

TOBIN

Farranamartin, Tuam
Housing Development
Traffic & Transport Assessment

Gilligan



Comhairle Chontae na Gaillimhe
Galway County Council

BUILT ON KNOWLEDGE

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OF IRELAND



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1. NON-TECHNICAL SUMMARY

This Traffic and Transport Assessment (TTA) identifies and assesses the potential impacts associated with traffic during the operational phase of the Farrannamartin Housing Development. The proposed site is located on the Galway Road in Tuam, Co. Galway.

The proposed development is a residential development located on the Galway Road (R939) in Farrannamartin, Tuam, Co. Galway, consisting of 66 dwellings (285 bed spaces).

The proposed T-Junction on the R939 have been assessed for the proposed development operational phase.

The expected year of opening (2027) and assessment years of 2032 and 2042 (i.e., 5 and 15 years after opening) were assessed. The baseflow traffic volumes have been seasonally adjusted, forecasted to assessment years, and include proposed development operational traffic. The junction assessed in this report will operate well within capacity and is expected to continue to operate well within capacity up to and including the design year of 2042.

2. INTRODUCTION

2.1 INTRODUCTION

TOBIN has been appointed to prepare the Traffic and Transport Assessment (TTA) to support the permission to construct a housing development in Farrannamartin, Tuam Co. Galway, which includes 66 dwellings, an access road, footpaths, carparking, traffic calming measures and a landscaped communal grassed area.

The TTA has been prepared to assess the traffic impacts of the proposed development for the operational phase of the project on the existing road network and receiving environment.

In preparing the TTA, the following references were consulted:

- Galway County Development Plan 2022 – 2028,
- TII PE-PDV-02045 Traffic and Transport Assessment Guidelines (May 2014),
- TII PE-PAG-02016 Project Appraisal Guidelines Unit 5.2: Data Collection (December 2023), and
- TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3: Travel Demand Projections (October 2021).

2.2 SCOPING

A scoping document was issued to Galway County Council Roads Department on the 11th of April 2025. The scoping document is included in Appendix A.

2.3 STRUCTURE OF THE REPORT

This TTA is divided into seven chapters:

- Chapter 1 is a non-technical summary,
- Chapter 2 includes this introduction,
- Chapter 3 includes the project description and description of receiving environment,
- Chapter 4 explains the method used, explaining how traffic data was obtained, the assessment years, and the factors used to forecast the future road network traffic,
- Chapter 5 provides an overview of the baseline traffic conditions, the traffic generated by the proposed development, outlines the assumptions that have been made in the calculation of traffic generated, and the results of the analysis performed on the nominated junctions,
- Chapter 6 addresses issues relating to parking provisions, pedestrians & cyclists, and public transport, and
- Chapter 7 contains the conclusions of the report.

3. PROJECT DESCRIPTION

3.1 SITE LOCATION

The proposed development is proposed to be located in a green field on R939 regional road, on Farrannamartin, Tuam, County Galway. The development has a site area of 51.89 hectares, and the entrance is located on R939 regional road. The site location is shown in Figure 3.1.



Figure 3.1: Site Location

3.2 DESCRIPTION OF EXISTING ENVIRONMENT

The study area comprises the road network in the vicinity of the proposed development, which R939 regional road.

R939 regional road has a speed limit of 50 km/h and a carriageway width of approximately 7.0m metres in the vicinity of the proposed access.

Land use in the vicinity of the application area and the proposed development consists mainly of residential and commercial land.

4. TRAFFIC AND TRANSPORT ASSESSMENT

4.1 TRAFFIC SURVEYS

In order to determine the magnitude of the existing traffic flows, Junction Turning Count (JTC) survey were undertaken. The traffic surveys were carried out by Traffic Transport Road Safety on Wednesday, the 31st May 2022, between 07:00 and 19:00, a neutral day over a 12-hour period, according to TII PE-PAG-02016 (December 2023).

The count information was obtained at the following locations, refer to Figure 4.1:

- R939/ Woodfield – T-Junction

This survey distinguished between Light Vehicles (LV) and Heavy Vehicles (HV). The results of this survey indicated that the peak traffic levels through the junctions occurred between:

- AM Peak 08:15 – 09:15, and PM peak 16:45 – 17:45,



Figure 4.1: Traffic Count Locations

4.2 SEASONAL ADJUSTMENT OF BASELINE TRAFFIC

In order to undertake an analysis of the key junctions, it is sometimes necessary to apply a correction factor to convert the traffic count data into seasonally adjusted traffic flows to take account of the seasonal variation that is experienced with traffic volumes. A comparison was undertaken between the TII traffic count information for the day of the survey in May 2024 and the Annual Average Daily Traffic (AADT) for the previous year. The traffic count on the day of the survey was higher than the average for the year; therefore, a seasonal adjustment was not required.

4.3 COMMITTED DEVELOPMENTS

Traffic and Transport Assessment (TTA) shall consider all committed developments within the vicinity of the site. This includes sites which have previously been granted planning permission, but which are yet to become operational.

A review of the previously planning applications was undertaken which determined that the committed developments in the vicinity included retentions, one-off housing or change of use applications. To account for the potential cumulative impacts on the road network traffic capacity from these committed developments in the area, a central sensitivity growth rate was selected to apply to the baseflow traffic volumes to give a robust network traffic volume for each year of the assessment.

4.4 TRAFFIC GROWTH

The TII Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections presents annual growth rates for each county.

Due to the nature of the surrounding environs to the development, it is anticipated that the committed developments in the vicinity will be residential or agricultural farmland use. To account for the potential cumulative impacts on the road network traffic capacity from these anticipated committed developments in the area, a central link-based sensitivity growth rates were applied to 2022 traffic flows to estimate traffic flows for future assessment years.

Table 4-1 shows the associated central sensitivity growth rates for Galway, split into LVs and HVs.

Table 4-1: Central Sensitivity Growth Rates

County	2016-2030		2030-2040		2040-2050	
	LV	HV	LV	HV	LV	HV
Galway	1.0259	1.0446	1.0109	1.0198	1.0105	1.0236

4.5 ASSESSMENT YEARS

The operational phase assessment years are derived from the requirements of the TII Traffic and Transport Assessment Guidelines:

- 2022 - Base year,
- 2027 - Expected Opening year,
- 2032 - Opening Year + 5 Years, and
- 2042 - Opening Year + 15 Years.

Table 4-2 presents growth factors for LVs and HVs for each year analysed. The derived growth factors were applied to 2024 traffic flows to determine background traffic flows for the assessment years.

Table 4-2: Growth Factors for Light Vehicle (LV) and Heavy Vehicle (HV)

	2027	2032	2042
LV	1.1364	1.2539	1.3968
HV	1.2438	1.4747	1.8085

4.6 BASELINE TRAFFIC

With the results of the traffic survey, it was possible to determine origin-destination matrices during morning and evening peak hours at the two junctions analysed. Thereafter, growth factors for light and heavy vehicles presented in Table 4-2 were applied in order to estimate traffic distribution in future assessment years (i.e., 2028, 2033, and 2043). The figures below illustrate baseline traffic flows during the AM and PM peak hours.

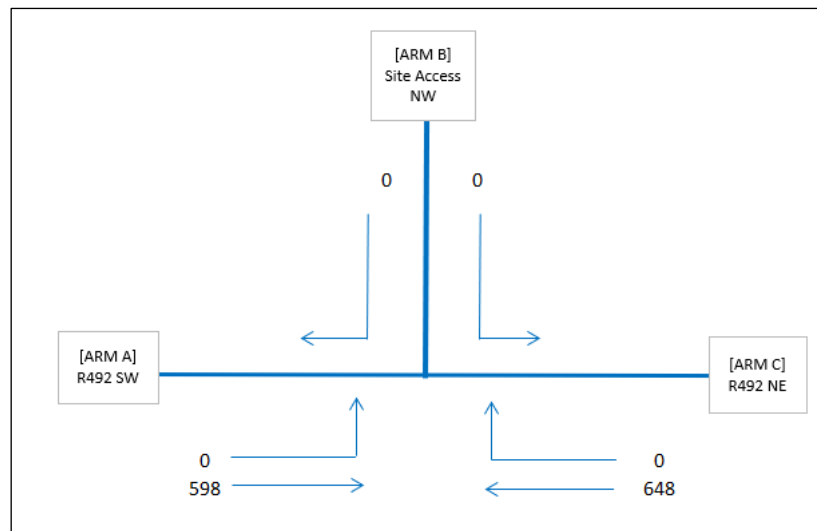


Figure 4.2: Traffic flows 2024 AM peak at Junction 1 (Baseline)

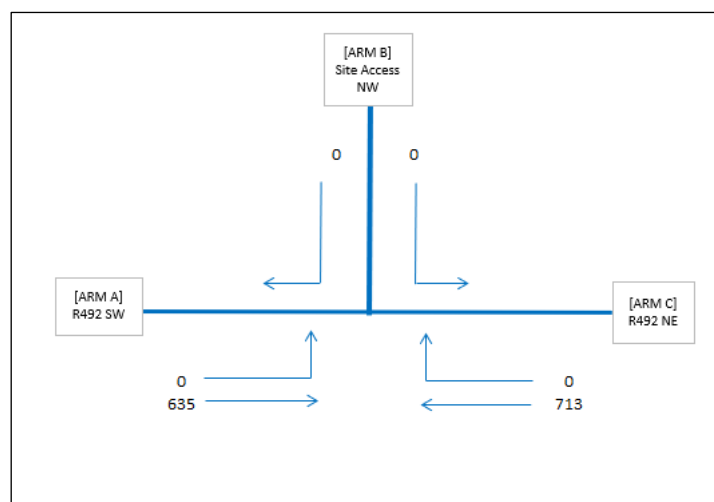


Figure 4.3: Traffic flows 2024 PM peak at Junction 1 (Baseline)

5. TRIP GENERATION AND DISTRIBUTION

5.1 TRIP GENERATION OF PROPOSED DEVELOPMENTS

The volume of traffic expected to be generated during the AM, afternoon and PM peak hours for the proposed developments were established from the Trip Rate Information Computer System (TRICS) database, a computerised database and analysis package for planning and development. TRICS generates rates to represent various land uses. These trip rates are generated from developments of a similar nature.

5.1.1 Trip Generation of proposed developments

Trip Rates for the development have been determined for weekdays, Monday to Friday, to coincide with the maximum levels of existing traffic on the adjacent road network. The volume of traffic expected to be generated by the proposed development for the AM and PM peak hours are shown below in Table 5.1 and Table 5.2. The TRICS database outputs are contained in Appendix B of this report.

Table 5-1: Expected Trip Generation for Proposed Development for AM Peak Hour

Development	No of dwellings	Arrival	Departure
Dwellings	66	12	29

Table 5-2: Expected Trip Generation for Proposed Development for PM Peak Hour

Development	No of dwellings	Arrival	Departure
Dwellings	66	27	15

5.2 OPERATIONAL PHASE TRIP DISTRIBUTION

It was envisaged the proposed traffic distribution will match the existing traffic distribution patterns obtained by traffic counts passing R939/Woodfield Junction.

The trip distribution of the generated traffic for the AM and PM peak hours is shown in and Figure 5.2 below.

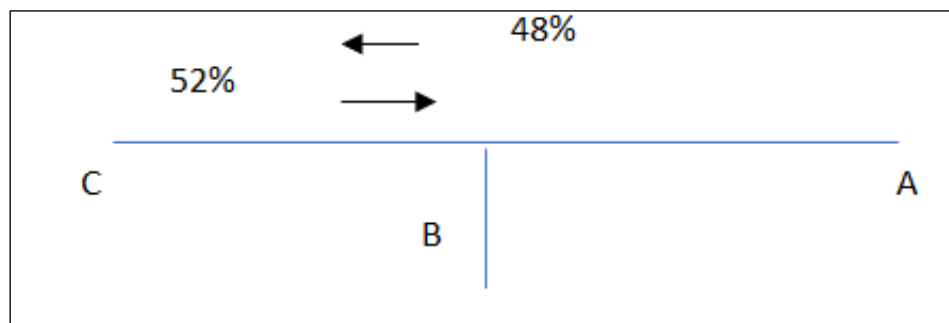


Figure 5.1: Distribution of Existing Traffic AM Peak at Junction1

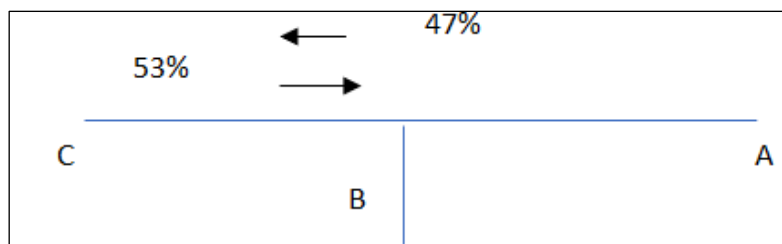


Figure 5.2: Distribution of Existing Traffic PM Peak at Junction 1

5.2.1 Traffic Generation

Considering the traffic distribution presented in the previous sections, the traffic distribution is shown in Figure 5.1 to Figure 5.2 and the traffic generated is shown in Figure 5.3 to Figure 5.4Error! Reference source not found..

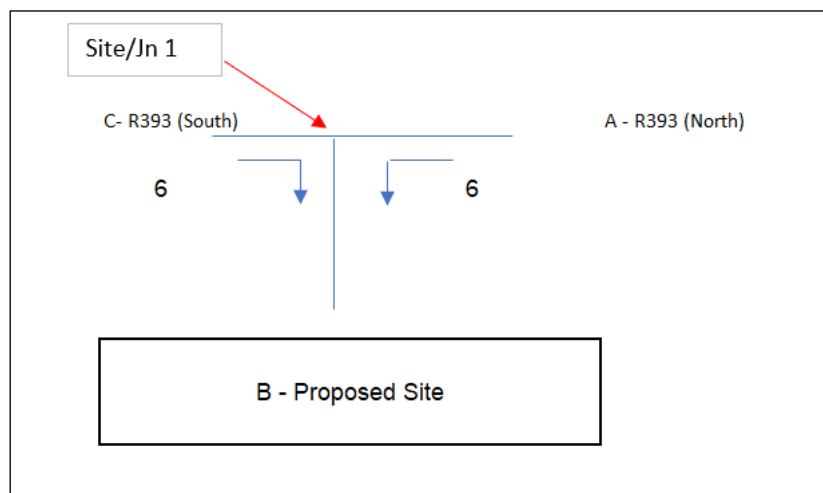


Figure 5.3: Traffic Generation entering Junction 1 - AM Peak

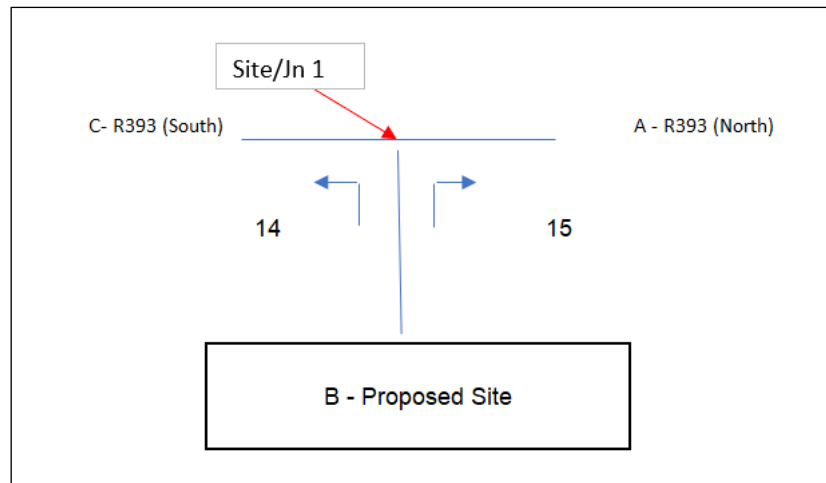


Figure 5.4: Traffic Generation exiting Junction 1 - AM Peak

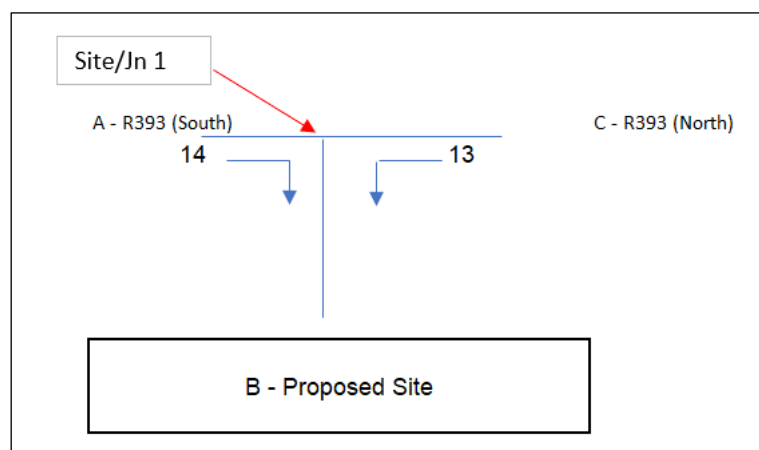


Figure 5.5: Traffic Generation entering Junction 1 - PM Peak

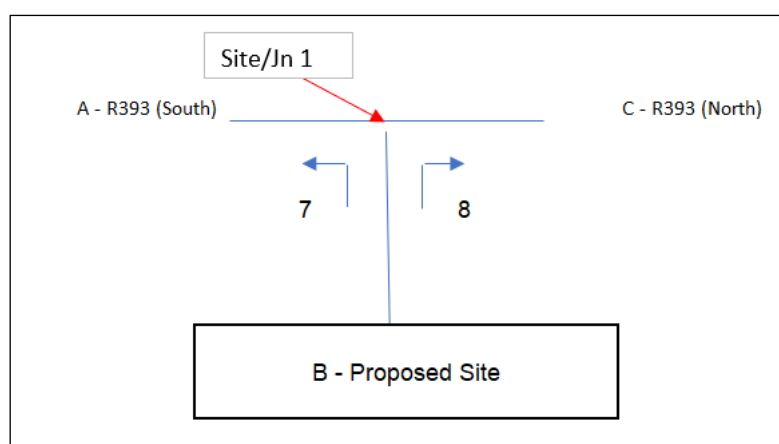


Figure 5.6: Traffic Generation exiting Junction 1 - PM Peak

5.3 JUNCTION ANALYSIS

5.3.1 TRAFFIC ASSESSMENT PARAMETERS

The two junctions have been analysed using the Transport Research Laboratory (TRL) computer programme JUNCTION 10 PICADY, a widely accepted tool used for the analysis of priority junctions.

The key parameters examined in the results of the analysis are the Ratio of Flow to Capacity Value (RFC value – desirable value for PICADY should be no greater than 0.85 – values over 1.00 indicate the approach arm is over capacity), the maximum queue length on any approach to the junctions, and the average delay for each vehicle passing through the junction during the modelled period.

PICADY requires the following input data:

- Basic modelling parameters (usually peak hour traffic counts synthesised over a 90-minute model period),
- Geometric parameters (including lane numbers & widths, visibility, storage provision etc.),
- Traffic demand data (usually peak hour origin/destination table with composition of heavy goods vehicles input).

For the TTA, the varying vehicle types have been segregated into light vehicles (LV) and heavy vehicles (HV) prior to input. Traffic volumes input into PICADY were in vehicles, and, accordingly, commercial vehicle composition was set to the percentage of that arm.

The performance of the junctions has been analysed for the critical AM and PM peak hours. This analysis was carried out for the current year, the operational year, expected to be 2027, and the design years of 2032 and 2042; 5 and 15 years beyond the expected start of the operation, respectively.

5.3.2 TRAFFIC ASSESSMENT RESULTS

Junction 1

A summary of the results for the proposed development access Junction (Junction 1), for the AM peak and PM peak hours in Table 5-3. A complete set of outputs from JUNCTIONS 10 is included in Appendix D.

Table 5-3: Junction 1 - Results AM & PM peak

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2022					
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
	No Dev - Year of Opening 2027					
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
	With Dev - Year of Opening 2027					
Stream B-AC	0.1	14.44	0.11	0.1	14.41	0.06
Stream C-AB	0	3.81	0.02	0.1	3.75	0.06
	No Dev - Year of Opening + 5 2032					
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
	With Dev - Year of Opening + 5 2032					
Stream B-AC	0.1	16.61	0.13	0.1	16.67	0.07
Stream C-AB	0	3.7	0.03	0.1	3.64	0.07
	No Dev - Year of Opening + 15 2042					
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
	With Dev - Year of Opening + 15 2042					
Stream B-AC	0.2	20	0.15	0.1	21.18	0.09
Stream C-AB	0	3.57	0.03	0.2	3.5	0.08

The summary of the junction performance analysis in Table 5.4 indicates that Junction 1 will operate within capacity, with a max RFC of 0.15 encountered at the junction at the opening year well below the maximum desired RFC of 0.85.

The summary indicates that there will be negligible queues (1 vehicles) during the AM peak hour for with the development scenario at the opening year 2042. The summary also indicates a junction delay of 21 seconds, including development traffic in 2042.

6. OTHER ROAD ISSUES

6.1 PARKING PROVISION

The proposed development has 100 no. car parking spaces, within designated parking areas for each dwelling. 1.5 spaces per dwelling for the 1-3 bedrooms (96 spaces) and 2 spaces per dwelling for the 4+ bedrooms (4 spaces).

Additionally, there 20 no. EV parking spaces and 5 no. accessibility spaces. All proposed parking in accordance with DM Standard 31 (e) of the Galway County Development Plan.

6.2 PEDESTRIANS

Pedestrian facilities will be provided where required within the proposed development to facilitate safe pedestrian movements.

6.2.1 PUBLIC TRANSPORT

The Dublin Bus routes 427 and 428 are in operation in the vicinity of the proposed access; bus stops are located on R939 regional road.

7. CONCLUSIONS

The conclusions to this report are as follows:

- The proposed junction assessed will operate well within capacity up to and including the design year of 2042, with the inclusion of proposed generated traffic.
- Car parking spaces will be provided within the proposed development, thus ensuring parking does not occur along the public road network.

Appendix A SCOPING DOCUMENT

SCOPING STUDY FOR: Proposed housing, Farrannamartin, Tuam, Co. Galway

CLIENT: Gilligan Consulting Engineers

LOCAL AUTHORITY: Galway County Council

SCOPING FORM SENT TO: Sean Kennedy in Galway County Council

SENT BY: Evelyn Kilcline **DATE:** 07/04/2025

Ref	Item	Requirements
1	Location, size, operating hours, and nature of proposed description of proposal	Location: Farrannamartin, Tuam, Co. Galway. Size: 2 acres Proposed Development: Housing estate, consisting of semi-detached and detached housing located along the R393 Regional Road.
2	Is the development in line with National, County and Local Area Plan policy?	Yes
3	Description of existing uses of land	Green field site (surrounded by industrial and housing estates)
4	Does the development involve the relocation of an existing use?	No
5	Is a new or modified highway access likely?	No
6	What existing / proposed provisions are there for Pedestrians, Cyclists, Public Transport, Disabled access, set down, loading areas? (Rational for no. of provisions)	Existing R393 Regional Road and pedestrian footpath outside existing site. Proposed shared space, footpath, road surface along with regular car parking and disable parking spaces.
7	What background data / information available? (i.e. staffing number, weighbridge data etc)	Traffic Data: • TRICS data
8	Are traffic surveys of the existing conditions available or required?	Utilizsng data from another TTA Traffic counts carried out Wednesday 31st May 2023 at the existing Galway Road/Woodfield Estate Junction, Tuam
9	What will be the area of impact of the proposal, i.e. which adjacent local regional and National Road routes and junctions will be affected and require capacity calculations?	• R393/ Proposed Access T-junction.
10	Are trip distribution and assignment models to be used? or Existing trip distribution?	Assume all traffic will match existing distributions
11	Are additional traffic scenarios to be assessed? (e.g. rat running, stress tests etc)	No
12	What will be the trip generation for the proposals? (e.g. pro rata, TRICS, other)	TRICS data
13	Are further traffic generation surveys required? (i.e. if traffic surveys to develop pro rata rates etc)	No
14	What seasonal adjustment is to be undertaken?	No

Ref	Item	Requirements
15	Link based Growth Rates? (Low Sensitivity, Central, High Sensitivity)	TII Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections – Central Growth Rate
16	When are the critical time periods for assessment? (i.e. AM, PM and Noon peak hours)	AM and PM Peaks to be determined by the traffic survey
17	When will the site become fully operational?	2027
18	What are the assessment years? (Base, opening & future (+5 years & +15 years of operation or any additional)	Operational Year: in 2027
19	Are there significant phases to the project?	No
20	Will the site attract traffic from the other adjacent sites? (Pass-by Traffic)	No
21	Are there any significant committed developments? (Granted Planning within the past 5 years and not commenced)	TBC
22	Details of any adjacent highway improvement proposals?	None
23	What capacity tests / traffic modelling software is to be used? (i.e. JUNCTION 9: PICADY/ ARCADY & OSCADY PRO)	PICADY for priority junction
24	Will adjacent links become overloaded or significantly impacted? (Design Standards: Urban – UK DMRB TA 79/99 or Rural – TII DN-GEO-03031 (formerly TD9/12) Table 6/1 or alternative Rural to RT 180 when single carriageway width is less than 6.0m)	No
25	What are the sightlines / visibility splays requirements? Are they available? (DMURS, TII DN-GEO-0343, Development Plan etc)	DMURS 2.4m X 49m
26	Are there ways to reduce car dependency? Is a workplace travel plan / statement required? (formerly mobility management plans)	NA
27	What are the targets for mode share and how are they achieved?	NA
28	What level of car parking provision is proposed? To what standard? (included disabled parking provisions)	As per Galway County Development Plan
29	Are special provisions required for cyclists? To what standard?	As per Galway County Development Plan
30	Are special provisions required for pedestrians or disabled facilities? To what standard?	As per Galway County Development Plan
31	Proposals (if necessary) for public transport facilities?	NA
32	Will the proposals have an impact on road safety?	No
33	Is a Road Safety Impact Assessment or Road Safety Audit required?	Road Safety Audit
34	What Stage RSA?	Stage 1
35	Are there any other special circumstances relevant to this proposal?	None

Appendix B TRICS

BUREAU SERVICE TRICS CONSORTIUM BUREAU SERVICE

Licence No: 700101

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
09	NORTH	
	DH DURHAM	1 days
13	MUNSTER	
	TI TIPPERARY	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 55 to 80 (units:)
 Range Selected by User: 55 to 80 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count 10 days

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

Selected Locations:

Edge of Town 10

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

Selected Location Sub Categories:

Residential Zone	6
Out of Town	2
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

C3 10 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	5 days
No	5 days

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

PTAL Rating:

No PTAL Present	10 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	CT-03-A-03 ARLESEY ROAD STOTFOLD	MIXED HOUSES	CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	Survey date: TUESDAY	27/06/23	Survey Type: MANUAL
2	CV-03-A-02 R212 DUBLIN ROAD CAVAN KILLYNEBBER	DETACHED & SEMI DETACHED	CAVAN
	Edge of Town No Sub Category Total No of Dwellings:	80	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
3	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
4	DL-03-A-10 R124 MALAHIDE SAINT HELENS	SEMI DETACHED & DETACHED	DUBLIN
	Edge of Town Residential Zone Total No of Dwellings:	65	
	Survey date: WEDNESDAY	20/06/18	Survey Type: MANUAL
5	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
6	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	55	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
7	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	80	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
8	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES	NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:	75	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TI-03-A-01 BRITTAS ROAD THURLES	MIXED HOUSES		TIPPERARY
	Edge of Town			
	Out of Town			
	Total No of Dwellings:	76		
	Survey date: THURSDAY	17/06/21	Survey Type: MANUAL	
10	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	79		
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL	

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	71	0.109	10	71	0.335	10	71	0.444
08:00 - 09:00	10	71	0.184	10	71	0.438	10	71	0.622
09:00 - 10:00	10	71	0.165	10	71	0.174	10	71	0.339
10:00 - 11:00	10	71	0.146	10	71	0.184	10	71	0.330
11:00 - 12:00	10	71	0.135	10	71	0.181	10	71	0.316
12:00 - 13:00	10	71	0.210	10	71	0.189	10	71	0.399
13:00 - 14:00	10	71	0.185	10	71	0.187	10	71	0.372
14:00 - 15:00	10	71	0.223	10	71	0.233	10	71	0.456
15:00 - 16:00	10	71	0.325	10	71	0.210	10	71	0.535
16:00 - 17:00	10	71	0.321	10	71	0.234	10	71	0.555
17:00 - 18:00	10	71	0.403	10	71	0.224	10	71	0.627
18:00 - 19:00	10	71	0.338	10	71	0.208	10	71	0.546
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.744			2.797			5.541

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.

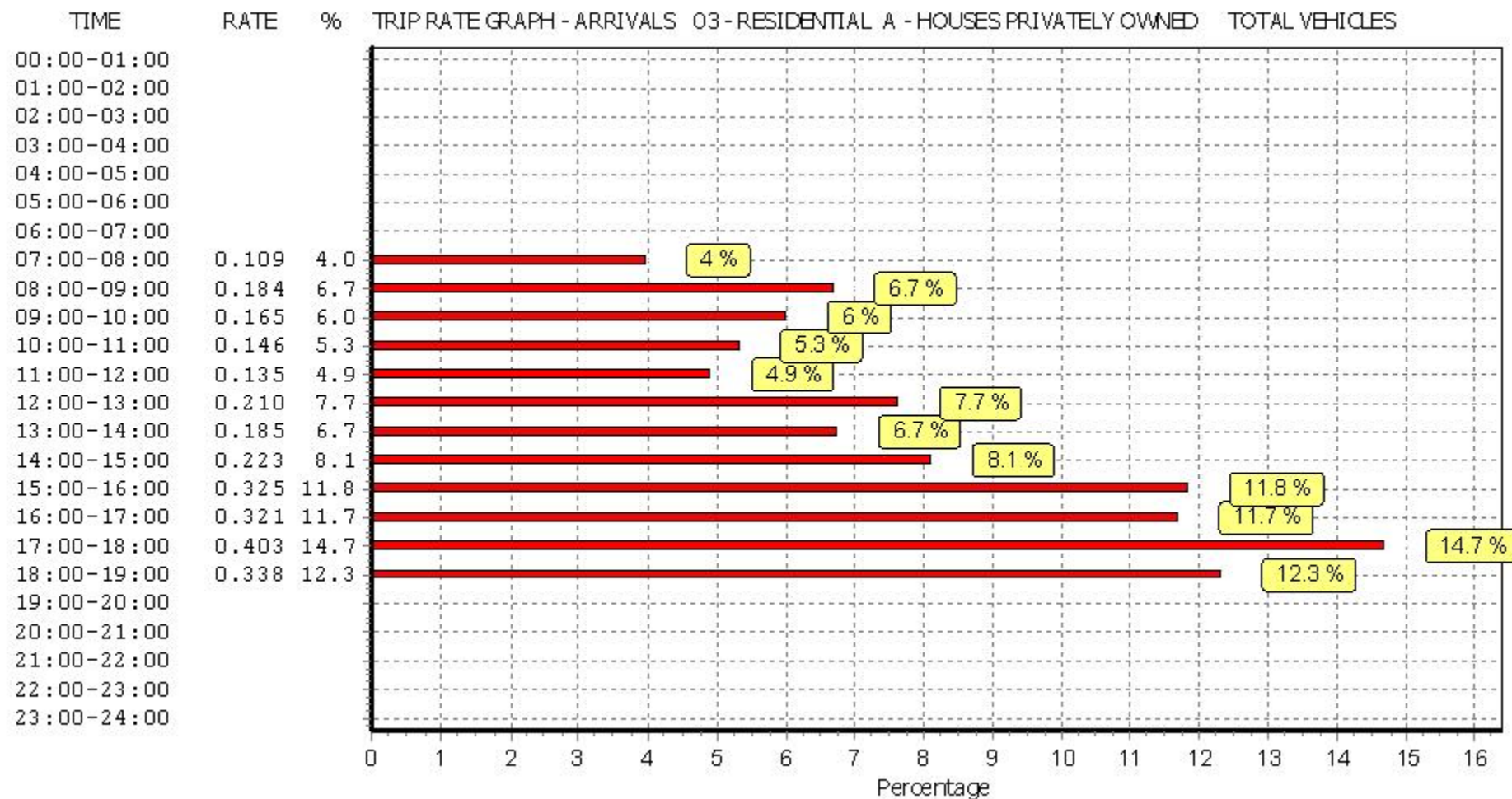
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

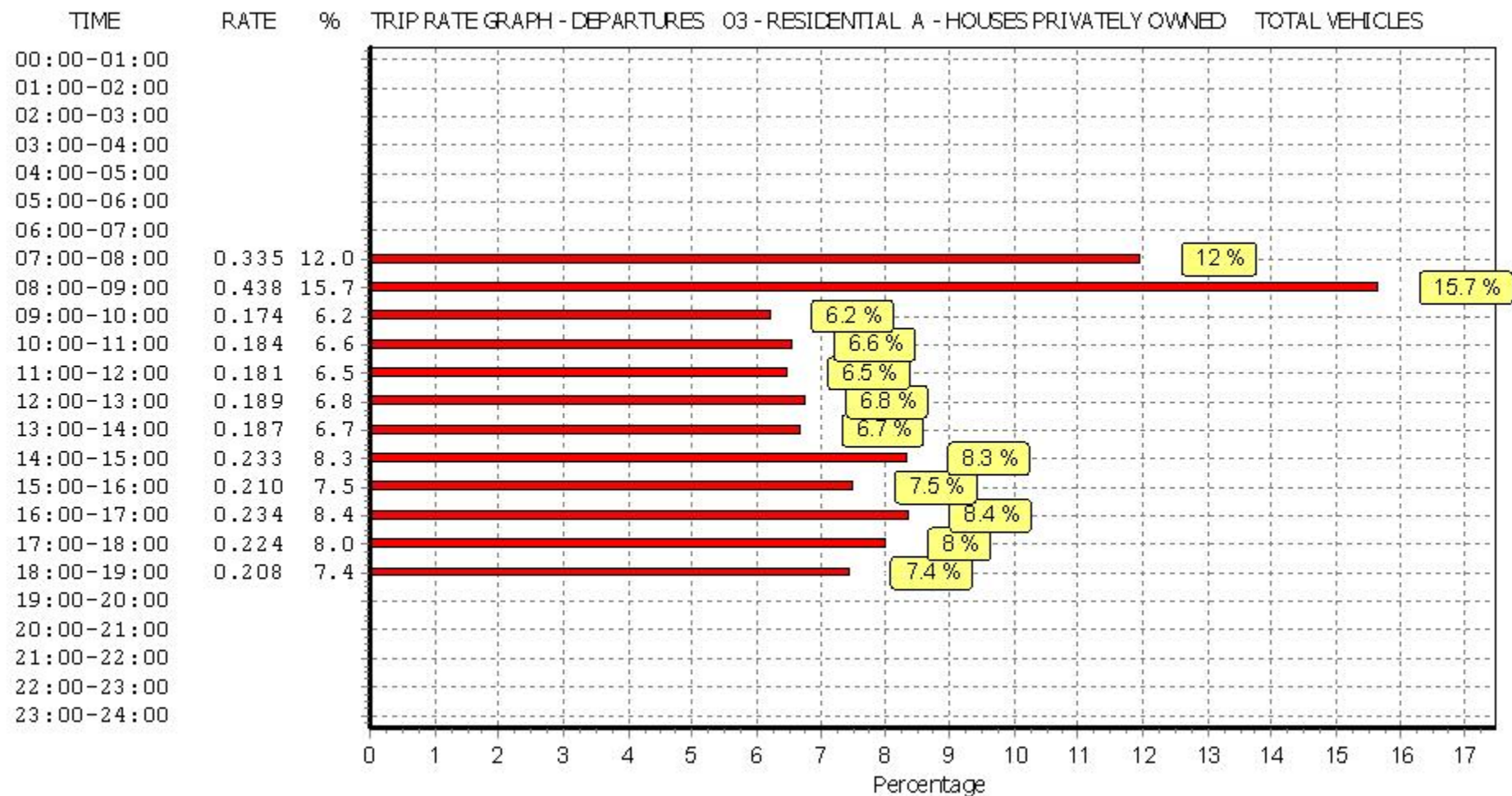
Parameter summary

Trip rate parameter range selected: 55 - 80 (units:)
 Survey date range: 01/01/16 - 18/09/24
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

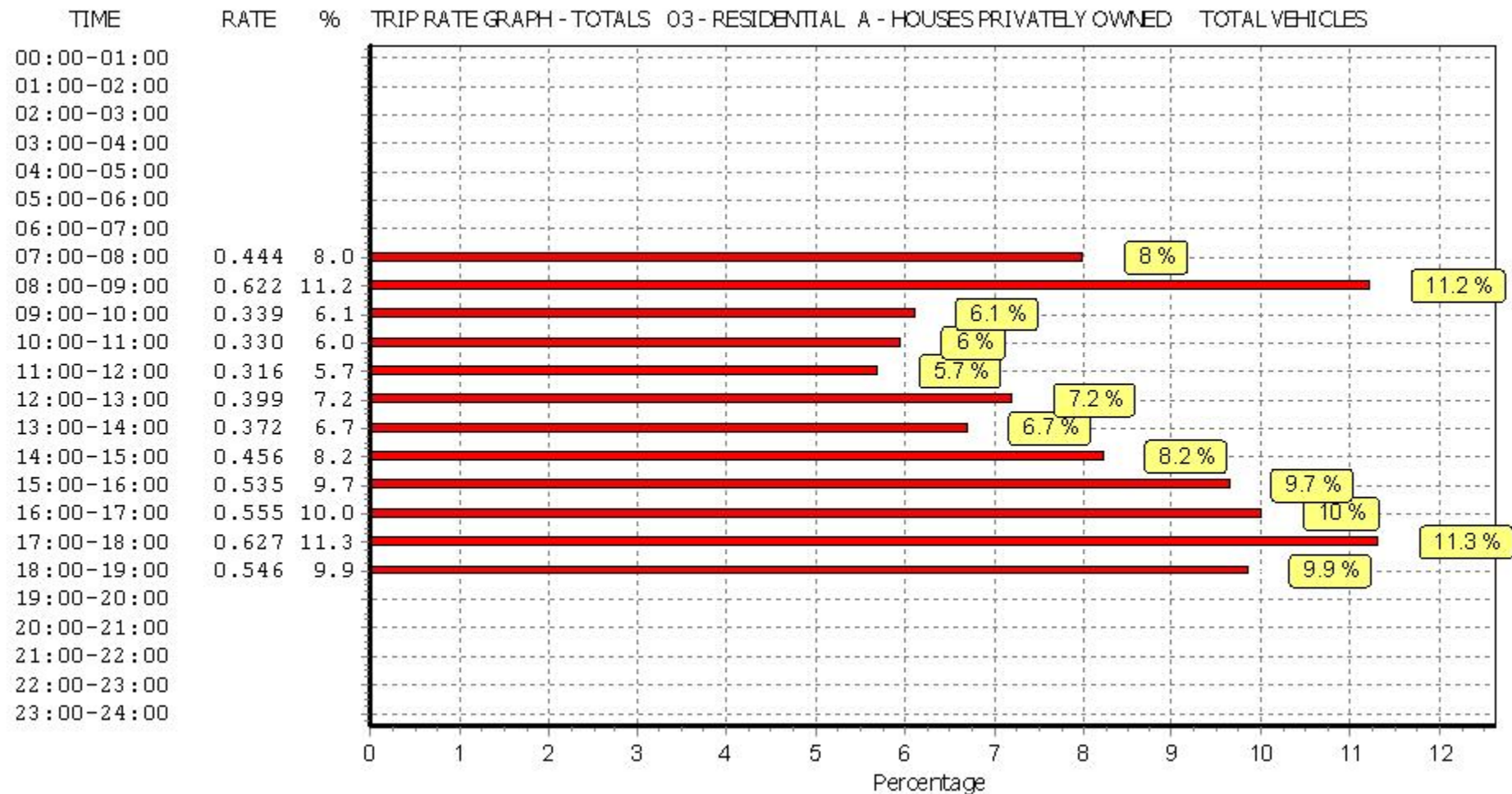
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS

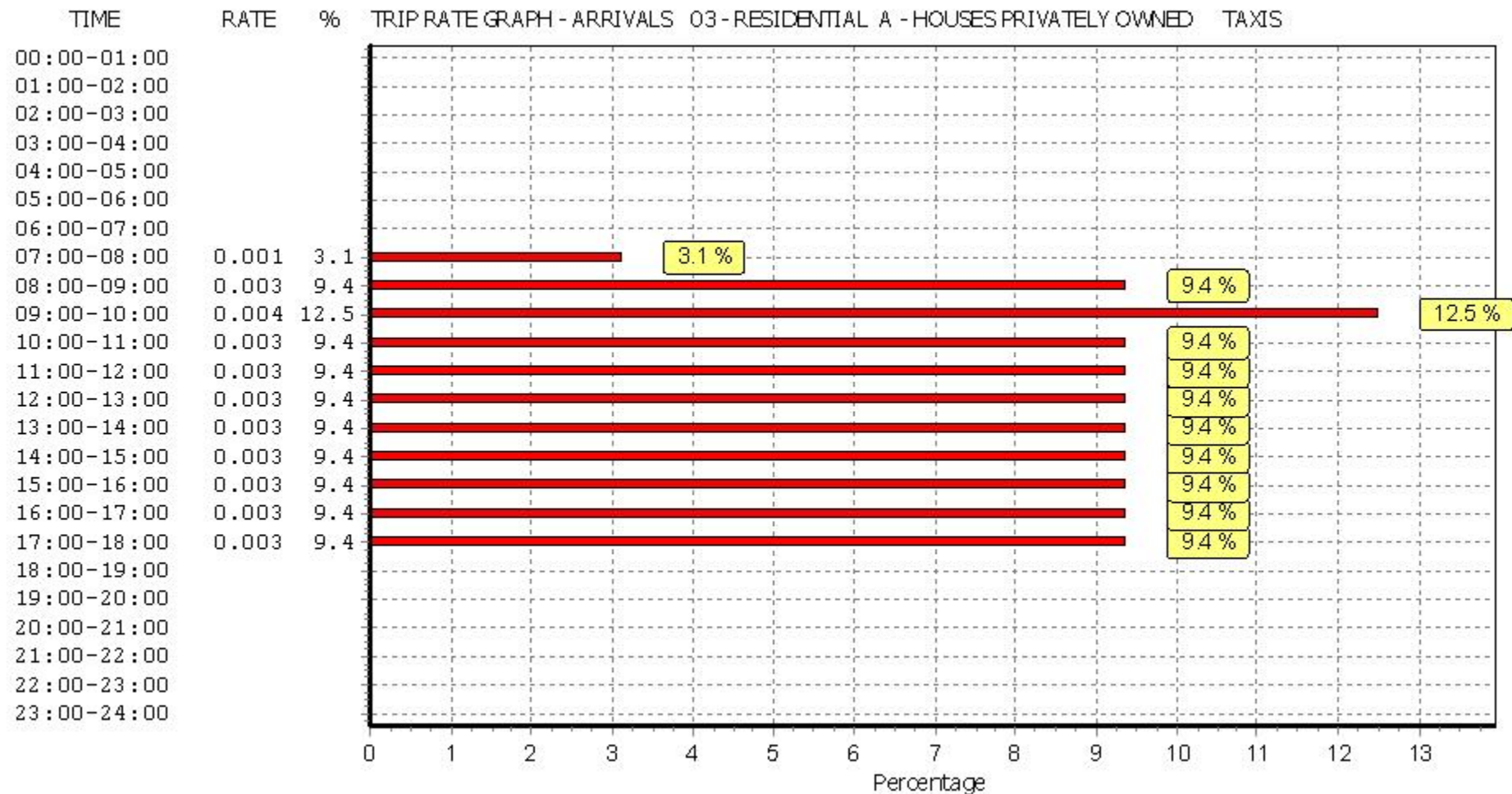
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

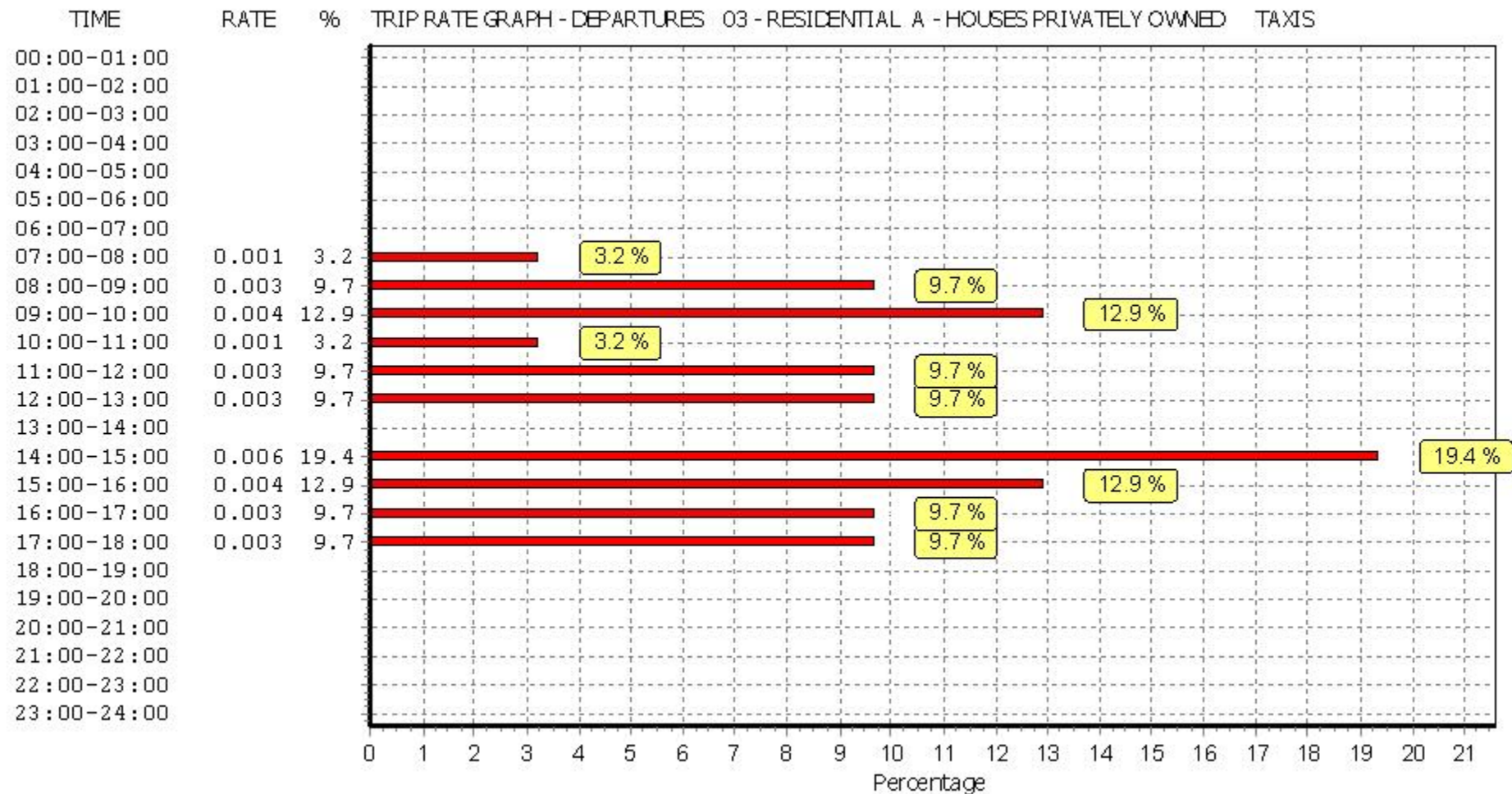
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	71	0.001	10	71	0.001	10	71	0.002
08:00 - 09:00	10	71	0.003	10	71	0.003	10	71	0.006
09:00 - 10:00	10	71	0.004	10	71	0.004	10	71	0.008
10:00 - 11:00	10	71	0.003	10	71	0.001	10	71	0.004
11:00 - 12:00	10	71	0.003	10	71	0.003	10	71	0.006
12:00 - 13:00	10	71	0.003	10	71	0.003	10	71	0.006
13:00 - 14:00	10	71	0.003	10	71	0.000	10	71	0.003
14:00 - 15:00	10	71	0.003	10	71	0.006	10	71	0.009
15:00 - 16:00	10	71	0.003	10	71	0.004	10	71	0.007
16:00 - 17:00	10	71	0.003	10	71	0.003	10	71	0.006
17:00 - 18:00	10	71	0.003	10	71	0.003	10	71	0.006
18:00 - 19:00	10	71	0.000	10	71	0.000	10	71	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.031			0.063

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

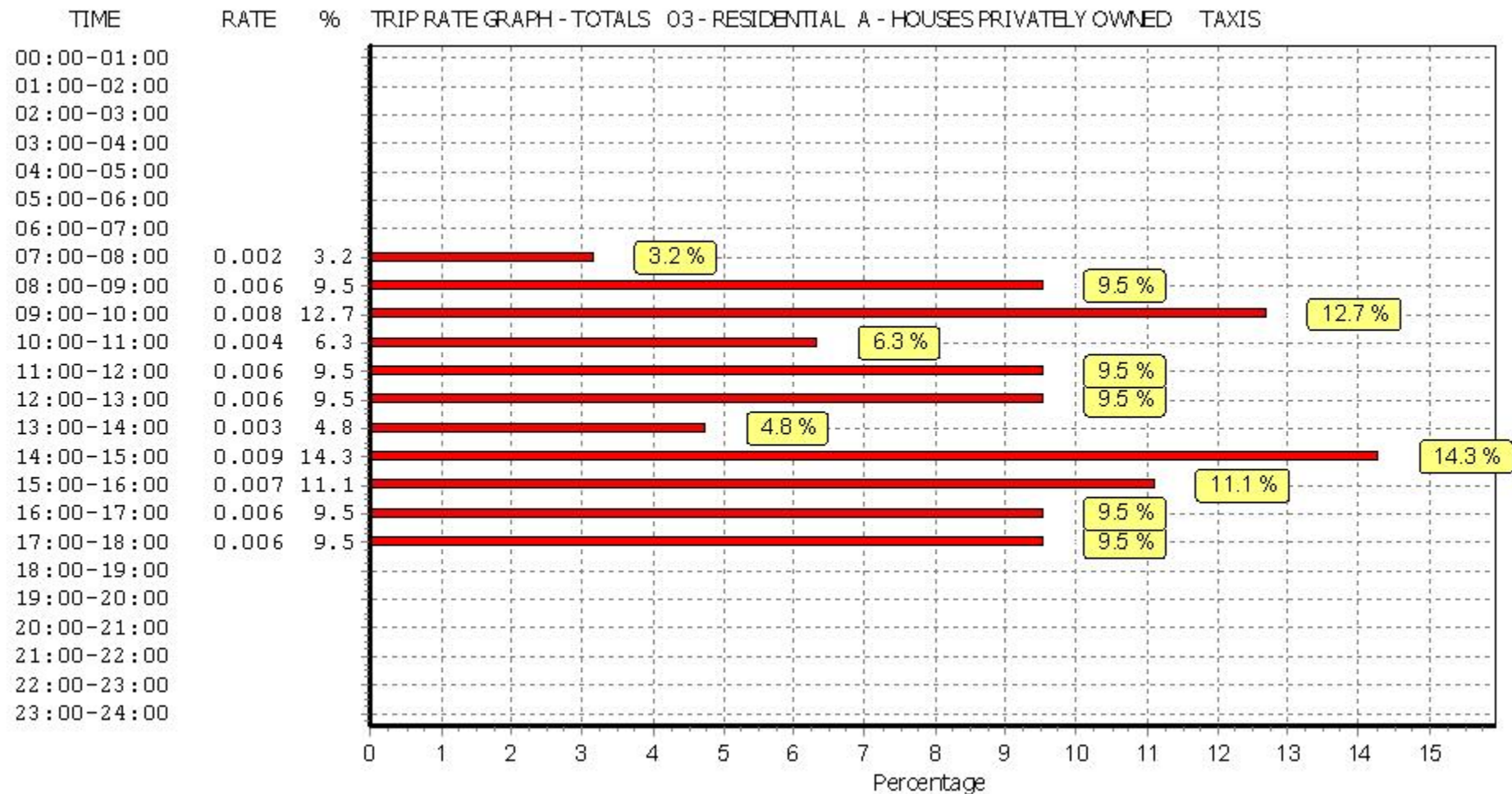
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

BUREAU SERVICE TRICS CONSORTIUM BUREAU SERVICE

Licence No: 700101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS

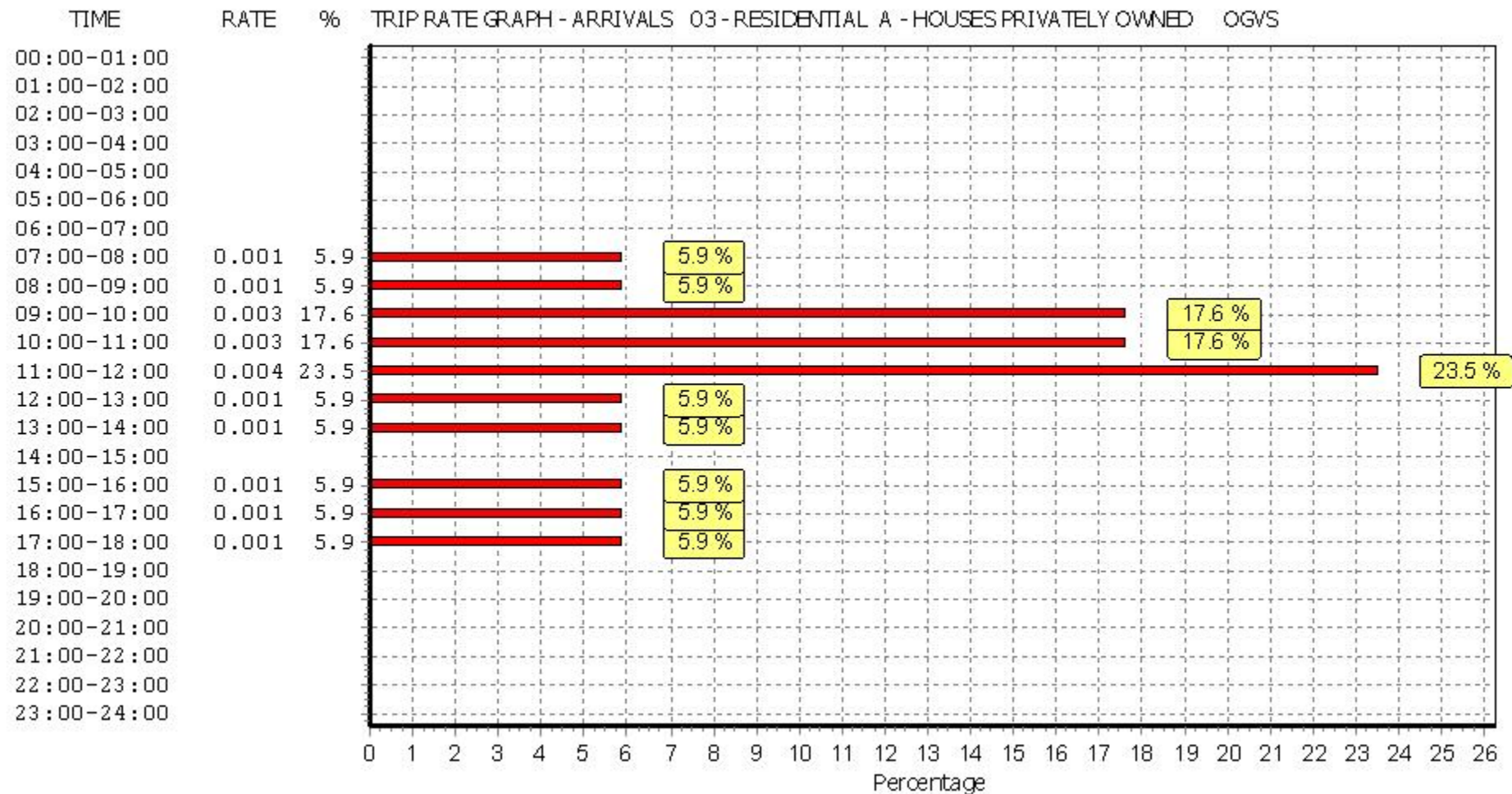
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

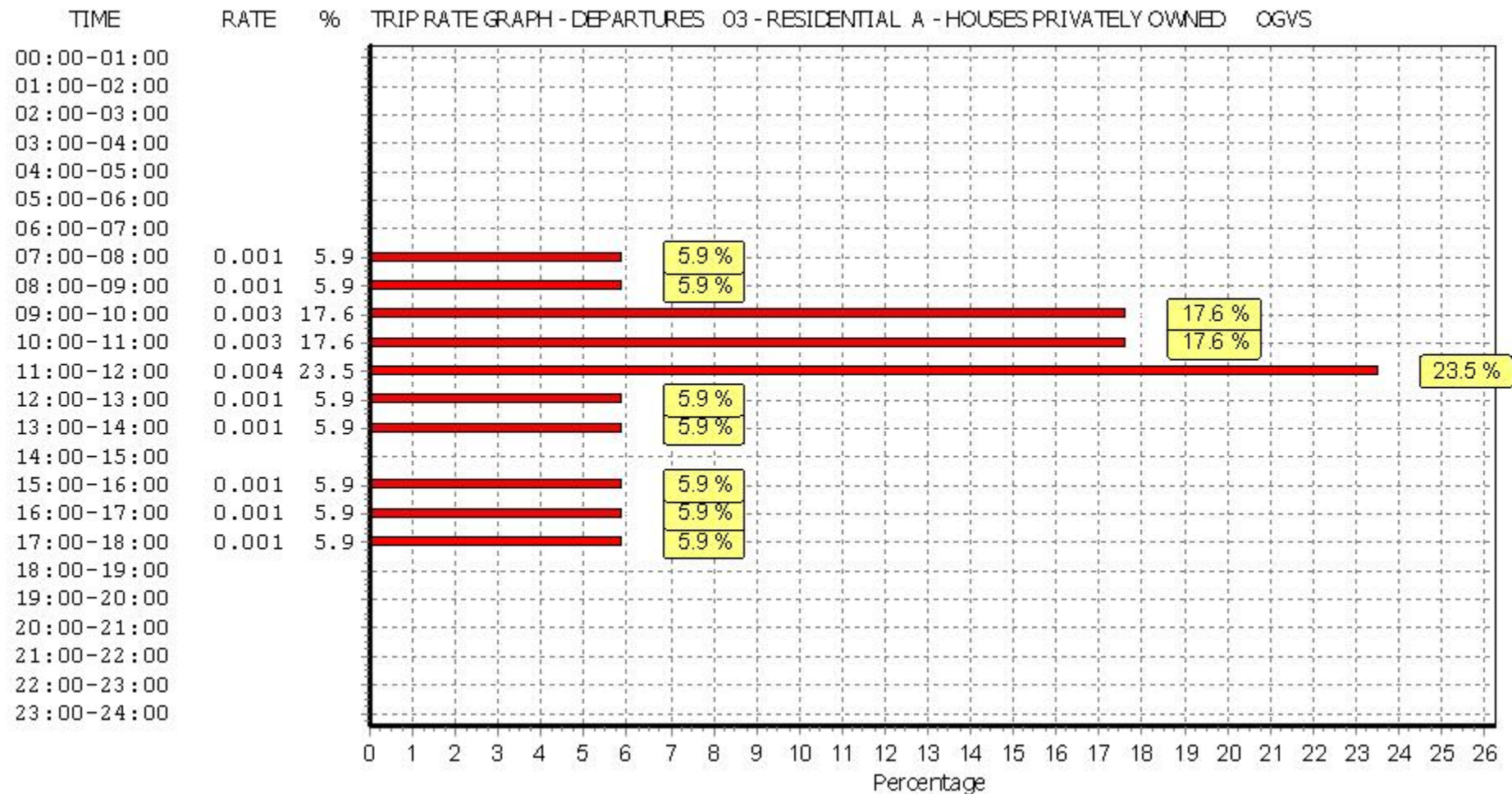
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	71	0.001	10	71	0.001	10	71	0.002
08:00 - 09:00	10	71	0.001	10	71	0.001	10	71	0.002
09:00 - 10:00	10	71	0.003	10	71	0.003	10	71	0.006
10:00 - 11:00	10	71	0.003	10	71	0.003	10	71	0.006
11:00 - 12:00	10	71	0.004	10	71	0.004	10	71	0.008
12:00 - 13:00	10	71	0.001	10	71	0.001	10	71	0.002
13:00 - 14:00	10	71	0.001	10	71	0.001	10	71	0.002
14:00 - 15:00	10	71	0.000	10	71	0.000	10	71	0.000
15:00 - 16:00	10	71	0.001	10	71	0.001	10	71	0.002
16:00 - 17:00	10	71	0.001	10	71	0.001	10	71	0.002
17:00 - 18:00	10	71	0.001	10	71	0.001	10	71	0.002
18:00 - 19:00	10	71	0.000	10	71	0.000	10	71	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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

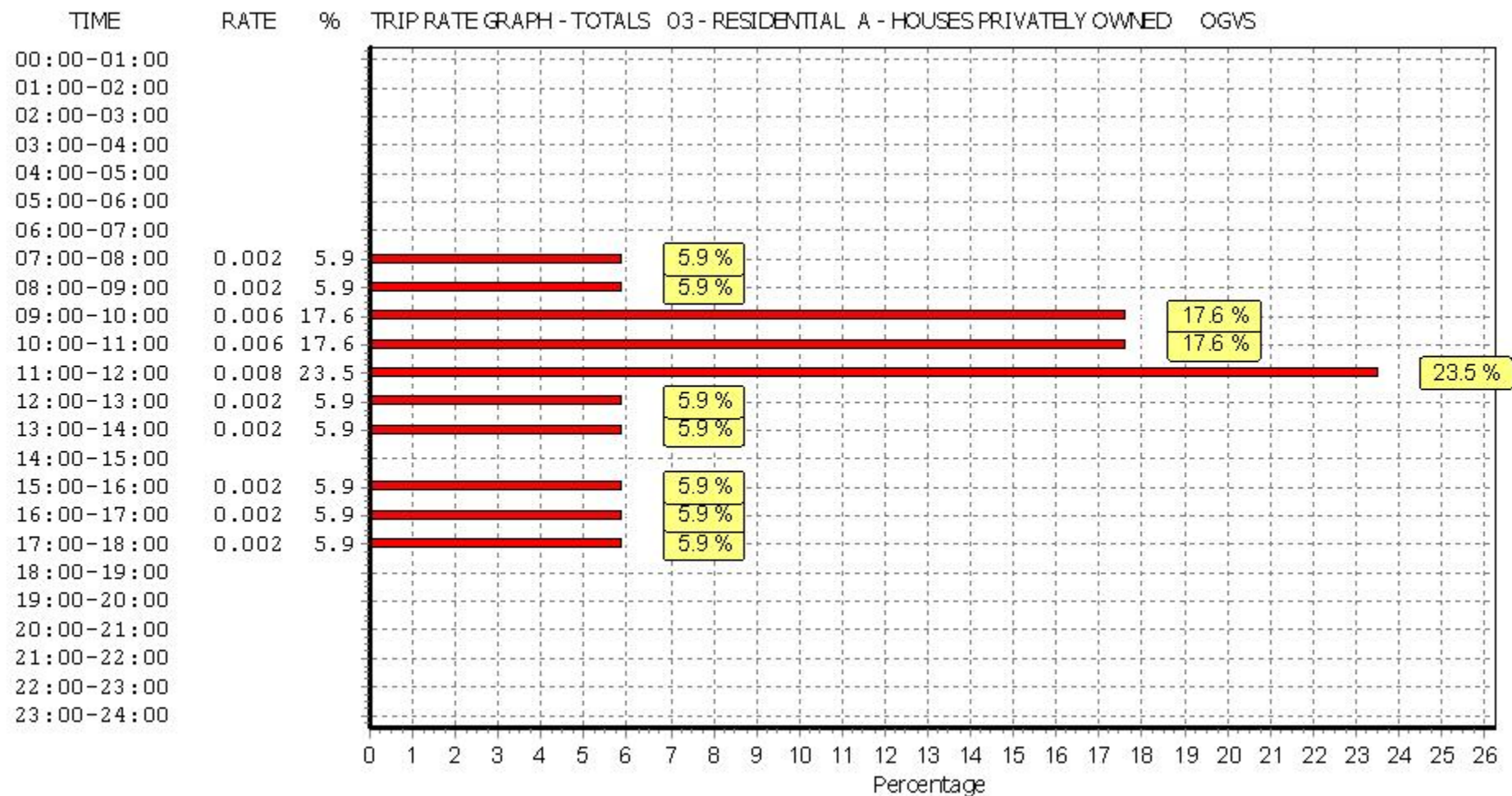
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS

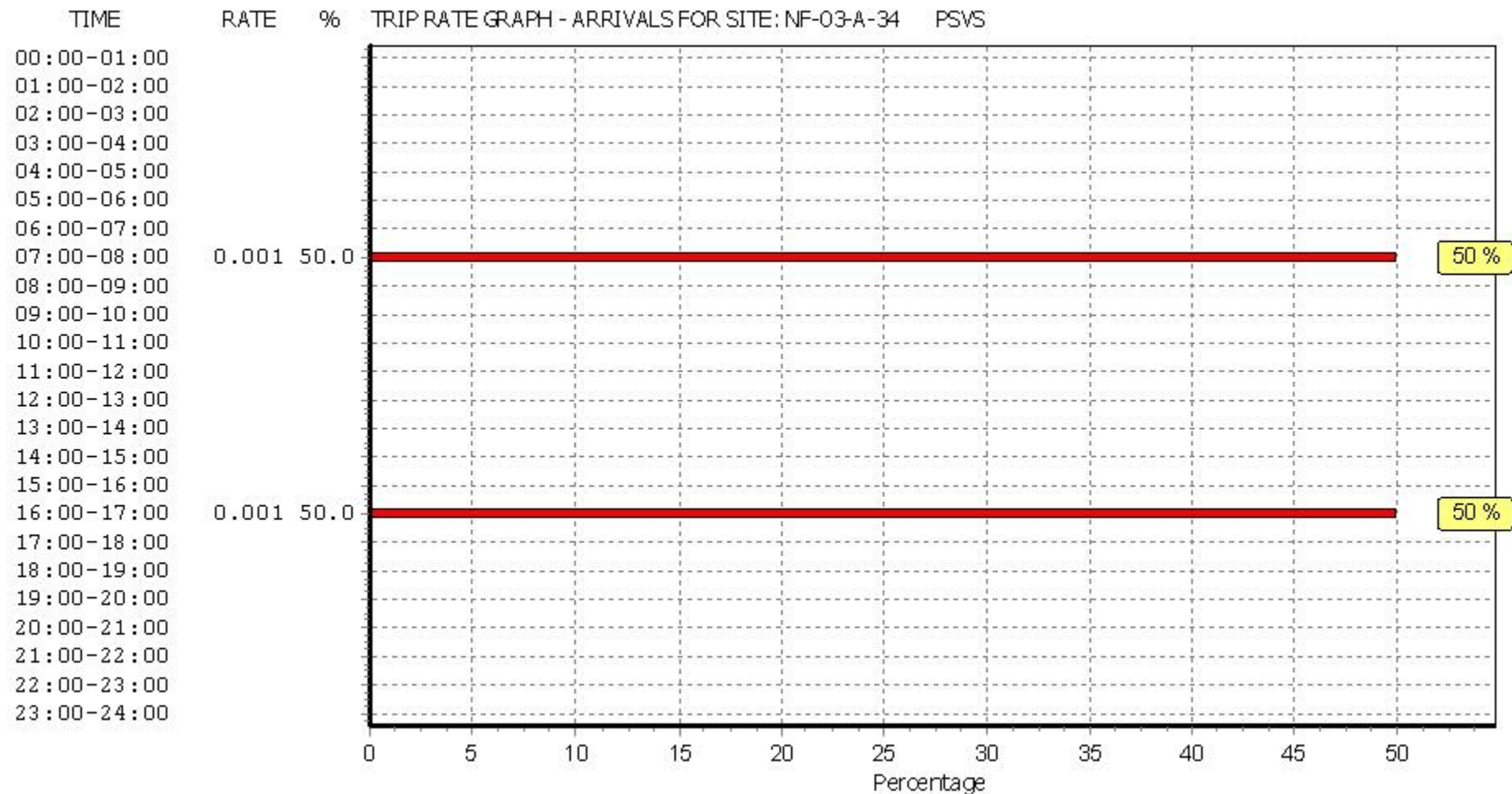
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

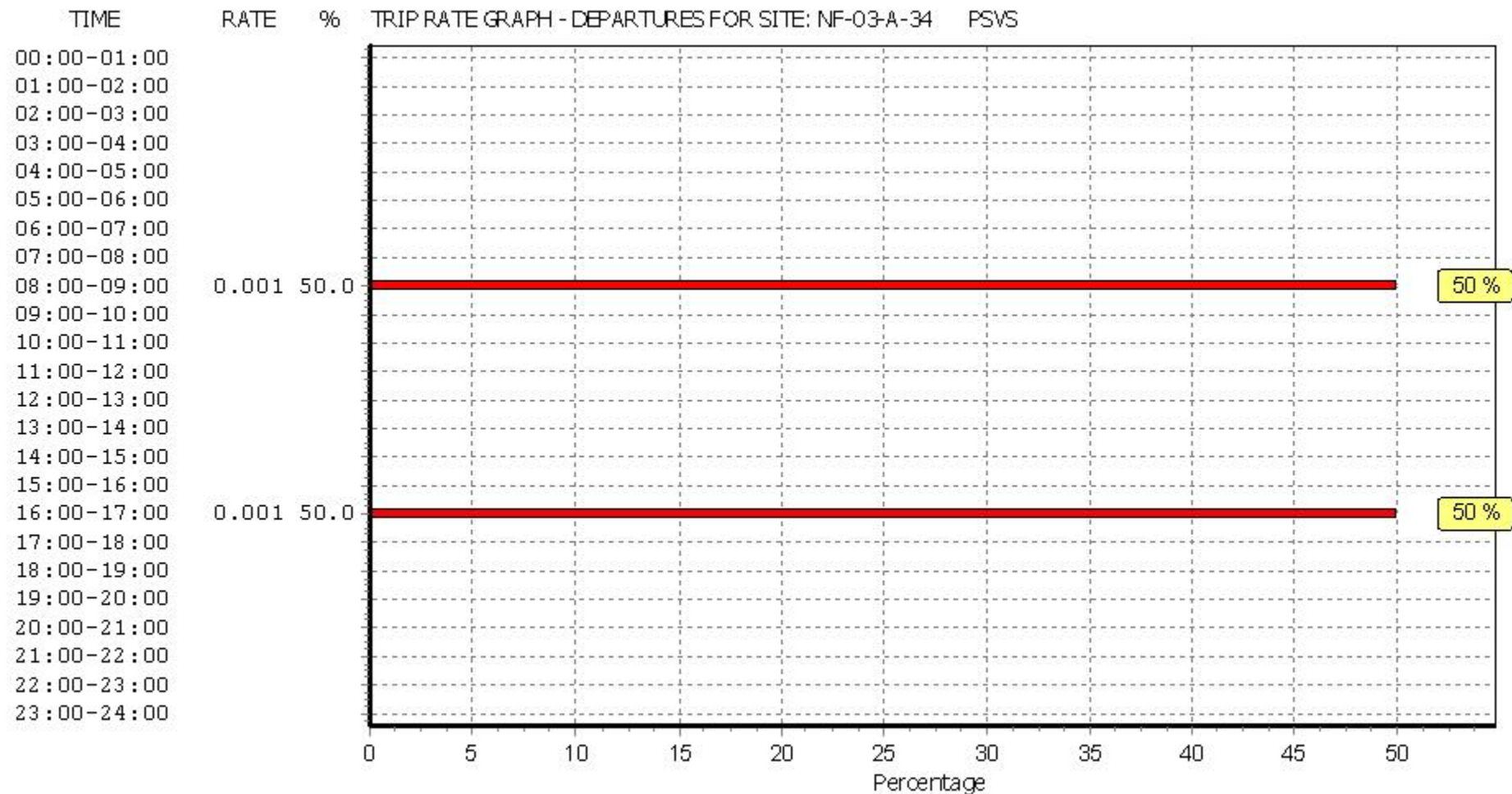
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	71	0.001	10	71	0.000	10	71	0.001
08:00 - 09:00	10	71	0.000	10	71	0.001	10	71	0.001
09:00 - 10:00	10	71	0.000	10	71	0.000	10	71	0.000
10:00 - 11:00	10	71	0.000	10	71	0.000	10	71	0.000
11:00 - 12:00	10	71	0.000	10	71	0.000	10	71	0.000
12:00 - 13:00	10	71	0.000	10	71	0.000	10	71	0.000
13:00 - 14:00	10	71	0.000	10	71	0.000	10	71	0.000
14:00 - 15:00	10	71	0.000	10	71	0.000	10	71	0.000
15:00 - 16:00	10	71	0.000	10	71	0.000	10	71	0.000
16:00 - 17:00	10	71	0.001	10	71	0.001	10	71	0.002
17:00 - 18:00	10	71	0.000	10	71	0.000	10	71	0.000
18:00 - 19:00	10	71	0.000	10	71	0.000	10	71	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

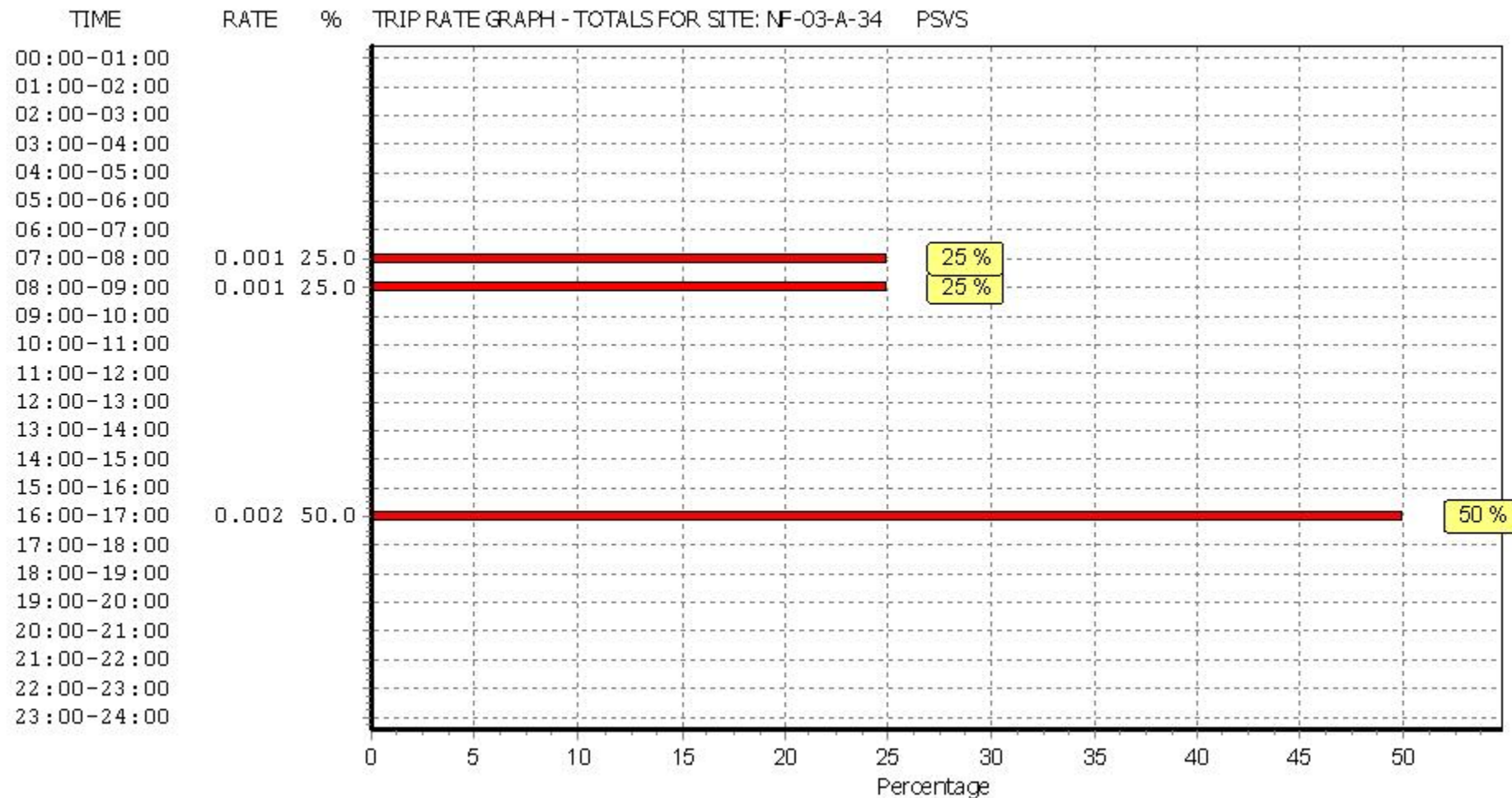
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS

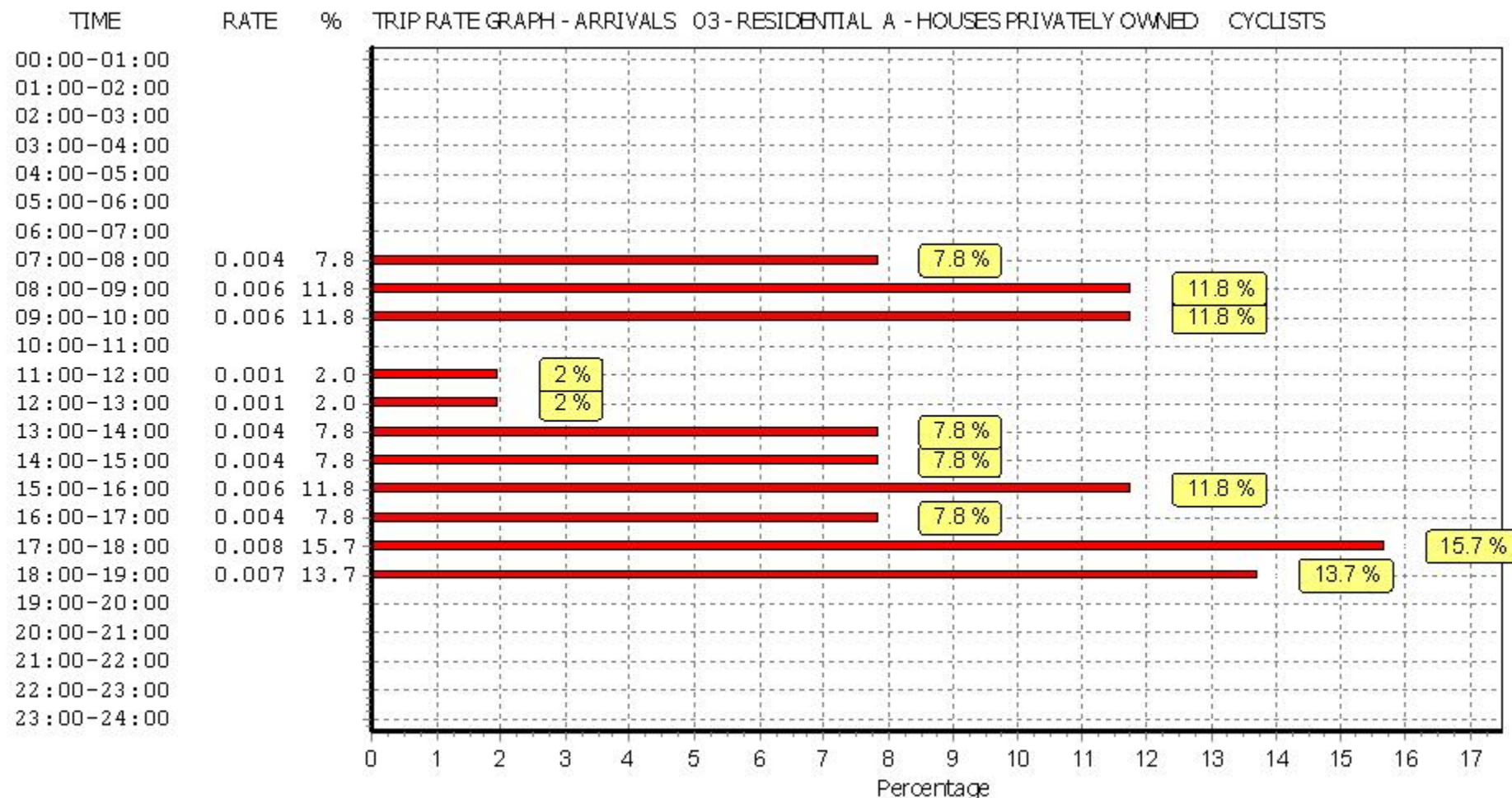
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

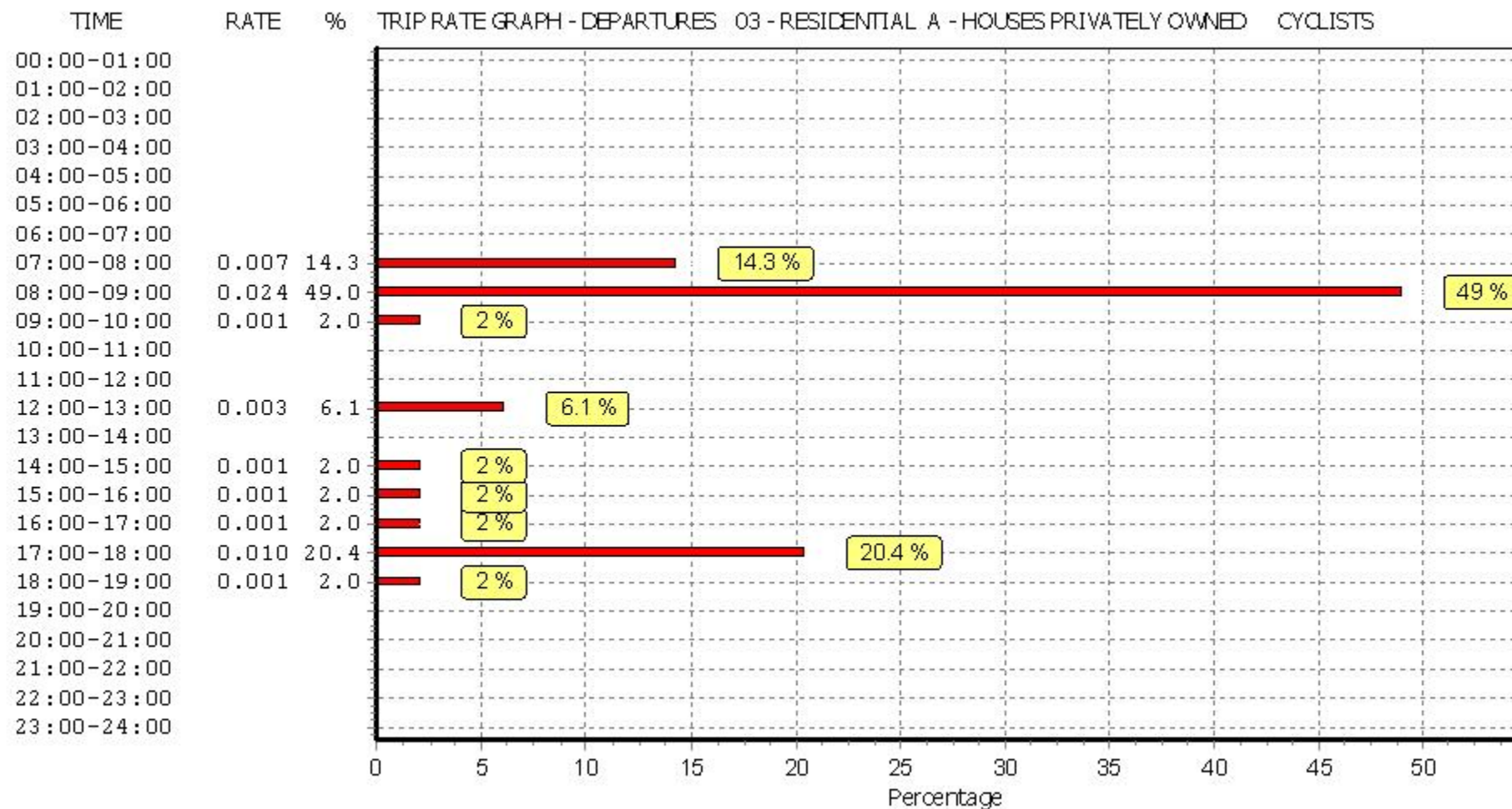
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	71	0.004	10	71	0.007	10	71	0.011
08:00 - 09:00	10	71	0.006	10	71	0.024	10	71	0.030
09:00 - 10:00	10	71	0.006	10	71	0.001	10	71	0.007
10:00 - 11:00	10	71	0.000	10	71	0.000	10	71	0.000
11:00 - 12:00	10	71	0.001	10	71	0.000	10	71	0.001
12:00 - 13:00	10	71	0.001	10	71	0.003	10	71	0.004
13:00 - 14:00	10	71	0.004	10	71	0.000	10	71	0.004
14:00 - 15:00	10	71	0.004	10	71	0.001	10	71	0.005
15:00 - 16:00	10	71	0.006	10	71	0.001	10	71	0.007
16:00 - 17:00	10	71	0.004	10	71	0.001	10	71	0.005
17:00 - 18:00	10	71	0.008	10	71	0.010	10	71	0.018
18:00 - 19:00	10	71	0.007	10	71	0.001	10	71	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.049			0.100

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

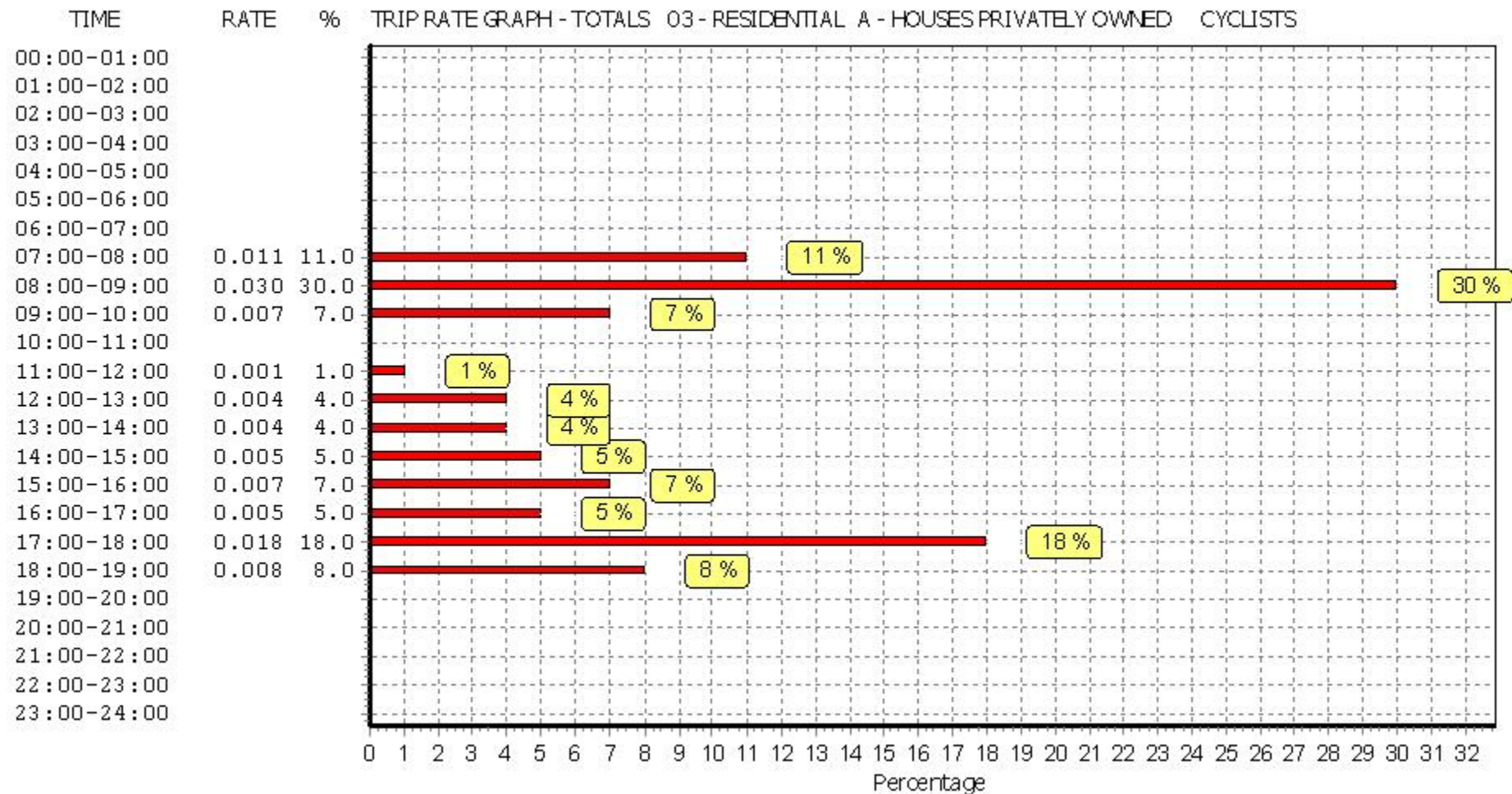
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CARS

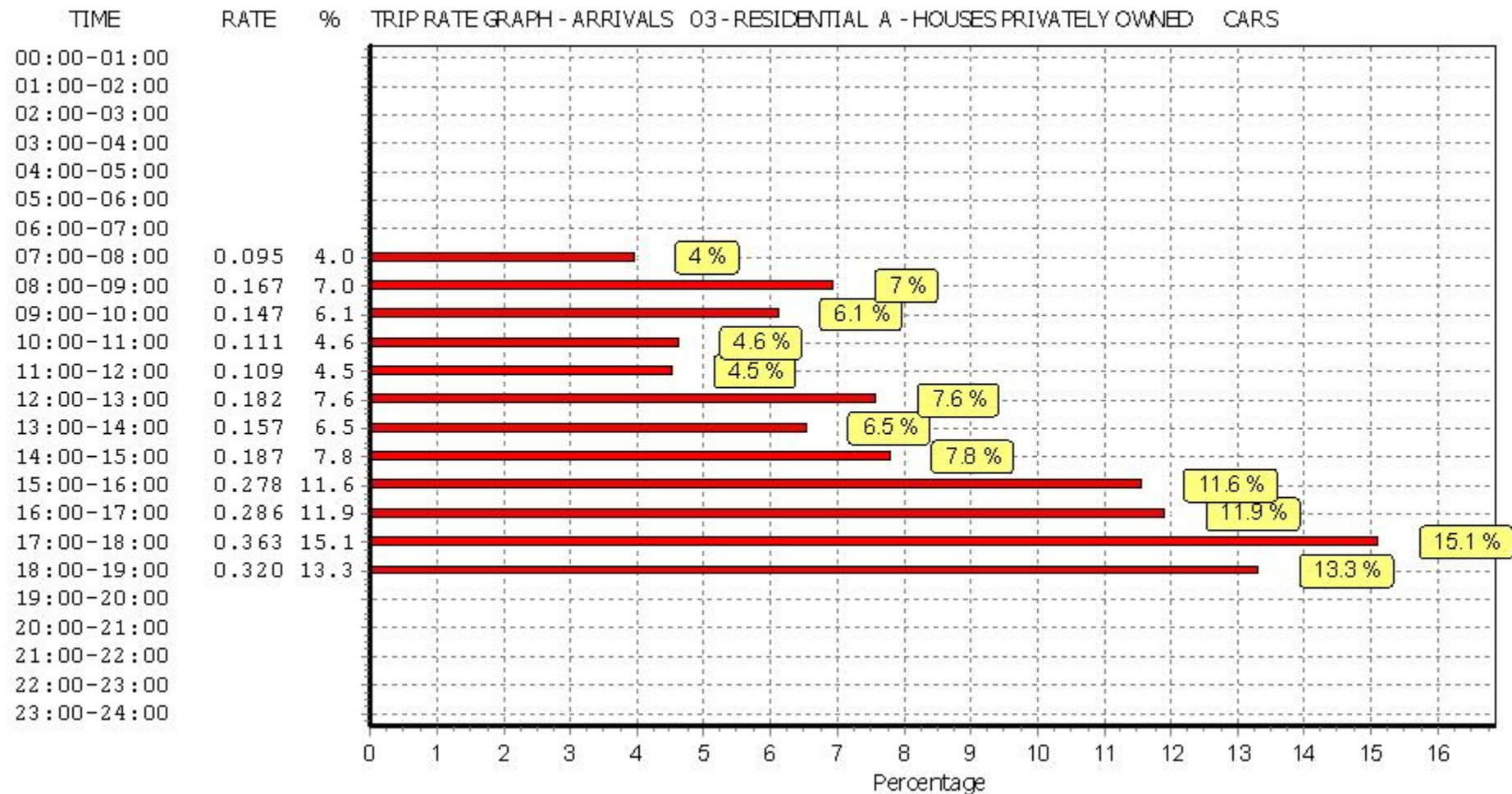
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

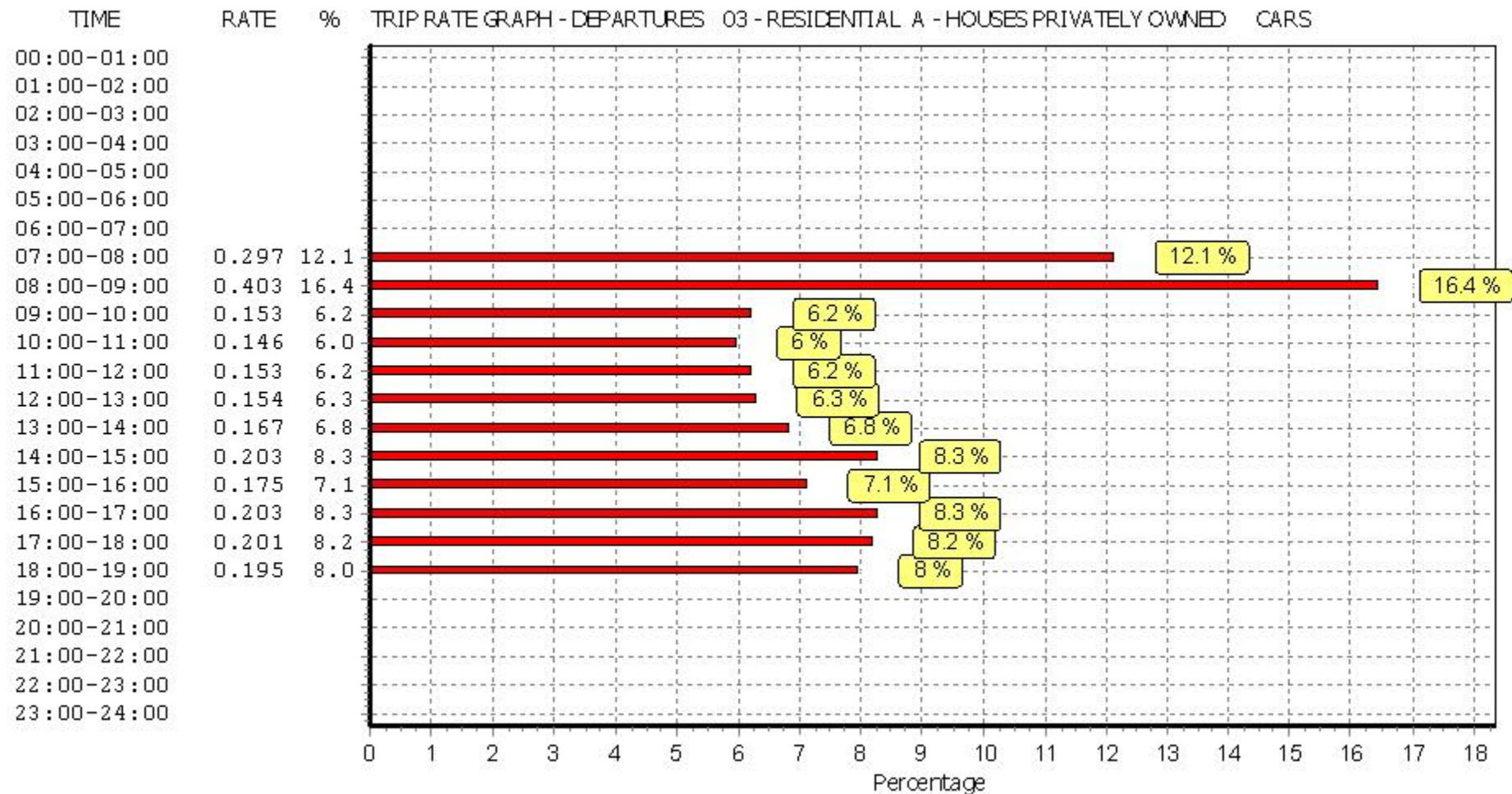
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	71	0.095	10	71	0.297	10	71	0.392
08:00 - 09:00	10	71	0.167	10	71	0.403	10	71	0.570
09:00 - 10:00	10	71	0.147	10	71	0.153	10	71	0.300
10:00 - 11:00	10	71	0.111	10	71	0.146	10	71	0.257
11:00 - 12:00	10	71	0.109	10	71	0.153	10	71	0.262
12:00 - 13:00	10	71	0.182	10	71	0.154	10	71	0.336
13:00 - 14:00	10	71	0.157	10	71	0.167	10	71	0.324
14:00 - 15:00	10	71	0.187	10	71	0.203	10	71	0.390
15:00 - 16:00	10	71	0.278	10	71	0.175	10	71	0.453
16:00 - 17:00	10	71	0.286	10	71	0.203	10	71	0.489
17:00 - 18:00	10	71	0.363	10	71	0.201	10	71	0.564
18:00 - 19:00	10	71	0.320	10	71	0.195	10	71	0.515
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.402			2.450			4.852

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

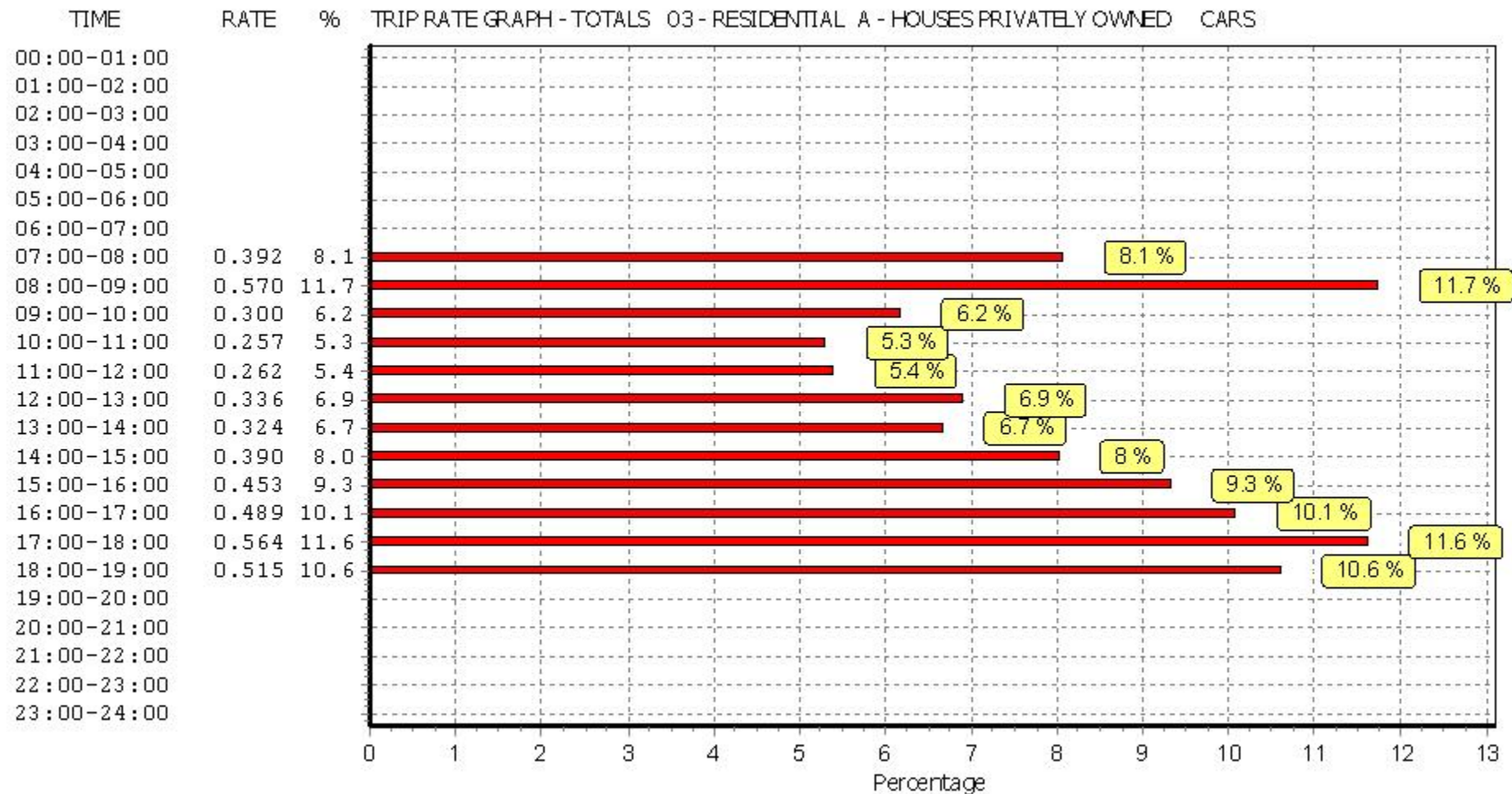
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

LGVS

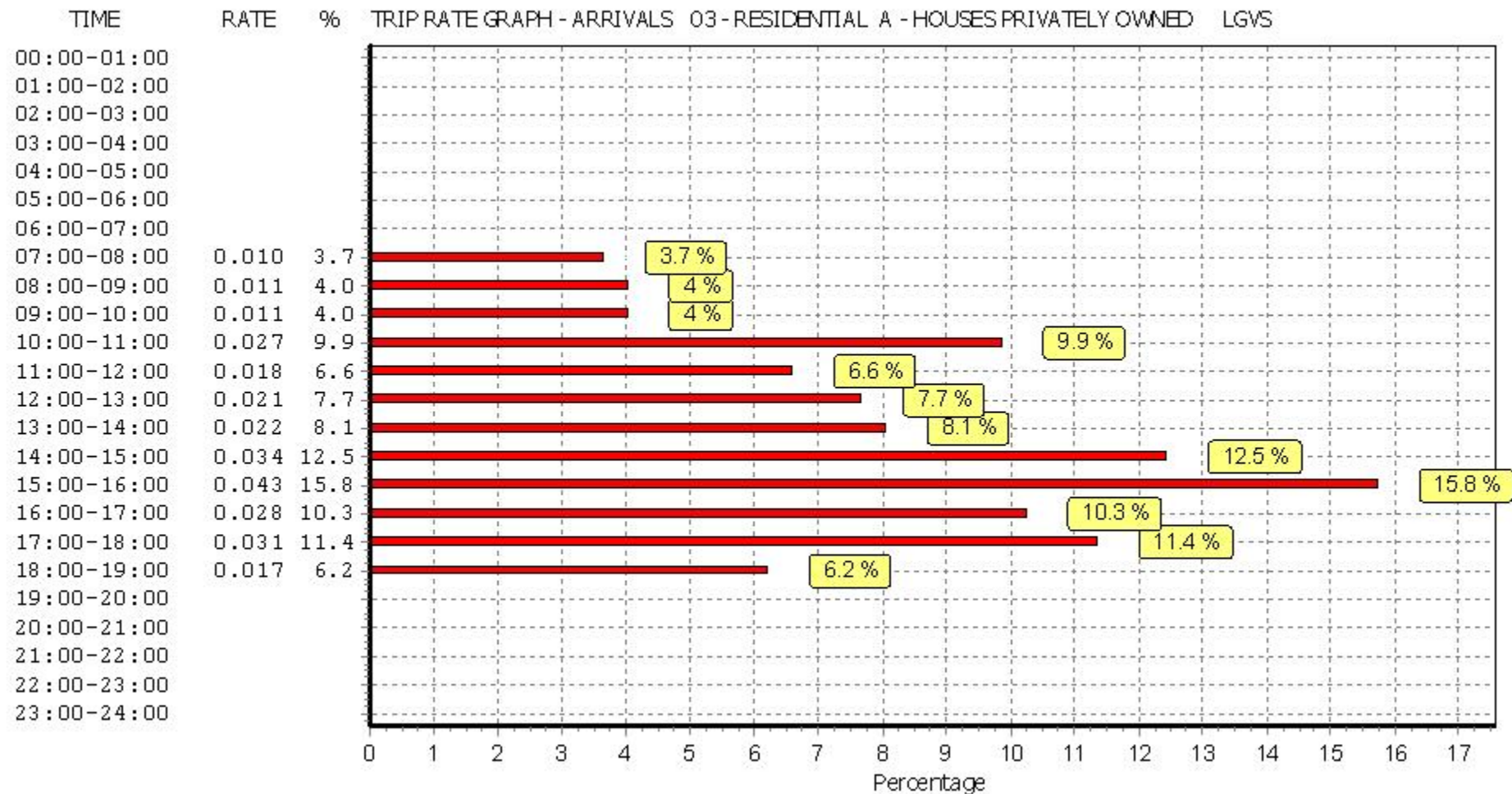
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

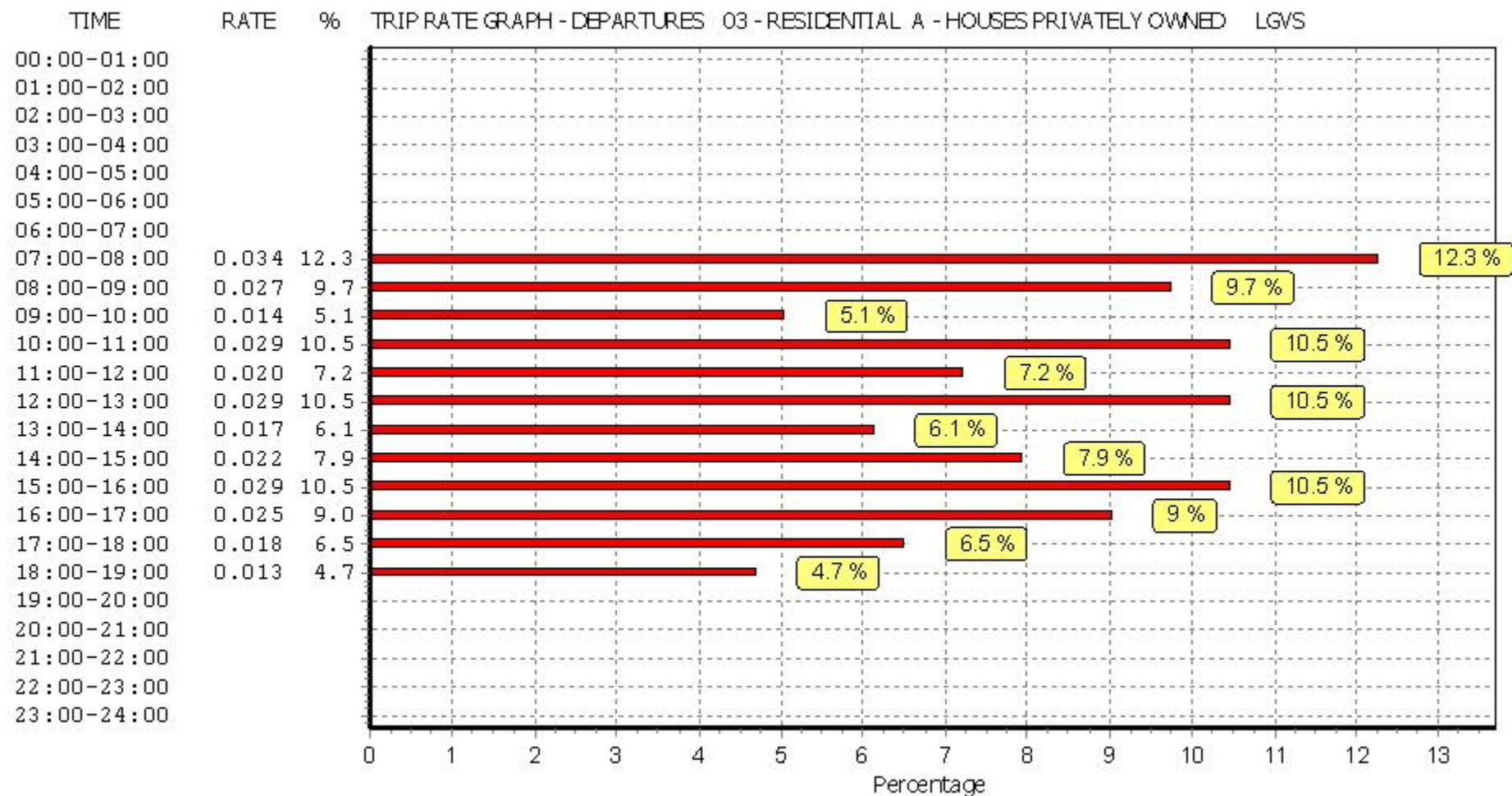
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	71	0.010	10	71	0.034	10	71	0.044
08:00 - 09:00	10	71	0.011	10	71	0.027	10	71	0.038
09:00 - 10:00	10	71	0.011	10	71	0.014	10	71	0.025
10:00 - 11:00	10	71	0.027	10	71	0.029	10	71	0.056
11:00 - 12:00	10	71	0.018	10	71	0.020	10	71	0.038
12:00 - 13:00	10	71	0.021	10	71	0.029	10	71	0.050
13:00 - 14:00	10	71	0.022	10	71	0.017	10	71	0.039
14:00 - 15:00	10	71	0.034	10	71	0.022	10	71	0.056
15:00 - 16:00	10	71	0.043	10	71	0.029	10	71	0.072
16:00 - 17:00	10	71	0.028	10	71	0.025	10	71	0.053
17:00 - 18:00	10	71	0.031	10	71	0.018	10	71	0.049
18:00 - 19:00	10	71	0.017	10	71	0.013	10	71	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.273			0.277			0.550

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

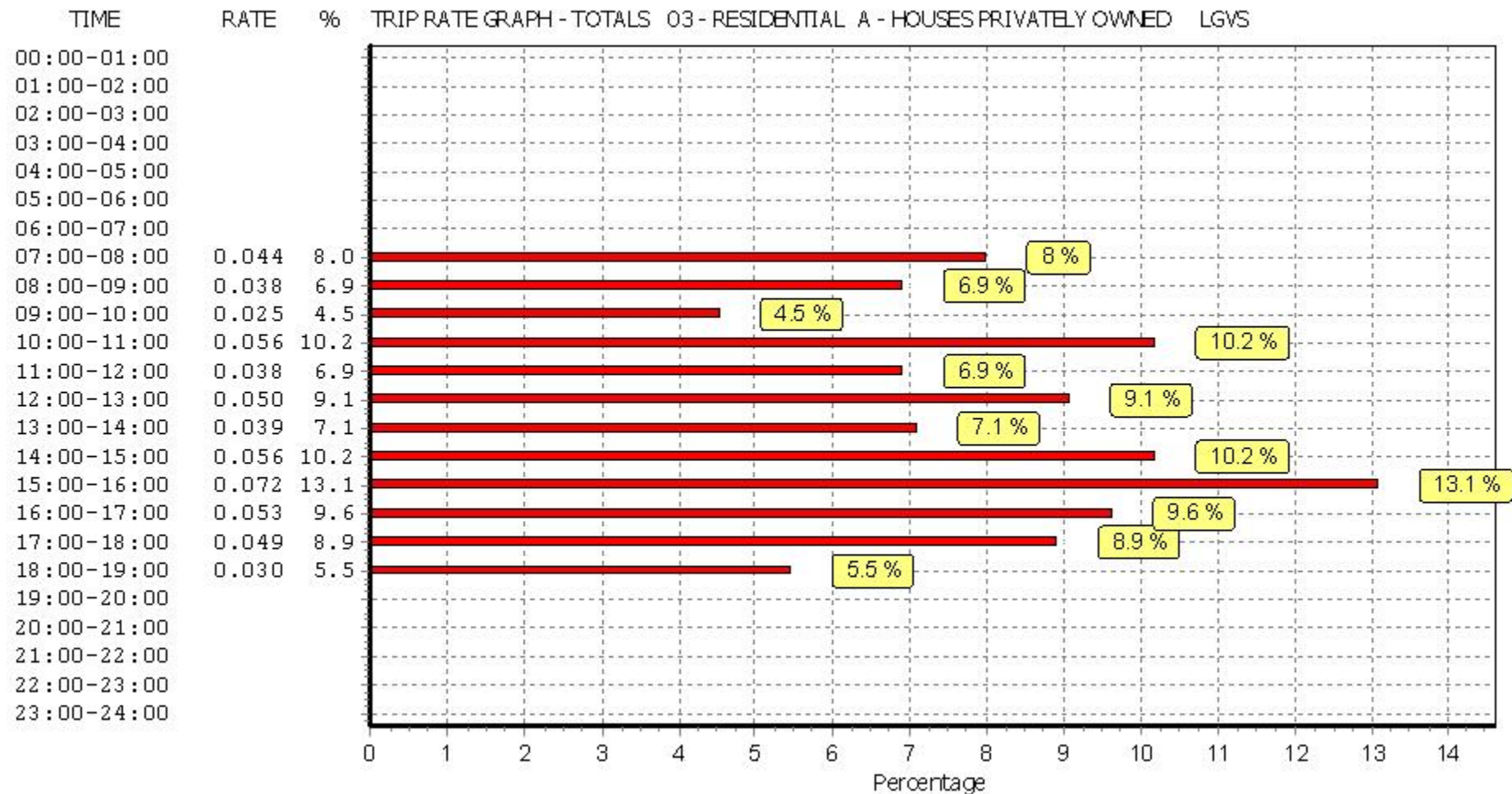
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

BUREAU SERVICE TRICS CONSORTIUM BUREAU SERVICE

Licence No: 700101

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MOTOR CYCLES

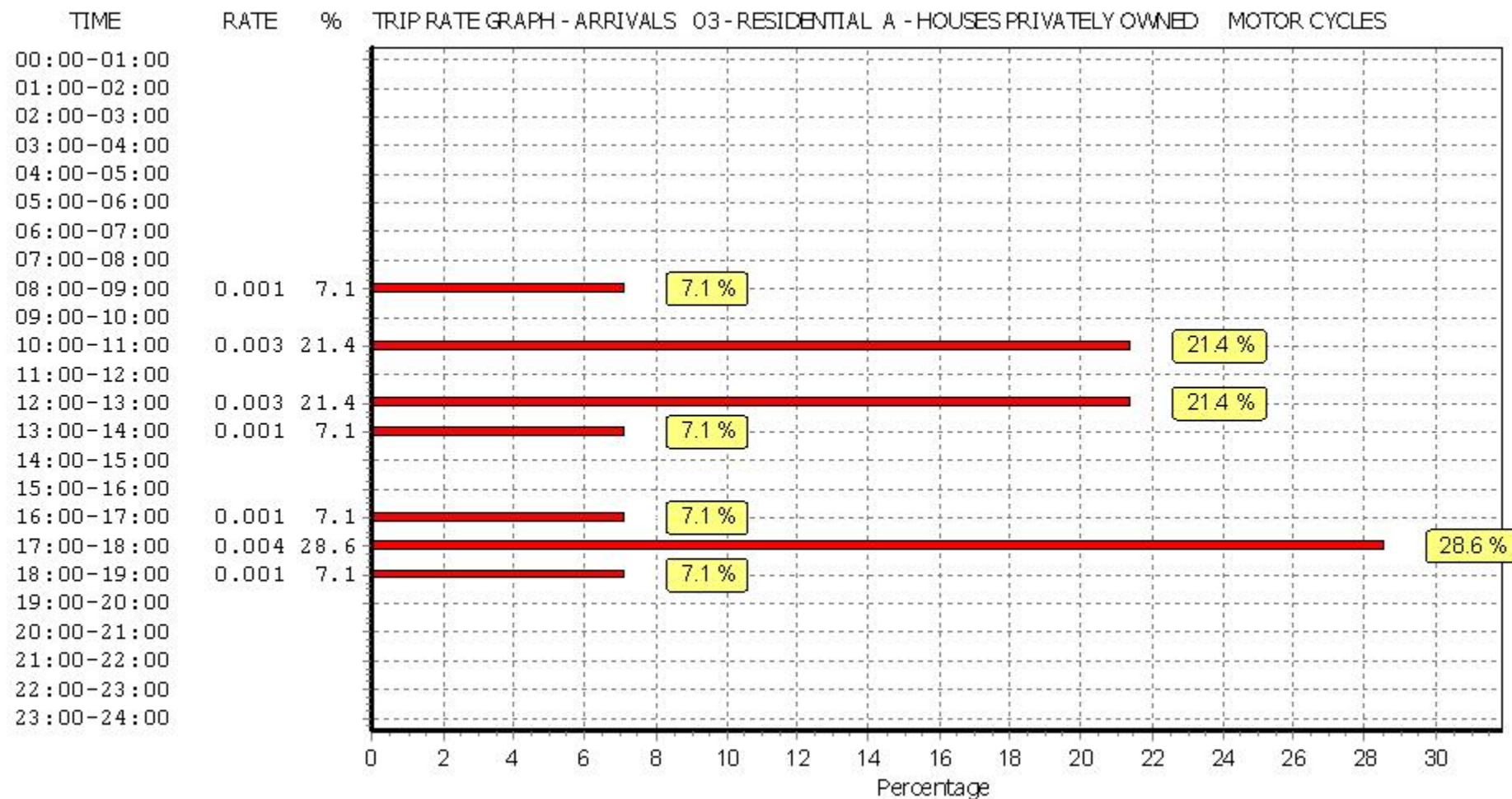
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

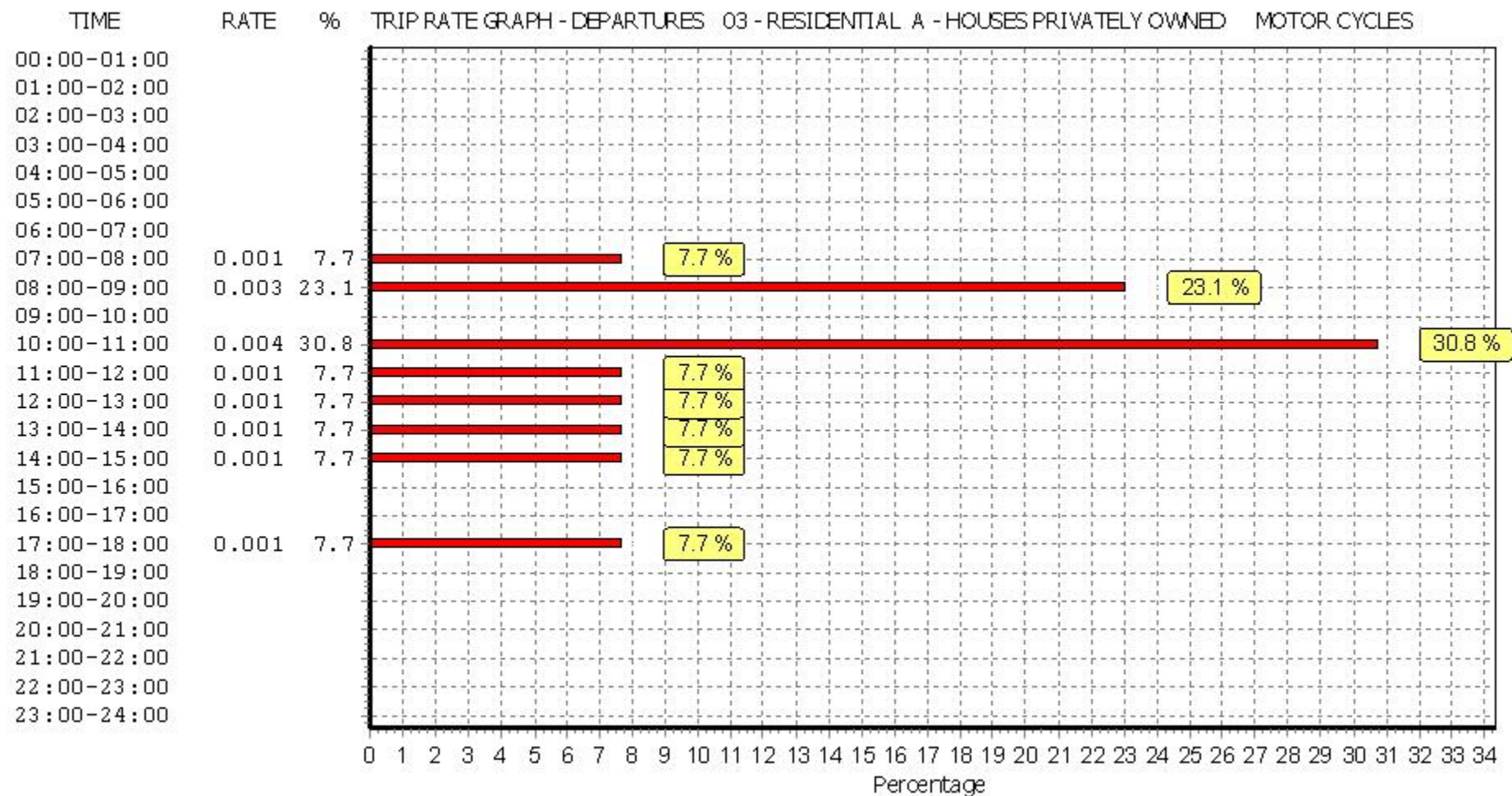
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	71	0.000	10	71	0.001	10	71	0.001
08:00 - 09:00	10	71	0.001	10	71	0.003	10	71	0.004
09:00 - 10:00	10	71	0.000	10	71	0.000	10	71	0.000
10:00 - 11:00	10	71	0.003	10	71	0.004	10	71	0.007
11:00 - 12:00	10	71	0.000	10	71	0.001	10	71	0.001
12:00 - 13:00	10	71	0.003	10	71	0.001	10	71	0.004
13:00 - 14:00	10	71	0.001	10	71	0.001	10	71	0.002
14:00 - 15:00	10	71	0.000	10	71	0.001	10	71	0.001
15:00 - 16:00	10	71	0.000	10	71	0.000	10	71	0.000
16:00 - 17:00	10	71	0.001	10	71	0.000	10	71	0.001
17:00 - 18:00	10	71	0.004	10	71	0.001	10	71	0.005
18:00 - 19:00	10	71	0.001	10	71	0.000	10	71	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.013			0.027

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

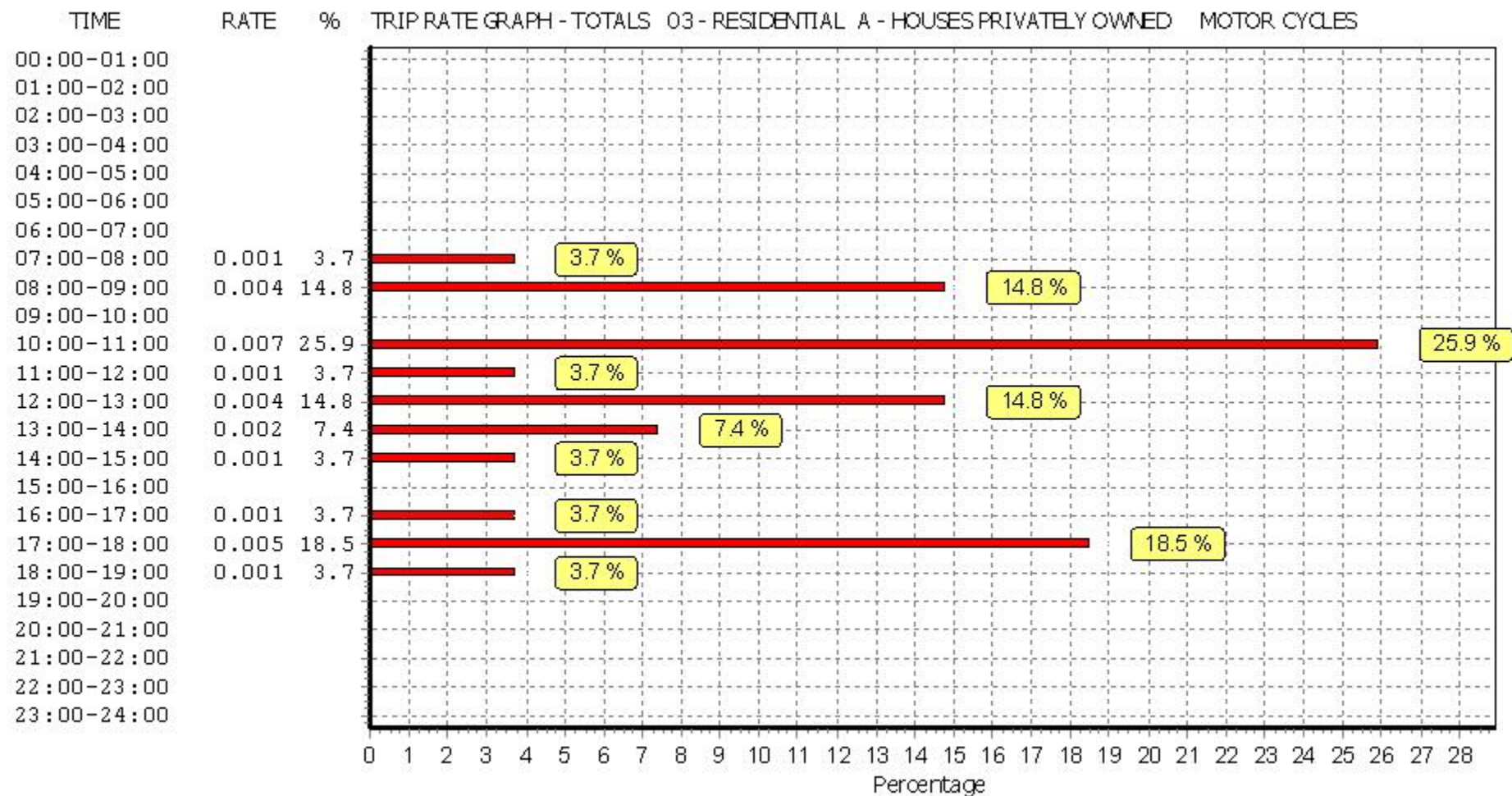
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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

Appendix C ORIGIN/ DESTINATION MATRICES

Traffic Calculations for R939/Proposed Access T-Junction
Junction 1
AM Peak (08:15 - 09:15)

Seasonally Adjusted 2022

Route	A	HV	B	HV	C	HV
A	0	0	0	0	564	34
B	0	0	0	0	0	0
C	622	26	0	0	0	0

2027

Opening Year
Galway LV HV
2016 - 2030 index 1.0259 1.0446
Years 5 5
Growth Factor 1.1364 1.2438

Route	A	HV	B	HV	C	HV
A	0	0	0	0	641	42
B	0	0	0	0	0	0
C	707	32	0	0	0	0

2032

5 Years After Opening 2032
Galway LV HV
2016 - 2030 index 1.0259 1.0446
Years 8 8
Growth Factor 1.227 1.418
Galway LV HV
2030 - 2040 index 1.0109 1.0198
Years 2 2
Growth Factor 1.0220 1.0400
Combined 1.253994 1.47472

Route	A	HV	B	HV	C	HV
A	0	0	0	0	707	50
B	0	0	0	0	0	0
C	780	38	0	0	0	0

2042

15 Years After Opening 2042
Galway LV HV
2016 - 2030 index 1.0259 1.0446
Years 8 8
Growth Factor 1.2270 1.4180
Galway LV HV
2030 - 2040 index 1.0109 1.0198
Years 10 10
Growth Factor 1.1150 1.2170
Galway LV HV
2040 - 2050 index 1.0105 1.0236
Years 2 2
Growth Factor 1.0210 1.0480
Combined 1.3968 1.8085

Route	A	HV	B	HV	C	HV
A	0	0	0	0	788	61
B	0	0	0	0	0	0
C	869	47	0	0	0	0

PEAK GENERATED TRAFFIC
Junction 1
WITH DEVELOPMENT

Peak Construction Traffic

Route	A	HV	B	HV	C	HV
A	0	0	6	0	0	0
B	15	0	0	0	14	0
C	0	0	6	0	0	0

Opening Year

Route	A	HV	B	HV	C	HV
A	0	0	6	0	641	42
B	15	0	0	0	14	0
C	707	32	6	0	0	0

5 Years After Opening 2032

Route	A	HV	B	HV	C	HV
A	0	0	6	0	707	50
B	15	0	0	0	14	0
C	780	38	6	0	0	0

15 Years After Opening 2042

Route	A	HV	B	HV	C	HV
A	0	0	6	0	788	61
B	15	0	0	0	14	0
C	869	47	6	0	0	0

Traffic Calculations for R939/Proposed Access T-Junction
Junction 1
PM Peak (16:45 - 17:45)

Seasonally Adjusted

2022

Route	A	HV	B	HV	C	HV
A	0	0	0	0	614	21
B	0	0	0	0	0	0
C	688	25	0	0	0	0

2027

Opening Year

<u>Galway</u>	<u>LV</u>	<u>HV</u>
2016 - 2030 index	1.0259	1.0446
Years	5	5
<u>Growth Factor</u>	1.1364	1.2438

Route	A	HV	B	HV	C	HV
A	0	0	0	0	698	26
B	0	0	0	0	0	0
C	782	31	0	0	0	0

2032

5 Years After Opening 2032

<u>Galway</u>	<u>LV</u>	<u>HV</u>
2016 - 2030 index	1.0259	1.0446
Years	8	8
<u>Growth Factor</u>	1.227	1.418
<u>Galway</u>	<u>LV</u>	<u>HV</u>
2030 - 2040 index	1.0109	1.0198
Years	2	2
<u>Growth Factor</u>	1.0220	1.0400
<u>Combined</u>	1.253994	1.47472

Route	A	HV	B	HV	C	HV
A	0	0	0	0	770	26
B	0	0	0	0	0	0
C	863	31	0	0	0	0

2042

15 Years After Opening 2042

<u>Galway</u>	<u>LV</u>	<u>HV</u>
2016 - 2030 index	1.0259	1.0446
Years	8	8
<u>Growth Factor</u>	1.2270	1.4180
<u>Galway</u>	<u>LV</u>	<u>HV</u>
2030 - 2040 index	1.0109	1.0198
Years	10	10
<u>Growth Factor</u>	1.1150	1.2170
<u>Galway</u>	<u>LV</u>	<u>HV</u>
2040 - 2050 index	1.0105	1.0236
Years	2	2
<u>Growth Factor</u>	1.0210	1.0480
<u>Combined</u>	1.3968	1.3968

Route	A	HV	B	HV	C	HV
A	0	0	0	0	858	29
B	0	0	0	0	0	0
C	961	35	0	0	0	0

PEAK GENERATED TRAFFIC
Junction 1
WITH DEVELOPMENT

Peak Construction Traffic

Route	A	HV	B	HV	C	HV
A	0	0	14	0	0	0
B	7	0	0	0	8	0
C	0	0	13	0	0	0

Opening Year

Route	A	HV	B	HV	C	HV
A	0	0	14	0	698	26
B	7	0	0	0	8	0
C	782	31	13	0	0	0

5 Years After Opening 2032

Route	A	HV	B	HV	C	HV
A	0	0	14	0	770	26
B	7	0	0	0	8	0
C	863	31	13	0	0	0

15 Years After Opening 2042

Route	A	HV	B	HV	C	HV
A	0	0	14	0	858	29
B	7	0	0	0	8	0
C	961	35	13	0	0	0

Appendix D JUNCTIONS 10 (PICADY) RESULTS

Junctions 10	
PICADY 10 - Priority Intersection Module	
Version: 10.0.3.1598	
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: Site 1 - R939-Woodfield.j10

Path: J:\Projects\12128 - Gilligan Consulting Engineers - Farranamartin, Tuam, Co. Galway - TTA and RSA\05-Design\01-Calculations\Traffic

Report generation date: 14/04/2025 12:32:54

»2022, AM
 »2022, PM
 »No Dev - Year of Opening 2027, AM
 »No Dev - Year of Opening 2027, PM
 »With Dev - Year of Opening 2027, AM
 »With Dev - Year of Opening 2027, PM
 »No Dev - Year of Opening + 5 2032, AM
 »No Dev - Year of Opening + 5 2032, PM
 »With Dev - Year of Opening + 5 2032, AM
 »With Dev - Year of Opening + 5 2032, PM
 »No Dev - Year of Opening + 15 2042, AM
 »No Dev - Year of Opening + 15 2042, PM
 »With Dev - Year of Opening + 15 2042, AM
 »With Dev - Year of Opening + 15 2042, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2022											
Stream B-AC	D1	0.0	0.00	0.00	A	900 %	D2	0.0	0.00	0.00	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]
	No Dev - Year of Opening 2027											
Stream B-AC	D3	0.0	0.00	0.00	A	900 %	D4	0.0	0.00	0.00	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]
	With Dev - Year of Opening 2027											
Stream B-AC	D5	0.1	14.44	0.11	B	41 %	D6	0.1	14.41	0.06	B	37 %
Stream C-AB		0.0	3.81	0.02	A	[Stream B-AC]		0.1	3.75	0.06	A	[Stream B-AC]
	No Dev - Year of Opening + 5 2032											
Stream B-AC	D7	0.0	0.00	0.00	A	900 %	D8	0.0	0.00	0.00	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]
	With Dev - Year of Opening + 5 2032											
Stream B-AC	D9	0.1	16.61	0.13	C	28 %	D10	0.1	16.67	0.07	C	25 %
Stream C-AB		0.0	3.70	0.03	A	[Stream B-AC]		0.1	3.64	0.07	A	[Stream B-AC]
	No Dev - Year of Opening + 15 2042											
Stream B-AC	D11	0.0	0.00	0.00	A	900 %	D12	0.0	0.00	0.00	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]
	With Dev - Year of Opening + 15 2042											
Stream B-AC	D13	0.2	20.00	0.15	C	17 %	D14	0.1	21.18	0.09	C	13 %
Stream C-AB		0.0	3.57	0.03	A	[Stream B-AC]		0.2	3.50	0.08	A	[Stream B-AC]

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Site 1 R939/Woodfield
Location	
Site number	
Date	10/04/2025
Version	
Status	Proposed
Identifier	
Client	
Jobnumber	12128
Enumerator	TOBIN/Evelyn.Kilcline
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	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:30	18:00	15
D3	No Dev - Year of Opening 2027	AM	ONE HOUR	07:45	09:15	15
D4	No Dev - Year of Opening 2027	PM	ONE HOUR	16:30	18:00	15
D5	With Dev - Year of Opening 2027	AM	ONE HOUR	07:45	09:15	15
D6	With Dev - Year of Opening 2027	PM	ONE HOUR	16:30	18:00	15
D7	No Dev - Year of Opening + 5 2032	AM	ONE HOUR	07:45	09:15	15
D8	No Dev - Year of Opening + 5 2032	PM	ONE HOUR	16:30	18:00	15
D9	With Dev - Year of Opening + 5 2032	AM	ONE HOUR	07:45	09:15	15
D10	With Dev - Year of Opening + 5 2032	PM	ONE HOUR	16:30	18:00	15
D11	No Dev - Year of Opening + 15 2042	AM	ONE HOUR	07:45	09:15	15
D12	No Dev - Year of Opening + 15 2042	PM	ONE HOUR	16:30	18:00	15
D13	With Dev - Year of Opening + 15 2042	AM	ONE HOUR	07:45	09:15	15
D14	With Dev - Year of Opening + 15 2042	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, 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	R939/Woodfield	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	R939 (West)		Major
B	Woodfield Estate		Minor
C	R939 (East)		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 - R939 (East)	6.50			250.0	✓	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 - Woodfield Estate	One lane	3.00	14	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	489	0.087	0.220	0.139	0.315
B-C	633	0.095	0.240	-	-
C-B	719	0.272	0.272	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - R939 (West)		✓	598	100.000
B - Woodfield Estate		✓	0	100.000
C - R939 (East)		✓	648	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	598
	B - Woodfield Estate	0	0	0
	C - R939 (East)	648	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	0
	B - Woodfield Estate	0	0	0
	C - R939 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	399	0.000	0	0.0	0.000	A
C-AB	0	596	0.000	0	0.0	0.000	A
C-A	488			488			
A-B	0			0			
A-C	450			450			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	388	0.000	0	0.0	0.000	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	583			583			
A-B	0			0			
A-C	538			538			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	323	0.000	0	0.0	0.000	A
C-AB	0	539	0.000	0	0.0	0.000	A
C-A	713			713			
A-B	0			0			
A-C	658			658			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	323	0.000	0	0.0	0.000	A
C-AB	0	539	0.000	0	0.0	0.000	A
C-A	713			713			
A-B	0			0			
A-C	658			658			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	388	0.000	0	0.0	0.000	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	583			583			
A-B	0			0			
A-C	538			538			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	399	0.000	0	0.0	0.000	A
C-AB	0	596	0.000	0	0.0	0.000	A
C-A	488			488			
A-B	0			0			
A-C	450			450			

2022, 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	R939/Woodfield	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - R939 (West)		✓	635	100.000
B - Woodfield Estate		✓	0	100.000
C - R939 (East)		✓	713	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	635
	B - Woodfield Estate	0	0	0
	C - R939 (East)	713	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	0
	B - Woodfield Estate	0	0	0
	C - R939 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	387	0.000	0	0.0	0.000	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	537			537			
A-B	0			0			
A-C	478			478			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	353	0.000	0	0.0	0.000	A
C-AB	0	583	0.000	0	0.0	0.000	A
C-A	641			641			
A-B	0			0			
A-C	571			571			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	304	0.000	0	0.0	0.000	A
C-AB	0	528	0.000	0	0.0	0.000	A
C-A	785			785			
A-B	0			0			
A-C	699			699			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	304	0.000	0	0.0	0.000	A
C-AB	0	528	0.000	0	0.0	0.000	A
C-A	785			785			
A-B	0			0			
A-C	699			699			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	353	0.000	0	0.0	0.000	A
C-AB	0	563	0.000	0	0.0	0.000	A
C-A	641			641			
A-B	0			0			
A-C	571			571			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	387	0.000	0	0.0	0.000	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	537			537			
A-B	0			0			
A-C	478			478			

No Dev - Year of Opening 2027, 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	R939/Woodfield	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	No Dev - Year of Opening 2027	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - R939 (West)		✓	683	100.000
B - Woodfield Estate		✓	0	100.000
C - R939 (East)		✓	739	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	683
	B - Woodfield Estate	0	0	0
	C - R939 (East)	739	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	0
	B - Woodfield Estate	0	0	0
	C - R939 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	377	0.000	0	0.0	0.000	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	558			558			
A-B	0			0			
A-C	514			514			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	340	0.000	0	0.0	0.000	A
C-AB	0	551	0.000	0	0.0	0.000	A
C-A	664			664			
A-B	0			0			
A-C	614			614			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	287	0.000	0	0.0	0.000	A
C-AB	0	514	0.000	0	0.0	0.000	A
C-A	814			814			
A-B	0			0			
A-C	752			752			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	287	0.000	0	0.0	0.000	A
C-AB	0	514	0.000	0	0.0	0.000	A
C-A	814			814			
A-B	0			0			
A-C	752			752			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	340	0.000	0	0.0	0.000	A
C-AB	0	551	0.000	0	0.0	0.000	A
C-A	664			664			
A-B	0			0			
A-C	614			614			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	377	0.000	0	0.0	0.000	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	556			556			
A-B	0			0			
A-C	514			514			

No Dev - Year of Opening 2027, 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	R939/Woodfield	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	No Dev - Year of Opening 2027	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - R939 (West)		✓	724	100.000
B - Woodfield Estate		✓	0	100.000
C - R939 (East)		✓	813	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	724
	B - Woodfield Estate	0	0	0
	C - R939 (East)	813	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	0
	B - Woodfield Estate	0	0	0
	C - R939 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	363	0.000	0	0.0	0.000	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	612			612			
A-B	0			0			
A-C	545			545			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	323	0.000	0	0.0	0.000	A
C-AB	0	541	0.000	0	0.0	0.000	A
C-A	731			731			
A-B	0			0			
A-C	651			651			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	265	0.000	0	0.0	0.000	A
C-AB	0	502	0.000	0	0.0	0.000	A
C-A	895			895			
A-B	0			0			
A-C	797			797			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	265	0.000	0	0.0	0.000	A
C-AB	0	502	0.000	0	0.0	0.000	A
C-A	895			895			
A-B	0			0			
A-C	797			797			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	323	0.000	0	0.0	0.000	A
C-AB	0	541	0.000	0	0.0	0.000	A
C-A	731			731			
A-B	0			0			
A-C	651			651			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	363	0.000	0	0.0	0.000	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	612			612			
A-B	0			0			
A-C	545			545			

With Dev - Year of Opening 2027, 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	R939/Woodfield	T-Junction	Two-way	Two-way	Two-way		0.34	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	41	Stream B-AC	0.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	With Dev - Year of Opening 2027	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - R939 (West)		✓	689	100.000
B - Woodfield Estate		✓	29	100.000
C - R939 (East)		✓	745	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	6	683
	B - Woodfield Estate	15	0	14
	C - R939 (East)	739	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	0
	B - Woodfield Estate	0	0	0
	C - R939 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.11	14.44	0.1	B
C-AB	0.02	3.81	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	372	0.059	22	0.1	10.275	B
C-AB	11	955	0.011	11	0.0	3.810	A
C-A	550			550			
A-B	5			5			
A-C	514			514			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	335	0.078	28	0.1	11.659	B
C-AB	16	1011	0.016	16	0.0	3.614	A
C-A	654			654			
A-B	5			5			
A-C	614			614			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	281	0.114	32	0.1	14.416	B
C-AB	26	1094	0.024	26	0.0	3.388	A
C-A	794			794			
A-B	7			7			
A-C	752			752			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	281	0.114	32	0.1	14.436	B
C-AB	26	1094	0.024	26	0.0	3.388	A
C-A	794			794			
A-B	7			7			
A-C	752			752			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	335	0.078	28	0.1	11.879	B
C-AB	18	1011	0.018	18	0.0	3.815	A
C-A	854			854			
A-B	5			5			
A-C	814			814			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	372	0.059	22	0.1	10.295	B
C-AB	11	955	0.011	11	0.0	3.813	A
C-A	550			550			
A-B	5			5			
A-C	514			514			

With Dev - Year of Opening 2027, 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	R939/Woodfield	T-Junction	Two-way	Two-way	Two-way		0.25	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	37	Stream B-AC	0.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	With Dev - Year of Opening 2027	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - R939 (West)		✓	738	100.000
B - Woodfield Estate		✓	15	100.000
C - R939 (East)		✓	826	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	14	724
	B - Woodfield Estate	7	0	8
	C - R939 (East)	813	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	0
	B - Woodfield Estate	0	0	0
	C - R939 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	14.41	0.1	B
C-AB	0.06	3.75	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	366	0.031	11	0.0	10.133	B
C-AB	26	987	0.026	26	0.0	3.746	A
C-A	596			596			
A-B	11			11			
A-C	545			545			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	326	0.041	13	0.0	11.522	B
C-AB	39	1050	0.037	38	0.1	3.556	A
C-A	704			704			
A-B	13			13			
A-C	651			651			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	266	0.062	16	0.1	14.397	B
C-AB	66	1145	0.057	66	0.1	3.334	A
C-A	844			844			
A-B	15			15			
A-C	797			797			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	266	0.062	17	0.1	14.407	B
C-AB	66	1145	0.058	66	0.1	3.334	A
C-A	844			844			
A-B	15			15			
A-C	797			797			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	326	0.041	14	0.0	11.534	B
C-AB	39	1051	0.037	39	0.1	3.557	A
C-A	704			704			
A-B	13			13			
A-C	651			651			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	366	0.031	11	0.0	10.143	B
C-AB	26	987	0.026	26	0.0	3.746	A
C-A	596			596			
A-B	11			11			
A-C	545			545			

No Dev - Year of Opening + 5 2032, 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	R939/Woodfield	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	No Dev - Year of Opening + 5 2032	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - R939 (West)		✓	757	100.000
B - Woodfield Estate		✓	0	100.000
C - R939 (East)		✓	818	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	757
	B - Woodfield Estate	0	0	0
	C - R939 (East)	818	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	0
	B - Woodfield Estate	0	0	0
	C - R939 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	356	0.000	0	0.0	0.000	A
C-AB	0	563	0.000	0	0.0	0.000	A
C-A	616			616			
A-B	0			0			
A-C	570			570			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	315	0.000	0	0.0	0.000	A
C-AB	0	533	0.000	0	0.0	0.000	A
C-A	735			735			
A-B	0			0			
A-C	681			681			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	255	0.000	0	0.0	0.000	A
C-AB	0	492	0.000	0	0.0	0.000	A
C-A	901			901			
A-B	0			0			
A-C	833			833			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	255	0.000	0	0.0	0.000	A
C-AB	0	492	0.000	0	0.0	0.000	A
C-A	901			901			
A-B	0			0			
A-C	833			833			

08:45 - 09:00

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	315	0.000	0	0.0	0.000	A
C-AB	0	533	0.000	0	0.0	0.000	A
C-A	735			735			
A-B	0			0			
A-C	681			681			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	356	0.000	0	0.0	0.000	A
C-AB	0	563	0.000	0	0.0	0.000	A
C-A	616			616			
A-B	0			0			
A-C	570			570			

No Dev - Year of Opening + 5 2032, 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	R939/Woodfield	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	No Dev - Year of Opening + 5 2032	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - R939 (West)		✓	796	100.000
B - Woodfield Estate		✓	0	100.000
C - R939 (East)		✓	894	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	796
	B - Woodfield Estate	0	0	0
	C - R939 (East)	894	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	0
	B - Woodfield Estate	0	0	0
	C - R939 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	343	0.000	0	0.0	0.000	A
C-AB	0	555	0.000	0	0.0	0.000	A
C-A	673			673			
A-B	0			0			
A-C	599			599			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	298	0.000	0	0.0	0.000	A
C-AB	0	524	0.000	0	0.0	0.000	A
C-A	804			804			
A-B	0			0			
A-C	716			716			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	232	0.000	0	0.0	0.000	A
C-AB	0	480	0.000	0	0.0	0.000	A
C-A	984			984			
A-B	0			0			
A-C	876			876			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	232	0.000	0	0.0	0.000	A
C-AB	0	480	0.000	0	0.0	0.000	A
C-A	984			984			
A-B	0			0			
A-C	876			876			

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17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	298	0.000	0	0.0	0.000	A
C-AB	0	524	0.000	0	0.0	0.000	A
C-A	804			804			
A-B	0			0			
A-C	718			718			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	343	0.000	0	0.0	0.000	A
C-AB	0	555	0.000	0	0.0	0.000	A
C-A	673			673			
A-B	0			0			
A-C	599			599			

With Dev - Year of Opening + 5 2032, 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	R939/Woodfield	T-Junction	Two-way	Two-way	Two-way		0.35	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	28	Stream B-AC	0.35	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	With Dev - Year of Opening + 5 2032	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - R939 (West)		✓	763	100.000
B - Woodfield Estate		✓	29	100.000
C - R939 (East)		✓	824	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	6	757
	B - Woodfield Estate	15	0	14
	C - R939 (East)	818	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	0
	B - Woodfield Estate	0	0	0
	C - R939 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	16.61	0.1	C
C-AB	0.03	3.70	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	351	0.062	22	0.1	10.696	B
C-AB	12	988	0.012	12	0.0	3.696	A
C-A	608			608			
A-B	5			5			
A-C	570			570			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	310	0.084	26	0.1	12.686	B
C-AB	18	1050	0.017	18	0.0	3.487	A
C-A	723			723			
A-B	5			5			
A-C	681			681			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	249	0.128	32	0.1	16.581	C
C-AB	31	1145	0.027	31	0.0	3.229	A
C-A	876			876			
A-B	7			7			
A-C	833			833			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	249	0.128	32	0.1	16.612	C
C-AB	31	1145	0.027	31	0.0	3.229	A
C-A	876			876			
A-B	7			7			
A-C	833			833			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	310	0.084	26	0.1	12.712	B
C-AB	18	1050	0.017	18	0.0	3.488	A
C-A	723			723			
A-B	5			5			
A-C	681			681			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	351	0.062	22	0.1	10.930	B
C-AB	12	986	0.012	12	0.0	3.699	A
C-A	608			608			
A-B	5			5			
A-C	570			570			

With Dev - Year of Opening + 5 2032, 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	R939/Woodfield	T-Junction	Two-way	Two-way	Two-way		0.26	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	25	Stream B-AC	0.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	With Dev - Year of Opening + 5 2032	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - R939 (West)		✓	810	100.000
B - Woodfield Estate		✓	15	100.000
C - R939 (East)		✓	907	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	14	796
	B - Woodfield Estate	7	0	8
	C - R939 (East)	894	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	0
	B - Woodfield Estate	0	0	0
	C - R939 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.07	16.67	0.1	C
C-AB	0.07	3.64	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	346	0.033	11	0.0	10.738	B
C-AB	29	1019	0.028	29	0.0	3.634	A
C-A	654			654			
A-B	11			11			
A-C	599			599			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	301	0.045	13	0.0	12.537	B
C-AB	44	1092	0.041	44	0.1	3.436	A
C-A	771			771			
A-B	13			13			
A-C	716			716			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	232	0.071	16	0.1	16.653	C
C-AB	80	1200	0.067	80	0.1	3.213	A
C-A	919			919			
A-B	15			15			
A-C	876			876			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	232	0.071	17	0.1	16.672	C
C-AB	80	1200	0.067	80	0.1	3.214	A
C-A	919			919			
A-B	15			15			
A-C	876			876			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	301	0.045	14	0.0	12.553	B
C-AB	45	1092	0.041	45	0.1	3.437	A
C-A	771			771			
A-B	13			13			
A-C	718			718			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	346	0.033	11	0.0	10.755	B
C-AB	29	1019	0.028	29	0.0	3.638	A
C-A	654			654			
A-B	11			11			
A-C	599			599			

No Dev - Year of Opening + 15 2042, 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	R939/Woodfield	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	No Dev - Year of Opening + 15 2042	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - R939 (West)		✓	835	100.000
B - Woodfield Estate		✓	0	100.000
C - R939 (East)		✓	905	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	835
	B - Woodfield Estate	0	0	0
	C - R939 (East)	905	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	0
	B - Woodfield Estate	0	0	0
	C - R939 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	335	0.000	0	0.0	0.000	A
C-AB	0	547	0.000	0	0.0	0.000	A
C-A	681			681			
A-B	0			0			
A-C	629			629			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	288	0.000	0	0.0	0.000	A
C-AB	0	514	0.000	0	0.0	0.000	A
C-A	814			814			
A-B	0			0			
A-C	751			751			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	218	0.000	0	0.0	0.000	A
C-AB	0	468	0.000	0	0.0	0.000	A
C-A	996			996			
A-B	0			0			
A-C	919			919			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	218	0.000	0	0.0	0.000	A
C-AB	0	468	0.000	0	0.0	0.000	A
C-A	996			996			
A-B	0			0			
A-C	919			919			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	288	0.000	0	0.0	0.000	A
C-AB	0	514	0.000	0	0.0	0.000	A
C-A	814			814			
A-B	0			0			
A-C	751			751			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	335	0.000	0	0.0	0.000	A
C-AB	0	547	0.000	0	0.0	0.000	A
C-A	681			681			
A-B	0			0			
A-C	629			629			

No Dev - Year of Opening + 15 2042, 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	R939/Woodfield	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	No Dev - Year of Opening + 15 2042	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - R939 (West)		✓	887	100.000
B - Woodfield Estate		✓	0	100.000
C - R939 (East)		✓	996	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	887
	B - Woodfield Estate	0	0	0
	C - R939 (East)	996	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	0
	B - Woodfield Estate	0	0	0
	C - R939 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	317	0.000	0	0.0	0.000	A
C-AB	0	537	0.000	0	0.0	0.000	A
C-A	750			750			
A-B	0			0			
A-C	668			668			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	265	0.000	0	0.0	0.000	A
C-AB	0	502	0.000	0	0.0	0.000	A
C-A	895			895			
A-B	0			0			
A-C	797			797			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	187	0.000	0	0.0	0.000	A
C-AB	0	453	0.000	0	0.0	0.000	A
C-A	1097			1097			
A-B	0			0			
A-C	977			977			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	187	0.000	0	0.0	0.000	A
C-AB	0	453	0.000	0	0.0	0.000	A
C-A	1097			1097			
A-B	0			0			
A-C	977			977			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	285	0.000	0	0.0	0.000	A
C-AB	0	502	0.000	0	0.0	0.000	A
C-A	895			895			
A-B	0			0			
A-C	797			797			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	317	0.000	0	0.0	0.000	A
C-AB	0	537	0.000	0	0.0	0.000	A
C-A	750			750			
A-B	0			0			
A-C	668			668			

With Dev - Year of Opening + 15 2042, 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	R939/Woodfield	T-Junction	Two-way	Two-way	Two-way		0.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	17	Stream B-AC	0.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	With Dev - Year of Opening + 15 2042	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - R939 (West)		✓	841	100.000
B - Woodfield Estate		✓	29	100.000
C - R939 (East)		✓	911	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	6	835
	B - Woodfield Estate	15	0	14
	C - R939 (East)	905	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	0
	B - Woodfield Estate	0	0	0
	C - R939 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	20.00	0.2	C
C-AB	0.03	3.57	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	329	0.066	22	0.1	11.683	B
C-AB	14	1021	0.013	14	0.0	3.573	A
C-A	672			672			
A-B	5			5			
A-C	629			629			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	282	0.092	26	0.1	14.047	B
C-AB	21	1095	0.019	21	0.0	3.352	A
C-A	798			798			
A-B	5			5			
A-C	751			751			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	212	0.151	32	0.2	19.939	C
C-AB	38	1205	0.032	38	0.0	3.085	A
C-A	965			965			
A-B	7			7			
A-C	919			919			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	212	0.151	32	0.2	20.004	C
C-AB	38	1205	0.032	38	0.0	3.085	A
C-A	965			965			
A-B	7			7			
A-C	919			919			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	282	0.092	26	0.1	14.093	B
C-AB	21	1095	0.019	21	0.0	3.355	A
C-A	798			798			
A-B	5			5			
A-C	751			751			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	329	0.066	22	0.1	11.716	B
C-AB	14	1021	0.013	14	0.0	3.573	A
C-A	672			672			
A-B	5			5			
A-C	629			629			

With Dev - Year of Opening + 15 2042, 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	R939/Woodfield	T-Junction	Two-way	Two-way	Two-way		0.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	13	Stream B-AC	0.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	With Dev - Year of Opening + 15 2042	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - R939 (West)		✓	901	100.000
B - Woodfield Estate		✓	15	100.000
C - R939 (East)		✓	1009	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	14	887
	B - Woodfield Estate	7	0	8
	C - R939 (East)	996	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - R939 (West)	B - Woodfield Estate	C - R939 (East)
From	A - R939 (West)	0	0	0
	B - Woodfield Estate	0	0	0
	C - R939 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	21.18	0.1	C
C-AB	0.08	3.50	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	320	0.035	11	0.0	11.649	B
C-AB	33	1061	0.031	33	0.0	3.501	A
C-A	728			728			
A-B	11			11			
A-C	668			668			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	267	0.050	13	0.1	14.171	B
C-AB	54	1146	0.047	54	0.1	3.295	A
C-A	853			853			
A-B	13			13			
A-C	797			797			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	186	0.089	16	0.1	21.137	C
C-AB	104	1272	0.082	104	0.2	3.082	A
C-A	1007			1007			
A-B	15			15			
A-C	977			977			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	186	0.089	17	0.1	21.184	C
C-AB	104	1272	0.082	104	0.2	3.083	A
C-A	1006			1006			
A-B	15			15			
A-C	977			977			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	267	0.050	14	0.1	14.202	B
C-AB	54	1146	0.047	54	0.1	3.297	A
C-A	853			853			
A-B	13			13			
A-C	797			797			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	320	0.035	11	0.0	11.667	B
C-AB	33	1062	0.032	34	0.0	3.504	A
C-A	726			726			
A-B	11			11			
A-C	668			668			

