

TOBIN

**Farranamartin, Tuam
Housing Development
Traffic & Transport Assessment**

Gilligan



Comhairle Chontae na Gaillimhe
Galway County Council

BUILT ON KNOWLEDGE

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OF IRELAND



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1. NON-TECHNICAL SUMMARY

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

The proposed development is a residential development located on the Galway Road (R939) in Farrannamartin, Tuam, Co. Galway, consisting of 62 dwellings.

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

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

2. INTRODUCTION

2.1 INTRODUCTION

TOBIN has been appointed to prepare the Traffic and Transport Assessment (TTA) to support the permission to construct a housing development in Farrannamartin, Tuam Co. Galway, which includes 62 dwellings, an access road, footpaths, carparking, traffic calming measures and a landscaped communal grassed area.

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

In preparing the TTA, the following references were consulted:

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

2.2 SCOPING

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

2.3 STRUCTURE OF THE REPORT

This TTA is divided into seven chapters:

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

3. PROJECT DESCRIPTION

3.1 SITE LOCATION

The proposed development is proposed to be located in a green field on R939 regional road, on Farrannamartin, Tuam, County Galway. The development has a site area of 1.87 hectares, and the entrance is located on R939 regional road. The site location is shown in Figure 3-1.



Figure 3-1: Site Location

3.2 DESCRIPTION OF EXISTING ENVIRONMENT

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

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

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

4. TRAFFIC AND TRANSPORT ASSESSMENT

4.1 TRAFFIC SURVEYS

In order to determine the magnitude of the existing traffic flows, a Junction Turning Count (JTC) survey was utilised to determine a baseline traffic as illustrated in Figure 4-1 below.

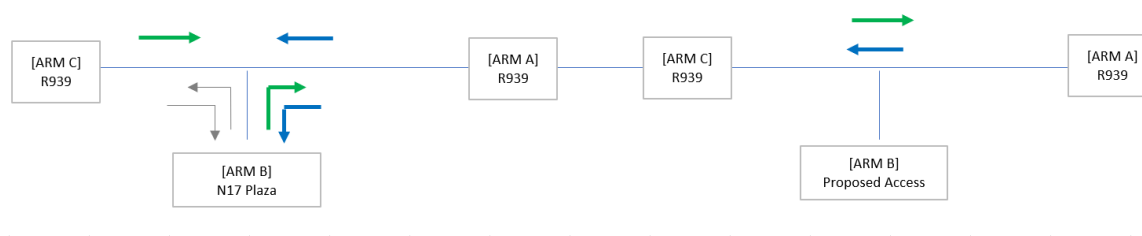


Figure 4-1: Determination Baseline Traffic

The traffic count was conducted at the N17 plaza junction on 13th February 2024 (Planning Ref: 2360848). The traffic surveys were carried out by TRAFFINOMICS on Tuesday, the 13th February 2024, between 07:00 and 19:00 (Appendix B).

The count information was obtained at the following locations, refer to Figure 4-2:

- Galway Road/ N17 Plaza (E) – T-Junction

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

- AM Peak 08:30 – 09:30, and PM peak 16:45 – 17:45,



Figure 4-2: Traffic Count Locations

4.2 SEASONAL ADJUSTMENT OF BASELINE TRAFFIC

In order to undertake an analysis of the key junctions, it is sometimes necessary to apply a correction factor to convert the traffic count data into seasonally adjusted traffic flows to take account of the seasonal variation that is experienced with traffic volumes. A comparison was undertaken between the TII traffic count information for the day of the survey 13th February 2024 and the Annual Average Daily Traffic (AADT) for the previous year. The traffic count on the day of the survey was higher than the average for the year; therefore, a seasonal adjustment was not required.

4.3 COMMITTED DEVELOPMENTS

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

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

4.4 TRAFFIC GROWTH

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

Due to the nature of the surrounding environs to the development, it is anticipated that the committed developments in the vicinity will be residential or agricultural farmland use. To account for the potential cumulative impacts on the road network traffic capacity from these anticipated committed developments in the area, a central link-based sensitivity growth rates were applied to 2024 traffic flows to estimate traffic flows for future assessment years.

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

Table 4-1: Central Sensitivity Growth Rates

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

4.5 ASSESSMENT YEARS

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

- 2024 - Base year,
- 2027 - Expected Opening year,
- 2032 - Opening Year + 5 Years, and
- 2042 - Opening Year + 15 Years.

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

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

	2027	2032	2042
LV	1.1364	1.2539	1.3968
HV	1.2438	1.4747	1.8085

4.6 BASELINE TRAFFIC

With the results of the traffic survey, it was possible to determine origin-destination matrices during morning and evening peak hours at the junction analysed. Thereafter, growth factors for light and heavy vehicles presented in Table 4-2 were applied in order to estimate traffic distribution in future assessment years (i.e., 2027, 2032, and 2042). The figures below illustrate baseline traffic flows during the AM and PM peak hours.

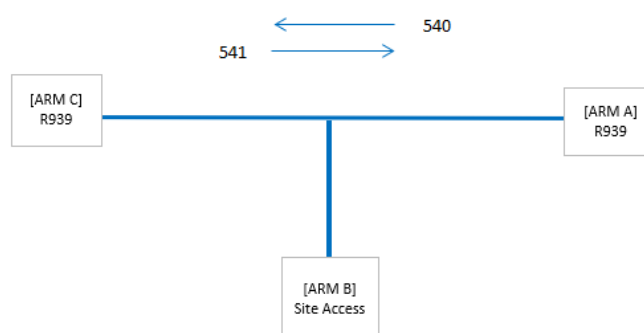


Figure 4-3: Traffic flows 2024 AM peak at Junction 1 (Baseline)

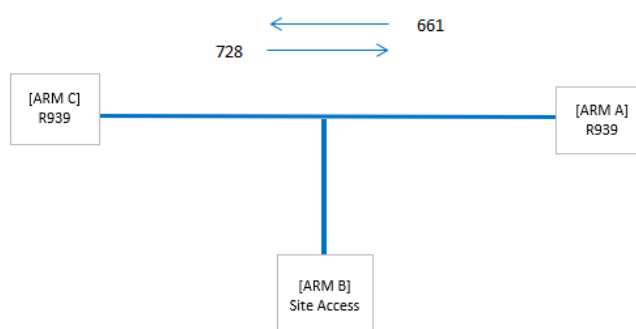


Figure 4-4: Traffic flows 2024 PM peak at Junction 1 (Baseline)

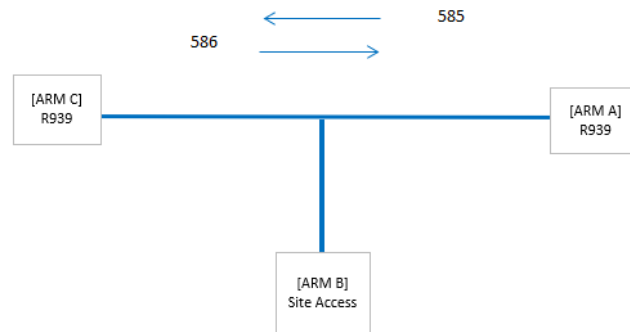


Figure 4-5: Traffic flows 2027 AM peak at Junction 1

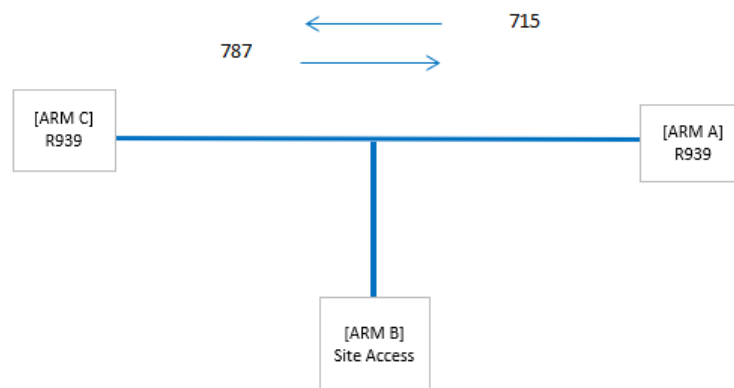


Figure 4-6: Traffic flows 2027 PM peak at Junction 1

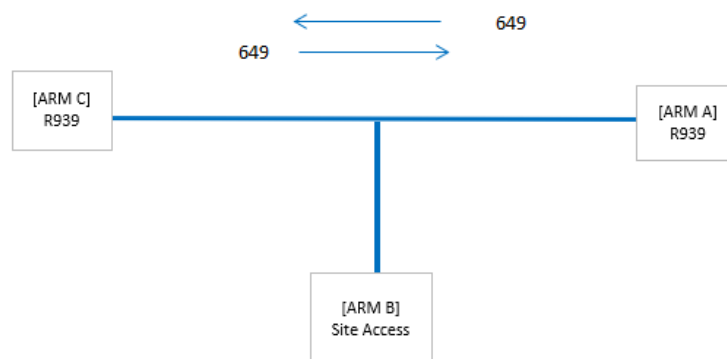


Figure 4-7: Traffic flows 2032 AM peak at Junction 1

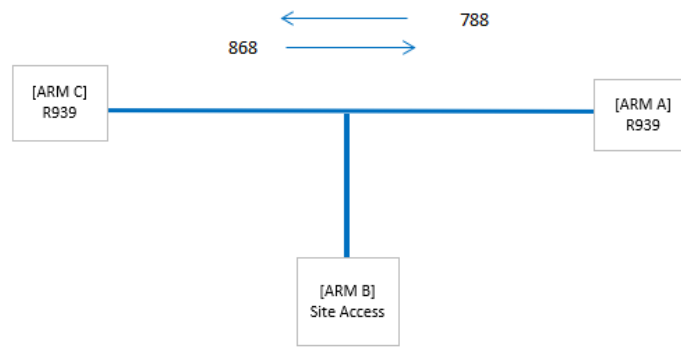


Figure 4-8: Traffic flows 2032 PM peak at Junction 1

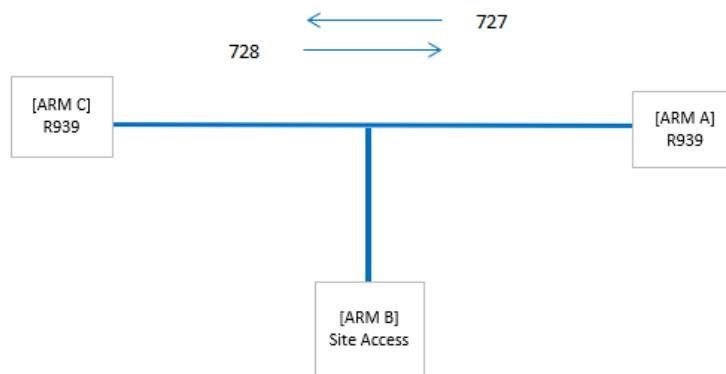


Figure 4-9: Traffic flows 2042 AM peak at Junction 1

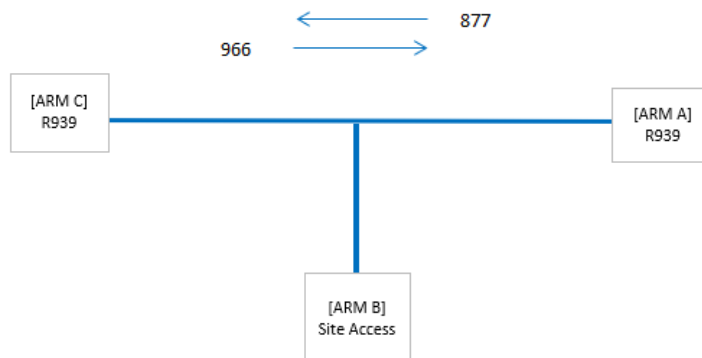


Figure 4-10: Traffic flows 2042 PM peak at Junction 1

5. TRIP GENERATION AND DISTRIBUTION

5.1 TRIP GENERATION OF PROPOSED DEVELOPMENTS

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

5.1.1 Trip Generation of proposed developments

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

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

Development	No of dwellings	Arrival	Departure
Dwellings	62	11	27

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

Development	No of dwellings	Arrival	Departure
Dwellings	62	25	14

5.2 OPERATIONAL PHASE TRIP DISTRIBUTION

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

The trip distribution of the generated traffic for the AM and PM peak hours is shown in Figure 5-1 and Figure 5-2 below.

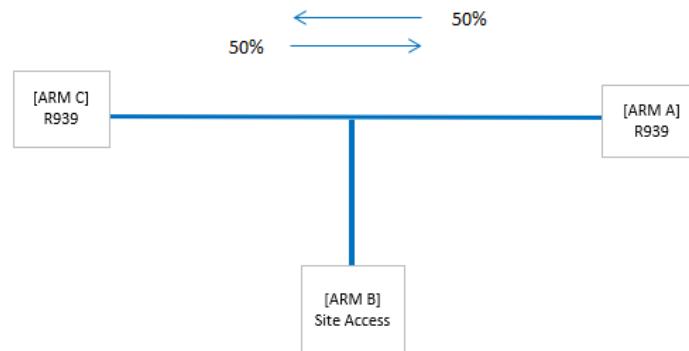


Figure 5-1: Distribution of Existing Traffic AM Peak at Junction1

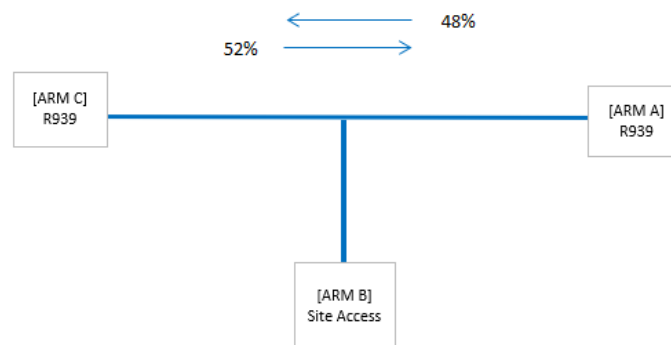


Figure 5-2: Distribution of Existing Traffic PM Peak at Junction 1

5.2.1 Traffic Generation

Considering the traffic distribution presented in the previous sections, the traffic distribution entering and existing the proposed development is shown in Figure 5.3 to Figure 5.6 below.

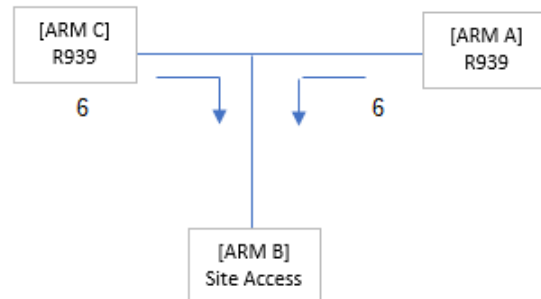


Figure 5-3: Traffic Generation entering Junction 1 - AM Peak

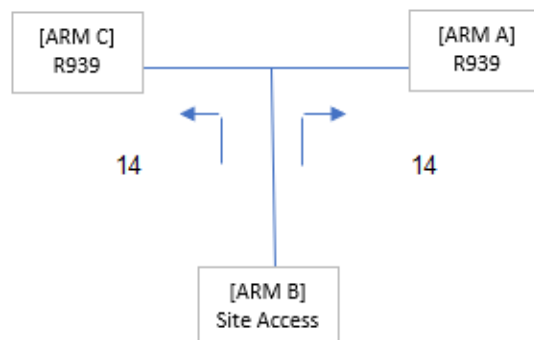


Figure 5-4: Traffic Generation exiting Junction 1 - AM Peak

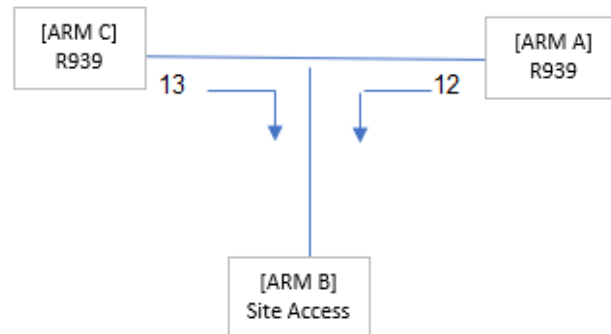


Figure 5-5: Traffic Generation entering Junction 1 - PM Peak

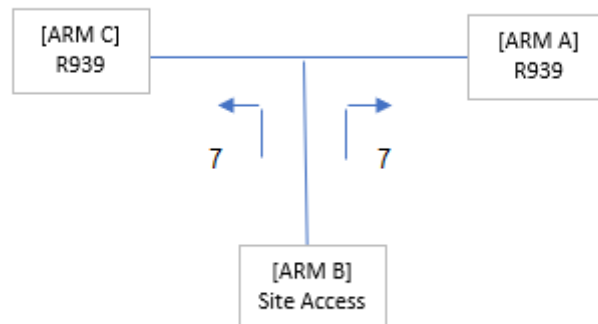


Figure 5-6: Traffic Generation exiting Junction 1 - PM Peak

5.3 JUNCTION ANALYSIS

5.3.1 TRAFFIC ASSESSMENT PARAMETERS

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

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

PICADY requires the following input data:

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

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

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

5.3.2 TRAFFIC ASSESSMENT RESULTS

Junction 1

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

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

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2024						
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
No Dev - Year of Opening 2027						
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
With Dev - Year of Opening 2027						
Stream B-AC	0.1	12.72	0.1	0.1	15.1	0.07
Stream C-AB	0	4.24	0.02	0.1	3.9	0.06
No Dev - Year of Opening + 5 2032						
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
With Dev - Year of Opening + 5 2032						
Stream B-AC	0.1	14.2	0.11	0.1	17.72	0.08
Stream C-AB	0	4.14	0.02	0.1	3.78	0.07
No Dev - Year of Opening + 15 2042						
Stream B-AC	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
With Dev - Year of Opening + 15 2042						
Stream B-AC	0.1	16.61	0.13	0.1	22.89	0.1
Stream C-AB	0	4.02	0.03	0.2	3.64	0.09

The summary of the junction performance analysis in Table 5.3 indicates that Junction 1 will operate within capacity, with a max RFC of 0.13 encountered at the junction at the opening year well below the maximum desired RFC of 0.85.

The summary indicates that there will be negligible queues (1 vehicles) during the AM peak hour for with the development scenario at the opening year 2042. The summary also indicates a junction delay of 23 seconds, including development traffic in 2042.

6. OTHER ROAD ISSUES

6.1 PARKING PROVISION

The proposed development has 94 no. car parking spaces, within designated parking areas for each dwelling. 1.5 spaces per dwelling for the 1-3 bedrooms (90 spaces) and 2 spaces per dwelling for the 4+ bedrooms (4 spaces).

Additionally, there 19 no. EV parking spaces and 5 no. accessibility spaces. All proposed parking in accordance with DM Standard 31 (e) of the Galway County Development Plan.

6.2 PEDESTRIANS

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

6.2.1 PUBLIC TRANSPORT

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

7. CONCLUSIONS

The conclusions to this report are as follows:

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

Appendix A SCOPING DOCUMENT

Appendix B TRAFFIC COUNTS

Appendix C TRICS

Appendix D ORIGIN/ DESTINATION MATRICES

Appendix E JUNCTIONS 10 (PICADY) RESULTS



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

CLIENT: Gilligan Consulting Engineers

LOCAL AUTHORITY: Galway County Council

SCOPING FORM SENT TO: Sean Kennedy in Galway County Council

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

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

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

TRAFFINOMICS LIMITED

**TUAM TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

FEBRUARY 2024

TRA/24/015

SITE: 02

DATE: 13th February 2024

LOCATION: Galway Road/N17 Plaza (E)

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	34	10	1	2	1	48	52	0	1	0	0	0	1	1	4	2	0	0	0	6	6
07:15	39	10	2	0	2	53	56	0	1	0	0	0	1	1	3	1	0	1	0	5	6
07:30	52	32	3	3	3	93	101	1	0	0	0	0	1	1	3	3	0	0	0	6	6
07:45	60	20	0	1	1	82	84	1	0	0	0	0	1	1	3	0	0	0	0	3	3
H/TOT	185	72	6	6	7	276	294	2	2	0	0	0	4	4	13	6	0	1	0	20	21
08:00	82	25	3	1	3	114	120	0	1	0	0	0	1	1	3	1	0	0	0	4	4
08:15	106	15	3	4	2	130	139	2	2	0	0	0	4	4	7	2	0	0	0	9	9
08:30	124	13	5	1	3	146	153	2	1	1	0	0	4	5	5	2	0	0	0	7	7
08:45	99	23	2	1	2	127	131	0	0	0	0	0	0	0	3	2	0	0	0	5	5
H/TOT	411	76	13	7	10	517	543	4	4	1	0	0	9	10	18	7	0	0	0	25	25
09:00	93	16	1	1	2	113	117	1	2	0	0	0	3	3	6	4	0	0	0	10	10
09:15	115	20	3	2	6	146	156	1	1	0	0	0	2	2	1	0	1	0	0	2	3
09:30	105	16	1	3	5	130	139	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	84	18	5	1	3	111	118	4	1	0	0	0	5	5	2	2	0	0	0	4	4
H/TOT	397	70	10	7	16	500	530	6	4	0	0	0	10	10	9	6	1	0	0	16	17
10:00	55	14	3	0	3	75	80	1	0	0	0	0	1	1	3	1	0	0	0	4	4
10:15	70	21	3	2	2	98	104	0	1	0	0	0	1	1	2	1	0	0	0	3	3
10:30	69	12	2	1	1	85	88	0	1	0	0	0	1	1	1	3	0	0	0	4	4
10:45	104	23	5	3	1	136	143	1	0	0	0	0	1	1	5	3	0	0	0	8	8
H/TOT	298	70	13	6	7	394	415	2	2	0	0	0	4	4	11	8	0	0	0	19	19
11:00	94	27	5	3	4	133	143	1	0	0	0	0	1	1	3	1	0	0	0	4	4
11:15	77	24	3	1	1	106	110	0	0	0	0	0	0	0	4	0	0	0	0	4	4
11:30	65	19	4	2	0	90	95	0	0	0	0	0	0	0	5	0	0	0	0	5	5
11:45	90	11	3	0	1	105	108	0	0	0	0	0	0	0	2	1	0	0	0	3	3
H/TOT	326	81	15	6	6	434	455	1	0	0	0	0	1	1	14	2	0	0	0	16	16
12:00	78	19	4	2	3	106	114	0	0	0	0	0	0	0	2	1	0	0	0	3	3
12:15	86	17	2	2	1	108	113	0	1	0	0	0	1	1	3	1	0	0	0	4	4
12:30	88	19	0	4	2	113	120	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:45	83	23	2	1	2	111	115	2	1	0	0	0	3	3	5	3	0	0	0	8	8
H/TOT	335	78	8	9	8	438	462	2	2	0	0	0	4	4	11	5	0	0	0	16	16

TRAFFINOMICS LIMITED

TUAM TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

FEBRUARY 2024

TRA/24/015

SITE: 02

DATE: 13th February 2024

LOCATION: Galway Road/N17 Plaza (E)

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	87	16	2	2	0	107	111	2	0	0	0	0	2	2	3	4	0	0	0	7	7
13:15	85	18	2	2	0	107	111	3	3	1	0	0	7	8	3	1	0	0	0	4	4
13:30	104	15	2	2	1	124	129	3	3	1	0	0	7	8	5	2	1	0	0	8	9
13:45	93	22	2	1	3	121	126	4	0	0	0	0	4	4	6	0	0	0	0	6	6
H/TOT	369	71	8	7	4	459	476	12	6	2	0	0	20	21	17	7	1	0	0	25	26
14:00	105	16	5	0	2	128	133	3	0	0	0	0	3	3	7	1	0	0	0	8	8
14:15	103	11	3	4	4	125	136	3	1	0	0	0	4	4	4	1	1	0	0	6	7
14:30	91	16	4	1	0	112	115	1	0	0	1	0	2	3	4	3	0	0	0	7	7
14:45	104	24	3	0	4	135	141	1	2	0	0	0	3	3	4	3	0	0	0	7	7
H/TOT	403	67	15	5	10	500	524	8	3	0	1	0	12	13	19	8	1	0	0	28	29
15:00	100	20	2	3	2	127	134	1	0	0	0	0	1	1	11	0	0	0	0	11	11
15:15	103	22	1	3	2	131	137	4	0	0	0	0	4	4	3	1	0	0	0	4	4
15:30	111	20	5	0	3	139	145	3	0	0	1	0	4	5	8	0	0	0	0	8	8
15:45	122	17	2	1	3	145	150	1	0	0	0	0	1	1	5	2	0	0	0	7	7
H/TOT	436	79	10	7	10	542	566	9	0	0	1	0	10	11	27	3	0	0	0	30	30
16:00	118	24	1	1	0	144	146	2	0	0	0	0	2	2	16	4	0	0	0	20	20
16:15	109	23	2	1	2	137	141	3	1	0	0	0	4	4	7	8	0	0	0	15	15
16:30	116	26	4	1	2	149	154	3	1	0	0	0	4	4	5	3	0	0	0	8	8
16:45	150	30	3	0	2	185	189	5	0	0	0	0	5	5	9	0	0	0	0	9	9
H/TOT	493	103	10	3	6	615	630	13	2	0	0	0	15	15	37	15	0	0	0	52	52
17:00	154	28	3	0	3	188	193	2	1	0	0	0	3	3	9	1	0	0	0	10	10
17:15	126	40	3	2	1	172	177	5	2	0	0	0	7	7	17	1	0	0	0	18	18
17:30	132	29	2	0	1	164	166	3	1	0	0	0	4	4	19	4	0	0	0	23	23
17:45	149	29	2	0	3	183	187	1	0	0	0	0	1	1	4	3	0	0	0	7	7
H/TOT	561	126	10	2	8	707	723	11	4	0	0	0	15	15	49	9	0	0	0	58	58
18:00	140	21	1	0	0	162	163	4	0	0	0	0	4	4	11	0	0	0	0	11	11
18:15	111	16	1	0	1	129	131	4	3	0	0	0	7	7	7	1	0	0	0	8	8
18:30	119	22	1	0	4	146	151	2	0	1	0	0	3	4	3	1	0	0	0	4	4
18:45	126	15	1	1	0	143	145	2	2	0	0	0	4	4	11	0	0	0	0	11	11
H/TOT	496	74	4	1	5	580	588	12	5	1	0	0	18	19	32	2	0	0	0	34	34
P/TOT	4710	967	122	66	97	5962	6206	82	34	4	2	0	122	127	257	78	3	1	0	339	342

TRAFFINOMICS LIMITED

TUAM TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

FEBRUARY 2024
TRA/24/015

SITE: 02

DATE: 13th February 2024

LOCATION: Galway Road/N17 Plaza (E)

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	0	0	0	0	0	0	4	0	0	0	0	4	4	97	32	3	1	2	135	140
07:15	1	1	0	0	0	2	2	1	2	1	0	0	4	5	91	19	3	2	1	116	121
07:30	2	0	0	0	0	2	2	7	2	0	0	0	9	9	69	17	1	2	3	92	98
07:45	0	0	0	0	0	0	0	1	0	1	0	0	2	3	73	24	4	1	4	106	113
H/TOT	3	1	0	0	0	4	4	13	4	2	0	0	19	20	330	92	11	6	10	449	472
08:00	2	0	0	0	1	3	4	1	0	0	0	0	1	1	89	22	3	2	6	122	132
08:15	3	0	0	0	0	3	3	4	2	0	0	0	6	6	79	17	4	0	1	101	104
08:30	5	1	0	0	0	6	6	7	1	0	0	0	8	8	93	18	5	2	2	120	127
08:45	2	0	1	0	1	4	6	2	1	0	0	0	3	3	107	16	5	2	1	131	137
H/TOT	12	1	1	0	2	16	19	14	4	0	0	0	18	18	368	73	17	6	10	474	500
09:00	1	1	0	0	0	2	2	3	2	0	0	0	5	5	104	17	3	2	5	131	140
09:15	2	0	0	0	0	2	2	3	0	0	0	0	3	3	103	27	0	1	3	134	138
09:30	0	0	0	0	0	0	0	1	1	0	0	0	2	2	76	17	4	2	3	102	110
09:45	5	1	0	0	0	6	6	3	0	0	0	0	3	3	91	27	4	1	1	124	128
H/TOT	8	2	0	0	0	10	10	10	3	0	0	0	13	13	374	88	11	6	12	491	516
10:00	2	1	0	0	0	3	3	8	1	0	0	0	9	9	84	18	2	0	4	108	113
10:15	1	2	0	0	0	3	3	3	2	0	0	0	5	5	70	18	0	2	2	92	97
10:30	2	2	0	0	0	4	4	5	2	0	0	0	7	7	90	18	0	0	0	108	108
10:45	5	1	1	0	0	7	8	6	0	0	0	0	6	6	82	13	4	2	4	105	114
H/TOT	10	6	1	0	0	17	18	22	5	0	0	0	27	27	326	67	6	4	10	413	431
11:00	3	0	0	0	0	3	3	2	1	0	0	0	3	3	90	17	2	3	1	113	119
11:15	2	1	0	0	0	3	3	5	2	0	0	0	7	7	75	19	8	2	1	105	113
11:30	5	0	0	0	0	5	5	13	2	0	0	0	15	15	84	17	2	2	2	107	113
11:45	3	1	0	0	0	4	4	3	0	1	0	0	4	5	88	19	2	1	1	111	114
H/TOT	13	2	0	0	0	15	15	23	5	1	0	0	29	30	337	72	14	8	5	436	458
12:00	3	0	0	0	0	3	3	5	0	0	0	0	5	5	86	15	6	0	5	112	120
12:15	2	0	0	0	0	2	2	9	2	1	0	0	12	13	89	15	4	2	0	110	115
12:30	3	1	0	0	0	4	4	7	3	0	0	0	10	10	92	19	2	2	2	117	123
12:45	5	0	0	0	0	5	5	4	0	0	0	0	4	4	95	15	2	2	1	115	120
H/TOT	13	1	0	0	0	14	14	25	5	1	0	0	31	32	362	64	14	6	8	454	477

TRAFFINOMICS LIMITED

**TUAM TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

FEBRUARY 2024

TRA/24/015

SITE: 02

DATE: 13th February 2024

LOCATION: Galway Road/N17 Plaza (E)

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	3	1	0	0	0	4	4	9	3	0	0	0	12	12	93	18	3	0	0	114	116
13:15	5	2	1	0	0	8	9	8	4	0	0	1	13	14	107	15	2	0	3	127	131
13:30	6	3	0	0	0	9	9	8	2	0	0	0	10	10	93	18	2	1	2	116	120
13:45	4	0	0	0	0	4	4	5	0	0	0	1	6	7	102	13	4	1	2	122	127
H/TOT	18	6	1	0	0	25	26	30	9	0	0	2	41	43	395	64	11	2	7	479	494
14:00	5	1	0	0	0	6	6	5	3	0	0	0	8	8	101	13	6	2	3	125	134
14:15	5	2	1	0	0	8	9	7	0	0	0	0	7	7	109	19	3	4	2	137	146
14:30	5	2	0	0	0	7	7	4	3	0	0	0	7	7	89	16	1	4	3	113	122
14:45	6	2	0	0	1	9	10	8	3	1	0	0	12	13	100	14	2	0	3	119	123
H/TOT	21	7	1	0	1	30	32	24	9	1	0	0	34	35	399	62	12	10	11	494	524
15:00	11	3	1	0	0	15	16	6	0	0	0	0	6	6	122	27	0	0	4	153	157
15:15	7	0	0	0	0	7	7	6	0	0	0	0	6	6	86	12	5	3	6	112	124
15:30	5	0	0	0	0	5	5	7	3	0	0	0	10	10	97	18	1	1	1	118	121
15:45	6	2	0	0	0	8	8	5	0	1	0	0	6	7	98	26	3	1	2	130	135
H/TOT	29	5	1	0	0	35	36	24	3	1	0	0	28	29	403	83	9	5	13	513	537
16:00	8	1	0	0	1	10	11	5	6	0	0	0	11	11	91	32	5	2	2	132	139
16:15	8	1	0	0	0	9	9	2	1	0	0	0	3	3	118	17	5	1	3	144	151
16:30	6	0	0	0	0	6	6	7	1	0	0	0	8	8	103	27	3	0	3	136	141
16:45	8	0	0	0	0	8	8	6	0	0	0	0	6	6	126	20	4	1	1	152	156
H/TOT	30	2	0	0	1	33	34	20	8	0	0	0	28	28	438	96	17	4	9	564	587
17:00	8	2	0	0	0	10	10	4	1	0	0	0	5	5	131	22	6	1	0	160	164
17:15	11	2	0	0	0	13	13	7	3	0	0	0	10	10	133	18	0	1	1	153	155
17:30	10	7	0	0	0	17	17	7	1	0	0	0	8	8	122	12	1	0	1	136	138
17:45	11	1	0	0	0	12	12	5	0	0	0	0	5	5	90	18	1	1	0	110	112
H/TOT	40	12	0	0	0	52	52	23	5	0	0	0	28	28	476	70	8	3	2	559	569
18:00	5	0	0	0	0	5	5	3	1	0	0	0	4	4	92	17	1	0	7	117	125
18:15	2	1	0	0	0	3	3	1	0	0	0	0	1	1	111	10	1	1	1	124	127
18:30	6	3	0	0	0	9	9	7	0	0	0	0	7	7	78	12	2	0	0	92	93
18:45	7	3	0	0	0	10	10	3	1	1	0	0	5	6	68	16	2	0	2	88	91
H/TOT	20	7	0	0	0	27	27	14	2	1	0	0	17	18	349	55	6	1	10	421	435
P/TOT	217	52	5	0	4	278	285	242	62	7	0	2	313	319	4557	886	136	61	107	5747	6001

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

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

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

Selected survey types:

Manual count 10 days

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

Selected Locations:

Edge of Town 10

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

Selected Location Sub Categories:

Residential Zone	6
Out of Town	2
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3 10 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

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

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

Travel Plan:

Yes	5 days
No	5 days

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

PTAL Rating:

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

LIST OF SITES relevant to selection parameters (Cont.)

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

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

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

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

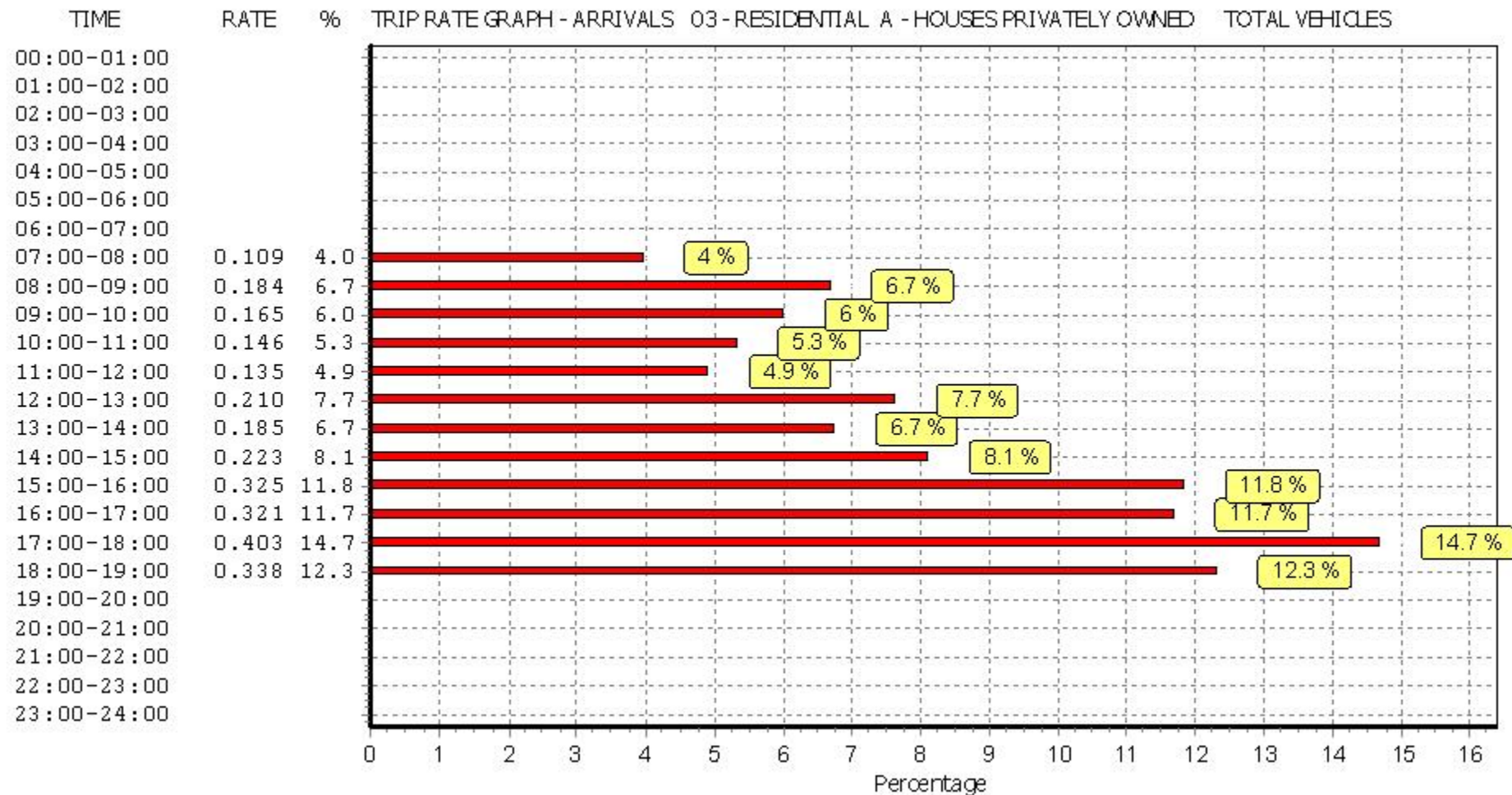
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence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

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

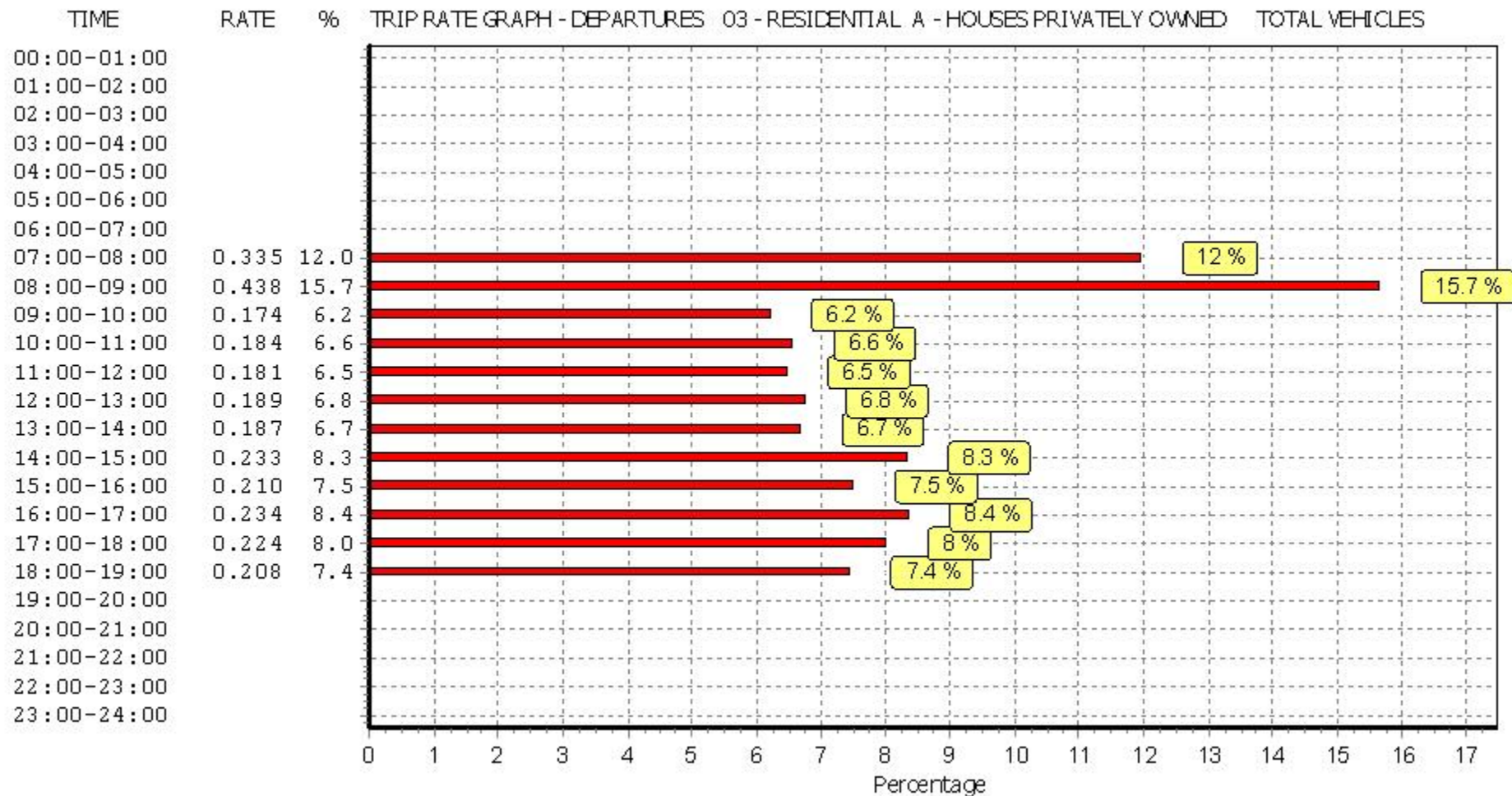
Parameter summary

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

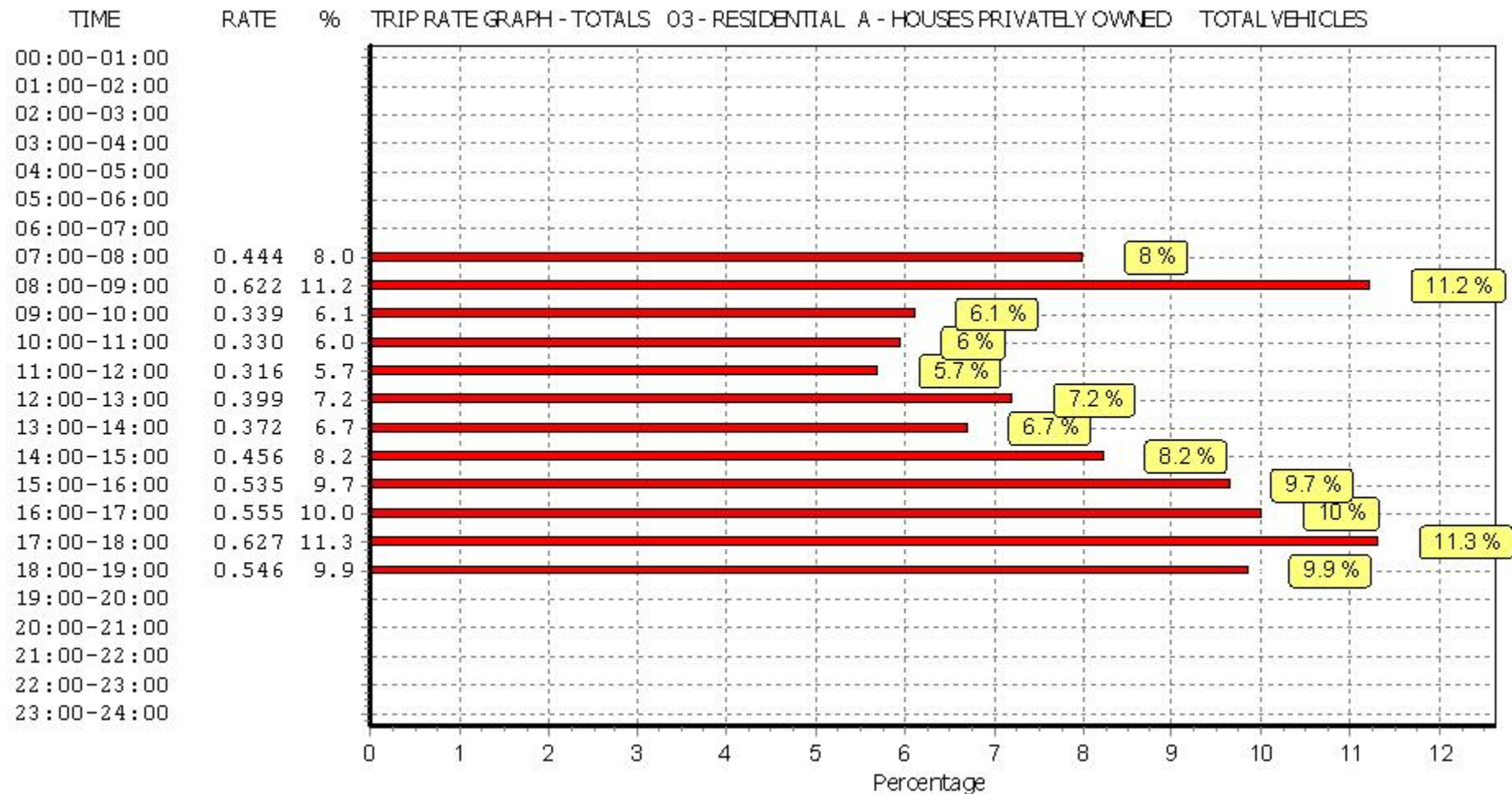
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

TAXIS

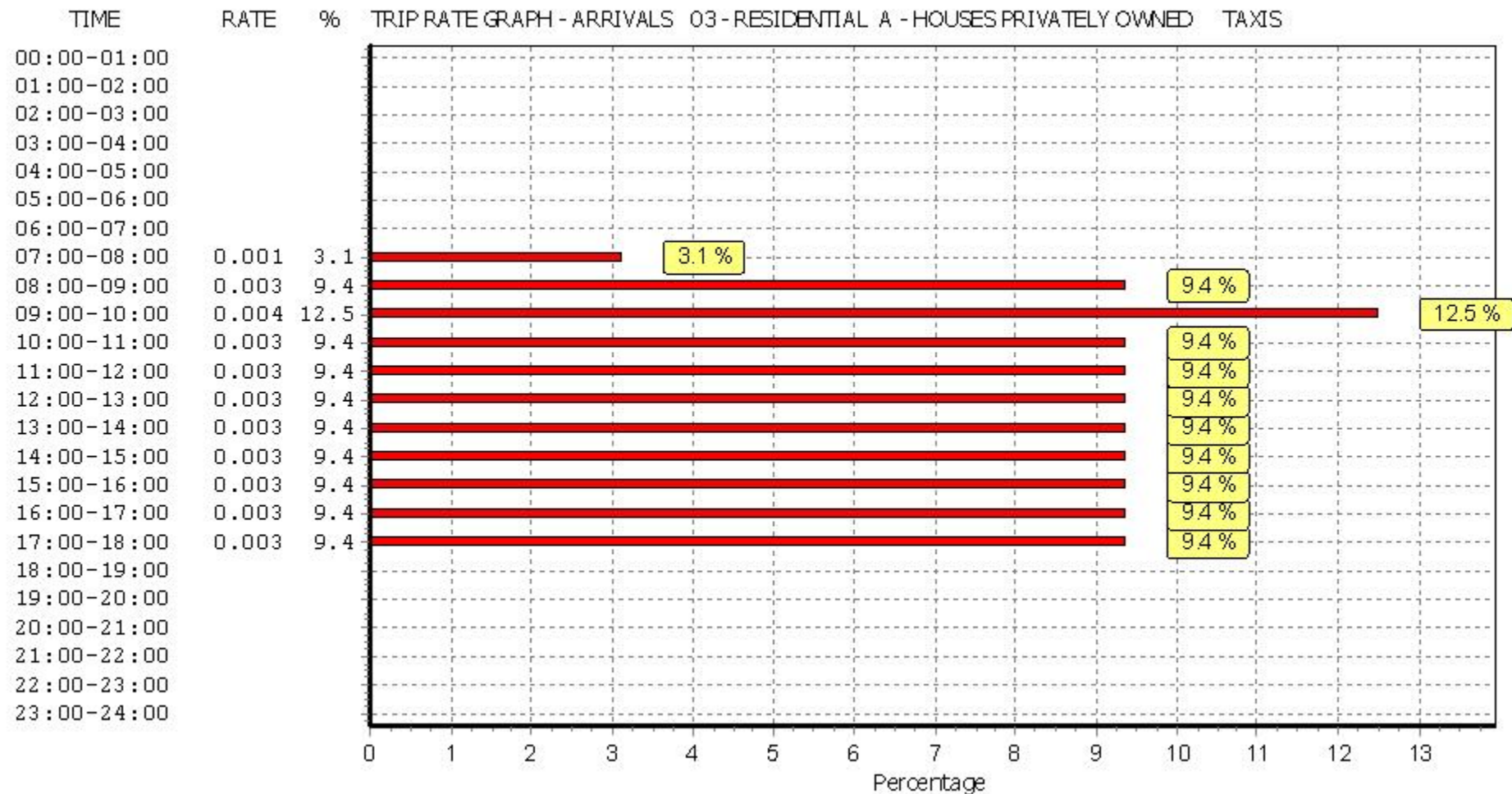
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

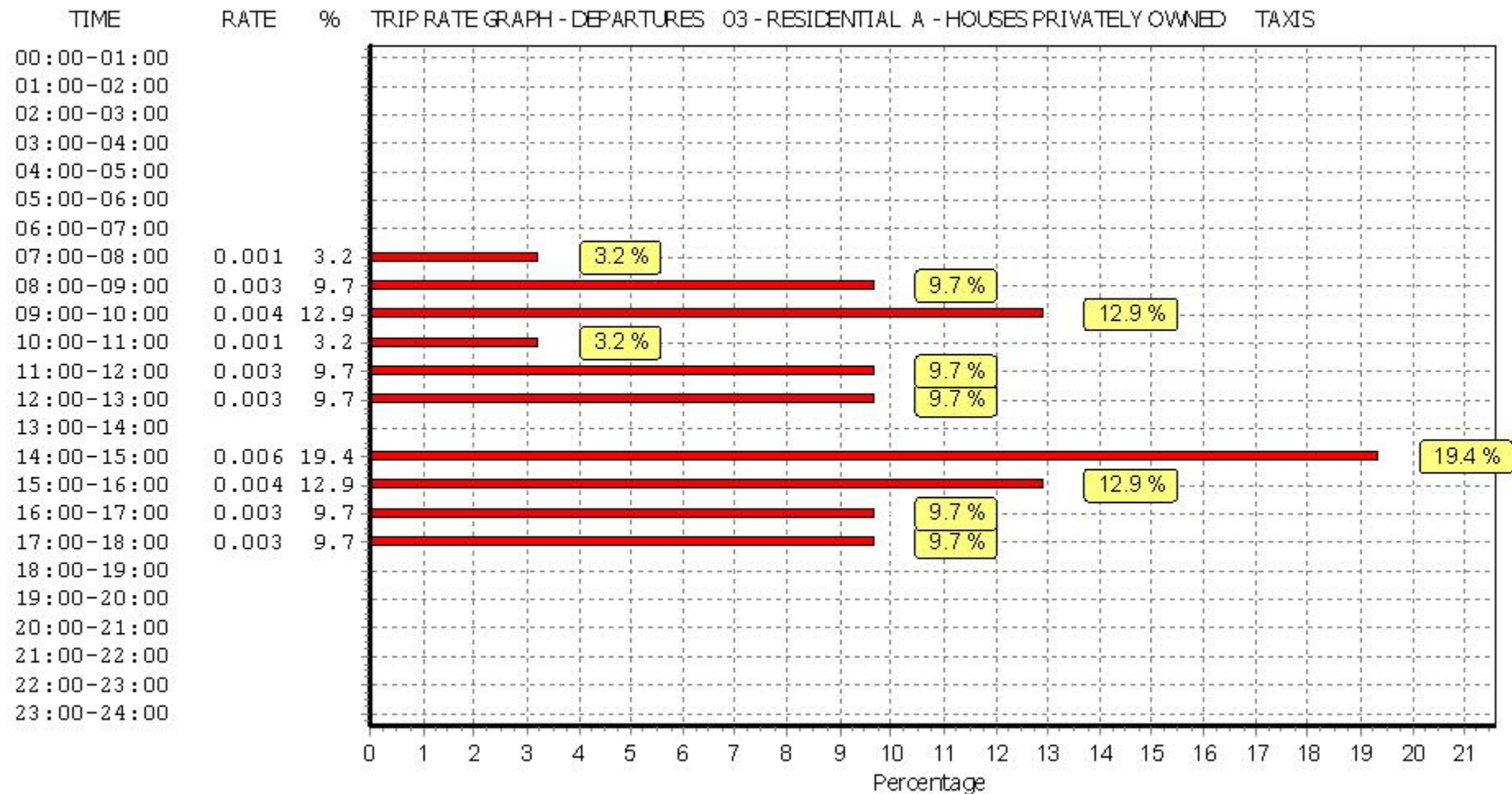
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00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

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

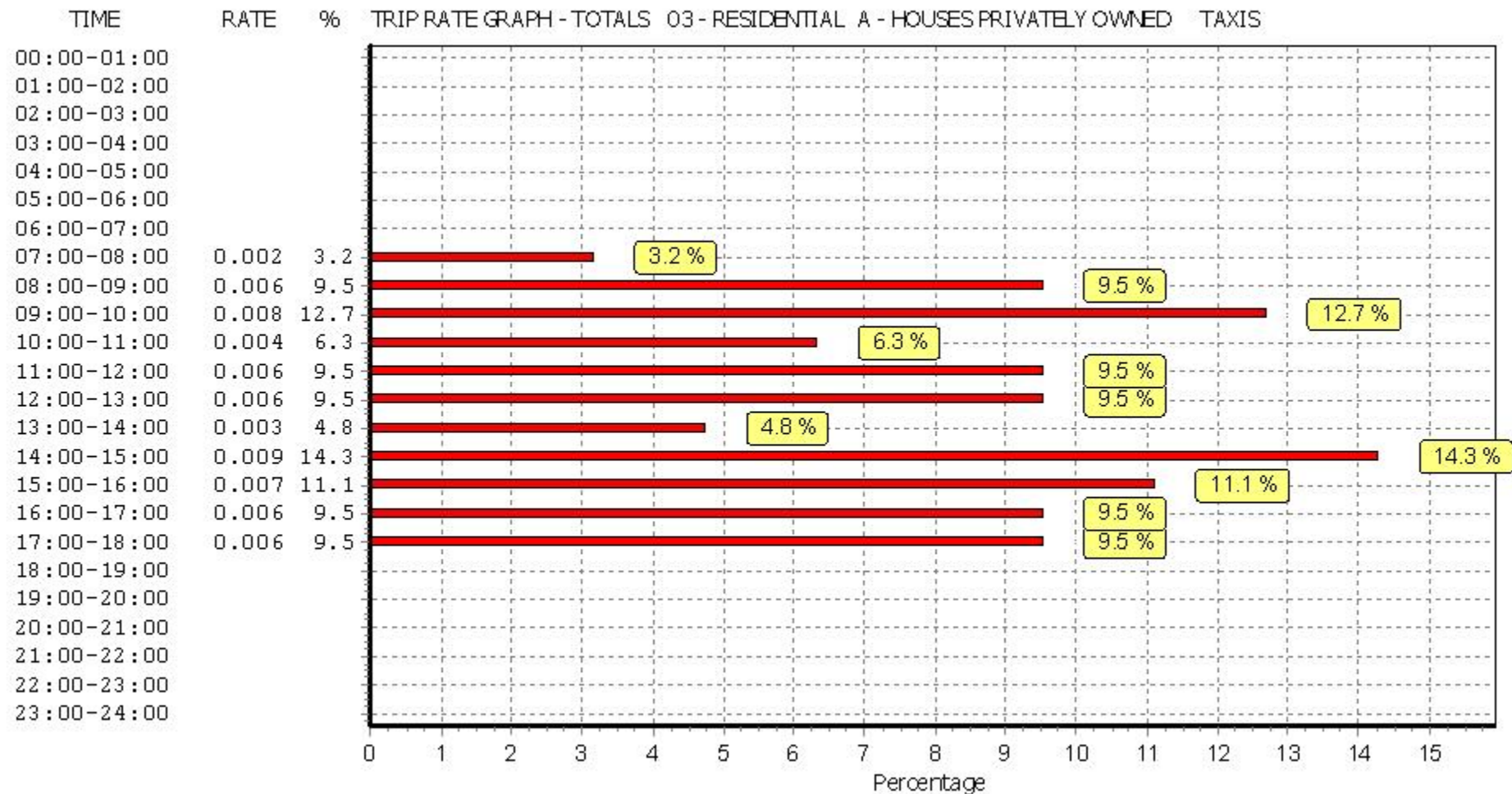
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

OGVS

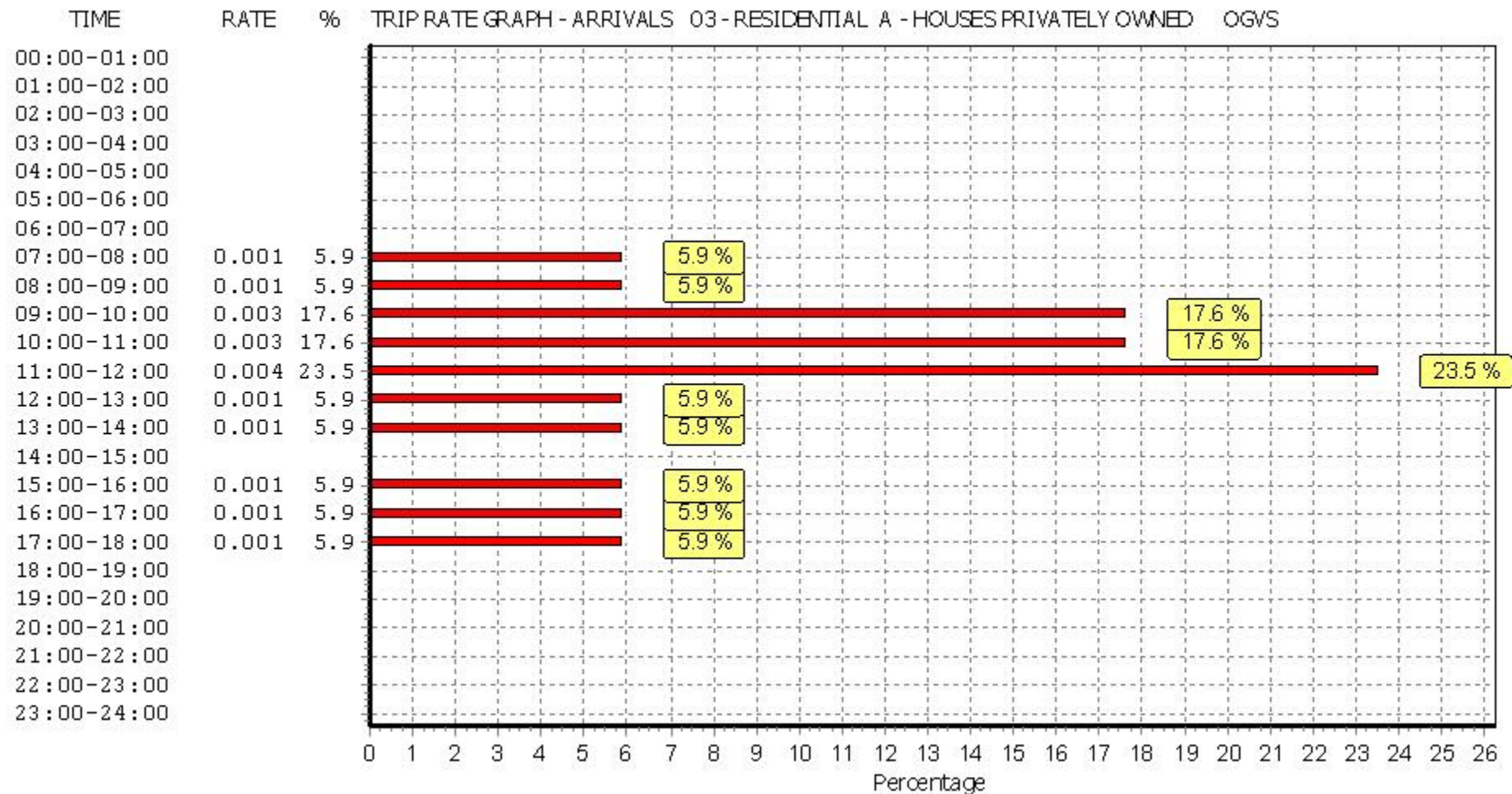
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

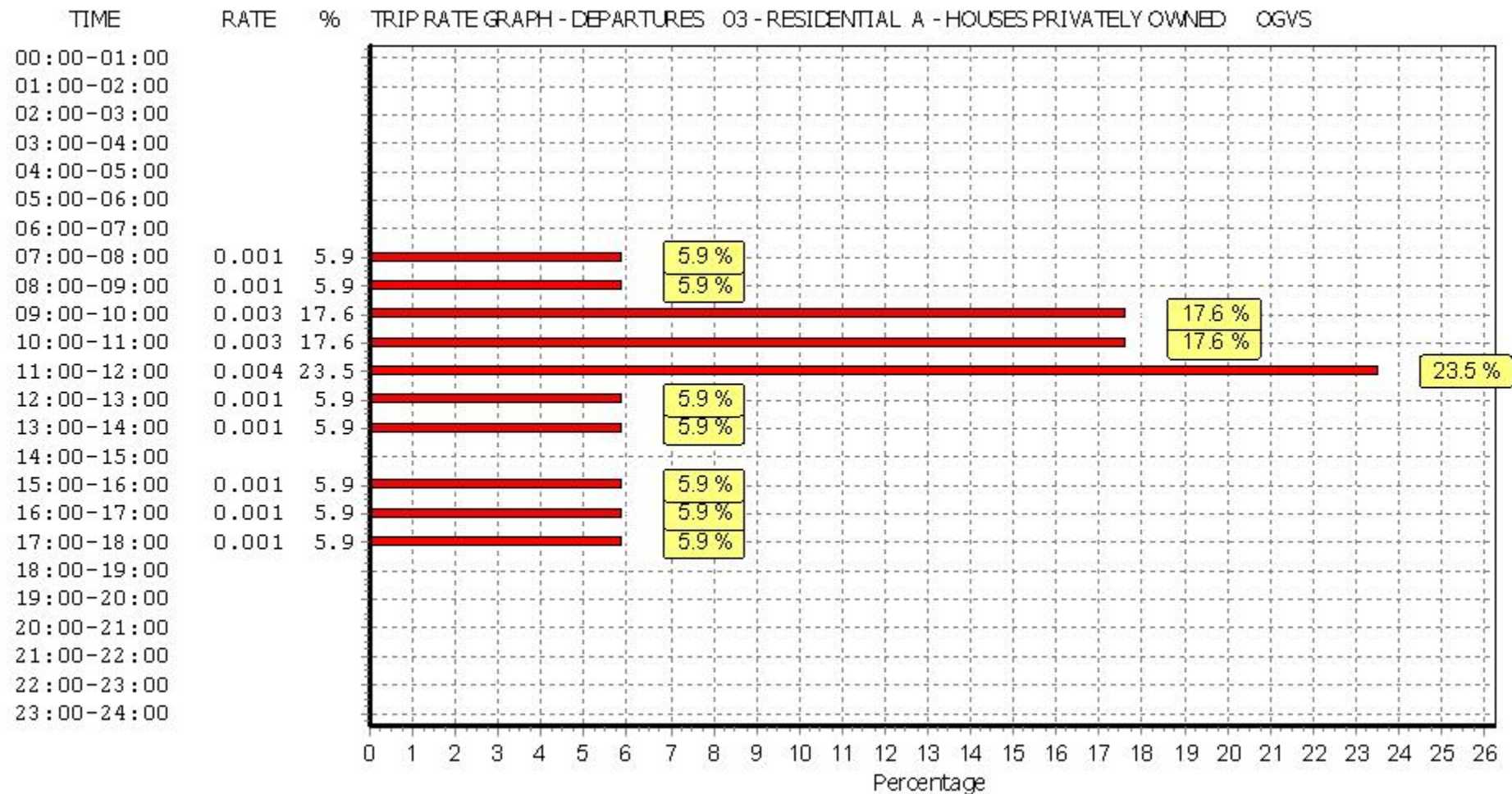
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00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

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

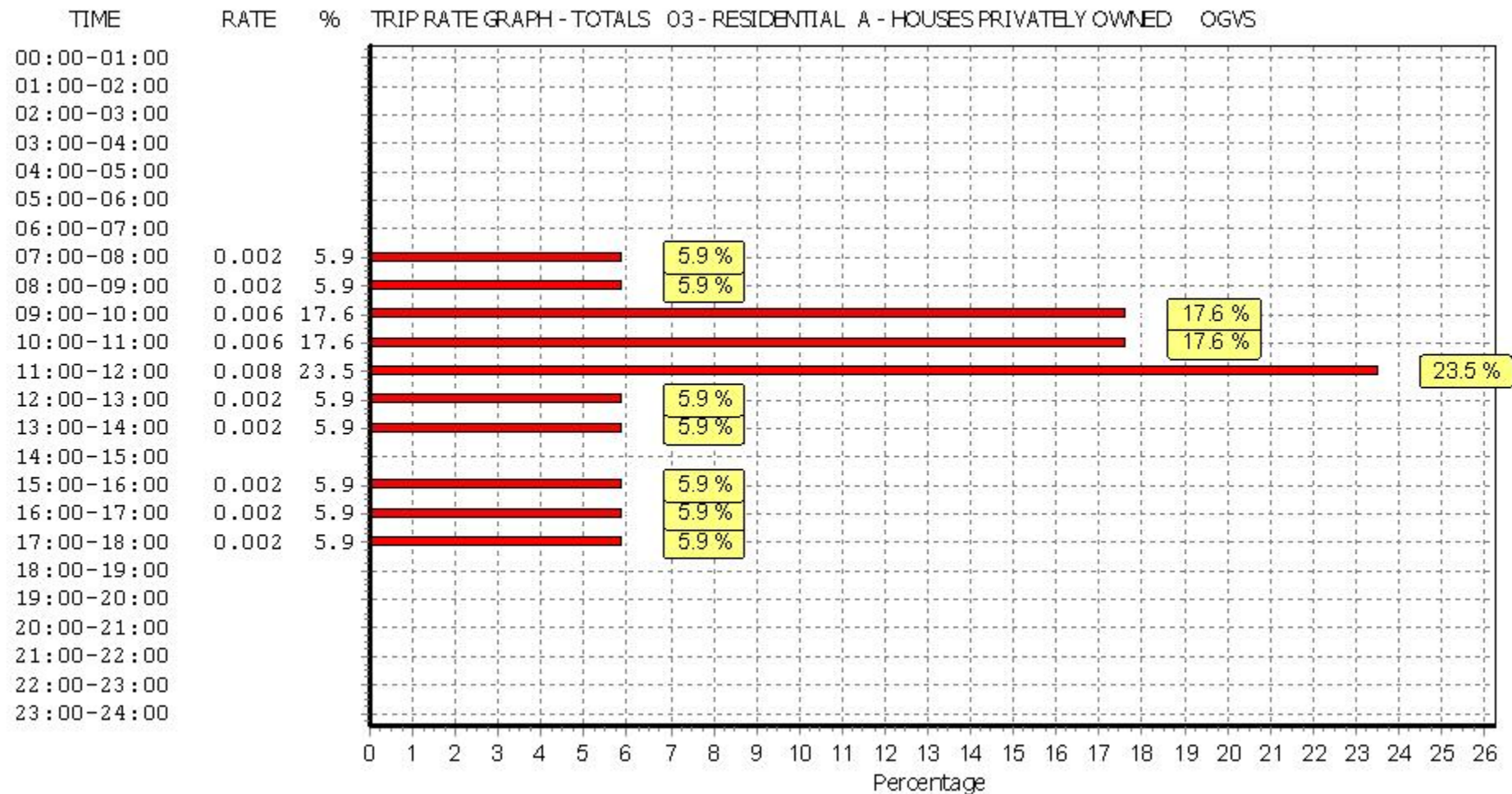
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

PSVS

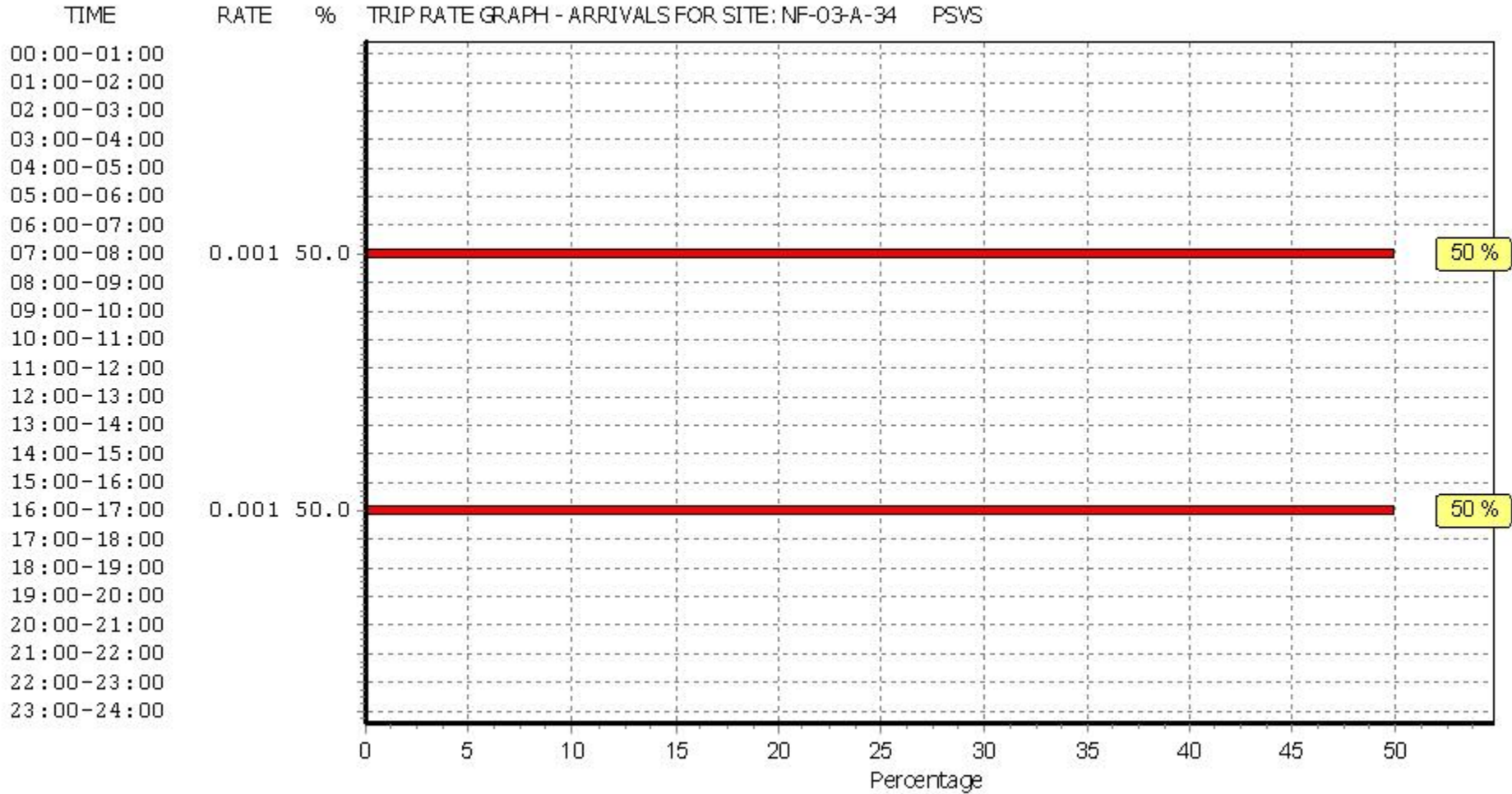
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

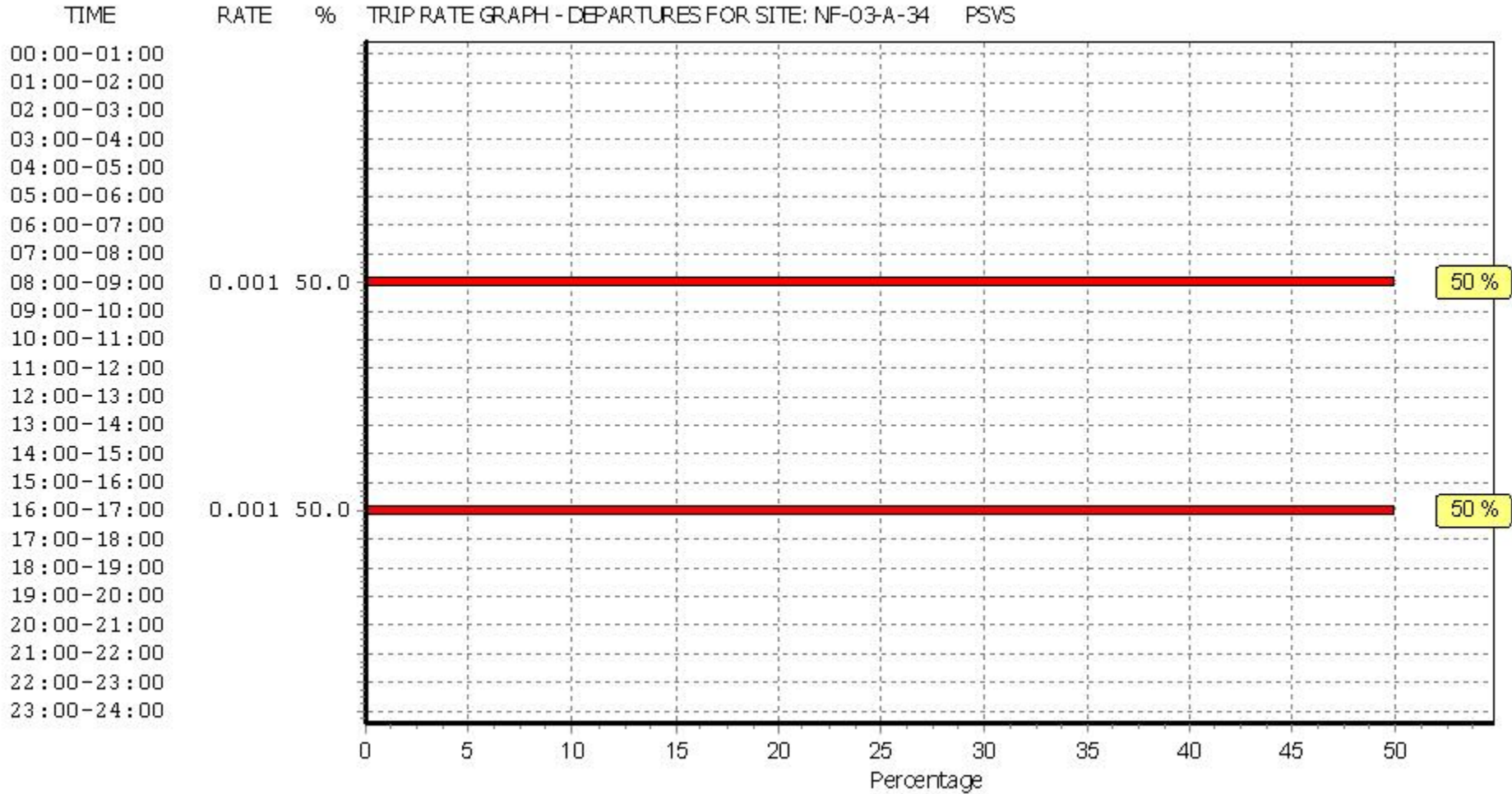
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00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

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

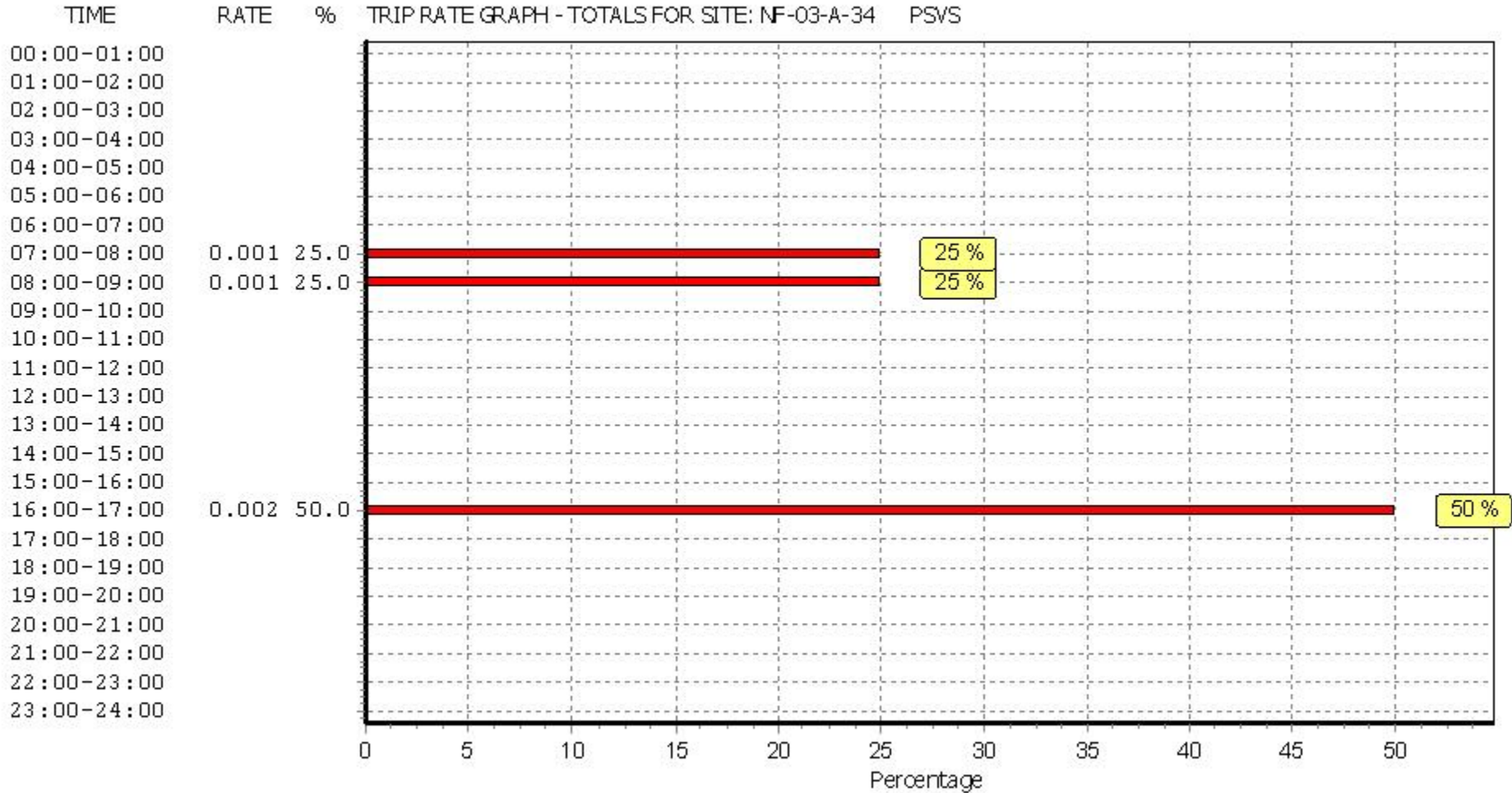
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

CYCLISTS

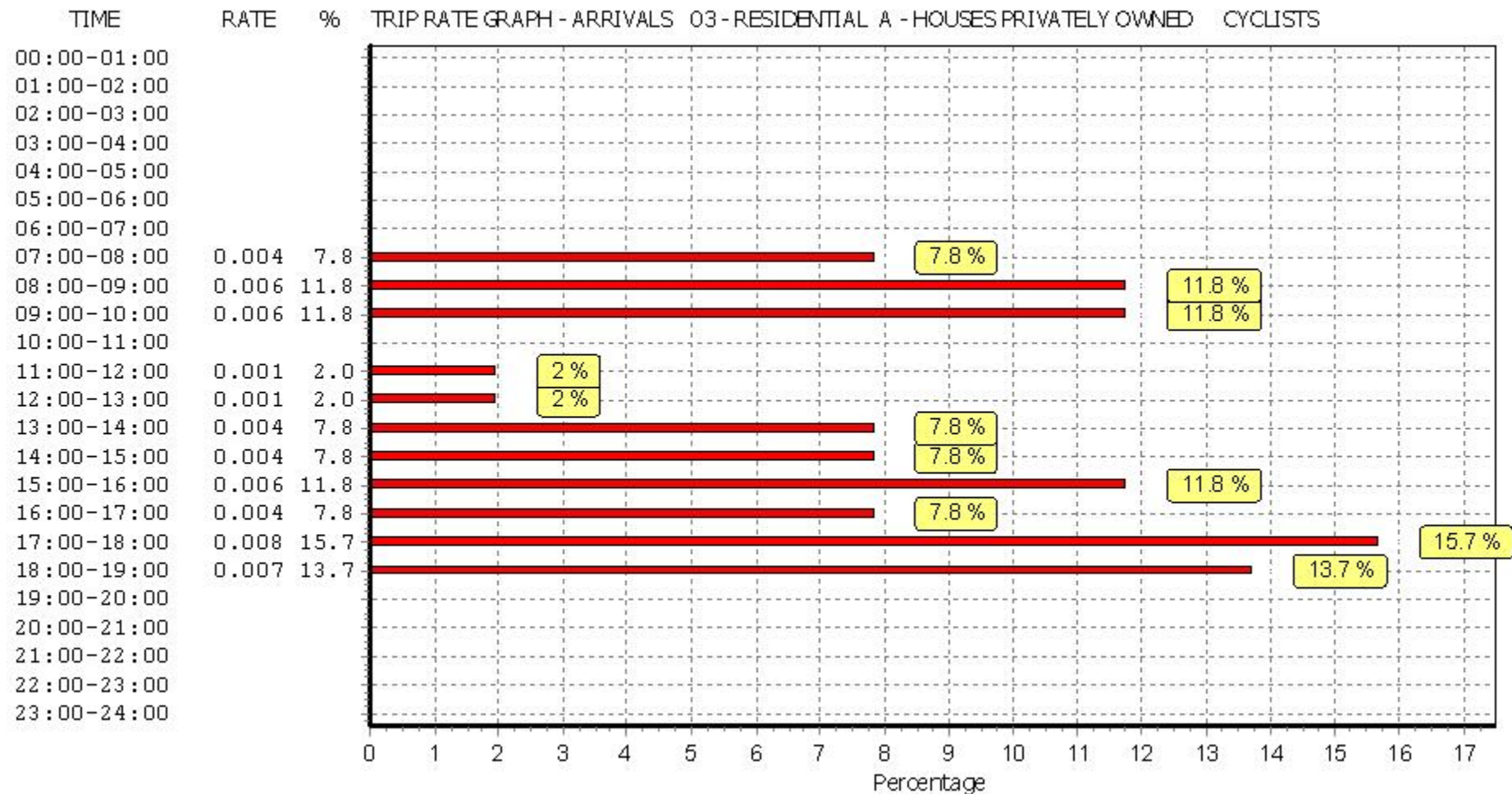
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

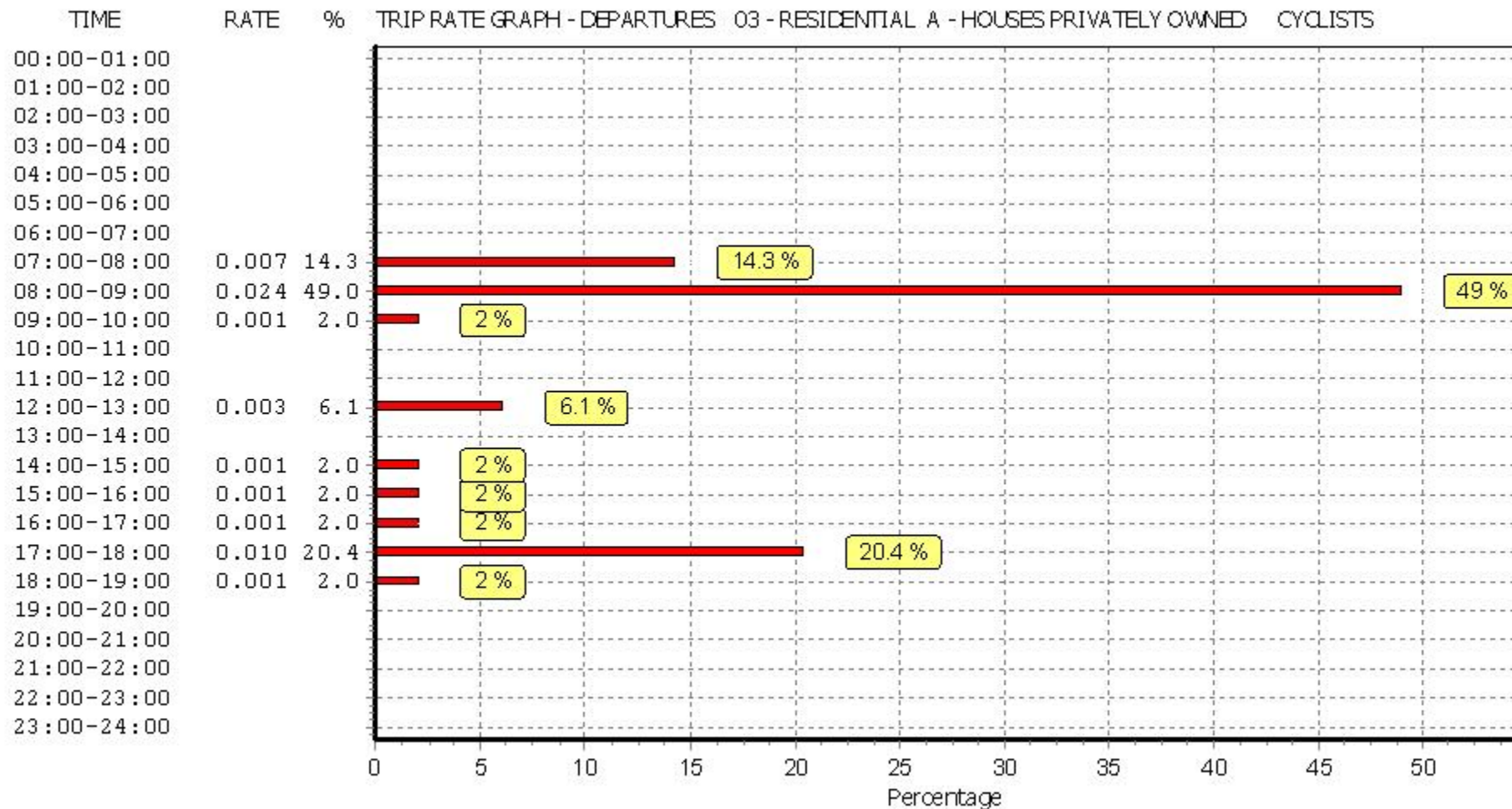
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00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

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

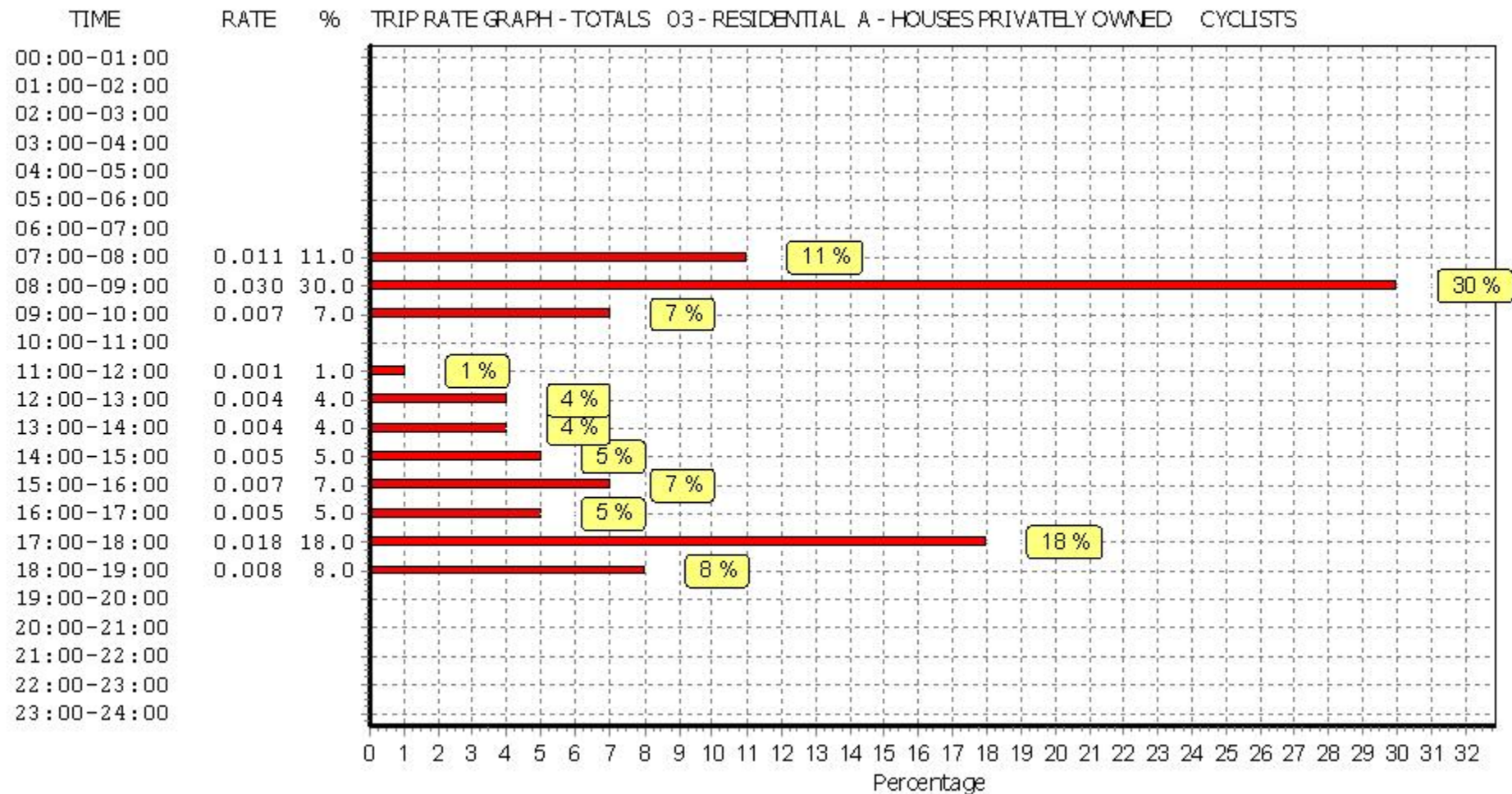
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

CARS

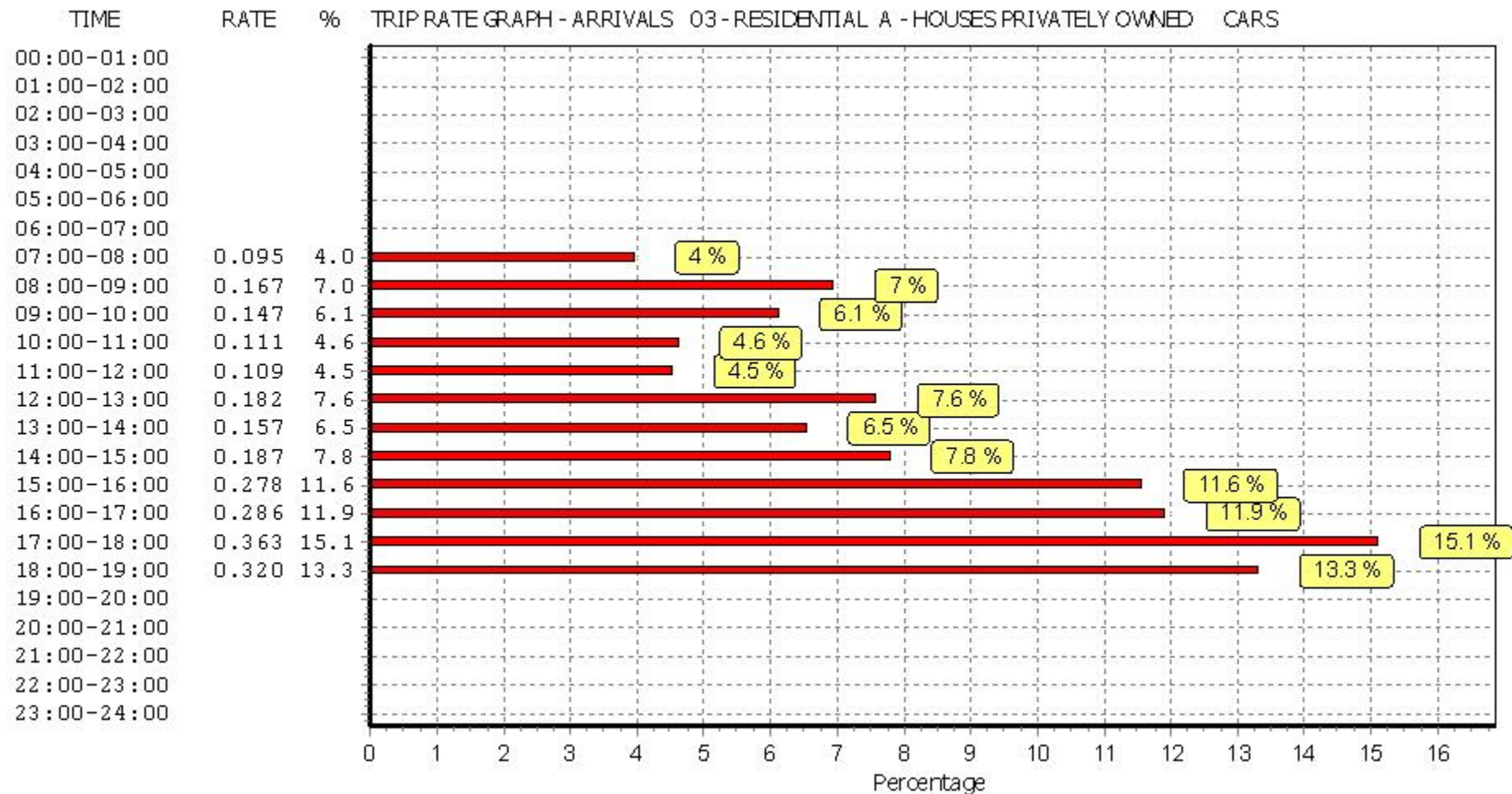
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

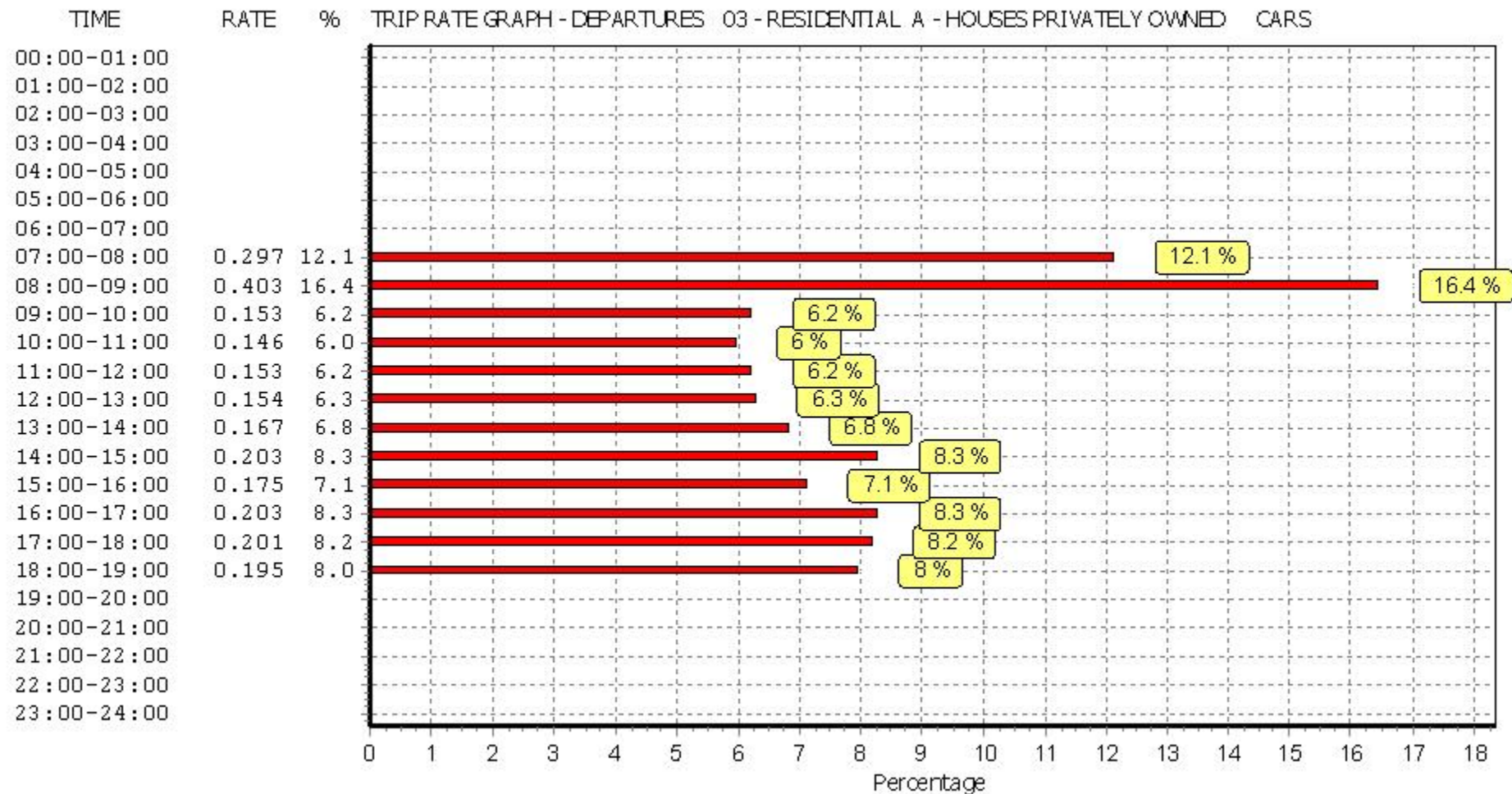
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00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

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

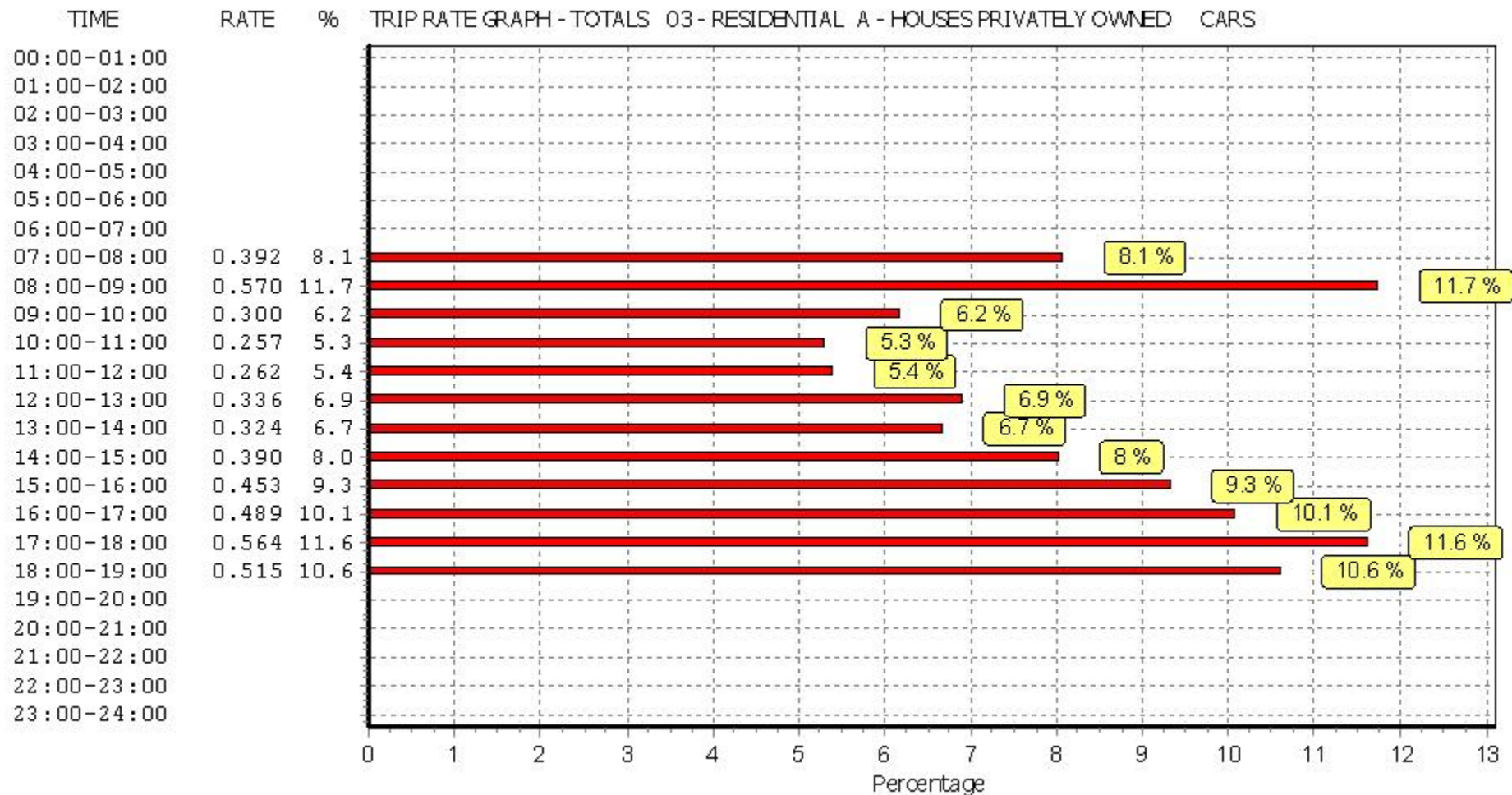
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

LGVS

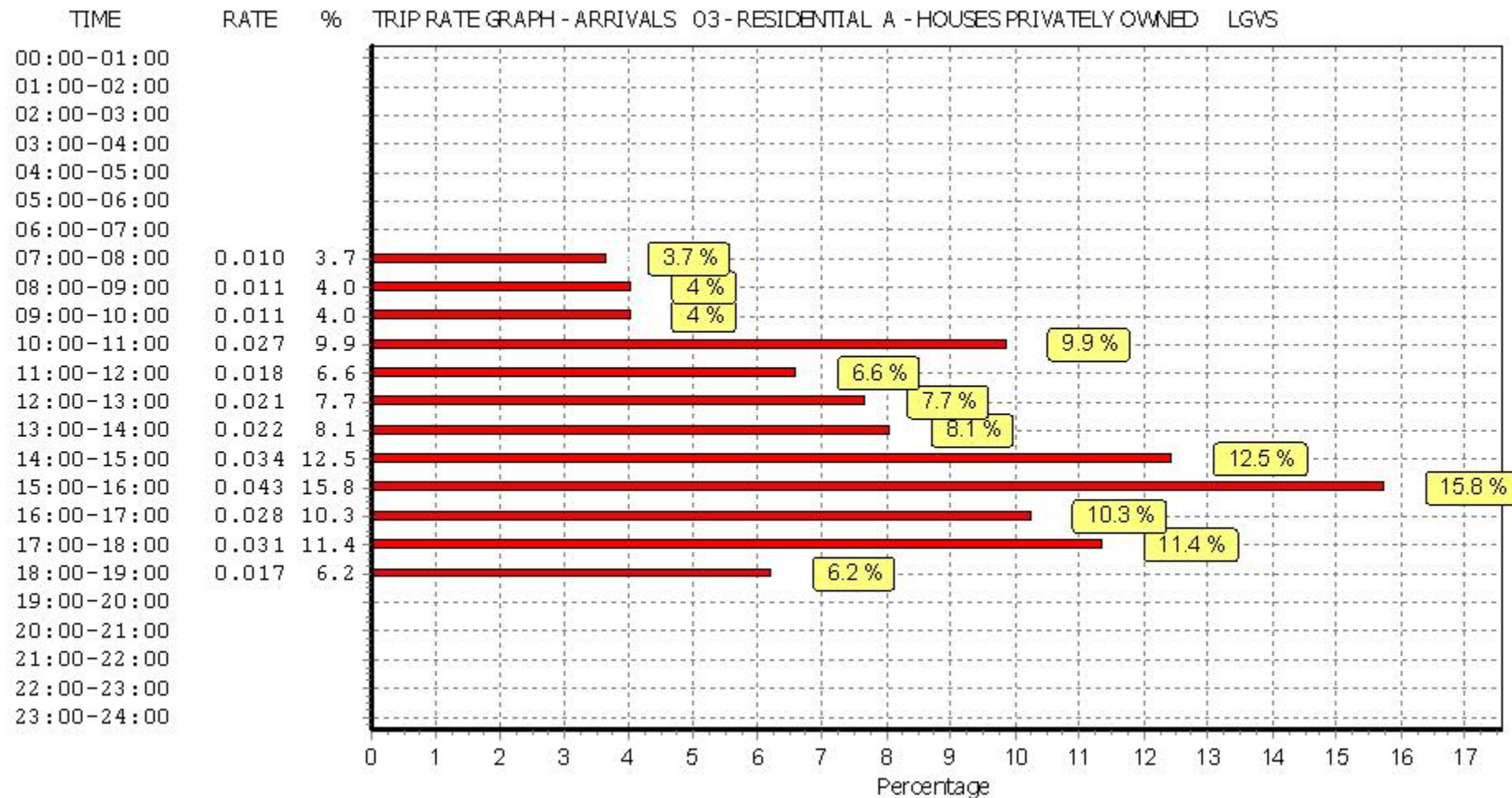
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

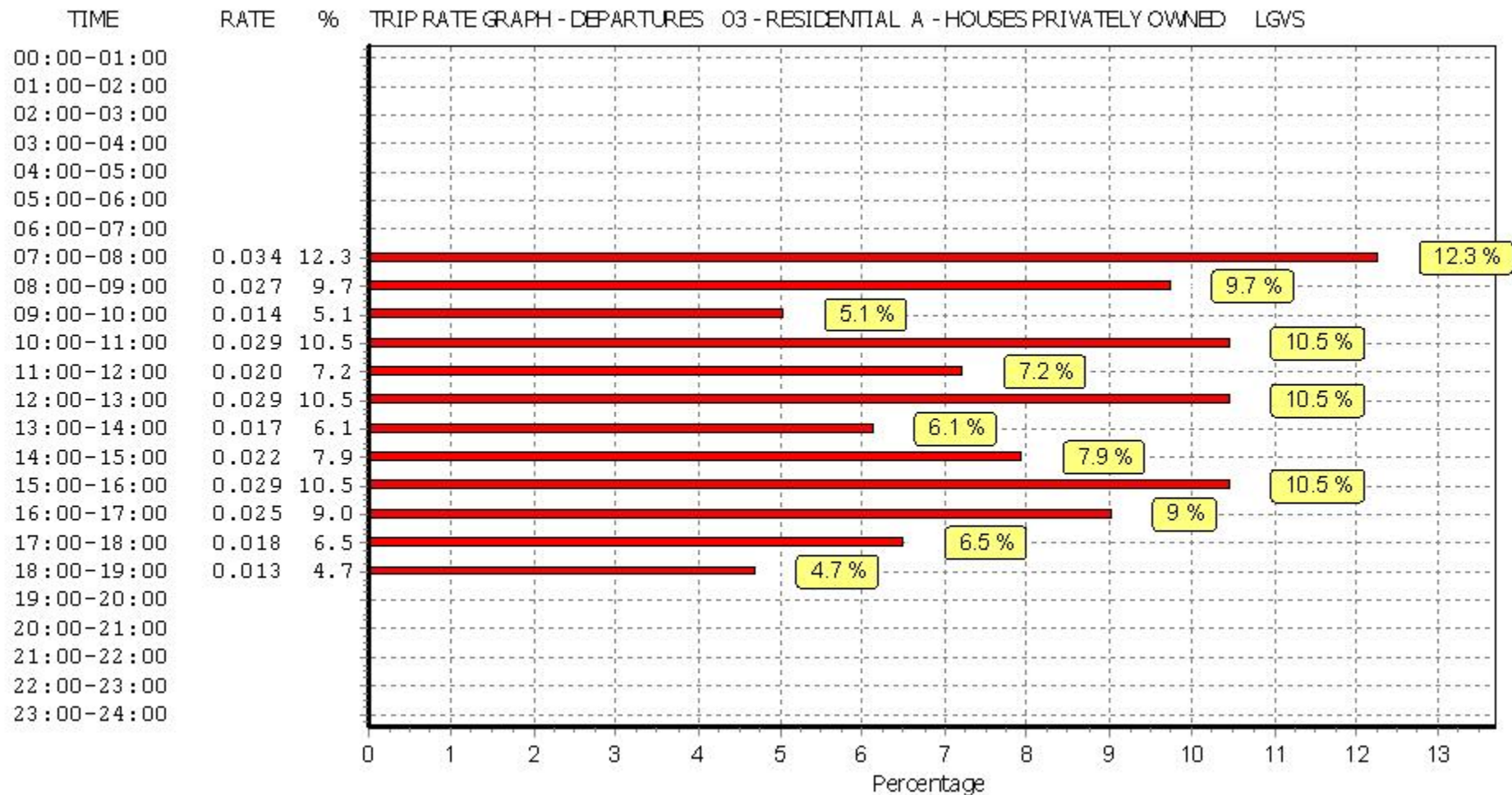
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00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

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

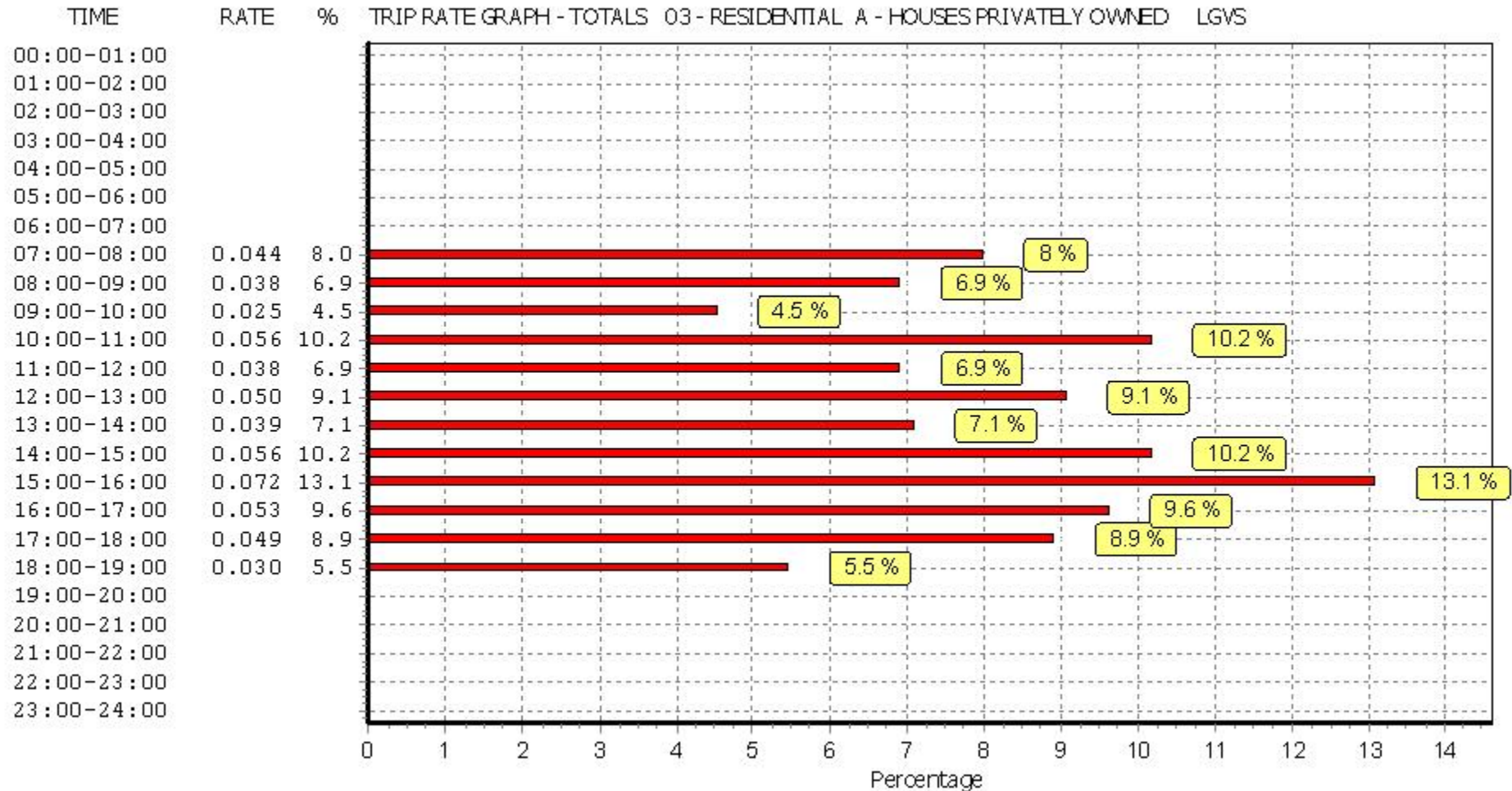
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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

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

MOTOR CYCLES

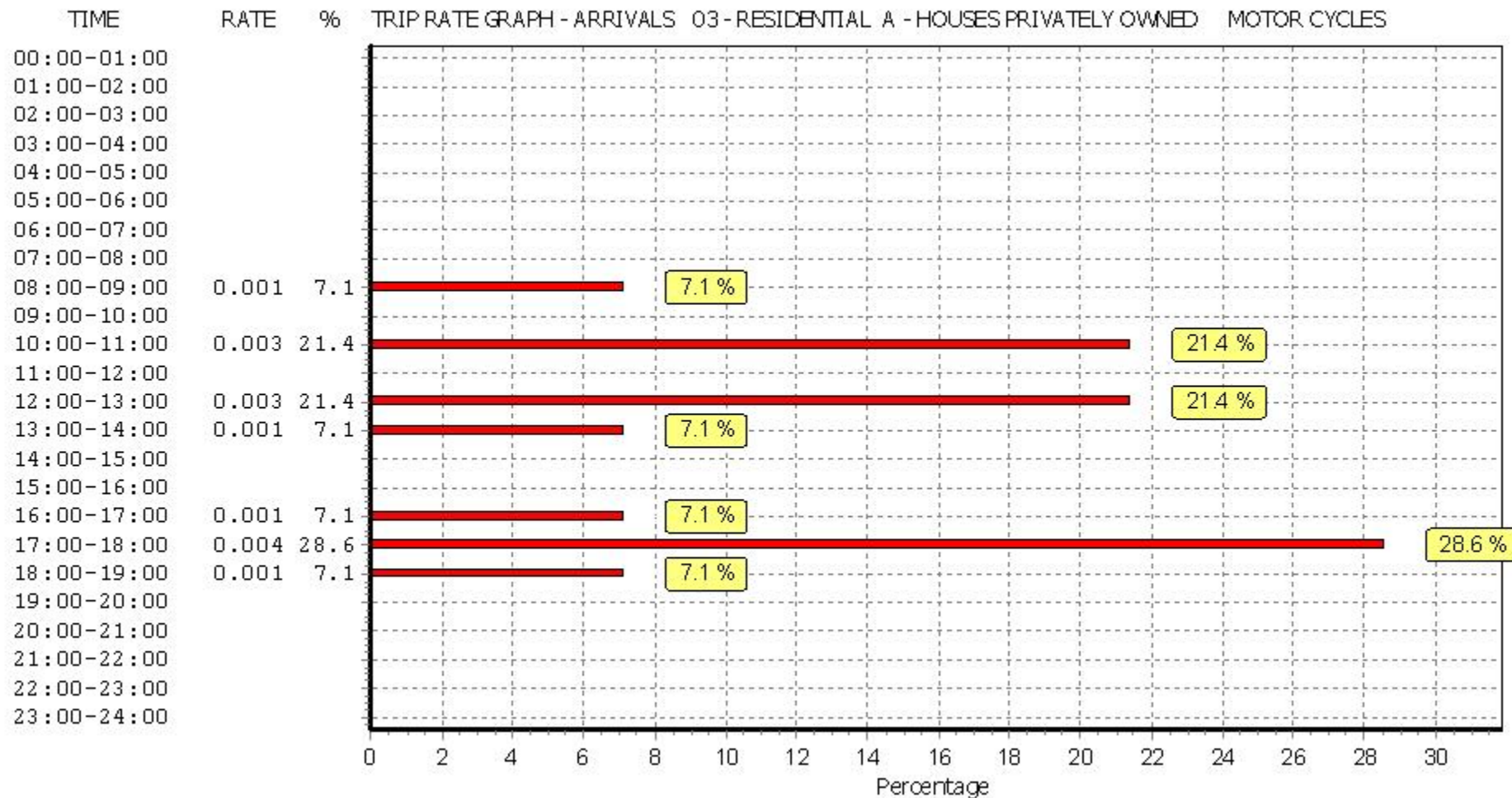
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

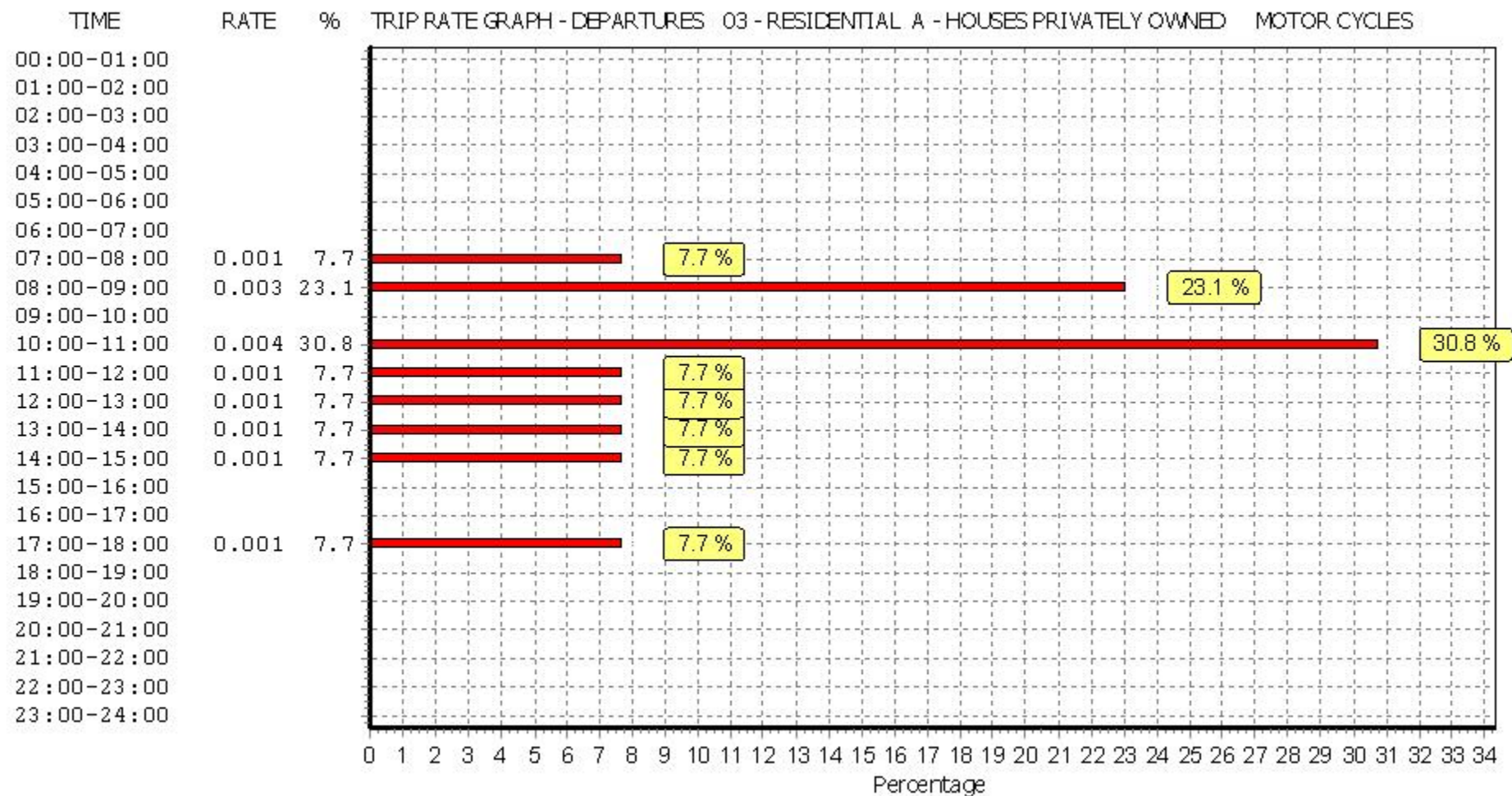
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00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

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

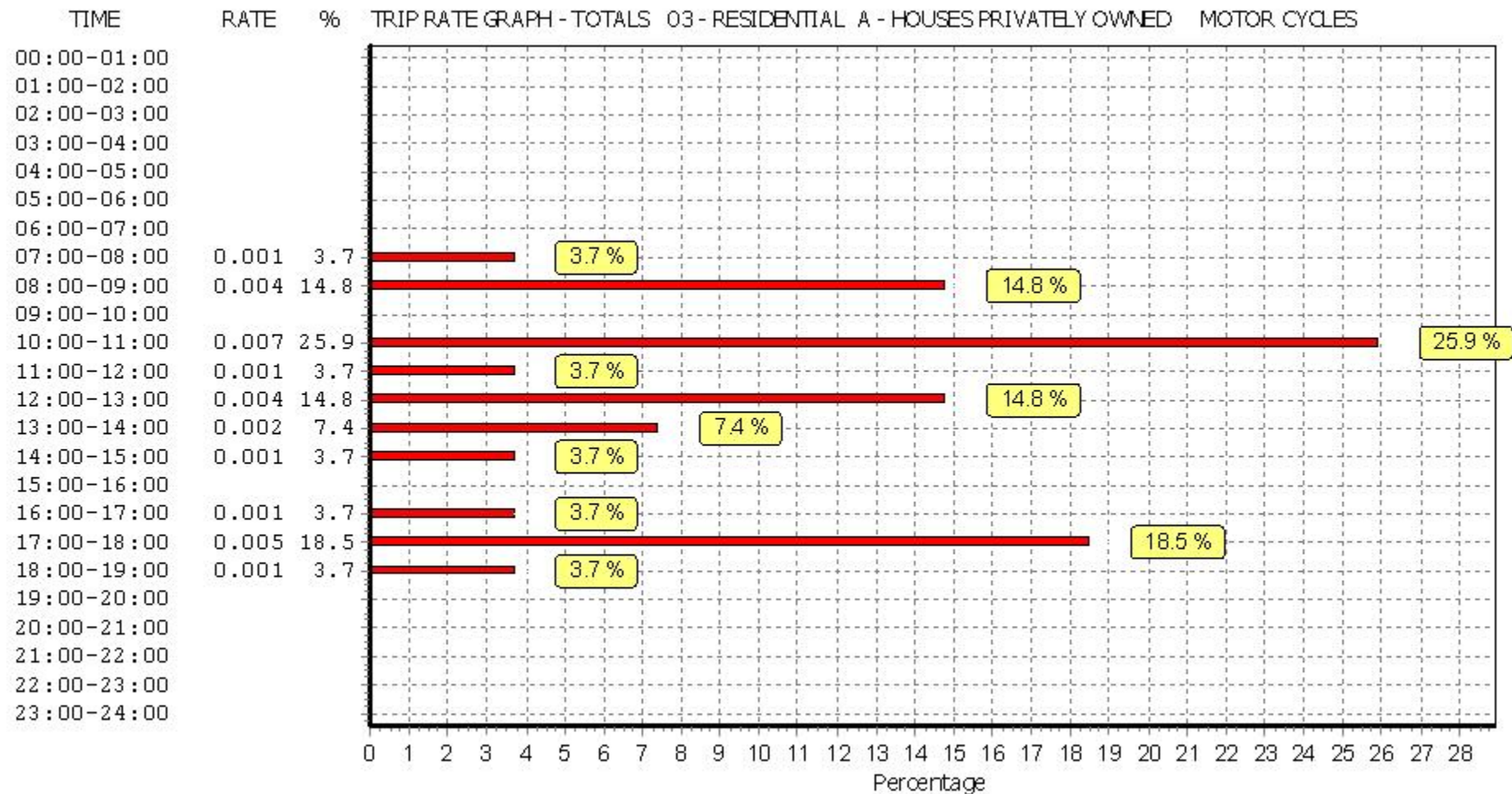
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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Traffic Calculations for R939/Proposed Access T-Junction
Junction 1
AM Peak (08:30 - 09:30)

<u>Seasonally Adjusted</u>		<u>2024</u>	
		<u>2027</u>	
		<u>Opening Year</u>	
		<u>Galway</u>	<u>LV HV</u>
2016 - 2030 index		1.0259	1.0446
Years		3	3
<u>Growth Factor</u>		1.0797	1.1399

Route	A	HV	B	HV	C	HV
A	0	0	0	0	508	32
B	0	0	0	0	0	0
C	511	30	0	0	0	0

<u>2032</u>		<u>5 Years After Opening 2032</u>	
		<u>Galway</u>	<u>LV HV</u>
2016 - 2030 index		1.0259	1.0446
Years		6	6
<u>Growth Factor</u>		1.166	1.299
		<u>Galway</u>	<u>LV HV</u>
2030 - 2040 index		1.0109	1.0198
Years		2	2
<u>Growth Factor</u>		1.0220	1.0400
<u>Combined</u>		1.191652	1.35096

Route	A	HV	B	HV	C	HV
A	0	0	0	0	605	43
B	0	0	0	0	0	0
C	609	41	0	0	0	0

<u>2042</u>		<u>15 Years After Opening 2042</u>	
		<u>Galway</u>	<u>LV HV</u>
2016 - 2030 index		1.0259	1.0446
Years		6	6
<u>Growth Factor</u>		1.1660	1.2990
		<u>Galway</u>	<u>LV HV</u>
2030 - 2040 index		1.0109	1.0198
Years		10	10
<u>Growth Factor</u>		1.1150	1.2170
		<u>Galway</u>	<u>LV HV</u>
2040 - 2050 index		1.0105	1.0236
Years		2	2
<u>Growth Factor</u>		1.0210	1.0480
<u>Combined</u>		1.3274	1.6568

Route	A	HV	B	HV	C	HV
A	0	0	0	0	674	53
B	0	0	0	0	0	0
C	678	50	0	0	0	0

PEAK GENERATED TRAFFIC
Junction 1
WITH DEVELOPMENT

<u>Peak Construction Traffic</u>		<u>Opening Year</u>	
		<u>Galway</u>	<u>LV HV</u>
2016 - 2030 index		1.0259	1.0446
Years		3	3
<u>Growth Factor</u>		1.0797	1.1399

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

<u>5 Years After Opening 2032</u>		<u>Galway</u>	<u>LV HV</u>
2016 - 2030 index		1.0259	1.0446
Years		6	6
<u>Growth Factor</u>		1.166	1.299
2030 - 2040 index		1.0109	1.0198
Years		2	2
<u>Growth Factor</u>		1.0220	1.0400
<u>Combined</u>		1.191652	1.35096

Route	A	HV	B	HV	C	HV
A	0	0	6	0	605	43
B	15	0	0	0	14	0
C	609	41	6	0	0	0

<u>15 Years After Opening 2042</u>		<u>Galway</u>	<u>LV HV</u>
2016 - 2030 index		1.0259	1.0446
Years		6	6
<u>Growth Factor</u>		1.1660	1.2990
2030 - 2040 index		1.0109	1.0198
Years		10	10
<u>Growth Factor</u>		1.1150	1.2170
2040 - 2050 index		1.0105	1.0236
Years		2	2
<u>Growth Factor</u>		1.0210	1.0480
<u>Combined</u>		1.3274	1.6568

Route	A	HV	B	HV	C	HV
A	0	0	6	0	674	53
B	15	0	0	0	14	0
C	678	50	6	0	0	0

Traffic Calculations for R939/Proposed Access T-Junction

Junction 1
PM Peak (16:45 - 17:45)

Seasonally Adjusted

2024

2027

Opening Year
Galway LV HV
2016 - 2030 index 1.0259 1.0446
Years 3 3
Growth Factor 1.0797 1.1399

2032

5 Years After Opening 2032
Galway LV HV
2016 - 2030 index 1.0259 1.0446
Years 6 6
Growth Factor 1.166 1.299
Galway LV HV
2030 - 2040 index 1.0109 1.0198
Years 2 2
Growth Factor 1.0220 1.0400
Combined 1.191652 1.35096

2042

15 Years After Opening 2042
Galway LV HV
2016 - 2030 index 1.0259 1.0446
Years 6 6
Growth Factor 1.1660 1.2990
Galway LV HV
2030 - 2040 index 1.0109 1.0198
Years 10 10
Growth Factor 1.1150 1.2170
Galway LV HV
2040 - 2050 index 1.0105 1.0236
Years 2 2
Growth Factor 1.0210 1.0480
Combined 1.3274 1.3274

Route	A	HV	B	HV	C	HV
A	0	0	0	0	844	17
B	0	0	0	0	0	0
C	708	20	0	0	0	0

Route	A	HV	B	HV	C	HV
A	0	0	0	0	695	19
B	0	0	0	0	0	0
C	764	23	0	0	0	0

Route	A	HV	B	HV	C	HV
A	0	0	0	0	767	20
B	0	0	0	0	0	0
C	844	24	0	0	0	0

Route	A	HV	B	HV	C	HV
A	0	0	0	0	855	23
B	0	0	0	0	0	0
C	940	27	0	0	0	0

PEAK GENERATED TRAFFIC

Junction 1
WITH DEVELOPMENT

Peak Construction Traffic

Route	A	HV	B	HV	C	HV
A	0	0	12	0	0	0
B	8	0	0	0	8	0
C	0	0	13	0	0	0

Opening Year

Route	A	HV	B	HV	C	HV
A	0	0	12	0	695	19
B	8	0	0	0	8	0
C	764	23	13	0	0	0

5 Years After Opening 2032

Route	A	HV	B	HV	C	HV
A	0	0	12	0	767	20
B	8	0	0	0	8	0
C	844	24	13	0	0	0

15 Years After Opening 2042

Route	A	HV	B	HV	C	HV
A	0	0	12	0	855	23
B	8	0	0	0	8	0
C	940	27	13	0	0	0