARD ÁLAINN
CARRICK-ON-SHANNON
GALLOW'S HILL
Edge of Town Centre
Residential Zone
Site area: 1.305999994277954 hect
Survey date: Monday 22/05/2017

Survey Type: Manual

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248 **LU-03-A-01** **TERRACED & SEMI-DETACHED** **LOUTH**
RATHMULLAN ROAD
DROGHEDA
Neighbourhood Centre
Residential Zone
Site area: 3.6700000762939453 hect
Survey date: Tuesday 21/09/2021

Survey Type: Manual

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249 **MA-03-A-01** **SEMI-DET. & TERRACED** **MAYO**
N26 STATION ROAD
BALLINA
Suburban Area
Residential Zone
Site area: 3.130000114440918 hect
Survey date: Friday 15/07/2011

Survey Type: Manual

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250 **MA-03-A-02** **SEMI-DETACHED HOUSES** **MAYO**
CONVENT ROAD
CLAREMORRIS
Edge of Town Centre
No Sub Category
Site area: 1.8600000143051147 hect
Survey date: Wednesday 15/09/2021

Survey Type: Manual

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251 **ME-03-A-01** **PRIVATELY OWNED HOUSES** **MEATH**
R155
RATOATH
Edge of Town
Residential Zone
Site area: 2.4 hect
Survey date: Wednesday 30/10/2024

Survey Type: Manual

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252 **MG-03-A-01** **SEMI-DETACHED HOUSES** **MONAGHAN**
ORIEL WAY
MONAGHAN
Suburban Area
Residential Zone
Site area: 3.299999952316284 hect

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

Survey date: Tuesday 12/10/2021			Survey Type: Manual

253 MG-03-A-02 **MIXED HOUSES** **MONAGHAN**
GLEN ROAD
MONAGHAN
Edge of Town Centre
Residential Zone
Site area: 5.449999809265137 hect
Survey date: Tuesday 12/10/2021   Survey Type: Manual

254 MS-03-A-01 **TERRACED** **MERSEYSIDE**
PALACE FIELDS AVENUE
RUNCORN
Neighbourhood Centre
Residential Zone
Site area: 9.399999618530273 hect
Survey date: Thursday 06/10/2005   Survey Type: Manual

255 MS-03-A-02 **DETACHED** **MERSEYSIDE**
RIVERSIDE DRIVE
LIVERPOOL
AIGBURTH
Suburban Area
Residential Zone
Site area: 1.2999999523162842 hect
Survey date: Survey Type: Manual

256 MS-03-A-03 **DETACHED** **MERSEYSIDE**
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area
Residential Zone
Site area: 0.5 hect
Survey date: Friday 21/06/2013   Survey Type: Manual

257 MT-03-A-02 **TERRACED** **MERTHYR TYDFIL**
EDWARD STREET
MERTHYR TYDFIL
PANTEG
Edge of Town
No Sub Category
Site area: 7.099999904632568 hect
Survey date: Thursday 24/05/1990   Survey Type: Manual

258 MW-03-A-01 **DETACHED & SEMI-DETACHED** **MEDWAY**
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre
Village
Site area: 0.20000000298023224 hect
Survey date: Friday 22/09/2017   Survey Type: Manual

259 MW-03-A-02 **MIXED HOUSES** **MEDWAY**
OTTERHAM QUAY LANE
RAINHAM
Edge of Town
Residential Zone
Site area: 0.69999988079071 hect
Survey date: Monday 06/06/2022   Survey Type: Manual

260 NE-03-A-01 **DETACHED** **NORTH EAST LINCOLNSHIRE**

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

BRADLEY ROAD
NEAR CLEETHORPES
WALTHAM
Edge of Town
Residential Zone
Site area: 6 hect
Survey date: Thursday 08/07/1993   Survey Type: Manual

261	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE

HANOVER WALK
SCUNTHORPE
Edge of Town
No Sub Category
Site area: 12 hect
Survey date: Monday 12/05/2014   Survey Type: Manual

262	NE-03-A-03	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE

STATION ROAD
SCUNTHORPE
Edge of Town Centre
Residential Zone
Site area: 8 hect
Survey date: Tuesday 20/05/2014   Survey Type: Manual

263	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK

YARMOUTH ROAD
CAISTER-ON-SEA
Suburban Area
Residential Zone
Site area: 1.4900000095367432 hect
Survey date: Tuesday 16/10/2012   Survey Type: Manual

264	NF-03-A-02	HOUSES & FLATS	NORFOLK

DEREHAM ROAD
NORWICH
Suburban Area
Residential Zone
Site area: 2.200000047683716 hect
Survey date: Monday 22/10/2012   Survey Type: Manual

265	NF-03-A-03	DETACHED HOUSES	NORFOLK

HALING WAY
THETFORD
Edge of Town
Residential Zone
Site area: 0.6299999952316284 hect
Survey date: Wednesday 16/09/2015   Survey Type: Manual

266	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK

HUNSTANTON ROAD
HUNSTANTON
Edge of Town
Residential Zone
Site area: 0.699999988079071 hect
Survey date: Wednesday 12/09/2018   Survey Type: Manual

267	NF-03-A-16	MIXED HOUSES & FLATS	NORFOLK

NORWICH COMMON
WYMONDHAM
Edge of Town
Residential Zone
Site area: 6.53999961853027 hect
Survey date: Tuesday 20/10/2015   Survey Type: Manual

268	NF-03-A-21	**MIXED HOUSES & FLATS**	**NORFOLK**	
SIR ALFRED MUNNINGS RD				
NEAR NORWICH				
COSTESSEY				
Neighbourhood Centre				
Village				
Site area: 49.75 hect				
Survey date: Tuesday 13/10/2020				Survey Type: Manual

269	NF-03-A-22	**MIXED HOUSES & FLATS**	**NORFOLK**	
ROUND HOUSE WAY				
NORWICH				
CRINGLEFORD				
Edge of Town				
Residential Zone				
Site area: 44.5099983215332 hect				
Survey date: Tuesday 13/10/2020				Survey Type: Manual

270	NF-03-A-25	**MIXED HOUSES & FLATS**	**NORFOLK**	
WOODFARM LANE				
GORLESTON-ON-SEA				
Edge of Town				
Residential Zone				
Site area: 3.0999999046325684 hect				
Survey date: Tuesday 21/09/2021				Survey Type: Manual

271	NF-03-A-27	**MIXED HOUSES & FLATS**	**NORFOLK**	
YARMOUTH ROAD				
NEAR NORWICH				
BLOFIELD				
Neighbourhood Centre				
Village				
Site area: 3.690000057220459 hect				
Survey date: Thursday 16/09/2021				Survey Type: Manual

272	NF-03-A-28	**MIXED HOUSES & FLATS**	**NORFOLK**	
ATLANTIC AVENUE				
NORWICH				
SPROWSTON				
Edge of Town				
Residential Zone				
Site area: 38 hect				
Survey date: Thursday 22/09/2022				Survey Type: Manual

273	NF-03-A-31	**MIXED HOUSES**	**NORFOLK**	
BRANDON ROAD				
SWAFFHAM				
Edge of Town				
Residential Zone				
Site area: 16.200000762939453 hect				
Survey date: Thursday 22/09/2022				Survey Type: Manual

274	NF-03-A-32	**MIXED HOUSES & FLATS**	**NORFOLK**	
HUNSTANTON ROAD				
HUNSTANTON				
Edge of Town				
Residential Zone				
Site area: 7.300000190734863 hect				
Survey date: Wednesday 21/09/2022				Survey Type: Manual

275	NF-03-A-33	**MIXED HOUSES**	**NORFOLK**	
LONDON ROAD				

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

ATTLEBOROUGH
Edge of Town
Residential Zone
Site area: 4.78000020980835 hect
Survey date: Thursday 29/09/2022 | Survey Type: Manual

| **276** | **NF-03-A-35** | **MIXED HOUSES & FLATS** | **NORFOLK** |

REPTON AVENUE
NORWICH
Edge of Town
Residential Zone
Site area: 5.340000152587891 hect
Survey date: Wednesday 28/09/2022 | Survey Type: Manual

| **277** | **NF-03-A-36** | **MIXED HOUSES** | **NORFOLK** |

LONDON ROAD
WYMONDHAM
Edge of Town
No Sub Category
Site area: 3.200000047683716 hect
Survey date: Thursday 29/09/2022 | Survey Type: Manual

| **278** | **NF-03-A-37** | **MIXED HOUSES** | **NORFOLK** |

GREENFIELDS ROAD
DEREHAM
Edge of Town
Residential Zone
Site area: 1.6399999856948853 hect
Survey date: Tuesday 27/09/2022 | Survey Type: Manual

| **279** | **NF-03-A-38** | **MIXED HOUSES** | **NORFOLK** |

BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Site area: 18.059999465942383 hect
Survey date: Tuesday 20/09/2022 | Survey Type: Manual

| **280** | **NF-03-A-39** | **MIXED HOUSES** | **NORFOLK** |

HEATH DRIVE
HOLT
Edge of Town
Residential Zone
Site area: 7.840000152587891 hect
Survey date: Tuesday 27/09/2022 | Survey Type: Manual

| **281** | **NF-03-A-44** | **MIXED HOUSES** | **NORFOLK** |

MILL LANE
NEAR NORWICH
HORSFORD
Neighbourhood Centre
Village
Site area: 5.400000095367432 hect
Survey date: Wednesday 21/09/2022 | Survey Type: Manual

| **282** | **NF-03-A-47** | **MIXED HOUSES & FLATS** | **NORFOLK** |

BURGH ROAD
AYLSHAM
Edge of Town
Residential Zone
Site area: 13.05000190734863 hect
Survey date: Wednesday 21/09/2022 | Survey Type: Manual

283	NF-03-A-51	SEMI-DETACHED	NORFOLK

CITY ROAD
NORWICH
LAKENHAM
Suburban Area
Residential Zone
Site area: 1.0299999713897705 hect
Survey date: Tuesday 13/09/2022

Survey Type: Manual

284	NF-03-A-52	MIXED HOUSES	NORFOLK

LYNNSPORT WAY
KING'S LYNN
Suburban Area
Residential Zone
Site area: 5.309999942779541 hect
Survey date: Tuesday 07/11/2023

Survey Type: Manual

285	NG-03-A-01	DETACHED	NOTTINGHAM

LODGE FARM LANE
NOTTINGHAM
GEDLING
Edge of Town
Residential Zone
Site area: 7.900000095367432 hect
Survey date: Tuesday 24/11/1998

Survey Type: Manual

286	NG-03-A-02	DET./BUNGALOWS	NOTTINGHAM

BEAUMARIS DRIVE
NOTTINGHAM
GEDLING
Edge of Town
Residential Zone
Site area: 8.100000381469727 hect
Survey date: Tuesday 24/11/1998

Survey Type: Manual

287	NG-03-A-03	MIXED HOUSES	NOTTINGHAM

JENNY BURTON WAY
NOTTINGHAM
ASHFIELD
Edge of Town
Residential Zone
Site area: 5.599999904632568 hect
Survey date: Tuesday 08/12/1998

Survey Type: Manual

288	NM-03-A-01	HOUSES	WEST NORTHAMPTONSHIRE

BOUGHTON GREEN ROAD
NORTHAMPTON
KINGSTHORPE
Suburban Area
Residential Zone
Site area: 2.569999933242798 hect
Survey date: Saturday 22/09/2012

Survey Type: Manual

289	NM-03-A-02	DETACHED & SEMI-DETACHED	WEST NORTHAMPTONSHIRE

HARLESTONE ROAD
NEAR NORTHAMPTON
CHAPEL BRAMPTON
Neighbourhood Centre
Village
Site area: 2.4059998989105225 hect
Survey date: Tuesday 20/10/2020

Survey Type: Manual

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

290	NN-03-A-01	MIXED HOUSES & FLATS	NORTH NORTHAMPTONSHIRE

MAIN STREET
NEAR WELLINGBOROUGH
LITTLE HARROWDEN
Neighbourhood Centre
Village
Site area: 1.5133999586105347 hect
Survey date: Tuesday 20/10/2020

Survey Type: Manual

291	NS-03-A-01	DETACHED	NORTH SOMERSET

BROADOAK ROAD
NEAR BRISTOL
LOWER LANGFORD
Neighbourhood Centre
Village
Site area: 8.199999809265137 hect
Survey date: Thursday 17/09/1992

Survey Type: Manual

292	NS-03-A-02	TERRACED	NORTH SOMERSET

STANLEY ROAD
WESTON-SUPER-MARE
Suburban Area
Residential Zone
Site area: hect
Survey date: Thursday 24/09/1992

Survey Type: Manual

293	NS-03-A-03	DETACHED	NORTH SOMERSET

ROPERS LANE
WRINGTON
Neighbourhood Centre
Village
Site area: 1 hect
Survey date: Thursday 17/09/1992

Survey Type: Manual

294	NS-03-A-04	SEMI D./DETACHED	NORTH SOMERSET

SILVER STREET
WRINGTON
Neighbourhood Centre
Village
Site area: 1 hect
Survey date: Thursday 17/09/1992

Survey Type: Manual

295	NS-03-A-05	DETACHED	NORTH SOMERSET

SILVER STREET
WRINGTON
Neighbourhood Centre
Village
Site area: 1.399999976158142 hect
Survey date: Thursday 17/09/1992

Survey Type: Manual

296	NS-03-A-06	HOUSING	NORTH SOMERSET

SCHOOL ROAD
WRINGTON
Neighbourhood Centre
Village
Site area: 1.5 hect
Survey date: Thursday 17/09/1992

Survey Type: Manual

297	NT-03-A-01	BUNGALOWS	NOTTINGHAMSHIRE

COLLINGHAM
Neighbourhood Centre
Village
Site area: 8.199999809265137 hect

8c4e37a6953d_25336_22808c13/1

Survey date: Thursday 26/11/1998 | Survey Type: Manual

298	NT-03-A-03	**SEMI DETACHED**	**NOTTINGHAMSHIRE**

B6018 SUTTON ROAD
KIRKBY-IN-ASHFIELD
Edge of Town
Residential Zone
Site area: 7.53000020980835 hect
Survey date: Wednesday 28/06/2006 | Survey Type: Manual

299	NT-03-A-04	**MIXED HOUSES**	**NOTTINGHAMSHIRE**

BEACON WAY
NEWARK-ON-TRENT
BEACON HILL
Edge of Town
Residential Zone
Site area: 16.799999237060547 hect
Survey date: Thursday 26/11/1998 | Survey Type: Manual

300	NT-03-A-05	**DETACHED/SEMI DET.**	**NOTTINGHAMSHIRE**

LOXLEY DRIVE
MANSFIELD
BERRYHILL
Edge of Town
No Sub Category
Site area: 1.899999976158142 hect
Survey date: Tuesday 08/12/1998 | Survey Type: Manual

301	NT-03-A-08	**DETACHED HOUSES**	**NOTTINGHAMSHIRE**

WIGHAY ROAD
HUCKNALL
Edge of Town
Residential Zone
Site area: 1.6100000143051147 hect
Survey date: Monday 18/10/2021 | Survey Type: Manual

302	NY-03-A-02	**DETACHED**	**NORTH YORKSHIRE**

CLOTHERHOLME ROAD
RIPON
Edge of Town
Residential Zone
Site area: 1.6699999570846558 hect
Survey date: | Survey Type: Manual

303	NY-03-A-03	**PRIVATE HOUSING**	**NORTH YORKSHIRE**

NEW ROW
BOROUGHBRIDGE
Edge of Town Centre
Residential Zone
Site area: 0.3499999940395355 hect
Survey date: Monday 15/09/2008 | Survey Type: Manual

304	NY-03-A-06	**BUNGALOWS & SEMI DET.**	**NORTH YORKSHIRE**

HORSEFAIR
BOROUGHBRIDGE
Suburban Area
Residential Zone
Site area: 5.230000019073486 hect
Survey date: Friday 14/10/2011 | Survey Type: Manual

305	NY-03-A-07	**DETACHED & SEMI DET.**	**NORTH YORKSHIRE**

CRAVEN WAY
BOROUGHBRIDGE

Edge of Town
No Sub Category
Site area: 0.7699999809265137 hect
Survey date: Tuesday 18/10/2011

Survey Type: Manual

306	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE

GRAMMAR SCHOOL LANE
NORTHALLERTON
Suburban Area
Residential Zone
Site area: 3.299999952316284 hect
Survey date: Monday 16/09/2013

Survey Type: Manual

307	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE

BOROUGHBRIDGE ROAD
RIPON
Edge of Town
No Sub Category
Site area: 2.2100000381469727 hect
Survey date: Tuesday 17/09/2013

Survey Type: Manual

308	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE

HORSEFAIR
BOROUGHBRIDGE
Edge of Town
Residential Zone
Site area: 1.7899999618530273 hect
Survey date: Wednesday 18/09/2013

Survey Type: Manual

309	NY-03-A-12	TOWN HOUSES	NORTH YORKSHIRE

RACECOURSE LANE
NORTHALLERTON
Edge of Town Centre
Residential Zone
Site area: 0.8199999928474426 hect
Survey date: Tuesday 27/09/2016

Survey Type: Manual

310	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE

CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area
Residential Zone
Site area: 0.30000001192092896 hect
Survey date: Wednesday 10/05/2017

Survey Type: Manual

311	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE

PALACE ROAD
RIPON
Edge of Town
Residential Zone
Site area: 2.9000000953674316 hect
Survey date: Wednesday 18/05/2022

Survey Type: Manual

312	NY-03-A-15	DETACHED & SEMI-DETACHED	NORTH YORKSHIRE

MILBY ROAD
BOROUGHBRIDGE
MILBY
Edge of Town
Residential Zone
Site area: 6.8 hect
Survey date: Thursday 19/09/2024

Survey Type: Manual

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

313 NEW BEDFORD ROAD LUTON Suburban Area Residential Zone Site area: 5.199999809265137 hect Survey date: Thursday 08/07/2004	**ON-03-A-01**	**SEMI DETACHED**	**LUTON** Survey Type: Manual
314 RIDDY LANE LUTON Suburban Area Residential Zone Site area: 3.4000000953674316 hect Survey date: Tuesday 06/07/2004	**ON-03-A-02**	**SEMI DETACHED**	**LUTON** Survey Type: Manual
315 WATERMEET GROVE STOKE-ON-TRENT ETRURIA Suburban Area Residential Zone Site area: 0.5199999809265137 hect Survey date: Wednesday 26/11/2008	**OT-03-A-01**	**TERRACED & DETACHED**	**STOKE ON TRENT** Survey Type: Manual
316 THORPE ROAD PETERBOROUGH Edge of Town Centre Residential Zone Site area: 11.25 hect Survey date: Thursday 13/05/2004	**PB-03-A-01**	**MIXED HOUSES**	**PETERBOROUGH** Survey Type: Manual
317 SUGAR WAY PETERBOROUGH WOODSTON Suburban Area Residential Zone Site area: 1.2000000476837158 hect Survey date:	**PB-03-A-02**	**SEMI DETACHED HOUSES**	**PETERBOROUGH** Survey Type: Manual
318 PETERBOROUGH THORPE PARK ROAD Suburban Area Residential Zone Site area: 0.47999998927116394 hect Survey date: Tuesday 18/10/2011	**PB-03-A-03**	**DETACHED**	**PETERBOROUGH** Survey Type: Manual
319 EASTFIELD ROAD PETERBOROUGH Suburban Area Residential Zone Site area: 1.7100000381469727 hect Survey date: Monday 17/10/2016	**PB-03-A-04**	**DETACHED HOUSES**	**PETERBOROUGH** Survey Type: Manual
320 TULLYLUMB TERRACE PERTH CORNHILL Suburban Area	**PK-03-A-01**	**DETAC. & BUNGALOWS**	**PERTH & KINROSS**

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

Residential Zone
Site area: 3.1500000953674316 hect
Survey date: Wednesday 11/05/2011

Survey Type: Manual

321	PS-03-A-01	MIXED HOUSES	POWYS

BRYN GLAS
WELSHPOOL
Edge of Town Centre
Residential Zone
Site area: 1.1200000047683716 hect
Survey date: Monday 11/05/2015

Survey Type: Manual

322	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS

GUNROG ROAD
WELSHPOOL
Suburban Area
Residential Zone
Site area: 0.8100000023841858 hect
Survey date: Monday 11/05/2015

Survey Type: Manual

323	RC-03-A-01	HOUSING	RHONDDA CYNON TAFF

ABERLLECHAU ROAD
WATTSTOWN
Neighbourhood Centre
Village
Site area: 6.599999904632568 hect
Survey date: Tuesday 13/02/1990

Survey Type: Manual

324	RC-03-A-02	TERRACED	RHONDDA CYNON TAFF

FERNDALE ROAD
STANLEYTOWN
Neighbourhood Centre
Village
Site area: 4.5 hect
Survey date: Tuesday 19/06/1990

Survey Type: Manual

325	RC-03-A-03	HOUSING	RHONDDA CYNON TAFF

PARK CRESCENT
TREORCHY
CWM PARC
Edge of Town
Residential Zone
Site area: 1.600000023841858 hect
Survey date: Tuesday 11/07/1995

Survey Type: Manual

326	RE-03-A-01	SEMI D./DETACHED	READING

MILL LANE
READING
LOWER EARLEY
Edge of Town
Residential Zone
Site area: 11.100000381469727 hect
Survey date: Monday 14/10/1991

Survey Type: Manual

327	RE-03-A-02	DETACHED	READING

RUSHEY WAY
READING
LOWER EARLEY
Edge of Town
Residential Zone
Site area: 3.9000000953674316 hect
Survey date: Monday 21/10/1991

Survey Type: Manual

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

328	RE-03-A-03	DETACHED	READING
HENLEY ROAD			
READING			
CAVERSHAM			
Edge of Town			
Residential Zone			
Site area: 12 hect			
Survey date: Monday 24/10/1988			Survey Type: Manual

329	RE-03-A-04	DETACHED	READING
RUSHEY WAY			
READING			
LOWER EARLEY			
Edge of Town			
Residential Zone			
Site area: 6 hect			
Survey date: Monday 21/10/1991			Survey Type: Manual

330	RE-03-A-05	MIXED HOUSES	READING
NORCOT ROAD			
READING			
TILEHURST			
Suburban Area			
Residential Zone			
Site area: 14 hect			
Survey date: Monday 21/10/1991			Survey Type: Manual

331	RE-03-A-06	DETACHED/SEMI DET.	READING
RYHILL WAY			
READING			
LOWER EARLEY			
Edge of Town			
Residential Zone			
Site area: 5 hect			
Survey date: Monday 14/10/1991			Survey Type: Manual

332	RE-03-A-07	DET., BUNGALOWS	READING
CHALFONT WAY			
READING			
LOWER EARLEY			
Suburban Area			
Residential Zone			
Site area: 3.5999999046325684 hect			
Survey date: Monday 28/10/1991			Survey Type: Manual

333	RE-03-A-08	DETACHED/SEMI DET.	READING
BEECH LANE			
READING			
LOWER EARLEY			
Suburban Area			
Residential Zone			
Site area: 5 hect			
Survey date: Monday 14/10/1991			Survey Type: Manual

334	RE-03-A-09	BUNGALOWS/DET.	READING
WATER ROAD			
READING			
TILEHURST			
Suburban Area			
Residential Zone			
Site area: 3.799999952316284 hect			
Survey date: Monday 21/10/1991			Survey Type: Manual

335	RI-03-A-01	**HOUSING**	**EAST RIDING OF YORKSHIRE**

VICTORIA ROAD
BEVERLEY
Edge of Town
Residential Zone
Site area: 10.100000381469727 hect
Survey date: Wednesday 23/06/1993

Survey Type: Manual

336	RI-03-A-02	**MIXED HOUSES**	**EAST RIDING OF YORKSHIRE**

A1035 HULL BRIDGE ROAD
BEVERLEY
Edge of Town
Residential Zone
Site area: 14.100000381469727 hect
Survey date: Tuesday 13/02/1990

Survey Type: Manual

337	RI-03-A-03	**MIXED HOUSES**	**EAST RIDING OF YORKSHIRE**

MANOR ROAD
BEVERLEY
MOLESCROFT
Suburban Area
Residential Zone
Site area: 36.70000076293945 hect
Survey date: Tuesday 13/02/1990

Survey Type: Manual

338	RO-03-A-01	**MIXED HOUSES**	**ROSCOMMON**

GALWAY ROAD
ROSCOMMON
Edge of Town
No Sub Category
Site area: 7.199999809265137 hect
Survey date: Thursday 07/05/2009

Survey Type: Manual

339	RO-03-A-02	**SEMI DET. & BUNGALOWS**	**ROSCOMMON**

SLIGO ROAD
BALLAGHADERREEN
Suburban Area
Residential Zone
Site area: 1.5499999523162842 hect
Survey date: Thursday 14/07/2011

Survey Type: Manual

340	RO-03-A-03	**DETACHED HOUSES**	**ROSCOMMON**

N61
BOYLE
GREATMEADOW
Edge of Town
No Sub Category
Site area: 4.079999923706055 hect
Survey date: Thursday 25/09/2014

Survey Type: Manual

341	RO-03-A-04	**SEMI DET. & BUNGALOWS**	**ROSCOMMON**

EAGLE COURT
ROSCOMMON
ARDNANAGH
Suburban Area
Residential Zone
Site area: 1.9199999570846558 hect
Survey date: Friday 26/09/2014

Survey Type: Manual

342	SC-03-A-01	**HOUSING**	**SURREY**

GOLDSWORTH PARK
WOKING
Neighbourhood Centre

No Sub Category
Site area: hect
Survey date: Thursday 09/02/1989

Survey Type: Manual

343	SC-03-A-02	SEMI DETACHED	SURREY

A24
EPSOM
Edge of Town
Residential Zone
Site area: 20.600000381469727 hect
Survey date: Tuesday 03/10/2000

Survey Type: Manual

344	SC-03-A-03	DETACHED	SURREY

A3050 HURST ROAD
EAST MOLESEY
HURST PARK
Suburban Area
Residential Zone
Site area: 3 hect
Survey date: Tuesday 12/11/2002

Survey Type: Manual

345	SC-03-A-04	DETACHED & TERRACED	SURREY

HIGH ROAD
BYFLEET
Edge of Town
Residential Zone
Site area: 3.200000047683716 hect
Survey date: Thursday 23/01/2014

Survey Type: Manual

346	SC-03-A-08	MIXED HOUSES	SURREY

REIGATE ROAD
HORLEY
Edge of Town
Residential Zone
Site area: 46.79999923706055 hect
Survey date: Wednesday 04/05/2022

Survey Type: Manual

347	SC-03-A-09	MIXED HOUSES & FLATS	SURREY

AMLETS LANE
CRANLEIGH
Neighbourhood Centre
Village
Site area: 13.479999542236328 hect
Survey date: Tuesday 24/05/2022

Survey Type: Manual

348	SC-03-A-11	MIXED HOUSES	SURREY

FOLLY HILL
FARNHAM
Edge of Town
Residential Zone
Site area: 5.820000171661377 hect
Survey date: Tuesday 14/05/2024

Survey Type: Manual

349	SC-03-A-12	MIXED HOUSES & FLATS	SURREY

AARONS HILL
GODALMING
Edge of Town
Residential Zone
Site area: 9.380000114440918 hect
Survey date: Wednesday 12/06/2024

Survey Type: Manual

350	SC-03-A-13	MIXED HOUSES & FLATS	SURREY

GUILDFORD ROAD

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

ASH
Neighbourhood Centre
Village
Site area: 5.56 hect
Survey date: Thursday 05/09/2024   Survey Type: Manual

351	SC-03-A-14	**MIXED HOUSES & FLATS**	**SURREY**

HOLLOWAY HILL
CHERTSEY
Edge of Town
Residential Zone
Site area: 8.1 hect
Survey date: Tuesday 22/10/2024   Survey Type: Manual

352	SD-03-A-01	**SEMI DETACHED**	**SWINDON**

HEADLANDS GROVE
SWINDON
Suburban Area
Residential Zone
Site area: 1.159999966621399 hect
Survey date: Thursday 22/09/2016   Survey Type: Manual

353	SE-03-A-01	**DETACHED & BUNGALOWS**	**SHEFFIELD**

MANOR ROAD
NEAR SHEFFIELD
WALES
Neighbourhood Centre
Village
Site area: 1.2000000476837158 hect
Survey date: Thursday 10/09/2020   Survey Type: Manual

354	SE-03-A-02	**MIXED HOUSES & FLATS**	**SHEFFIELD**

NEW SCHOOL ROAD
NEAR SHEFFIELD
MOSBOROUGH
Neighbourhood Centre
Village
Site area: 0.36 hect
Survey date: Friday 20/09/2024   Survey Type: Manual

355	SF-03-A-01	**SEMI DETACHED**	**SUFFOLK**

A1156 FELIXSTOWE ROAD
IPSWICH
RACECOURSE
Suburban Area
Residential Zone
Site area: 2.4000000953674316 hect
Survey date: Wednesday 23/05/2007   Survey Type: Manual

356	SF-03-A-02	**SEMI DET./TERRACED**	**SUFFOLK**

STOKE PARK DRIVE
IPSWICH
MAIDENHALL
Edge of Town
Residential Zone
Site area: 7.099999904632568 hect
Survey date: Thursday 24/05/2007   Survey Type: Manual

357	SF-03-A-04	**DETACHED & BUNGALOWS**	**SUFFOLK**

NORMANSTON DRIVE
LOWESTOFT
Suburban Area
Residential Zone

Site area: 0.5899999737739563 hect
Survey date: Tuesday 23/10/2012

Survey Type: Manual

358	SF-03-A-05	DETACHED HOUSES	SUFFOLK

VALE LANE
BURY ST EDMUNDS
Edge of Town
Residential Zone
Site area: 1.149999976158142 hect
Survey date: Wednesday 09/09/2015

Survey Type: Manual

359	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK

BURY ROAD
KENTFORD
Neighbourhood Centre
Village
Site area: 2.680000066757202 hect
Survey date: Friday 22/09/2017

Survey Type: Manual

360	SF-03-A-08	MIXED HOUSES	SUFFOLK

STANNINGFIELD ROAD
NEAR BURY ST EDMUNDS
GREAT WHELNETHAM
Neighbourhood Centre
Village
Site area: 2.339200019836426 hect
Survey date: Wednesday 16/09/2020

Survey Type: Manual

361	SF-03-A-09	MIXED HOUSES & FLATS	SUFFOLK

FOXHALL ROAD
IPSWICH
Suburban Area
Residential Zone
Site area: 6.659999847412109 hect
Survey date: Thursday 24/06/2021

Survey Type: Manual

362	SF-03-A-10	TERRACED & SEMI-DETACHED	SUFFOLK

LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Site area: 4.920000076293945 hect
Survey date: Tuesday 22/06/2021

Survey Type: Manual

363	SF-03-A-11	BUNGALOWS	SUFFOLK

WHITTON CHURCH LANE
IPSWICH
WHITTON
Edge of Town
Residential Zone
Site area: 1.55 hect
Survey date: Wednesday 06/11/2024

Survey Type: Manual

364	SH-03-A-03	DETATCHED	SHROPSHIRE

SOMERBY DRIVE
SHREWSBURY
BICTON HEATH
Edge of Town
No Sub Category
Site area: 0.5099999904632568 hect
Survey date: Friday 26/06/2009

Survey Type: Manual

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

365	SH-03-A-04	TERRACED	SHROPSHIRE

ST MICHAEL'S STREET
SHREWSBURY
Suburban Area
No Sub Category
Site area: 5.300000190734863 hect
Survey date: Thursday 11/06/2009

Survey Type: Manual

366	SH-03-A-06	BUNGALOWS	SHROPSHIRE

ELLESMERE ROAD
SHREWSBURY
Edge of Town
Residential Zone
Site area: 0.800000011920929 hect
Survey date: Thursday 22/05/2014

Survey Type: Manual

367	SK-03-A-01	SEMI DET. & TERRACED	SOUTHWARK

TIMBER POND ROAD
CANADA WATER
Suburban Area
Residential Zone
Site area: 0.3400000035762787 hect
Survey date: Thursday 23/10/2008

Survey Type: Manual

368	SM-03-A-01	DETACHED & SEMI	SOMERSET

WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Site area: 1.399999976158142 hect
Survey date: Thursday 24/09/2015

Survey Type: Manual

369	SM-03-A-02	MIXED HOUSES	SOMERSET

HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre
Village
Site area: 2.869999885559082 hect
Survey date: Tuesday 25/09/2018

Survey Type: Manual

370	SM-03-A-03	MIXED HOUSES	SOMERSET

HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre
Village
Site area: 2.6500000953674316 hect
Survey date: Tuesday 25/09/2018

Survey Type: Manual

371	SP-03-A-01	HOUSING	SOUTHAMPTON

LANGTON ROAD
NEAR SOUTHAMPTON
BISHOPS WALTHAM
Edge of Town Centre
Residential Zone
Site area: 6.800000190734863 hect
Survey date: Thursday 22/09/1988

Survey Type: Manual

372	SR-03-A-01	DETACHED	STIRLING

BENVIEW
STIRLING

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

Suburban Area
Residential Zone
Site area: 4.050000190734863 hect
Survey date: Monday 23/04/2007
Survey Type: Manual

373	ST-03-A-01	SEMI DETACHED	STAFFORDSHIRE

RAKEWAY ROAD
CHEADLE
CHEADLEMILL BROOK
Edge of Town
No Sub Category
Site area: 8.399999618530273 hect
Survey date: Monday 17/07/1995
Survey Type: Manual

374	ST-03-A-02	SEMI D./DETACHED	STAFFORDSHIRE

A51 LICHFIELD ROAD
TAMWORTH
Edge of Town
No Sub Category
Site area: 24.799999237060547 hect
Survey date: Monday 10/07/1995
Survey Type: Manual

375	ST-03-A-03	MIXED HOUSES	STAFFORDSHIRE

QUEENSVILLE
STAFFORD
Edge of Town
No Sub Category
Site area: 8.5 hect
Survey date: Tuesday 04/07/2000
Survey Type: Manual

376	ST-03-A-06	SEMI-DET. & TERRACED	STAFFORDSHIRE

STANFORD ROAD
WOLVERHAMPTON
BLAKENHALL
Edge of Town Centre
No Sub Category
Site area: 0.3700000047683716 hect
Survey date: Friday 09/05/2014
Survey Type: Manual

377	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE

BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Site area: 9 hect
Survey date: Wednesday 22/11/2017
Survey Type: Manual

378	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE

SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Site area: 0.800000011920929 hect
Survey date: Wednesday 22/11/2017
Survey Type: Manual

379	SU-03-A-01	MIXED HOUSES & FLATS	SUTTON

COLLINGWOOD ROAD
SUTTON
Edge of Town Centre
Residential Zone
Site area: 1.5800000429153442 hect

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

Survey date: Thursday 13/06/2024			Survey Type: Manual

380	TB-03-A-01	TERRACED HOUSES	TORBAY
BRONSHILL ROAD			
TORQUAY			
Suburban Area			
Residential Zone			
Site area: 1.25 hect			
Survey date: Wednesday 30/09/2015			Survey Type: Manual

381	TE-03-A-01	MIXED HOUSES	TELFORD & WREKIN
STANLEY LANE			
BRIDGNORTH			
Edge of Town			
No Sub Category			
Site area: 3.4000000953674316 hect			
Survey date: Friday 08/05/1998			Survey Type: Manual

382	TE-03-A-02	DETATCHED	TELFORD & WREKIN
GATCOMBE WAY			
TELFORD			
PRIORSLEE			
Edge of Town			
Residential Zone			
Site area: 2.700000047683716 hect			
Survey date:			Survey Type: Manual

383	TE-03-A-03	SEMI-DETACHED/TERRACED	TELFORD & WREKIN
SANDCROFT			
TELFORD			
SUTTON HILL			
Edge of Town			
Residential Zone			
Site area: 1.3200000524520874 hect			
Survey date: Thursday 24/10/2013			Survey Type: Manual

384	TK-03-A-01	SEMI-DET.	THURROCK
MILTON ROAD			
STANFORD-LE-HOPE			
CORRINGHAM			
Edge of Town			
Residential Zone			
Site area: 6.840000152587891 hect			
Survey date: Tuesday 13/05/2008			Survey Type: Manual

385	TV-03-A-01	HOUSES & FLATS	TEES VALLEY
POWLETT ROAD			
HARTLEPOOL			
Suburban Area			
No Sub Category			
Site area: 6.900000095367432 hect			
Survey date: Thursday 14/04/2005			Survey Type: Manual

386	TW-03-A-01	SEMI DETACHED	TYNE & WEAR
LEECHMERE ROAD			
SUNDERLAND			
HILLVIEW			
Edge of Town			
Residential Zone			
Site area: 2.5 hect			
Survey date: Wednesday 18/09/2002			Survey Type: Manual

387	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR

WEST PARK ROAD
GATESHEAD
Suburban Area
Residential Zone
Site area: 0.550000011920929 hect
Survey date: Monday 07/10/2013

Survey Type: Manual

388	TW-03-A-03	MIXED HOUSES	TYNE & WEAR

STATION ROAD
NEAR NEWCASTLE
BACKWORTH
Neighbourhood Centre
Village
Site area: 1.8200000524520874 hect
Survey date: Friday 13/11/2015

Survey Type: Manual

389	TY-03-A-01	DETACHED/SEMI DET.	TYRONE

OMAGH
Edge of Town
No Sub Category
Site area: 2.200000047683716 hect
Survey date: Saturday 27/09/2003

Survey Type: Manual

390	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN

ARTHUR STREET
BARRY
Edge of Town
Residential Zone
Site area: 0.20999999344348907 hect
Survey date: Monday 08/05/2017

Survey Type: Manual

391	WA-03-A-01	DET./SEMI-DET.	WATERFORD

DUNMORE ROAD
WATERFORD
Suburban Area
Residential Zone
Site area: 2.299999952316284 hect
Survey date: Tuesday 18/11/2008

Survey Type: Manual

392	WA-03-A-03	TERR./SEMI-DET.	WATERFORD

OLD TRAMORE ROAD
WATERFORD
Suburban Area
Residential Zone
Site area: 3.549999952316284 hect
Survey date:

Survey Type: Manual

393	WA-03-A-04	DETACHED	WATERFORD

MAYPARK LANE
WATERFORD
Edge of Town
Residential Zone
Site area: 28.59000015258789 hect
Survey date: Tuesday 24/06/2014

Survey Type: Manual

394	WB-03-A-01	SEMI DETACHED	WEST BERKSHIRE

LOWER WAY
THATCHAM
Edge of Town
No Sub Category
Site area: 9.699999809265137 hect
Survey date: Monday 04/11/1991

Survey Type: Manual

395	WB-03-A-02	MIXED HOUSES	WEST BERKSHIRE

THE MOORS
THATCHAM
Edge of Town
Residential Zone
Site area: 25.5 hect
Survey date: Monday 28/10/1991

Survey Type: Manual

396	WB-03-A-04	MIXED HOUSES	WEST BERKSHIRE

DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Site area: 7.5 hect
Survey date: Thursday 12/09/2024

Survey Type: Manual

397	WC-03-A-01	DETACHED HOUSES	WICKLOW

STATION ROAD
WICKLOW
CORPORATION MURRAGH
Edge of Town
No Sub Category
Site area: 2.443000078201294 hect
Survey date: Monday 28/05/2018

Survey Type: Manual

398	WC-03-A-02	DETACHED HOUSES	WICKLOW

MARLTON ROAD
WICKLOW
FRIARSHILL
Edge of Town Centre
Residential Zone
Site area: 2.7200000286102295 hect
Survey date: Monday 28/05/2018

Survey Type: Manual

399	WF-03-A-02	SEMI DETACHED & TERRACED	WALTHAM FOREST

PALMERSTON ROAD
WALTHAMSTOW
Edge of Town Centre
Residential Zone
Site area: 0.11999999731779099 hect
Survey date: Thursday 06/06/2019

Survey Type: Manual

400	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE

ARLINGTON AVENUE
LEAMINGTON SPA
Suburban Area
Residential Zone
Site area: 0.10000000149011612 hect
Survey date: Friday 21/10/2011

Survey Type: Manual

401	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE

BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area
Residential Zone
Site area: 0.8500000238418579 hect
Survey date: Wednesday 25/09/2019

Survey Type: Manual

402	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE

DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Site area: 2.424999952316284 hect
Survey date: Friday 27/09/2019   Survey Type: Manual

| 403 | WL-03-A-01 | SEMI D./TERRACED W. BASSETT | WILTSHIRE |

MAPLE DRIVE
WOOTTON BASSETT
Edge of Town
Residential Zone
Site area: 3.0999999046325684 hect
Survey date: Monday 02/10/2006   Survey Type: Manual

| 404 | WM-03-A-02 | DETACHED & SEMI DET. | WEST MIDLANDS |

HEATH STREET
STOURBRIDGE
Suburban Area
Residential Zone
Site area: 0.4000000059604645 hect
Survey date: Wednesday 26/04/2006   Survey Type: Manual

| 405 | WM-03-A-03 | MIXED HOUSING | WEST MIDLANDS |

BASELEY WAY
COVENTRY
ROWLEYS GREEN
Edge of Town
Residential Zone
Site area: 3.319999933242798 hect
Survey date: Monday 24/09/2007   Survey Type: Manual

| 406 | WM-03-A-04 | TERRACED HOUSES | WEST MIDLANDS |

OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre
Residential Zone
Site area: 1.100000023841858 hect
Survey date: Monday 21/11/2016   Survey Type: Manual

| 407 | WM-03-A-05 | TERRACED & DETACHED | WEST MIDLANDS |

COUNDON ROAD
COVENTRY
Edge of Town Centre
Residential Zone
Site area: 2 hect
Survey date: Monday 21/11/2016   Survey Type: Manual

| 408 | WM-03-A-06 | BUNGALOWS | WEST MIDLANDS |

NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Site area: 0.4699999988079071 hect
Survey date: Thursday 17/10/2013   Survey Type: Manual

| 409 | WM-03-A-07 | DETACHED HOUSES | WEST MIDLANDS |

EVESON ROAD
STOURBRIDGE
NORTON
Suburban Area
Residential Zone
Site area: 0.7779999713897705 hect

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

Survey date: Wednesday 18/09/2024 | Survey Type: Manual

| **410** | WO-03-A-01 | **DETACHED** | **WORCESTERSHIRE** |

MARLBOROUGH AVENUE
BROMSGROVE
ASTON FIELDS
Suburban Area
Residential Zone
Site area: 1 hect
Survey date: Thursday 23/06/2005 | Survey Type: Manual

| **411** | WO-03-A-02 | **SEMI DETACHED** | **WORCESTERSHIRE** |

MEADOWHILL ROAD
REDDITCH
Edge of Town
No Sub Category
Site area: 2.200000047683716 hect
Survey date: Tuesday 02/05/2006 | Survey Type: Manual

| **412** | WO-03-A-03 | **DETACHED** | **WORCESTERSHIRE** |

BLAKEBROOK
KIDDERMINSTER
BLAKEBROOK
Suburban Area
Residential Zone
Site area: 5.5 hect
Survey date: Friday 05/05/2006 | Survey Type: Manual

| **413** | WO-03-A-04 | **MIXED HOUSES** | **WORCESTERSHIRE** |

MALVERN ROAD
WORCESTER
Edge of Town
Residential Zone
Site area: 39.5 hect
Survey date: Friday 24/05/2002 | Survey Type: Manual

| **414** | WO-03-A-06 | **DET./TERRACED** | **WORCESTERSHIRE** |

ST GODWALDS ROAD
BROMSGROVE
ASTON FIELDS
Edge of Town
No Sub Category
Site area: 6.699999809265137 hect
Survey date: Thursday 30/06/2005 | Survey Type: Manual

| **415** | WO-03-A-07 | **MIXED HOUSES & FLATS** | **WORCESTERSHIRE** |

RYE GRASS LANE
REDDITCH
Edge of Town
Residential Zone
Site area: 1.1100000143051147 hect
Survey date: Thursday 01/10/2020 | Survey Type: Manual

| **416** | WR-03-A-01 | **SEMI DETACHED** | **WREXHAM** |

MOLD ROAD
WREXHAM
RHOSDDU
Edge of Town
No Sub Category
Site area: 2.5 hect
Survey date: Monday 05/07/2004 | Survey Type: Manual

| **417** | WS-03-A-03 | **SEMI DET. & TERRACED** | **WEST SUSSEX** |

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

A266
NEAR CHICHESTER
MID LAVANT
Neighbourhood Centre
Village
Site area: 2 hect
Survey date: Monday 20/11/2000   Survey Type: Manual

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418   WS-03-A-04   **MIXED HOUSES**   **WEST SUSSEX**
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Site area: 5.449999809265137 hect
Survey date: Thursday 11/12/2014   Survey Type: Manual

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419   WS-03-A-05   **TERRACED & FLATS**   **WEST SUSSEX**
UPPER SHOREHAM ROAD
SHOREHAM BY SEA
Suburban Area
Residential Zone
Site area: 1.6100000143051147 hect
Survey date: Wednesday 18/04/2012   Survey Type: Manual

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420   WS-03-A-07   **BUNGALOWS**   **WEST SUSSEX**
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre
Village
Site area: 3.25 hect
Survey date: Thursday 19/10/2017   Survey Type: Manual

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421   WS-03-A-08   **MIXED HOUSES**   **WEST SUSSEX**
ROUNDSTONE LANE
ANGMERING
Edge of Town
Residential Zone
Site area: 8.859999656677246 hect
Survey date: Thursday 19/04/2018   Survey Type: Manual

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422   WS-03-A-11   **MIXED HOUSES**   **WEST SUSSEX**
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Site area: 50 hect
Survey date: Tuesday 02/04/2019   Survey Type: Manual

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423   WS-03-A-13   **MIXED HOUSES & FLATS** **WEST SUSSEX**
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Site area: 5.360000133514404 hect
Survey date: Wednesday 23/06/2021   Survey Type: Manual

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424   WS-03-A-14   **MIXED HOUSES**   **WEST SUSSEX**
TODDINGTON LANE
LITTLEHAMPTON

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

WICK
Edge of Town
Residential Zone
Site area: 2.8299999237060547 hect
Survey date: Wednesday 20/10/2021   Survey Type: Manual

| 425 | WS-03-A-16 | DETACHED & SEMI-DETACHED | WEST SUSSEX |

BRACKLESHAM LANE
BRACKLESHAM BAY
Neighbourhood Centre
Village
Site area: 1.899999976158142 hect
Survey date: Wednesday 09/11/2022   Survey Type: Manual

| 426 | WS-03-A-18 | MIXED HOUSES & FLATS | WEST SUSSEX |

LONDON ROAD
HASSOCKS
Neighbourhood Centre
Village
Site area: 5.460000038146973 hect
Survey date: Monday 15/05/2023   Survey Type: Manual

| 427 | WS-03-A-21 | MIXED HOUSES | WEST SUSSEX |

HILLAND ROAD
BILLINGSHURST
Neighbourhood Centre
Village
Site area: 32.93000030517578 hect
Survey date: Thursday 09/11/2023   Survey Type: Manual

| 428 | WS-03-A-22 | MIXED HOUSES & FLATS | WEST SUSSEX |

SHOPWHYKE ROAD
CHICHESTER
Edge of Town
Residential Zone
Site area: 3.799999952316284 hect
Survey date: Tuesday 19/03/2024   Survey Type: Manual

| 429 | WS-03-A-23 | MIXED HOUSES & FLATS | WEST SUSSEX |

TURNERS HILL ROAD
EAST GRINSTEAD
Edge of Town
Residential Zone
Site area: 6.639999866485596 hect
Survey date: Tuesday 14/05/2024   Survey Type: Manual

| 430 | WS-03-A-24 | MIXED HOUSES | WEST SUSSEX |

MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Site area: 13.489999771118164 hect
Survey date: Thursday 23/05/2024   Survey Type: Manual

| 431 | WS-03-A-25 | PRIVATE HOUSES & FLATS | WEST SUSSEX |

LIDSEY ROAD
WOODGATE
Neighbourhood Centre
Village
Site area: 2.4000000953674316 hect
Survey date: Wednesday 18/09/2024   Survey Type: Manual

432	WS-03-A-26	MIXED HOUSES & FLATS	WEST SUSSEX

RUSPER ROAD
HORSHAM
NORTH HORSHAM
Edge of Town
Residential Zone
Site area: 4 hect
Survey date: Tuesday 24/09/2024

Survey Type: Manual

433	WS-03-A-27	MIXED HOUSES & FLATS	WEST SUSSEX

OCKLEY LANE
HASSOCKS
Edge of Town
Residential Zone
Site area: 9.42 hect
Survey date: Friday 20/09/2024

Survey Type: Manual

434	WX-03-A-01	SEMI-DETACHED	WEXFORD

CLONARD ROAD
WEXFORD
Suburban Area
No Sub Category
Site area: 1.440000057220459 hect
Survey date: Thursday 25/09/2014

Survey Type: Manual

435	YO-03-A-01	TERRACED HOUSES	YORK

NICHOLAS STREET
YORK
Suburban Area
Residential Zone
Site area: 0.15000000596046448 hect
Survey date: Monday 16/09/2013

Survey Type: Manual

436	YO-03-A-02	MIXED HOUSES & FLATS	YORK

WATER LANE
YORK
CLIFTON MOOR
Suburban Area
Residential Zone
Site area: 6.130000114440918 hect
Survey date: Wednesday 18/09/2024

Survey Type: Manual

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.160	0.397	0.557
17:00-18:00	0.387	0.214	0.601

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00	35	185	0.066	0.039	0.105
01:00-02:00	35	185	0.034	0.025	0.059
02:00-03:00	35	185	0.017	0.012	0.029
03:00-04:00	35	185	0.010	0.008	0.018
04:00-05:00	35	185	0.007	0.007	0.014
05:00-06:00	35	185	0.008	0.023	0.031
06:00-07:00	43	179	0.022	0.060	0.082
07:00-08:00	431	158	0.074	0.274	0.348
08:00-09:00	436	156	0.160	0.397	0.557
09:00-10:00	436	156	0.151	0.201	0.352
10:00-11:00	436	156	0.139	0.171	0.310
11:00-12:00	436	156	0.157	0.169	0.326
12:00-13:00	436	156	0.196	0.175	0.371
13:00-14:00	436	156	0.187	0.184	0.371
14:00-15:00	436	156	0.187	0.187	0.374
15:00-16:00	436	156	0.257	0.198	0.455
16:00-17:00	436	156	0.296	0.193	0.489
17:00-18:00	436	156	0.387	0.214	0.601
18:00-19:00	436	156	0.303	0.213	0.516
19:00-20:00	52	167	0.271	0.215	0.486
20:00-21:00	49	167	0.204	0.162	0.366
21:00-22:00	42	183	0.156	0.112	0.268
22:00-23:00	35	185	0.127	0.087	0.214
23:00-00:00	35	185	0.088	0.048	0.136
Total Rates:			3.504	3.374	6.878

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.*

Audit Code: 51b745af-61c1-46a3-a53c-fa2c2ea50d0c

Parameter Summary:

Trip rate parameter range selected:	4 - 4334 (units: DWELLS)
Survey date date range:	05/05/1987 - 30/06/2025
Number of weekdays (Monday-Friday):	396
Number of Saturdays:	7
Number of Sundays:	33
Surveys automatically removed from selection:	330
Surveys manually removed from selection:	0

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

Appendix C – Junctions11 Modelling Data

TRL THE FUTURE OF TRANSPORT

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
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Filename: 252139 - JCT1.j11
Path: C:\Users\AngelikiKalatha\OneDrive - ORS\252139 TTA - New Resi Dev, Raheen & Pairc na hAbhainn, Athenry, Galway - Documents\01_WIP\Design\13g_Transportation_Reports\01_TTA\01_Raheen_site\01_WIP\03_JUNCTIONS11
Report generation date: 16/12/2025 17:26:47

»D1 - 2025 | Base | AM
»D2 - 2025 | Base | PM
»D3 - 2027 | Do-nothing | AM
»D4 - 2027 | Do-nothing | PM
»D5 - 2027 | Do-something | AM
»D6 - 2027 | Do-something | PM
»D7 - 2032 | Do-nothing | AM
»D8 - 2032 | Do-nothing | PM
»D9 - 2032 | Do-something | AM
»D10 - 2032 | Do-something | PM
»D11 - 2042 | Do-nothing | AM
»D12 - 2042 | Do-nothing | PM
»D13 - 2042 | Do-something | AM
»D14 - 2042 | Do-something | PM
»D15 - | Com. Dev. | AM
»D16 - | Com. Dev. | PM
»D17 - | Development | AM
»D18 - | Development | PM

TRL THE FUTURE OF TRANSPORT

Summary of junction performance

		AM				PM		
	Set ID	Queue (PCU)	RFC	LOS	Set ID	Queue (PCU)	RFC	LOS
2025 - Base								
Stream B-AC	D1	0.8	0.43	B	D2	0.6	0.39	B
Stream C-AB		0.3	0.18	A		0.2	0.15	A
2027 - Do-nothing								
Stream B-AC	D3	1.0	0.50	C	D4	0.8	0.44	B
Stream C-AB		0.3	0.21	A		0.3	0.17	A
2027 - Do-something								
Stream B-AC	D5	1.1	0.51	C	D6	0.8	0.45	B
Stream C-AB		0.3	0.21	A		0.3	0.18	A
2032 - Do-nothing								
Stream B-AC	D7	1.3	0.56	C	D8	1.0	0.49	B
Stream C-AB		0.4	0.23	A		0.3	0.19	A
2032 - Do-something								
Stream B-AC	D9	1.4	0.57	C	D10	1.0	0.50	B
Stream C-AB		0.4	0.24	A		0.4	0.20	A
2042 - Do-nothing								
Stream B-AC	D11	1.7	0.63	C	D12	1.3	0.56	C
Stream C-AB		0.5	0.27	A		0.4	0.22	A
2042 - Do-something								
Stream B-AC	D13	1.9	0.65	C	D14	1.3	0.57	C
Stream C-AB		0.5	0.27	A		0.4	0.23	A
- Com. Dev.								
Stream B-AC	D15	0.0	0.02	A	D16	0.0	0.01	A
Stream C-AB		0.0	0.01	A		0.0	0.01	A
- Development								
Stream B-AC	D17	0.0	0.01	A	D18	0.0	0.00	A
Stream C-AB		0.0	0.00	A		0.0	0.00	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	252139
Location	Gort Mhaoilir
Site number	
Date	15/12/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\AngelikiKalatha
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

PICADY short flare model	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
PICADY 4.1	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	2025	Base	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2025	Base	PM	ONE HOUR	16:15	17:45	15	✓		
D3	2027	Do-nothing	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G1)+D15
D4	2027	Do-nothing	PM	ONE HOUR	16:15	17:45	15	✓	Simple	(D2*G1)+D16
D5	2027	Do-something	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G1)+D15+D17
D6	2027	Do-something	PM	ONE HOUR	16:15	17:45	15	✓	Simple	(D2*G1)+D16+D18
D7	2032	Do-nothing	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G2)+D15
D8	2032	Do-nothing	PM	ONE HOUR	16:15	17:45	15	✓	Simple	(D2*G2)+D16
D9	2032	Do-something	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G2)+D15+D17
D10	2032	Do-something	PM	ONE HOUR	16:15	17:45	15	✓	Simple	(D2*G2)+D16+D18
D11	2042	Do-nothing	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G3)+D15
D12	2042	Do-nothing	PM	ONE HOUR	16:15	17:45	15	✓	Simple	(D2*G3)+D16
D13	2042	Do-something	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G3)+D15+D17
D14	2042	Do-something	PM	ONE HOUR	16:15	17:45	15	✓	Simple	(D2*G3)+D16+D18
D15		Com. Dev.	AM	ONE HOUR	08:00	09:30	15	✓		
D16		Com. Dev.	PM	ONE HOUR	16:15	17:45	15	✓		
D17		Development	AM	ONE HOUR	08:00	09:30	15	✓		
D18		Development	PM	ONE HOUR	16:15	17:45	15	✓		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2027		1.0525
G2	2032		1.1613
G3	2042		1.2932

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

D1 - 2025 | Base | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		5.43	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		5.43	A

Arms

Arms

Arm	Name	Description	Arm type
A	R3103, NW		Major
B	Rahhen Woods		Minor
C	L3103, SE		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	6.50			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	3.50	27	25

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	524	0.093	0.236	0.148	0.337
B-C	672	0.101	0.255	-	-
C-B	661	0.250	0.250	-	-

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	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	219	100.000
B		ONE HOUR	✓	190	100.000
C		ONE HOUR	✓	204	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	113	106
	B	126	0	64
	C	111	93	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
	A	0	1	4
From	B	5	0	2
	C	6	2	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	0.43	13.66	0.8	B	174	261
C-AB	0.18	6.64	0.3	A	101	151
C-A					86	129
A-B					103	155
A-C					97	146

Main Results for each time segment

08:00 - 08:15

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	143	36	0.00	509	0.280	141	0.0	0.4	10.121	B
C-AB	80	20	0.00	674	0.118	79	0.0	0.2	6.197	A
C-A	73	18	0.00			73				
A-B	85	21	0.00			85				
A-C	80	20	0.00			80				

08:15 - 08:30

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	170	43	0.00	498	0.342	170	0.4	0.5	11.381	B
C-AB	98	25	0.00	677	0.145	98	0.2	0.2	6.372	A
C-A	85	21	0.00			85				
A-B	101	25	0.00			101				
A-C	95	24	0.00			95				

08:30 - 08:45

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	209	52	0.00	483	0.432	208	0.5	0.8	13.564	B
C-AB	125	31	0.00	682	0.183	125	0.2	0.3	6.631	A
C-A	99	25	0.00			99				
A-B	124	31	0.00			124				
A-C	117	29	0.00			117				

08:45 - 09:00

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	209	52	0.00	483	0.432	209	0.8	0.8	13.658	B
C-AB	125	31	0.00	682	0.183	125	0.3	0.3	6.642	A
C-A	99	25	0.00			99				
A-B	124	31	0.00			124				
A-C	117	29	0.00			117				

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	170	43	0.00	498	0.342	171	0.8	0.6	11.491	B
C-AB	98	25	0.00	677	0.145	98	0.3	0.2	6.391	A
C-A	85	21	0.00			85				
A-B	101	25	0.00			101				
A-C	95	24	0.00			95				

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	143	36	0.00	509	0.280	143	0.6	0.4	10.244	B
C-AB	80	20	0.00	674	0.119	80	0.2	0.2	6.219	A
C-A	73	18	0.00			73				
A-B	85	21	0.00			85				
A-C	80	20	0.00			80				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D2 - 2025 | Base | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		4.08	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		4.08	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
D2	2025	Base	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	249	100.000
B		ONE HOUR	✓	181	100.000
C		ONE HOUR	✓	226	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	115	134
B	84	0	98
C	155	71	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	1	6
B	2	0	2
C	11	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	0.39	11.74	0.6	B	166	249
C-AB	0.15	6.11	0.2	A	83	124
C-A					125	188
A-B					105	158
A-C					123	184

Main Results for each time segment

16:15 - 16:30

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	136	34	0.00	539	0.253	135	0.0	0.3	9.063	A
C-AB	64	16	0.00	691	0.093	64	0.0	0.1	5.835	A
C-A	106	27	0.00			106				
A-B	86	22	0.00			86				
A-C	101	25	0.00			101				

16:30 - 16:45

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	163	41	0.00	528	0.309	162	0.3	0.4	10.041	B
C-AB	80	20	0.00	698	0.115	80	0.1	0.2	5.936	A
C-A	124	31	0.00			124				
A-B	103	26	0.00			103				
A-C	120	30	0.00			120				

16:45 - 17:00

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	200	50	0.00	512	0.389	199	0.4	0.6	11.680	B
C-AB	103	26	0.00	707	0.146	103	0.2	0.2	6.095	A
C-A	146	36	0.00			146				
A-B	126	32	0.00			126				
A-C	148	37	0.00			148				

17:00 - 17:15

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	200	50	0.00	512	0.389	199	0.6	0.6	11.737	B
C-AB	103	26	0.00	707	0.146	103	0.2	0.2	6.112	A
C-A	146	36	0.00			146				
A-B	126	32	0.00			126				
A-C	148	37	0.00			148				

17:15 - 17:30

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	163	41	0.00	528	0.309	164	0.6	0.5	10.109	B
C-AB	80	20	0.00	698	0.115	80	0.2	0.2	5.969	A
C-A	124	31	0.00			124				
A-B	103	26	0.00			103				
A-C	120	30	0.00			120				

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	136	34	0.00	539	0.253	137	0.5	0.4	9.150	A
C-AB	64	16	0.00	691	0.093	65	0.2	0.1	5.859	A
C-A	106	26	0.00			106				
A-B	86	22	0.00			86				
A-C	101	25	0.00			101				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D3 - 2027 | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		5.94	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		5.94	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	2027	Do-nothing	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G1)+D15

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	270	100.000
B		ONE HOUR	✓	210	100.000
C		ONE HOUR	✓	230	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	125	145
B	140	0	71
C	127	103	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0.95	7
B	5	0	2
C	7	2	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	0.50	15.96	1.0	C	193	290
C-AB	0.21	6.89	0.3	A	115	172
C-A					96	144
A-B					114	172
A-C					133	200

Main Results for each time segment

08:00 - 08:15

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	158	40	0.00	498	0.318	157	0.0	0.5	10.882	B
C-AB	90	23	0.00	673	0.134	90	0.0	0.2	6.322	A
C-A	83	21	0.00			83				
A-B	94	23	0.00			94				
A-C	109	27	0.00			109				

08:15 - 08:30

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	189	47	0.00	484	0.391	188	0.5	0.7	12.590	B
C-AB	111	28	0.00	676	0.165	111	0.2	0.2	6.541	A
C-A	95	24	0.00			95				
A-B	112	28	0.00			112				
A-C	130	33	0.00			130				

08:30 - 08:45

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	232	58	0.00	466	0.498	230	0.7	1.0	15.776	C
C-AB	143	36	0.00	681	0.210	142	0.2	0.3	6.874	A
C-A	111	28	0.00			111				
A-B	137	34	0.00			137				
A-C	160	40	0.00			160				

08:45 - 09:00

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	232	58	0.00	466	0.498	232	1.0	1.0	15.955	C
C-AB	143	36	0.00	681	0.210	143	0.3	0.3	6.889	A
C-A	110	28	0.00			110				
A-B	137	34	0.00			137				
A-C	160	40	0.00			160				

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	189	47	0.00	484	0.391	191	1.0	0.7	12.772	B
C-AB	112	28	0.00	677	0.165	112	0.3	0.2	6.565	A
C-A	95	24	0.00			95				
A-B	112	28	0.00			112				
A-C	130	33	0.00			130				

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	158	40	0.00	498	0.318	159	0.7	0.5	11.059	B
C-AB	90	23	0.00	673	0.134	91	0.2	0.2	6.348	A
C-A	83	21	0.00			83				
A-B	94	23	0.00			94				
A-C	109	27	0.00			109				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D4 - 2027 | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		4.31	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		4.31	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	2027	Do-nothing	PM	ONE HOUR	16:15	17:45	15	✓	Simple	(D2*G1)+D16

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	283	100.000
B		ONE HOUR	✓	198	100.000
C		ONE HOUR	✓	276	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	127	157
B	92	0	106
C	196	80	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0.95	7
B	2	0	2
C	12	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	0.44	13.12	0.8	B	181	272
C-AB	0.17	6.17	0.3	A	99	148
C-A					154	232
A-B					116	174
A-C					144	216

Main Results for each time segment

16:15 - 16:30

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	149	37	0.00	529	0.282	147	0.0	0.4	9.585	A
C-AB	76	19	0.00	705	0.108	75	0.0	0.2	5.851	A
C-A	132	33	0.00			132				
A-B	95	24	0.00			95				
A-C	118	29	0.00			118				

16:30 - 16:45

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	178	44	0.00	515	0.345	177	0.4	0.5	10.831	B
C-AB	95	24	0.00	715	0.133	95	0.2	0.2	5.961	A
C-A	153	38	0.00			153				
A-B	114	28	0.00			114				
A-C	141	35	0.00			141				

16:45 - 17:00

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	218	54	0.00	497	0.438	217	0.5	0.8	13.035	B
C-AB	125	31	0.00	729	0.172	125	0.2	0.3	6.145	A
C-A	179	45	0.00			179				
A-B	140	35	0.00			140				
A-C	172	43	0.00			172				

17:00 - 17:15

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	218	54	0.00	497	0.438	218	0.8	0.8	13.125	B
C-AB	125	31	0.00	729	0.172	125	0.3	0.3	6.169	A
C-A	179	45	0.00			179				
A-B	140	35	0.00			140				
A-C	172	43	0.00			172				

17:15 - 17:30

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	178	44	0.00	515	0.345	179	0.8	0.5	10.930	B
C-AB	95	24	0.00	715	0.133	96	0.3	0.2	6.007	A
C-A	153	38	0.00			153				
A-B	114	28	0.00			114				
A-C	141	35	0.00			141				

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	149	37	0.00	528	0.282	149	0.5	0.4	9.696	A
C-AB	76	19	0.00	705	0.108	76	0.2	0.2	5.878	A
C-A	132	33	0.00			132				
A-B	95	24	0.00			95				
A-C	118	29	0.00			118				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D5 - 2027 | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		6.17	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		6.17	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	2027	Do-something	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G1) +D15+D17

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	271	100.000
B		ONE HOUR	✓	216	100.000
C		ONE HOUR	✓	231	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	126	145
B	144	0	73
C	127	104	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0.94	7
B	5	0	2
C	7	2	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	0.51	16.43	1.1	C	199	298
C-AB	0.21	6.91	0.3	A	116	174
C-A					96	144
A-B					115	173
A-C					133	200

Main Results for each time segment

08:00 - 08:15

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	163	41	0.00	498	0.327	161	0.0	0.5	11.020	B
C-AB	91	23	0.00	673	0.135	90	0.0	0.2	6.333	A
C-A	83	21	0.00			83				
A-B	95	24	0.00			95				
A-C	109	27	0.00			109				

08:15 - 08:30

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	195	49	0.00	484	0.402	194	0.5	0.7	12.822	B
C-AB	113	28	0.00	676	0.166	112	0.2	0.2	6.555	A
C-A	95	24	0.00			95				
A-B	113	28	0.00			113				
A-C	130	33	0.00			130				

08:30 - 08:45

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	238	60	0.00	465	0.512	237	0.7	1.1	16.227	C
C-AB	144	36	0.00	681	0.212	144	0.2	0.3	6.894	A
C-A	110	28	0.00			110				
A-B	138	35	0.00			138				
A-C	160	40	0.00			160				

08:45 - 09:00

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	238	60	0.00	465	0.512	238	1.1	1.1	16.430	C
C-AB	144	36	0.00	681	0.212	144	0.3	0.3	6.912	A
C-A	110	28	0.00			110				
A-B	138	35	0.00			138				
A-C	160	40	0.00			160				

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	195	49	0.00	484	0.402	196	1.1	0.7	13.027	B
C-AB	113	28	0.00	676	0.167	113	0.3	0.2	6.582	A
C-A	95	24	0.00			95				
A-B	113	28	0.00			113				
A-C	130	33	0.00			130				

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	163	41	0.00	497	0.328	164	0.7	0.5	11.211	B
C-AB	91	23	0.00	673	0.136	92	0.2	0.2	6.361	A
C-A	83	21	0.00			83				
A-B	95	24	0.00			95				
A-C	109	27	0.00			109				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D6 - 2027 | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		4.39	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		4.39	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	2027	Do-something	PM	ONE HOUR	16:15	17:45	15	✓	Simple	(D2*G1) +D16+D18

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	286	100.000
B		ONE HOUR	✓	201	100.000
C		ONE HOUR	✓	278	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	130	157
B	93	0	108
C	196	82	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0.93	7
B	2	0	2
C	12	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	0.45	13.31	0.8	B	185	277
C-AB	0.18	6.21	0.3	A	101	152
C-A					154	231
A-B					119	179
A-C					144	216

Main Results for each time segment

16:15 - 16:30

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	151	38	0.00	529	0.286	150	0.0	0.4	9.646	A
C-AB	78	19	0.00	705	0.110	77	0.0	0.2	5.868	A
C-A	131	33	0.00			131				
A-B	98	24	0.00			98				
A-C	118	29	0.00			118				

16:30 - 16:45

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	181	45	0.00	515	0.351	180	0.4	0.5	10.928	B
C-AB	98	24	0.00	714	0.137	98	0.2	0.2	5.988	A
C-A	152	38	0.00			152				
A-B	117	29	0.00			117				
A-C	141	35	0.00			141				

16:45 - 17:00

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	221	55	0.00	497	0.446	220	0.5	0.8	13.215	B
C-AB	128	32	0.00	728	0.176	128	0.2	0.3	6.185	A
C-A	178	44	0.00			178				
A-B	143	36	0.00			143				
A-C	172	43	0.00			172				

17:00 - 17:15

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	221	55	0.00	497	0.446	221	0.8	0.8	13.311	B
C-AB	128	32	0.00	728	0.176	128	0.3	0.3	6.212	A
C-A	178	44	0.00			178				
A-B	143	36	0.00			143				
A-C	172	43	0.00			172				

17:15 - 17:30

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	181	45	0.00	515	0.351	182	0.8	0.6	11.033	B
C-AB	98	24	0.00	714	0.137	98	0.3	0.2	6.037	A
C-A	152	38	0.00			152				
A-B	117	29	0.00			117				
A-C	141	35	0.00			141				

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	151	38	0.00	528	0.287	152	0.6	0.4	9.762	A
C-AB	78	20	0.00	705	0.111	78	0.2	0.2	5.904	A
C-A	131	33	0.00			131				
A-B	98	24	0.00			98				
A-C	118	29	0.00			118				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D7 - 2032 | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		6.78	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		6.78	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	2032	Do-nothing	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G2)+D15

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	✓	231	100.000
C		ONE HOUR	✓	252	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	137	156
B	153	0	78
C	139	113	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0.96	7
B	5	0	2
C	7	2	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	0.56	18.47	1.3	C	212	318
C-AB	0.23	7.09	0.4	A	129	193
C-A					103	154
A-B					126	188
A-C					144	215

Main Results for each time segment

08:00 - 08:15

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	174	43	0.00	492	0.354	172	0.0	0.6	11.598	B
C-AB	101	25	0.00	675	0.149	100	0.0	0.2	6.419	A
C-A	89	22	0.00			89				
A-B	103	26	0.00			103				
A-C	118	29	0.00			118				

08:15 - 08:30

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	208	52	0.00	477	0.436	207	0.6	0.8	13.786	B
C-AB	125	31	0.00	679	0.184	124	0.2	0.3	6.675	A
C-A	102	26	0.00			102				
A-B	123	31	0.00			123				
A-C	141	35	0.00			141				

08:30 - 08:45

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	254	64	0.00	456	0.558	253	0.8	1.3	18.154	C
C-AB	161	40	0.00	684	0.235	160	0.3	0.4	7.074	A
C-A	117	29	0.00			117				
A-B	151	38	0.00			151				
A-C	172	43	0.00			172				

08:45 - 09:00

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	254	64	0.00	456	0.558	254	1.3	1.3	18.474	C
C-AB	161	40	0.00	684	0.235	161	0.4	0.4	7.092	A
C-A	117	29	0.00			117				
A-B	151	38	0.00			151				
A-C	172	43	0.00			172				

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	208	52	0.00	477	0.436	210	1.3	0.8	14.079	B
C-AB	125	31	0.00	679	0.184	125	0.4	0.3	6.707	A
C-A	102	25	0.00			102				
A-B	123	31	0.00			123				
A-C	141	35	0.00			141				

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	174	43	0.00	491	0.354	175	0.8	0.6	11.839	B
C-AB	101	25	0.00	675	0.149	101	0.3	0.2	6.450	A
C-A	89	22	0.00			89				
A-B	103	26	0.00			103				
A-C	118	29	0.00			118				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D8 - 2032 | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		4.80	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		4.80	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
D8	2032	Do-nothing	PM	ONE HOUR	16:15	17:45	15	✓	Simple	(D2*G2)+D16

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	310	100.000
B		ONE HOUR	✓	217	100.000
C		ONE HOUR	✓	301	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	139	171
B	101	0	116
C	213	87	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0.96	7
B	2	0	2
C	12	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	0.49	14.76	1.0	B	200	299
C-AB	0.19	6.30	0.3	A	111	167
C-A					164	246
A-B					128	192
A-C					157	236

Main Results for each time segment

16:15 - 16:30

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	164	41	0.00	522	0.313	162	0.0	0.5	10.129	B
C-AB	85	21	0.00	709	0.120	84	0.0	0.2	5.906	A
C-A	141	35	0.00			141				
A-B	105	26	0.00			105				
A-C	129	32	0.00			129				

16:30 - 16:45

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	195	49	0.00	508	0.385	195	0.5	0.6	11.691	B
C-AB	107	27	0.00	720	0.149	107	0.2	0.2	6.043	A
C-A	163	41	0.00			163				
A-B	125	31	0.00			125				
A-C	154	38	0.00			154				

16:45 - 17:00

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	239	60	0.00	488	0.491	238	0.6	1.0	14.610	B
C-AB	142	35	0.00	735	0.193	141	0.2	0.3	6.268	A
C-A	189	47	0.00			189				
A-B	153	38	0.00			153				
A-C	189	47	0.00			189				

17:00 - 17:15

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	239	60	0.00	488	0.491	239	1.0	1.0	14.759	B
C-AB	142	35	0.00	735	0.193	142	0.3	0.3	6.296	A
C-A	189	47	0.00			189				
A-B	153	38	0.00			153				
A-C	189	47	0.00			189				

17:15 - 17:30

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	195	49	0.00	508	0.385	197	1.0	0.7	11.844	B
C-AB	107	27	0.00	720	0.149	108	0.3	0.2	6.092	A
C-A	163	41	0.00			163				
A-B	125	31	0.00			125				
A-C	154	38	0.00			154				

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	164	41	0.00	522	0.313	164	0.7	0.5	10.275	B
C-AB	85	21	0.00	709	0.120	86	0.2	0.2	5.942	A
C-A	141	35	0.00			141				
A-B	105	26	0.00			105				
A-C	129	32	0.00			129				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D9 - 2032 | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		7.06	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		7.06	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	2032	Do-something	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G2) +D15+D17

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	294	100.000
B		ONE HOUR	✓	237	100.000
C		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To A	To B	To C
	A	0	138	156
	B	157	0	80
	C	139	114	0

Vehicle Mix

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

Heavy Vehicle %

From		To A	To B	To C
	A	0	0.95	7
	B	5	0	2
	C	7	2	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	0.57	19.12	1.4	C	218	326
C-AB	0.24	7.11	0.4	A	130	195
C-A					102	154
A-B					127	190
A-C					144	215

Main Results for each time segment

08:00 - 08:15

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	178	45	0.00	491	0.363	176	0.0	0.6	11.755	B
C-AB	102	25	0.00	675	0.151	101	0.0	0.2	6.430	A
C-A	89	22	0.00			89				
A-B	104	26	0.00			104				
A-C	118	29	0.00			118				

08:15 - 08:30

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	213	53	0.00	476	0.447	212	0.6	0.8	14.069	B
C-AB	126	31	0.00	678	0.185	126	0.2	0.3	6.690	A
C-A	102	25	0.00			102				
A-B	124	31	0.00			124				
A-C	141	35	0.00			141				

08:30 - 08:45

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	261	65	0.00	456	0.573	259	0.8	1.3	18.751	C
C-AB	162	41	0.00	684	0.237	162	0.3	0.4	7.096	A
C-A	117	29	0.00			117				
A-B	152	38	0.00			152				
A-C	172	43	0.00			172				

08:45 - 09:00

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	261	65	0.00	456	0.573	261	1.3	1.4	19.119	C
C-AB	162	41	0.00	684	0.237	162	0.4	0.4	7.114	A
C-A	117	29	0.00			117				
A-B	152	38	0.00			152				
A-C	172	43	0.00			172				

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	213	53	0.00	476	0.447	215	1.4	0.9	14.393	B
C-AB	126	31	0.00	679	0.186	126	0.4	0.3	6.719	A
C-A	102	25	0.00			102				
A-B	124	31	0.00			124				
A-C	141	35	0.00			141				

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	178	45	0.00	491	0.363	180	0.9	0.6	12.016	B
C-AB	102	25	0.00	675	0.151	102	0.3	0.2	6.461	A
C-A	89	22	0.00			89				
A-B	104	26	0.00			104				
A-C	118	29	0.00			118				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D10 - 2032 | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		4.90	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		4.90	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	2032	Do-something	PM	ONE HOUR	16:15	17:45	15	✓	Simple	(D2*G2) +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	✓	221	100.000
C		ONE HOUR	✓	303	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	142	171
B	102	0	119
C	213	89	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0.94	7
B	2	0	2
C	12	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	0.50	15.00	1.0	B	203	304
C-AB	0.20	6.34	0.4	A	114	171
C-A					164	245
A-B					130	196
A-C					157	236

Main Results for each time segment

16:15 - 16:30

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	166	42	0.00	522	0.318	164	0.0	0.5	10.196	B
C-AB	87	22	0.00	708	0.123	86	0.0	0.2	5.930	A
C-A	141	35	0.00			141				
A-B	107	27	0.00			107				
A-C	129	32	0.00			129				

16:30 - 16:45

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	199	50	0.00	508	0.391	198	0.5	0.6	11.807	B
C-AB	110	27	0.00	719	0.153	110	0.2	0.2	6.074	A
C-A	162	41	0.00			162				
A-B	128	32	0.00			128				
A-C	154	38	0.00			154				

16:45 - 17:00

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	243	61	0.00	488	0.499	242	0.6	1.0	14.839	B
C-AB	145	36	0.00	734	0.198	145	0.2	0.3	6.311	A
C-A	188	47	0.00			188				
A-B	157	39	0.00			157				
A-C	189	47	0.00			189				

17:00 - 17:15

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	243	61	0.00	488	0.499	243	1.0	1.0	14.999	B
C-AB	145	36	0.00	734	0.198	145	0.3	0.4	6.339	A
C-A	188	47	0.00			188				
A-B	157	39	0.00			157				
A-C	189	47	0.00			189				

17:15 - 17:30

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	199	50	0.00	508	0.391	200	1.0	0.7	11.966	B
C-AB	110	27	0.00	719	0.153	110	0.4	0.3	6.124	A
C-A	162	40	0.00			162				
A-B	128	32	0.00			128				
A-C	154	38	0.00			154				

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	166	42	0.00	522	0.318	167	0.7	0.5	10.352	B
C-AB	87	22	0.00	709	0.123	88	0.3	0.2	5.968	A
C-A	140	35	0.00			140				
A-B	107	27	0.00			107				
A-C	129	32	0.00			129				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D11 - 2042 | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		8.19	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		8.19	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	2042	Do-nothing	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G3)+D15

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	322	100.000
B		ONE HOUR	✓	256	100.000
C		ONE HOUR	✓	279	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	152	170
B	170	0	86
C	154	125	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0.96	7
B	5	0	2
C	7	2	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	0.63	22.83	1.7	C	235	352
C-AB	0.27	7.37	0.5	A	146	219
C-A					110	165
A-B					139	209
A-C					156	235

Main Results for each time segment

08:00 - 08:15

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	193	48	0.00	484	0.398	190	0.0	0.7	12.599	B
C-AB	114	28	0.00	677	0.168	113	0.0	0.2	6.544	A
C-A	96	24	0.00			96				
A-B	114	29	0.00			114				
A-C	128	32	0.00			128				

08:15 - 08:30

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	230	58	0.00	468	0.492	229	0.7	1.0	15.570	C
C-AB	141	35	0.00	681	0.208	141	0.2	0.3	6.853	A
C-A	109	27	0.00			109				
A-B	136	34	0.00			136				
A-C	153	38	0.00			153				

08:30 - 08:45

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	282	70	0.00	445	0.634	279	1.0	1.7	22.137	C
C-AB	183	46	0.00	688	0.267	183	0.3	0.5	7.342	A
C-A	124	31	0.00			124				
A-B	167	42	0.00			167				
A-C	188	47	0.00			188				

08:45 - 09:00

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	282	70	0.00	445	0.634	282	1.7	1.7	22.833	C
C-AB	183	46	0.00	688	0.267	183	0.5	0.5	7.371	A
C-A	124	31	0.00			124				
A-B	167	42	0.00			167				
A-C	188	47	0.00			188				

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	230	58	0.00	467	0.492	233	1.7	1.0	16.121	C
C-AB	142	35	0.00	682	0.208	142	0.5	0.3	6.891	A
C-A	109	27	0.00			109				
A-B	136	34	0.00			136				
A-C	153	38	0.00			153				

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	193	48	0.00	484	0.398	194	1.0	0.7	12.959	B
C-AB	114	28	0.00	677	0.168	114	0.3	0.3	6.581	A
C-A	96	24	0.00			96				
A-B	114	29	0.00			114				
A-C	128	32	0.00			128				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D12 - 2042 | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		5.57	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		5.57	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	2042	Do-nothing	PM	ONE HOUR	16:15	17:45	15	✓	Simple	(D2*G3)+D16

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	343	100.000
B		ONE HOUR	✓	241	100.000
C		ONE HOUR	✓	330	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	154	189
B	112	0	129
C	234	97	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0.96	7
B	2	0	2
C	12	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	0.56	17.39	1.3	C	221	332
C-AB	0.22	6.47	0.4	A	128	192
C-A					175	263
A-B					142	212
A-C					173	260

Main Results for each time segment

16:15 - 16:30

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	182	45	0.00	515	0.353	180	0.0	0.5	10.873	B
C-AB	97	24	0.00	714	0.136	96	0.0	0.2	5.982	A
C-A	152	38	0.00			152				
A-B	116	29	0.00			116				
A-C	142	36	0.00			142				

16:30 - 16:45

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	217	54	0.00	499	0.435	216	0.5	0.8	12.935	B
C-AB	123	31	0.00	726	0.169	122	0.2	0.3	6.152	A
C-A	174	44	0.00			174				
A-B	139	35	0.00			139				
A-C	170	42	0.00			170				

16:45 - 17:00

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	266	66	0.00	476	0.558	264	0.8	1.2	17.100	C
C-AB	164	41	0.00	743	0.220	163	0.3	0.4	6.436	A
C-A	200	50	0.00			200				
A-B	170	42	0.00			170				
A-C	208	52	0.00			208				

17:00 - 17:15

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	266	66	0.00	476	0.558	266	1.2	1.3	17.386	C
C-AB	164	41	0.00	743	0.220	164	0.4	0.4	6.472	A
C-A	200	50	0.00			200				
A-B	170	42	0.00			170				
A-C	208	52	0.00			208				

17:15 - 17:30

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	217	54	0.00	499	0.435	219	1.3	0.8	13.195	B
C-AB	123	31	0.00	726	0.169	123	0.4	0.3	6.211	A
C-A	174	44	0.00			174				
A-B	139	35	0.00			139				
A-C	170	42	0.00			170				

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	182	45	0.00	515	0.353	183	0.8	0.6	11.086	B
C-AB	97	24	0.00	714	0.136	97	0.3	0.2	6.025	A
C-A	152	38	0.00			152				
A-B	116	29	0.00			116				
A-C	142	36	0.00			142				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D13 - 2042 | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		8.59	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		8.59	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
D13	2042	Do-something	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G3) +D15+D17

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	323	100.000
B		ONE HOUR	✓	262	100.000
C		ONE HOUR	✓	280	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To A	B	C
	A	0	153	170
	B	174	0	88
	C	154	126	0

Vehicle Mix

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

Heavy Vehicle %

From		To A	B	C
	A	0	0.95	7
	B	5	0	2
	C	7	2	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	0.65	23.82	1.9	C	240	361
C-AB	0.27	7.39	0.5	A	147	221
C-A					110	164
A-B					140	210
A-C					156	235

Main Results for each time segment

08:00 - 08:15

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	197	49	0.00	484	0.408	195	0.0	0.7	12.787	B
C-AB	115	29	0.00	677	0.169	114	0.0	0.2	6.556	A
C-A	96	24	0.00			96				
A-B	115	29	0.00			115				
A-C	128	32	0.00			128				

08:15 - 08:30

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	236	59	0.00	467	0.504	234	0.7	1.0	15.928	C
C-AB	143	36	0.00	681	0.209	142	0.2	0.3	6.869	A
C-A	109	27	0.00			109				
A-B	137	34	0.00			137				
A-C	153	38	0.00			153				

08:30 - 08:45

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	289	72	0.00	445	0.649	285	1.0	1.8	23.011	C
C-AB	185	46	0.00	687	0.269	184	0.3	0.5	7.368	A
C-A	124	31	0.00			124				
A-B	168	42	0.00			168				
A-C	188	47	0.00			188				

08:45 - 09:00

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	289	72	0.00	444	0.649	288	1.8	1.9	23.823	C
C-AB	185	46	0.00	688	0.269	185	0.5	0.5	7.393	A
C-A	123	31	0.00			123				
A-B	168	42	0.00			168				
A-C	188	47	0.00			188				

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	236	59	0.00	467	0.504	239	1.9	1.1	16.550	C
C-AB	143	36	0.00	681	0.210	143	0.5	0.3	6.905	A
C-A	109	27	0.00			109				
A-B	137	34	0.00			137				
A-C	153	38	0.00			153				

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	197	49	0.00	483	0.408	199	1.1	0.7	13.176	B
C-AB	115	29	0.00	677	0.170	115	0.3	0.3	6.596	A
C-A	96	24	0.00			96				
A-B	115	29	0.00			115				
A-C	128	32	0.00			128				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D14 - 2042 | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		5.70	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		5.70	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	2042	Do-something	PM	ONE HOUR	16:15	17:45	15	✓	Simple	(D2*G3) +D16+D18

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	346	100.000
B		ONE HOUR	✓	245	100.000
C		ONE HOUR	✓	332	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	157	189
B	113	0	131
C	234	99	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0.94	7
B	2	0	2
C	12	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	0.57	17.73	1.3	C	225	337
C-AB	0.23	6.52	0.4	A	130	196
C-A					175	262
A-B					144	217
A-C					173	260

Main Results for each time segment

16:15 - 16:30

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	184	46	0.00	515	0.358	182	0.0	0.6	10.955	B
C-AB	99	25	0.00	713	0.138	98	0.0	0.2	6.007	A
C-A	151	38	0.00			151				
A-B	118	30	0.00			118				
A-C	142	36	0.00			142				

16:30 - 16:45

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	220	55	0.00	499	0.441	219	0.6	0.8	13.078	B
C-AB	125	31	0.00	725	0.173	125	0.2	0.3	6.184	A
C-A	173	43	0.00			173				
A-B	141	35	0.00			141				
A-C	170	42	0.00			170				

16:45 - 17:00

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	269	67	0.00	476	0.566	267	0.8	1.3	17.413	C
C-AB	167	42	0.00	742	0.225	166	0.3	0.4	6.483	A
C-A	199	50	0.00			199				
A-B	173	43	0.00			173				
A-C	208	52	0.00			208				

17:00 - 17:15

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	269	67	0.00	476	0.566	269	1.3	1.3	17.725	C
C-AB	167	42	0.00	742	0.225	167	0.4	0.4	6.517	A
C-A	199	50	0.00			199				
A-B	173	43	0.00			173				
A-C	208	52	0.00			208				

17:15 - 17:30

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	220	55	0.00	499	0.441	222	1.3	0.8	13.353	B
C-AB	126	31	0.00	725	0.173	126	0.4	0.3	6.243	A
C-A	173	43	0.00			173				
A-B	141	35	0.00			141				
A-C	170	42	0.00			170				

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	184	46	0.00	515	0.358	185	0.8	0.6	11.175	B
C-AB	99	25	0.00	713	0.139	99	0.3	0.2	6.053	A
C-A	151	38	0.00			151				
A-B	118	30	0.00			118				
A-C	142	36	0.00			142				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D15 - | Com. Dev. | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		1.52	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		1.52	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	Com. Dev.	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	39	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	16	100.000

Origin-Destination Data

Demand (PCU/hr)

From\To		A	B	C
	A	0	6	33
	B	7	0	4
	C	11	5	0

Vehicle Mix

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

Heavy Vehicle %

From\To		A	B	C
	A	0	0	20
	B	0	0	0
	C	20	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	0.02	6.61	0.0	A	10	15
C-AB	0.01	5.54	0.0	A	5	7
C-A					10	15
A-B					6	8
A-C					31	46

Main Results for each time segment

08:00 - 08:15

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	8	2	0.00	561	0.015	8	0.0	0.0	6.513	A
C-AB	4	0.95	0.00	659	0.006	4	0.0	0.0	5.508	A
C-A	8	2	0.00			8				
A-B	5	1	0.00			5				
A-C	25	6	0.00			25				

08:15 - 08:30

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	10	2	0.00	559	0.018	10	0.0	0.0	6.551	A
C-AB	5	1	0.00	658	0.007	5	0.0	0.0	5.519	A
C-A	10	2	0.00			10				
A-B	5	1	0.00			5				
A-C	30	8	0.00			30				

08:30 - 08:45

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	12	3	0.00	557	0.022	12	0.0	0.0	6.605	A
C-AB	6	1	0.00	658	0.009	6	0.0	0.0	5.536	A
C-A	12	3	0.00			12				
A-B	7	2	0.00			7				
A-C	37	9	0.00			37				

08:45 - 09:00

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	12	3	0.00	557	0.022	12	0.0	0.0	6.605	A
C-AB	6	1	0.00	658	0.009	6	0.0	0.0	5.539	A
C-A	12	3	0.00			12				
A-B	7	2	0.00			7				
A-C	37	9	0.00			37				

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	10	2	0.00	559	0.018	10	0.0	0.0	6.554	A
C-AB	5	1	0.00	658	0.007	5	0.0	0.0	5.522	A
C-A	10	2	0.00			10				
A-B	5	1	0.00			5				
A-C	30	8	0.00			30				

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	8	2	0.00	561	0.015	8	0.0	0.0	6.513	A
C-AB	4	0.95	0.00	659	0.006	4	0.0	0.0	5.512	A
C-A	8	2	0.00			8				
A-B	5	1	0.00			5				
A-C	25	6	0.00			25				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D16 - | Com. Dev. | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		1.11	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		1.11	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	Com. Dev.	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	22	100.000
B		ONE HOUR	✓	7	100.000
C		ONE HOUR	✓	38	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	6	16
B	4	0	3
C	33	5	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0	20
B	0	0	0
C	20	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	6.42	0.0	A	6	10
C-AB	0.01	5.42	0.0	A	5	7
C-A					30	45
A-B					6	8
A-C					14	21

Main Results for each time segment

16:15 - 16:30

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	5	1	0.00	572	0.009	5	0.0	0.0	6.355	A
C-AB	4	0.98	0.00	672	0.006	4	0.0	0.0	5.418	A
C-A	24	6	0.00			24				
A-B	5	1	0.00			5				
A-C	12	3	0.00			12				

16:30 - 16:45

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	2	0.00	570	0.011	6	0.0	0.0	6.381	A
C-AB	5	1	0.00	675	0.007	5	0.0	0.0	5.410	A
C-A	29	7	0.00			29				
A-B	5	1	0.00			5				
A-C	14	4	0.00			14				

16:45 - 17:00

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	8	2	0.00	569	0.014	8	0.0	0.0	6.418	A
C-AB	6	1	0.00	678	0.009	6	0.0	0.0	5.401	A
C-A	36	9	0.00			36				
A-B	7	2	0.00			7				
A-C	17	4	0.00			17				

17:00 - 17:15

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	8	2	0.00	568	0.014	8	0.0	0.0	6.418	A
C-AB	6	1	0.00	678	0.009	6	0.0	0.0	5.405	A
C-A	36	9	0.00			36				
A-B	7	2	0.00			7				
A-C	17	4	0.00			17				

17:15 - 17:30

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	6	2	0.00	570	0.011	6	0.0	0.0	6.382	A
C-AB	5	1	0.00	675	0.007	5	0.0	0.0	5.418	A
C-A	29	7	0.00			29				
A-B	5	1	0.00			5				
A-C	14	4	0.00			14				

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	5	1	0.00	572	0.009	5	0.0	0.0	6.358	A
C-AB	4	0.98	0.00	672	0.006	4	0.0	0.0	5.424	A
C-A	24	6	0.00			24				
A-B	5	1	0.00			5				
A-C	12	3	0.00			12				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D17 - | Development | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		6.44	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		6.44	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	Development	AM	ONE HOUR	08:00	09:30	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	✓	6	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	2
	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	6.44	0.0	A	6	8
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

08:00 - 08:15

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	5	1	0.00	565	0.008	4	0.0	0.0	6.419	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				

08:15 - 08:30

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	5	1	0.00	565	0.010	5	0.0	0.0	6.429	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				

08:30 - 08:45

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	7	2	0.00	565	0.012	7	0.0	0.0	6.443	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				

08:45 - 09:00

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	7	2	0.00	565	0.012	7	0.0	0.0	6.443	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				

09:00 - 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	5	1	0.00	565	0.010	5	0.0	0.0	6.429	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	5	1	0.00	565	0.008	5	0.0	0.0	6.419	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				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D18 - | Development | 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	Raheen Woods/L3103	T-Junction	Two-way	Two-way	Two-way		0.00	F

Junction Network

Driving side	Lighting	In London	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	Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	3	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

From\To	A	B	C
A	0	3	0
B	1	0	2
C	0	2	0

Vehicle Mix

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

Heavy Vehicle %

From\To	A	B	C
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

16:15 - 16:30

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	589	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				

16:30 - 16:45

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	589	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				

16:45 - 17:00

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	589	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				

17:00 - 17:15

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	589	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				

17:15 - 17:30

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	589	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				

17:30 - 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	589	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				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

From		To A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

TRL THE FUTURE OF TRANSPORT

Junctions 11
PICADY 11 - Priority Intersection Module
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Filename: 252139 - JCT2.j11
Path: C:\Users\AngelikiKalatha\OneDrive - ORS\252139 TTA - New Resi Dev, Raheen & Pairc na hAbhainn, Athenry, Galway - Documents\01_WIP\Design\13g_Transportation_Reports\01_TTA\01_Raheen_site\01_WIP\03_JUNCTIONS11
Report generation date: 16/12/2025 17:58:26

Summary of junction performance

		AM				PM		
	Set ID	Queue (PCU)	RFC	LOS	Set ID	Queue (PCU)	RFC	LOS
2025 - Base								
Stream B-AC	D1	0.5	0.33	B	D2	0.9	0.48	B
Stream C-AB		0.2	0.12	A		0.1	0.05	A
2027 - Do-nothing								
Stream B-AC	D3	0.8	0.43	B	D4	1.4	0.59	C
Stream C-AB		0.2	0.15	A		0.1	0.07	A
2027 - Do-something								
Stream B-AC	D5	0.8	0.45	B	D6	1.5	0.60	C
Stream C-AB		0.2	0.15	A		0.1	0.07	A
2032 - Do-nothing								
Stream B-AC	D7	0.9	0.48	C	D8	1.8	0.65	C
Stream C-AB		0.2	0.16	A		0.1	0.08	A
2032 - Do-something								
Stream B-AC	D9	1.0	0.49	C	D10	1.9	0.66	C
Stream C-AB		0.2	0.16	A		0.1	0.08	A
2042 - Do-nothing								
Stream B-AC	D11	1.1	0.53	C	D12	2.5	0.73	D
Stream C-AB		0.3	0.18	A		0.1	0.08	A
2042 - Do-something								
Stream B-AC	D13	1.2	0.55	C	D14	2.7	0.74	D
Stream C-AB		0.3	0.19	A		0.1	0.09	A
- Com. Dev.								
Stream B-AC	D15	0.1	0.07	A	D16	0.1	0.05	A
Stream C-AB		0.0	0.01	A		0.0	0.01	A
- Development								
Stream B-AC	D17	0.0	0.01	A	D18	0.0	0.00	A
Stream C-AB		0.0	0.00	A		0.0	0.00	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	252139
Location	Gort Mhaoilir
Site number	
Date	15/12/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\AngelikiKalatha
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

PICADY short flare model	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
PICADY 4.1	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	2025	Base	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2027	Do-nothing	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G1)+D15
D4	2027	Do-nothing	PM	ONE HOUR	16:45	18:15	15	✓	Simple	(D2*G1)+D16
D5	2027	Do-something	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G1) +D15+D17
D6	2027	Do-something	PM	ONE HOUR	16:45	18:15	15	✓	Simple	(D2*G1) +D16+D18
D7	2032	Do-nothing	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G2)+D15
D8	2032	Do-nothing	PM	ONE HOUR	16:45	18:15	15	✓	Simple	(D2*G2)+D16
D9	2032	Do-something	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G2) +D15+D17
D10	2032	Do-something	PM	ONE HOUR	16:45	18:15	15	✓	Simple	(D2*G2) +D16+D18
D11	2042	Do-nothing	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G3)+D15
D12	2042	Do-nothing	PM	ONE HOUR	16:45	18:15	15	✓	Simple	(D2*G3)+D16
D13	2042	Do-something	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G3) +D15+D17
D14	2042	Do-something	PM	ONE HOUR	16:45	18:15	15	✓	Simple	(D2*G3) +D16+D18
D15		Com. Dev.	AM	ONE HOUR	08:00	09:30	15	✓		
D16		Com. Dev.	PM	ONE HOUR	16:45	18:15	15	✓		
D17		Development	AM	ONE HOUR	08:00	09:30	15	✓		
D18		Development	PM	ONE HOUR	16:45	18:15	15	✓		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2027		1.0525
G2	2032		1.1613
G3	2042		1.2932

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

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		4.15	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		4.15	A

Arms

Arms

Arm	Name	Description	Arm type
A	R3105, SE		Major
B	Rahhen Woods		Minor
C	L3105, NW		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	6.00			200.0	✓	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	3.00	23	30

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	500	0.091	0.230	0.145	0.329
B-C	643	0.099	0.249	-	-
C-B	690	0.267	0.267	-	-

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	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	199	100.000
B		ONE HOUR	✓	136	100.000
C		ONE HOUR	✓	150	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	147	52
	B	108	0	28
	C	85	65	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	2	4
	B	0	0	0
	C	0	2	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	0.33	11.54	0.5	B	125	188
C-AB	0.12	6.01	0.2	A	68	101
C-A					70	105
A-B					135	203
A-C					48	72

Main Results for each time segment

08:00 - 08:15

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	103	26	0.00	482	0.213	102	0.0	0.3	9.444	A
C-AB	54	13	0.00	691	0.078	54	0.0	0.1	5.751	A
C-A	59	15	0.00			59				
A-B	111	28	0.00			111				
A-C	39	10	0.00			39				

08:15 - 08:30

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	123	31	0.00	473	0.259	122	0.3	0.3	10.242	B
C-AB	66	16	0.00	691	0.095	66	0.1	0.1	5.859	A
C-A	69	17	0.00			69				
A-B	132	33	0.00			132				
A-C	47	12	0.00			47				

08:30 - 08:45

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	150	38	0.00	462	0.325	150	0.3	0.5	11.502	B
C-AB	83	21	0.00	692	0.120	83	0.1	0.2	6.012	A
C-A	82	21	0.00			82				
A-B	162	41	0.00			162				
A-C	57	14	0.00			57				

08:45 - 09:00

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	150	38	0.00	462	0.325	150	0.5	0.5	11.539	B
C-AB	83	21	0.00	692	0.120	83	0.2	0.2	6.012	A
C-A	82	21	0.00			82				
A-B	162	41	0.00			162				
A-C	57	14	0.00			57				

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	123	31	0.00	473	0.259	123	0.5	0.4	10.291	B
C-AB	66	16	0.00	691	0.095	66	0.2	0.1	5.862	A
C-A	69	17	0.00			69				
A-B	132	33	0.00			132				
A-C	47	12	0.00			47				

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	103	26	0.00	482	0.213	103	0.4	0.3	9.516	A
C-AB	54	13	0.00	691	0.078	54	0.1	0.1	5.757	A
C-A	59	15	0.00			59				
A-B	111	28	0.00			111				
A-C	39	10	0.00			39				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

From		To		
		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		6.30	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		6.30	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
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	189	100.000
B		ONE HOUR	✓	215	100.000
C		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

From\To	A	B	C
A	0	111	78
B	137	0	78
C	75	29	0

Vehicle Mix

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

Heavy Vehicle %

From\To	A	B	C
A	0	1	1
B	0	0	1
C	1	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	0.48	14.03	0.9	B	198	296
C-AB	0.05	5.54	0.1	A	30	44
C-A					65	98
A-B					102	153
A-C					71	107

Main Results for each time segment

16:45 - 17:00

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	162	41	0.00	510	0.318	160	0.0	0.5	10.277	B
C-AB	24	6	0.00	688	0.035	24	0.0	0.0	5.423	A
C-A	54	14	0.00			54				
A-B	83	21	0.00			83				
A-C	58	15	0.00			58				

17:00 - 17:15

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	194	48	0.00	503	0.384	193	0.5	0.6	11.609	B
C-AB	29	7	0.00	688	0.042	29	0.0	0.1	5.469	A
C-A	64	16	0.00			64				
A-B	100	25	0.00			100				
A-C	70	17	0.00			70				

17:15 - 17:30

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	237	59	0.00	494	0.479	236	0.6	0.9	13.913	B
C-AB	36	9	0.00	688	0.053	36	0.1	0.1	5.533	A
C-A	78	19	0.00			78				
A-B	122	31	0.00			122				
A-C	86	21	0.00			86				

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	237	59	0.00	494	0.480	237	0.9	0.9	14.031	B
C-AB	36	9	0.00	688	0.053	36	0.1	0.1	5.536	A
C-A	78	19	0.00			78				
A-B	122	31	0.00			122				
A-C	86	21	0.00			86				

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	194	48	0.00	503	0.384	195	0.9	0.6	11.743	B
C-AB	29	7	0.00	688	0.042	29	0.1	0.1	5.472	A
C-A	64	16	0.00			64				
A-B	100	25	0.00			100				
A-C	70	17	0.00			70				

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	162	41	0.00	510	0.318	163	0.6	0.5	10.426	B
C-AB	24	6	0.00	688	0.035	24	0.1	0.0	5.427	A
C-A	54	14	0.00			54				
A-B	83	21	0.00			83				
A-C	58	15	0.00			58				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D3 - 2027 | Do-nothing | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		4.88	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		4.88	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	2027	Do-nothing	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G1)+D15

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	251	100.000
B		ONE HOUR	✓	174	100.000
C		ONE HOUR	✓	203	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	174	78
B	140	0	33
C	128	75	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	2	3
B	0.90	0	0
C	0	2	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	0.43	14.50	0.8	B	159	239
C-AB	0.15	6.03	0.2	A	83	125
C-A					104	155
A-B					159	239
A-C					71	107

Main Results for each time segment

08:00 - 08:15

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	131	33	0.00	467	0.280	129	0.0	0.4	10.685	B
C-AB	65	16	0.00	702	0.093	65	0.0	0.1	5.740	A
C-A	88	22	0.00			88				
A-B	131	33	0.00			131				
A-C	59	15	0.00			59				

08:15 - 08:30

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	156	39	0.00	456	0.342	156	0.4	0.5	12.040	B
C-AB	81	20	0.00	705	0.114	80	0.1	0.2	5.858	A
C-A	102	26	0.00			102				
A-B	156	39	0.00			156				
A-C	70	17	0.00			70				

08:30 - 08:45

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	191	48	0.00	441	0.434	190	0.5	0.8	14.392	B
C-AB	103	26	0.00	709	0.146	103	0.2	0.2	6.030	A
C-A	121	30	0.00			121				
A-B	191	48	0.00			191				
A-C	86	21	0.00			86				

08:45 - 09:00

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	191	48	0.00	441	0.434	191	0.8	0.8	14.497	B
C-AB	103	26	0.00	709	0.146	103	0.2	0.2	6.031	A
C-A	121	30	0.00			121				
A-B	191	48	0.00			191				
A-C	86	21	0.00			86				

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	156	39	0.00	456	0.342	157	0.8	0.5	12.162	B
C-AB	81	20	0.00	705	0.115	81	0.2	0.2	5.862	A
C-A	102	26	0.00			102				
A-B	156	39	0.00			156				
A-C	70	17	0.00			70				

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	131	33	0.00	467	0.280	131	0.5	0.4	10.821	B
C-AB	66	16	0.00	702	0.093	66	0.2	0.1	5.749	A
C-A	88	22	0.00			88				
A-B	131	33	0.00			131				
A-C	59	15	0.00			59				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

TRL THE FUTURE OF TRANSPORT

D4 - 2027 | Do-nothing | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		7.56	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		7.56	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	2027	Do-nothing	PM	ONE HOUR	16:45	18:15	15	✓	Simple	(D2*G1)+D16

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	260	100.000
B		ONE HOUR	✓	252	100.000
C		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (PCU/hr)

From\To	A	B	C
A	0	133	128
B	164	0	88
C	105	35	0

Vehicle Mix

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

Heavy Vehicle %

From\To	A	B	C
A	0	0.88	0.64
B	0.58	0	0.94
C	0.75	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	0.59	18.66	1.4	C	231	347
C-AB	0.07	5.61	0.1	A	38	57
C-A					91	136
A-B					122	183
A-C					117	176

Main Results for each time segment

16:45 - 17:00

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	190	47	0.00	494	0.384	187	0.0	0.6	11.739	B
C-AB	30	8	0.00	688	0.044	30	0.0	0.1	5.471	A
C-A	75	19	0.00			75				
A-B	100	25	0.00			100				
A-C	96	24	0.00			96				

17:00 - 17:15

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	226	57	0.00	484	0.468	225	0.6	0.9	13.952	B
C-AB	37	9	0.00	689	0.054	37	0.1	0.1	5.529	A
C-A	89	22	0.00			89				
A-B	119	30	0.00			119				
A-C	115	29	0.00			115				

17:15 - 17:30

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	277	69	0.00	471	0.589	275	0.9	1.4	18.303	C
C-AB	47	12	0.00	689	0.068	47	0.1	0.1	5.611	A
C-A	107	27	0.00			107				
A-B	146	37	0.00			146				
A-C	141	35	0.00			141				

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	277	69	0.00	471	0.589	277	1.4	1.4	18.659	C
C-AB	47	12	0.00	689	0.068	47	0.1	0.1	5.615	A
C-A	107	27	0.00			107				
A-B	146	37	0.00			146				
A-C	141	35	0.00			141				

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	226	57	0.00	484	0.468	228	1.4	0.9	14.285	B
C-AB	37	9	0.00	689	0.054	37	0.1	0.1	5.535	A
C-A	89	22	0.00			89				
A-B	119	30	0.00			119				
A-C	115	29	0.00			115				

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	190	47	0.00	494	0.384	191	0.9	0.6	12.011	B
C-AB	30	8	0.00	688	0.044	30	0.1	0.1	5.478	A
C-A	75	19	0.00			75				
A-B	100	25	0.00			100				
A-C	96	24	0.00			96				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D5 - 2027 | Do-something | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		5.05	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		5.05	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	2027	Do-something	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G1) +D15+D17

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	252	100.000
B		ONE HOUR	✓	179	100.000
C		ONE HOUR	✓	205	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	175	78
B	144	0	34
C	128	76	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	2	3
B	0.87	0	0
C	0	2	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	0.45	14.85	0.8	B	164	246
C-AB	0.15	6.05	0.2	A	84	127
C-A					103	155
A-B					160	240
A-C					71	107

Main Results for each time segment

08:00 - 08:15

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	135	34	0.00	467	0.288	133	0.0	0.4	10.807	B
C-AB	66	17	0.00	701	0.095	66	0.0	0.1	5.749	A
C-A	88	22	0.00			88				
A-B	131	33	0.00			131				
A-C	59	15	0.00			59				

08:15 - 08:30

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	161	40	0.00	456	0.352	160	0.4	0.5	12.234	B
C-AB	82	20	0.00	704	0.116	82	0.1	0.2	5.871	A
C-A	102	25	0.00			102				
A-B	157	39	0.00			157				
A-C	70	17	0.00			70				

08:30 - 08:45

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	197	49	0.00	441	0.446	196	0.5	0.8	14.730	B
C-AB	105	26	0.00	709	0.148	105	0.2	0.2	6.048	A
C-A	120	30	0.00			120				
A-B	192	48	0.00			192				
A-C	86	21	0.00			86				

08:45 - 09:00

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	197	49	0.00	441	0.447	197	0.8	0.8	14.849	B
C-AB	105	26	0.00	709	0.148	105	0.2	0.2	6.049	A
C-A	120	30	0.00			120				
A-B	192	48	0.00			192				
A-C	86	21	0.00			86				

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	161	40	0.00	456	0.353	162	0.8	0.6	12.365	B
C-AB	82	20	0.00	704	0.116	82	0.2	0.2	5.873	A
C-A	102	25	0.00			102				
A-B	157	39	0.00			157				
A-C	70	17	0.00			70				

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	135	34	0.00	467	0.288	135	0.6	0.4	10.954	B
C-AB	67	17	0.00	701	0.095	67	0.2	0.1	5.761	A
C-A	87	22	0.00			87				
A-B	131	33	0.00			131				
A-C	59	15	0.00			59				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D6 - 2027 | Do-something | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		7.72	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		7.72	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	2027	Do-something	PM	ONE HOUR	16:45	18:15	15	✓	Simple	(D2*G1) +D16+D18

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	264	100.000
B		ONE HOUR	✓	255	100.000
C		ONE HOUR	✓	141	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	137	128
	B	166	0	89
	C	105	36	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	0.85	0.64
	B	0.57	0	0.93
	C	0.75	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	0.60	19.05	1.5	C	234	351
C-AB	0.07	5.63	0.1	A	39	59
C-A					90	136
A-B					125	188
A-C					117	176

Main Results for each time segment

16:45 - 17:00

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	192	48	0.00	493	0.389	189	0.0	0.6	11.839	B
C-AB	31	8	0.00	687	0.045	31	0.0	0.1	5.485	A
C-A	75	19	0.00			75				
A-B	103	26	0.00			103				
A-C	96	24	0.00			96				

17:00 - 17:15

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	229	57	0.00	484	0.474	228	0.6	0.9	14.125	B
C-AB	38	9	0.00	688	0.055	38	0.1	0.1	5.546	A
C-A	89	22	0.00			89				
A-B	123	31	0.00			123				
A-C	115	29	0.00			115				

17:15 - 17:30

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	281	70	0.00	470	0.596	278	0.9	1.4	18.658	C
C-AB	48	12	0.00	688	0.070	48	0.1	0.1	5.632	A
C-A	107	27	0.00			107				
A-B	150	38	0.00			150				
A-C	141	35	0.00			141				

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	281	70	0.00	470	0.596	280	1.4	1.5	19.051	C
C-AB	48	12	0.00	688	0.070	48	0.1	0.1	5.634	A
C-A	107	27	0.00			107				
A-B	150	38	0.00			150				
A-C	141	35	0.00			141				

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	229	57	0.00	484	0.474	231	1.5	0.9	14.482	B
C-AB	38	9	0.00	688	0.055	38	0.1	0.1	5.551	A
C-A	89	22	0.00			89				
A-B	123	31	0.00			123				
A-C	115	29	0.00			115				

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	192	48	0.00	493	0.389	193	0.9	0.7	12.126	B
C-AB	31	8	0.00	688	0.045	31	0.1	0.1	5.492	A
C-A	75	19	0.00			75				
A-B	103	26	0.00			103				
A-C	96	24	0.00			96				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D7 - 2032 | Do-nothing | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		5.32	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		5.32	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	2032	Do-nothing	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G2)+D15

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	273	100.000
B		ONE HOUR	✓	189	100.000
C		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	190	83
	B	152	0	37
	C	138	82	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	2	3
	B	0.83	0	0
	C	0	2	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	0.48	15.96	0.9	C	173	260
C-AB	0.16	6.14	0.2	A	92	138
C-A					109	164
A-B					174	261
A-C					77	115

Main Results for each time segment

08:00 - 08:15

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	142	35	0.00	463	0.307	140	0.0	0.4	11.180	B
C-AB	72	18	0.00	702	0.103	72	0.0	0.1	5.800	A
C-A	93	23	0.00			93				
A-B	143	36	0.00			143				
A-C	63	16	0.00			63				

08:15 - 08:30

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	170	42	0.00	451	0.376	169	0.4	0.6	12.823	B
C-AB	90	22	0.00	705	0.127	89	0.1	0.2	5.936	A
C-A	108	27	0.00			108				
A-B	170	43	0.00			170				
A-C	75	19	0.00			75				

08:30 - 08:45

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	208	52	0.00	435	0.478	206	0.6	0.9	15.795	C
C-AB	115	29	0.00	710	0.162	115	0.2	0.2	6.140	A
C-A	127	32	0.00			127				
A-B	209	52	0.00			209				
A-C	92	23	0.00			92				

08:45 - 09:00

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	208	52	0.00	435	0.478	208	0.9	0.9	15.955	C
C-AB	115	29	0.00	710	0.162	115	0.2	0.2	6.144	A
C-A	127	32	0.00			127				
A-B	209	52	0.00			209				
A-C	92	23	0.00			92				

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	170	42	0.00	451	0.376	171	0.9	0.6	12.994	B
C-AB	90	22	0.00	705	0.127	90	0.2	0.2	5.939	A
C-A	108	27	0.00			108				
A-B	170	43	0.00			170				
A-C	75	19	0.00			75				

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	142	35	0.00	462	0.307	143	0.6	0.5	11.354	B
C-AB	73	18	0.00	702	0.103	73	0.2	0.1	5.812	A
C-A	93	23	0.00			93				
A-B	143	36	0.00			143				
A-C	63	16	0.00			63				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

From		To		
		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D8 - 2032 | Do-nothing | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		8.99	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		8.99	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
D8	2032	Do-nothing	PM	ONE HOUR	16:45	18:15	15	✓	Simple	(D2*G2)+D16

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	281	100.000
B		ONE HOUR	✓	275	100.000
C		ONE HOUR	✓	151	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	145	136
B	179	0	96
C	113	39	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0.89	0.66
B	0.53	0	0.94
C	0.77	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	0.65	22.16	1.8	C	253	379
C-AB	0.08	5.66	0.1	A	42	63
C-A					97	145
A-B					133	199
A-C					125	188

Main Results for each time segment

16:45 - 17:00

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	207	52	0.00	490	0.423	204	0.0	0.7	12.563	B
C-AB	33	8	0.00	688	0.048	33	0.0	0.1	5.497	A
C-A	81	20	0.00			81				
A-B	109	27	0.00			109				
A-C	103	26	0.00			103				

17:00 - 17:15

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	247	62	0.00	480	0.516	246	0.7	1.0	15.416	C
C-AB	41	10	0.00	689	0.059	41	0.1	0.1	5.561	A
C-A	95	24	0.00			95				
A-B	130	33	0.00			130				
A-C	122	31	0.00			122				

17:15 - 17:30

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	303	76	0.00	466	0.651	300	1.0	1.8	21.486	C
C-AB	52	13	0.00	689	0.075	52	0.1	0.1	5.653	A
C-A	115	29	0.00			115				
A-B	159	40	0.00			159				
A-C	150	37	0.00			150				

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	303	76	0.00	466	0.651	303	1.8	1.8	22.159	C
C-AB	52	13	0.00	689	0.075	52	0.1	0.1	5.657	A
C-A	115	29	0.00			115				
A-B	159	40	0.00			159				
A-C	150	37	0.00			150				

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	247	62	0.00	480	0.516	250	1.8	1.1	15.972	C
C-AB	41	10	0.00	689	0.059	41	0.1	0.1	5.565	A
C-A	95	24	0.00			95				
A-B	130	33	0.00			130				
A-C	122	31	0.00			122				

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	207	52	0.00	490	0.423	209	1.1	0.8	12.946	B
C-AB	33	8	0.00	688	0.048	33	0.1	0.1	5.504	A
C-A	81	20	0.00			81				
A-B	109	27	0.00			109				
A-C	103	26	0.00			103				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D9 - 2032 | Do-something | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		5.52	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		5.52	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	2032	Do-something	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G2) +D15+D17

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	274	100.000
B		ONE HOUR	✓	194	100.000
C		ONE HOUR	✓	221	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	191	83
B	156	0	38
C	138	83	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	2	3
B	0.81	0	0
C	0	2	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	0.49	16.38	1.0	C	178	266
C-AB	0.16	6.16	0.2	A	94	141
C-A					109	164
A-B					175	262
A-C					77	115

Main Results for each time segment

08:00 - 08:15

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	146	36	0.00	462	0.315	144	0.0	0.5	11.315	B
C-AB	73	18	0.00	702	0.105	73	0.0	0.1	5.810	A
C-A	93	23	0.00			93				
A-B	143	36	0.00			143				
A-C	63	16	0.00			63				

08:15 - 08:30

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	174	44	0.00	450	0.386	173	0.5	0.6	13.042	B
C-AB	91	23	0.00	705	0.129	91	0.1	0.2	5.950	A
C-A	108	27	0.00			108				
A-B	171	43	0.00			171				
A-C	75	19	0.00			75				

08:30 - 08:45

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	213	53	0.00	434	0.491	212	0.6	0.9	16.197	C
C-AB	117	29	0.00	710	0.164	116	0.2	0.2	6.159	A
C-A	127	32	0.00			127				
A-B	210	52	0.00			210				
A-C	92	23	0.00			92				

08:45 - 09:00

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	213	53	0.00	434	0.491	213	0.9	1.0	16.383	C
C-AB	117	29	0.00	710	0.164	117	0.2	0.2	6.160	A
C-A	127	32	0.00			127				
A-B	210	52	0.00			210				
A-C	92	23	0.00			92				

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	174	44	0.00	450	0.386	175	1.0	0.6	13.230	B
C-AB	91	23	0.00	705	0.129	91	0.2	0.2	5.955	A
C-A	108	27	0.00			108				
A-B	171	43	0.00			171				
A-C	75	19	0.00			75				

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	146	36	0.00	462	0.315	146	0.6	0.5	11.504	B
C-AB	74	18	0.00	702	0.105	74	0.2	0.1	5.820	A
C-A	93	23	0.00			93				
A-B	143	36	0.00			143				
A-C	63	16	0.00			63				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D10 - 2032 | Do-something | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		9.20	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		9.20	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	2032	Do-something	PM	ONE HOUR	16:45	18:15	15	✓	Simple	(D2*G2) +D16+D18

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	285	100.000
B		ONE HOUR	✓	278	100.000
C		ONE HOUR	✓	152	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	149	136
B	181	0	97
C	113	40	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0.87	0.66
B	0.52	0	0.93
C	0.77	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	0.66	22.71	1.9	C	255	383
C-AB	0.08	5.68	0.1	A	43	65
C-A					97	145
A-B					136	205
A-C					125	188

Main Results for each time segment

16:45 - 17:00

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	209	52	0.00	490	0.428	207	0.0	0.7	12.679	B
C-AB	34	8	0.00	688	0.049	34	0.0	0.1	5.511	A
C-A	81	20	0.00			81				
A-B	112	28	0.00			112				
A-C	103	26	0.00			103				

17:00 - 17:15

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	250	63	0.00	479	0.522	249	0.7	1.1	15.634	C
C-AB	42	10	0.00	688	0.061	42	0.1	0.1	5.578	A
C-A	95	24	0.00			95				
A-B	134	33	0.00			134				
A-C	122	31	0.00			122				

17:15 - 17:30

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	306	77	0.00	465	0.659	303	1.1	1.8	21.975	C
C-AB	53	13	0.00	688	0.077	53	0.1	0.1	5.675	A
C-A	114	29	0.00			114				
A-B	164	41	0.00			164				
A-C	150	37	0.00			150				

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	306	77	0.00	465	0.659	306	1.8	1.9	22.710	C
C-AB	53	13	0.00	688	0.077	53	0.1	0.1	5.677	A
C-A	114	29	0.00			114				
A-B	164	41	0.00			164				
A-C	150	37	0.00			150				

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	250	63	0.00	479	0.522	253	1.9	1.1	16.225	C
C-AB	42	10	0.00	688	0.061	42	0.1	0.1	5.584	A
C-A	95	24	0.00			95				
A-B	134	33	0.00			134				
A-C	122	31	0.00			122				

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	209	52	0.00	489	0.428	211	1.1	0.8	13.077	B
C-AB	34	9	0.00	688	0.050	34	0.1	0.1	5.518	A
C-A	81	20	0.00			81				
A-B	112	28	0.00			112				
A-C	103	26	0.00			103				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D11 - 2042 | Do-nothing | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		5.99	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		5.99	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
D11	2042	Do-nothing	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G3)+D15

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	299	100.000
B		ONE HOUR	✓	207	100.000
C		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	209	90
B	166	0	40
C	149	91	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	2	3
B	0.76	0	0
C	0	2	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	0.53	18.17	1.1	C	190	284
C-AB	0.18	6.29	0.3	A	104	156
C-A					116	174
A-B					192	288
A-C					83	124

Main Results for each time segment

08:00 - 08:15

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	156	39	0.00	457	0.340	153	0.0	0.5	11.849	B
C-AB	81	20	0.00	702	0.115	80	0.0	0.2	5.873	A
C-A	99	25	0.00			99				
A-B	157	39	0.00			157				
A-C	68	17	0.00			68				

08:15 - 08:30

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	186	46	0.00	444	0.418	185	0.5	0.7	13.876	B
C-AB	101	25	0.00	706	0.143	100	0.2	0.2	6.037	A
C-A	115	29	0.00			115				
A-B	188	47	0.00			188				
A-C	81	20	0.00			81				

08:30 - 08:45

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	227	57	0.00	426	0.533	226	0.7	1.1	17.904	C
C-AB	130	32	0.00	711	0.183	129	0.2	0.3	6.283	A
C-A	134	33	0.00			134				
A-B	230	58	0.00			230				
A-C	99	25	0.00			99				

08:45 - 09:00

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	227	57	0.00	426	0.533	227	1.1	1.1	18.173	C
C-AB	130	32	0.00	711	0.183	130	0.3	0.3	6.286	A
C-A	134	33	0.00			134				
A-B	230	58	0.00			230				
A-C	99	25	0.00			99				

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	186	46	0.00	444	0.418	187	1.1	0.7	14.181	B
C-AB	101	25	0.00	706	0.143	101	0.3	0.2	6.044	A
C-A	115	29	0.00			115				
A-B	188	47	0.00			188				
A-C	81	20	0.00			81				

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	156	39	0.00	457	0.340	156	0.7	0.5	12.084	B
C-AB	81	20	0.00	703	0.116	81	0.2	0.2	5.889	A
C-A	99	25	0.00			99				
A-B	157	39	0.00			157				
A-C	68	17	0.00			68				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D12 - 2042 | Do-nothing | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		11.59	B

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		11.59	B

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	2042	Do-nothing	PM	ONE HOUR	16:45	18:15	15	✓	Simple	(D2*G3)+D16

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	✓	304	100.000
C		ONE HOUR	✓	165	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To A	B	C
A		0	159	146
B		197	0	106
C		123	42	0

Vehicle Mix

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

Heavy Vehicle %

From		To A	B	C
A		0	0.90	0.68
B		0.48	0	0.95
C		0.79	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	0.73	28.59	2.5	D	279	418
C-AB	0.08	5.71	0.1	A	47	70
C-A					105	157
A-B					146	219
A-C					134	202

Main Results for each time segment

16:45 - 17:00

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	229	57	0.00	486	0.471	225	0.0	0.9	13.726	B
C-AB	37	9	0.00	688	0.054	37	0.0	0.1	5.529	A
C-A	87	22	0.00			87				
A-B	120	30	0.00			120				
A-C	110	28	0.00			110				

17:00 - 17:15

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	273	68	0.00	475	0.575	271	0.9	1.3	17.647	C
C-AB	45	11	0.00	689	0.066	45	0.1	0.1	5.601	A
C-A	103	26	0.00			103				
A-B	143	36	0.00			143				
A-C	132	33	0.00			132				

17:15 - 17:30

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	334	84	0.00	459	0.728	330	1.3	2.4	27.006	D
C-AB	58	15	0.00	690	0.084	58	0.1	0.1	5.706	A
C-A	124	31	0.00			124				
A-B	175	44	0.00			175				
A-C	161	40	0.00			161				

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	334	84	0.00	459	0.728	334	2.4	2.5	28.592	D
C-AB	58	15	0.00	690	0.084	58	0.1	0.1	5.710	A
C-A	124	31	0.00			124				
A-B	175	44	0.00			175				
A-C	161	40	0.00			161				

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	273	68	0.00	475	0.575	277	2.5	1.4	18.768	C
C-AB	45	11	0.00	689	0.066	46	0.1	0.1	5.608	A
C-A	103	26	0.00			103				
A-B	143	36	0.00			143				
A-C	132	33	0.00			132				

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	229	57	0.00	486	0.471	231	1.4	0.9	14.312	B
C-AB	37	9	0.00	688	0.054	37	0.1	0.1	5.534	A
C-A	87	22	0.00			87				
A-B	120	30	0.00			120				
A-C	110	28	0.00			110				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D13 - 2042 | Do-something | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		6.23	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		6.23	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	2042	Do-something	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G3) +D15+D17

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	300	100.000
B		ONE HOUR	✓	212	100.000
C		ONE HOUR	✓	241	100.000

Origin-Destination Data

Demand (PCU/hr)

From\To	A	B	C
A	0	210	90
B	170	0	41
C	149	92	0

Vehicle Mix

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

Heavy Vehicle %

From\To	A	B	C
A	0	2	3
B	0.74	0	0
C	0	2	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	0.55	18.73	1.2	C	194	291
C-AB	0.19	6.31	0.3	A	105	158
C-A					116	173
A-B					193	289
A-C					83	124

Main Results for each time segment

08:00 - 08:15

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	159	40	0.00	457	0.349	157	0.0	0.5	12.001	B
C-AB	82	21	0.00	702	0.117	82	0.0	0.2	5.884	A
C-A	99	25	0.00			99				
A-B	158	40	0.00			158				
A-C	68	17	0.00			68				

08:15 - 08:30

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	190	48	0.00	444	0.429	189	0.5	0.7	14.179	B
C-AB	102	25	0.00	706	0.144	102	0.2	0.2	6.052	A
C-A	114	29	0.00			114				
A-B	189	47	0.00			189				
A-C	81	20	0.00			81				

08:30 - 08:45

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	233	58	0.00	426	0.547	231	0.7	1.2	18.423	C
C-AB	132	33	0.00	711	0.185	131	0.2	0.3	6.304	A
C-A	133	33	0.00			133				
A-B	231	58	0.00			231				
A-C	99	25	0.00			99				

08:45 - 09:00

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	233	58	0.00	426	0.547	233	1.2	1.2	18.731	C
C-AB	132	33	0.00	711	0.185	132	0.3	0.3	6.306	A
C-A	133	33	0.00			133				
A-B	231	58	0.00			231				
A-C	99	25	0.00			99				

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	190	48	0.00	444	0.429	192	1.2	0.8	14.468	B
C-AB	102	26	0.00	706	0.145	102	0.3	0.2	6.056	A
C-A	114	29	0.00			114				
A-B	189	47	0.00			189				
A-C	81	20	0.00			81				

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	159	40	0.00	457	0.349	160	0.8	0.5	12.253	B
C-AB	82	21	0.00	702	0.117	83	0.2	0.2	5.897	A
C-A	99	25	0.00			99				
A-B	158	40	0.00			158				
A-C	68	17	0.00			68				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

From		To		
		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D14 - 2042 | Do-something | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		11.94	B

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		11.94	B

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	2042	Do-something	PM	ONE HOUR	16:45	18:15	15	✓	Simple	(D2*G3) +D16+D18

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	310	100.000
B		ONE HOUR	✓	307	100.000
C		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	163	146
	B	199	0	107
	C	123	43	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	0.88	0.68
	B	0.48	0	0.94
	C	0.79	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	0.74	29.50	2.7	D	281	422
C-AB	0.09	5.73	0.1	A	48	72
C-A					104	157
A-B					150	225
A-C					134	202

Main Results for each time segment

16:45 - 17:00

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	231	58	0.00	485	0.476	227	0.0	0.9	13.863	B
C-AB	38	9	0.00	688	0.055	37	0.0	0.1	5.542	A
C-A	87	22	0.00			87				
A-B	123	31	0.00			123				
A-C	110	28	0.00			110				

17:00 - 17:15

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	276	69	0.00	474	0.581	274	0.9	1.3	17.919	C
C-AB	47	12	0.00	688	0.068	46	0.1	0.1	5.618	A
C-A	103	26	0.00			103				
A-B	147	37	0.00			147				
A-C	132	33	0.00			132				

17:15 - 17:30

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	338	84	0.00	459	0.736	333	1.3	2.5	27.748	D
C-AB	60	15	0.00	689	0.086	59	0.1	0.1	5.728	A
C-A	123	31	0.00			123				
A-B	180	45	0.00			180				
A-C	161	40	0.00			161				

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	338	84	0.00	459	0.736	337	2.5	2.7	29.498	D
C-AB	60	15	0.00	689	0.086	60	0.1	0.1	5.731	A
C-A	123	31	0.00			123				
A-B	180	45	0.00			180				
A-C	161	40	0.00			161				

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	276	69	0.00	474	0.581	280	2.7	1.5	19.140	C
C-AB	47	12	0.00	688	0.068	47	0.1	0.1	5.623	A
C-A	103	26	0.00			103				
A-B	147	37	0.00			147				
A-C	132	33	0.00			132				

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	231	58	0.00	485	0.476	233	1.5	0.9	14.478	B
C-AB	38	9	0.00	688	0.055	38	0.1	0.1	5.550	A
C-A	87	22	0.00			87				
A-B	123	31	0.00			123				
A-C	110	28	0.00			110				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D15 - | Com. Dev. | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		2.38	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	Com. Dev.	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	42	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	46	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	19	23
B	26	0	4
C	39	7	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0	0
B	5	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	8.06	0.1	A	28	42
C-AB	0.01	5.18	0.0	A	6	9
C-A					35	53
A-B					17	26
A-C					21	32

Main Results for each time segment

08:00 - 08:15

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	23	6	0.00	504	0.045	23	0.0	0.0	7.794	A
C-AB	5	1	0.00	700	0.007	5	0.0	0.0	5.182	A
C-A	29	7	0.00			29				
A-B	14	4	0.00			14				
A-C	17	4	0.00			17				

08:15 - 08:30

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	27	7	0.00	502	0.054	27	0.0	0.1	7.907	A
C-AB	6	2	0.00	702	0.009	6	0.0	0.0	5.175	A
C-A	35	9	0.00			35				
A-B	17	4	0.00			17				
A-C	21	5	0.00			21				

08:30 - 08:45

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	499	0.067	33	0.1	0.1	8.058	A
C-AB	8	2	0.00	704	0.011	8	0.0	0.0	5.166	A
C-A	42	11	0.00			42				
A-B	20	5	0.00			20				
A-C	25	6	0.00			25				

08:45 - 09:00

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	499	0.067	33	0.1	0.1	8.059	A
C-AB	8	2	0.00	704	0.011	8	0.0	0.0	5.166	A
C-A	42	11	0.00			42				
A-B	20	5	0.00			20				
A-C	25	6	0.00			25				

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	27	7	0.00	502	0.054	27	0.1	0.1	7.910	A
C-AB	6	2	0.00	702	0.009	6	0.0	0.0	5.176	A
C-A	35	9	0.00			35				
A-B	17	4	0.00			17				
A-C	21	5	0.00			21				

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	23	6	0.00	504	0.045	23	0.1	0.0	7.801	A
C-AB	5	1	0.00	700	0.007	5	0.0	0.0	5.184	A
C-A	29	7	0.00			29				
A-B	14	4	0.00			14				
A-C	17	4	0.00			17				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D16 - | Com. Dev. | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		1.90	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		1.90	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	Com. Dev.	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	62	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	31	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	16	46
B	20	0	5
C	26	5	0

Vehicle Mix

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

Heavy Vehicle %

From \ To	A	B	C
A	0	0	0
B	5	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	0.05	7.82	0.1	A	23	35
C-AB	0.01	5.27	0.0	A	5	7
C-A					24	36
A-B					15	22
A-C					42	63

Main Results for each time segment

16:45 - 17:00

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	19	5	0.00	512	0.037	19	0.0	0.0	7.582	A
C-AB	4	0.95	0.00	690	0.006	4	0.0	0.0	5.249	A
C-A	19	5	0.00			19				
A-B	12	3	0.00			12				
A-C	35	9	0.00			35				

17:00 - 17:15

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	23	6	0.00	509	0.044	23	0.0	0.0	7.682	A
C-AB	5	1	0.00	690	0.007	5	0.0	0.0	5.255	A
C-A	23	6	0.00			23				
A-B	14	4	0.00			14				
A-C	41	10	0.00			41				

17:15 - 17:30

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	28	7	0.00	506	0.055	28	0.0	0.1	7.817	A
C-AB	6	1	0.00	690	0.008	6	0.0	0.0	5.263	A
C-A	28	7	0.00			28				
A-B	18	4	0.00			18				
A-C	51	13	0.00			51				

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	28	7	0.00	506	0.055	28	0.1	0.1	7.819	A
C-AB	6	1	0.00	690	0.008	6	0.0	0.0	5.265	A
C-A	28	7	0.00			28				
A-B	18	4	0.00			18				
A-C	51	13	0.00			51				

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	23	6	0.00	509	0.044	23	0.1	0.0	7.685	A
C-AB	5	1	0.00	690	0.007	5	0.0	0.0	5.255	A
C-A	23	6	0.00			23				
A-B	14	4	0.00			14				
A-C	41	10	0.00			41				

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	19	5	0.00	512	0.037	19	0.0	0.0	7.586	A
C-AB	4	0.95	0.00	690	0.006	4	0.0	0.0	5.249	A
C-A	19	5	0.00			19				
A-B	12	3	0.00			12				
A-C	35	9	0.00			35				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D17 - | Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
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
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		6.96	A

Junction Network

Driving side	Lighting	In London	Network delay (s)	Network LOS
Left	Normal/unknown		6.96	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	Development	AM	ONE HOUR	08:00	09:30	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)

From\To	A	B	C
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	6.96	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

08:00 - 08:15

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	523	0.007	4	0.0	0.0	6.932	A
C-AB	0	0	0.00	690	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				

08:15 - 08:30

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	523	0.009	4	0.0	0.0	6.942	A
C-AB	0	0	0.00	690	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				

08:30 - 08:45

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	523	0.011	5	0.0	0.0	6.956	A
C-AB	0	0	0.00	690	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				

08:45 - 09:00

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	523	0.011	6	0.0	0.0	6.956	A
C-AB	0	0	0.00	690	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				

09:00 - 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	1	0.00	523	0.009	5	0.0	0.0	6.945	A
C-AB	0	0	0.00	690	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	0.94	0.00	523	0.007	4	0.0	0.0	6.933	A
C-AB	0	0	0.00	690	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				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

D18 - | Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
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
2	Raheen Woods/L3105	T-Junction	Two-way	Two-way	Two-way		0.00	F

Junction Network

Driving side	Lighting	In London	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	Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	4	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	4	0
	B	2	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	0.00	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

16:45 - 17:00

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	562	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	690	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				

17:00 - 17:15

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	562	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	690	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				

17:15 - 17:30

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	562	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	690	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				

17:30 - 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	562	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	690	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	562	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	690	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	562	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	690	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				

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment
Simple (M0)	Urban

Accident Parameters

Arm	Kerbed island present	Zebra crossing	Pelican crossing
A			
B			
C			

Accident prediction: Flows (AADT x 1000)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Accident Prediction (detailed): Pedestrian Flows

Arm	Pedestrian flow (peds x 1000)
A	0.000
B	0.000
C	0.000

Accident Prediction: Results

Total vehicle accidents (Accidents/year)	Total pedestrian accidents (Accidents/year)	Total Accident Rate (Accidents/year)
0.000	0.000	0.000

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