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2025

**Proposed Development at
Gort Mhaoilir, Athenry, Co. Galway
Traffic and Transport Assessment**



**Proposed Development at Gort Mhaolir, Athenry, Co. Galway
Traffic and Transport Assessment Report**

Document Control Sheet

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Executive Summary

ORS has been commissioned by *SDS Design Engineers*, on behalf of Galway County Council, to undertake a Traffic and Transport Assessment (TTA) as part of the planning application for a proposed development of dwellings and a care home at Gort Mhaoilir, Athenry, Co. Galway. This document forms part of the planning application and should be read in conjunction with all drawings, reports, specifications, and particulars associated with the planning application.

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

The development consists of the construction of 31No. dwelling units, including 14No. 2-bedroom 4-person units, 11No. 3-bedroom 5-person units, 4No. 3-bedroom 4-person units, 1No. 3-bedroom 6-person unit, and 1 No. 5-bedroom 9-person unit, as well as the construction of 6No. duplex units, consisting of 6No. 2-bedroom 3-person units and 6No. 1-bedroom 2-person units. The proposal also includes the formation of 3No. new site entrances and all associated ancillary site development works. There is provision for 57No. car parking spaces and 36No. visitor bicycle parking spaces.

The site itself is greenfield land and lies 680m to the West of Athenry's town center.

ORS scoped the requirements for the Traffic Assessment in consultation with Galway County Council. It was agreed that this assessment will focus on 2No. key junctions in the vicinity of the proposed development.

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

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

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

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

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

The junctions were tested using *PICADY* (Priority Intersection Capacity and Delay) software for the base year (2025), the year of opening (assumed 2027), 5-year, and 15-year future design scenarios. Appropriate TII Traffic Growth Factors for Co. Galway were applied to the traffic flows to ensure that the future growth of the road network has been considered in the analysis.

Upon building the traffic model for the proposed development, junction capacity analysis was carried out on the existing junctions to assess the potential worst-case scenarios associated with the development.



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

It should also be noted that the approach used to determine the generated traffic did not account for the mitigation measures proposed in the Mobility Management Plan prepared as part of this planning application (see **242462-ORS-XX-XX-RP-TR-13g-004**), which aim to reduce private car dependency and enhance sustainable mobility.

1 Introduction

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

This report will follow the principles set out in the TII Publication PE-PDV-02045 'Traffic and Transport Assessment Guidelines' and the Galway County Development Plan 2022 – 2028 and will assess the impact the proposed development, and the associated traffic flows, will have on the public road network in the vicinity of the site.

1.1 Objectives of this TTA

The objective of this report is to assess the impact the proposed residential development will have on the surrounding road network, with the assessment focusing primarily on 2No. key junctions in the vicinity of the site.

The selected junctions are illustrated in **Figure 1.1** below.

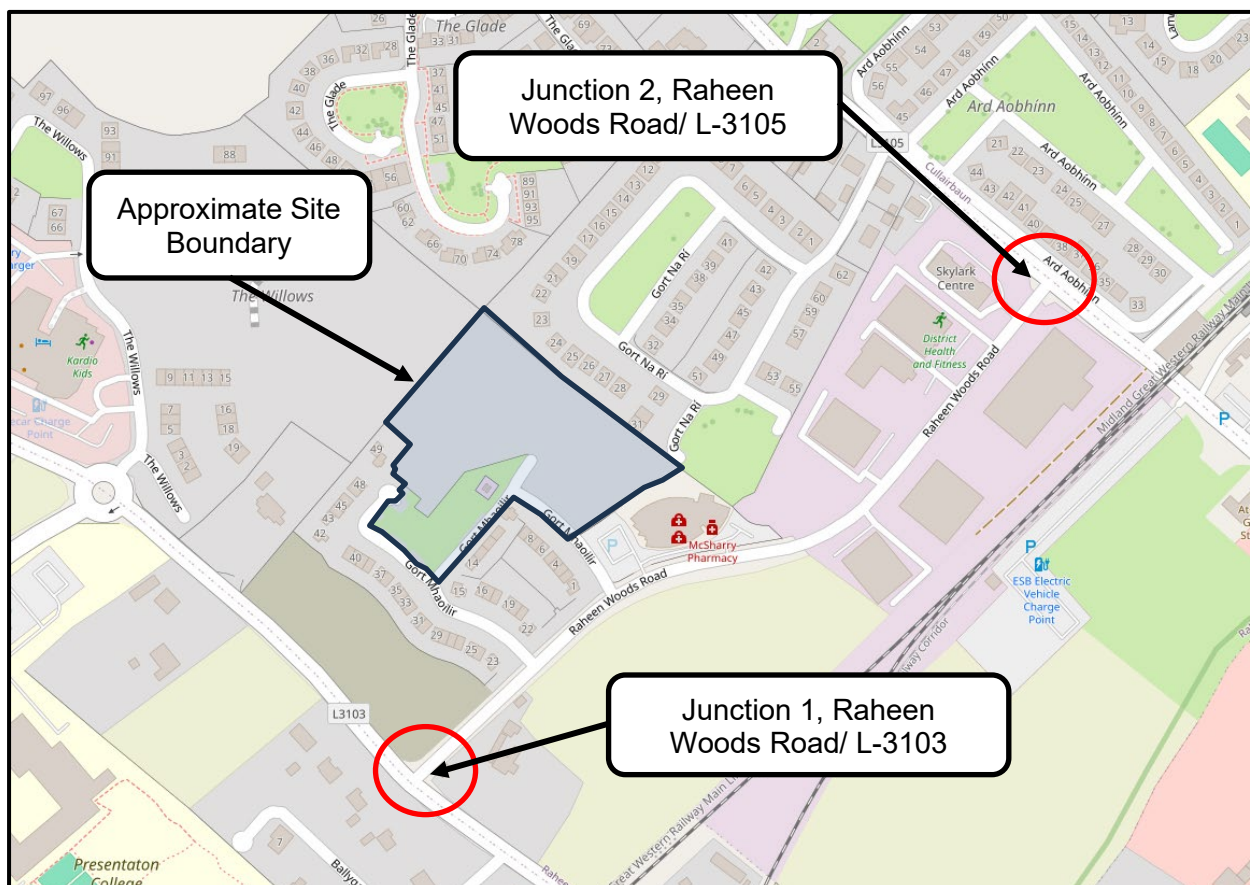


Figure 1.1: Locations of Junctions Analysed shown in red (Source: OpenStreetMap)

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

- The prevailing traffic conditions on the public road network in the vicinity of the

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

1.2 Methodology

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

- 12-hour classified automatic junction turning counts (JTC) were carried out on Tuesday 11th March 2025 at the junctions mentioned above by a third-party company named IDASO. The traffic counts encompass all movements along the junctions and are assumed to be representative of a normal weekday.
- Traffic distribution splits on the public road network could be determined from the traffic counts and applied to the anticipated future generated traffic as a result of the proposed development.
- The predicted traffic to be generated by the proposed development was obtained using TRICS (Trip Rate Information Computer System) traffic generation software for similar developments, to ensure a worst-case scenario was incorporated into the assessment.
- The effect caused by the proposed development in the neighbouring junctions could be calculated using the existing traffic flows and the expected additional traffic to be generated by the development.
- The effect the generated traffic will have on the road network was assessed against the TII threshold and it was found that for the junctions under assessment, the threshold of 5% increase in traffic, where congestion is observed, is not exceeded. Nevertheless, a TTA was proactively prepared to demonstrate the limited impact of the proposed development on the surrounding road network and to support a robust planning submission.
- The junctions were modelled using the Transport Research Laboratory (TRL) software *Junctions 11* (PICADY) for future design years using Central Sensitivity Growth Factors for Co. Galway to obtain the existing and proposed traffic profiles at the junctions analysed for the year of opening, 5-years, and 15 years after the completion of the proposed development.
- Parking requirements were assessed against standards set in the Galway County Development Plan 2022 – 2028.

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

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

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

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

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

The site is currently zoned as 'R – Residential Phase 1', as shown in **Figure 2.2** overleaf.

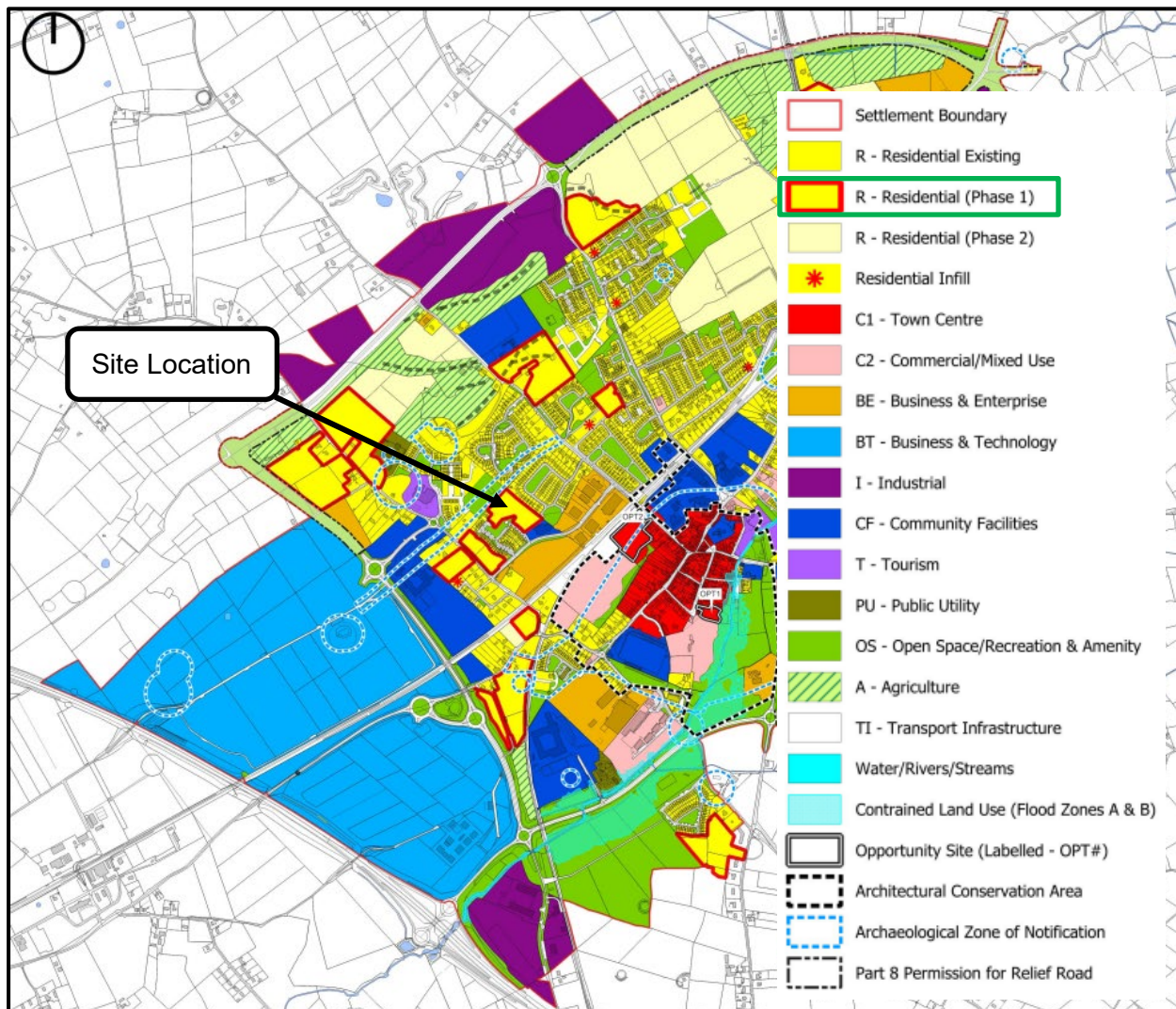


Figure 2.2: Land Use Zoning Objectives Map (Source: Athenry Local Area Plan 2024 - 2030)

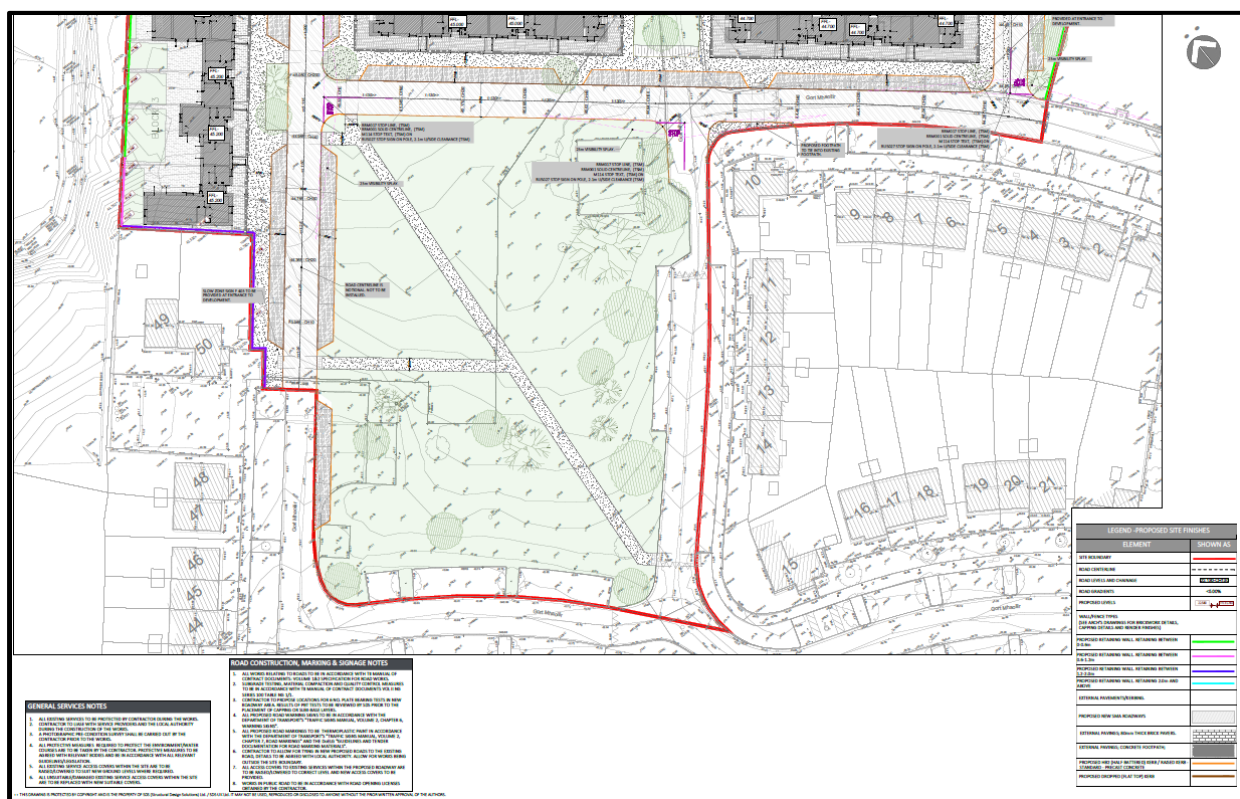
2.3 Description of the Proposed Development

The proposed development at Gort Mhaoilir, Athenry, Co. Galway consists of the construction of 43No. dwellings in total. 31No. of these dwellings will comprise of; 14No. 2-bedroom 4-person units, 11No. 3-Bedroom 5-Person units, 4No. 3-Bedroom 4-Person units, 1No. 3-Bedroom 6-Person unit and 1No. 5-Bedroom 9-Person Unit. The remaining 12No. Units will be Duplex Apartments comprising of 6No. 2-Bedroom 3-Person units and 6No. 1-Bedroom 2-Person Units.

The proposal also includes the formation of three new site entrances and all associated ancillary site development works.

There will also be provision for 57No. car parking spaces and 36No. visitor bicycle parking spaces.

The proposed site layout is illustrated in **Figure 2.3** and **Figure 2.4** overleaf.



2.4 Accessibility and Parking

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

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

In reference to the town centre, Galway County Council has a vision for “*a pleasant place for people to live, work and visit*” which must be accessible to all, including those with impaired mobility. Sustainable modes of transport will be prioritised in the town centre, with good connectivity to the nearby residential and employment locations. The rebalancing of the transport system and space allocation reflects the need for a greater emphasis placed on infrastructure in relation to walking, using buggies, wheelchairs or cycling. Policy **ILUTP** specifically encourages ‘*transition towards sustainable and low carbon transport modes, through the promotion of alternative modes of transport, and ‘walkable communities’ and Active Travel, together with promotion of compact urban forms close to public transport corridors to encourage more sustainable patterns of movement*’.

The main car parks in Athenry are located around the town centre, at Church Street, Tuam Road, North Gate Street and at the train station, see **Figure 2.5**. Additional public parking facilities are available on-street on many streets within the town centre and in Market Square.



Figure 2.5: Public Car Parks in Athenry (Source: Google Maps, 2025)

2.4.1 Site Access

The proposed development is situated within an established residential area, with direct access to the local road network. The site will be served by three new entrances connecting to Gort Mhaolir Road and the nearby L-3103 and L-3105 local roads, which provide direct routes to Athenry town center approximately 680m to the east. The site benefits from proximity to local amenities including the Athenry Primary Care Centre and Pharmacy.

Vehicular access to the site will be provided via 3No. internal priority T-junctions, as shown in **Figure 2.6** below, all from the existing internal Gort Mhaolir Estate Road to the southwest of the site, and via 2No. T-junction connecting to Raheen Woods Road. Provision is already made for direct access to the site via the existing Gort Mhaolir Estate, as shown in **Figure 2.7**.



Figure 2.6: Proposed Vehicular Access Locations shown in red. Connections to the public road shown in green (Source: Google Earth)

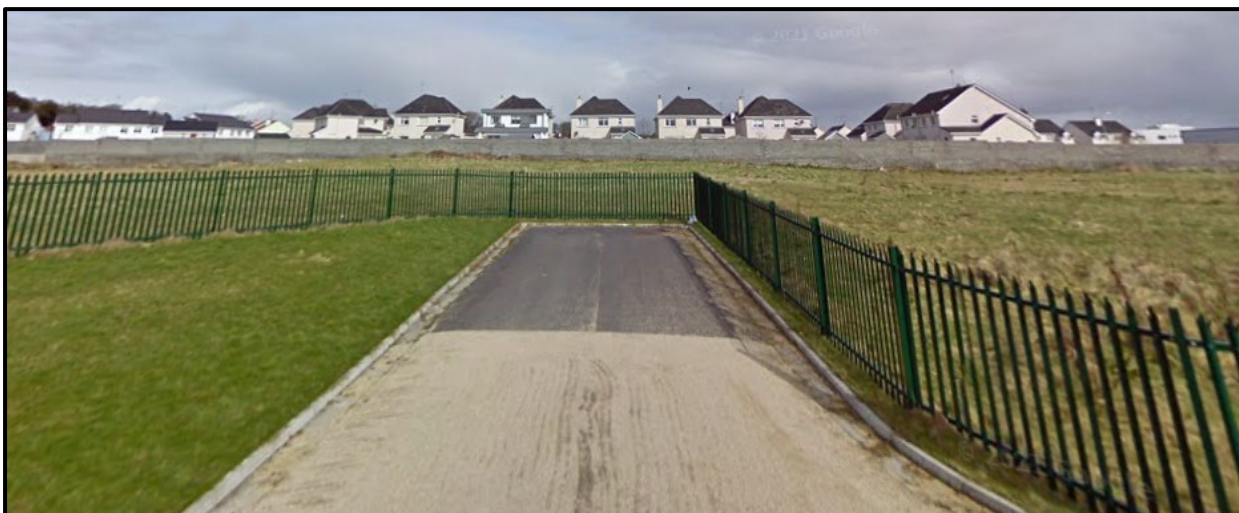


Figure 2.7: Provision for site access located in the Gort Mhaolir Estate (Source: Google Earth, Street View)

The proposed access points mentioned above are currently serviced by pedestrian footpaths running along the Gort Mhaolir Estate roads. There are also 2No. further proposed pedestrian permeability points connecting the proposed development with the existing Gort Mhaolir Estate, which leads to Raheen Woods road to the south of the site.

Please refer to **Figure 2.8** below for the proposed pedestrian links.

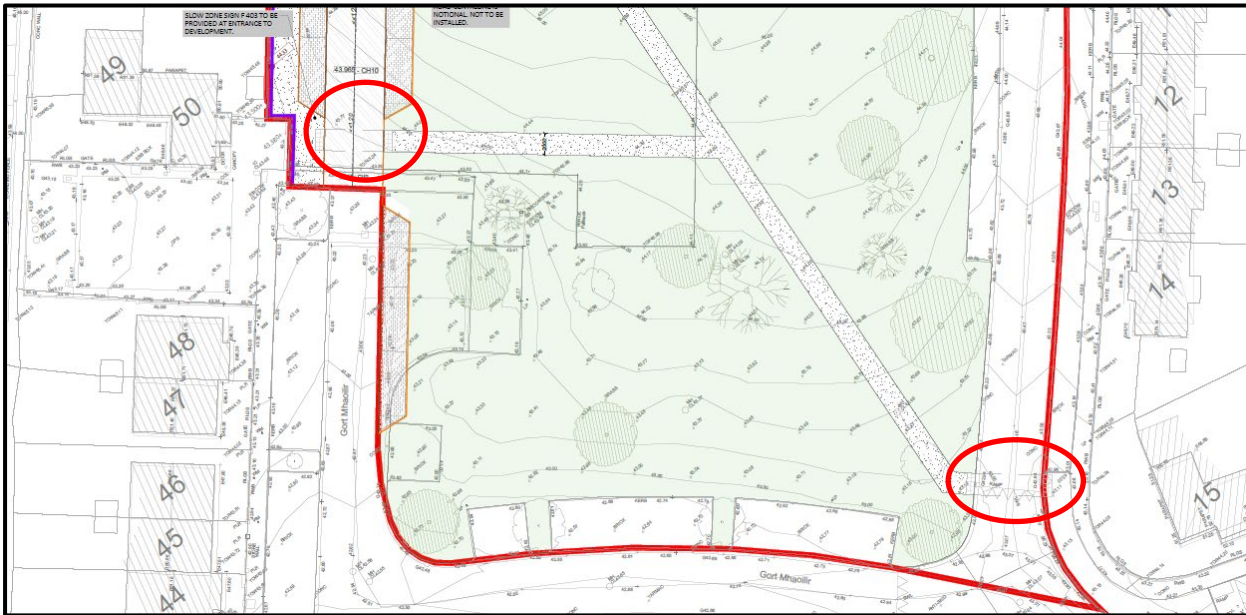


Figure 2.8: Proposed Pedestrian Access Locations shown in red. Cropped (Source: SDS Design Engineers)

2.4.2 Internal Road Layout

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

The site will provide an internal road connecting all extents of the site with footpaths running along both sides of the carriageway. The site layout plans (**Figure 2.3** and **Figure 2.4**) illustrate a well-designed internal road network with multiple access points that will integrate with the existing road infrastructure. The layout includes:

- A hierarchical road network with clearly defined primary and secondary routes
- Multiple vehicle access points to distribute traffic and prevent congestion
- Appropriate sight lines at all junctions to ensure traffic safety
- Dedicated pedestrian infrastructure throughout the development

Future pedestrian access points are strategically located, allowing ease of movement for residents while promoting walkability with the provision of potential links to the town centre through the nearby residential developments. There will be several pedestrian crossings located at strategic positions which will enhance pedestrian safety within the development.

2.4.3 Pedestrian and Cyclist Connectivity

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

The proposed development is situated among residential estates and can be accessed via the existing Gort Mhaoilir Estate and associated footpaths that lead to the L-3105 Road and onwards to the town centre. The site is situated within walking distance from the local amenities and educational developments, including:

- 100m Northwest of the Athenry Primary Care Centre & Pharmacy,
- 540m West of GRETB (Galway and Roscommon Education and Training Board),
- 750m from Athenry Rail Station,
- 560m due SE from Kenny Park, the local GAA Stadium,
- 600m East of the 418 Bus Stop (Athenry – Galway Bus Service),
- 650m from the Athenry Gaelscoil Riada,
- 860m North of the Athenry Shopping Centre,
- 950m North East of Presentation College.

As described above, pedestrian footpaths connect the proposed site with the main Gort Mhaoilir Estate to the south. The footpaths from the Gort Mhaoilir Estate entrance along the Raheen Woods Road into Athenry town are of decent quality equipped with dropped kerbs, well-maintained surfacing and sufficient width, leading to Station Road, where the footpaths continue into the town centre. The majority of the junctions in the area provide good pedestrian crossing facilities in the form of dropped kerbs and tactile paving.

The nearest pedestrian crossing and tactile paving on Raheen Woods Road is located approximately 110m from the Gort Mhaoilir Estate southwestern entrance and provides access to the local road L-3103, leading further to Presentation College. A second pedestrian crossing is located approximately 370m, to the northeast of the Gort Mhaoilir Estate entrance, at the junction between Raheen Woods Road and the L-3105. This existing pedestrian crossing is shown in **Figure 2.9** below.



Figure 2.9: Pedestrian Crossing on Raheen Woods Road, View from Southwest (Source: Google Earth)

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

2.4.3 Servicing Arrangements

The internal road network is primarily designed to accommodate private cars which is the main vehicle type to use the residential housing development. However, adequate provision to facilitate the circulation and turning movements of emergency vehicles and bin collection vehicles should be made. An Autotrack analysis has been carried out to confirm that emergency vehicles, such as fire trucks, will be able to manoeuvre the site in a safe and efficient manner, as shown in **Figure 2.10**.

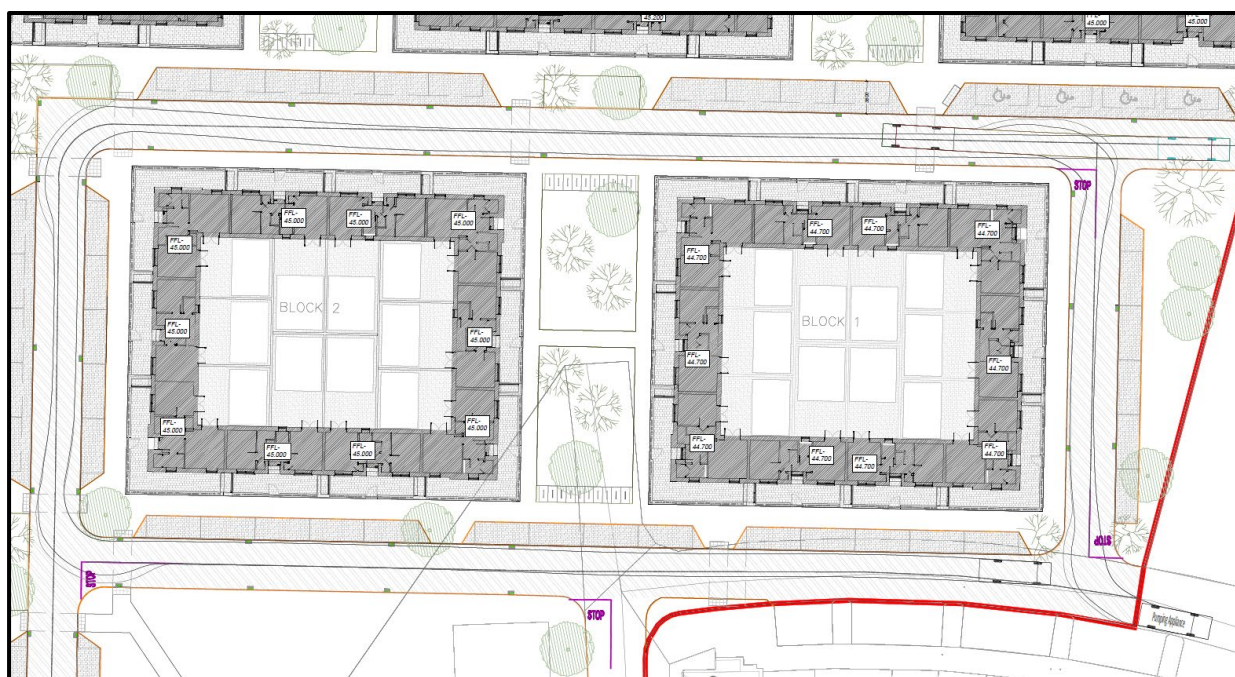


Figure 2.10: Autotrack analysis for Emergency Vehicle Entering and Exiting the Site (Source: SDS Design Engineers)

2.4.4 Vehicle Parking

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

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

Table 2.1 – Car Park Standards as per Galway CDP 2022 – 2028

Development	Car Parking Standard	No. of Units	Parking Spaces (Max. as per CPD)	Parking Spaces (Proposed)
Residential: Dwellings (1-3 bedrooms)	1.5 Spaces Per Dwelling	42	63	57
Dwellings/Apartments (4+ bedrooms)	2 Spaces Per Dwelling	1	2	

The proposed total number of car parking spaces is 57No., which is below the maximum standards as presented in the Development Plan.

The Galway County Development Plan 2022 – 2028 advises that car parking provision shall be provided for the disabled and mobility-impaired in all car-parking developments and should be located in the most convenient locations for ease of uses, with the minimum provision being 4No. spaces within 50-75 spaces. 4No. accessible parking spaces are proposed to the south of Block 1, in accordance with the minimum Development Plan requirements.

Mention is given to electric vehicle charging points. The Galway County Development Plan 2022 - 2028 specifies in DM Standard 31(g) that all developments should provide facilities for the charging of battery-operated cars at a rate of up to 20% of the total car parking spaces. A total of 57No. car parking spaces are being provided as part of this development, therefore minimum 12No. car parking spaces should be provided with EV charging points in accordance with the requirement.

2.4.5 Cycle Storage

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

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

Resident parking will be accommodated within each individual property.

At present, the plans propose to include 36No. visitor spaces at the communal open space, as shown in **Figure 2.11** overleaf. This is above the minimum requirement of 22No. spaces for visitors.

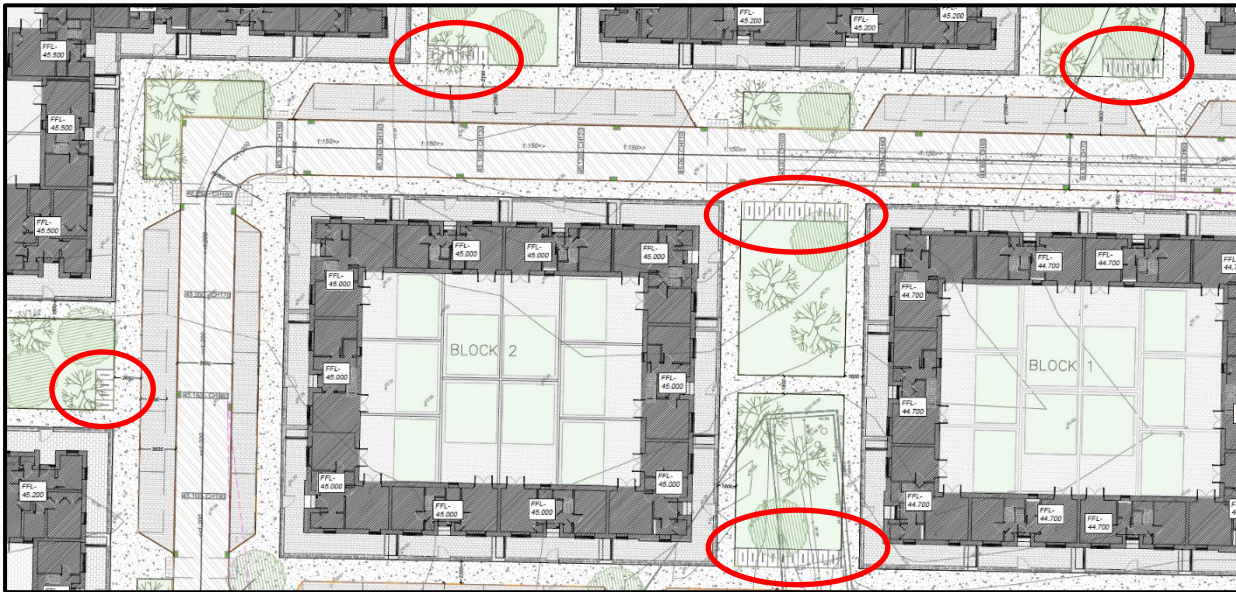


Figure 2.11: Proposed visitor bicycle parking areas outlined in red (Source: SDS Design Engineers)

3 Traffic Conditions

3.1 Existing Road network

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

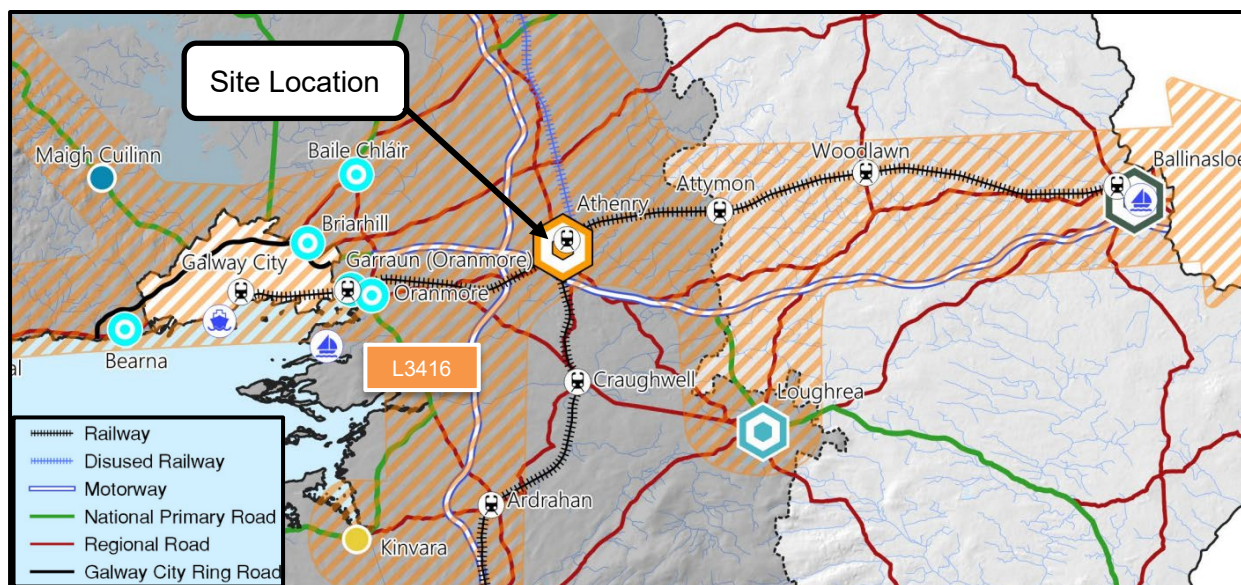


Figure 3.1: Road Network in Co. Galway

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

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

Distance to Key Towns and Cities:

The development's location provides convenient access to several key urban centres:

- Athenry Town Center: 680m (approximately 8-minute walk)
- Galway City: 24km (approximately 25-minute drive via M6)
- Dublin: 185km (approximately 2-hour drive via M6)
- Ballinasloe: 35km (approximately 30-minute drive via M6)

- Oranmore: 13km (approximately 15-minute drive via R348)
- Loughrea: 20km (approximately 20-minute drive via R446)

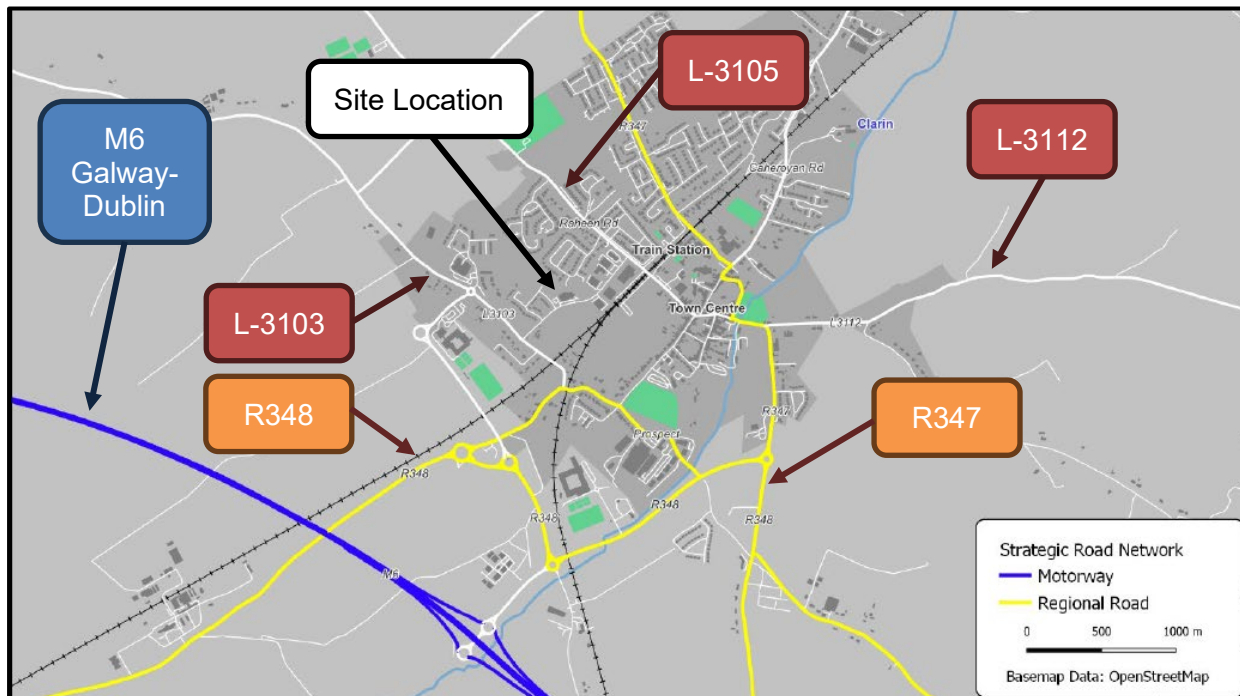


Figure 3.2: Athenry town. Access to Regional Roads and Motorway (Source: Galway County Development Plan 2022 - 2028)

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

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

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

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

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

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

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

The accessed junctions and roads included in this assessment are existing roads already in active usage; as such, their condition and suitability for purpose are not subject to assessment as part of this report.

For visual detail of the junctions tested as part of this assessment, please refer to **Figure 3.3** below and **Figure 3.4**, **Figure 3.5**, **Figure 3.6** and **Figure 3.7** overleaf.



Figure 3.3: Raheen Woods/ Gort Mhaoilir Estate Road Junction. Approach from South (Source: Google Earth, July 2019)



Figure 3.4: Raheen Woods/ Gort Mhaolir Estate Road Junction (second access point adjacent to Athenry Primary Care Centre). Approach from North (Source: Google Earth, July 2019)



Figure 3.5: Existing Gort Mhaolir Estate Road Configuration and Speed Control Measures (Source: Google Earth, March 2011)



Figure 3.6: Gort Mhaolir Estate Road/L-3103 Junction. Approach from south (Source: Google Earth, July 2019)



Figure 3.7: Gort Mhaolir Estate Road/L-3105 Junction. Approach from North (Source: Google Earth, October 2021)

3.2 Pedestrian and Cyclist Connectivity

The proposed residential development is located to the northwest of the Athenry town centre and is well connected to the wider environs with footpaths generally in good condition. Due to the size of the town, it is expected that a 15-minute walk from the development can reach a significant portion of the town. Generally, the existing pedestrian infrastructure in the vicinity of the site includes:

- Continuous concrete footpaths along both sides of the Gort Mhaoilir Road and connecting L-3103 and L-3105 local roads
- Well-maintained surfaces with appropriate widths (1.8-2.0m) sufficient for all pedestrian users – 2m-wide footpaths are provided on both sides of the Raheen Woods (Gort Mhaoilir) Road, as shown in **Figure 3.8** below
- Dropped kerbs at junctions facilitating accessibility for mobility-impaired users and those with strollers
- Street lighting providing adequate illumination for pedestrian safety during evening hours
- Grass verges along sections of the route creating separation between pedestrians and vehicular traffic



Figure 3.8: Pedestrian Infrastructure on Raheen Woods (Gort Mhaoilir) Road approaching the Gort Mhaoilir Estate Access. View from North (Source: Google Earth)

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

- Athenry Primary Care Centre and Pharmacy: Immediately adjacent to the site
- Athenry Town Center and commercial services: 680m (8-10 minute walk)
- Local schools: Within 1-1.5km (15-20 minute walk)
- Athenry Railway Station: Approximately 750m (10 minute walk)

Proposed Pedestrian Enhancements

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

- New footpaths throughout the development connecting to the existing external network
- Multiple pedestrian access points to improve permeability and connectivity
- Dedicated pedestrian crossings at key internal junctions
- Enhanced lighting and passive surveillance along pedestrian routes
- Landscaped pedestrian zones creating a pleasant walking environment.

Athenry currently has limited dedicated cycling infrastructure, which is typical of many smaller Irish towns. Generally, it is expected that a 15-minute cycle from the site can reach all locations of the town. Currently, the road network is not especially cycle friendly and there are very few dedicated cycle ways or cycling facilities within the town, and therefore cyclists must utilise existing roadways alongside motorists to reach the proposed site via either the L-3103 or the L-3105 Road. The map shown in **Figure 3.9** illustrates locations of cycleways in the vicinity of the site.

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

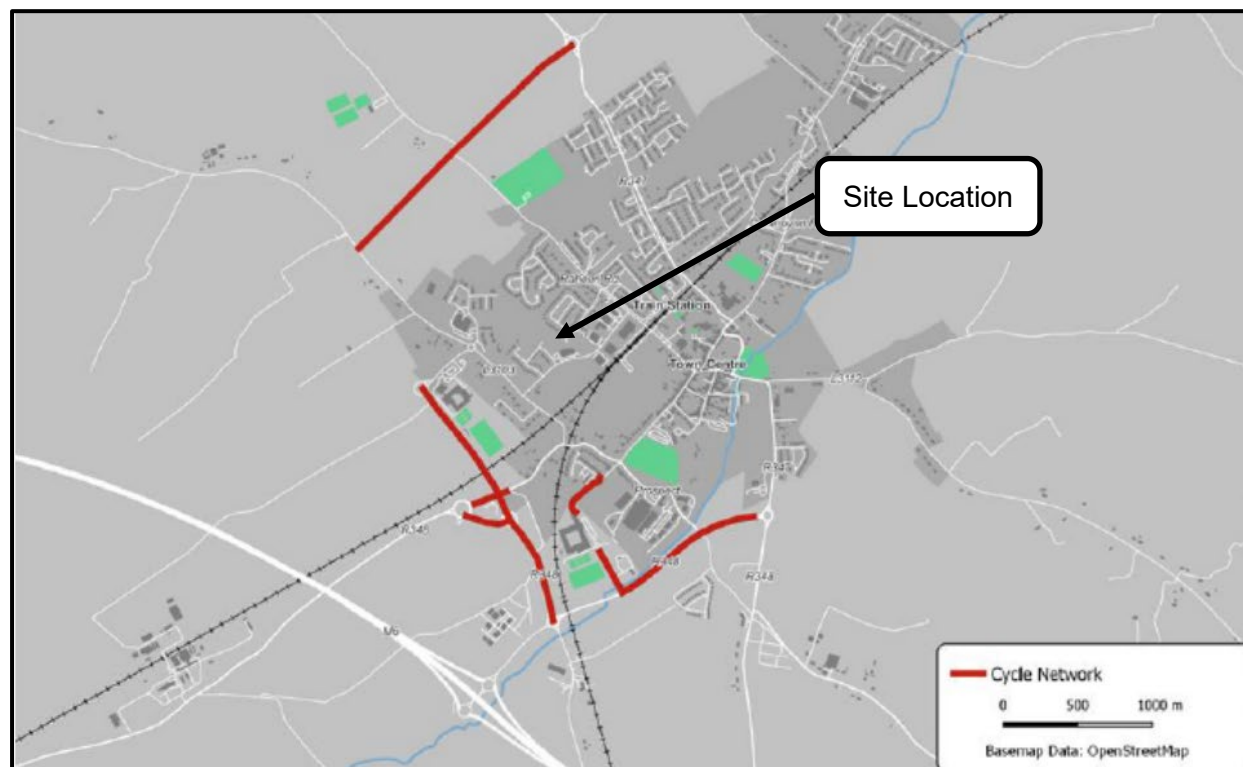


Figure 3.9: Existing Cycle Infrastructure in Athenry (Source: Athenry LTP 2024 - 2030)

Proposed Cycling Enhancements

The development will contribute to improved cycling facilities through:

- Provision of secure and sheltered cycle parking facilities throughout the development
- Road design that naturally moderates vehicle speeds, creating safer environments for cyclists

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

3.3 Public Transport Provision

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

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

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

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

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

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

Additionally, the School Transport Scheme operated by Bus Éireann on behalf of the Department of Education provides transport to local educational institutions for students who live remote from their nearest school.

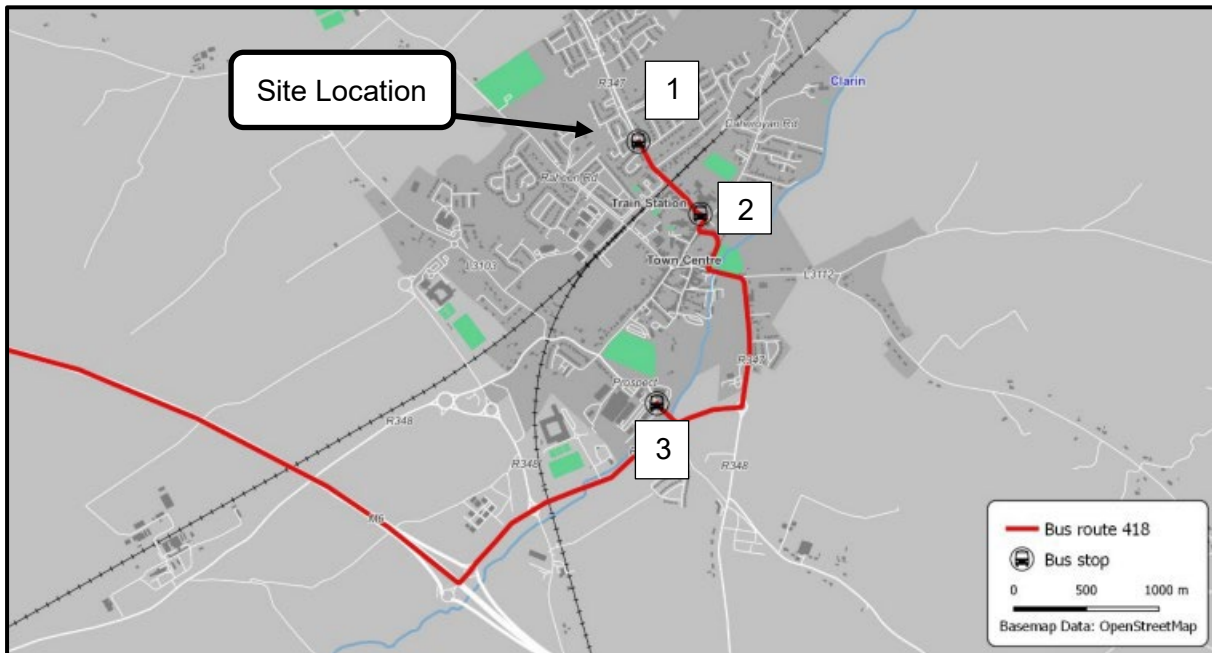


Figure 3.10: Athenry Bus Network (Source: Athenry Local Transport Plan 2024-2030)

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

Athenry Rail Station, situated on the Western Rail Corridor, is located in a 10-minute walk (approx. 750m) to the northeast of the proposed site, on Church Street, in the town centre. It provides accessibility to the Dublin-Galway and Galway-Limerick lines with onward connections to Cork and Belfast.



Figure 3.11: Rail Services to/from Athenry (shown in red) (Source: transportforireland.ie)

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

Table 3.2 – Athenry Daily Rail Services (Source: Athenry LTP 2024-2030)

Origin	Destination	Number of Weekday Services	Number of Weekend Services
Athenry	Galway	17	15
Galway	Athenry	19	15
Limerick	Athenry	9	9
Athenry	Limerick	8	8
Athenry	Dublin	10	9
Dublin	Athenry	9	8

3.4 Proposed Transport Infrastructure

For Athenry, several transport infrastructure proposals are under consideration, and some are already in planning stages, especially in line with Ireland's national goals for sustainable travel. Improvements in cycling and public transport infrastructure, enhancing connectivity and promoting sustainable travel, are in line with Athenry Local Area Plan Objectives **ASP 50**, **ASP 51** and **ASP 52**.

The Galway County Transport and Planning Study (GCTPS) makes a number of recommendations for improvement and alteration of travel patterns within the County, to conform to the policy objectives of both the GCTPS and the C 2022–2028. As forecasted in the GCTPS, internal trips within Athenry will increase by 8% between 2022-2028, reflecting forecast population growth within and in the vicinity of the town. The following measures, identified as part of the Travel Corridor assessments, are included in Table 30 (**Appendix 3** of the document), as shown in **Figure 3.12** below. These measures have been promoted to support growth within Athenry and the wider settlement area, favouring sustainable mode shift and promotion in uptake of active travel, with additional safety-led, congestion and demand management schemes identified as part of this corridor assessment.

CATEGORY	DESCRIPTION
Public Transport	Dual Railing (Athenry to Galway)
Multi-Modal	Athenry Multi-Modal Hub
Active Travel	Galway – Athlone Cycleway

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

The Athenry Local Transport Plan “will build upon key recommendations within the GCDP 2022 – 2028 and GCTPS to deliver a framework of local measures to support modal shift for internal journeys and promote connectivity to public transport services through the provision of a multi-modal hub to allow for seamless connections and last mile journeys. LTP will also consider key connections within the town and develop infrastructure to improve these linkages to existing

amenities and facilities and consider improvements to support the identification of key corridor movements from Athenry identified within the GCTPS including connections to Galway, Tuam and Ballinasloe”.

3.4.1 Proposed Public Transport

The Connecting Ireland Rural Mobility Plan is a significant national public transport initiative developed by the National Transport Authority (NTA). Its goal is to enhance connectivity, particularly for those living outside major cities and towns. While new or enhanced bus routes directly serving Athenry are not present in the available summary, the plan emphasises the NTA's commitment to improving rural bus services. This includes introducing new routes and enhancing existing ones to better serve rural communities. **Figure 3.13** below shows the envisaged Connecting Ireland network for County Galway.

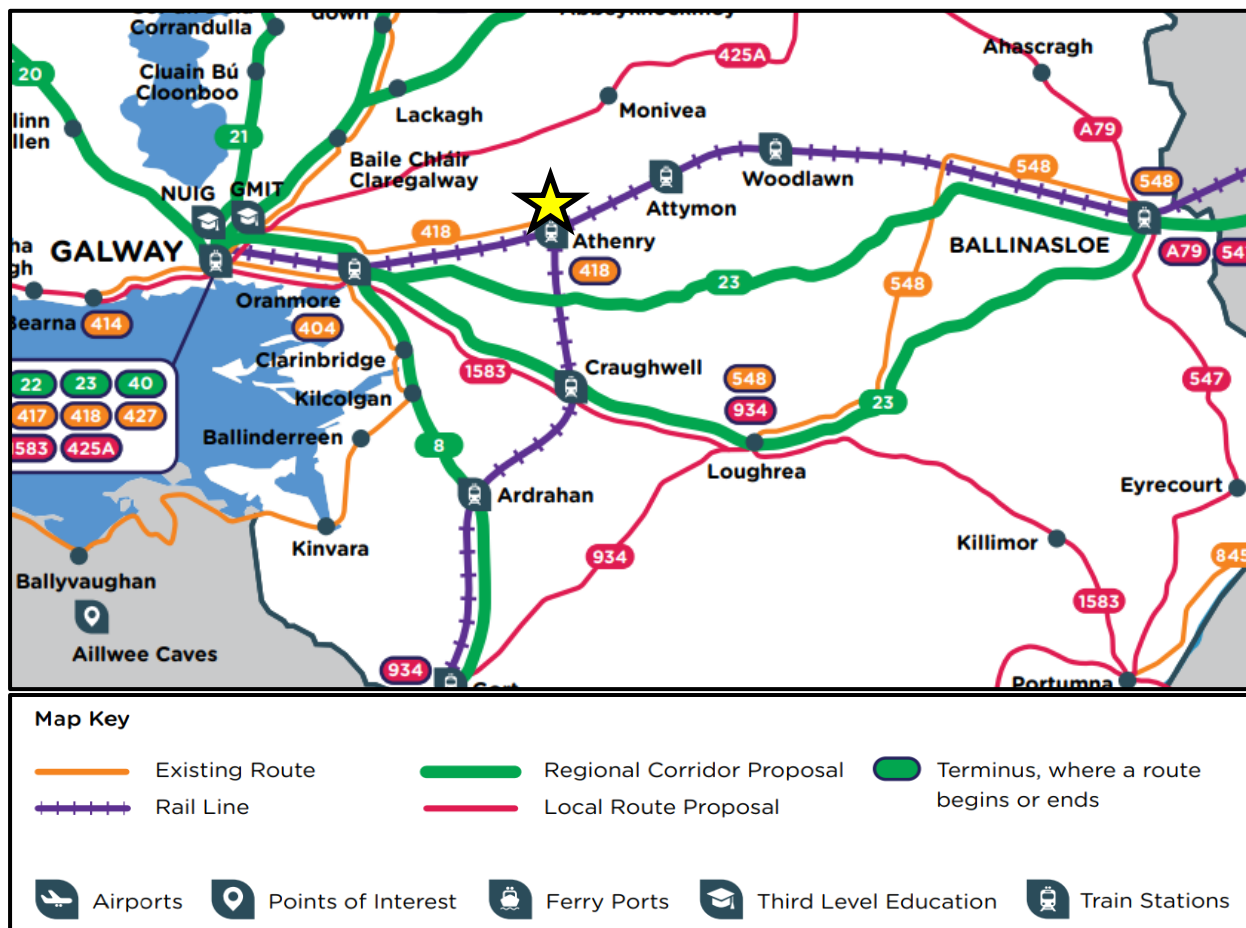


Figure 3.13: Co. Galway Proposed Public Transport Network (Source: NTA)

3.4.2 Proposed Rail Service

The Connecting Ireland Rural Mobility Plan highlights the importance of the existing train route that connects Dublin to Galway, with stops including Athenry and Oranmore. Plans are underway to double-track the railway line between Galway and Athenry. This initiative is part of broader efforts to increase train frequency and reduce journey times, aligning with Galway's designation as a metropolitan area in the National Planning Framework.

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

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



Figure 3.14: Proposed Irish Rail Network (Source: All-Island Rail Review)

3.4.3 Active Travel

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

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

Additionally, the Athenry Local Transport Plan outlines plans for new or improved walking and cycling infrastructure on routes such as the Tuam Road, Raheen Road, Raheen Woods Road, R348, and the River Clarin Walk. These improvements include upgrading the pedestrian footpaths, designing and constructing a dedicated cycle track, upgrading key junctions, and installing new crossing points to enhance connectivity and safety for vulnerable road users.

The National Transport Authority's (NTA) CycleConnects initiative aims to establish a comprehensive cycling network across Ireland, enhancing sustainable travel by providing safe,

accessible, and convenient cycling routes. The CycleConnects plan encompasses urban cycle networks for towns with populations over 5,000 and includes connections between larger towns, villages and settlements. It also integrates existing and planned cycle routes such as greenways and blueways. As part of this initiative, inter-urban routes are proposed for Athenry, as demonstrated in **Figure 3.15** below.

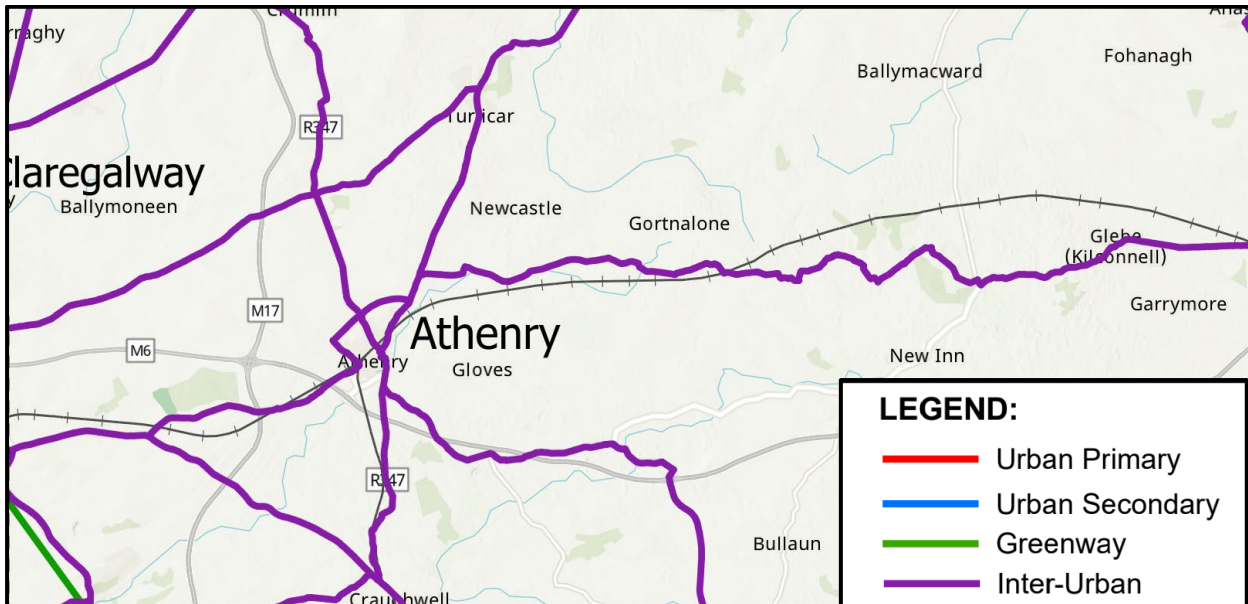


Figure 3.15: Proposed Cycle Network for Athenry region (Source: NTA)

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

3.5 Existing Traffic flows

Automated Junction Turning Counts (JTC) have been undertaken at 2No. junctions on Tuesday 11th March 2025, shown in **Figure 3.19**, by a third-party company named IDASO. These key junctions are:

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

The traffic counts were carried out during a 12-hour period from 07:00 AM to 07:00 PM and encompass all movements at the junctions. The traffic counts cover movements of pedal cycles, cars, taxis, buses, LGVs and HGVs and the final number of traffic is presented in **Passenger Car Unit (PCU)**.

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

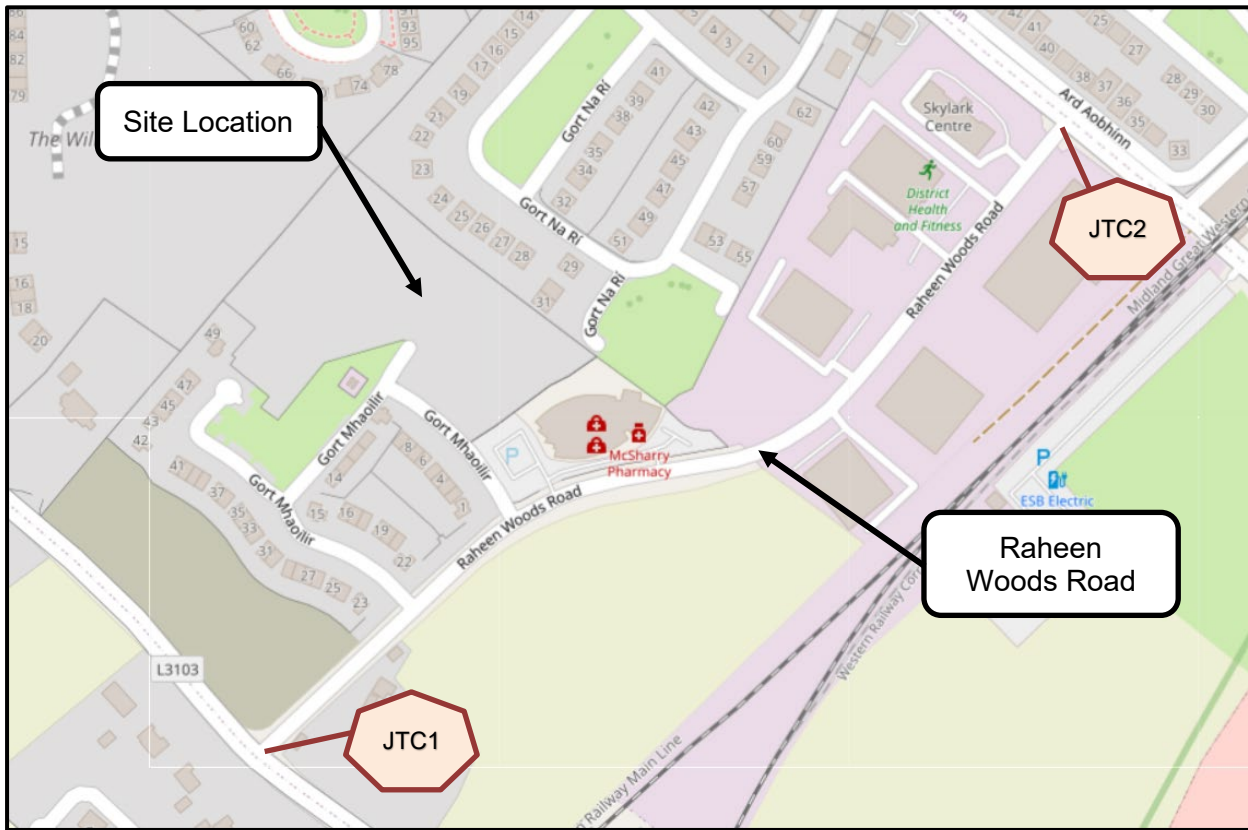


Figure 3.16: Assessed Junctions' Location (Source: OpenStreetMap, notes by ORS)

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

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

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

Figure 3.17 overleaf shows the existing traffic flows in Junction 1.

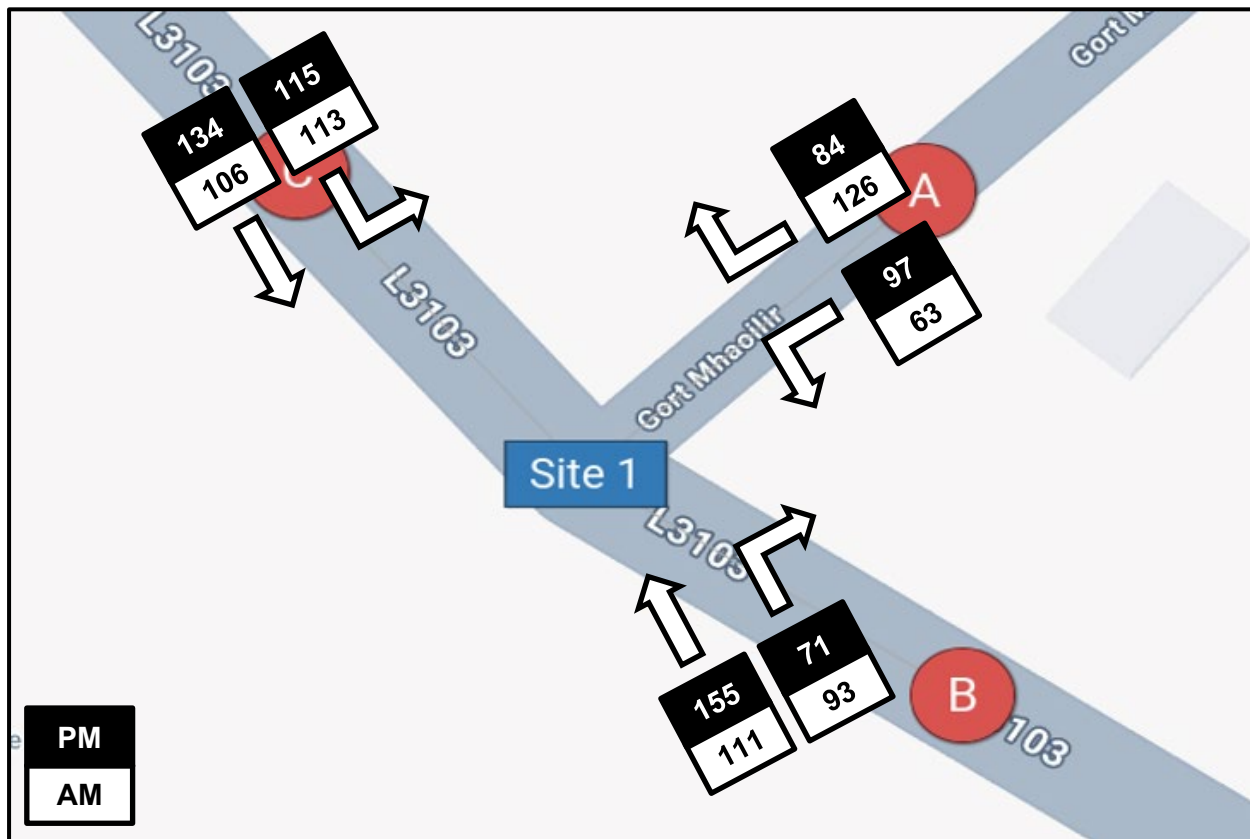


Figure 3.17: March AM and PM 2025 Traffic Counts in JTC1

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

- Vehicles from the L-3103-northern arm are almost equally split during the AM peak:
 - 52% turn towards Raheen Woods – Arm A
 - 48% continue on the L-3103 (South) – Arm B
- Vehicles from Raheen Woods:
 - 66% turn right (North) – Arm C
 - 34% turn left (South) – Arm B
- Vehicles from the L-3103-southern arm:
 - 54% continue straight (Northbound) – Arm C
 - 46% go to Arm B (Raheen Woods) – Arm A

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

During the PM peak:

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

- Vehicles from Raheen Woods:
 - 46% turn right (North) – Arm C
 - 54% turn left (South) – Arm B
- Vehicles from the L-3103-southern arm:
 - 69% continue straight (Northbound) – Arm C
 - 31% go to Arm B (Raheen Woods) – Arm A.

There is a slight shift compared to the AM peak:

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

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

Figure 3.18 below shows the existing traffic flows in Junction 2.

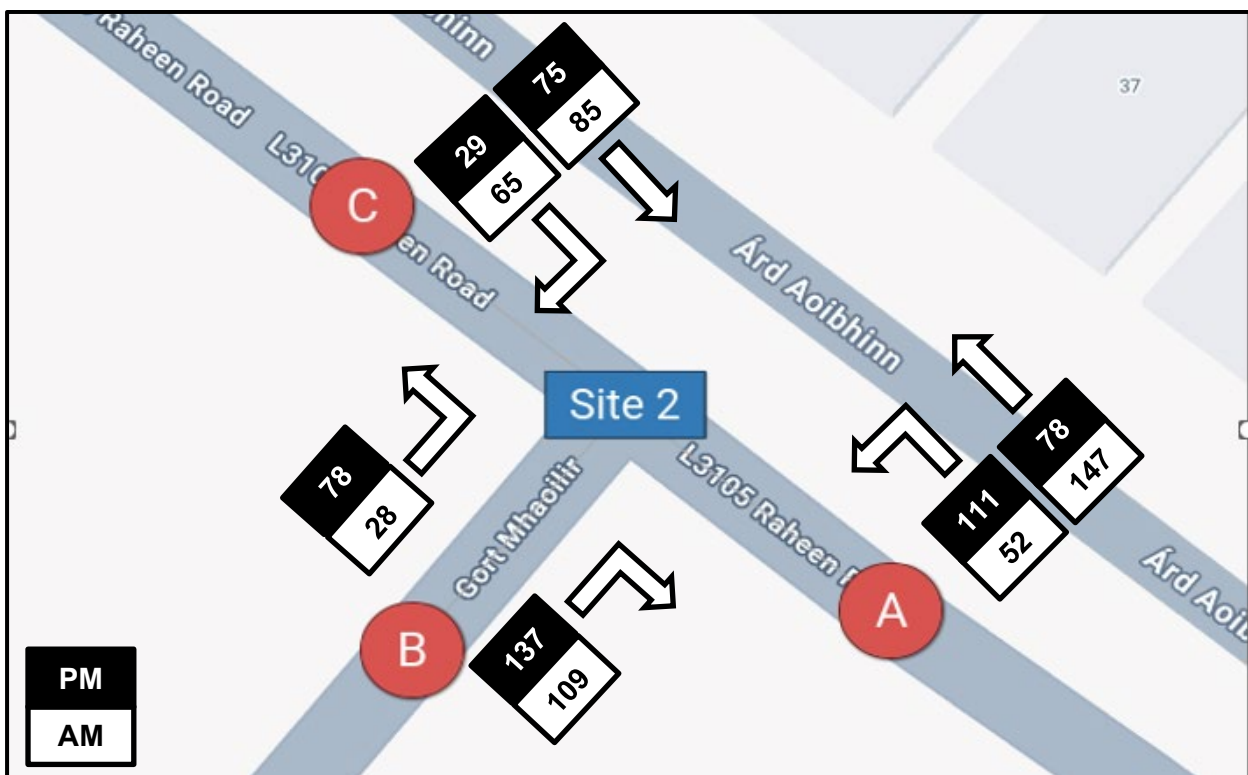


Figure 3.18: March AM and PM 2025 Traffic Counts in JTC2

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

critical movement.

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

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

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

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

With regards to turning movements:

- From Arm A (L-3105 South):
 - 74% of vehicles turn towards Raheen Woods – Arm B
 - 26% of vehicles continue on the L-3105 – Arm C (North)
- From Arm B (Raheen Woods):
 - 79% turn towards the town centre – Arm A (South)
 - 21% turn towards Arm C (North)
- From Arm C (L-3105 North):
 - 57% turn continues on the L-3105 – Arm A (South)
 - 43% turn towards Raheen Woods – Arm B

During the PM peak:

- From Arm A (L-3105 South):
 - 59% of vehicles turn towards Raheen Woods – Arm B
 - 41% of vehicles continue on the L-3105 – Arm C (North)
- From Arm B (Raheen Woods):
 - 64% turn towards the town centre – Arm A (South)
 - 36% turn towards Arm C (North)
- From Arm C (L-3105 North):
 - 72% turn continues on the L-3105 – Arm A (South)
 - 28% turn towards Raheen Woods – Arm B

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

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

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

3.6 Traffic Collisions Data in the Vicinity of the Site

Traffic data on collisions in the vicinity of the site could not be obtained as the Road Safety Authority website is currently in process of reviewing its road traffic collision data.

4 Trip Generation, Distribution and Impact on the Road Network

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

4.1 Traffic Generation and Distribution Slips

For the purposes of generating a robust representation of likely traffic profile for the future, a traffic generation profile based on the proposed layout was prepared. The proposed residential development was evaluated using the most relevant option available in TRICS. The trip rate data for the proposed development has been summarised in **Table 4.1**.

Table 4.1 – TRICS Output for the Residential Development						
TRICS 7.11.4						
Trip Rate Parameter: No. of Dwellings						
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED						
Calculation Factor: 1 DWELLS						
Count Type: TOTAL VEHICLES						
TIME RANGE	ARRIVALS			DEPARTURE		
	No. Days	Ave. Dwells	Trip Rate	No. Days	Ave. Dwells	Trip Rate
07:00-08:00	74	32	0.079	74	32	0.246
08:00-09:00	74	32	0.178	74	32	0.385
09:00-10:00	74	32	0.176	74	32	0.213
10:00-11:00	74	32	0.155	74	32	0.186
11:00-12:00	74	32	0.185	74	32	0.179
12:00-13:00	74	32	0.188	74	32	0.188
13:00-14:00	74	32	0.198	74	32	0.194
14:00-15:00	74	32	0.193	74	32	0.217
15:00-16:00	74	32	0.287	74	32	0.225
16:00-17:00	74	32	0.287	74	32	0.182
17:00-18:00	74	32	0.327	74	32	0.198
18:00-19:00	74	32	0.262	74	32	0.181
19:00-20:00	5	18	0.253	5	18	0.187
20:00-21:00	5	18	0.253	5	18	0.242
Daily Trips Rates:			3.021			3.023

The TRICS output is presented in a trip rate per unit. The unit reference is dependent on the development in question, such as per person, per house or unit area. In this case, the

multiplication factor to be applied to the unit rate is the number of dwellings which is 43No.

Morning peak occurs between 08:00 and 09:00 AM, with a total trip rate of 0.563 for the vehicles travelling to and from the site, and evening peak is between 17:00 and 18:00 with a total trip rate of 0.525.

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

Table 4.2 – Typical Daily Generated Profile			
Time Range	Arrivals	Departures	Total
AM	8	17	25
PM	14	9	23

4.2 Cumulative Impact

As part of this Traffic Assessment, to assess the existing and expected traffic along the road network in the vicinity of the proposed development, the National Planning Application website was consulted to include all committed developments in the area. One large committed development was identified which will affect the R-3103/Raheen Woods junction analysed in the vicinity of the proposed development, to the southwest of the site, as shown in **Figure 4.1**, with vehicular access to the development from R348 via an existing roundabout, located on the northern boundary of the site.

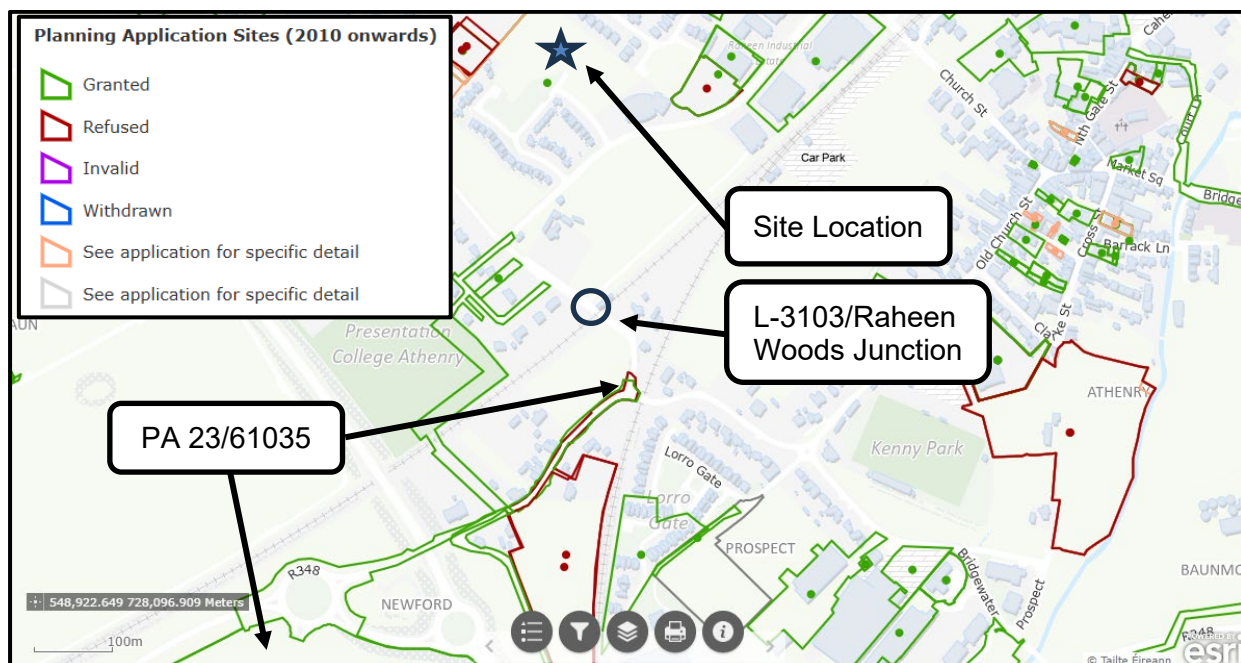


Figure 4.1: Planning application in the vicinity of the proposed development, to the southwest (Source: myplan.ie)

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

permission was granted on 27th November 2023.

As the development is not implemented yet, the traffic profile generated was not contained in the traffic counts carried out in March 2025. Therefore, this Traffic Assessment has included the expected traffic flows in the future year scenarios in the assessed junctions to ensure a robust assessment of the future conditions of the road network. A Traffic and Transport Assessment (TTA) was available in the planning application records and was referenced to include the expected traffic generation from this development along the R-3103/Raheen Woods Road junction.

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

Table 4.3 – Committed Developments in the Vicinity of the Facility - Medical Device Manufacturing Facility				
Planning Reference	Decision Type	Description	Traffic generation on L-3103/Raheen Woods	
			AM	PM
PA 23/61035	Conditional	Construction of a 4no. storey medical device manufacturing facility providing warehousing, production areas, administration offices & restaurant (GIA: 40,226.6 m ²) and 4no. surface car park areas (500no. car parking spaces)	Total: 25 arrival: 21 departures: 4	Total: 25 arrival: 3 departures: 22

In addition to the abovementioned committed development, a Planning application has been submitted for the construction of a 2No. storey Industrial Warehousing Unit and Ancillary Office Space which will affect the R-3103/Raheen Woods junction under assessment, as shown in **Figure 4.2** overleaf. A new site access junction is proposed onto Ballydavid South Road to allow access to the site. A Traffic and Transport Assessment (TTA) was available in the planning application records and was referenced to include the expected traffic generation from this development along the R-3103/Raheen Woods Road junction. Planning permission was granted on 02nd October 2023.

The above development is presented in **Table 4.4** and **Table 4.5**.

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

Table 4.5 – Committed Developments in the Vicinity of the Facility - Industrial Warehousing Unit

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

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

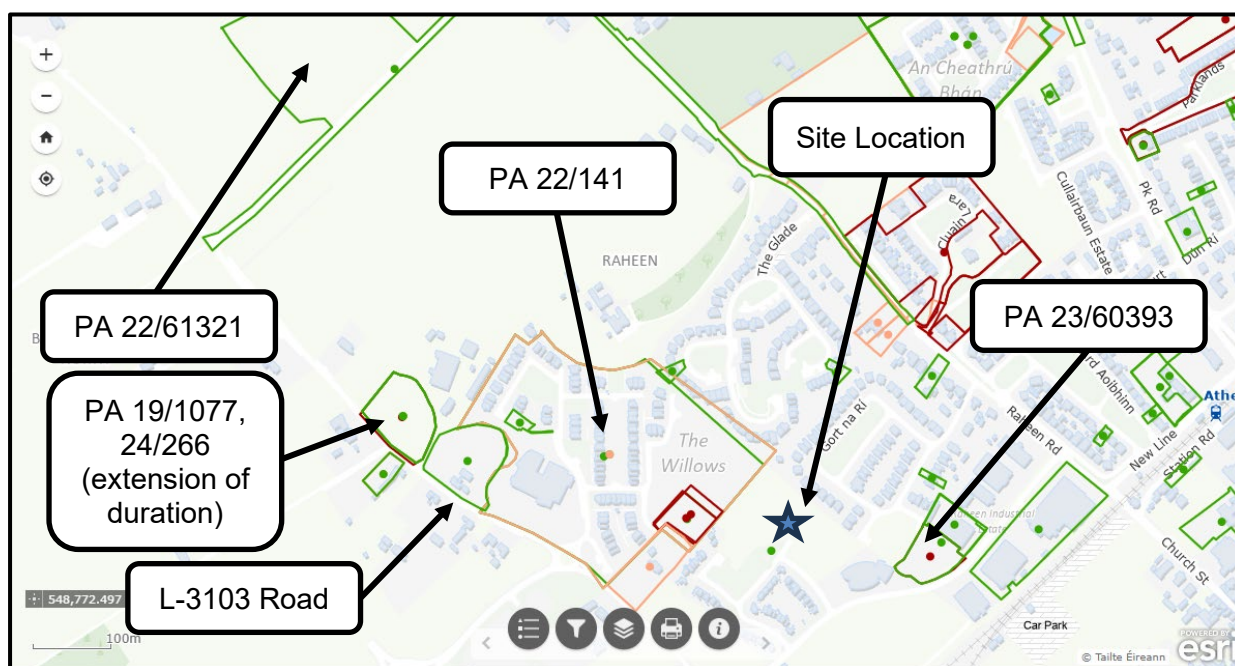


Figure 4.2: Planning application in the vicinity of the proposed development, to the northwest (Source: myplan.ie)

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

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

Table 4.6 – Committed Developments in the Vicinity of the Facility – Residential Development

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

To the southeast of the site, adjacent to the Athenry Primary Care Centre, a storage warehouse is proposed, as shown in **Figure 4.2** above, under planning reference number 23/60393. Gross floor space of proposed works is 875 sqm. For the purposes of estimating traffic generation along the L-3103 and the L-3105 local roads, trip rates derived from the TRICS database, outlined in **Table 4.7** below, were applied to the committed development.

Table 4.7 – TRICS Output for the P.A. 23/60393

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

The TRICS output is presented in a trip rate per unit. The unit reference is dependent on the development in question, such as per person, per house or unit area. In this case, the multiplication factor to be applied to the unit rate is the GFA which is 875 sqm.

Table 4.8 shows the expected traffic generation profile once the proposed development is fully operational.

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

4.3 Future Year Traffic Growth

Transport Infrastructure Ireland (TII) issues a range of forecasts: low growth, central growth, and high growth. The implementation of policies relating to the National Sustainable Mobility Policy will act as a deterrent to high growth in car-based travel. Low growth factors are however likely to be equally unrealistic at present, therefore, this assessment has used central growth factors, which were extracted from the TII Publication PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections, published in October 2021, outlined in **Table 4.9**, **Table 4.10** and **Table 4.11** below.

Table 4.9 – Development Location Information	
Location of Development	Galway
Sensitivity Area	Central
Year of Traffic Counts	2025
Year of Assessment	2025
Year of Development Construction	2027

Table 4.10 - TII Annual Growth Rates (Central Growth) for Co. Galway		
Year	LGV	HGV
2016 – 2030	1.0259	1.0446
2030 – 2040	1.0109	1.0198
2040 – 2050	1.0105	1.0236

Table 4.11 – Growth Factors for Future Design Years for Co. Galway				
	Counts	Completion	Completion +5	Completion +15
	2025	2027	2032	2042
LGV	1.000	1.052	1.161	1.293
HGV	1.000	1.091	1.294	1.585

4.4 Generated Traffic Splits Through Neighbouring Junctions

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

the evening peak, with around 48% of traffic moving southwest towards JTC 1 and 52% northeast towards JTC 2.

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

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

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

Figure 4.2 and **Figure 4.3** overleaf display the expected levels of the generated traffic on the 2No. junctions affected in the vicinity of the site, projected for the proposed year of development conclusion in 2027.

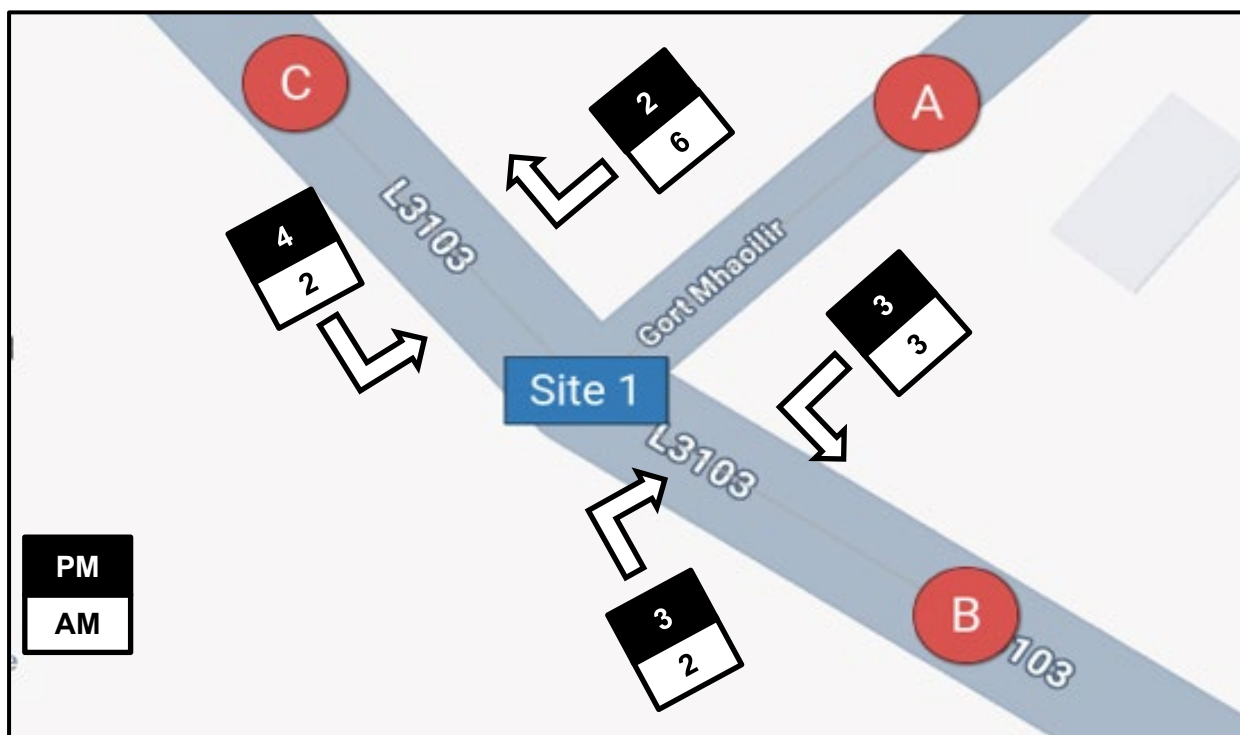


Figure 4.3: AM and PM Development traffic splits in JTC1

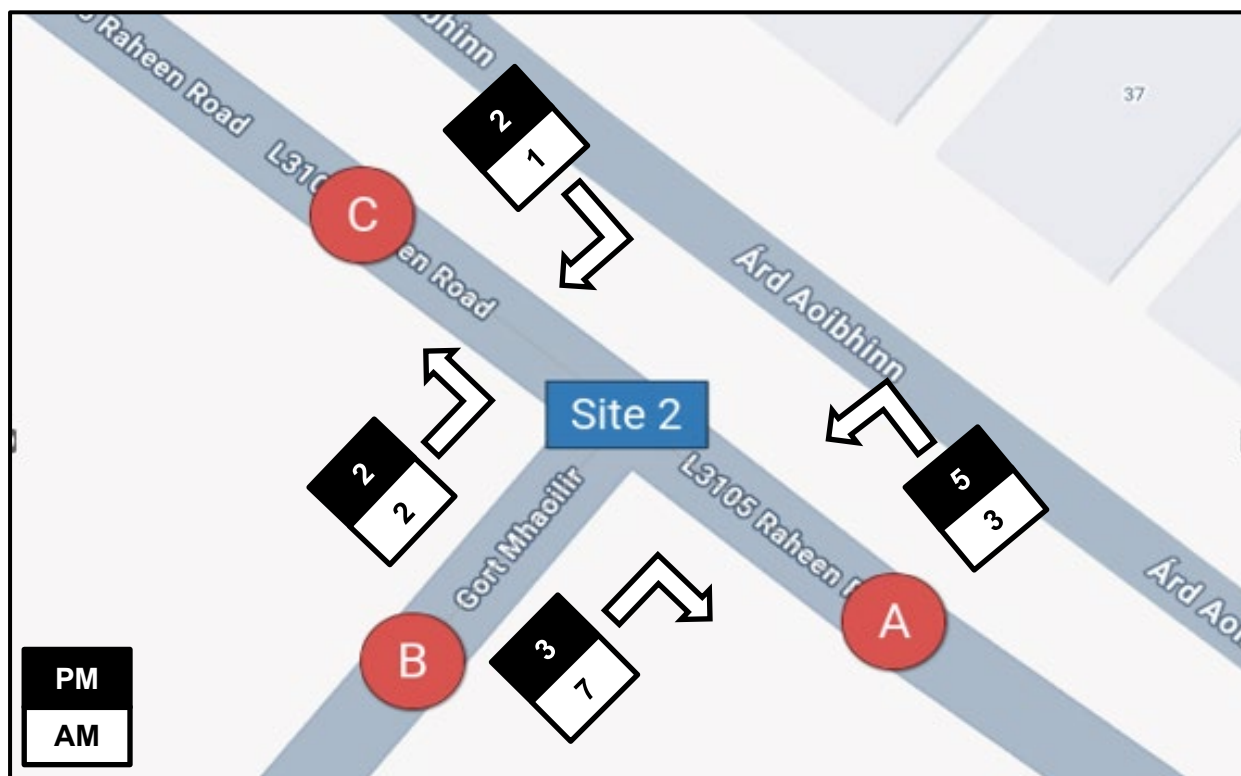


Figure 4.4: AM and PM Development traffic splits in JTC2

4.5 Traffic and Transport Assessment Guidelines

The Galway County Development Plan 2022 – 2028, in **Section 6.5.3.1**, requires a Traffic and Transport Assessment to be provided as part of a development proposal in the case of developments with significant car trip generation potential and shall be in accordance with the Traffic and Transport Assessment Guidelines (TII 2014).

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

As the proposed development is assumed to be fully constructed and operational in 2027, the projected 2027 traffic flows could be calculated using TII's Central Growth Factor for Co. Galway. The impact on traffic for the assessed junctions is presented in **Table 4.12**.

Table 4.12 – Traffic Impact on Neighbouring Junctions from the development								
Junction	2027 Projected Traffic		Traffic from Development		Increase in Traffic		TII Threshold of 5%	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
JTC1	697	745	13	12	1.9%	1.6%	Below	Below
JTC2	533	548	13	12	2.4%	2.2%	Below	Below

As can be seen from **Table 4.12**, the predicted traffic from the proposed development is not expected to generate an increase of more than 5% on the assessed junctions, and therefore they do not exceed the TII 5% threshold, where congestion is considered to exist, which automatically requires a Traffic and Transport Assessment.

Table 4.13 provides the thresholds for a Traffic and Transport Assessment (TTA).

Table 4.13 – Traffic Management Guidelines Thresholds for Transport Assessments (TII)	
N/A	Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.
NO	Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive
NO	Residential development in excess of 200 dwellings
N/A	Retail and leisure development in excess of 100m ²
N/A	Office, education and hospital development in excess of 2,500m ²
N/A	Industrial development in excess of 5,000m ²
N/A	Distribution and warehousing in excess of 10,000m ²

When assessing the traffic generated by the development against the threshold criteria outlined in **Table 4.13** above, none of the conditions that would typically trigger the requirement for a Traffic and Transport Assessment (TTA), as set out by TII, are met. Nevertheless, a TTA was proactively prepared to demonstrate the limited impact of the proposed development on the surrounding road network and to support a robust planning submission.

5 Capacity Analysis

5.1 Introduction

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

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

Figure 5.1 below shows the junctions in which a traffic simulation was undertaken in order to obtain the **Ratio of Flow to Capacity (RFC)** and the **queue levels** to determine if the junctions would cater for the predicted level of traffic by the mixed-use development.

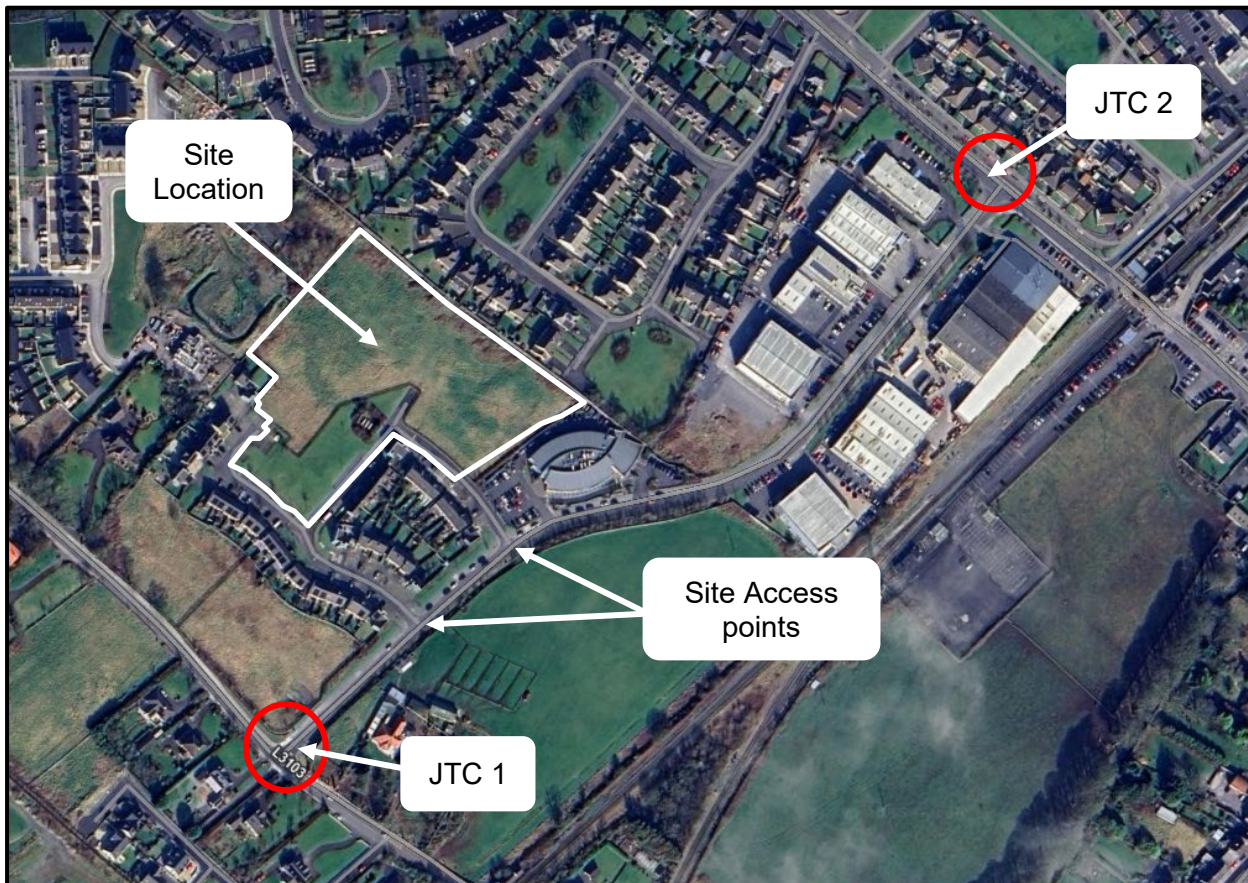


Figure 5.1: Location of junctions analysed (Source: Google Earth, notes by ORS)

The **Ratio of Flow to Capacity (RFC)** describes the capacity of each approach to the junction and determines if the junction will cater for the predicted level of traffic. An RFC below 0.85 (85%) implies that an approach road is operating satisfactorily well within capacity; between 0.85 to 1.0 RFC means the approach operates well within capacity but at less optimal efficiency; and an RFC above 1.0 means that demand and capacity are equal and no further traffic can progress through the junction.

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

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

As stated in **Section 3.5** above, traffic counts were undertaken in March 2025 at the 2No. junctions. The cumulative effect of adjacent developments described in **Section 4.2** was considered in the analysis. Central traffic growth rates for Co. Galway, specified in the TII's Publication PE-PAG-02017 of October 2021, were applied to existing road traffic only and were not applied to the development traffic, since it is limited by development size. The capacity assessment was modelled for three different scenarios;

- Base-year: 2025 traffic flows modelled according to traffic counts obtained in March 2025.
- Do-nothing: modelled without the intervention of the proposed development. For this analysis, the traffic counts were factored up using TII's Growth Factor for the design years 2027, 2032 and 2042.
- Do-something: the impact of the traffic generated by the development was added to the design years 2027, 2032 and 2042. This analysis will enable the comparison with the 'Do-nothing' scenario.

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

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

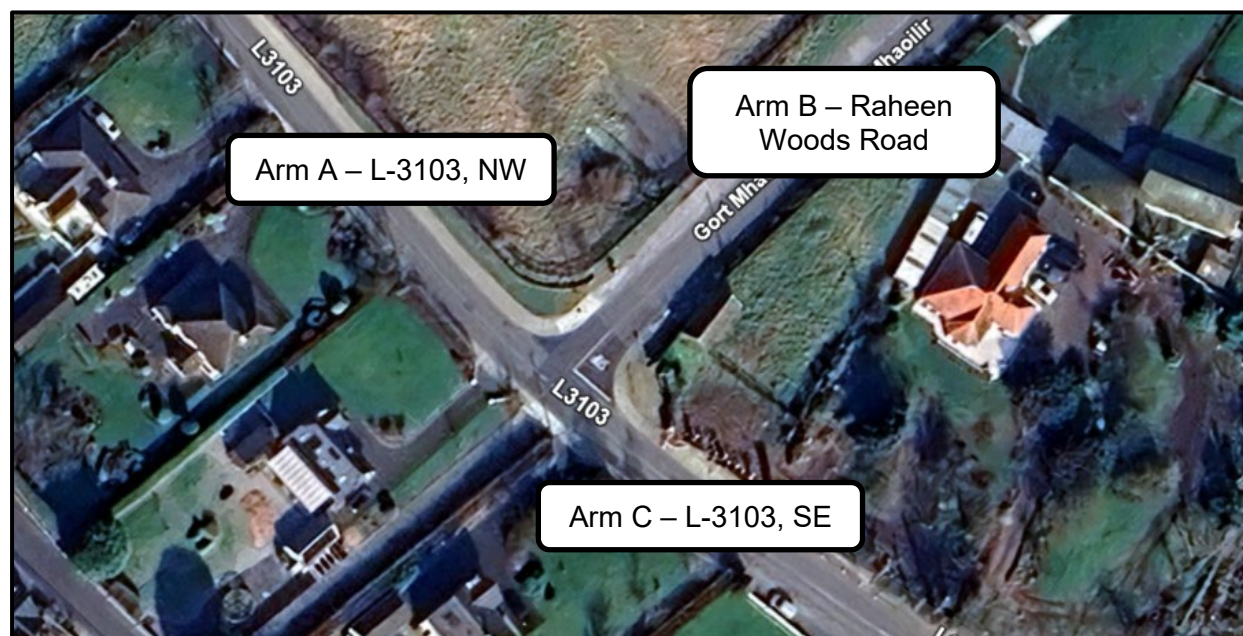


Figure 5.2: JTC1 Arm Names (Source: Google Earth, notes by ORS)

Table 5.1 shows the results of the analysis of the junction modelled using PICADY transport modelling software for priority junctions for the assessment year (2025), the expected year of opening (2027), 5 years after the development completion (2032) and 15 years after the

development completion (2042) for the 'Do-Nothing' and 'Do-Something' scenarios.

Table 5.1 – PICADY Results for JTC1 Analysis

Analysis	Stream	AM		PM	
		Queue (PCU)	Ratio of Flow to Capacity (RFC)	Queue (PCU)	Ratio of Flow to Capacity (RFC)
1 – 2025, base traffic	B-AC	0.8	0.43	0.6	0.39
	C-AB	0.3	0.18	0.2	0.15
2 – 2027, do-nothing	B-AC	0.9	0.48	0.7	0.43
	C-AB	0.3	0.21	0.3	0.16
3 – 2027, do-something	B-AC	1	0.50	0.8	0.44
	C-AB	0.3	0.21	0.3	0.17
4 – 2032, do-nothing	B-AC	1.2	0.53	0.9	0.48
	C-AB	0.4	0.23	0.3	0.19
5 – 2032, do-something	B-AC	1.3	0.56	1	0.49
	C-AB	0.4	0.24	0.3	0.19
6 – 2042, do-nothing	B-AC	1.6	0.61	1.2	0.55
	C-AB	0.5	0.26	0.4	0.21
7 – 2042, do-something	B-AC	1.7	0.63	1.3	0.56
	C-AB	0.5	0.27	0.4	0.22

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

Analysis 2 reflects the **Do-Nothing** scenario for future years, incorporating committed developments only (excluding the proposed scheme). In this scenario, an increase of 0.05 in RFC is observed during the 2027 AM peak at Stream B – AC, resulting in an RFC of 0.48 (48%), still with no significant queuing. **Analysis 3**, the **Do-Something** scenario for the 2027 design year, includes both committed developments and the proposed scheme. Here, the RFC for Stream B – AC increases marginally by 0.02 to 0.50 (50%) during the AM peak, indicating a negligible impact from the proposed development.

Looking ahead to the 2042 design year, **Analysis 6 (Do-Nothing scenario)** shows Stream B – AC reaching an RFC of 0.61 (61%) in the AM peak. With the proposed development included (**Analysis 7 – Do-Something scenario**), this increases slightly to 0.63 (63%), representing an increase of just 0.02.

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

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

In the following analysis, the junction was assessed for the AM and PM peak period and the arms were labelled as shown in **Figure 5.3**:



Figure 5.3: JTC2 Arm Names (Source: Google Earth, notes by ORS)

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

Table 5.2 – PICADY Results for JTC2 Analysis					
Analysis	Stream	AM		PM	
		Queue (PCU)	Ratio of Flow to Capacity (RFC)	Queue (PCU)	Ratio of Flow to Capacity (RFC)
1 – 2025, base traffic	B-AC	0.5	0.33	0.9	0.48
	C-AB	0.2	0.12	0.1	0.05
2 – 2027, do-nothing	B-AC	0.6	0.38	1.1	0.52
	C-AB	0.2	0.13	0.1	0.06
3 – 2027, do-something	B-AC	0.7	0.40	1.1	0.54
	C-AB	0.2	0.13	0.1	0.06

Table 5.2 – PICADY Results for JTC2 Analysis

Analysis	Stream	AM		PM	
		Queue (PCU)	Ratio of Flow to Capacity (RFC)	Queue (PCU)	Ratio of Flow to Capacity (RFC)
4 – 2032, do-nothing	B-AC	0.7	0.42	1.4	0.58
	C-AB	0.2	0.14	0.1	0.07
5 – 2032, do-something	B-AC	0.8	0.44	1.4	0.59
	C-AB	0.2	0.15	0.1	0.07
6 – 2042, do-nothing	B-AC	0.9	0.47	1.9	0.66
	C-AB	0.2	0.16	0.1	0.07
7 – 2042, do-something	B-AC	1	0.50	2	0.67
	C-AB	0.2	0.17	0.1	0.08

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

Analysis 2 reflects the **Do-Nothing** scenario for future years, incorporating committed developments only (excluding the proposed scheme). In this scenario, an increase of 0.05 in RFC is observed during the 2027 AM peak at Stream B – AC and an increase of 0.04 during the PM peak, resulting in an RFC of 0.52 (52%) in the evening, still with no significant queuing.

Analysis 3, the **Do-Something** scenario for the 2027 design year, includes both committed developments and the proposed scheme. Here, the RFC for Stream B – AC increases marginally by 0.02 to 0.40 (40%) during the AM peak and 0.54 (54%) in the PM peak, indicating a negligible impact from the proposed development.

Looking ahead to the 2042 design year, **Analysis 6 (Do-Nothing scenario)** shows Stream B – AC reaching an RFC of 0.66 (66%) in the PM peak. With the proposed development included (**Analysis 7 – Do-Something scenario**), this increases slightly to 0.67 (67%), representing an increase of just 0.01, while the morning peak saw an increase of 0.03 reaching a maximum RFC of 0.50 at Stream B – AC.

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

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

Furthermore, it should be noted that a Mobility Management Plan was also produced to accompany this planning application (see ORS report **250141-ORS-XX-XX-RP-TR-13g-004**). This report aims to introduce measures and initiatives to reduce private vehicle usage, thereby further mitigating the impact of the proposed development on the nearby road network.

6 Conclusions

The main conclusions of this study are summarised as follows:

- This Traffic and Transport Assessment was conducted to accompany the planning application for the proposed residential development at Gort Mhaoilir, Athenry, Co. Galway.
- The proposed development, presented by SDS Design Engineers, involves the construction of 43No. dwellings featuring 3No. new site entrances and all associated ancillary site development works.
- The proposed total number of car parking spaces is 57No., including 4No. accessible parking spaces to the south of Block 1. It is proposed to include 36No. visitor bicycle parking spaces at the communal open space.
- ORS scoped the requirements for this Traffic Assessment with Galway County Council. It was agreed that this assessment will focus on 2No. key junctions, namely the 3-arm Raheen Woods Road (Gort Mhaoilir Road)/ L-3103 Priority Junction (JTC 1) and the 3-arm Raheen Woods Road (Gort Mhaoilir Road)/ L-3105 Priority Junction (JTC 2).
- Automatic junction turning counts (JTCs) were undertaken by a third-party company named IDASO, on Tuesday the 11th of March 2025. The recorded AM peak hours were between 08:15 and 09:15 in both junctions. The evening peak period varies: it takes place between 15:45 and 16:45 in JTC 1 and between 17:00 and 18:00 in JTC 2.
- The National Planning Application website was consulted to obtain information about committed developments near the proposed site to be included in this traffic analysis. It was found that 5No. granted planning application will make use of the junctions, therefore, they were included in future scenarios of the junctions' modelling.
- The traffic splits in the examined junctions could be calculated from the traffic counts, and it is expected that the traffic from the development will follow the same trend. The trip generation from the development was assessed from the TRICS database.
- The junctions analysed in this traffic assessment were assessed against the TII threshold, and it was found that the additional traffic will not exceed the threshold of 5% increase in traffic, therefore a TTA is not required. Nevertheless, a TTA was proactively prepared to demonstrate the limited impact of the proposed development on the surrounding road network and to support a robust planning submission.
- The junctions were examined using *Junctions 11* PICADY software for the AM and the PM peak conditions under conservative future projections and Central background Traffic Growth for the considered year of opening, 2027, 5-years and 15-years after development conclusion.
- From a transportation planning perspective, the proposed development is expected to generate a low volume of traffic during peak times. The junction analysis results indicate that the surrounding road network can easily accommodate this traffic, considering the prevailing road conditions. The junctions are projected to operate well below their theoretical capacity, with no issues anticipated during peak times.
- It should be noted that the approach used to determine the generated traffic did not account for the mitigation measures proposed in the Mobility Management Plan prepared as part of this planning application (see **242462-ORS-XX-XX-RP-TR-13g-004**), which aim to reduce private car dependency and enhance sustainable mobility.



Appendix A – Traffic Data

Available upon request.



Appendix B – TRICS Data

Calculation Reference: AUDIT-538501-250413-0411

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	EN ENFIELD	2 days
	HG HARINGEY	1 days
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	BO BEDFORD	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	5 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	2 days
	SC SURREY	2 days
03	SOUTH WEST	
	DC DORSET	2 days
	GS GLOUCESTERSHIRE	1 days
	SD SWINDON	1 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	4 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	NM WEST NORTHAMPTONSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	3 days
	SE SHEFFIELD	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	FU WESTMORLAND & FURNESS	1 days
	IM ISLE OF MAN	3 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
	LT LEITRIM	1 days
	MA MAYO	1 days
14	LEINSTER	
	CC CARLOW	1 days
	WC WICKLOW	2 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	3 days
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 50 (units:)
 Range Selected by User: 4 to 50 (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	13 days
Tuesday	15 days
Wednesday	26 days
Thursday	11 days
Friday	9 days

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

Selected survey types:

Manual count	73 days
Directional ATC Count	1 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 Centre	8
Suburban Area (PPS6 Out of Centre)	12
Edge of Town	32
Neighbourhood Centre (PPS6 Local Centre)	22

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	52
Village	17
High Street	1
No Sub Category	4

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	24 days - Selected
Servicing vehicles Excluded	52 days - Selected

Secondary Filtering selection:

Use Class:

C3 74 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	3 days
1,001 to 5,000	21 days
5,001 to 10,000	18 days
10,001 to 15,000	12 days
15,001 to 20,000	5 days
20,001 to 25,000	5 days
25,001 to 50,000	7 days
50,001 to 100,000	3 days

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

Population within 5 miles:

5,000 or Less	3 days
5,001 to 25,000	15 days
25,001 to 50,000	9 days
50,001 to 75,000	8 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	19 days
250,001 to 500,000	6 days
500,001 or More	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	28 days
1.1 to 1.5	37 days
1.6 to 2.0	9 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	20 days
No	54 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	69 days
1a (Low) Very poor	1 days
1b Very poor	1 days
2 Poor	1 days
4 Good	1 days
5 Very Good	1 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	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CESHIRE WEST & CHESTER	Survey Type: MANUAL
2	AC-03-A-05 MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 40 Survey date: FRIDAY 30/04/21	SEMI-DETACHED & TERRACED	CESHIRE WEST & CHESTER	Survey Type: MANUAL
3	BN-03-A-02 SWEETS WAY WHETSTONE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 21 Survey date: TUESDAY 03/07/18	MIXED HOUSES	BARNET	Survey Type: MANUAL
4	BO-03-A-01 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Total No of Dwellings: 30 Survey date: THURSDAY 15/10/20	DETACHED HOUSES	BEDFORD	Survey Type: MANUAL
5	BY-03-A-01 CHURCH LANE NEAR BARNESLEY WORSBROUGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 19 Survey date: WEDNESDAY 09/09/20	BUNGALOWS & DETACHED	BARNESLEY	Survey Type: MANUAL
6	CA-03-A-07 FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 Survey date: THURSDAY 27/05/21	MIXED HOUSES	CAMBRIDGESHIRE	Survey Type: MANUAL
7	CC-03-A-01 R417 ANTHY ROAD CARLOW Edge of Town Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/05/16	DETACHED HOUSES	CARLOW	Survey Type: MANUAL
8	CS-03-A-03 TOP ROAD STRANDHILL STRANDHILL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 30 Survey date: THURSDAY 27/10/16	MIXED HOUSES	SLIGO	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	CT-03-A-01 ARLESEY ROAD STOTFOLD	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	46		
	Survey date: WEDNESDAY	22/06/22	Survey Type: MANUAL	
10	CV-03-A-03 R212 DUBLIN ROAD CAVAN PULLAMORE NEAR Edge of Town No Sub Category Total No of Dwellings:	37		CAVAN
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL	
11	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:	50		
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL	
12	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:	26		
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL	
13	DE-03-A-04 GREENHALL HIGHWAY COLERAINE	SEMI-DETACHED & TERRACED		DERRY
	Edge of Town Residential Zone Total No of Dwellings:	38		
	Survey date: THURSDAY	19/05/22	Survey Type: MANUAL	
14	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	
15	DL-03-A-11 GRACE PARK ROAD DUBLIN WHITEHALL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	19		DUBLIN
	Survey date: WEDNESDAY	19/05/21	Survey Type: MANUAL	
16	DN-03-A-06 GLENFIN ROAD BALLYBOFEY	DETACHED HOUSING		DONEGAL
	Edge of Town Residential Zone Total No of Dwellings:	6		
	Survey date: WEDNESDAY	10/10/18	Survey Type: MANUAL	
17	DN-03-A-07 ST ORANS ROAD BUNCRANA	DETACHED & SEMI-DETACHED		DONEGAL
	Edge of Town Centre Residential Zone Total No of Dwellings:	9		
	Survey date: WEDNESDAY	29/05/19	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

18	DN-03-A-08 CHURCH ROAD CARNDONAGH	SEMI DETACHED & DETACHED	DONEGAL
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 36 Survey date: WEDNESDAY 30/09/20 Survey Type: MANUAL		
19	EN-03-A-01 BOLLINGBROKE PARK COCKFOSTERS	TERRACED & SEMI-DETACHED	ENFIELD
	Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: WEDNESDAY 24/11/21 Survey Type: MANUAL		
20	EN-03-A-02 DUCHY ROAD HADLEY WOOD	DETACHED HOUSES	ENFIELD
	Edge of Town Residential Zone Total No of Dwellings: 9 Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL		
21	ES-03-A-06 BISHOPS LANE RINGMER	MIXED HOUSES	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 Survey date: WEDNESDAY 16/06/21 Survey Type: MANUAL		
22	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 13/03/23 Survey Type: MANUAL		
23	ES-03-A-13 A265 HEATHFIELD	DETACHED HOUSES	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 36 Survey date: MONDAY 18/03/24 Survey Type: MANUAL		
24	FU-03-A-02 MACADAM WAY PENRITH	DETACHED / TERRACED HOUSING	WESTMORLAND & FURNESS
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 21/06/16 Survey Type: MANUAL		
25	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME	TERRACED & SEMI-DETACHED	GREATER MANCHESTER
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 37 Survey date: MONDAY 26/09/16 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

26	GS-03-A-02	DETACHED HOUSES	GLOUCESTERSHIRE
	OAKRIDGE		
	NEAR GLOUCESTER		
	HIGHNAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	40	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL
27	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
28	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
29	HC-03-A-30	TERRACED HOUSES	HAMPSHIRE
	MEUDON AVENUE		
	FARNBOROUGH		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	31	
	Survey date: FRIDAY	14/10/22	Survey Type: MANUAL
30	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD		
	LIPHOOK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
31	HC-03-A-37	MIXED HOUSES	HAMPSHIRE
	REDFIELDS LANE		
	FLEET		
	CHURCH CROOKHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: WEDNESDAY	27/03/24	Survey Type: MANUAL
32	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	Survey date: MONDAY	05/06/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

33	HG-03-A-01 LAWRENCE ROAD TOTTENHAM WEST GREEN Neighbourhood Centre (PPS6 Local Centre) High Street Total No of Dwellings: 20 Survey date: TUESDAY 05/11/19	DETACHED & SEMI-DETACHED	HARINGEY	Survey Type: MANUAL
34	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 23/03/16	SEMI-DETACHED & TERRACED	HIGHLAND	Survey Type: MANUAL
35	IM-03-A-01 BALLAKILLOWEY ROAD COLBY BALLAKILLOWEY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 31 Survey date: TUESDAY 21/05/24	MIXED HOUSES	ISLE OF MAN	Survey Type: MANUAL
36	IM-03-A-02 SHORE ROAD KIRK MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 27 Survey date: THURSDAY 23/05/24	MIXED HOUSES	ISLE OF MAN	Survey Type: MANUAL
37	IM-03-A-05 SCARLETT ROAD CASTLETOWN Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: TUESDAY 21/05/24	MIXED HOUSES	ISLE OF MAN	Survey Type: MANUAL
38	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: 14 Survey date: WEDNESDAY 09/06/21	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
39	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: FRIDAY 17/11/17	DETACHED HOUSES	LANCASHIRE	Survey Type: MANUAL
40	LS-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 46 Survey date: WEDNESDAY 21/09/16	MIXED HOUSING	LEEDS	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

41	LT-03-A-02	BUNGALOWS	LEITRIM
	ARD ÁLAINN		
	CARRICK-ON-SHANNON		
	GALLOW'S HILL		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
42	MA-03-A-02	SEMI-DETACHED HOUSES	MAYO
	CONVENT ROAD		
	CLAREMORRIS		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	31	
	Survey date: WEDNESDAY	15/09/21	Survey Type: MANUAL
43	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN
	ORIEL WAY		
	MONAGHAN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	49	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
44	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
45	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
46	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
47	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
48	NF-03-A-37	MIXED HOUSES	NORFOLK
	GREENFIELDS ROAD		
	DEREHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

49	NF-03-A-51	SEMI-DETACHED	NORFOLK
	CITY ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	13/09/22	Survey Type: MANUAL
50	NM-03-A-02	DETACHED & SEMI-DETACHED	WEST NORTHAMPTONSHIRE
	HARLESTONE ROAD		
	NEAR NORTHAMPTON		
	CHAPEL BRAMPTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	47	
	Survey date: TUESDAY	20/10/20	Survey Type: MANUAL
51	NN-03-A-01	MIXED HOUSES & FLATS	NORTH NORTHAMPTONSHIRE
	MAIN STREET		
	NEAR WELLINGBOROUGH		
	LITTLE HARROWDEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	44	
	Survey date: TUESDAY	20/10/20	Survey Type: MANUAL
52	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
	WIGHAY ROAD		
	HUCKNALL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	36	
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL
53	NY-03-A-12	TOWN HOUSES	NORTH YORKSHIRE
	RACECOURSE LANE		
	NORTHALLERTON		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
54	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
55	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	PALACE ROAD		
	RIPON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL
56	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

57	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:	41		
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL	
58	SC-03-A-10 GUILDFORD ROAD ASH	MIXED HOUSES		SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	32		
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL	
59	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27		
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL	
60	SE-03-A-01 MANOR ROAD NEAR SHEFFIELD WALES	DETACHED & BUNGALOWS		SHEFFIELD
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	25		
	Survey date: THURSDAY	10/09/20	Survey Type: MANUAL	
61	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED		SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	38		
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL	
62	SF-03-A-08 STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM	MIXED HOUSES		SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	34		
	Survey date: WEDNESDAY	16/09/20	Survey Type: MANUAL	
63	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES		SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	42		
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL	
64	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES		SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	41		
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL	
65	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	26		
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

66	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:	12		
	Survey date: MONDAY	08/05/17		Survey Type: MANUAL
67	WC-03-A-01 STATION ROAD WICKLOW CORPORATION MURRAGH	DETACHED HOUSES		WICKLOW
	Edge of Town No Sub Category Total No of Dwellings:	50		
	Survey date: MONDAY	28/05/18		Survey Type: MANUAL
68	WC-03-A-02 MARLTON ROAD WICKLOW FRIARSHILL	DETACHED HOUSES		WICKLOW
	Edge of Town Centre Residential Zone Total No of Dwellings:	45		
	Survey date: MONDAY	28/05/18		Survey Type: MANUAL
69	WF-03-A-02 PALMERSTON ROAD WALTHAMSTOW	SEMI DETACHED & TERRACED		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:	9		
	Survey date: THURSDAY	06/06/19		Survey Type: MANUAL
70	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	23		
	Survey date: WEDNESDAY	25/09/19		Survey Type: MANUAL
71	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	49		
	Survey date: FRIDAY	27/09/19		Survey Type: MANUAL
72	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES		WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	39		
	Survey date: MONDAY	21/11/16		Survey Type: MANUAL
73	WM-03-A-07 EVESON ROAD STOURBRIDGE NORTON	DETACHED HOUSES		WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	14		
	Survey date: WEDNESDAY	18/09/24		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

74	WO-03-A-07 RYE GRASS LANE REDDITCH	MIXED HOUSES & FLATS	WORCESTERSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings:	47	
	Survey date: THURSDAY	01/10/20	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	74	32	0.079	74	32	0.246	74	32	0.325
08:00 - 09:00	74	32	0.178	74	32	0.385	74	32	0.563
09:00 - 10:00	74	32	0.176	74	32	0.213	74	32	0.389
10:00 - 11:00	74	32	0.155	74	32	0.186	74	32	0.341
11:00 - 12:00	74	32	0.185	74	32	0.179	74	32	0.364
12:00 - 13:00	74	32	0.188	74	32	0.188	74	32	0.376
13:00 - 14:00	74	32	0.198	74	32	0.194	74	32	0.392
14:00 - 15:00	74	32	0.193	74	32	0.217	74	32	0.410
15:00 - 16:00	74	32	0.287	74	32	0.225	74	32	0.512
16:00 - 17:00	74	32	0.287	74	32	0.182	74	32	0.469
17:00 - 18:00	74	32	0.327	74	32	0.198	74	32	0.525
18:00 - 19:00	74	32	0.262	74	32	0.181	74	32	0.443
19:00 - 20:00	5	18	0.253	5	18	0.187	5	18	0.440
20:00 - 21:00	5	18	0.253	5	18	0.242	5	18	0.495
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.021			3.023			6.044

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

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

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Parameter summary

Trip rate parameter range selected: 6 - 50 (units:)
 Survey date range: 01/01/16 - 18/09/24
 Number of weekdays (Monday-Friday): 74
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 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.

Calculation Reference: AUDIT-538501-250429-0402

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : E - WAREHOUSING (SELF STORAGE)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days
	TW TYNE & WEAR	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	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: Gross floor area
Actual Range: 1350 to 5500 (units: sqm)
Range Selected by User: 1350 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 15/10/21

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	1 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	7 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	4
Development Zone	1
Built-Up Zone	1
No Sub Category	1

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	X days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

B8	7 days
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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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 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	3 days
1.1 to 1.5	3 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:

No	7 days
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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	7 days
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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	AN-02-E-01 BALMORAL ROAD BELFAST	SELF STORAGE	ANTRIM
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 1875 sqm Survey date: WEDNESDAY 02/06/21 Survey Type: MANUAL		
2	CU-02-E-01 MILLBROOK ROAD CARLISLE KINGSTOWN IND. ESTATE	BOX CLEVER SELF STORAGE	CUMBERLAND
	Edge of Town Industrial Zone Total Gross floor area: 3100 sqm Survey date: FRIDAY 15/10/21 Survey Type: MANUAL		
3	NG-02-E-02 LENTON LANE NOTTINGHAM	BIG YELLOW SELF STORAGE	NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 2860 sqm Survey date: THURSDAY 17/11/16 Survey Type: MANUAL		
4	NY-02-E-01 OAKNEY WOOD ROAD SELBY	SELF STORAGE	NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 1350 sqm Survey date: TUESDAY 21/09/21 Survey Type: MANUAL		
5	SD-02-E-01 DRAKES WAY SWINDON	BIG YELLOW SELF STORAGE	SWINDON
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4925 sqm Survey date: WEDNESDAY 21/09/16 Survey Type: MANUAL		
6	SF-02-E-01 WHITE HOUSE ROAD IPSWICH	SELF STORAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 1530 sqm Survey date: THURSDAY 24/06/21 Survey Type: MANUAL		
7	TW-02-E-01 STONEYGATE CLOSE GATESHEAD	1ST STORAGE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 5500 sqm Survey date: MONDAY 13/06/16 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 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	3020	0.057	7	3020	0.028	7	3020	0.085
08:00 - 09:00	7	3020	0.118	7	3020	0.076	7	3020	0.194
09:00 - 10:00	7	3020	0.184	7	3020	0.147	7	3020	0.331
10:00 - 11:00	7	3020	0.161	7	3020	0.170	7	3020	0.331
11:00 - 12:00	7	3020	0.137	7	3020	0.114	7	3020	0.251
12:00 - 13:00	7	3020	0.203	7	3020	0.203	7	3020	0.406
13:00 - 14:00	7	3020	0.175	7	3020	0.142	7	3020	0.317
14:00 - 15:00	7	3020	0.175	7	3020	0.199	7	3020	0.374
15:00 - 16:00	7	3020	0.156	7	3020	0.180	7	3020	0.336
16:00 - 17:00	7	3020	0.109	7	3020	0.118	7	3020	0.227
17:00 - 18:00	7	3020	0.052	7	3020	0.128	7	3020	0.180
18:00 - 19:00	7	3020	0.024	7	3020	0.043	7	3020	0.067
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.551			1.548			3.099

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

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

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Parameter summary

Trip rate parameter range selected:	1350 - 5500 (units: sqm)
Survey date date range:	01/01/16 - 15/10/21
Number of weekdays (Monday-Friday):	7
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	3020	0.000	7	3020	0.000	7	3020	0.000
08:00 - 09:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
09:00 - 10:00	7	3020	0.005	7	3020	0.005	7	3020	0.010
10:00 - 11:00	7	3020	0.009	7	3020	0.009	7	3020	0.018
11:00 - 12:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
12:00 - 13:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
13:00 - 14:00	7	3020	0.005	7	3020	0.005	7	3020	0.010
14:00 - 15:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
15:00 - 16:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
16:00 - 17:00	7	3020	0.005	7	3020	0.000	7	3020	0.005
17:00 - 18:00	7	3020	0.000	7	3020	0.005	7	3020	0.005
18:00 - 19:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
 OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	3020	0.000	7	3020	0.000	7	3020	0.000
08:00 - 09:00	7	3020	0.005	7	3020	0.005	7	3020	0.010
09:00 - 10:00	7	3020	0.014	7	3020	0.014	7	3020	0.028
10:00 - 11:00	7	3020	0.005	7	3020	0.009	7	3020	0.014
11:00 - 12:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
12:00 - 13:00	7	3020	0.005	7	3020	0.005	7	3020	0.010
13:00 - 14:00	7	3020	0.005	7	3020	0.005	7	3020	0.010
14:00 - 15:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
15:00 - 16:00	7	3020	0.009	7	3020	0.009	7	3020	0.018
16:00 - 17:00	7	3020	0.005	7	3020	0.005	7	3020	0.010
17:00 - 18:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
18:00 - 19:00	7	3020	0.005	7	3020	0.000	7	3020	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.052			0.105

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	3020	0.000	7	3020	0.000	7	3020	0.000
08:00 - 09:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
09:00 - 10:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
10:00 - 11:00	7	3020	0.005	7	3020	0.005	7	3020	0.010
11:00 - 12:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
12:00 - 13:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
13:00 - 14:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
14:00 - 15:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
15:00 - 16:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
16:00 - 17:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
17:00 - 18:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
18:00 - 19:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	3020	0.033	7	3020	0.000	7	3020	0.033
08:00 - 09:00	7	3020	0.071	7	3020	0.047	7	3020	0.118
09:00 - 10:00	7	3020	0.114	7	3020	0.071	7	3020	0.185
10:00 - 11:00	7	3020	0.090	7	3020	0.085	7	3020	0.175
11:00 - 12:00	7	3020	0.076	7	3020	0.057	7	3020	0.133
12:00 - 13:00	7	3020	0.114	7	3020	0.114	7	3020	0.228
13:00 - 14:00	7	3020	0.123	7	3020	0.095	7	3020	0.218
14:00 - 15:00	7	3020	0.080	7	3020	0.123	7	3020	0.203
15:00 - 16:00	7	3020	0.061	7	3020	0.071	7	3020	0.132
16:00 - 17:00	7	3020	0.071	7	3020	0.071	7	3020	0.142
17:00 - 18:00	7	3020	0.028	7	3020	0.085	7	3020	0.113
18:00 - 19:00	7	3020	0.014	7	3020	0.043	7	3020	0.057
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.875			0.862			1.737

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	3020	0.024	7	3020	0.028	7	3020	0.052
08:00 - 09:00	7	3020	0.043	7	3020	0.024	7	3020	0.067
09:00 - 10:00	7	3020	0.052	7	3020	0.057	7	3020	0.109
10:00 - 11:00	7	3020	0.057	7	3020	0.066	7	3020	0.123
11:00 - 12:00	7	3020	0.057	7	3020	0.052	7	3020	0.109
12:00 - 13:00	7	3020	0.080	7	3020	0.080	7	3020	0.160
13:00 - 14:00	7	3020	0.043	7	3020	0.038	7	3020	0.081
14:00 - 15:00	7	3020	0.095	7	3020	0.076	7	3020	0.171
15:00 - 16:00	7	3020	0.085	7	3020	0.099	7	3020	0.184
16:00 - 17:00	7	3020	0.028	7	3020	0.043	7	3020	0.071
17:00 - 18:00	7	3020	0.024	7	3020	0.038	7	3020	0.062
18:00 - 19:00	7	3020	0.005	7	3020	0.000	7	3020	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.593			0.601			1.194

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
 MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	3020	0.000	7	3020	0.000	7	3020	0.000
08:00 - 09:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
09:00 - 10:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
10:00 - 11:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
11:00 - 12:00	7	3020	0.005	7	3020	0.005	7	3020	0.010
12:00 - 13:00	7	3020	0.005	7	3020	0.005	7	3020	0.010
13:00 - 14:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
14:00 - 15:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
15:00 - 16:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
16:00 - 17:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
17:00 - 18:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
18:00 - 19:00	7	3020	0.000	7	3020	0.000	7	3020	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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.



Appendix C – Junctions11 Modelling Data

Available upon request.



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