Ffordd Pendre, Carmarthen West

Transport Assessment

Lovell

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Lime Transport Ltd
Avon House
Stanwell Rd
Penarth, CF64 2EZ

t: 02920 700924
e: mail@limetransport.com

www.limetransport.com

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1 Introduction

1.1 Background

1.1.1 Lime Transport has been commissioned by Lovell to produce a Transport Assessment (TA) in support of the proposed development of 84 dwellings on land to the west of Ffordd Pendre. The site is part of the wider West Carmarthen mixed use development scheme which aims to provide up to 700 new homes as well as employment, community facilities and amenity space (site reference: PrC1/MU1).

1.1.2 It is anticipated that the proposed development will comprise:

- 42 market/private dwellings, with
  - 11no. 2-bed dwellings
  - 15no. 3-bed dwellings
  - 16no. 4 bed dwellings
- 42 affordable dwellings, with
  - 4no. 1-bed dwellings
  - 17no. 2-bed dwellings
  - 18no. 3-bed dwellings
  - 3no. 4-bed dwellings

1.1.1 The location of the proposed development is shown in **Figure 1.1** below.

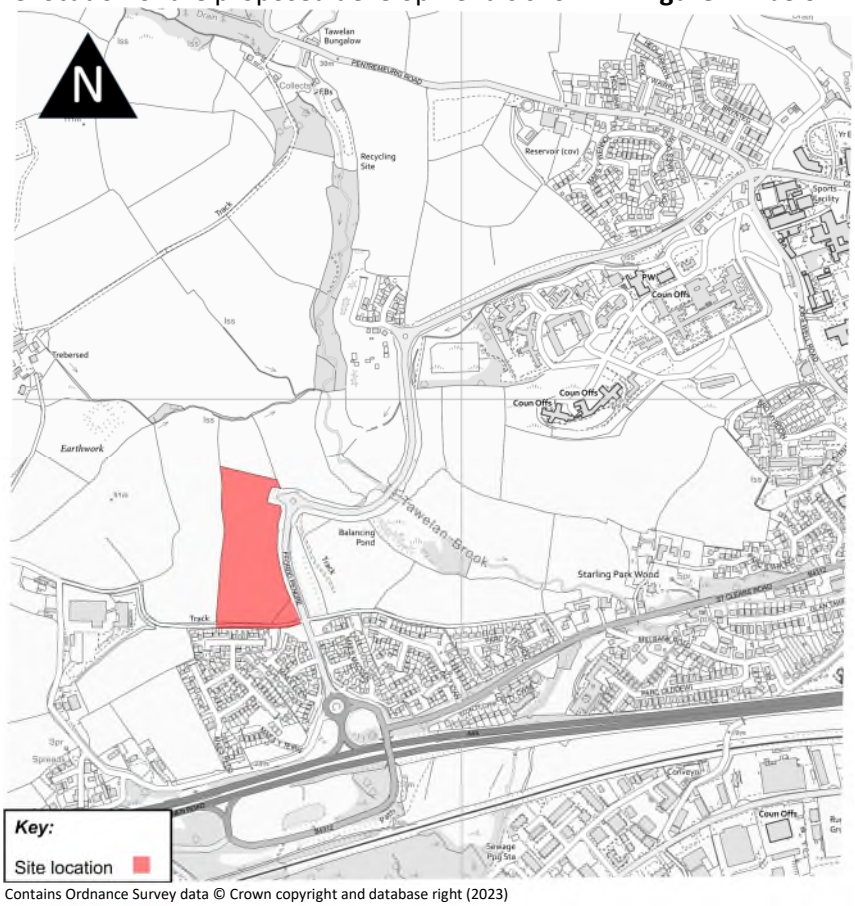

Figure 1.1 Site location

1.2 Scope of Transport Assessment

1.2.1 It is considered that a detailed Transport Assessment will be required to support a planning application for the proposed development, and the anticipated scope is set out below:

- **Policy review** – undertake a review of the relevant national, regional and local planning policies as they relate to transport.
- **Baseline conditions** – review the baseline conditions surrounding the site, including connectivity (walking, cycling and public transport), a description of the road network, and a review of personal injury collision data (for the most recent five-year period).
- **Site access** – develop the layout of the access(es) to the site, determine the required visibility splays and assess the capacity of the proposed access junctions.
- **Site layout** – review the on-site layout, with reference to car parking, access and servicing, including vehicle swept-path analysis.
- **Travel characteristics** - estimate likely person trip generation (by all modes) for the proposed uses, based on a review of the TRICS trip generation database, distribution of trips based on 'Journey to Work' data from the 2011 Census.
- **Percentage impact analysis** – undertake a percentage impact analysis to establish whether additional flows are greater than 5% of base flows.
- **Junction capacity analysis** – uptake junction capacity analysis at the junctions where the predicted increases in traffic flows exceed 5% of base traffic flows.
- **Mitigation** – identify appropriate mitigation measures where necessary for all transport modes.

1.2.2 The extent of junctions to be assessed has been agreed with the local highway authority and Trunk Road Agents and includes the following junctions:

- Site access roundabout onto Ffordd Pendre; and,
- Llynsonnen Road/Ffordd Pendre/A40 roundabout.

1.2.3 The scoping response from the local highway authority is outlined in **Appendix A**.

1.3 Structure of the report

1.1.3 Following this introductory section, the report is structured as follows:

- Section 2 reviews the development proposals in relation to national, regional and local planning policies;
- Section 3 reviews the existing transport network within the vicinity of the proposed development;
- Section 4 outlines the development proposals in more detail;
- Section 5 describes the likely travel characteristics of the proposed development;
- Section 6 assesses the impact of the proposed development on the surrounding transport network;

- Section 7 outlines the Transportation Implementation Strategy; and,
- Section 8 provides the conclusions of the report.

2 Policy context

2.1 Introduction

2.1.1 Current transport policies at the national, regional and local level are built around the central themes of long-term sustainable development, sustained investment in transport and improved accessibility at all levels. These policies promote continued economic growth through the provision of an efficient and reliable transport system, a reduction in traffic congestion, improvements in highway safety, and enhancements to the accessibility of sustainable modes of travel.

2.1.2 This section of the report reviews the relevant national, regional and local planning policies relating to transport, and includes:

- Future Wales – The National Plan 2040.
- Planning Policy Wales (PPW 12) – February 2024
- Technical Advice Note 18: Transport.
- One Wales: Connecting the Nation.
- Wales Active Travel Act.
- Carmarthenshire Local Development Plan (2006-2021)
- Carmarthenshire 2nd Deposit LDP (2018-2033)

2.2 Future Wales – The National Plan 2040

2.2.1 Future Wales: The National Plan was adopted in February 2021 and sets out a framework and direction for development in Wales up to 2040. Future Wales is a spatial plan, which means it sets a direction for investment in infrastructure and development. It aims to ensure that new infrastructure and development are complementary rather than competing priorities, ensuring that opportunities are maximised, and multiple benefits are achieved. The document also sets out opportunities for each region within Wales.

2.2.2 For south-west region (**Carmarthenshire**, Neath Port Talbot, Pembrokeshire, Swansea and Pembrokeshire Coast National Park), The Future Wales: National Plan 2040 identifies key transport issues in the South West region, including the need for improved connectivity, sustainable transport options, and infrastructure that supports economic growth while addressing environmental concerns. The plan emphasizes the importance of integrating transport strategies with housing and community development to enhance accessibility and reduce carbon emissions.

2.2.3 Key transport issues in South-West Wales include:

- Infrastructure Development
  - **Capacity Constraints**: Existing transport infrastructure is often inadequate to meet current and future demands, leading to congestion and delays.
  - **Connectivity**: There is a need for improved connections between urban and rural areas to enhance accessibility and economic opportunities.

- Sustainability Challenges
  - **Environmental Impact**: Transport projects must address climate change and reduce carbon emissions, aligning with sustainability goals.
  - **Public Transport Options**: Enhancing public transport services is essential to reduce reliance on private vehicles and promote greener travel choices.
- Regional Coordination
  - **Integrated Planning**: Transport planning must be coordinated with housing and economic development to ensure that infrastructure supports growth effectively.
  - **Collaboration Across Regions**: There is a need for collaboration between local authorities and stakeholders to address transport issues that cross regional boundaries.
- Future Growth
  - **Housing and Development Needs**: As housing developments increase, transport infrastructure must be expanded and improved to accommodate new residents.
  - **Investment in Technology**: Embracing new technologies and innovative solutions can help improve transport efficiency and user experience.

2.2.4 These issues highlight the importance of a comprehensive approach to transport planning in South-West Wales, ensuring that future developments are sustainable and meet the needs of the community.

2.3 Planning Policy Wales – Edition 12

2.3.1 Planning Policy Wales (PPW) was adopted in February 2021. The document sets out the land use planning policies of the Welsh Assembly Government. It is supplemented by a series of Technical Advice Notes (TANs) and procedural advice is given in circulars and policy clarification letters.

2.3.2 PPW states:

> *'The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:*
>
> - *Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;*
> - *Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and*

- *Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.'*

Movement

2.3.3 At paragraph 3.12, PPW states that:

> 'Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between developments using legal agreements where appropriate'.

2.3.4 At paragraph 3.45, PPW states that:

> *'As well ensuring all services needed for the expectant levels of growth are provided, an important consideration will be minimising the need to travel, reducing reliance on the private car and increasing walking, cycling and use of public transport.'*

2.3.5 At paragraph 4.1.1, PPW states that:

> *'The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution.'*

2.3.6 At paragraph 4.1.4, PPW states that:

> *'Land use and transport planning must be integrated. The planning system must ensure it enables integration:*
>
> - *within and between different types of transport;*
> - *between transport measures and land use planning;*
> - *between transport measures and policies to protect and improve the environment; and,*
> - *between transport measures and policies for education, health, social inclusion and wealth creation.'*

Sustainable transport

2.3.7 At paragraph 4.1.8, PPW states that:

> *'The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this*

objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the well-being of Future Generations Act.'

2.3.8 At paragraph 4.1.12, PPW states that:

'It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of private motor vehicles. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.'

2.3.9 Finally, at paragraph 4.1.13 PPW states that:

*'The sustainable transport hierarchy [see **Figure 2.1** below] should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.'*

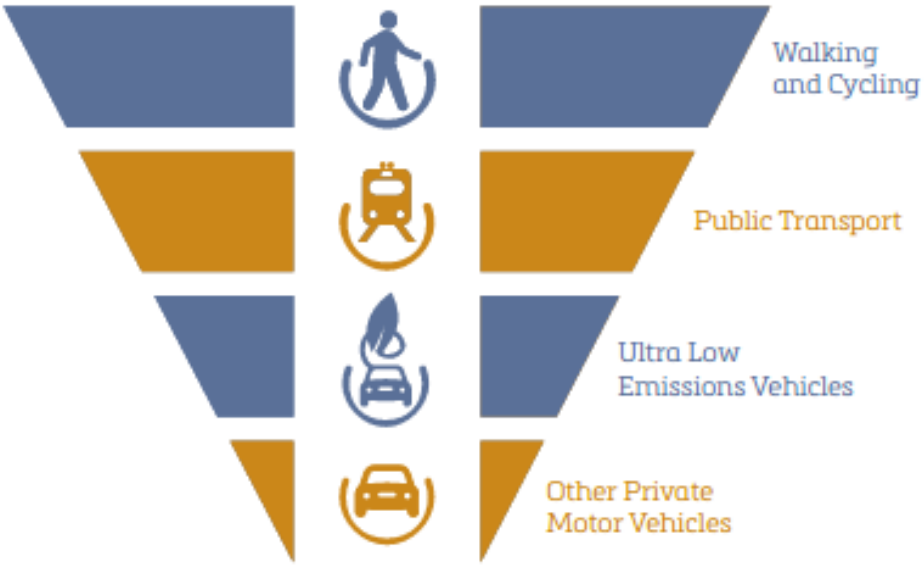

Figure 2.1 The sustainable transport hierarchy for planning

Parking

2.3.10 At paragraph 4.1.50, PPW states that:

'Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place'.

2.3.11 Paragraph 4.1.51:

> *'A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development'. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport'. PWW encourages that 'Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed'.*

2.3.12 At paragraph 4.1.53, PPW states that:

> *'Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high quality places'.*

2.4 One Wales: Connecting the Nation

2.4.1 National transport policy for Wales is outlined within the Wales Transport Strategy, One Wales: Connecting the Nation, which is supplemented by a series of Technical Advice Notes (TANs).

2.4.2 The goal of One Wales: Connecting the Nation is to:

> *'Promote sustainable transport networks that safeguard the environment while strengthening our country's economic and social life. The transport strategy identifies a series of high-level outcomes and sets out the steps to their delivery. The One Wales programme is working to achieve a nation with access for all, where travelling between communities and accessing services, jobs and facilities in different parts of Wales is both easy and sustainable, and which support the growth of our economy.'*

2.4.3 The policy aims to promote active travel (walking and cycling) for short journeys to promote healthy lifestyle. In addition to active travel, the use of public transport is also promoted.

2.5 Technical Advice Note 18: Transport

2.5.1 Technical Advice Note (TAN) 18 identifies that Planning Policy Wales and the Wales Transport Strategy both aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities.

2.5.2 To achieve this and the core objectives, the following initiatives relevant to the proposed development are:

- Reducing the need to travel;
- Promoting walking and cycling.

- Managing parking provision; and,
- Encouraging the location within established urban areas, reducing the need to travel (particularly by private car), and encourage multi-purpose trips.

2.6 Welsh Government's announcement

2.6.1 In September 2020, the Welsh Government announced that its long-term ambition is to see 30% of Welsh workers working from home or near to home, including after the threat of Covid-19 lessens. It states that working from home would provide the choice to work in a way, which benefits productivity and work-life balance, whilst reducing road congestion, pollution and the use of the private car, and potentially drive regeneration and economic activity in communities.

2.6.2 It is considered that this could also drive more innovative housing design as well as community-based remote working hubs, within easy walk or cycle distance.

2.6.3 In September 2020, the Welsh Government announced that its long-term ambition is to see 30% of Welsh workers working from home or near to home, including after the threat of Covid-19 lessens. It states that working from home would provide the choice to work in a way, which benefits productivity and work-life balance, whilst reducing road congestion, pollution and the use of the private car, and potentially drive regeneration and economic activity in communities.

2.6.4 It is considered that this could also drive more innovative design as well as community-based remote working hubs, within easy walk or cycle distance.

2.7 Wales Active Travel Act 2013

2.7.1 The Active Travel Act (2013) encourages local authorities to promote active travel, such as walking and cycling, and to improve active travel routes in regard to the needs of walkers and cyclists. The Act also encourages local authorities to improve the highway to enhance the provision for cyclists and pedestrians.

2.7.2 The Active Travel Act makes provision for:

- Approved maps of existing active travel routes and related facilities in the local authority's area;
- Approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area;
- Requiring local authorities to have regard to integrated network maps in preparing transport policies and to ensure that there are new and improved active travel routes and related facilities;
- Requiring the Welsh Ministers to report on active travel in Wales;
- Requiring the Welsh Ministers and local authorities, in the performance of functions under the Highways Act 1980, to take reasonable steps to enhance the provision

made for walkers and cyclists and to have regard to the needs of walkers and cyclists in the exercise of certain other functions; and,

- Requiring the Welsh Ministers and local authorities to exercise their functions under the Act so as to promote active travel journeys and secure new and improved active travel routes and related facilities.

2.8 Carmarthenshire Local Development Plan (2006-2021)

2.8.1 The Carmarthenshire Local Development Plan (LDP) 2006-2021 was adopted in December 2014 and forms the current statutory development plan for the Council. It should be noted that although this LDP is stated to guide development up to 2021, the Deposit Plan has not been fully adopted, therefore this LDP is still relevant.

2.8.2 The Plan aims to provide a clear framework to address key planning issues in the County including transport measures and infrastructure. It states that:

> *'An integrated and sustainable transport system is fundamental to the delivery of the Strategy and is underpinned through strategic objective SO10. The Strategy, with its emphasis on the existing transport infrastructure, recognises the diversity of the County and the variable quality and range of infrastructure provision (including highways and public transport) between the urban and rural areas. The Strategy focuses growth in a way which reflects the sustainability of settlements and their accessibility in terms of the highway network and access to bus routes. It also considers the manner in which settlements complement each other in terms of facilities and services thus offering potential for increased accessibility through sustainable growth and a consolidation or expansion of existing resources.'*

2.8.3 Strategic Objective SO10 is as follows:

> *'To contribute to the delivery of an integrated and sustainable transport system that is accessible to all.'*

2.8.4 The relevant Transport policies are summarised below.

Policy TR2: Location of Development – Transport Considerations

2.8.5 Policy TR2 states that:

> *'Proposals which have a potential for significant trip generation will be permitted where:*
>
> - *It is located in a manner consistent with the plan's strategic objectives, its settlement framework and its policies and proposals;*
> - *It is accessible to non-car modes of transport including public transport, cycling and walking;*
> - *Provision is made for the non-car modes of transport and for those with mobility difficulties in the design of the proposal and the provision of on-site facilities;*

- *Travel Plans have been considered and, where appropriate, incorporated.*

Proposals which have the potential to generate a significant number of trips either as an origin, or as a destination (including residential, employment, retail and leisure) will be expected, through design, to maximise accessibility by alternative modes of transport. Improving accessibility is an important objective of the Plan with the location of new developments important in ensuring accessibility can be maximised. The rural nature of the County raises challenges in this regard, but proposals will be expected and encouraged to achieve this.'

Policy TR3: Highways in Developments – Design Considerations

2.8.6 Policy TR3 states that:

'The design and layout of all development proposals will, where appropriate, be required to include:

- *An integrated network of convenient and safe pedestrian and cycle routes (within and from the site) which promotes the interests of pedestrians, cyclists and public transport;*
- *Suitable provision for access by public transport;*
- *Appropriate parking and, where applicable, servicing space in accordance with required standards;*
- *Infrastructure and spaces allowing safe and easy access for those with mobility difficulties;*
- *Required access standards reflective of the relevant Class of road and speed restrictions including visibility splays and design features and calming measures necessary to ensure highway safety and the ease of movement is maintained, and ,where required, enhanced;*
- *Provision for Sustainable Urban Drainage Systems to allow for the disposal of surface water runoff from the highway.*

Proposals which do not generate unacceptable levels of traffic on the surrounding road network and would not be detrimental to highway safety or cause significant harm to the amenity of residents will be permitted.

Proposals which will not result in offsite congestion in terms of parking or service provision or where capacity of the network is sufficient to serve the development will be permitted. Developers may be required to facilitate appropriate works as part of the granting of any permission.

Proposals should incorporate facilities encouraging and affording the opportunity to those attending the sites to utilise means of transport. These facilities could include showers, changing facilities and storage. Developers should be able to demonstrate that appropriate levels of access to local services by walking, cycling and public transport for new residents and the wider community are achieved.

Consideration should be given to the needs of those less abled by means of avoiding and then minimising the use of steps, using dropped kerbs and tactile

crossings, reducing pavement clutter, installing audible pedestrian crossing points etc.'

Policy TR4: Cycling and Walking

2.8.7 Policy TR4 states that:

'Developments should, where appropriate, seek to incorporate, or where acceptable, facilitate links to the cycle, rights of way and bridleway network to ensure an integrated sustainable approach in respect of any site.

The design and layout of new developments should have regard to the needs of walking and cycling including, where possible, access to routes and networks.'

2.9 Carmarthenshire 2nd Deposit Revised LDP 2018 – 2033

2.9.1 The Carmarthenshire 2nd Deposit Revised LDP 2018 – 2033 has not been fully adopted but remains a material planning consideration. Within this Plan, Carmarthen is designated as a Tier 1 – Principal Centre which allows for the allocation of Strategic Sites and large scale developments.

2.9.2 Policies relevant to the proposed development are detailed below however, as mentioned above, these policies are not currently adopted by Carmarthenshire County Council.

Strategic Policy – SP 9: Infrastructure

2.9.3 Policy SP9 states that:

'Development proposals will need to demonstrate that there is sufficient capacity in the existing infrastructure to deliver and support the proposed development. Where this cannot be achieved, proposals will need to demonstrate that suitable arrangements and funding are in place to provide the infrastructure capacity considered necessary to deliver and support the development.'

Policy INF2: Healthy Communities

2.9.4 Policy INF2 states that:

'Proposals for development which provide for active travel, accessible useable green spaces, and infrastructure, and which seek to reduce health inequalities through encouraging healthy lifestyles, addressing the social determinants of health and providing accessible health care facilities will be supported.'

Strategic Policy – SP 17: Transport and Accessibility

2.9.5 Policy SP17 states that:

'Sustainable and deliverable development requires an integrated, accessible, reliable, efficient, safe and sustainable transport network to underpin delivery.

The Plan therefore contributes to the delivery of a sustainable transport system and associated infrastructure through:

- *Reducing the need to travel, particularly by private motor car;*
- *Addressing social inclusion through increased accessibility to employment, services and facilities;*
- *Supporting and, where applicable, enhancing alternatives to the motor car, such as public transport (including park and ride facilities and encouraging the adoption of travel plans) and active travel through cycling and walking;*
- *Re-enforcing the function and role of settlements in accordance with the settlement framework;*
- *Promoting the efficient use of the transport network;*
- *Enhancing accessibility to places of employment, homes, services, facilities, and other significant trip generating proposals at locations with access to appropriate transport infrastructure;*
- *The incorporation of design and access solutions within developments to promote accessibility;*
- *Providing walking and cycling routes, linking in with active travel and green and blue infrastructure networks;*
- *Providing for new technological solutions through Ultra Low Emission Vehicle Charging Points in new developments; and,*
- *Adopting a sustainable approach to the design, function, and layout of new development, including providing appropriate levels of parking.'*

2.9.6 In addition, this policy identifies the A40 (which passes to the south of the site) as part of the county's Primary Road Network and identifies the B4312 (which passes to the south-east of the site) as part of the county's Core Road Network.

Policy TRA2: Active Travel

2.9.7 Policy TRA2 states that:

'Proposals which enhance walking and cycling access by incorporating the following within the site, and/or making financial contributions towards the delivery of off-site provision, will be supported:

- *Permeable, legible, direct, convenient, attractive and safe walking and cycling routes connecting the development to surrounding settlements, public transport nodes, community facilities, commercial and employment areas, tourism facilities and leisure opportunities;*
- *Improvements, connections, and/or extensions to the footpath network and existing PRoWs (including bridleways), cycle network and cycle routes, Safe Routes to School, and routes forming part of the Green and Blue Infrastructure network; and,*
- *Facilities that encourage the uptake of walking and cycling, including appropriate signage, secure and convenient cycle parking, and changing and associated facilities.'*

2.9.8 Policy TRA2 also states that:

'Proposals which have a significant, adverse impact on PRoW or existing routes identified through the Active Travel (Wales) Act 2013 will be expected to contribute to the delivery of the Council's Active Travel Plan.'

Policy TRA5: Highways and Access Standards in Development

2.9.9 Policy TRA5 states that:

'Proposals for development will be permitted where they:

- *Incorporate the necessary access standards reflecting the road classification and conditions;*
- *Include appropriate visibility splays and design features necessary to ensure highway safety and that ease of movement is maintained, and enhanced where required;*
- *Do not generate unacceptable levels of traffic which has detrimental impact on the surrounding road network, highway safety, or would cause significant harm to the amenity of residents; and,*
- *Will not result in offsite congestion in terms of parking or service provision.'*

Policy CCH3 – Electric Vehicle Charging Points

2.9.10 Policy CCH3 states that:

'Proposals for development will be required to include the installation of an electric socket suitable for charging electric vehicles.'

2.9.11 The standards for the provision of electric vehicle (EV) charging facilities for residential developments is as follows:

- Houses – If the house is provided with a garage, driveway or dedicated parking bay, one standard EV Charging Unit should be provided per dwelling
- Flats – Where flatted development has integrated parking bays (under croft or parking court), proposals should include at least one dedicated bay with Fast EV charging (as a minimum) to service the development.

2.10 Summary

2.10.1 It is considered that the proposed development is in accordance with the relevant national, regional and local policies, as the development:

- Is allocated with the West Carmarthen mixed use development (site reference: PrC1/MU1);
- Provides essential affordable dwellings;
- Provides connections to Active Travel routes surrounding the site, promoting both walking and cycling;

- Provides levels of car parking provision to accommodate essential residential parking demand without encouraging excess car ownership;
- Provides essential infrastructure improvements, without over-providing capacity; and,
- Promotes the use of Ultra Low Emissions vehicles by incorporating EV charging infrastructure.

3 Existing situation and accessibility

3.1 Site location

3.1.1 This section of the report describes the existing transport network within the vicinity of the site, detailing the accessibility by walking, cycling, public transport and the local highway network.

3.1.2 The site is located approximately 3km to the west of Carmarthen Town Centre.

3.1.3 The location of the development site together with the local highway network is shown in **Figure 3.1** below.

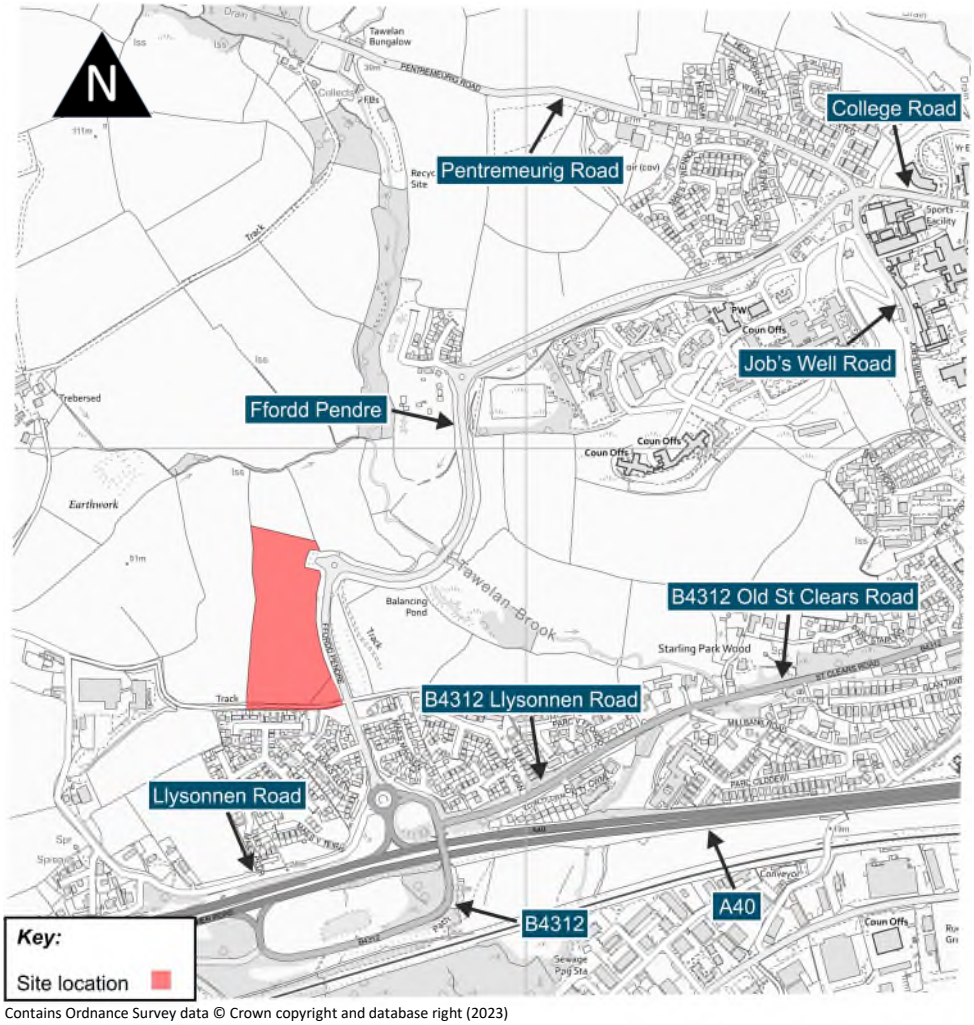

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Figure 3.1 Local highway network

3.2 Travel characteristics

3.2.1 Travel to Work data from the 2011[1] Census has been used to establish the mode of travel to work for existing residents in the area.

3.2.2 Census data is divided into output areas, Lower Super Output Areas (LSOA) and Middle Super Output Areas (MSOA). LSOAs are geographical areas built from contiguous output areas, which are consistent in population size. Between four to six output areas make up LSOAs and between four to six LSOAs make up MSOAs.

3.2.3 **Table 3.1** below shows the travel to work mode split for the Lower Super Output Area (LSOA 006B), the Middle Super Output Area (MSOA 006) and Carmarthenshire as a whole. This data excludes those that work from home and those not in employment.

Table 3.1 Mode split for journey to work

	Mode split (%)		
	LSOA (006B)	MSOA (006)	Carmarthenshire
Train	1	1	1
Bus, minibus or coach	2	2	2
Driving a car or van	71	71	76
Passenger in a car or van	7	6	7
Bicycle	1	1	1
On foot	17	16	10
Other	1	3	3
Total	**100**		

3.2.4 It should be noted that Census Travel to Work data differs from the trip generation survey data, as the survey data records vehicle journeys for all purposes, not just work related.

3.2.5 It can be seen from the table above that 71% of existing residents that live within the lower super output area, in which the site is located, travel to work by car (as driver), with a further 7% travelling as a passenger. It can also be seen that 21% of residents travel to work by sustainable modes, in particular walking, which accounts for up to 17% of residents travelling to work.

3.2.6 It should be noted that based on 2011 Census data, approximately 66% of those living within the MSOA, in which the site is located, who drive to work stay within the town of Carmarthen with a total of 90% remaining within Carmarthenshire.

[1] It should be noted that whilst 2021 Census 'Method of Travel to Work' data is available, the Office for National Statistics (ONS) has issued a warning that care should be taken when interpreting the results. This is because the 2021 Census was undertaken during the Covid-19 pandemic, when a large proportion of population worked from home and people were discouraged from using public transport.

3.3 Car ownership

3.3.1 Car ownership data from the 2011 and 2021 Census has been used to establish the local car ownership rate for existing residents. Car ownership for the Lower Super Output Area (LSOA 006B), Middle Super Output Area (MSOA 006) and Carmarthenshire has been established and is presented in **Table 3.2** below.

Table 3.2 Car and van availability

Census year	LSOA 006B	MSOA 006	Carmarthenshire
'All tenures'			
2011	1.42	1.37	1.32
2021	1.47	1.44	1.41
% difference	**+3.5%**	**+5.1%**	**+6.8%**
'Affordable dwellings'			
2011	-	1.32	1.31
2021	1.23	1.25	1.28
% difference	**-**	**-5.3%**	**-2.3%**

3.3.2 It can be seen from the table above that since 2011, car ownership has increased across the LSOA, MSOA and Carmarthenshire as a whole by 3.5%, 5.1% and 6.8% respectively. However, it can be seen that car ownership for affordable dwellings is lower that car ownership for open market/private dwellings.

3.4 Connectivity

Walking

3.4.1 The site is located approximately 3km west of Carmarthen town centre, with access to a range of (food and non-food) retail uses, restaurants (fast food/takeaways), pubs, and professional services, as well as bus stops and a railway station.

3.4.2 There are footways on both sides of Ffordd Pendre linking to the existing footway network around the town of Carmarthen creating a continuous pedestrian link from the site to Carmarthen town centre and St David's Hospital.

Access to facilities

3.4.3 The Chartered Institution of Highways and Transportation (CIHT) guidelines 'Providing for Journeys on Foot' indicates that the desirable walking distance for commuting and school journeys is 500m, the acceptable walking distance is 1km and 2km is the preferred maximum.

3.4.4 The CIHT guidelines indicate that the desirable walking distance for 'Elsewhere', including local amenities, is 400m, the acceptable walking distance is 800m and 1.2km is the preferred maximum.

3.4.5 In addition, the concept of 20-minute neighbourhoods, is about 'living locally' and giving people the ability to access most of their needs within a 20-minute walk or cycle from their home, with safe access to cycling and local public transport options.

3.4.6 Creating 20-minute neighbourhoods means that walking, cycling and public transport journeys will be preferred as the routes will be more direct to these facilities. In addition, creating 20-minute neighbourhoods would reduce traffic and provide safer environments for people and children and also create social, health and environmental benefits.

3.4.7 The location of facilities and amenities within a 20-minute walk or cycle distance of the site are shown in **Figure 3.2** over the page. These facilities include:

- Existing Active Travel Route – approx. 400m to the south;
- Bus stop – approx. 900m to the east;
- Green space – approx. 1.1km to the east;
- Dentist – approx. 1.3km to the east;
- Primary School – approx. 1.5km to the east;
- Post office – approx. 1.5km to the east;
- Public House – approx. 1.5km to the east;
- Doctor's surgery – approx. 1.5km to the east.
- Community centre – approx. 1.7km to the east;
- Places of worship – approx. 2.3km to the east;
- Secondary School – approx. 2.5km to the south-east;
- Leisure Centre – approx. 2.7km to the south-west;
- Large supermarket – approx. 2.8km to the east;
- Restaurant/cafes/takeaways – approx. 3km to the east;

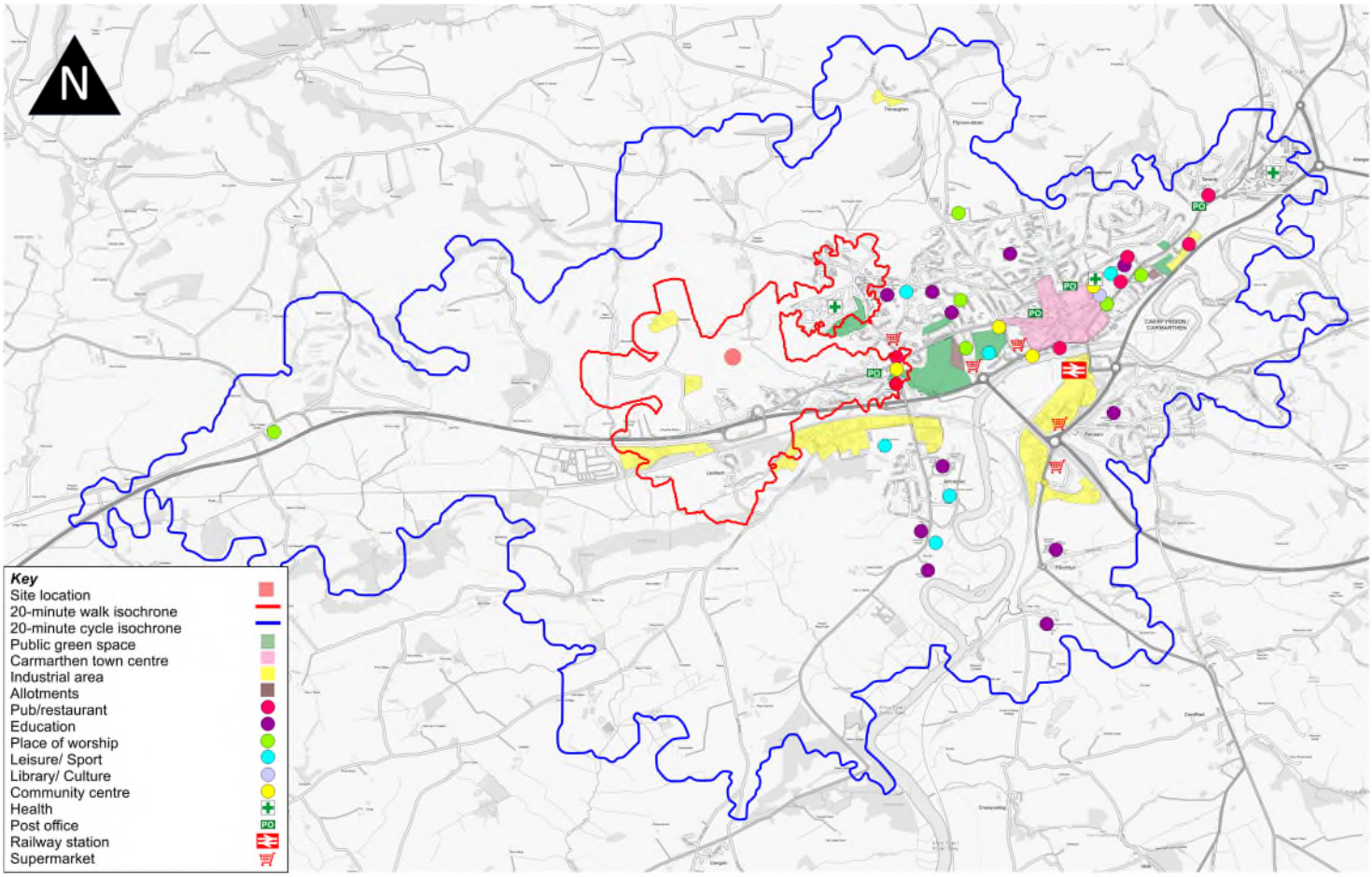


Figure 3.2 Amenities and facilities within a 20-minute walk or cycle from the site

Public Rights of Way

3.4.8 In addition to existing footways, there are a number of Public Rights of Way (PRoW) provided within the vicinity of the site, which can be used primarily for recreational purposes, although can be used as commuting routes, particularly during summer months. The PRoW network is shown in **Figure 3.3** over the page and the closest PRoWs include:

- PRoWs 61/24A/1 and 61/24B/1 (Cilffordd Byway) – a byway open to all traffic running along the south of the site connecting Llysonnen Road in the west with Old St Clears Road in the east.
- PRoW 61/23/1 – a footpath to the east of the site connecting Llysonnen Road to the south with Pentremeurig Road to the north.
- PRoW 61/1/1 – a footpath that connects across the railway to the south of the site to Manor Crescent.
- PRoW 61/27/1 – a footpath that runs across the south of The Dog Park @ Parc Dewi Sant to the east of the site.

- PRoWs 61/3/2, 61/3/1 and 61/4/1 – these footpaths connect Old St Clears Road to Glan Tawelan to the south-east of the site.

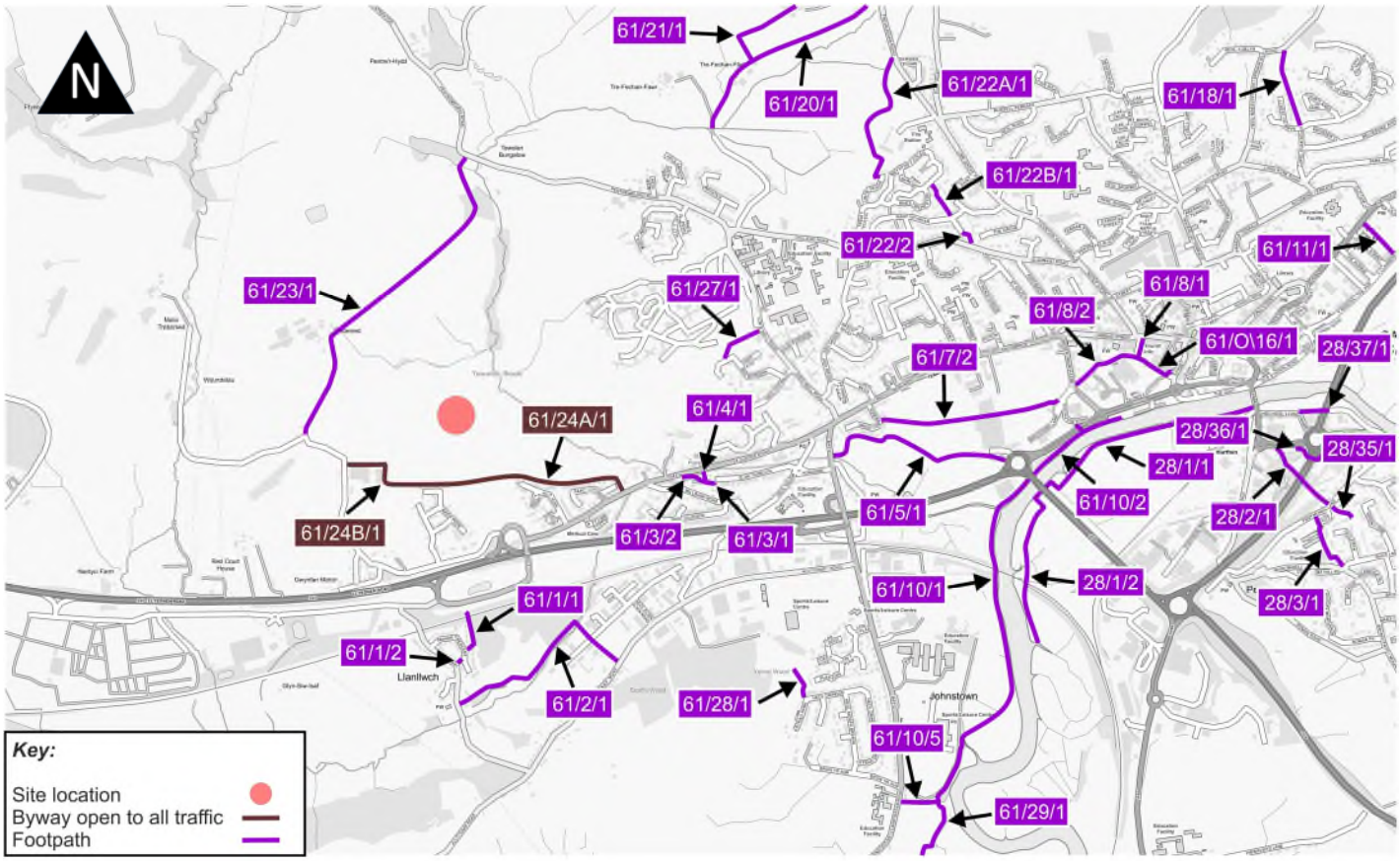


Figure 3.3 Public Rights of Way in the vicinity of the site

Cycling

3.4.9 Local cycle routes within close proximity of the site are shown in **Figure 3.4** below.

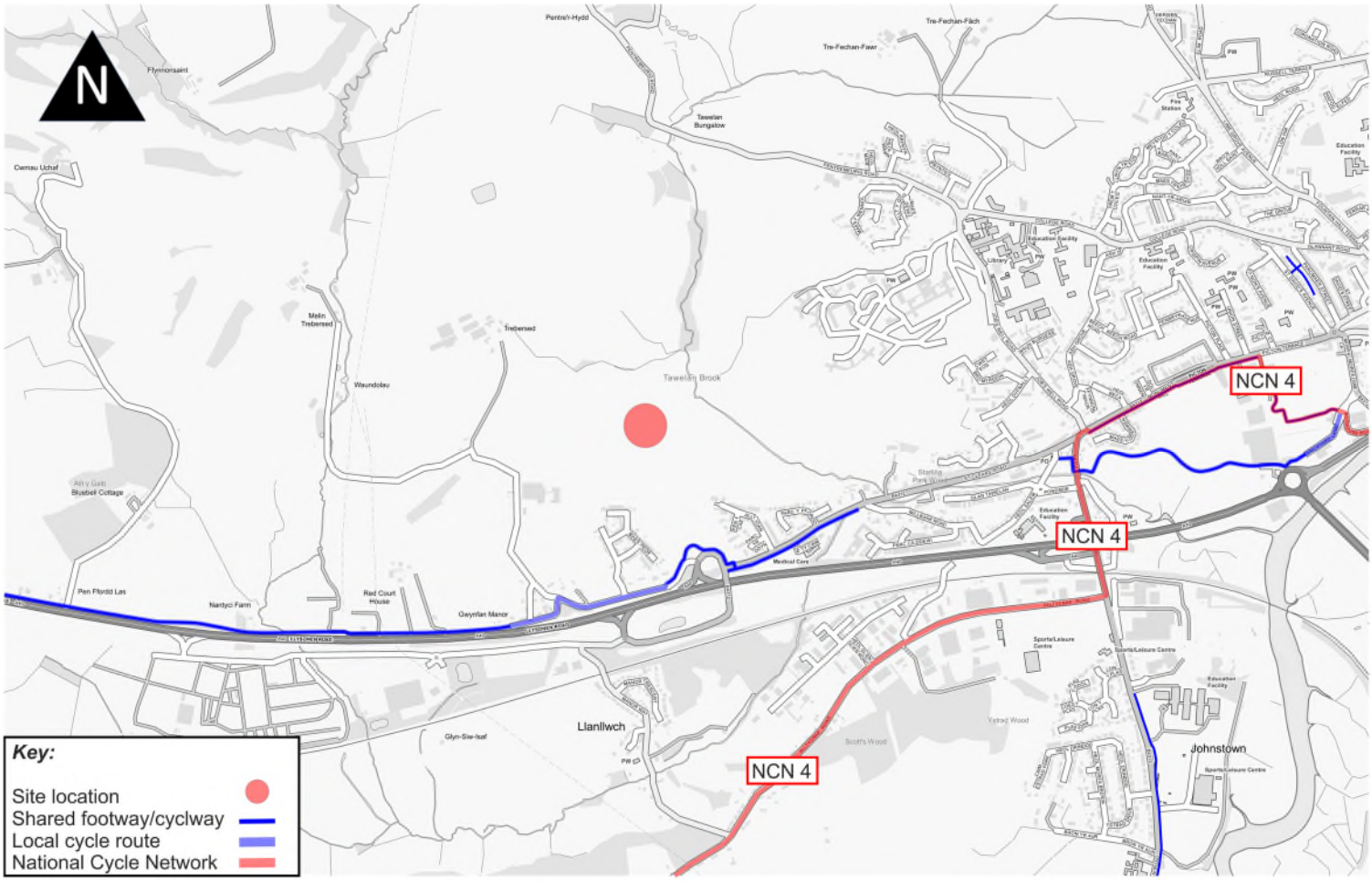


Figure 3.4 Cycle routes

3.4.10 The nearest National Cycle Network (NCN) route 4 is located approximately 1.7km to the east of the site. This route comprises a combination of traffic-free and on-road links and is a long-distance route providing local connections to Carmarthen Town Centre to the east and St Clears in the west.

3.4.11 The nearest local cycle route is a shared cycle/footway running along Llynsonnen Road approximately 400m to the south of the site, and there are shared cycle/footways on both sides of Ffordd Pendre, linking the site to the nearest cycle route. This route is provided as a shared cycle/footway between the access to the Maes Pedr housing estate on Llynsonnen Road and Allt Ioan.

Carmarthenshire Active Travel Network

3.4.12 The Active Travel (Wales) Act 2013 requires local authorities in Wales to map, plan for, improve and promote opportunities for active travel.

3.4.13 A network of existing and future routes across Carmarthenshire has been proposed by the local authority to encourage the use of active travel modes, and to increase accessibility (short-term priority) to larger employment and retail areas by pedestrians and cyclists.

3.4.14 Ffordd Pendre is part of the existing Active Travel Network with plans to upgrade to a shared use path. Furthermore, it is planned to provide a shared use path along the length of Llynsonnen Road and Old St Clears Road which would provide a continuous cycle link between the site and Carmarthen Town Centre and to St David's Hospital.

3.4.15 The locations of existing and future active travel routes are shown in **Figure 3.5** below.

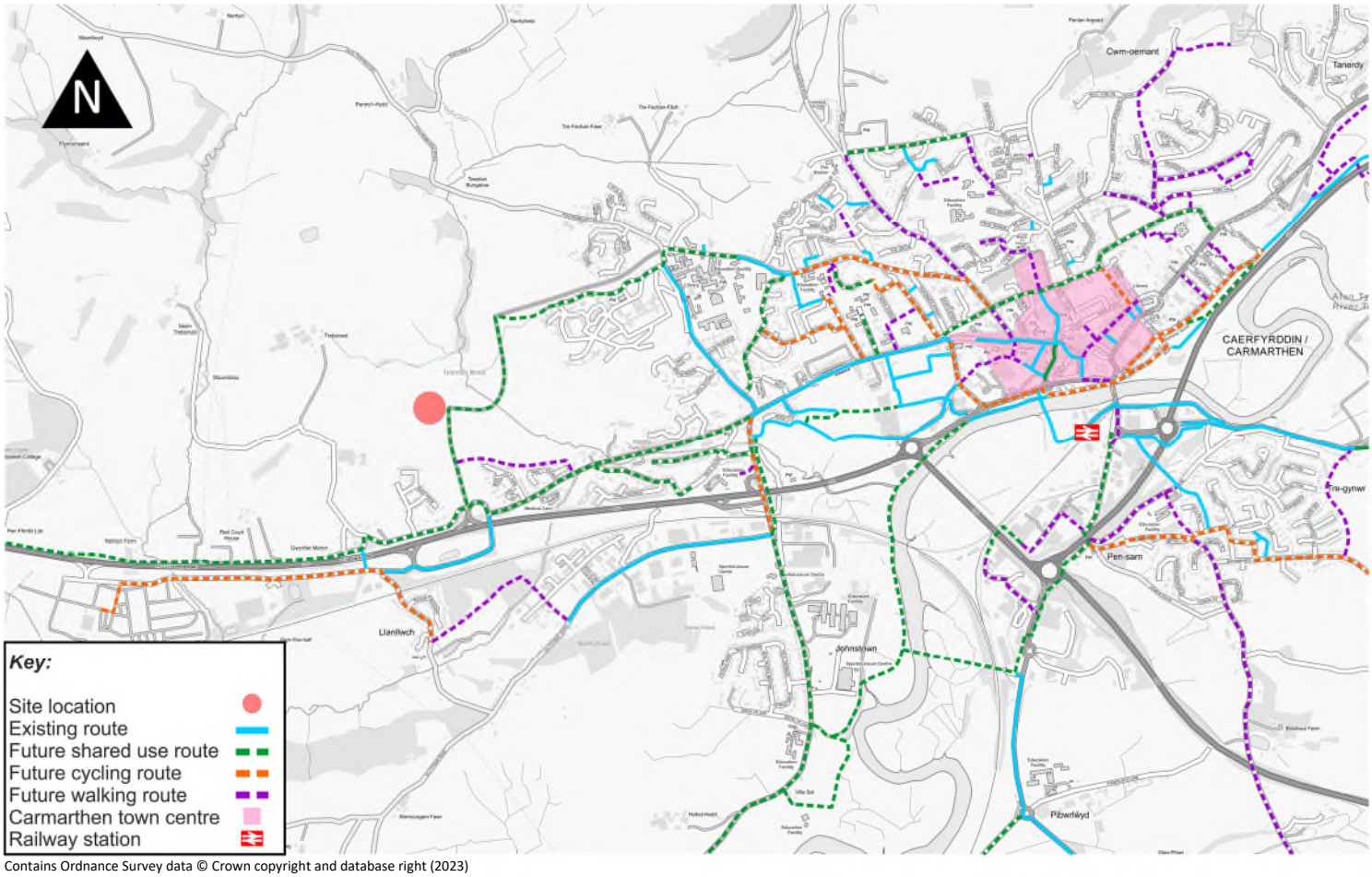


Figure 3.5 Carmarthenshire Active Travel Routes

Bus services

3.4.16 The nearest bus stop to the site is located on the B4312 Llynsonnen Road (approximately 1km walking distance from the centre of the site). This bus stop only serves buses travelling in the eastbound direction. The closest bus stop serving buses travelling in the westbound direction is located on the A40 (approximately 1.5km walk distance from the centre of the site).

3.4.17 A further bus stop serving buses in both directions (although different routes to the aforementioned bus stops) is located at St David's Hospital (approximately 1.3km walk distance from the centre of the site).

3.4.18 The available services in the vicinity of the site is shown in **Figure 3.6** below and the services that call at these bus stops is detailed in **Table 3.2** over the page.

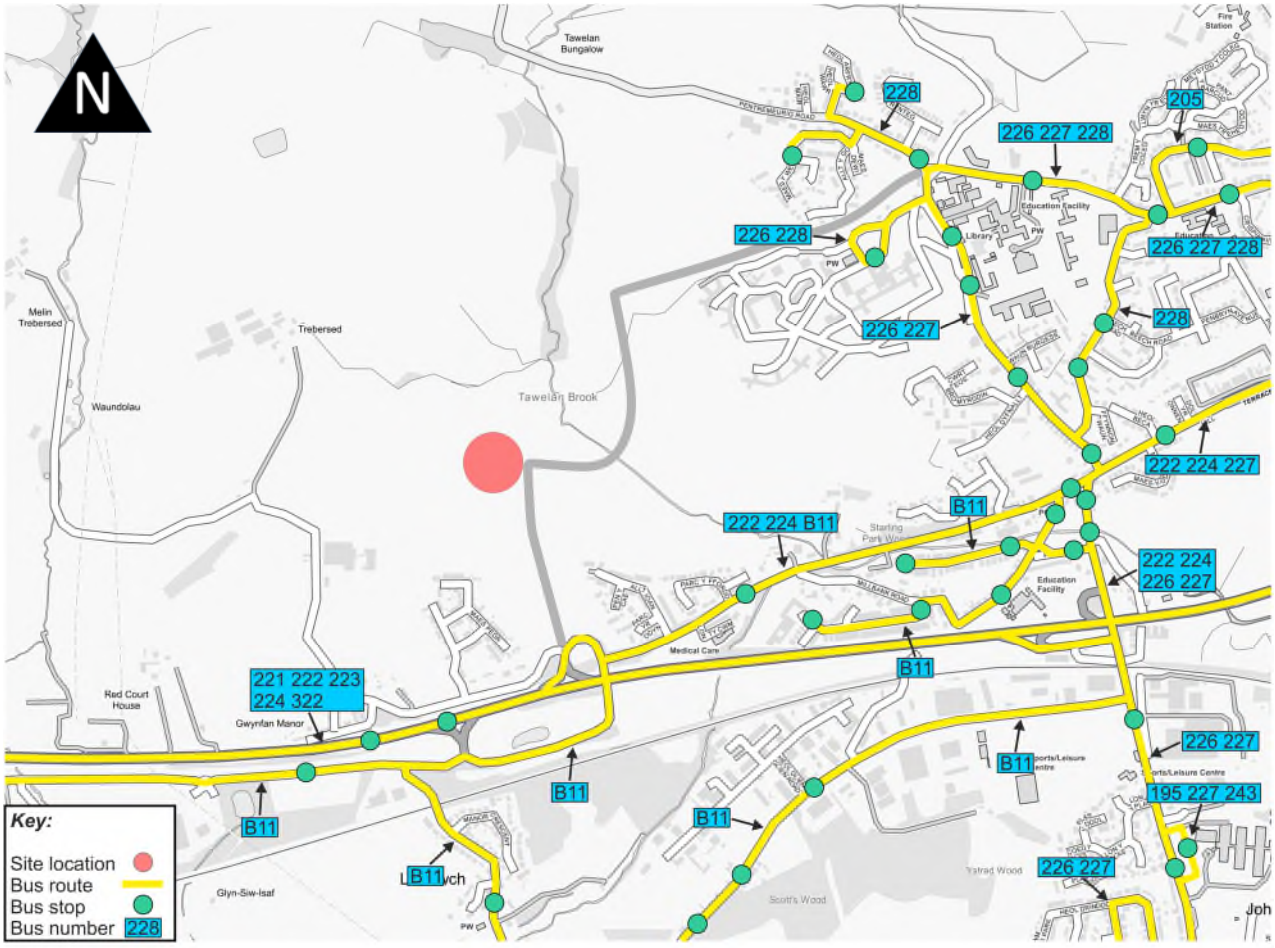


Figure 3.6 Local public transport infrastructure

3.4.19 It should be noted that there are bus stops/bus laybys along Ffordd Pendre, with the closest (northbound) stop approximately 26m south of the access to the site, and the closest (southbound) stop approximately 235m east of the access to the site. There are currently no bus services calling at these stops, however, it is anticipated that as development alongside Ffordd Pendre is built-out, bus services will be introduced.

Table 3.2 Summary of bus services

Route No.	Distance to the site (m)	Route	Weekday frequency
Parc-y-Ffordd, Llynsonnen Road (eastbound only)			
222 (e/b)	900	Carmarthen – Pendine via St Clears and Laugharne	5 per day
224 (e/b)	900	Carmarthen – Whitland via Banc-y-felin, St Clears and Tavernspite	5 per day
B11 (e/b)	900	Carmarthen – Carmarthen via Johnstown and Llanllwch	4 per day
St David's Hospital			
226	1300	Carmarthen – Carmarthen via University of Wales Trinity Saint David and Johnstown	6 per day
228	1300	Carmarthen – Carmarthen via Pentremeurig	3 per day
Traveller's Rest, A40			
221	1500	Carmarthen – Login via St Clears, Llanbodly, Llanglydwen and Efailwen	1 per day
222	1500	*see above	
223	1500	Carmarthen – Glandŵr via St Clears, Whitland, Clunderwen, Llandissilio and Efailwen	1 per day
224	1500	*see above	
322	1500	Carmarthen – Haverfordwest via St Clears, Whitland, Narbeth and Bluestone Resort	3 per day

Rail services

3.4.20 The closest National Rail station is Carmarthen which is located approximately 3.5km to the east of the site. The station is managed by Transport for Wales and served by both Transport for Wales and Great Western Railway. Services available from here are summarised in **Table 3.3** over the page.

Table 3.3 Summary of rail services

Destination	Calling at	Weekday frequency
Carmarthen National Rail station		
Cardiff Central	Pembrey and Burry Port, Llanelli, Gowerton, **Swansea**, Llansamlet, Skewen, Neath, Briton Ferry, Baglan, Port Talbot Parkway, Pyle, Bridgend, Pencoed, Llanharan, Pontyclun	Every 2 hours
London Paddington	Pembrey and Burry Port, Llanelli, **Swansea**, Neath, Port Talbot Parkway, Bridgend, **Cardiff Central**, Newport, Bristol Parkway, Swindon, Reading	Every 2 hours
Manchester Piccadilly	Ferryside, Kidwelly, Pembrey and Burry Port, Llanelli, Gowerton, **Swansea**, Neath, Port Talbot Parkway, Bridgend, **Cardiff Central**, Newport, Cwmbran, Abergavenny, Hereford, Leominster, Ludlow, Craven Arms, Church Stretton, Shrewsbury, Whitchurch, Nantwich, Crewe, Wilmslow, Stockport	Every 2 hours
Milford Haven	Whitland, Clunderwen, Clarbeston Road, Haverfordwest, Johnston	1 per hour
Pembroke Dock	Whitland, Narbeth, Kilgetty, Saundersfoot, Tenby, Penally, Manorbier, Lamphey, Pembroke	Every 2 hours
Fishguard Harbour	Whitland, Clunderwen, Clarbeston Road, Fishguard and Goodwick	4 per day

3.4.21 The first service of the day leaves the station at 4:38am (heading to Swansea), and the last train leaves the station at 10:42pm (heading to Cardiff Central).

3.4.22 Carmarthen station is a 12-minute cycle journey to the east of the site, and that station has 16 cycle parking spaces in the form of stands. These are sheltered and covered by CCTV.

3.5 Local highway network

3.5.1 A description of the local highway network is outlined in **Table 3.4** below.

Table 3.4 Local highway network

	Description
Ffordd Pendre	
Description	Single carriageway main distributer road with a shared cycleway/footway on both sides of the carriageway. The road provides a link between the A40 and Llynsonnen Road (in the south) with Pentremeurig Road, College Road and Job's Well Road (in the north).
Width	7.5m
Speed limit	30mph
Street lighting	Along its length.

Crossing facilities	Informal crossing points with dropped kerbs, tactile paving and pedestrian refuge islands at the roundabout at the site access.
Bus route	No
Character	A single carriageway road with no properties directly fronting the carriageway. Semi-rural in character.
On-street parking	There are currently no parking restrictions along Ffordd Pendre, although it is anticipated that parking restrictions will be implemented as development along the route is built-out.

3.6 Collision analysis

3.6.1 Personal injury collision data has been obtained for the period 2019 to 2023 (inclusive) for the study area. The study area includes key routes and junctions surrounding the site**.** There are no collisions recorded within the study area and it is considered that, based on the scale of the proposed development (i.e. 84 dwellings), the development will have a minimal impact on road safety in the vicinity of the site.

3.7 Traffic surveys

3.7.1 In order to determine the base traffic flows at key links and junctions within the study area, fully classified turning count surveys were undertaken between 7:30am and 9:30am and 4:30pm and 6:30pm on Tuesday 11th November 2025. The extent of the surveys (agreed with the local highway authority) includes the following junctions:

- Existing 3-arm site access roundabout on Ffordd Pendre; and.
- Llynsonnen Road/Ffordd Pendre/A40 eastbound roundabout.

3.7.2 The fully classified turning count survey data is presented in **Appendix B**.

4 Development proposals

4.1.1 As outlined above, this Transport Assessment has been produced, has been produced in support of a residential development comprising of 84 dwellings to the west of Ffordd Pendre, west of Carmarthen Town Centre. The mix of dwellings is as follows:

- 42 market/private dwellings, with
  - 11no. 2-bed dwellings
  - 15no. 3-bed dwellings
  - 16no. 4 bed dwellings
- 42 affordable dwellings, with:
  - 4no. 1-bed dwellings
  - 17no. 2-bed dwellings
  - 18no. 3-bed dwellings
  - 3no. 4-bed dwellings

4.1.2 The development will also comprise:

- Car and cycle parking;
- Local area of play (LAP);
- Open space; and,
- A network of walking routes throughout the site.

4.1.3 A concept plan for the proposed development is illustrated in **Figure 4.1** over the page.

Figure 4.1 Development concept plan

4.2 Access

4.2.1 It is anticipated that the primary vehicle access to the site will be from the existing three-arm roundabout onto Ffordd Pendre. This access has been designed to accommodate pedestrians, cyclists and vehicles, both accessing the site and travelling along Ffordd Pendre.

4.2.2 Once within the site boundary, the access will consist of a 5.5m wide carriageway with a 2m footway on the northern side and a 3m shared cycle/footway on the southern side.

4.2.3 In addition to this, there will be four pedestrian/cycle accesses to the site. These accesses connect to the internal footway/cycleway network within the site and provide through routes across the site. These accesses are located as follows:

- One pedestrian only access will be provided onto Ffordd Pendre located between plots 14 and 39 near the centre of the site.
- One shared pedestrian/cycle access will be provided at the south-eastern corner of the site adjacent to plot 56.
- Two pedestrian only accesses will be provided connecting to the Cilffordd Byway and Maes Pedr along the southern boundary of the site.

4.3 Pedestrians and cyclists

4.3.1 Streets fulfil a complex variety of functions to meet living and movement needs, and well-designed streets have a crucial role in the delivery of sustainable communities.

4.3.2 As outlined above, the primary vehicle access into the site will accommodate pedestrians and cyclists. The streets within the site will be either shared surface streets or streets with footways on both sides of the carriageway. It is also anticipated that key streets will be designed as quietways – i.e. low speed/low traffic volume streets that are suitable for cyclists.

4.3.3 In addition to this, a 3m wide shared cycle/footway will be provided passing along the northern, western and southern side of the proposed development.

Measures that could be implemented

4.3.4 As outlined in Section 3, the concept of 20-minute neighbourhoods, is about 'living locally' and giving people the ability to access most of their needs with an easy walk or cycle distance of the site.

4.3.5 To further encourage walking and cycling, the following measures will be implemented as part of the design, based on the criteria for 20-minute neighbourhoods:

- **Housing diversity** - a variety of housing types, together with both private and affordable housing, will be provided;
- **Safety** – lighting and public realm areas with public art to increase street activity and natural surveillance;
- **Pedestrian and cycle priority environment** – by creating tabled crossings and implement speed reducing features on site where possible.

4.3.6 It should also be noted that, as part of the wider Carmarthen West development, it is planned to provide additional employment, commercial and amenity spaces within walking distance of the site.

4.4 Car parking

4.4.1 Car parking will be provided in accordance with the Wales Parking Standards 2014, as adopted by Carmarthenshire County Council. The adopted residential parking standards for houses and apartments are one space per bedroom with a maximum requirement of three spaces per dwelling.

4.4.2 The adopted visitor parking standards for houses and apartments are one space per five units, which equates to a maximum of 17 spaces. It is anticipated that these will be provided within designated laybys dispersed throughout the site, to discourage on-street parking.

4.4.3 **Table 4.1** below sets out the parking requirements needed for the proposed development.

Table 4.1 Parking standards for the proposed development

Dwelling type	Total no. dwellings	Standard	Maximum no. of spaces	Proposed no. of spaces
1-bedroom	4	1 space per dwelling (up to a maximum of 3 spaces)	4	4
2-bedroom	28		56	33
3-bedroom	33		99	72
4-bedroom	19		57	48
Residents parking provision			**216**	**157**
Visitor parking spaces (1 space per 5 dwellings)			17	12
Total	**84**		**233**	**169**

4.4.4 In accordance with the adopted parking standards, the proposed development of 84 dwellings will require a maximum of 233 parking spaces (including 17 visitor parking spaces). As part of the development, it is proposed to provide a total of 157 designated residential parking spaces, which equates to a parking provision (across the site) of 1.87 spaces per dwelling.

4.4.5 It is anticipated that the visitor parking spaces will be accommodated in designated parking spaces throughout the site. It is also anticipated that, based on the existing car ownership within the vicinity of the site (i.e. 1.47 cars or vans per dwelling), an element of visitor parking can be accommodated on plot.

4.4.6 It is considered that the proposed provision is in accordance with the maximum parking standards, and can be justified for the following reasons:

- The proposed development is within easy walking and cycling distance (as set out in the CIHT Guidelines 'Providing for journeys on Foot') of the local facilities and amenities planned as part of the Carmarthen West development as well as St David's Hospital and Carmarthen town centre;
- The proposed development comprises 50% affordable dwellings, which are characterised by lower car ownership rates than private dwellings; and

- The existing car ownership for all tenures within the vicinity of the site is 1.47 cars or vans per dwelling. The existing car ownership for all tenures would therefore need to increase by 27% to exceed the proposed parking provision, and as stated in Section 3 above, car ownership within the vicinity of the site has increased by 3.5% (between 2011 and 2021). Furthermore, car ownership for affordable dwellings saw a decrease of 5.3% in the MSOA and 2.3% across Carmarthenshire as a whole.

4.4.7 The parking provision for each dwelling is set out in **Appendix C**.

4.5 Cycle parking

4.5.1 Cycle parking standards in Carmarthenshire are very low. There is no requirement for cycle parking provision for houses or any short-stay visitor spaces.

4.5.2 Therefore, cycle parking for the development will be provided in accordance with the Wales Active Travel Act Guidance (July 2021), with one long stay space per bedroom.

4.5.3 All cycle parking will be provided in secure, convenient and accessible locations, likely at the front of the dwelling or within secure garages to ensure that access to a bicycle is just as convenient as access to the car. If communal cycle parking is provided, it will be secure, covered and well overlooked.

4.5.4 Visitor cycle parking will be provided throughout the development in the form of a wall ring (or similar) or sheltered stands. Provision of cycle stands immediately adjacent to the cycleway will be carefully considered as there is a risk of cyclists stopping and wheeling bikes into and out of the stand. Stands will not be placed in areas where they obstruct the flow of pedestrians or reduce available footway width for pedestrians beyond the recommended width.

4.6 Deliveries, emergency vehicle access and refuse collection

4.6.1 The internal street layout of the proposed development site is designed to accommodate appropriate servicing, emergency (fire) and refuse vehicle access.

4.6.2 It is likely that the maximum size of vehicle that would be reasonably expected to deliver to any residential development will be a 10m rigid vehicle. However, in practice, it is more likely that the maximum size of vehicle will be an 8m rigid vehicle, with transit sized vehicles (6m) being much more commonly used.

4.6.3 It is also anticipated that residential refuse generated by the proposed development will be collected by the local authority from the internal street network and bin collection points will be provided in convenient locations where necessary.

5 Potential impact

5.1 Introduction

5.1.1 In order to assess the impact of the proposed development on the surrounding transport network, it is necessary to estimate the likely trip generation.

5.1.2 This section of the report, therefore, outlines the methodology used to predict the likely person trips, generated by a residential development of up to 84 dwellings, together with likely distribution and assignment of development generated trips.

5.2 When will people travel and why

5.2.1 It is anticipated that the trip profiles of residents will fluctuate across the day with weekday peaks as follows:

- Morning (8am to 9am) – predominantly departures for employment and education;
- Mid-afternoon (3pm to 4pm) – predominantly arrivals for education; and,
- Evening (5pm to 7pm) – predominantly arrivals for employment and departures for retail and leisure.

5.2.2 During the weekend, trips will be more consistent across the day with trips for retail and leisure purposes.

5.3 Trip generation

Privately owned housing (42 dwellings)

5.3.1 The TRICS (v.8.25.6) trip generation database has been reviewed to predict the likely level of trips generated by the proposed development. Sites were selected on the basis of the following criteria:

- Land use: residential – houses privately owned;
- Survey type: Multi-modal
- Survey days: Monday – Friday
- Number of units: 20 to 90 dwellings;
- Type of location: Edge of Town, Free Standing, Suburban Area
- Selected regions: Greater London, South East, South West, East Anglia, East Midlands, West Midlands, Yorkshire and North Lincolnshire, North West, North, Scotland, Munster, Leinster, Greater Dublin, Ulster (Republic of Ireland) and Ulster (Northern Ireland).

5.3.2 A total of 64 sites have been selected, and the AM, PM and daily trips generated by the proposed 42 privately owned dwellings is summarised in **Table 5.1** below, and presented in full in **Appendix D.** It should be noted that, in order to present a robust assessment, 85th percentile trip rates have been calculated.

Table 5.1 Weekday persons trip rates – privately owned housing

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of movements
Total people						
8am-9am	0.458	19	1.125	47	1.583	66
5pm-6pm	0.917	39	0.750	32	1.667	70
7am-7pm	5.595	235	6.310	265	11.905	500
Pedestrians						
8am-9am	0.118	5	0.333	14	0.451	19
5pm-6pm	0.180	8	0.080	3	0.260	11
7am-7pm	1.407	59	1.111	47	2.518	106
Cyclists						
8am-9am	0.024	1	0.024	1	0.048	2
5pm-6pm	0.050	2	0.000	0	0.050	2
7am-7pm	0.127	5	0.127	5	0.254	11
Public transport users						
8am-9am	0.031	1	0.031	1	0.062	3
5pm-6pm	0.035	1	0.024	1	0.059	2
7am-7pm	0.212	9	0.200	8	0.412	17
Vehicles						
8am-9am	0.267	11	0.633	27	0.900	38
5pm-6pm	0.474	20	0.447	19	0.921	39
7am-7pm	3.543	149	3.829	161	7.372	310

5.3.3 It can be seen from the table above that the 42 private dwellings could generate up to 38 vehicle movements in the AM peak, 39 vehicle movements in the PM peak, and a total of 310 vehicle movements throughout the day (7am-7pm).

Affordable/local authority housing (42)

5.3.4 The TRICS (v.8.25.6) trip generation database has been reviewed to predict the likely level of trips generated by the proposed development. Sites were selected on the basis of the following criteria:

- Land use: residential – affordable/local authority housing;
- Survey type: Multi-modal
- Survey days: Thursday, Friday
- Number of units: 14 to 90 dwellings
- Type of location: Edge of town centre Suburban area
- Selected regions: Greater London, East Midlands

5.3.5 A total of two sites have been selected, and the AM, PM and daily trips generated by the proposed 41 affordable dwellings is summarised in **Table 5.2** below, and presented in full in **Appendix E**. It should be noted that there are insufficient sites within the database with similar characteristics to the proposed development and, therefore, average trips rates have been used.

Table 5.2 Weekday persons trip rates – affordable/local authority housing

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of movements
Total people						
8am-9am	0.158	7	0.684	29	0.842	35
5pm-6pm	0.579	24	0.298	13	0.877	37
7am-7pm	4.651	195	4.457	187	9.108	383
Pedestrians						
8am-9am	0.070	3	0.193	8	0.263	11
5pm-6pm	0.053	2	0.018	1	0.071	3
7am-7pm	1.160	49	1.140	48	2.300	97
Cyclists						
8am-9am	0.000	0	0.035	1	0.035	1
5pm-6pm	0.053	2	0.035	1	0.088	4
7am-7pm	0.194	8	0.194	8	0.388	16
Public transport users						
8am-9am	0.000	0	0.211	9	0.211	9
5pm-6pm	0.105	4	0.018	1	0.123	5
7am-7pm	0.651	27	0.652	27	1.303	55
Vehicles						
8am-9am	0.105	4	0.211	9	0.316	13
5pm-6pm	0.316	13	0.175	7	0.491	20
7am-7pm	2.103	88	1.945	82	4.048	170

5.3.6 It can be seen from the table above that the 42 affordable dwellings could generate up to 13 vehicle movements in the AM peak, 20 vehicle movement in the PM peak, and a total of 170 vehicle movements throughout the day (7am-7pm).

Summary

5.3.7 **Table 5.3** below summarises the total number of trips generated by the proposed development of 84 dwellings, which has been calculated by combining the trips outlined in Table 5.1 (private) and 5.2 (affordable) above.

Table 5.3 Total number of trips – 84 dwellings

Time period	No. of arrivals	No. of departs	Total no. of movements
Total people			
8am-9am	26	76	102
5pm-6pm	63	44	107
7am-7pm	430	452	883
Pedestrians			
8am-9am	8	22	30
5pm-6pm	10	4	14
7am-7pm	108	95	202
Cyclists			
8am-9am	1	2	3
5pm-6pm	4	1	6
7am-7pm	13	13	27
Public transport users			
8am-9am	1	10	11
5pm-6pm	6	2	8
7am-7pm	36	36	72
Vehicles			
8am-9am	16	35	51
5pm-6pm	33	26	59
7am-7pm	237	243	480

5.3.8 It can be seen from the table above that a proposed development of 84 dwellings could generate up to 883 total person trips throughout the day, with up to 51 vehicle trips in the AM peak, 59 vehicle trips in the PM peak, and a total of 480 vehicle trips throughout the day (7am-7pm).

5.3.9 Car trips are likely to be the most popular modes of travel, representing 70% of all daily trips, whilst walking and cycling represent 22% of daily trips.

5.4 Deliveries and servicing

5.4.1 The likely number of deliveries is based on a survey undertaken at a residential development in a high-density urban area of more than 300 dwellings (in July 2020) and with access to good public transport links. The surveys were undertaken during a period when restrictions in relation to COVID-19 were still in place, with the number of deliveries likely to be higher than usual. This corresponded with increased proportion of people either working from home or being furloughed, and when the shops and restaurants were not fully open, therefore, resulting in higher number of food and other deliveries.

5.4.2 The survey includes deliveries (by LGVs, HGVs, motorbikes and cars) as well as maintenance and security vehicles data also showed that 85% of deliveries were undertaken by LGV vehicles (small vans less than 3.5t) and 15% by OGV and HGV vehicles (3.5t or more). The busiest time for deliveries was between 10am and 3pm after 7pm, which is outside the AM and PM peak hours. The survey results are set out in **Table 5.4** below.

Table 5.4 Predicted delivery trips for the development

Time period	Total trip rate	Total no. of trips per day	Time period	Total trip rate	Total no. of trips per day
LGVs			**Motorbikes**		
8am–9am	0	0	8am-9am	0	0
5pm-6pm	0.003	0	5pm-6pm	0	0
7am-10pm	0.0737	6	7am-10pm	0.007	1
OGVs			**Cars**		
8am–9am	0	0	8am-9am	0	0
5pm-6pm	0.003	0	5pm-6pm	0	0
7am-10pm	0.017	1	7am-10pm	0.01	1
Total					
8am–9am	0	0			
5pm-6pm	0.006	0			
7am-10pm	0.1077	9			

5.4.3 It can be seen from the table above, that the proposed residential development could generate approximately nine deliveries per day. It is anticipated that deliveries will be undertaken on-street, from the internal road network. Of these approximately two will be undertaken by OGVs, seven by LGVs and two by cars and motorbikes.

5.5 Summary of additional trips generated by the development

5.5.1 Based on the information provided in Section 5.3, the impact on each mode of transport and the additional number of trips generated by the development is outlined below.

Walking

5.5.2 The proposed development (84 dwellings) is likely to generate 30 pedestrian movements in the AM peak, 14 movements in the PM peak and 202 movements throughout the day. In addition, it is estimated that public transport users (e.g. bus users), walking to/from the site to reach the bus stops, will generate an additional 11 movements in the AM peak, eight movements in the PM peak with 72 movements throughout the day.

5.5.3 The walking trips will be spread across a number of local roads, and it is anticipated that there will be no adverse impact on the pedestrian network.

Cycling

5.5.4 It is estimated that the proposed development (84 dwellings) could generate 27 cycle movements throughout the day. It is likely that any cycling trips will be spread across a number of local routes, and it is anticipated that there will be no adverse impact on the cycle network.

Public transport

5.5.5 The development (84 dwellings) could generate up to 11 movements in the AM peak, eight movements in the PM peak and 72 movements throughout the day. It is likely that majority of public transport trips will be undertaken by bus or train, and it is considered that this level of additional passengers will not have a material impact on the public transport network.

Deliveries, servicing and refuse

5.5.6 Finally, is it anticipated that all deliveries to the development will be undertaken from within the internal road network and it is likely that the development could generate a combined total of nine servicing and delivery vehicle trips per day, with the majority of trips occurring between 10am and 2pm.

5.5.7 It should be noted that the impact of the development can be further reduced with the implementation of a robust Travel Plan, including production of a Residents Travel Pack with taster bus travel voucher for all new residents to encourage sustainable travel habits.

5.6 Assignment and distribution of development generated traffic

5.6.1 Following the information set out above, this section outlines the distribution of development generated traffic based on the Journey to Work statistics from the 2011 Census for the area in which the site is located (MSOA Carmarthenshire 006).

5.6.2 Each destination has been assigned a route/s, based on local knowledge and Google maps, with the most direct and appropriate routes available. The routes are summarised as follows and are shown on **Figure 5.1** below:

- **Route A (4%)** – Towards Newcastle Emlyn and Aberaeron
- **Route B (21%) –** Towards Carmarthen (north) and Glangwili Hospital
- **Route C (19%) –** Towards Carmarthen (centre) and Johnstown
- **Route D (48%) –** Towards Carmarthen (east), Lampeter, Llanelli, Swansea and Port Talbot
- **Route E (8%) –** Towards St Clears, Narbeth, Haverfordwest and Pembroke

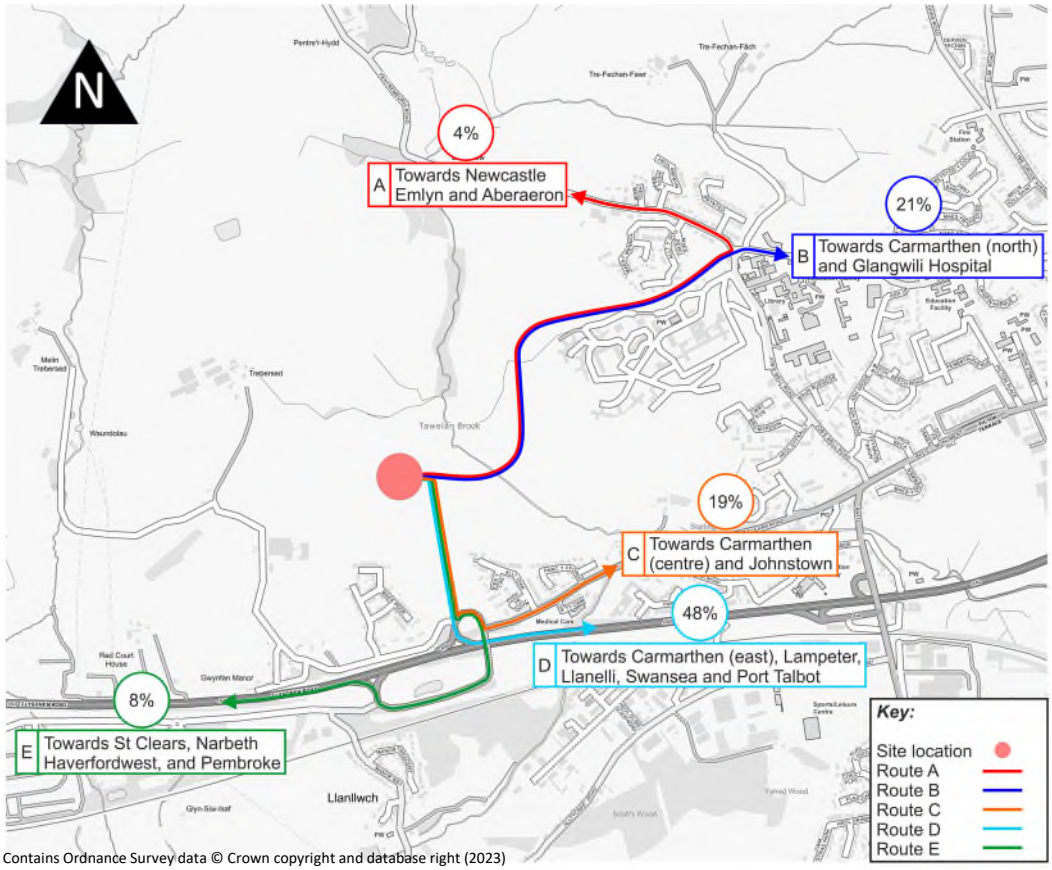


Figure 5.1 Distribution of development generated traffic

5.6.3 For the purpose of this assessment, it is assumed that all trips generated by the development in the peak periods are journey to work trips. However, it is likely that trips in the peak periods will be for other purposes as well, including education, shopping and leisure.

5.6.4 The development generated trips during the AM and PM peak periods are outlined in **Appendix F.**

5.7 Future traffic flows

5.7.1 The impact of the proposed development has been assessed for 2025, 2027 and 2035 to coincide with the anticipated year of opening for the 84 dwellings and the year of opening (2027) + 8 years.

5.7.2 In order to obtain the base traffic flows (i.e. with no development traffic) in 2027 and 2035, the surveyed traffic flows (2025) have been factored using locally adjusted NTM growth factors, TEMPRo version 7.2, for the Carmarthenshire 006 MSOA.

5.7.3 The factors to be applied to the base (surveyed) flows are identified in **Table 5.5** below.

Table 5.5 NTM growth factors

Period	NTM growth factors	
	Weekday AM	Weekday PM
2025 to 2027	1.0139	1.0140
2025 to 2035	1.0732	1.0743

5.7.4 It should be noted that the above growth factors take account known, allocated sites.

5.7.5 The base 2025, 2027 and 2035 traffic flows are set out in **Appendix G**.

Final future traffic flows

5.7.6 The final future traffic flows (refer to **Appendix H**) have been obtained by combining the development generated traffic flows (identified in Appendix F) and the 2027 and 2035 base traffic flows (identified in Appendix G).

6 Potential impact

6.1 Introduction

6.1.1 This section of the report considers the potential impact of the proposed development on the surrounding network which includes:

- Junction 1 – site access onto Ffordd Pendre
- Junction 2 – Ffordd Pendre/A40/Lynsonnen Road roundabout

6.2 Junction capacity analysis

Junction 1 – Site access roundabout onto Ffordd Pendre

6.2.1 The operation of the existing junction (see **Figure 6.1** below) has been assessed for both the AM and PM peak periods, using the TRL computer propgram Junctions 9: ARCADY.

6.2.2 The results of the analysis, together with the junction parameters, are presented in full in **Appendix I** and summarised in **Table 6.1** over the page.

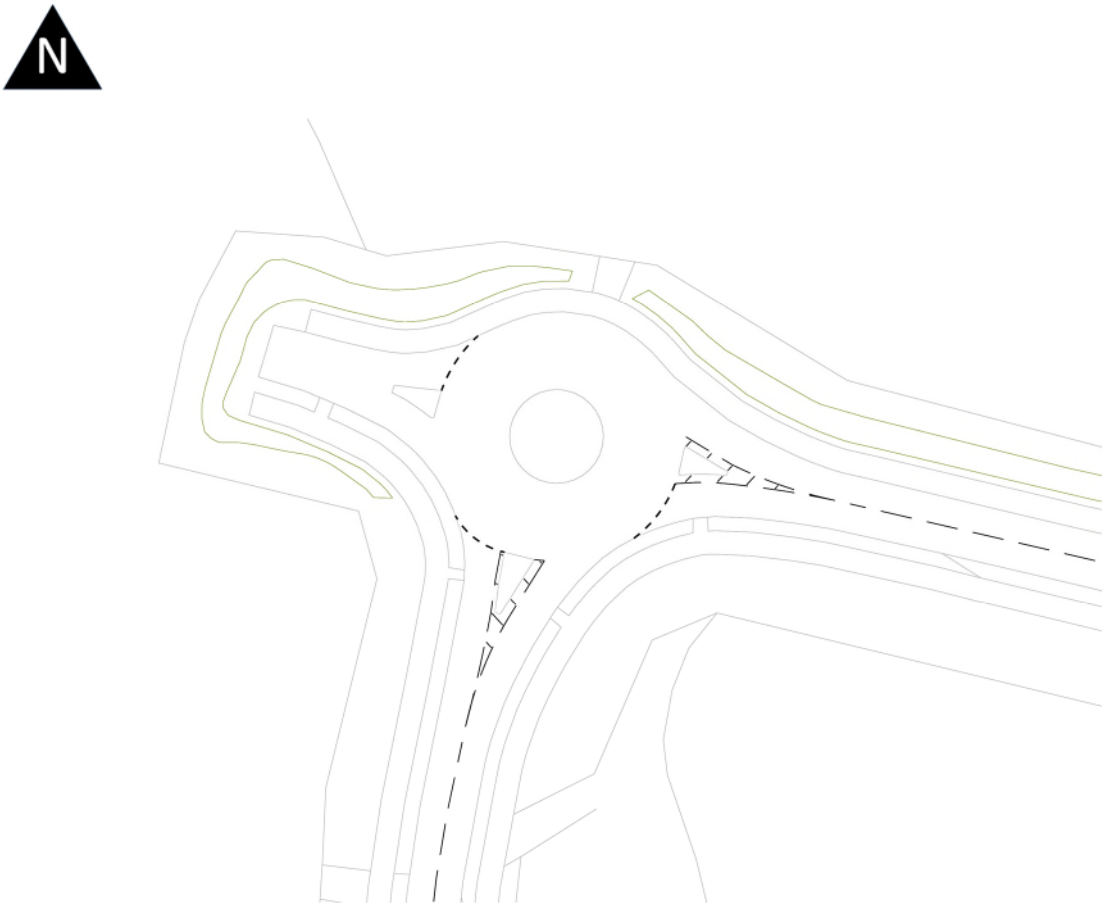


Figure 6.1 Site access roundabout onto Ffordd Pendre

Table 6.1 Junction capacity analysis – Site access roundabout onto Ffordd Pendre

	Base				Base + dev			
	8am-9am		5pm-6pm		8am-9am		5pm-6pm	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
2025								
Ffordd Pendre (e)	0.07	<1	0.12	<1	-	-	-	-
Ffordd Pendre (w)	0.34	1	0.05	<1	-	-	-	-
Site access	0	0	0	0	-	-	-	-
2027								
Ffordd Pendre (e)	0.07	<1	0.12	<1	0.08	<1	0.13	<1
Ffordd Pendre (w)	0.34	1	0.05	<1	0.36	1	0.07	<1
Site access	0	0	0	0	0.04	0	0.02	0
2035								
Ffordd Pendre (e)	0.08	<1	0.13	<1	0.08	<1	0.14	<1
Ffordd Pendre (w)	0.36	1	0.05	<1	0.38	1	0.07	<1
Site access	0	0	0	0	0.04	0	0.03	0

6.2.3 It can be seen from the table above that the existing site access roundabout on to Ffordd Pendre has sufficient capacity to accommodate base traffic flows to 2035 together with development generated traffic, with a maximum RFC of 0.38 and a maximum queue of one vehicle on the Ffordd Pendre (w) approach to the junction.

Junction 2 – Ffordd Pendre/St Clears Road/A40 eastbound/Llysonnen Road roundabout

6.2.4 The operation of the existing junction (see **Figure 6.2** over the page) has been assessed for both the AM and PM peak periods, using the TRL computer program Junctions 9: ARCADY.

6.2.5 The results of the analysis, together with the junction parameters, are presented in full in **Appendix J** and summarised in **Table 6.2** over the page.

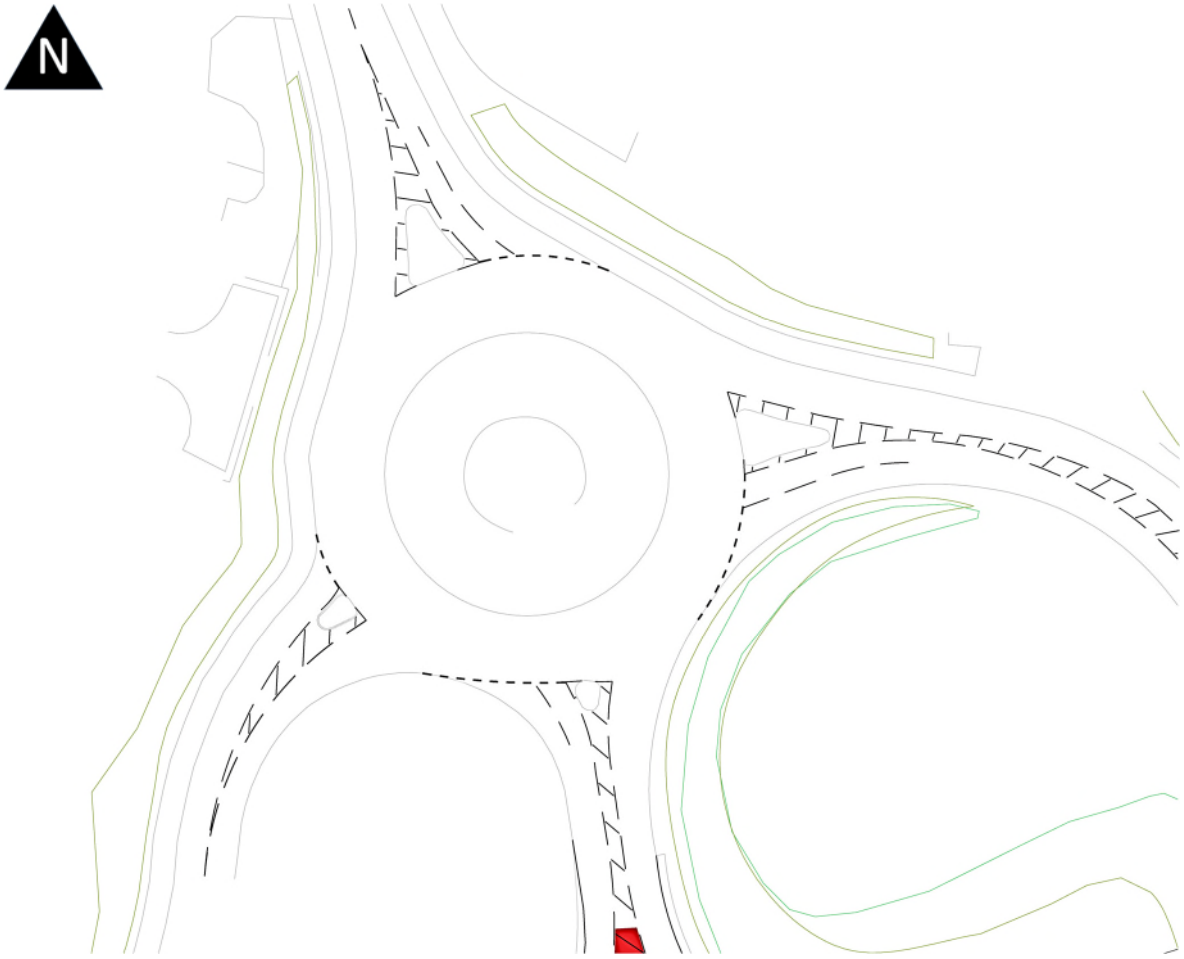


Figure 6.2 Ffordd Pendre/A40 eastbound/Llynsonnen Road roundabout

Table 6.3 Junction capacity analysis – Ffordd Pendre/A40 eastbound/Llysonnen Road roundabout

	Base				Base + dev			
	8am-9am		5pm-6pm		8am-9am		5pm-6pm	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
2025								
Ffordd Pendre	0.09	<1	0.12	<1	-	-	-	-
Llynsonnen Road w/b	0.28	<1	0.09	<1	-	-	-	-
A40 eastbound	0.25	<1	0.07	<1	-	-	-	-
Llynsonnen Road e/b	0.35	1	0.08	<1	-	-	-	-
2027								
Ffordd Pendre	0.10	<1	0.12	<1	0.12	<1	0.14	<1
Llynsonnen Road w/b	0.29	<1	0.09	<1	0.30	1	0.10	<1
A40 eastbound	0.26	<1	0.07	<1	0.26	<1	0.07	<1
Llynsonnen Road e/b	0.35	1	0.08	<1	0.36	1	0.09	<1

Table 6.3 (cont'd)

2035								
Ffordd Pendre	0.10	<1	0.13	<1	0.12	<1	0.15	<1
Llynsonnen Road w/b	0.30	1	0.09	<1	0.31	1	0.11	<1
A40 eastbound	0.28	<1	0.07	<1	0.28	<1	0.08	<1
Llynsonnen Road e/b	0.39	1	0.09	<1	0.39	1	0.09	<1

6.2.6 It can be seen from the table above that the existing Ffordd Pendre/St Clears Road/A40 eastbound/Llysonnen Road roundabout has sufficient capacity to accommodate base traffic flows to 2035 together with development generated traffic, with a maximum RFC of 0.39 and a maximum queue of one vehicle on the Llynsonnen Road eastbound approach to the junction.

6.3 Summary

6.3.1 It is considered, based on the results of the junction capacity analysis, that the impact of the proposed development on the surrounding highway network is negligible, and that no mitigation is required to accommodate the traffic generated by the proposed 84 dwellings.

6.3.2 Furthermore, it is considered that the impact of the development could be further reduced with the implementation of a robust travel plan, that seeks to encourage the use of more sustainable modes of travel for journeys to/from the site.

7 Transportation implementation strategy

7.1 Introduction

7.1.1 In accordance with TAN 18, a Transport Implementation Strategy needs to be included in the Transport Assessment process, which sets the objectives and targets relating to managing travel demand.

7.2 Transport implementation strategy

7.2.1 **Table 7.1** below outlines the Transport Implementation Strategy for the proposed development, which provides additional details on the measures outlined in Section 4 and Section 7. These measures are organised into four categories and include likely timescales for implementation. The four categories are:

- Pedestrians;
- Cyclists;
- Public transport users; and,
- Travel Plan measures.

Table 7.1 Transport Implementation Strategy

	Measure	Commentary	Timescale for implementation
Pedestrian users' provision			
A	The internal pedestrian network will be designed to ensure pedestrians can travel safely around the site, via footways or via the shared surfaces.	This is likely to be a condition of consent, with details submitted to and approved in writing by the local planning authority.	This will need to be completed prior to the beneficial occupation of the site.
B	Footways at the site access connect the site to Ffordd Pendre and the wider network throughout Carmarthen.		
C	Provision of 'Active Travel' information within Travel Plan Welcome Pack, including walk distances/times to local amenities and facilities within 2km as well as a 20-minute cycle isochrone, highlighting the benefits of walking and cycling to work.		
Cycle users			
A	Provision of secure cycle parking spaces in accordance with the Wales Active Travel Act guidance (July 2021), located in secure/covered cycle storage facilities for each dwelling, that is as convenient as access to any on-plot car parking space	This is likely to be a condition of consent, with details submitted to and approved in writing by the local planning authority.	This will need to be completed prior to the beneficial occupation of the site.
B	Visitor cycle parking located throughout the development.		
C	Provision of 'Active Travel' information within the Travel Plan Welcome Pack, including cycle distances/times from local amenities and facilities within the 20-mintue cycle isochrone of the site, as well as neighbouring settlements, and public transport facilities.		
D	Provision of a 3m wide shared cycle/footway through the site		

Public transport users			
A	Provision of Public Transport Taster tickets for up to one month of free travel (one ticket per household)	This is likely to be a condition of consent, with details submitted to and approved in writing by the local planning authority.	This will be provided beyond first occupation of the site.
B	Provision of public transport information within Travel Plan Welcome Pack, including the nearest bus stops, the nearest rail station and routes to/from local facilities within the town centre and public transport timetables.		
Travel Plan and other measures			
A	Encouraging the use of more sustainable modes (walking, cycling car sharing and public transport)	This is likely to be a condition of consent, with details submitted to and approved in writing by the local planning authority.	The Travel Plan will need to be completed prior to 50% occupation of the site.
B	Setting mode share targets		
C	On-going monitoring		
D	Encourage working from home and provide a co-working hub as part of the wider allocation to reduce the need to travel to work by car.		This will need to be completed prior to beneficial occupation of the site

8 Summary and conclusions

8.1 Background

1.1.4 Lime Transport has been commissioned by Lovell to produce a Transport Assessment (TA) in support of the proposed development of 84 dwellings on land to the west of Ffordd Pendre at the southern end of the Carmarthen West development, directly north of Maes Pedr.

8.2 Development proposals

8.2.1 The dwellings comprise the following configurations:

- 42 market/private dwellings, with
  - 11no. 2-bed dwellings
  - 15no. 3-bed dwellings
  - 16no. 4 bed dwellings
- 42 affordable dwellings, with:
  - 4no. 1-bed dwellings
  - 17no. 2-bed dwellings
  - 18no. 3-bed dwellings
  - 3no. 4-bed dwellings

8.2.2 The development will also include:

- Car and cycle parking in accordance with adopted maximum parking standards;
- Local Area of Play (LAP) and open space; and,
- A network of footpaths/cycleways throughout the site.

Vehicle and pedestrian access

8.2.3 It is anticipated that the primary vehicle access to the site will be from the existing Ffordd Pendre three-arm roundabout. The access has been designed to accommodate pedestrians, cyclists and vehicles, both accessing the site and travelling along Ffordd Pendre.

8.2.4 Additional pedestrian and cycle access will be provided as follows:

- One pedestrian only access will be provided onto Ffordd Pendre located between plots 14 and 39 near the centre of the site.
- One shared pedestrian/cycle access will be provided at the south-eastern corner of the site adjacent to plot 56.
- Two pedestrian only accesses will be provided connecting to the Cilffordd Byway and Maes Pedr along the southern boundary of the site.

8.2.5 The streets within the site will be either shared surface streets or streets with footways on both sides of the carriageway.

Car and cycle parking

8.2.6 As part of the development of 84 dwellings, it is proposed to provide a total of 157 designated residential parking spaces, which equates to a parking provision (across the site) of 1.87 spaces per dwelling.

8.2.7 It is anticipated that the visitor parking (17 spaces) will be accommodated either in designated parking spaces or on-street throughout the site. However, it is also anticipated that, based on the existing car ownership within the vicinity of the site (i.e. 1.47 cars or vans per dwelling), an element of visitor parking can be accommodated on plot.

8.2.8 In addition, it is proposed to provide a total of 235 residents cycle parking spaces (one space per bedroom), in accordance with the guidance outlined in the Wales Active Travel Act Guidance (July 2021).

8.2.9 All cycle parking will be provided in secure, convenient and accessible locations, likely at the front of the dwelling or within secure garages to ensure that access to a bicycle is just as convenient as access to the car.

8.3 Travel characteristics

Trip generation

8.3.1 It is anticipated that the proposed development (based on 84 dwellings) could generate up to 883 total person movements throughout the day, with up to 51 vehicle movements in the AM peak, 59 vehicle movements in the PM peak and up to 480 vehicle movements throughout the day (7am-7pm).

8.3.2 It is also anticipated that the residential development could generate approximately nine deliveries per day. It is anticipated that deliveries will be undertaken on-street, from the internal road network. Of these approximately two will be undertaken by OGVs, seven by LGVs and two by cars and motorbikes.

Distribution

8.3.3 The distribution of development generated traffic has been based on the 2011 Journey to Work census data for the middle super output area in which the site is located (MSOA Carmarthenshire 006). Each destination has been assigned routes based on the most direct and appropriate direction of travel.

8.4 Conclusions

8.4.1 The analysis demonstrates that:

- The site access roundabout onto Ffordd Pendre has sufficient capacity to accommodate background traffic growth to 2035 together with development generated traffic;
- The existing Ffordd Pendre/A40 eastbound/Llysonnen Road roundabout has sufficient capacity to accommodate background traffic growth to 2035 together with development generated traffic;

8.4.2 It is, therefore, considered that the impact of the proposed development on the surrounding highway network is negligible, and that no mitigation is required to accommodate the traffic generated by the proposed 84 dwellings.

8.4.3 Furthermore, it is considered that the impact of the development could be further reduced with the implementation of a robust travel plan, that seeks to encourage the use of more sustainable modes of travel for journeys to/from the site.

Appendices

Appendix A

andy@limetransport.com

From: Aaron Z Evans <ZAEvans@carmarthenshire.gov.uk>
Sent: 27 October 2025 13:14
To: andy@limetransport.com
Subject: RE: 25066 Land west of Ffordd Pendre, Carmarthen West - Scope of the Transport Assessment

Hi Andy,

Keeping well thanks, I trust all is well with you.

Thanks for the e-mail on regarding TA scope, what you have set out is acceptable and we have nothing to add.

We look forward to hearing from you following the surveys and regarding trip gen and distribution.

Kind Regards,

Aaron Evans BA (Hons) MCIHT MTPS
Peirianydd Cynorthwyol (Cyswyllt Cynllunio) / Assistant Engineer (Planning Liaison)
Is-Adren Priffyrdd a Trafnidiaeth / Highways and Transport Division
Adran Lle, Seilwaith a Datblygu Economaidd / Department of Place, Infrastructure and Economic Development
Ebost / E-Mail: CyswlltCynllunioPriffyrdd@sirgar.gov.uk / HWPlanningLiaison@carmarthenshire.gov.uk

sirgar.llyw.cymru | carmarthenshire.gov.wales
Mae croeso i chi gysylltu â ni yn Gymraeg neu Saesneg
You are welcome to contact us in Welsh or English

From: andy@limetransport.com <andy@limetransport.com>
Sent: 21 October 2025 09:41
To: Aaron Z Evans <ZAEvans@carmarthenshire.gov.uk>
Subject: 25066 Land west of Ffordd Pendre, Carmarthen West - Scope of the Transport Assessment

Hi Aaron,

I trust you are well.

We have been appointed by Lovell to prepare a Transport Assessment in support of a residential development of approximately 85 dwellings on land to the west of Ffordd Pendre (see location below), and I wanted to agree the scope of the TA so that we can commission the traffic surveys as soon as possible (after the half-term holidays).

In terms of scope, it is anticipated that the TA would detail the following:

- **Policy Context** – undertake a review of the relevant National, Regional and Local Policies relating to the transport aspects of the proposed development
- **Site assessment** – set out the baseline conditions including accessibility for walking, cycling and public transport, including an indication of community facilities within the Active Travel Zone (i.e. 20-minute walk and cycle distance from the site); description of the road network; and a review of personal injury collision data
- **Site access layout and visibility splay requirements** – develop the access(es) to the site, including access for pedestrians and cyclists, and determine the required and achievable visibility splays at the roundabout
- **Likely travel characteristics** – estimate the likely volume of trips (by mode) generated by the proposed (residential) use, and use Census data/simple gravity model to distribute development generated trips on the surrounding transport network
- **Junction capacity analysis** – assess the impact of the proposed development. It is anticipated that the junction capacity analysis will likely include the following junctions (as a minimum):
    - Site access on to Ffordd Pendre
    - St Clears Road/Ffordd Pendre/Llysonen Road roundabout (as requested by Welsh Government)
- **Mitigation** – identify any mitigation measures where necessary

If you can confirm the scope is acceptable, we will commission the traffic surveys for the w/c 3rd November 2025.

Also, if it is okay with you, we will review the trip generation and distribution and ask you to confirm whether it is acceptable or not.

I trust the above makes sense, but feel free to give me a call to discuss.

Kind regards

Andy

Andy Roberts BEng (Hons) MCIHT MSoRSA FFB
Director
t: 02920 700924 m: 07494 442942
Avon House 19, Stanwell Road Penarth CF64 2EZ

www.limetransport.com

Adran yr Economi a'r Seilwaith
Department for Economy and Infrastructure

Llywodraeth Cymru
Welsh Government

Head of Planning
Directorate of Regeneration and Leisure
Civic Offices
Crescent Road
Llandeilo
SA19 6HW

Eich cyf / Your ref PRE/02880

Ein cyf / Our ref 25/SW-7330

10 June 2025

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES) ORDER 2012:

Ffordd Pendre, Carmarthen

Proposed development of 41 affordable and 42 open market residential units over 8.4 acres (3.4 hectares)

I refer to your consultation of 7th May 2025 regarding the above pre-planning application, and advise that the Welsh Government as highway authority for the A40 trunk road would require the following additional detail to determine the application at full application stage;

1) A Transport Statement (TS) to include detailed traffic modelling of the Llysonnen Rd / St Clears Rd roundabout type junction to check capacity. The assessment should be undertaken to include any high seasonal variations (if appropriate) and AM / PM peak hour flows on the trunk road network. Committed development in the immediate vicinity, should be included and TEMPRO growth factoring should be applied to the projected traffic flows at 5 and 10 year intervals.

   If the junction capacity for the worst case scenario is observed to be operating above the theoretical Ratio of Flow Capacity (RFC) value of 0.85, the applicant would be required to supply proposals to alleviate capacity concerns mitigating the developments impact. Alternatively, reasoning for its acceptability would be required or our full consideration.

   The TS should also investigate Active Travel / multi modal connections in line with current guidance in active travel and the policy of the Welsh Transport Strategy to maximise local accessibility and minimise private vehicular trip generation.

If you have any further queries, please forward to the following Welsh Government Mailbox Lgc_development_control-south@Gov.Wales

Yours faithfully

Jason Ingram

Appendix B

Severnside
Transportation Data Collection

SS2095 Ffordd Pendre, Carmarthen
11th November 2025
08:00 – 10:00 & 16:30 – 18:30
A40/Llysonnen Road/Ffordd Pendre roundabout

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0800-0815	0	1	0	0	0	0	0	**1**	13	4	0	0	0	0	0	**17**	7	0	0	0	0	0	0	**7**	6	1	0	0	0	0	0	**7**	**32**
0815-0830	0	0	0	0	0	0	0	**0**	6	1	0	0	0	0	0	**7**	13	1	0	0	0	0	0	**14**	5	0	0	0	0	0	0	**5**	**26**
0830-0845	1	0	0	0	0	0	0	**1**	13	3	0	0	0	0	0	**16**	10	1	0	0	0	0	0	**11**	1	0	0	0	0	0	0	**1**	**29**
0845-0900	0	0	0	0	0	0	0	**0**	10	2	0	0	0	0	0	**12**	11	0	0	0	0	0	0	**11**	8	0	0	0	0	0	0	**8**	**31**
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**42**	**10**	**0**	**0**	**0**	**0**	**0**	**52**	**41**	**2**	**0**	**0**	**0**	**0**	**0**	**43**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**21**	**118**
0900-0915	0	0	0	0	0	0	0	**0**	11	4	0	0	0	0	0	**15**	11	1	0	0	0	0	0	**12**	5	0	0	0	0	0	0	**5**	**32**
0915-0930	0	0	0	0	0	0	0	**0**	8	2	0	0	0	0	0	**10**	4	0	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**	**15**
0930-0945	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	4	1	0	0	0	0	0	**5**	1	0	1	0	0	0	0	**2**	**13**
0945-1000	1	0	0	0	0	0	0	**1**	4	0	0	0	0	0	0	**4**	5	1	0	0	0	0	0	**6**	2	0	0	1	0	0	0	**3**	**14**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**29**	**6**	**0**	**0**	**0**	**0**	**0**	**35**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**27**	**9**	**0**	**1**	**1**	**0**	**0**	**0**	**11**	**74**
2 Hour Totals (am)	2	1	0	0	0	0	0	**3**	71	16	0	0	0	0	0	**87**	65	5	0	0	0	0	0	**70**	29	1	1	1	0	0	0	**32**	**192**
1630-1645	0	0	0	0	0	0	0	**0**	20	3	0	0	0	0	0	**23**	22	3	0	0	0	0	0	**25**	0	0	0	0	0	0	0	**0**	**48**
1645-1700	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	0	**11**	19	0	0	0	0	0	0	**19**	0	0	0	0	1	0	0	**1**	**31**
1/2 Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**3**	**0**	**0**	**0**	**0**	**0**	**34**	**41**	**3**	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**79**
1700-1715	0	0	0	0	0	0	0	**0**	24	1	0	0	0	0	0	**25**	23	0	0	0	0	0	0	**23**	1	1	0	0	0	0	0	**2**	**50**
1715-1730	0	0	0	0	0	0	0	**0**	21	1	0	0	0	0	0	**22**	11	0	0	0	0	0	0	**11**	5	0	0	0	0	0	0	**5**	**38**
1730-1745	0	0	0	0	0	0	0	**0**	18	1	0	0	0	0	0	**19**	6	1	0	0	0	0	0	**7**	1	0	0	0	0	0	0	**1**	**27**
1745-1800	0	0	0	0	0	0	0	**0**	15	1	0	0	0	0	0	**16**	7	0	0	0	0	0	0	**7**	2	0	0	0	0	0	0	**2**	**25**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**78**	**4**	**0**	**0**	**0**	**0**	**0**	**82**	**47**	**1**	**0**	**0**	**0**	**0**	**0**	**48**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**140**
1800-1815	0	0	0	0	0	0	0	**0**	10	0	0	0	0	0	0	**10**	10	1	0	0	0	0	0	**11**	2	0	0	0	0	0	0	**2**	**23**
1815-1830	0	0	0	0	0	0	0	**0**	9	2	0	0	0	0	0	**11**	8	0	0	0	0	0	0	**8**	3	0	0	0	0	0	0	**3**	**22**
1/2 Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**21**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**45**
2 Hour Totals (pm)	0	0	0	0	0	0	0	**0**	128	9	0	0	0	0	0	**137**	106	5	0	0	0	0	0	**111**	14	1	0	0	1	0	0	**16**	**264**
Day Total	2	1	0	0	0	0	0	3	199	25	0	0	0	0	0	224	171	10	0	0	0	0	0	181	43	2	1	1	1	0	0	48	456

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0800-0815	15	1	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	3	0	0	0	1	0	0	**4**	7	1	2	0	0	0	0	**10**	**30**
0815-0830	35	1	0	0	1	0	0	**37**	0	2	0	0	0	0	0	**2**	7	0	0	0	0	0	0	**7**	10	0	0	0	0	0	0	**10**	**56**
0830-0845	57	2	1	0	0	0	0	**60**	0	0	0	0	0	0	0	**0**	11	2	0	0	0	0	0	**13**	5	1	0	0	0	0	0	**6**	**79**
0845-0900	65	4	0	0	0	0	0	**69**	0	0	0	0	0	0	0	**0**	8	4	0	0	1	0	0	**13**	5	0	1	0	1	0	0	**7**	**89**
Hourly Total	**172**	**8**	**1**	**0**	**1**	**0**	**0**	**182**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**29**	**6**	**0**	**0**	**2**	**0**	**0**	**37**	**27**	**2**	**3**	**0**	**1**	**0**	**0**	**33**	**254**
0900-0915	47	4	0	0	1	0	0	**52**	0	0	0	0	0	0	0	**0**	6	5	1	0	0	0	0	**12**	8	1	1	0	1	0	0	**11**	**75**
0915-0930	16	2	0	1	1	0	0	**20**	0	0	0	0	0	0	0	**0**	8	2	0	0	0	0	0	**10**	9	0	0	0	0	0	0	**9**	**39**
0930-0945	7	1	1	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	8	0	0	1	0	0	0	**9**	0	0	0	2	1	0	0	**3**	**21**
0945-1000	11	1	0	0	0	0	0	**12**	1	0	0	0	0	0	0	**1**	5	1	0	0	1	0	0	**7**	6	2	1	0	0	0	0	**9**	**29**
Hourly Total	**81**	**8**	**1**	**1**	**2**	**0**	**0**	**93**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**27**	**8**	**1**	**1**	**1**	**0**	**0**	**38**	**23**	**3**	**2**	**2**	**2**	**0**	**0**	**32**	**164**
2 Hour Totals (am)	253	16	2	1	3	0	0	**275**	1	2	0	0	0	0	0	**3**	56	14	1	1	3	0	0	**75**	50	5	5	2	3	0	0	**65**	**418**
1630-1645	8	0	0	0	1	0	0	**9**	0	0	0	0	0	0	0	**0**	9	3	0	0	0	0	0	**12**	9	1	0	1	1	0	0	**12**	**33**
1645-1700	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	7	2	0	0	1	0	0	**10**	13	1	0	0	1	0	0	**15**	**28**
1/2 Hourly Total	**11**	**0**	**0**	**0**	**1**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**5**	**0**	**0**	**1**	**0**	**0**	**22**	**22**	**2**	**0**	**1**	**2**	**0**	**0**	**27**	**61**
1700-1715	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	31	0	1	0	0	0	0	**32**	7	0	2	1	0	0	0	**10**	**43**
1715-1730	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	15	0	0	0	1	0	0	**16**	7	0	1	1	0	0	0	**9**	**28**
1730-1745	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	19	0	0	0	0	0	0	**19**	12	0	1	0	0	0	0	**13**	**33**
1745-1800	7	1	0	0	0	0	0	**8**	1	0	0	0	0	0	0	**1**	6	0	0	0	1	0	0	**7**	9	0	0	1	0	0	0	**10**	**26**
Hourly Total	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**71**	**0**	**1**	**0**	**2**	**0**	**0**	**74**	**35**	**0**	**4**	**3**	**0**	**0**	**0**	**42**	**130**
1800-1815	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	3	0	0	0	0	0	0	**3**	**13**
1815-1830	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	10	0	1	1	0	0	0	**12**	**27**
1/2 Hourly Total	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**13**	**0**	**1**	**1**	**0**	**0**	**0**	**15**	**40**
2 Hour Totals (pm)	32	1	0	0	1	0	0	**34**	1	0	0	0	0	0	0	**1**	103	5	1	0	3	0	0	**112**	70	2	5	5	2	0	0	**84**	**231**
Day Total	285	17	2	1	4	0	0	309	2	2	0	0	0	0	0	4	159	19	2	1	6	0	0	187	120	7	10	7	5	0	0	149	649

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0800-0815	23	0	0	0	0	0	0	**23**	12	5	1	0	2	0	0	**20**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**43**
0815-0830	26	7	1	0	0	0	0	**34**	21	3	1	0	1	0	0	**26**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**63**
0830-0845	42	1	0	0	0	0	0	**43**	29	9	0	0	0	0	0	**38**	0	0	0	0	0	0	0	**0**	0	1	0	2	0	0	0	**3**	**84**
0845-0900	53	0	0	0	0	0	0	**53**	26	6	0	0	1	0	0	**33**	0	0	0	0	0	0	0	**0**	1	1	0	1	0	0	0	**3**	**89**
Hourly Total	**144**	**8**	**1**	**0**	**0**	**0**	**0**	**153**	**88**	**23**	**2**	**0**	**4**	**0**	**0**	**117**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**2**	**0**	**3**	**0**	**0**	**0**	**9**	**279**
0900-0915	24	1	1	0	0	0	0	**26**	21	1	1	0	0	0	0	**23**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**49**
0915-0930	20	0	0	0	0	0	0	**20**	11	3	1	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**36**
0930-0945	10	0	0	0	0	0	0	**10**	14	5	0	0	0	0	0	**19**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**30**
0945-1000	10	0	0	0	0	0	0	**10**	12	2	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	**26**
Hourly Total	**64**	**1**	**1**	**0**	**0**	**0**	**0**	**66**	**58**	**11**	**2**	**0**	**0**	**0**	**0**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**141**
2 Hour Totals (am)	208	9	2	0	0	0	0	**219**	146	34	4	0	4	0	0	**188**	0	0	0	0	0	0	0	**0**	5	5	0	3	0	0	0	**13**	**420**
1630-1645	7	0	0	0	0	0	0	**7**	15	2	0	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	**26**
1645-1700	8	0	0	0	0	0	0	**8**	15	1	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	1	0	0	0	1	0	0	**2**	**26**
1/2 Hourly Total	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**30**	**3**	**0**	**0**	**0**	**0**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**4**	**52**
1700-1715	7	0	0	0	0	0	0	**7**	7	1	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	**2**	**17**
1715-1730	4	0	0	0	0	0	0	**4**	10	0	0	0	0	0	0	**10**	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	**17**
1730-1745	6	0	0	0	0	0	0	**6**	13	1	0	0	1	0	0	**15**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**21**
1745-1800	2	0	0	0	0	0	0	**2**	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**9**
Hourly Total	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**35**	**3**	**0**	**0**	**1**	**0**	**0**	**39**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**1**	**1**	**0**	**0**	**0**	**5**	**64**
1800-1815	7	0	0	0	0	0	0	**7**	4	3	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**15**
1815-1830	5	0	0	0	0	0	0	**5**	7	0	0	1	0	0	0	**8**	0	0	0	0	0	0	0	**0**	0	1	0	0	1	0	0	**2**	**15**
1/2 Hourly Total	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**11**	**3**	**0**	**1**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**3**	**30**
2 Hour Totals (pm)	46	0	0	0	0	0	0	**46**	76	9	0	1	1	0	0	**87**	1	0	0	0	0	0	0	**1**	6	2	1	1	2	0	0	**12**	**146**
Day Total	254	9	2	0	0	0	0	265	222	43	4	1	5	0	0	275	1	0	0	0	0	0	0	1	11	7	1	4	2	0	0	25	566

	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0800-0815	3	1	0	0	0	0	0	**4**	8	0	0	0	0	0	0	**8**	12	0	0	1	0	0	0	**13**	0	0	0	0	0	0	0	**0**	**25**
0815-0830	5	0	0	0	0	0	0	**5**	3	0	0	0	0	0	0	**3**	11	2	1	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	**22**
0830-0845	8	0	0	0	0	0	0	**8**	13	0	0	0	0	0	0	**13**	15	1	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**37**
0845-0900	2	0	0	0	0	0	0	**2**	2	0	0	1	0	0	0	**3**	11	2	0	1	0	0	0	**14**	0	0	0	0	0	0	0	**0**	**19**
Hourly Total	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**19**	**26**	**0**	**0**	**1**	**0**	**0**	**0**	**27**	**49**	**5**	**1**	**2**	**0**	**0**	**0**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**103**
0900-0915	2	0	0	0	0	0	0	**2**	2	1	1	1	0	0	0	**5**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**12**
0915-0930	1	0	0	0	0	0	0	**1**	4	0	0	0	0	0	0	**4**	10	0	2	3	0	0	0	**15**	0	0	0	0	0	0	0	**0**	**20**
0930-0945	2	0	0	0	0	0	0	**2**	5	0	0	0	0	0	0	**5**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**8**
0945-1000	1	0	0	0	0	0	0	**1**	5	1	0	1	0	0	0	**7**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**9**
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**16**	**2**	**1**	**2**	**0**	**0**	**0**	**21**	**16**	**0**	**3**	**3**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**
2 Hour Totals (am)	24	1	0	0	0	0	0	**25**	42	2	1	3	0	0	0	**48**	65	5	4	5	0	0	0	**79**	0	0	0	0	0	0	0	**0**	**152**
1630-1645	2	1	0	0	0	0	0	**3**	10	0	0	0	0	0	0	**10**	8	0	0	1	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**22**
1645-1700	5	0	0	0	0	0	0	**5**	12	0	1	0	0	0	0	**13**	5	1	1	2	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**27**
1/2 Hourly Total	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**22**	**0**	**1**	**0**	**0**	**0**	**0**	**23**	**13**	**1**	**1**	**3**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**
1700-1715	1	0	0	0	0	0	0	**1**	6	0	0	0	0	0	0	**6**	6	0	0	1	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**14**
1715-1730	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	3	0	0	1	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**9**
1730-1745	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**	3	0	0	1	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**13**
1745-1800	2	0	0	0	0	0	0	**2**	7	0	0	0	0	0	0	**7**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**10**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**13**	**0**	**0**	**3**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**
1800-1815	0	0	0	0	0	0	0	**0**	10	1	0	1	0	0	0	**12**	4	0	0	2	0	0	0	**6**	0	0	0	0	0	0	0	**0**	**18**
1815-1830	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	4	1	1	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	**9**
1/2 Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**1**	**0**	**1**	**0**	**0**	**0**	**14**	**8**	**1**	**1**	**2**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
2 Hour Totals (pm)	11	1	0	0	0	0	0	**12**	61	1	1	1	0	0	0	**64**	34	2	2	8	0	0	0	**46**	0	0	0	0	0	0	0	**0**	**122**
Day Total	35	2	0	0	0	0	0	37	103	3	2	4	0	0	0	112	99	7	6	13	0	0	0	125	0	0	0	0	0	0	0	0	274

	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0800-0815	26	6	0	0	0	0	0	**32**	25	2	2	0	1	0	0	**30**	35	5	1	0	2	0	0	**43**	23	1	0	1	0	0	0	**25**	**130**
0815-0830	24	2	0	0	0	0	0	**26**	52	3	0	0	1	0	0	**56**	50	10	2	0	1	0	0	**63**	19	2	1	0	0	0	0	**22**	**167**
0830-0845	25	4	0	0	0	0	0	**29**	73	5	1	0	0	0	0	**79**	71	11	0	2	0	0	0	**84**	36	1	0	0	0	0	0	**37**	**229**
0845-0900	29	2	0	0	0	0	0	**31**	78	8	1	0	2	0	0	**89**	80	7	0	1	1	0	0	**89**	15	2	0	2	0	0	0	**19**	**228**
Hourly Total	**104**	**14**	**0**	**0**	**0**	**0**	**0**	**118**	**228**	**18**	**4**	**0**	**4**	**0**	**0**	**254**	**236**	**33**	**3**	**3**	**4**	**0**	**0**	**279**	**93**	**6**	**1**	**3**	**0**	**0**	**0**	**103**	**754**
0900-0915	27	5	0	0	0	0	0	**32**	61	10	2	0	2	0	0	**75**	45	2	2	0	0	0	0	**49**	9	1	1	1	0	0	0	**12**	**168**
0915-0930	13	2	0	0	0	0	0	**15**	33	4	0	1	1	0	0	**39**	31	4	1	0	0	0	0	**36**	15	0	2	3	0	0	0	**20**	**110**
0930-0945	11	1	1	0	0	0	0	**13**	15	1	1	3	1	0	0	**21**	24	6	0	0	0	0	0	**30**	8	0	0	0	0	0	0	**8**	**72**
0945-1000	12	1	0	1	0	0	0	**14**	23	4	1	0	1	0	0	**29**	23	3	0	0	0	0	0	**26**	6	1	1	1	0	0	0	**9**	**78**
Hourly Total	**40**	**7**	**0**	**0**	**0**	**0**	**0**	**47**	**94**	**14**	**2**	**1**	**3**	**0**	**0**	**114**	**76**	**6**	**3**	**0**	**0**	**0**	**0**	**85**	**24**	**1**	**3**	**4**	**0**	**0**	**0**	**32**	**278**
2 Hour Totals (am)	144	21	0	0	0	0	0	**165**	322	32	6	1	7	0	0	**368**	312	39	6	3	4	0	0	**364**	117	7	4	7	0	0	0	**135**	**1032**
1630-1645	42	6	0	0	0	0	0	**48**	26	4	0	1	2	0	0	**33**	23	3	0	0	0	0	0	**26**	20	1	0	1	0	0	0	**22**	**129**
1645-1700	30	0	0	0	1	0	0	**31**	23	3	0	0	2	0	0	**28**	24	1	0	0	1	0	0	**26**	22	1	2	2	0	0	0	**27**	**112**
1/2 Hourly Total	**72**	**6**	**0**	**0**	**1**	**0**	**0**	**79**	**49**	**7**	**0**	**1**	**4**	**0**	**0**	**61**	**47**	**4**	**0**	**0**	**1**	**0**	**0**	**52**	**42**	**2**	**2**	**3**	**0**	**0**	**0**	**49**	**241**
1700-1715	48	2	0	0	0	0	0	**50**	39	0	3	1	0	0	0	**43**	14	1	1	1	0	0	0	**17**	13	0	0	1	0	0	0	**14**	**124**
1715-1730	37	1	0	0	0	0	0	**38**	25	0	1	1	1	0	0	**28**	17	0	0	0	0	0	0	**17**	8	0	0	1	0	0	0	**9**	**92**
1730-1745	25	2	0	0	0	0	0	**27**	32	0	1	0	0	0	0	**33**	19	1	0	0	1	0	0	**21**	12	0	0	1	0	0	0	**13**	**94**
1745-1800	24	1	0	0	0	0	0	**25**	23	1	0	1	1	0	0	**26**	8	1	0	0	0	0	0	**9**	10	0	0	0	0	0	0	**10**	**70**
Hourly Total	**134**	**6**	**0**	**0**	**0**	**0**	**0**	**140**	**119**	**1**	**5**	**3**	**2**	**0**	**0**	**130**	**58**	**3**	**1**	**1**	**1**	**0**	**0**	**64**	**43**	**0**	**0**	**3**	**0**	**0**	**0**	**46**	**380**
1800-1815	22	1	0	0	0	0	0	**23**	13	0	0	0	0	0	0	**13**	12	3	0	0	0	0	0	**15**	14	1	0	3	0	0	0	**18**	**69**
1815-1830	20	2	0	0	0	0	0	**22**	25	0	1	1	0	0	0	**27**	12	1	0	1	1	0	0	**15**	7	1	1	0	0	0	0	**9**	**73**
1/2 Hourly Total	**42**	**3**	**0**	**0**	**0**	**0**	**0**	**45**	**38**	**0**	**1**	**1**	**0**	**0**	**0**	**40**	**24**	**4**	**0**	**1**	**1**	**0**	**0**	**30**	**21**	**2**	**1**	**3**	**0**	**0**	**0**	**27**	**142**
2 Hour Totals (pm)	248	15	0	0	1	0	0	**264**	206	8	6	5	6	0	0	**231**	129	11	1	2	3	0	0	**146**	106	4	3	9	0	0	0	**122**	**763**
Day Total	392	36	0	0	1	0	0	429	528	40	12	6	13	0	0	599	441	50	7	5	7	0	0	510	223	11	7	16	0	0	0	257	1795

	Destination - Arm A								Destination - Arm B								Destination - Arm C								Destination - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0800-0815	41	3	0	0	0	0	0	**44**	33	9	1	0	2	0	0	**45**	22	0	0	1	1	0	0	**24**	13	2	2	0	0	0	0	**17**	**130**
0815-0830	66	8	1	0	1	0	0	**76**	30	6	1	0	1	0	0	**38**	31	3	1	0	0	0	0	**35**	18	0	0	0	0	0	0	**18**	**167**
0830-0845	108	3	1	0	0	0	0	**112**	55	12	0	0	0	0	0	**67**	36	4	0	0	0	0	0	**40**	6	2	0	2	0	0	0	**10**	**229**
0845-0900	120	4	0	0	0	0	0	**124**	38	8	0	1	1	0	0	**48**	30	6	0	1	1	0	0	**38**	14	1	1	1	1	0	0	**18**	**228**
Hourly Total	**335**	**18**	**2**	**0**	**1**	**0**	**0**	**356**	**156**	**35**	**2**	**1**	**4**	**0**	**0**	**198**	**119**	**13**	**1**	**2**	**2**	**0**	**0**	**137**	**51**	**5**	**3**	**3**	**1**	**0**	**0**	**63**	**754**
0900-0915	73	5	1	0	1	0	0	**80**	34	6	2	1	0	0	0	**43**	22	6	1	0	0	0	0	**29**	13	1	1	0	1	0	0	**16**	**168**
0915-0930	37	2	0	1	1	0	0	**41**	23	5	1	0	0	0	0	**29**	22	2	2	3	0	0	0	**29**	10	1	0	0	0	0	0	**11**	**110**
0930-0945	19	1	1	0	0	0	0	**21**	25	5	0	0	0	0	0	**30**	13	1	0	1	0	0	0	**15**	1	1	1	2	1	0	0	**6**	**72**
0945-1000	23	1	0	0	0	0	0	**24**	22	3	0	1	0	0	0	**26**	10	2	1	0	1	0	0	**14**	9	3	1	1	0	0	0	**14**	**78**
Hourly Total	**110**	**7**	**1**	**1**	**2**	**0**	**0**	**121**	**57**	**11**	**3**	**1**	**0**	**0**	**0**	**72**	**44**	**8**	**3**	**3**	**0**	**0**	**0**	**58**	**23**	**2**	**1**	**0**	**1**	**0**	**0**	**27**	**278**
2 Hour Totals (am)	445	25	3	1	3	0	0	**477**	213	46	5	2	4	0	0	**270**	163	21	4	5	2	0	0	**195**	74	7	4	3	2	0	0	**90**	**1032**
1630-1645	17	1	0	0	1	0	0	**19**	45	5	0	0	0	0	0	**50**	39	6	0	1	0	0	0	**46**	10	2	0	1	1	0	0	**14**	**129**
1645-1700	16	0	0	0	0	0	0	**16**	38	1	1	0	0	0	0	**40**	31	3	1	2	1	0	0	**38**	14	1	0	0	3	0	0	**18**	**112**
1/2 Hourly Total	**33**	**1**	**0**	**0**	**1**	**0**	**0**	**35**	**83**	**6**	**1**	**0**	**0**	**0**	**0**	**90**	**70**	**9**	**1**	**3**	**1**	**0**	**0**	**84**	**24**	**3**	**0**	**1**	**4**	**0**	**0**	**32**	**241**
1700-1715	9	0	0	0	0	0	0	**9**	37	2	0	0	0	0	0	**39**	60	0	1	1	0	0	0	**62**	8	1	3	2	0	0	0	**14**	**124**
1715-1730	7	0	0	0	0	0	0	**7**	36	1	0	0	0	0	0	**37**	30	0	0	1	1	0	0	**32**	14	0	1	1	0	0	0	**16**	**92**
1730-1745	7	0	0	0	0	0	0	**7**	40	2	0	0	1	0	0	**43**	28	1	0	1	0	0	0	**30**	13	0	1	0	0	0	0	**14**	**94**
1745-1800	11	1	0	0	0	0	0	**12**	28	2	0	0	0	0	0	**30**	14	0	0	0	1	0	0	**15**	12	0	0	1	0	0	0	**13**	**70**
Hourly Total	**34**	**1**	**0**	**0**	**0**	**0**	**0**	**35**	**141**	**7**	**0**	**0**	**1**	**0**	**0**	**149**	**132**	**1**	**1**	**3**	**2**	**0**	**0**	**139**	**47**	**1**	**5**	**4**	**0**	**0**	**0**	**57**	**380**
1800-1815	9	0	0	0	0	0	0	**9**	24	4	0	1	0	0	0	**29**	22	1	0	2	0	0	0	**25**	6	0	0	0	0	0	0	**6**	**69**
1815-1830	13	0	0	0	0	0	0	**13**	18	2	0	1	0	0	0	**21**	20	1	1	0	0	0	0	**22**	13	1	1	1	1	0	0	**17**	**73**
1/2 Hourly Total	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**42**	**6**	**0**	**2**	**0**	**0**	**0**	**50**	**42**	**2**	**1**	**2**	**0**	**0**	**0**	**47**	**19**	**1**	**1**	**1**	**1**	**0**	**0**	**23**	**142**
2 Hour Totals (pm)	89	2	0	0	1	0	0	**92**	266	19	1	2	1	0	0	**289**	244	12	3	8	3	0	0	**270**	90	5	6	6	5	0	0	**112**	**763**
Day Total	534	27	3	1	4	0	0	569	479	65	6	4	5	0	0	559	407	33	7	13	5	0	0	465	164	12	10	9	7	0	0	202	1795

Severnside
Transportation Data Collection

SS2095 Ffordd Pendre, Carmarthen
11th November 2025
08:00 – 10:00 & 16:30 – 18:30
Site Access/Ffordd Pendre roundabout

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0800-0815	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0815-0830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0830-0845	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0845-0900	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900-0915	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0915-0930	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0930-0945	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0945-1000	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2 Hour Totals (am)	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1630-1645	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
1645-1700	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1/2 Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1700-1715	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1715-1730	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1730-1745	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1745-1800	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800-1815	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1815-1830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1/2 Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2 Hour Totals (pm)	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0800-0815	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	16	5	0	0	0	0	0	**21**	**21**
0815-0830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	11	2	0	0	0	0	0	**13**	**13**
0830-0845	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	13	5	0	0	0	0	0	**18**	**18**
0845-0900	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	21	2	0	0	0	0	0	**23**	**23**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**14**	**0**	**0**	**0**	**0**	**0**	**75**	**75**
0900-0915	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	27	4	0	0	0	0	0	**31**	**31**
0915-0930	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	13	1	0	0	0	0	0	**14**	**14**
0930-0945	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	8	1	1	0	0	0	0	**10**	**10**
0945-1000	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	6	0	0	1	0	0	0	**7**	**7**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**54**	**6**	**1**	**1**	**0**	**0**	**0**	**62**	**62**
2 Hour Totals (am)	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	115	20	1	1	0	0	0	**137**	**137**
1630-1645	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	47	6	0	0	0	0	0	**53**	**53**
1645-1700	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	21	0	0	0	1	0	0	**22**	**22**
1/2 Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68**	**6**	**0**	**0**	**1**	**0**	**0**	**75**	**75**
1700-1715	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	44	0	0	0	0	0	0	**44**	**44**
1715-1730	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	25	1	0	0	0	0	0	**26**	**26**
1730-1745	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	26	1	0	0	0	0	0	**27**	**27**
1745-1800	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	15	0	0	0	0	0	0	**15**	**15**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**110**	**2**	**0**	**0**	**0**	**0**	**0**	**112**	**112**
1800-1815	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	16	0	0	0	0	0	0	**16**	**16**
1815-1830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	14	0	0	0	0	0	0	**14**	**14**
1/2 Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**30**
2 Hour Totals (pm)	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	208	8	0	0	1	0	0	**217**	**217**
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	323	28	1	1	1	0	0	354	354

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0800-0815	0	0	0	0	0	0	0	**0**	44	3	0	0	0	0	0	**47**	0	0	0	0	0	0	0	**0**	**47**
0815-0830	0	0	0	0	0	0	0	**0**	61	7	1	0	1	0	0	**70**	0	0	0	0	0	0	0	**0**	**70**
0830-0845	0	0	0	0	0	0	0	**0**	111	3	1	0	0	0	0	**115**	0	0	0	0	0	0	0	**0**	**115**
0845-0900	0	0	0	0	0	0	0	**0**	116	4	0	0	0	0	0	**120**	0	0	0	0	0	0	0	**0**	**120**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**332**	**17**	**2**	**0**	**1**	**0**	**0**	**352**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**352**
0900-0915	0	0	0	0	0	0	0	**0**	70	4	1	0	0	0	0	**75**	0	0	0	0	0	0	0	**0**	**75**
0915-0930	0	0	0	0	0	0	0	**0**	39	1	0	1	2	0	0	**43**	0	0	0	0	0	0	0	**0**	**43**
0930-0945	0	0	0	0	0	0	0	**0**	17	0	1	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**	**18**
0945-1000	0	0	0	0	0	0	0	**0**	19	1	0	0	0	0	0	**20**	1	0	0	0	0	0	0	**1**	**21**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**145**	**6**	**2**	**1**	**2**	**0**	**0**	**156**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**157**
2 Hour Totals (am)	0	0	0	0	0	0	0	**0**	477	23	4	1	3	0	0	**508**	1	0	0	0	0	0	0	**1**	**509**
1630-1645	0	0	0	0	0	0	0	**0**	11	1	0	0	1	0	0	**13**	0	0	0	0	0	0	0	**0**	**13**
1645-1700	0	0	0	0	0	0	0	**0**	16	2	0	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**	**18**
1/2 Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**3**	**0**	**0**	**1**	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
1700-1715	1	0	0	0	0	0	0	**1**	11	1	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	**13**
1715-1730	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**9**
1730-1745	0	0	0	0	0	0	0	**0**	10	1	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	**11**
1745-1800	0	0	0	0	0	0	0	**0**	12	2	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	**14**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**41**	**5**	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**
1800-1815	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**9**
1815-1830	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**9**
1/2 Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
2 Hour Totals (pm)	1	0	0	0	0	0	0	**1**	84	10	0	0	1	0	0	**95**	0	0	0	0	0	0	0	**0**	**96**
Day Total	1	0	0	0	0	0	0	1	561	33	4	1	4	0	0	603	1	0	0	0	0	0	0	1	605

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0800-0815	0	0	0	0	0	0	0	**0**	16	5	0	0	0	0	0	**21**	44	3	0	0	0	0	0	**47**	**68**
0815-0830	0	0	0	0	0	0	0	**0**	11	2	0	0	0	0	0	**13**	61	7	1	0	1	0	0	**70**	**83**
0830-0845	0	0	0	0	0	0	0	**0**	13	5	0	0	0	0	0	**18**	111	3	1	0	0	0	0	**115**	**133**
0845-0900	0	0	0	0	0	0	0	**0**	21	2	0	0	0	0	0	**23**	116	4	0	0	0	0	0	**120**	**143**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**14**	**0**	**0**	**0**	**0**	**0**	**75**	**332**	**17**	**2**	**0**	**1**	**0**	**0**	**352**	**427**
0900-0915	0	0	0	0	0	0	0	**0**	27	4	0	0	0	0	0	**31**	70	4	1	0	0	0	0	**75**	**106**
0915-0930	0	0	0	0	0	0	0	**0**	13	1	0	0	0	0	0	**14**	39	1	0	1	2	0	0	**43**	**57**
0930-0945	0	0	0	0	0	0	0	**0**	8	1	1	0	0	0	0	**10**	17	0	1	0	0	0	0	**18**	**28**
0945-1000	0	0	0	0	0	0	0	**0**	6	0	0	1	0	0	0	**7**	20	1	0	0	0	0	0	**21**	**28**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**5**	**0**	**0**	**0**	**0**	**0**	**45**	**109**	**5**	**1**	**1**	**2**	**0**	**0**	**118**	**163**
2 Hour Totals (am)	0	0	0	0	0	0	0	**0**	101	19	0	0	0	0	0	**120**	441	22	3	1	3	0	0	**470**	**590**
1630-1645	0	0	0	0	1	0	0	**1**	47	6	0	0	0	0	0	**53**	11	1	0	0	1	0	0	**13**	**67**
1645-1700	0	0	0	0	0	0	0	**0**	21	0	0	0	1	0	0	**22**	16	2	0	0	0	0	0	**18**	**40**
1/2 Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**68**	**6**	**0**	**0**	**1**	**0**	**0**	**75**	**27**	**3**	**0**	**0**	**1**	**0**	**0**	**31**	**107**
1700-1715	0	0	0	0	0	0	0	**0**	44	0	0	0	0	0	0	**44**	12	1	0	0	0	0	0	**13**	**57**
1715-1730	0	0	0	0	0	0	0	**0**	25	1	0	0	0	0	0	**26**	8	1	0	0	0	0	0	**9**	**35**
1730-1745	0	0	0	0	0	0	0	**0**	26	1	0	0	0	0	0	**27**	10	1	0	0	0	0	0	**11**	**38**
1745-1800	0	0	0	0	0	0	0	**0**	15	0	0	0	0	0	0	**15**	12	2	0	0	0	0	0	**14**	**29**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**110**	**2**	**0**	**0**	**0**	**0**	**0**	**112**	**42**	**5**	**0**	**0**	**0**	**0**	**0**	**47**	**159**
1800-1815	0	0	0	0	0	0	0	**0**	16	0	0	0	0	0	0	**16**	8	1	0	0	0	0	0	**9**	**25**
1815-1830	0	0	0	0	0	0	0	**0**	14	0	0	0	0	0	0	**14**	8	1	0	0	0	0	0	**9**	**23**
1/2 Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**18**	**48**
2 Hour Totals (pm)	0	0	0	0	1	0	0	**1**	208	8	0	0	1	0	0	**217**	85	10	0	0	1	0	0	**96**	**314**
Day Total	0	0	0	0	1	0	0	1	309	27	0	0	1	0	0	337	526	32	3	1	4	0	0	566	904

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0800-0815	0	0	0	0	0	0	0	**0**	44	3	0	0	0	0	0	**47**	16	5	0	0	0	0	0	**21**	**68**
0815-0830	0	0	0	0	0	0	0	**0**	61	7	1	0	1	0	0	**70**	11	2	0	0	0	0	0	**13**	**83**
0830-0845	0	0	0	0	0	0	0	**0**	111	3	1	0	0	0	0	**115**	13	5	0	0	0	0	0	**18**	**133**
0845-0900	0	0	0	0	0	0	0	**0**	116	4	0	0	0	0	0	**120**	21	2	0	0	0	0	0	**23**	**143**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**332**	**17**	**2**	**0**	**1**	**0**	**0**	**352**	**61**	**14**	**0**	**0**	**0**	**0**	**0**	**75**	**427**
0900-0915	0	0	0	0	0	0	0	**0**	70	4	1	0	0	0	0	**75**	27	4	0	0	0	0	0	**31**	**106**
0915-0930	0	0	0	0	0	0	0	**0**	39	1	0	1	2	0	0	**43**	13	1	0	0	0	0	0	**14**	**57**
0930-0945	0	0	0	0	0	0	0	**0**	17	0	1	0	0	0	0	**18**	8	1	1	0	0	0	0	**10**	**28**
0945-1000	0	0	0	0	0	0	0	**0**	19	1	0	0	0	0	0	**20**	7	0	0	1	0	0	0	**8**	**28**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**109**	**5**	**1**	**1**	**2**	**0**	**0**	**118**	**40**	**5**	**0**	**0**	**0**	**0**	**0**	**45**	**163**
2 Hour Totals (am)	0	0	0	0	0	0	0	**0**	441	22	3	1	3	0	0	**470**	101	19	0	0	0	0	0	**120**	**590**
1630-1645	0	0	0	0	0	0	0	**0**	11	1	0	0	2	0	0	**14**	47	6	0	0	0	0	0	**53**	**67**
1645-1700	0	0	0	0	0	0	0	**0**	16	2	0	0	0	0	0	**18**	21	0	0	0	1	0	0	**22**	**40**
1/2 Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**3**	**0**	**0**	**2**	**0**	**0**	**32**	**68**	**6**	**0**	**0**	**1**	**0**	**0**	**75**	**107**
1700-1715	1	0	0	0	0	0	0	**1**	11	1	0	0	0	0	0	**12**	44	0	0	0	0	0	0	**44**	**57**
1715-1730	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**	25	1	0	0	0	0	0	**26**	**35**
1730-1745	0	0	0	0	0	0	0	**0**	10	1	0	0	0	0	0	**11**	26	1	0	0	0	0	0	**27**	**38**
1745-1800	0	0	0	0	0	0	0	**0**	12	2	0	0	0	0	0	**14**	15	0	0	0	0	0	0	**15**	**29**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**41**	**5**	**0**	**0**	**0**	**0**	**0**	**46**	**110**	**2**	**0**	**0**	**0**	**0**	**0**	**112**	**159**
1800-1815	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**	16	0	0	0	0	0	0	**16**	**25**
1815-1830	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**	14	0	0	0	0	0	0	**14**	**23**
1/2 Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**18**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**48**
2 Hour Totals (pm)	1	0	0	0	0	0	0	**1**	84	10	0	0	2	0	0	**96**	208	8	0	0	1	0	0	**217**	**314**
Day Total	1	0	0	0	0	0	0	1	525	32	3	1	5	0	0	566	309	27	0	0	1	0	0	337	904

Appendix C

Plot	Type	No. beds	No. spaces	Required	Difference
1	Newbury	3	3	3	0
2	Redbourne	4	3	3	0
3	Redbourne	4	3	3	0
4	3B5P	3	2	3	-1
5	3B5P	3	2	3	-1
6	3B5P	3	2	3	-1
7	3B5P	3	2	3	-1
8	Ramsey	4	3	3	0
9	Lansdown	3	2	3	-1
10	Lansdown	3	2	3	-1
11	Milford	3	2	3	-1
12	Milford	3	2	3	-1
13	Newbury	3	2	3	-1
14	Newbury	3	3	3	0
15	Lansdown	3	2	3	-1
16	Lansdown	3	2	3	-1
17	Rochester	4	2	3	-1
18	Rochester	4	2	3	-1
19	Newbury	3	2	3	-1
20	1B2P	1	1	1	0
21	1B2P	1	1	1	0
22	Fairhaven	2	1	2	-1
23	Fairhaven	2	1	2	-1
24	3B5P	3	2	3	-1
25	3B5P	3	2	3	-1
26	3B5P	3	2	3	-1
27	2B4P	2	1	2	-1
28	2B4P	2	1	2	-1
29	Newbury	3	3	3	0
30	2B4P	2	2	2	0
31	2B4P	2	2	2	0
32	3B5P	3	2	3	-1
33	1B2P	1	1	1	0
34	1B2P	1	1	1	0
35	2B4P	2	1	2	-1
36	2B4P	2	1	2	-1
37	4B7P	4	2	3	-1
38	4B7P	4	2	3	-1
39	2B4P	2	1	2	-1
40	2B4P	2	1	2	-1
41	2B4P	2	1	2	-1
42	2B4P	2	1	2	-1
43	2B4P	2	1	2	-1
44	2B4P	2	1	2	-1
45	Newbury	3	3	3	0
46	Fairhaven	2	1	2	-1
47	Fairhaven	2	1	2	-1
48	Fairhaven	2	1	2	-1
49	4B7P	4	2	3	-1
50	3B5P	3	2	3	-1

Plot	Type	No. beds	No. spaces	Required	Difference
51	3B5P	3	2	3	-1
52	Ramsey	4	3	3	0
53	Newbury	3	3	3	0
54	3B5P	3	2	3	-1
55	3B5P	3	2	3	-1
56	Newbury	3	3	3	0
57	Redbourne	4	3	3	0
58	Rochester	4	2	3	-1
59	Rochester	4	2	3	-1
60	Redbourne	4	3	3	0
61	Fairhaven	2	1	2	-1
62	Fairhaven	2	1	2	-1
63	Fairhaven	2	1	2	-1
64	Fairhaven	2	1	2	-1
65	3B5P	3	2	3	-1
66	2B4P	2	1	2	-1
67	2B4P	2	1	2	-1
68	Fairhaven	2	1	2	-1
69	Fairhaven	2	1	2	-1
70	3B5P	3	2	3	-1
71	Milford	3	2	3	-1
72	3B5P	3	2	3	-1
73	3B5P	3	2	3	-1
74	Redbourne	4	3	3	0
75	Ramsey	4	3	3	0
76	Redbourne	4	3	3	0
77	Rochester	4	2	3	-1
78	Rochester	4	2	3	-1
79	Redbourne	4	3	3	0
80	2B4P	2	2	2	0
81	2B4P	2	2	2	0
82	2B4P	2	2	2	0
83	3B5P	3	2	3	-1
84	3B5P	3	2	3	-1

Unit name	No. beds
Fairhaven	2
Newbury	3
Lansdown	3
Milford	3
Ramsey	4
Redbourne	4
Rochester	4
1B2P	1
2B4P	2
3B5P	3
4B7P	4

No. beds		No. spaces	
1	4	0	4
2	19	14	33
3	46	26	72
4	19	29	48
			157

Appendix D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total People

Selected regions and areas:

02	**SOUTH EAST**		
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	1 day
	HC	HAMPSHIRE	3 days
	IW	ISLE OF WIGHT	1 day
	KC	KENT	1 day
	SC	SURREY	2 days
	WS	WEST SUSSEX	5 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 day
	DC	DORSET	1 day
	SM	SOMERSET	3 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 day
	NF	NORFOLK	6 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 day
	LN	LINCOLNSHIRE	1 day
06	**WEST MIDLANDS**		
	TE	TELFORD & WREKIN	1 day
	WO	WORCESTERSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	4 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	2 days
09	**NORTH**		
	CU	CUMBERLAND	1 day
	DH	DURHAM	1 day
	IM	ISLE OF MAN	3 days
11	**SCOTLAND**		
	EA	EAST AYRSHIRE	1 day
	FA	FALKIRK	1 day
	HI	HIGHLAND	1 day
	PK	PERTH & KINROSS	1 day
12	**CONNAUGHT**		
	CS	SLIGO	3 days
	GA	GALWAY	1 day
	RO	ROSCOMMON	3 days
13	**MUNSTER**		
	CR	CORK	1 day
	TI	TIPPERARY	1 day
14	**LEINSTER**		
	KD	KILDARE	1 day
	KK	KILKENNY	1 day
	WX	WEXFORD	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 day
16	**ULSTER (REPUBLIC OF IRELAND)**		
	CV	CAVAN	1 day
	MG	MONAGHAN	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	2 days
	DE	DERRY	1 day
	DO	DOWN	1 day

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:	DWELLS
Actual Range:	4 to 1817 (units:DWELLS)
Range Selected by User:	20 to 90 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	14/11/25 to 14/11/25

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

Selected survey days:

Thursday	25 days
Tuesday	24 days
Wednesday	15 days

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

Selected survey types:

Manual count	64
Direction ATC Count	0

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

Selected Locations:

Edge of Town	30 days
Free Standing	1 days
Neighbourhood Centre	13 days
Suburban Area	20 days

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

Selected Location Sub Categories:

Built-Up Zone	1 days
No Sub Category	8 days
Out of Town	3 days
Residential Zone	39 days
Village	13 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	54 days
Servicing vehicles Included	10 days

Secondary Filtering Selection:

Use Class:

C3	64 surveys

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

Population within 500m Range:

200 - 3966

Population within 1 mile:

1,000 or Less	2 surveys
1,001 to 5,000	17 surveys
10,001 to 15,000	14 surveys
15,001 to 20,000	9 surveys
20,001 to 25,000	2 surveys
5,001 to 10,000	20 surveys

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

Population within 5 miles:

100,001 to 125,000	8 surveys
25,001 to 50,000	13 surveys
5,000 or Less	6 surveys
5,001 to 25,000	13 surveys
50,001 to 75,000	11 surveys
75,001 to 100,000	13 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	12 surveys
1.1 to 1.5	45 surveys
1.6 to 2.0	7 surveys

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

Petrol filling station:

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

Travel Plan:

No	47 surveys
Yes	17 surveys

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

PTAL Rating:

No PTAL Present	64 surveys

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

COVID-19 Restrictions:

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

LIST OF SITES relevant to selection parameters:

Site 1:	AC-03-A-03	**Site area:**	0.9100000262260437 hect
Development Name:	SEMI-DETACHED & TERRACED	**Number of dwellings:**	40 DWELLS
Location:	NORTHWICH	**Housing density:**	50.38
Postcode:	CW8 4WA	**Total Bedrooms:**	102.00
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

Site 2:	AC-03-A-04	**Site area:**	0.5 hect
Development Name:	TOWN HOUSES	**Number of dwellings:**	24 DWELLS
Location:	NORTHWICH	**Housing density:**	54.55
Postcode:	CW9 8RZ	**Total Bedrooms:**	92.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 3:	AN-03-A-03	**Site area:**	3.700000047683716 hect
Development Name:	SEMI DETACHED	**Number of dwellings:**	86 DWELLS
Location:	LISBURN	**Housing density:**	
Postcode:	BT28 2XZ	**Total Bedrooms:**	
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 4:	AN-03-A-07	**Site area:**	2.759999990463257 hect
Development Name:	SEMI DETACHED/TERRACED HOUSING	**Number of dwellings:**	55 DWELLS
		Housing density:	22.18
Location:	ANTRIM	**Total Bedrooms:**	165.00
Postcode:	BT41 4LE		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 5:	CA-03-A-08	**Site area:**	2.680000066757202 hect
Development Name:	DETACHED & SEMI-DETACHED	**Number of dwellings:**	83 DWELLS
Location:	SAWTRY	**Housing density:**	33.07
Postcode:	PE28 5WE	**Total Bedrooms:**	251.00
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

Site 6:	CR-03-A-01	**Site area:**	3.4000000953674316 hect
Development Name:	BUNGALOWS	**Number of dwellings:**	48 DWELLS
Location:	CORK	**Housing density:**	14.12
Postcode:		**Total Bedrooms:**	145.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 7:	CS-03-A-02	**Site area:**	1.850000023841858 hect
Development Name:	DETACHED	**Number of dwellings:**	35 DWELLS
Location:	SLIGO	**Housing density:**	26.92
Postcode:		**Total Bedrooms:**	157.00
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

Site 8:	CS-03-A-03	**Site area:**	1.2000000476837158 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	30 DWELLS
Location:	STRANDHILL	**Housing density:**	33.33
Postcode:		**Total Bedrooms:**	90.00
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

Site 9:	CS-03-A-04	**Site area:**	1.6799999475479126 hect
Development Name:	DETACHED & SEMI-DETACHED	**Number of dwellings:**	63 DWELLS
Location:	STRANDHILL	**Housing density:**	42.00
Postcode:		**Total Bedrooms:**	213.00
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

Site 10:	CT-03-A-01	**Site area:**	1.7799999713897705 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	46 DWELLS
Location:	STOTFOLD	**Housing density:**	30.07
Postcode:	SG5 4TB	**Total Bedrooms:**	153.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 11:	CU-03-A-02	**Site area:**	1.7999999523162842 hect
Development Name:	SEMI DETACHED	**Number of dwellings:**	40 DWELLS
Location:	WORKINGTON	**Housing density:**	25.00
Postcode:	CA14 3HR	**Total Bedrooms:**	120.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 12:	CV-03-A-01	**Site area:**	2.5999999046325684 hect
Development Name:	DETACHED HOUSES	**Number of dwellings:**	37 DWELLS
Location:	CAVAN	**Housing density:**	18.50
Postcode:		**Total Bedrooms:**	148.00
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

Site 13:	CW-03-A-02	**Site area:**	3.3499999046325684 hect
Development Name:	SEMI D./DETATCHED	**Number of dwellings:**	73 DWELLS
Location:	TRURO	**Housing density:**	28.08
Postcode:	TR1 3NQ	**Total Bedrooms:**	222.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 14:	DC-03-A-10	**Site area:**	1.399999976158142 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	26 DWELLS
Location:	GILLINGHAM	**Housing density:**	20.80
Postcode:	SP8 4JS	**Total Bedrooms:**	77.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 15:	DE-03-A-04	**Site area:**	1.600000023841858 hect
Development Name:	SEMI-DETACHED & TERRACED	**Number of dwellings:**	38 DWELLS
Location:	COLERAINE	**Housing density:**	31.67
Postcode:	BT51 3FD	**Total Bedrooms:**	116.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 16:	DH-03-A-01	**Site area:**	0.8999999761581421 hect
Development Name:	SEMI DETACHED	**Number of dwellings:**	50 DWELLS
Location:	BISHOP AUCKLAND	**Housing density:**	94.34
Postcode:	DL14 6RH	**Total Bedrooms:**	150.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 17:	DL-03-A-10	**Site area:**	2.9000000953674316 hect
Development Name:	SEMI DETACHED & DETACHED	**Number of dwellings:**	65 DWELLS
Location:	MALAHIDE	**Housing density:**	28.02
Postcode:	K36 P798	**Total Bedrooms:**	219.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 18:	DO-03-A-03	**Site area:**	4.110000133514404 hect
Development Name:	DETACHED/SEMI DETACHED	**Number of dwellings:**	79 DWELLS
Location:	BELFAST	**Housing density:**	20.26
Postcode:	BT16 1WF	**Total Bedrooms:**	247.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 19:	EA-03-A-01	**Site area:**	1.7999999523162842 hect
Development Name:	DETATCHED	**Number of dwellings:**	39 DWELLS
Location:	KILMARNOCK	**Housing density:**	39.00
Postcode:	KA3 1QX	**Total Bedrooms:**	156.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 20:	ES-03-A-22	**Site area:**	2.5 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	85 DWELLS
Location:	NEWHAVEN	**Housing density:**	40.67
Postcode:	BN9 9FF	**Total Bedrooms:**	247.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 21:	FA-03-A-01	**Site area:**	0.8399999737739563 hect
Development Name:	SEMI-DETACHED/TERRACED	**Number of dwellings:**	37 DWELLS
Location:	FALKIRK	**Housing density:**	64.91
Postcode:	FK2 7FL	**Total Bedrooms:**	94.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 22:	GA-03-A-03	**Site area:**	0.8999999761581421 hect
Development Name:	SEMI DET./TERRACED	**Number of dwellings:**	24 DWELLS
Location:	GALWAY	**Housing density:**	40.00
Postcode:		**Total Bedrooms:**	58.00
Main Location Type:	Suburban Area		
Sub Location Type:	Built-Up Zone		
PTAL:	n/a		

Site 23:	HC-03-A-18	**Site area:**	1.399999976158142 hect
Development Name:	HOUSES & FLATS	**Number of dwellings:**	62 DWELLS
Location:	LIPHOOK	**Housing density:**	46.27
Postcode:	GU30 7TG	**Total Bedrooms:**	205.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 24:	HC-03-A-23	**Site area:**	1.399999976158142 hect
Development Name:	HOUSES & FLATS	**Number of dwellings:**	62 DWELLS
Location:	LIPHOOK	**Housing density:**	46.27
Postcode:	GU30 7TG	**Total Bedrooms:**	205.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 25:	HC-03-A-27	**Site area:**	2.5 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	73 DWELLS
Location:	ANDOVER	**Housing density:**	30.42
Postcode:	SP11 6ZQ	**Total Bedrooms:**	205.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 26:	HI-03-A-14	**Site area:**	1.4800000190734863 hect
Development Name:	SEMI-DETACHED & TERRACED	**Number of dwellings:**	40 DWELLS
Location:	INVERNESS	**Housing density:**	36.04
Postcode:	IV3 8LX	**Total Bedrooms:**	121.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 27:	IM-03-A-01	**Site area:**	2.119999885559082 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	31 DWELLS
Location:	COLBY	**Housing density:**	16.06
Postcode:	IM9 1TQ	**Total Bedrooms:**	137.00
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

Site 28:	IM-03-A-02	**Site area:**	1.6100000143051147 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	27 DWELLS
Location:	KIRK MICHAEL	**Housing density:**	18.62
Postcode:	IM6 1HT	**Total Bedrooms:**	106.00
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

Site 29:	IM-03-A-05	**Site area:**	2.190000057220459 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	45 DWELLS
Location:	CASTLETOWN	**Housing density:**	24.32
Postcode:	IM9 1TQ	**Total Bedrooms:**	175.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 30:	IW-03-A-01	**Site area:**	7.190000057220459 hect
Development Name:	DETACHED HOUSES	**Number of dwellings:**	72 DWELLS
Location:	NEAR COWES	**Housing density:**	12.00
Postcode:	PO31 8QG	**Total Bedrooms:**	284.00
Main Location Type:	Free Standing		
Sub Location Type:	Out of Town		
PTAL:	n/a		

Site 31:	KC-03-A-03	**Site area:**	1.3799999952316284 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	51 DWELLS
Location:	ASHFORD	**Housing density:**	66.23
Postcode:	TN24 0FR	**Total Bedrooms:**	157.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 32:	KD-03-A-02	**Site area:**	2.740000009536743 hect
Development Name:	TERRACED/SEMI-D.	**Number of dwellings:**	71 DWELLS
Location:	NEWBRIDGE	**Housing density:**	30.60
Postcode:		**Total Bedrooms:**	210.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 33:	KK-03-A-03	**Site area:**	6.5 hect
Development Name:	MIXED HOUSING	**Number of dwellings:**	70 DWELLS
Location:	KILKENNY	**Housing density:**	14.29
Postcode:		**Total Bedrooms:**	176.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 34:	LE-03-A-02	**Site area:**	3.296999931335449 hect
Development Name:	DETACHED & OTHERS	**Number of dwellings:**	85 DWELLS
Location:	IBSTOCK	**Housing density:**	39.59
Postcode:	LE67 6PG	**Total Bedrooms:**	308.00
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

Site 35:	LN-03-A-03	**Site area:**	0.7699999809265137 hect
Development Name:	SEMI DETACHED	**Number of dwellings:**	22 DWELLS
Location:	LINCOLN	**Housing density:**	28.57
Postcode:	LN6 7PL	**Total Bedrooms:**	58.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 36:	MG-03-A-01	**Site area:**	3.299999952316284 hect
Development Name:	SEMI-DETACHED HOUSES	**Number of dwellings:**	49 DWELLS
Location:	MONAGHAN	**Housing density:**	19.60
Postcode:		**Total Bedrooms:**	195.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 37:	NF-03-A-01	**Site area:**	1.4900000095367432 hect
Development Name:	SEMI DET. & BUNGALOWS	**Number of dwellings:**	27 DWELLS
Location:	CAISTER-ON-SEA	**Housing density:**	19.29
Postcode:	NR30 5BX	**Total Bedrooms:**	66.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 38:	NF-03-A-05	**Site area:**	1.5700000524520874 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	40 DWELLS
Location:	HOLT	**Housing density:**	26.32
Postcode:	NR25 6GA	**Total Bedrooms:**	116.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 39:	NF-03-A-25	**Site area:**	3.0999999046325684 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	55 DWELLS
Location:	GORLESTON-ON-SEA	**Housing density:**	26.70
Postcode:	NR31 9BG	**Total Bedrooms:**	171.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 40:	NF-03-A-34	**Site area:**	3.1500000953674316 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	80 DWELLS
Location:	SWAFFHAM	**Housing density:**	31.13
Postcode:	PE37 8GY	**Total Bedrooms:**	256.00
Main Location Type:	Edge of Town		
Sub Location Type:	Out of Town		
PTAL:	n/a		

Site 41:	NF-03-A-36	**Site area:**	3.200000047683716 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	75 DWELLS
Location:	WYMONDHAM	**Housing density:**	23.44
Postcode:	NR18 9GH	**Total Bedrooms:**	216.00
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

Site 42:	NF-03-A-37	**Site area:**	1.6399999856948853 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	44 DWELLS
Location:	DEREHAM	**Housing density:**	32.35
Postcode:	NR20 3TY	**Total Bedrooms:**	141.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 43:	NY-03-A-01	**Site area:**	3.299999952316284 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	52 DWELLS
Location:	NORTHALLERTON	**Housing density:**	18.31
Postcode:	DL6 1BW	**Total Bedrooms:**	152.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 44:	NY-03-A-10	**Site area:**	2.2100000381469727 hect
Development Name:	HOUSES AND FLATS	**Number of dwellings:**	71 DWELLS
Location:	RIPON	**Housing density:**	48.30
Postcode:	HG4 1UH	**Total Bedrooms:**	138.00
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

Site 45:	NY-03-A-11	**Site area:**	1.7899999618530273 hect
Development Name:	PRIVATE HOUSING	**Number of dwellings:**	23 DWELLS
Location:	BOROUGHBRIDGE	**Housing density:**	14.65
Postcode:	YO51 9LQ	**Total Bedrooms:**	101.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 46:	NY-03-A-14	**Site area:**	2.9000000953674316 hect
Development Name:	DETACHED & BUNGALOWS	**Number of dwellings:**	45 DWELLS
Location:	RIPON	**Housing density:**	18.75
Postcode:	HG4 1EJ	**Total Bedrooms:**	153.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 47:	PK-03-A-01	**Site area:**	3.1500000953674316 hect
Development Name:	DETAC. & BUNGALOWS	**Number of dwellings:**	36 DWELLS
Location:	PERTH	**Housing density:**	13.09
Postcode:	PH1 1BB	**Total Bedrooms:**	116.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 48:	RO-03-A-01	**Site area:**	7.199999809265137 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	80 DWELLS
Location:	ROSCOMMON	**Housing density:**	11.11
Postcode:		**Total Bedrooms:**	305.00
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

Site 49:	RO-03-A-02	**Site area:**	1.5499999523162842 hect
Development Name:	SEMI DET. & BUNGALOWS	**Number of dwellings:**	31 DWELLS
Location:	BALLAGHADERREEN	**Housing density:**	35.63
Postcode:		**Total Bedrooms:**	54.00
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 50:	RO-03-A-03	**Site area:**	4.079999923706055 hect
Development Name:	DETACHED HOUSES	**Number of dwellings:**	23 DWELLS
Location:	BOYLE	**Housing density:**	8.07
Postcode:		**Total Bedrooms:**	96.00
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

Site 51:	SC-03-A-04	**Site area:**	3.200000047683716 hect
Development Name:	DETACHED & TERRACED	**Number of dwellings:**	71 DWELLS
Location:	BYFLEET	**Housing density:**	25.36
Postcode:	KT14 7BY	**Total Bedrooms:**	202.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 52:	SC-03-A-10	**Site area:**	1.4199999570846558 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	32 DWELLS
Location:	ASH	**Housing density:**	25.20
Postcode:	GU12 6BT	**Total Bedrooms:**	93.00
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

Site 53:	SM-03-A-01	**Site area:**	1.399999976158142 hect
Development Name:	DETACHED & SEMI	**Number of dwellings:**	33 DWELLS
Location:	BRIDGWATER	**Housing density:**	27.97
Postcode:	TA6 7PL	**Total Bedrooms:**	107.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 54:	SM-03-A-02	**Site area:**	2.869999885559082 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	42 DWELLS
Location:	NEAR TAUNTON	**Housing density:**	26.75
Postcode:	TA3 5FG	**Total Bedrooms:**	160.00
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

Site 55:	SM-03-A-03	**Site area:**	2.6500000953674316 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	41 DWELLS
Location:	NEAR TAUNTON	**Housing density:**	41.84
Postcode:	TA3 5FB	**Total Bedrooms:**	137.00
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

Site 56:	TE-03-A-03	**Site area:**	1.3200000524520874 hect
Development Name:	SEMI-DETACHED/TERRACED	**Number of dwellings:**	54 DWELLS
Location:	TELFORD	**Housing density:**	55.67
Postcode:	TF7 4JE	**Total Bedrooms:**	162.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 57:	TI-03-A-01	**Site area:**	3.430000066757202 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	76 DWELLS
Location:	THURLES	**Housing density:**	26.57
Postcode:		**Total Bedrooms:**	264.00
Main Location Type:	Edge of Town		
Sub Location Type:	Out of Town		
PTAL:	n/a		

Site 58:	WO-03-A-02	**Site area:**	2.200000047683716 hect
Development Name:	SEMI DETACHED	**Number of dwellings:**	48 DWELLS
Location:	REDDITCH	**Housing density:**	28.24
Postcode:	B98 8HT	**Total Bedrooms:**	
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

Site 59:	WS-03-A-07	**Site area:**	3.25 hect
Development Name:	BUNGALOWS	**Number of dwellings:**	57 DWELLS
Location:	NEAR HORSHAM	**Housing density:**	27.14
Postcode:	RH13 0TR	**Total Bedrooms:**	118.00
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

Site 60:	WS-03-A-10	**Site area:**	2.2699999809265137 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	79 DWELLS
Location:	LITTLEHAMPTON	**Housing density:**	50.64
Postcode:	BN17 7PL	**Total Bedrooms:**	249.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 61:	WS-03-A-16	**Site area:**	1.899999976158142 hect
Development Name:	DETACHED & SEMI-DETACHED	**Number of dwellings:**	58 DWELLS
Location:	BRACKLESHAM BAY	**Housing density:**	
Postcode:	PO20 8JE	**Total Bedrooms:**	158.00
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

Site 62:	WS-03-A-17	**Site area:**	2.9000000953674316 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	86 DWELLS
Location:	CHICHESTER	**Housing density:**	33.08
Postcode:	PO20 2LS	**Total Bedrooms:**	253.00
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 63:	WS-03-A-25	**Site area:**	2.4000000953674316 hect
Development Name:	PRIVATE HOUSES & FLATS	**Number of dwellings:**	65 DWELLS
Location:	WOODGATE	**Housing density:**	52.00
Postcode:	PO20 3SU	**Total Bedrooms:**	153.00
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

Site 64:	WX-03-A-01	**Site area:**	1.440000057220459 hect
Development Name:	SEMI-DETACHED	**Number of dwellings:**	34 DWELLS
Location:	WEXFORD	**Housing density:**	28.33
Postcode:		**Total Bedrooms:**	102.00
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED:
Total People
Ranking Type: **TOTALS** Time Range: 08:00-09:00 CALCULATION FACTOR: DWELLS
DWELLS
15th Percentile = No. **55** LN-03-A-03 Totals: 0.773
85th Percentile = No. **10** AC-03-A-04 Totals: 1.583

Median Values		Mean Values	
Arrivals:	0.292	Arrivals:	0.287
Departures:	0.917	Departures:	0.920
Totals:	1.208	Totals:	1.207

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
1	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wed	05/11/11	1.111	1.472	2.583
2	DC-03-A-10	MIXED HOUSES	GILLINGHAM	26	Wed	11/09/22	0.654	1.692	2.346
3	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	42	Tue	09/25/18	0.667	1.643	2.310
4	KK-03-A-03	MIXED HOUSING	KILKENNY	70	Wed	11/26/08	0.743	1.229	1.971
5	CU-03-A-02	SEMI DETACHED	WORKINGTON	40	Thu	11/20/08	0.450	1.425	1.875
6	DE-03-A-04	SEMI-DETACHED & TERRACED	COLERAINE	38	Thu	05/19/22	0.447	1.395	1.842
7	IM-03-A-02	MIXED HOUSES	KIRK MICHAEL	27	Thu	05/23/24	0.370	1.407	1.778
8	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tue	09/25/18	0.366	1.366	1.732
9	HC-03-A-23	HOUSES & FLATS	LIPHOOK	62	Tue	11/19/19	0.258	1.468	1.726
10	**AC-03-A-04**	**TOWN HOUSES**	**NORTHWICH**	**24**	**Thu**	**06/06/19**	**0.458**	**1.125**	**1.583**
11	TI-03-A-01	MIXED HOUSES	THURLES	76	Thu	06/17/21	0.276	1.276	1.553
12	CS-03-A-04	DETACHED & SEMI-DETACHED	STRANDHILL	63	Thu	10/27/16	0.190	1.333	1.524
13	RO-03-A-03	DETACHED HOUSES	BOYLE	23	Thu	09/25/14	0.391	1.130	1.522
14	CS-03-A-02	DETACHED	SLIGO	35	Thu	06/14/07	0.400	1.114	1.514
15	AN-03-A-03	SEMI DETACHED	LISBURN	86	Thu	11/14/02	0.221	1.267	1.488
16	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wed	09/18/13	0.130	1.348	1.478
17	NF-03-A-25	MIXED HOUSES & FLATS	GORLESTON-ON-SEA	55	Tue	09/21/21	0.491	0.982	1.473
18	DL-03-A-10	SEMI DETACHED & DETACHED	MALAHIDE	65	Wed	06/20/18	0.138	1.323	1.462
19	NF-03-A-37	MIXED HOUSES	DEREHAM	44	Tue	09/27/22	0.364	1.091	1.455
20	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thu	07/14/16	0.255	1.196	1.451
21	WX-03-A-01	SEMI-DETACHED	WEXFORD	34	Thu	09/25/14	0.353	1.088	1.441
22	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wed	03/23/16	0.225	1.200	1.425
23	IM-03-A-01	MIXED HOUSES	COLBY	31	Tue	05/21/24	0.129	1.290	1.419

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
24	CV-03-A-01	DETACHED HOUSES	CAVAN	37	Tue	12/18/12	0.270	1.081	1.351
25	AN-03-A-07	SEMI DETACHED/ TERRACED HOUSING	ANTRIM	55	Tue	12/20/11	0.345	0.982	1.327
26	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	49	Tue	10/12/21	0.449	0.878	1.327
27	FA-03-A-01	SEMI-DETACHED/ TERRACED	FALKIRK	37	Thu	05/30/13	0.324	1.000	1.324
28	CT-03-A-01	MIXED HOUSES	STOTFOLD	46	Wed	06/22/22	0.304	0.978	1.283
29	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	52	Tue	09/25/07	0.269	1.000	1.269
30	CS-03-A-03	MIXED HOUSES	STRANDHILL	30	Thu	10/27/16	0.333	0.933	1.267
31	IM-03-A-05	MIXED HOUSES	CASTLETOWN	45	Tue	05/21/24	0.178	1.067	1.244
32	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tue	09/17/13	0.254	0.986	1.239
33	WO-03-A-02	SEMI DETACHED	REDDITCH	48	Tue	05/02/06	0.292	0.917	1.208
34	RO-03-A-02	SEMI DET. & BUNGALOWS	BALLAGHADERREEN	31	Thu	07/14/11	0.226	0.968	1.194
35	HC-03-A-27	MIXED HOUSES	ANDOVER	73	Tue	11/16/21	0.247	0.945	1.192
36	WS-03-A-25	PRIVATE HOUSES & FLATS	WOODGATE	65	Wed	09/18/24	0.215	0.954	1.169
37	CW-03-A-02	SEMI D./DETATCHED	TRURO	73	Tue	09/18/07	0.178	0.877	1.055
38	DO-03-A-03	DETACHED/SEMI DETACHED	BELFAST	79	Wed	10/23/13	0.165	0.861	1.025
39	GA-03-A-03	SEMI DET./TERRACED	GALWAY	24	Wed	09/20/06	0.333	0.667	1.000
40	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tue	11/29/16	0.113	0.887	1.000
41	WS-03-A-17	MIXED HOUSES & FLATS	CHICHESTER	86	Wed	03/01/23	0.233	0.733	0.965
42	CA-03-A-08	DETACHED & SEMI-DETACHED	SAWTRY	83	Thu	10/13/22	0.217	0.723	0.940
43	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thu	09/24/15	0.212	0.727	0.939
44	ES-03-A-22	MIXED HOUSES	NEWHAVEN	85	Tue	04/22/25	0.235	0.671	0.906
45	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thu	01/23/14	0.268	0.606	0.873
46	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tue	10/16/12	0.296	0.556	0.852
47	LE-03-A-02	DETACHED & OTHERS	IBSTOCK	85	Thu	06/28/18	0.282	0.565	0.847
48	CR-03-A-01	BUNGALOWS	CORK	48	Thu	12/08/05	0.250	0.583	0.833
49	NF-03-A-05	MIXED HOUSES	HOLT	40	Thu	09/19/19	0.325	0.500	0.825
50	KD-03-A-02	TERRACED/SEMI-D.	NEWBRIDGE	71	Tue	05/12/09	0.268	0.549	0.817
51	IW-03-A-01	DETACHED HOUSES	NEAR COWES	72	Tue	06/25/19	0.181	0.625	0.806
52	RO-03-A-01	MIXED HOUSES	ROSCOMMON	80	Thu	05/07/09	0.150	0.650	0.800
53	TE-03-A-03	SEMI-DETACHED/ TERRACED	TELFORD	54	Thu	10/24/13	0.222	0.574	0.796
54	NF-03-A-36	MIXED HOUSES	WYMONDHAM	75	Thu	09/29/22	0.240	0.547	0.787
55	**LN-03-A-03**	**SEMI DETACHED**	**LINCOLN**	**22**	**Tue**	**09/18/12**	**0.091**	**0.682**	**0.773**
56	EA-03-A-01	DETATCHED	KILMARNOCK	39	Thu	06/05/08	0.256	0.513	0.769

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
57	NF-03-A-34	MIXED HOUSES	SWAFFHAM	80	Tue	09/27/22	0.225	0.525	0.750
58	NY-03-A-14	DETACHED & BUNGALOWS	RIPON	45	Wed	05/18/22	0.111	0.622	0.733
59	AC-03-A-03	SEMI-DETACHED & TERRACED	NORTHWICH	40	Tue	06/04/19	0.175	0.450	0.625
60	SC-03-A-10	MIXED HOUSES	ASH	32	Wed	09/14/22	0.156	0.469	0.625
61	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	79	Wed	11/07/18	0.101	0.380	0.481
62	WS-03-A-16	DETACHED & SEMI-DETACHED	BRACKLESHAM BAY	58	Wed	11/09/22	0.069	0.345	0.414
63	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	57	Thu	10/19/17	0.158	0.193	0.351
64	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tue	03/28/17	0.080	0.260	0.340

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED:
Total People
Ranking Type: **TOTALS** Time Range: 17:00-18:00 CALCULATION FACTOR: DWELLS
DWELLS
15th Percentile = No. **55** SC-03-A-04 Totals: 0.620
85th Percentile = No. **10** CR-03-A-01 Totals: 1.667

Median Values		Mean Values	
Arrivals:	0.903	Arrivals:	0.710
Departures:	0.145	Departures:	0.383
Totals:	1.048	Totals:	1.093

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
1	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wed	05/11/11	1.444	1.194	2.639
2	KK-03-A-03	MIXED HOUSING	KILKENNY	70	Wed	11/26/08	1.286	0.771	2.057
3	CS-03-A-03	MIXED HOUSES	STRANDHILL	30	Thu	10/27/16	1.300	0.733	2.033
4	GA-03-A-03	SEMI DET./TERRACED	GALWAY	24	Wed	09/20/06	1.375	0.542	1.917
5	CV-03-A-01	DETACHED HOUSES	CAVAN	37	Tue	12/18/12	1.054	0.811	1.865
6	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	49	Tue	10/12/21	0.776	0.918	1.694
7	CS-03-A-02	DETACHED	SLIGO	35	Thu	06/14/07	0.971	0.714	1.686
8	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thu	07/14/16	0.941	0.745	1.686
9	DL-03-A-10	SEMI DETACHED & DETACHED	MALAHIDE	65	Wed	06/20/18	1.169	0.508	1.677
10	**CR-03-A-01**	**BUNGALOWS**	**CORK**	**48**	**Thu**	**12/08/05**	**0.917**	**0.750**	**1.667**
11	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wed	09/18/13	1.304	0.261	1.565
12	RO-03-A-03	DETACHED HOUSES	BOYLE	23	Thu	09/25/14	0.957	0.609	1.565
13	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tue	09/25/18	1.049	0.463	1.512
14	IM-03-A-02	MIXED HOUSES	KIRK MICHAEL	27	Thu	05/23/24	1.074	0.407	1.481
15	CA-03-A-08	DETACHED & SEMI-DETACHED	SAWTRY	83	Thu	10/13/22	0.988	0.482	1.470
16	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	42	Tue	09/25/18	0.810	0.571	1.381
17	RO-03-A-02	SEMI DET. & BUNGALOWS	BALLAGHADERREEN	31	Thu	07/14/11	0.903	0.452	1.355
18	IM-03-A-05	MIXED HOUSES	CASTLETOWN	45	Tue	05/21/24	0.889	0.422	1.311
19	AN-03-A-03	SEMI DETACHED	LISBURN	86	Thu	11/14/02	0.860	0.442	1.302
20	RO-03-A-01	MIXED HOUSES	ROSCOMMON	80	Thu	05/07/09	0.762	0.525	1.288
21	CT-03-A-01	MIXED HOUSES	STOTFOLD	46	Wed	06/22/22	0.630	0.609	1.239
22	CS-03-A-04	DETACHED & SEMI-DETACHED	STRANDHILL	63	Thu	10/27/16	0.810	0.413	1.222
23	CW-03-A-02	SEMI D./DETATCHED	TRURO	73	Tue	09/18/07	0.822	0.397	1.219
24	TI-03-A-01	MIXED HOUSES	THURLES	76	Thu	06/17/21	0.645	0.553	1.197

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
25	DE-03-A-04	SEMI-DETACHED & TERRACED	COLERAINE	38	Thu	05/19/22	0.711	0.447	1.158
26	NF-03-A-37	MIXED HOUSES	DEREHAM	44	Tue	09/27/22	0.659	0.477	1.136
27	IM-03-A-01	MIXED HOUSES	COLBY	31	Tue	05/21/24	0.581	0.548	1.129
28	DO-03-A-03	DETACHED/SEMI DETACHED	BELFAST	79	Wed	10/23/13	0.785	0.342	1.127
29	NF-03-A-25	MIXED HOUSES & FLATS	GORLESTON-ON-SEA	55	Tue	09/21/21	0.673	0.418	1.091
30	HC-03-A-27	MIXED HOUSES	ANDOVER	73	Tue	11/16/21	0.863	0.219	1.082
31	DC-03-A-10	MIXED HOUSES	GILLINGHAM	26	Wed	11/09/22	0.885	0.192	1.077
32	CU-03-A-02	SEMI DETACHED	WORKINGTON	40	Thu	11/20/08	0.675	0.375	1.050
33	HC-03-A-23	HOUSES & FLATS	LIPHOOK	62	Tue	11/19/19	0.903	0.145	1.048
34	WS-03-A-17	MIXED HOUSES & FLATS	CHICHESTER	86	Wed	03/01/23	0.791	0.256	1.047
35	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tue	10/16/12	0.778	0.259	1.037
36	EA-03-A-01	DETATCHED	KILMARNOCK	39	Thu	06/05/08	0.744	0.282	1.026
37	KD-03-A-02	TERRACED/SEMI-D.	NEWBRIDGE	71	Tue	05/12/09	0.549	0.465	1.014
38	AN-03-A-07	SEMI DETACHED/ TERRACED HOUSING	ANTRIM	55	Tue	12/20/11	0.618	0.382	1.000
39	WO-03-A-02	SEMI DETACHED	REDDITCH	48	Tue	05/02/06	0.646	0.354	1.000
40	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wed	03/23/16	0.650	0.325	0.975
41	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thu	09/24/15	0.667	0.303	0.970
42	LE-03-A-02	DETACHED & OTHERS	IBSTOCK	85	Thu	06/28/18	0.612	0.329	0.941
43	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tue	09/17/13	0.803	0.113	0.915
44	NF-03-A-36	MIXED HOUSES	WYMONDHAM	75	Thu	09/29/22	0.587	0.280	0.867
45	IW-03-A-01	DETACHED HOUSES	NEAR COWES	72	Tue	06/25/19	0.625	0.236	0.861
46	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tue	11/29/16	0.581	0.258	0.839
47	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	52	Tue	09/25/07	0.404	0.365	0.769
48	WX-03-A-01	SEMI-DETACHED	WEXFORD	34	Thu	09/25/14	0.353	0.382	0.735
49	NF-03-A-05	MIXED HOUSES	HOLT	40	Thu	09/19/19	0.525	0.200	0.725
50	NF-03-A-34	MIXED HOUSES	SWAFFHAM	80	Tue	09/27/22	0.388	0.312	0.700
51	FA-03-A-01	SEMI-DETACHED/ TERRACED	FALKIRK	37	Thu	05/30/13	0.459	0.189	0.649
52	ES-03-A-22	MIXED HOUSES	NEWHAVEN	85	Tue	04/22/25	0.447	0.200	0.647
53	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tue	09/18/12	0.455	0.182	0.636
54	TE-03-A-03	SEMI-DETACHED/ TERRACED	TELFORD	54	Thu	10/24/13	0.370	0.259	0.630
55	**SC-03-A-04**	**DETACHED & TERRACED**	**BYFLEET**	**71**	**Thu**	**01/23/14**	**0.465**	**0.155**	**0.620**
56	WS-03-A-25	PRIVATE HOUSES & FLATS	WOODGATE	65	Wed	09/18/24	0.400	0.169	0.569

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
57	SC-03-A-10	MIXED HOUSES	ASH	32	Wed	09/14/22	0.406	0.156	0.562
58	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tue	03/28/17	0.440	0.120	0.560
59	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	79	Wed	11/07/18	0.291	0.165	0.456
60	AC-03-A-03	SEMI-DETACHED & TERRACED	NORTHWICH	40	Tue	06/04/19	0.325	0.075	0.400
61	NY-03-A-14	DETACHED & BUNGALOWS	RIPON	45	Wed	05/18/22	0.267	0.067	0.333
62	AC-03-A-04	TOWN HOUSES	NORTHWICH	24	Thu	06/06/19	0.083	0.125	0.208
63	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	57	Thu	10/19/17	0.105	0.088	0.193
64	WS-03-A-16	DETACHED & SEMI-DETACHED	BRACKLESHAM BAY	58	Wed	11/09/22	0.121	0.017	0.138

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED:
Total People
Ranking Type: **TOTALS** Time Range: 07:00-19:00 CALCULATION FACTOR: DWELLS
DWELLS
15th Percentile = No. **55** DH-03-A-01 Totals: 6.56
85th Percentile = No. **10** SM-03-A-02 Totals: 11.905

Median Values		Mean Values	
Arrivals:	4.436	Arrivals:	4.614
Departures:	4.836	Departures:	4.759
Totals:	9.273	Totals:	9.374

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
1	CV-03-A-01	DETACHED HOUSES	CAVAN	37	Tue	12/18/12	11.730	11.784	23.514
2	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wed	05/11/11	7.889	8.111	16.000
3	CR-03-A-01	BUNGALOWS	CORK	48	Thu	12/08/05	6.854	7.333	14.188
4	KK-03-A-03	MIXED HOUSING	KILKENNY	70	Wed	11/26/08	6.857	6.971	13.829
5	DE-03-A-04	SEMI-DETACHED & TERRACED	COLERAINE	38	Thu	05/19/22	6.500	6.895	13.395
6	CS-03-A-02	DETACHED	SLIGO	35	Thu	06/14/07	6.543	6.829	13.371
7	IM-03-A-02	MIXED HOUSES	KIRK MICHAEL	27	Thu	05/23/24	6.481	6.778	13.259
8	HC-03-A-23	HOUSES & FLATS	LIPHOOK	62	Tue	11/19/19	6.048	6.177	12.226
9	CS-03-A-03	MIXED HOUSES	STRANDHILL	30	Thu	10/27/16	5.533	6.500	12.033
10	**SM-03-A-02**	**MIXED HOUSES**	**NEAR TAUNTON**	**42**	**Tue**	**09/25/18**	**5.595**	**6.310**	**11.905**
11	DL-03-A-10	SEMI DETACHED & DETACHED	MALAHIDE	65	Wed	06/20/18	5.508	6.015	11.523
12	CS-03-A-04	DETACHED & SEMI-DETACHED	STRANDHILL	63	Thu	10/27/16	5.921	5.571	11.492
13	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tue	10/16/12	5.815	5.556	11.370
14	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tue	09/25/18	5.683	5.610	11.293
15	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	49	Tue	10/12/21	5.286	5.571	10.857
16	RO-03-A-03	DETACHED HOUSES	BOYLE	23	Thu	09/25/14	5.435	5.348	10.783
17	NF-03-A-37	MIXED HOUSES	DEREHAM	44	Tue	09/27/22	5.182	5.568	10.750
18	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thu	07/14/16	5.020	5.647	10.667
19	WX-03-A-01	SEMI-DETACHED	WEXFORD	34	Thu	09/25/14	5.147	5.412	10.559
20	NF-03-A-25	MIXED HOUSES & FLATS	GORLESTON-ON-SEA	55	Tue	09/21/21	5.073	5.400	10.473
21	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	52	Tue	09/25/07	5.135	5.173	10.308
22	TI-03-A-01	MIXED HOUSES	THURLES	76	Thu	06/17/21	4.658	5.605	10.263
23	GA-03-A-03	SEMI DET./TERRACED	GALWAY	24	Wed	09/20/06	5.125	5.083	10.208
24	WO-03-A-02	SEMI DETACHED	REDDITCH	48	Tue	05/02/06	5.229	4.958	10.188

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
25	CU-03-A-02	SEMI DETACHED	WORKINGTON	40	Thu	11/20/08	5.075	5.100	10.175
26	IM-03-A-05	MIXED HOUSES	CASTLETOWN	45	Tue	05/21/24	4.889	5.067	9.956
27	DC-03-A-10	MIXED HOUSES	GILLINGHAM	26	Wed	11/09/22	4.885	4.923	9.808
28	RO-03-A-02	SEMI DET. & BUNGALOWS	BALLAGHADERREEN	31	Thu	07/14/11	4.774	4.871	9.645
29	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wed	03/23/16	4.625	4.925	9.550
30	KD-03-A-02	TERRACED/SEMI-D.	NEWBRIDGE	71	Tue	05/12/09	4.690	4.859	9.549
31	AN-03-A-03	SEMI DETACHED	LISBURN	86	Thu	11/14/02	4.733	4.733	9.465
32	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wed	09/18/13	4.826	4.565	9.391
33	AN-03-A-07	SEMI DETACHED/ TERRACED HOUSING	ANTRIM	55	Tue	12/20/11	4.436	4.836	9.273
34	CW-03-A-02	SEMI D./DETATCHED	TRURO	73	Tue	09/18/07	4.384	4.712	9.096
35	CT-03-A-01	MIXED HOUSES	STOTFOLD	46	Wed	06/22/22	4.283	4.500	8.783
36	IM-03-A-01	MIXED HOUSES	COLBY	31	Tue	05/21/24	4.226	4.323	8.548
37	RO-03-A-01	MIXED HOUSES	ROSCOMMON	80	Thu	05/07/09	4.038	4.438	8.475
38	HC-03-A-27	MIXED HOUSES	ANDOVER	73	Tue	11/16/21	4.205	4.192	8.397
39	WS-03-A-17	MIXED HOUSES & FLATS	CHICHESTER	86	Wed	03/01/23	4.151	4.105	8.256
40	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tue	11/29/16	4.016	4.145	8.161
41	CA-03-A-08	DETACHED & SEMI-DETACHED	SAWTRY	83	Thu	10/13/22	4.060	4.096	8.157
42	TE-03-A-03	SEMI-DETACHED/ TERRACED	TELFORD	54	Thu	10/24/13	4.259	3.852	8.111
43	SC-03-A-10	MIXED HOUSES	ASH	32	Wed	09/14/22	3.969	4.000	7.969
44	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thu	09/24/15	3.879	3.970	7.848
45	EA-03-A-01	DETATCHED	KILMARNOCK	39	Thu	06/05/08	3.974	3.821	7.795
46	IW-03-A-01	DETACHED HOUSES	NEAR COWES	72	Tue	06/25/19	3.722	4.014	7.736
47	LE-03-A-02	DETACHED & OTHERS	IBSTOCK	85	Thu	06/28/18	3.835	3.765	7.600
48	FA-03-A-01	SEMI-DETACHED/ TERRACED	FALKIRK	37	Thu	05/30/13	3.541	3.946	7.486
49	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tue	09/17/13	3.718	3.746	7.465
50	NF-03-A-36	MIXED HOUSES	WYMONDHAM	75	Thu	09/29/22	3.680	3.747	7.427
51	DO-03-A-03	DETACHED/SEMI DETACHED	BELFAST	79	Wed	10/23/13	3.684	3.684	7.367
52	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thu	01/23/14	3.690	3.620	7.310
53	NF-03-A-05	MIXED HOUSES	HOLT	40	Thu	09/19/19	3.375	3.575	6.950
54	WS-03-A-25	PRIVATE HOUSES & FLATS	WOODGATE	65	Wed	09/18/24	3.277	3.446	6.723
55	**DH-03-A-01**	**SEMI DETACHED**	**BISHOP AUCKLAND**	**50**	**Tue**	**03/28/17**	**3.220**	**3.340**	**6.560**
56	NF-03-A-34	MIXED HOUSES	SWAFFHAM	80	Tue	09/27/22	3.112	3.050	6.162

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
57	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	79	Wed	11/07/18	2.975	2.924	5.899
58	NY-03-A-14	DETACHED & BUNGALOWS	RIPON	45	Wed	05/18/22	2.956	2.933	5.889
59	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tue	09/18/12	2.545	2.955	5.500
60	ES-03-A-22	MIXED HOUSES	NEWHAVEN	85	Tue	04/22/25	2.694	2.776	5.471
61	AC-03-A-03	SEMI-DETACHED & TERRACED	NORTHWICH	40	Tue	06/04/19	2.450	2.725	5.175
62	AC-03-A-04	TOWN HOUSES	NORTHWICH	24	Thu	06/06/19	2.583	2.458	5.042
63	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	57	Thu	10/19/17	2.158	2.246	4.404
64	WS-03-A-16	DETACHED & SEMI-DETACHED	BRACKLESHAM BAY	58	Wed	11/09/22	1.466	1.414	2.879

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED:
Pedestrians
Ranking Type: **TOTALS** Time Range: 08:00-09:00 CALCULATION FACTOR: DWELLS
DWELLS
15th Percentile = No. **55** IW-03-A-01 Totals: 0.042
85th Percentile = No. **10** KC-03-A-03 Totals: 0.451

Median Values		Mean Values	
Arrivals:	0.06	Arrivals:	0.054
Departures:	0.08	Departures:	0.179
Totals:	0.14	Totals:	0.233

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
1	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	42	Tue	09/25/18	0.238	0.881	1.119
2	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tue	09/25/18	0.171	0.659	0.829
3	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wed	03/23/16	0.100	0.650	0.750
4	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	52	Tue	09/25/07	0.019	0.731	0.750
5	CU-03-A-02	SEMI DETACHED	WORKINGTON	40	Thu	11/20/08	0.100	0.625	0.725
6	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wed	05/11/11	0.167	0.472	0.639
7	WO-03-A-02	SEMI DETACHED	REDDITCH	48	Tue	05/02/06	0.188	0.438	0.625
8	AC-03-A-04	TOWN HOUSES	NORTHWICH	24	Thu	06/06/19	0.167	0.375	0.542
9	DC-03-A-10	MIXED HOUSES	GILLINGHAM	26	Wed	11/09/22	0.154	0.385	0.538
10	**KC-03-A-03**	**MIXED HOUSES & FLATS**	**ASHFORD**	**51**	**Thu**	**07/14/16**	**0.118**	**0.333**	**0.451**
11	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wed	09/18/13	0.130	0.304	0.435
12	CW-03-A-02	SEMI D./DETATCHED	TRURO	73	Tue	09/18/07	0.068	0.356	0.425
13	HC-03-A-23	HOUSES & FLATS	LIPHOOK	62	Tue	11/19/19	0.129	0.274	0.403
14	CT-03-A-01	MIXED HOUSES	STOTFOLD	46	Wed	06/22/22	0.109	0.239	0.348
15	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tue	11/29/16	0.016	0.306	0.323
16	HC-03-A-27	MIXED HOUSES	ANDOVER	73	Tue	11/16/21	0.096	0.219	0.315
17	CS-03-A-02	DETACHED	SLIGO	35	Thu	06/14/07	0.000	0.286	0.286
18	FA-03-A-01	SEMI-DETACHED/ TERRACED	FALKIRK	37	Thu	05/30/13	0.081	0.189	0.270
19	GA-03-A-03	SEMI DET./TERRACED	GALWAY	24	Wed	09/20/06	0.125	0.125	0.250
20	KD-03-A-02	TERRACED/SEMI-D.	NEWBRIDGE	71	Tue	05/12/09	0.028	0.211	0.239
21	RO-03-A-02	SEMI DET. & BUNGALOWS	BALLAGHADERREEN	31	Thu	07/14/11	0.065	0.161	0.226
22	IM-03-A-02	MIXED HOUSES	KIRK MICHAEL	27	Thu	05/23/24	0.000	0.222	0.222
23	SC-03-A-10	MIXED HOUSES	ASH	32	Wed	09/14/22	0.062	0.156	0.219
24	RO-03-A-03	DETACHED HOUSES	BOYLE	23	Thu	09/25/14	0.217	0.000	0.217
25	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thu	09/24/15	0.061	0.152	0.212

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
26	CS-03-A-04	DETACHED & SEMI-DETACHED	STRANDHILL	63	Thu	10/27/16	0.016	0.190	0.206
27	NF-03-A-34	MIXED HOUSES	SWAFFHAM	80	Tue	09/27/22	0.062	0.138	0.200
28	CA-03-A-08	DETACHED & SEMI-DETACHED	SAWTRY	83	Thu	10/13/22	0.012	0.181	0.193
29	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tue	10/16/12	0.111	0.074	0.185
30	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tue	09/18/12	0.045	0.136	0.182
31	NF-03-A-37	MIXED HOUSES	DEREHAM	44	Tue	09/27/22	0.023	0.136	0.159
32	WX-03-A-01	SEMI-DETACHED	WEXFORD	34	Thu	09/25/14	0.029	0.118	0.147
33	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tue	03/28/17	0.060	0.080	0.140
34	TE-03-A-03	SEMI-DETACHED/ TERRACED	TELFORD	54	Thu	10/24/13	0.056	0.074	0.130
35	EA-03-A-01	DETATCHED	KILMARNOCK	39	Thu	06/05/08	0.026	0.103	0.128
36	AN-03-A-07	SEMI DETACHED/ TERRACED HOUSING	ANTRIM	55	Tue	12/20/11	0.018	0.109	0.127
37	CR-03-A-01	BUNGALOWS	CORK	48	Thu	12/08/05	0.021	0.104	0.125
38	NF-03-A-36	MIXED HOUSES	WYMONDHAM	75	Thu	09/29/22	0.027	0.093	0.120
39	TI-03-A-01	MIXED HOUSES	THURLES	76	Thu	06/17/21	0.013	0.105	0.118
40	IM-03-A-05	MIXED HOUSES	CASTLETOWN	45	Tue	05/21/24	0.022	0.089	0.111
41	ES-03-A-22	MIXED HOUSES	NEWHAVEN	85	Tue	04/22/25	0.047	0.059	0.106
42	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	49	Tue	10/12/21	0.061	0.041	0.102
43	WS-03-A-25	PRIVATE HOUSES & FLATS	WOODGATE	65	Wed	09/18/24	0.015	0.077	0.092
44	DO-03-A-03	DETACHED/SEMI DETACHED	BELFAST	79	Wed	10/23/13	0.025	0.063	0.089
45	RO-03-A-01	MIXED HOUSES	ROSCOMMON	80	Thu	05/07/09	0.000	0.088	0.088
46	CV-03-A-01	DETACHED HOUSES	CAVAN	37	Tue	12/18/12	0.000	0.081	0.081
47	WS-03-A-17	MIXED HOUSES & FLATS	CHICHESTER	86	Wed	03/01/23	0.035	0.047	0.081
48	DL-03-A-10	SEMI DETACHED & DETACHED	MALAHIDE	65	Wed	06/20/18	0.000	0.077	0.077
49	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tue	09/17/13	0.000	0.070	0.070
50	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thu	01/23/14	0.028	0.042	0.070
51	CS-03-A-03	MIXED HOUSES	STRANDHILL	30	Thu	10/27/16	0.000	0.067	0.067
52	LE-03-A-02	DETACHED & OTHERS	IBSTOCK	85	Thu	06/28/18	0.024	0.035	0.059
53	NY-03-A-14	DETACHED & BUNGALOWS	RIPON	45	Wed	05/18/22	0.000	0.044	0.044
54	KK-03-A-03	MIXED HOUSING	KILKENNY	70	Wed	11/26/08	0.014	0.029	0.043
55	**IW-03-A-01**	**DETACHED HOUSES**	**NEAR COWES**	**72**	**Tue**	**06/25/19**	**0.014**	**0.028**	**0.042**
56	NF-03-A-25	MIXED HOUSES & FLATS	GORLESTON-ON-SEA	55	Tue	09/21/21	0.000	0.036	0.036
57	WS-03-A-16	DETACHED & SEMI-	BRACKLESHAM BAY	58	Wed	11/09/22	0.017	0.017	0.034

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
		DETACHED							
58	IM-03-A-01	MIXED HOUSES	COLBY	31	Tue	05/21/24	0.000	0.032	0.032
59	AC-03-A-03	SEMI-DETACHED & TERRACED	NORTHWICH	40	Tue	06/04/19	0.000	0.025	0.025
60	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	79	Wed	11/07/18	0.000	0.025	0.025
61	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	57	Thu	10/19/17	0.018	0.000	0.018
62	AN-03-A-03	SEMI DETACHED	LISBURN	86	Thu	11/14/02	0.000	0.000	0.000
63	DE-03-A-04	SEMI-DETACHED & TERRACED	COLERAINE	38	Thu	05/19/22	0.000	0.000	0.000
64	NF-03-A-05	MIXED HOUSES	HOLT	40	Thu	09/19/19	0.000	0.000	0.000

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED:
Pedestrians
Ranking Type: **TOTALS** Time Range: 17:00-18:00 CALCULATION FACTOR: DWELLS
DWELLS
15th Percentile = No. **55** WS-03-A-16 Totals: 0.017
85th Percentile = No. **10** DH-03-A-01 Totals: 0.26

Median Values		Mean Values	
Arrivals:	0.068	Arrivals:	0.086
Departures:	0.027	Departures:	0.062
Totals:	0.096	Totals:	0.148

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
1	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wed	05/11/11	0.528	0.389	0.917
2	GA-03-A-03	SEMI DET./TERRACED	GALWAY	24	Wed	09/20/06	0.542	0.333	0.875
3	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wed	09/18/13	0.348	0.087	0.435
4	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thu	07/14/16	0.118	0.255	0.373
5	RO-03-A-02	SEMI DET. & BUNGALOWS	BALLAGHADERREEN	31	Thu	07/14/11	0.194	0.161	0.355
6	CS-03-A-03	MIXED HOUSES	STRANDHILL	30	Thu	10/27/16	0.100	0.233	0.333
7	IM-03-A-05	MIXED HOUSES	CASTLETOWN	45	Tue	05/21/24	0.156	0.156	0.311
8	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tue	09/25/18	0.171	0.122	0.293
9	CA-03-A-08	DETACHED & SEMI-DETACHED	SAWTRY	83	Thu	10/13/22	0.145	0.145	0.289
10	**DH-03-A-01**	**SEMI DETACHED**	**BISHOP AUCKLAND**	**50**	**Tue**	**03/28/17**	**0.180**	**0.080**	**0.260**
11	IM-03-A-01	MIXED HOUSES	COLBY	31	Tue	05/21/24	0.161	0.097	0.258
12	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	52	Tue	09/25/07	0.192	0.058	0.250
13	CW-03-A-02	SEMI D./DETATCHED	TRURO	73	Tue	09/18/07	0.192	0.041	0.233
14	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	42	Tue	09/25/18	0.143	0.071	0.214
15	CS-03-A-02	DETACHED	SLIGO	35	Thu	06/14/07	0.143	0.057	0.200
16	CR-03-A-01	BUNGALOWS	CORK	48	Thu	12/08/05	0.104	0.083	0.188
17	IM-03-A-02	MIXED HOUSES	KIRK MICHAEL	27	Thu	05/23/24	0.074	0.111	0.185
18	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tue	10/16/12	0.148	0.037	0.185
19	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tue	09/18/12	0.045	0.136	0.182
20	KD-03-A-02	TERRACED/SEMI-D.	NEWBRIDGE	71	Tue	05/12/09	0.099	0.070	0.169
21	AC-03-A-04	TOWN HOUSES	NORTHWICH	24	Thu	06/06/19	0.083	0.083	0.167
22	FA-03-A-01	SEMI-DETACHED/ TERRACED	FALKIRK	37	Thu	05/30/13	0.135	0.027	0.162
23	CU-03-A-02	SEMI DETACHED	WORKINGTON	40	Thu	11/20/08	0.125	0.025	0.150
24	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tue	11/29/16	0.081	0.065	0.145
25	CV-03-A-01	DETACHED HOUSES	CAVAN	37	Tue	12/18/12	0.108	0.027	0.135

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
26	NF-03-A-34	MIXED HOUSES	SWAFFHAM	80	Tue	09/27/22	0.062	0.062	0.125
27	LE-03-A-02	DETACHED & OTHERS	IBSTOCK	85	Thu	06/28/18	0.071	0.047	0.118
28	DC-03-A-10	MIXED HOUSES	GILLINGHAM	26	Wed	11/09/22	0.077	0.038	0.115
29	TE-03-A-03	SEMI-DETACHED/ TERRACED	TELFORD	54	Thu	10/24/13	0.056	0.056	0.111
30	WO-03-A-02	SEMI DETACHED	REDDITCH	48	Tue	05/02/06	0.042	0.062	0.104
31	EA-03-A-01	DETATCHED	KILMARNOCK	39	Thu	06/05/08	0.026	0.077	0.103
32	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wed	03/23/16	0.050	0.050	0.100
33	HC-03-A-27	MIXED HOUSES	ANDOVER	73	Tue	11/16/21	0.068	0.027	0.096
34	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thu	09/24/15	0.061	0.030	0.091
35	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	49	Tue	10/12/21	0.061	0.020	0.082
36	HC-03-A-23	HOUSES & FLATS	LIPHOOK	62	Tue	11/19/19	0.048	0.032	0.081
37	DE-03-A-04	SEMI-DETACHED & TERRACED	COLERAINE	38	Thu	05/19/22	0.026	0.053	0.079
38	TI-03-A-01	MIXED HOUSES	THURLES	76	Thu	06/17/21	0.039	0.039	0.079
39	DL-03-A-10	SEMI DETACHED & DETACHED	MALAHIDE	65	Wed	06/20/18	0.015	0.062	0.077
40	AN-03-A-07	SEMI DETACHED/ TERRACED HOUSING	ANTRIM	55	Tue	12/20/11	0.073	0.000	0.073
41	ES-03-A-22	MIXED HOUSES	NEWHAVEN	85	Tue	04/22/25	0.035	0.035	0.071
42	KK-03-A-03	MIXED HOUSING	KILKENNY	70	Wed	11/26/08	0.057	0.014	0.071
43	AN-03-A-03	SEMI DETACHED	LISBURN	86	Thu	11/14/02	0.035	0.035	0.070
44	CT-03-A-01	MIXED HOUSES	STOTFOLD	46	Wed	06/22/22	0.000	0.065	0.065
45	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thu	01/23/14	0.028	0.028	0.056
46	NF-03-A-36	MIXED HOUSES	WYMONDHAM	75	Thu	09/29/22	0.013	0.040	0.053
47	RO-03-A-01	MIXED HOUSES	ROSCOMMON	80	Thu	05/07/09	0.012	0.038	0.050
48	WS-03-A-17	MIXED HOUSES & FLATS	CHICHESTER	86	Wed	03/01/23	0.047	0.000	0.047
49	NF-03-A-37	MIXED HOUSES	DEREHAM	44	Tue	09/27/22	0.023	0.023	0.045
50	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tue	09/17/13	0.042	0.000	0.042
51	NF-03-A-25	MIXED HOUSES & FLATS	GORLESTON-ON-SEA	55	Tue	09/21/21	0.018	0.018	0.036
52	SC-03-A-10	MIXED HOUSES	ASH	32	Wed	09/14/22	0.031	0.000	0.031
53	WX-03-A-01	SEMI-DETACHED	WEXFORD	34	Thu	09/25/14	0.000	0.029	0.029
54	AC-03-A-03	SEMI-DETACHED & TERRACED	NORTHWICH	40	Tue	06/04/19	0.025	0.000	0.025
55	**WS-03-A-16**	**DETACHED & SEMI-DETACHED**	**BRACKLESHAM BAY**	**58**	**Wed**	**11/09/22**	**0.017**	**0.000**	**0.017**
56	CS-03-A-04	DETACHED & SEMI-	STRANDHILL	63	Thu	10/27/16	0.016	0.000	0.016

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
		DETACHED							
57	WS-03-A-25	PRIVATE HOUSES & FLATS	WOODGATE	65	Wed	09/18/24	0.015	0.000	0.015
58	IW-03-A-01	DETACHED HOUSES	NEAR COWES	72	Tue	06/25/19	0.014	0.000	0.014
59	DO-03-A-03	DETACHED/SEMI DETACHED	BELFAST	79	Wed	10/23/13	0.000	0.013	0.013
60	NF-03-A-05	MIXED HOUSES	HOLT	40	Thu	09/19/19	0.000	0.000	0.000
61	NY-03-A-14	DETACHED & BUNGALOWS	RIPON	45	Wed	05/18/22	0.000	0.000	0.000
62	RO-03-A-03	DETACHED HOUSES	BOYLE	23	Thu	09/25/14	0.000	0.000	0.000
63	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	57	Thu	10/19/17	0.000	0.000	0.000
64	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	79	Wed	11/07/18	0.000	0.000	0.000

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED:
Pedestrians
Ranking Type: **TOTALS** Time Range: 07:00-19:00 CALCULATION FACTOR: DWELLS
DWELLS
15th Percentile = No. **55** DO-03-A-03 Totals: 0.532
85th Percentile = No. **10** NF-03-A-01 Totals: 2.519

Median Values		Mean Values	
Arrivals:	0.55	Arrivals:	0.774
Departures:	0.65	Departures:	0.790
Totals:	1.20	Totals:	1.564

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
1	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wed	05/11/11	2.444	2.611	5.056
2	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	52	Tue	09/25/07	2.192	2.288	4.481
3	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	42	Tue	09/25/18	2.071	2.405	4.476
4	GA-03-A-03	SEMI DET./TERRACED	GALWAY	24	Wed	09/20/06	2.417	1.833	4.250
5	WO-03-A-02	SEMI DETACHED	REDDITCH	48	Tue	05/02/06	1.708	1.667	3.375
6	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tue	09/25/18	1.634	1.585	3.220
7	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wed	03/23/16	1.450	1.450	2.900
8	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tue	03/28/17	1.420	1.400	2.820
9	HC-03-A-23	HOUSES & FLATS	LIPHOOK	62	Tue	11/19/19	1.290	1.274	2.565
10	**NF-03-A-01**	**SEMI DET. & BUNGALOWS**	**CAISTER-ON-SEA**	**27**	**Tue**	**10/16/12**	**1.407**	**1.111**	**2.519**
11	CS-03-A-03	MIXED HOUSES	STRANDHILL	30	Thu	10/27/16	1.133	1.300	2.433
12	FA-03-A-01	SEMI-DETACHED/ TERRACED	FALKIRK	37	Thu	05/30/13	1.351	1.027	2.378
13	CR-03-A-01	BUNGALOWS	CORK	48	Thu	12/08/05	1.021	1.292	2.312
14	CU-03-A-02	SEMI DETACHED	WORKINGTON	40	Thu	11/20/08	0.950	1.325	2.275
15	IM-03-A-05	MIXED HOUSES	CASTLETOWN	45	Tue	05/21/24	1.067	1.133	2.200
16	CS-03-A-02	DETACHED	SLIGO	35	Thu	06/14/07	0.657	1.514	2.171
17	KD-03-A-02	TERRACED/SEMI-D.	NEWBRIDGE	71	Tue	05/12/09	1.070	1.099	2.169
18	CW-03-A-02	SEMI D./DETATCHED	TRURO	73	Tue	09/18/07	1.123	1.027	2.151
19	IM-03-A-02	MIXED HOUSES	KIRK MICHAEL	27	Thu	05/23/24	1.037	1.074	2.111
20	DC-03-A-10	MIXED HOUSES	GILLINGHAM	26	Wed	11/09/22	1.000	1.077	2.077
21	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thu	07/14/16	0.980	1.059	2.039
22	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wed	09/18/13	1.000	1.000	2.000
23	RO-03-A-02	SEMI DET. & BUNGALOWS	BALLAGHADERREEN	31	Thu	07/14/11	0.968	1.000	1.968

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
24	HC-03-A-27	MIXED HOUSES	ANDOVER	73	Tue	11/16/21	0.973	0.904	1.877
25	CA-03-A-08	DETACHED & SEMI-DETACHED	SAWTRY	83	Thu	10/13/22	0.880	0.928	1.807
26	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tue	11/29/16	0.839	0.935	1.774
27	WX-03-A-01	SEMI-DETACHED	WEXFORD	34	Thu	09/25/14	0.853	0.794	1.647
28	AC-03-A-04	TOWN HOUSES	NORTHWICH	24	Thu	06/06/19	0.958	0.667	1.625
29	TE-03-A-03	SEMI-DETACHED/ TERRACED	TELFORD	54	Thu	10/24/13	0.815	0.778	1.593
30	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tue	09/18/12	0.727	0.773	1.500
31	CS-03-A-04	DETACHED & SEMI-DETACHED	STRANDHILL	63	Thu	10/27/16	0.667	0.619	1.286
32	NF-03-A-37	MIXED HOUSES	DEREHAM	44	Tue	09/27/22	0.659	0.545	1.205
33	NF-03-A-34	MIXED HOUSES	SWAFFHAM	80	Tue	09/27/22	0.550	0.650	1.200
34	CT-03-A-01	MIXED HOUSES	STOTFOLD	46	Wed	06/22/22	0.522	0.587	1.109
35	SC-03-A-10	MIXED HOUSES	ASH	32	Wed	09/14/22	0.531	0.531	1.062
36	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thu	09/24/15	0.515	0.545	1.061
37	EA-03-A-01	DETATCHED	KILMARNOCK	39	Thu	06/05/08	0.513	0.513	1.026
38	DL-03-A-10	SEMI DETACHED & DETACHED	MALAHIDE	65	Wed	06/20/18	0.523	0.477	1.000
39	CV-03-A-01	DETACHED HOUSES	CAVAN	37	Tue	12/18/12	0.568	0.405	0.973
40	NF-03-A-25	MIXED HOUSES & FLATS	GORLESTON-ON-SEA	55	Tue	09/21/21	0.455	0.509	0.964
41	AN-03-A-07	SEMI DETACHED/ TERRACED HOUSING	ANTRIM	55	Tue	12/20/11	0.436	0.509	0.945
42	TI-03-A-01	MIXED HOUSES	THURLES	76	Thu	06/17/21	0.408	0.447	0.855
43	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	49	Tue	10/12/21	0.347	0.449	0.796
44	NF-03-A-36	MIXED HOUSES	WYMONDHAM	75	Thu	09/29/22	0.347	0.413	0.760
45	NY-03-A-14	DETACHED & BUNGALOWS	RIPON	45	Wed	05/18/22	0.356	0.378	0.733
46	IM-03-A-01	MIXED HOUSES	COLBY	31	Tue	05/21/24	0.355	0.355	0.710
47	WS-03-A-17	MIXED HOUSES & FLATS	CHICHESTER	86	Wed	03/01/23	0.349	0.360	0.709
48	LE-03-A-02	DETACHED & OTHERS	IBSTOCK	85	Thu	06/28/18	0.341	0.341	0.682
49	RO-03-A-03	DETACHED HOUSES	BOYLE	23	Thu	09/25/14	0.435	0.217	0.652
50	ES-03-A-22	MIXED HOUSES	NEWHAVEN	85	Tue	04/22/25	0.318	0.306	0.624
51	KK-03-A-03	MIXED HOUSING	KILKENNY	70	Wed	11/26/08	0.286	0.300	0.586
52	DE-03-A-04	SEMI-DETACHED & TERRACED	COLERAINE	38	Thu	05/19/22	0.263	0.316	0.579
53	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thu	01/23/14	0.310	0.268	0.577
54	AC-03-A-03	SEMI-DETACHED & TERRACED	NORTHWICH	40	Tue	06/04/19	0.250	0.300	0.550

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
55	**DO-03-A-03**	**DETACHED/SEMI DETACHED**	**BELFAST**	**79**	**Wed**	**10/23/13**	**0.266**	**0.266**	**0.532**
56	WS-03-A-16	DETACHED & SEMI-DETACHED	BRACKLESHAM BAY	58	Wed	11/09/22	0.259	0.259	0.517
57	RO-03-A-01	MIXED HOUSES	ROSCOMMON	80	Thu	05/07/09	0.188	0.300	0.488
58	WS-03-A-25	PRIVATE HOUSES & FLATS	WOODGATE	65	Wed	09/18/24	0.231	0.231	0.462
59	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tue	09/17/13	0.225	0.225	0.451
60	IW-03-A-01	DETACHED HOUSES	NEAR COWES	72	Tue	06/25/19	0.181	0.181	0.361
61	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	57	Thu	10/19/17	0.140	0.140	0.281
62	NF-03-A-05	MIXED HOUSES	HOLT	40	Thu	09/19/19	0.125	0.100	0.225
63	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	79	Wed	11/07/18	0.089	0.089	0.177
64	AN-03-A-03	SEMI DETACHED	LISBURN	86	Thu	11/14/02	0.105	0.070	0.174

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED:
Cyclists
Ranking Type: **TOTALS** Time Range: 08:00-09:00 CALCULATION FACTOR: DWELLS
DWELLS
15th Percentile = No. **34** DE-03-A-04 Totals: 0
85th Percentile = No. **10** SM-03-A-02 Totals: 0.048

Median Values		Mean Values	
Arrivals:	0	Arrivals:	0.002
Departures:	0	Departures:	0.018
Totals:	0	Totals:	0.020

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
1	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tue	09/25/18	0.024	0.122	0.146
2	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tue	09/17/13	0.000	0.085	0.085
3	AC-03-A-04	TOWN HOUSES	NORTHWICH	24	Thu	06/06/19	0.000	0.083	0.083
4	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	52	Tue	09/25/07	0.019	0.058	0.077
5	HC-03-A-23	HOUSES & FLATS	LIPHOOK	62	Tue	11/19/19	0.000	0.065	0.065
6	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thu	09/24/15	0.000	0.061	0.061
7	TI-03-A-01	MIXED HOUSES	THURLES	76	Thu	06/17/21	0.000	0.053	0.053
8	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	79	Wed	11/07/18	0.000	0.051	0.051
9	CS-03-A-04	DETACHED & SEMI-DETACHED	STRANDHILL	63	Thu	10/27/16	0.016	0.032	0.048
10	**SM-03-A-02**	**MIXED HOUSES**	**NEAR TAUNTON**	**42**	**Tue**	**09/25/18**	**0.024**	**0.024**	**0.048**
11	WS-03-A-25	PRIVATE HOUSES & FLATS	WOODGATE	65	Wed	09/18/24	0.000	0.046	0.046
12	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tue	09/18/12	0.000	0.045	0.045
13	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wed	09/18/13	0.000	0.043	0.043
14	ES-03-A-22	MIXED HOUSES	NEWHAVEN	85	Tue	04/22/25	0.000	0.035	0.035
15	WS-03-A-17	MIXED HOUSES & FLATS	CHICHESTER	86	Wed	03/01/23	0.000	0.023	0.023
16	WO-03-A-02	SEMI DETACHED	REDDITCH	48	Tue	05/02/06	0.000	0.021	0.021
17	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thu	07/14/16	0.000	0.020	0.020
18	AN-03-A-07	SEMI DETACHED/ TERRACED HOUSING	ANTRIM	55	Tue	12/20/11	0.000	0.018	0.018
19	WS-03-A-16	DETACHED & SEMI-DETACHED	BRACKLESHAM BAY	58	Wed	11/09/22	0.000	0.017	0.017
20	DL-03-A-10	SEMI DETACHED & DETACHED	MALAHIDE	65	Wed	06/20/18	0.000	0.015	0.015
21	IW-03-A-01	DETACHED HOUSES	NEAR COWES	72	Tue	06/25/19	0.000	0.014	0.014
22	KD-03-A-02	TERRACED/SEMI-D.	NEWBRIDGE	71	Tue	05/12/09	0.000	0.014	0.014
23	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thu	01/23/14	0.000	0.014	0.014

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
24	AN-03-A-03	SEMI DETACHED	LISBURN	86	Thu	11/14/02	0.000	0.012	0.012
25	CA-03-A-08	DETACHED & SEMI-DETACHED	SAWTRY	83	Thu	10/13/22	0.000	0.012	0.012
26	AC-03-A-03	SEMI-DETACHED & TERRACED	NORTHWICH	40	Tue	06/04/19	0.000	0.000	0.000
27	CR-03-A-01	BUNGALOWS	CORK	48	Thu	12/08/05	0.000	0.000	0.000
28	CS-03-A-02	DETACHED	SLIGO	35	Thu	06/14/07	0.000	0.000	0.000
29	CS-03-A-03	MIXED HOUSES	STRANDHILL	30	Thu	10/27/16	0.000	0.000	0.000
30	CT-03-A-01	MIXED HOUSES	STOTFOLD	46	Wed	06/22/22	0.000	0.000	0.000
31	CU-03-A-02	SEMI DETACHED	WORKINGTON	40	Thu	11/20/08	0.000	0.000	0.000
32	CW-03-A-02	SEMI D./DETATCHED	TRURO	73	Tue	09/18/07	0.000	0.000	0.000
33	DC-03-A-10	MIXED HOUSES	GILLINGHAM	26	Wed	11/09/22	0.000	0.000	0.000
34	**DE-03-A-04**	**SEMI-DETACHED & TERRACED**	**COLERAINE**	**38**	**Thu**	**05/19/22**	**0.000**	**0.000**	**0.000**
35	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tue	03/28/17	0.000	0.000	0.000
36	EA-03-A-01	DETATCHED	KILMARNOCK	39	Thu	06/05/08	0.000	0.000	0.000
37	GA-03-A-03	SEMI DET./TERRACED	GALWAY	24	Wed	09/20/06	0.000	0.000	0.000
38	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tue	11/29/16	0.000	0.000	0.000
39	HC-03-A-27	MIXED HOUSES	ANDOVER	73	Tue	11/16/21	0.000	0.000	0.000
40	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wed	03/23/16	0.000	0.000	0.000
41	IM-03-A-02	MIXED HOUSES	KIRK MICHAEL	27	Thu	05/23/24	0.000	0.000	0.000
42	IM-03-A-05	MIXED HOUSES	CASTLETOWN	45	Tue	05/21/24	0.000	0.000	0.000
43	KK-03-A-03	MIXED HOUSING	KILKENNY	70	Wed	11/26/08	0.000	0.000	0.000
44	LE-03-A-02	DETACHED & OTHERS	IBSTOCK	85	Thu	06/28/18	0.000	0.000	0.000
45	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	49	Tue	10/12/21	0.000	0.000	0.000
46	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tue	10/16/12	0.000	0.000	0.000
47	NF-03-A-05	MIXED HOUSES	HOLT	40	Thu	09/19/19	0.000	0.000	0.000
48	NF-03-A-25	MIXED HOUSES & FLATS	GORLESTON-ON-SEA	55	Tue	09/21/21	0.000	0.000	0.000
49	NF-03-A-37	MIXED HOUSES	DEREHAM	44	Tue	09/27/22	0.000	0.000	0.000
50	NY-03-A-14	DETACHED & BUNGALOWS	RIPON	45	Wed	05/18/22	0.000	0.000	0.000
51	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wed	05/11/11	0.000	0.000	0.000
52	RO-03-A-01	MIXED HOUSES	ROSCOMMON	80	Thu	05/07/09	0.000	0.000	0.000
53	SC-03-A-10	MIXED HOUSES	ASH	32	Wed	09/14/22	0.000	0.000	0.000
54	WX-03-A-01	SEMI-DETACHED	WEXFORD	34	Thu	09/25/14	0.000	0.000	0.000

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED:
Cyclists

Ranking Type: **TOTALS** Time Range: 17:00-18:00 CALCULATION FACTOR: DWELLS
DWELLS

15th Percentile = No. **38** HC-03-A-23 Totals: 0
85th Percentile = No. **9** HI-03-A-14 Totals: 0.05

Median Values		Mean Values	
Arrivals:	0.012	Arrivals:	0.016
Departures:	0	Departures:	0.010
Totals:	0.012	Totals:	0.026

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
1	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	42	Tue	09/25/18	0.095	0.143	0.238
2	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thu	09/24/15	0.091	0.061	0.152
3	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wed	09/18/13	0.087	0.000	0.087
4	NF-03-A-25	MIXED HOUSES & FLATS	GORLESTON-ON-SEA	55	Tue	09/21/21	0.018	0.055	0.073
5	CS-03-A-03	MIXED HOUSES	STRANDHILL	30	Thu	10/27/16	0.033	0.033	0.067
6	CS-03-A-02	DETACHED	SLIGO	35	Thu	06/14/07	0.057	0.000	0.057
7	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wed	05/11/11	0.056	0.000	0.056
8	DE-03-A-04	SEMI-DETACHED & TERRACED	COLERAINE	38	Thu	05/19/22	0.053	0.000	0.053
9	**HI-03-A-14**	**SEMI-DETACHED & TERRACED**	**INVERNESS**	**40**	**Wed**	**03/23/16**	**0.050**	**0.000**	**0.050**
10	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tue	09/25/18	0.000	0.049	0.049
11	AN-03-A-03	SEMI DETACHED	LISBURN	86	Thu	11/14/02	0.023	0.023	0.047
12	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tue	09/18/12	0.045	0.000	0.045
13	NF-03-A-37	MIXED HOUSES	DEREHAM	44	Tue	09/27/22	0.045	0.000	0.045
14	AC-03-A-04	TOWN HOUSES	NORTHWICH	24	Thu	06/06/19	0.000	0.042	0.042
15	GA-03-A-03	SEMI DET./TERRACED	GALWAY	24	Wed	09/20/06	0.000	0.042	0.042
16	IM-03-A-02	MIXED HOUSES	KIRK MICHAEL	27	Thu	05/23/24	0.037	0.000	0.037
17	SC-03-A-10	MIXED HOUSES	ASH	32	Wed	09/14/22	0.000	0.031	0.031
18	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tue	09/17/13	0.028	0.000	0.028
19	CW-03-A-02	SEMI D./DETATCHED	TRURO	73	Tue	09/18/07	0.027	0.000	0.027
20	EA-03-A-01	DETATCHED	KILMARNOCK	39	Thu	06/05/08	0.026	0.000	0.026
21	CR-03-A-01	BUNGALOWS	CORK	48	Thu	12/08/05	0.021	0.000	0.021
22	WO-03-A-02	SEMI DETACHED	REDDITCH	48	Tue	05/02/06	0.000	0.021	0.021
23	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	52	Tue	09/25/07	0.019	0.000	0.019
24	AN-03-A-07	SEMI DETACHED/	ANTRIM	55	Tue	12/20/11	0.000	0.018	0.018

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
		TERRACED HOUSING							
25	HC-03-A-27	MIXED HOUSES	ANDOVER	73	Tue	11/16/21	0.014	0.000	0.014
26	IW-03-A-01	DETACHED HOUSES	NEAR COWES	72	Tue	06/25/19	0.014	0.000	0.014
27	TI-03-A-01	MIXED HOUSES	THURLES	76	Thu	06/17/21	0.013	0.000	0.013
28	CA-03-A-08	DETACHED & SEMI-DETACHED	SAWTRY	83	Thu	10/13/22	0.012	0.000	0.012
29	ES-03-A-22	MIXED HOUSES	NEWHAVEN	85	Tue	04/22/25	0.012	0.000	0.012
30	AC-03-A-03	SEMI-DETACHED & TERRACED	NORTHWICH	40	Tue	06/04/19	0.000	0.000	0.000
31	CS-03-A-04	DETACHED & SEMI-DETACHED	STRANDHILL	63	Thu	10/27/16	0.000	0.000	0.000
32	CT-03-A-01	MIXED HOUSES	STOTFOLD	46	Wed	06/22/22	0.000	0.000	0.000
33	CU-03-A-02	SEMI DETACHED	WORKINGTON	40	Thu	11/20/08	0.000	0.000	0.000
34	DC-03-A-10	MIXED HOUSES	GILLINGHAM	26	Wed	11/09/22	0.000	0.000	0.000
35	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tue	03/28/17	0.000	0.000	0.000
36	DL-03-A-10	SEMI DETACHED & DETACHED	MALAHIDE	65	Wed	06/20/18	0.000	0.000	0.000
37	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tue	11/29/16	0.000	0.000	0.000
38	**HC-03-A-23**	**HOUSES & FLATS**	**LIPHOOK**	**62**	**Tue**	**11/19/19**	**0.000**	**0.000**	**0.000**
39	IM-03-A-05	MIXED HOUSES	CASTLETOWN	45	Tue	05/21/24	0.000	0.000	0.000
40	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thu	07/14/16	0.000	0.000	0.000
41	KD-03-A-02	TERRACED/SEMI-D.	NEWBRIDGE	71	Tue	05/12/09	0.000	0.000	0.000
42	KK-03-A-03	MIXED HOUSING	KILKENNY	70	Wed	11/26/08	0.000	0.000	0.000
43	LE-03-A-02	DETACHED & OTHERS	IBSTOCK	85	Thu	06/28/18	0.000	0.000	0.000
44	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	49	Tue	10/12/21	0.000	0.000	0.000
45	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tue	10/16/12	0.000	0.000	0.000
46	NF-03-A-05	MIXED HOUSES	HOLT	40	Thu	09/19/19	0.000	0.000	0.000
47	NY-03-A-14	DETACHED & BUNGALOWS	RIPON	45	Wed	05/18/22	0.000	0.000	0.000
48	RO-03-A-01	MIXED HOUSES	ROSCOMMON	80	Thu	05/07/09	0.000	0.000	0.000
49	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thu	01/23/14	0.000	0.000	0.000
50	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	79	Wed	11/07/18	0.000	0.000	0.000
51	WS-03-A-16	DETACHED & SEMI-DETACHED	BRACKLESHAM BAY	58	Wed	11/09/22	0.000	0.000	0.000
52	WS-03-A-17	MIXED HOUSES & FLATS	CHICHESTER	86	Wed	03/01/23	0.000	0.000	0.000
53	WS-03-A-25	PRIVATE HOUSES & FLATS	WOODGATE	65	Wed	09/18/24	0.000	0.000	0.000
54	WX-03-A-01	SEMI-DETACHED	WEXFORD	34	Thu	09/25/14	0.000	0.000	0.000

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED:
Cyclists
Ranking Type: **TOTALS** Time Range: 07:00-19:00 CALCULATION FACTOR: DWELLS
DWELLS
15th Percentile = No. **45** LE-03-A-02 Totals: 0.059
85th Percentile = No. **9** NF-03-A-25 Totals: 0.255

Median Values		Mean Values	
Arrivals:	0.056	Arrivals:	0.078
Departures:	0.056	Departures:	0.079
Totals:	0.113	Totals:	0.157

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
1	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	52	Tue	09/25/07	0.269	0.269	0.538
2	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wed	09/18/13	0.261	0.261	0.522
3	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thu	09/24/15	0.273	0.242	0.515
4	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	42	Tue	09/25/18	0.238	0.238	0.476
5	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tue	09/17/13	0.183	0.183	0.366
6	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tue	09/25/18	0.171	0.195	0.366
7	NF-03-A-37	MIXED HOUSES	DEREHAM	44	Tue	09/27/22	0.182	0.182	0.364
8	HC-03-A-23	HOUSES & FLATS	LIPHOOK	62	Tue	11/19/19	0.145	0.145	0.290
9	**NF-03-A-25**	**MIXED HOUSES & FLATS**	**GORLESTON-ON-SEA**	**55**	**Tue**	**09/21/21**	**0.127**	**0.127**	**0.255**
10	AC-03-A-04	TOWN HOUSES	NORTHWICH	24	Thu	06/06/19	0.125	0.125	0.250
11	CW-03-A-02	SEMI D./DETATCHED	TRURO	73	Tue	09/18/07	0.096	0.123	0.219
12	GA-03-A-03	SEMI DET./TERRACED	GALWAY	24	Wed	09/20/06	0.042	0.167	0.208
13	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tue	09/18/12	0.091	0.091	0.182
14	KD-03-A-02	TERRACED/SEMI-D.	NEWBRIDGE	71	Tue	05/12/09	0.085	0.085	0.169
15	AN-03-A-03	SEMI DETACHED	LISBURN	86	Thu	11/14/02	0.081	0.081	0.163
16	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tue	03/28/17	0.080	0.080	0.160
17	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wed	03/23/16	0.075	0.075	0.150
18	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tue	10/16/12	0.074	0.074	0.148
19	AN-03-A-07	SEMI DETACHED/ TERRACED HOUSING	ANTRIM	55	Tue	12/20/11	0.073	0.073	0.145
20	CS-03-A-02	DETACHED	SLIGO	35	Thu	06/14/07	0.057	0.086	0.143
21	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	49	Tue	10/12/21	0.041	0.102	0.143
22	WS-03-A-17	MIXED HOUSES & FLATS	CHICHESTER	86	Wed	03/01/23	0.070	0.070	0.140
23	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thu	07/14/16	0.078	0.059	0.137
24	CS-03-A-03	MIXED HOUSES	STRANDHILL	30	Thu	10/27/16	0.067	0.067	0.133
25	CR-03-A-01	BUNGALOWS	CORK	48	Thu	12/08/05	0.083	0.042	0.125

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
26	WO-03-A-02	SEMI DETACHED	REDDITCH	48	Tue	05/02/06	0.083	0.042	0.125
27	HC-03-A-27	MIXED HOUSES	ANDOVER	73	Tue	11/16/21	0.068	0.055	0.123
28	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thu	01/23/14	0.056	0.056	0.113
29	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wed	05/11/11	0.083	0.028	0.111
30	DE-03-A-04	SEMI-DETACHED & TERRACED	COLERAINE	38	Thu	05/19/22	0.053	0.053	0.105
31	TI-03-A-01	MIXED HOUSES	THURLES	76	Thu	06/17/21	0.053	0.053	0.105
32	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	79	Wed	11/07/18	0.038	0.063	0.101
33	AC-03-A-03	SEMI-DETACHED & TERRACED	NORTHWICH	40	Tue	06/04/19	0.050	0.050	0.100
34	CS-03-A-04	DETACHED & SEMI-DETACHED	STRANDHILL	63	Thu	10/27/16	0.048	0.048	0.095
35	ES-03-A-22	MIXED HOUSES	NEWHAVEN	85	Tue	04/22/25	0.047	0.047	0.094
36	SC-03-A-10	MIXED HOUSES	ASH	32	Wed	09/14/22	0.062	0.031	0.094
37	WS-03-A-25	PRIVATE HOUSES & FLATS	WOODGATE	65	Wed	09/18/24	0.046	0.046	0.092
38	IM-03-A-05	MIXED HOUSES	CASTLETOWN	45	Tue	05/21/24	0.044	0.044	0.089
39	CT-03-A-01	MIXED HOUSES	STOTFOLD	46	Wed	06/22/22	0.043	0.043	0.087
40	DC-03-A-10	MIXED HOUSES	GILLINGHAM	26	Wed	11/09/22	0.038	0.038	0.077
41	DL-03-A-10	SEMI DETACHED & DETACHED	MALAHIDE	65	Wed	06/20/18	0.046	0.031	0.077
42	CU-03-A-02	SEMI DETACHED	WORKINGTON	40	Thu	11/20/08	0.025	0.050	0.075
43	IM-03-A-02	MIXED HOUSES	KIRK MICHAEL	27	Thu	05/23/24	0.037	0.037	0.074
44	KK-03-A-03	MIXED HOUSING	KILKENNY	70	Wed	11/26/08	0.029	0.043	0.071
45	**LE-03-A-02**	**DETACHED & OTHERS**	**IBSTOCK**	**85**	**Thu**	**06/28/18**	**0.024**	**0.035**	**0.059**
46	WX-03-A-01	SEMI-DETACHED	WEXFORD	34	Thu	09/25/14	0.029	0.029	0.059
47	NY-03-A-14	DETACHED & BUNGALOWS	RIPON	45	Wed	05/18/22	0.022	0.022	0.044
48	IW-03-A-01	DETACHED HOUSES	NEAR COWES	72	Tue	06/25/19	0.028	0.014	0.042
49	WS-03-A-16	DETACHED & SEMI-DETACHED	BRACKLESHAM BAY	58	Wed	11/09/22	0.017	0.017	0.034
50	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tue	11/29/16	0.016	0.016	0.032
51	EA-03-A-01	DETATCHED	KILMARNOCK	39	Thu	06/05/08	0.026	0.000	0.026
52	NF-03-A-05	MIXED HOUSES	HOLT	40	Thu	09/19/19	0.000	0.025	0.025
53	RO-03-A-01	MIXED HOUSES	ROSCOMMON	80	Thu	05/07/09	0.012	0.012	0.025
54	CA-03-A-08	DETACHED & SEMI-DETACHED	SAWTRY	83	Thu	10/13/22	0.012	0.012	0.024

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED:
Public Transport Users
Ranking Type: **TOTALS** Time Range: 08:00-09:00 CALCULATION FACTOR: DWELLS
DWELLS
15th Percentile = No. **29** LN-03-A-03 Totals: 0
85th Percentile = No. **7** SC-03-A-10 Totals: 0.062

Median Values		Mean Values	
Arrivals:	0	Arrivals:	0.001
Departures:	0.012	Departures:	0.037
Totals:	0.012	Totals:	0.038

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
1	HC-03-A-23	HOUSES & FLATS	LIPHOOK	62	Tue	11/19/19	0.016	0.516	0.532
2	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wed	05/11/11	0.000	0.167	0.167
3	HC-03-A-27	MIXED HOUSES	ANDOVER	73	Tue	11/16/21	0.000	0.110	0.110
4	CV-03-A-01	DETACHED HOUSES	CAVAN	37	Tue	12/18/12	0.000	0.081	0.081
5	DC-03-A-10	MIXED HOUSES	GILLINGHAM	26	Wed	11/09/22	0.000	0.077	0.077
6	ES-03-A-22	MIXED HOUSES	NEWHAVEN	85	Tue	04/22/25	0.000	0.071	0.071
7	**SC-03-A-10**	**MIXED HOUSES**	**ASH**	**32**	**Wed**	**09/14/22**	**0.031**	**0.031**	**0.062**
8	CW-03-A-02	SEMI D./DETATCHED	TRURO	73	Tue	09/18/07	0.000	0.055	0.055
9	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wed	03/23/16	0.000	0.050	0.050
10	CR-03-A-01	BUNGALOWS	CORK	48	Thu	12/08/05	0.000	0.042	0.042
11	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tue	03/28/17	0.000	0.040	0.040
12	DO-03-A-03	DETACHED/SEMI DETACHED	BELFAST	79	Wed	10/23/13	0.013	0.025	0.038
13	WS-03-A-17	MIXED HOUSES & FLATS	CHICHESTER	86	Wed	03/01/23	0.000	0.035	0.035
14	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tue	11/29/16	0.000	0.032	0.032
15	IM-03-A-01	MIXED HOUSES	COLBY	31	Tue	05/21/24	0.000	0.032	0.032
16	NF-03-A-36	MIXED HOUSES	WYMONDHAM	75	Thu	09/29/22	0.000	0.027	0.027
17	DE-03-A-04	SEMI-DETACHED & TERRACED	COLERAINE	38	Thu	05/19/22	0.000	0.026	0.026
18	NF-03-A-34	MIXED HOUSES	SWAFFHAM	80	Tue	09/27/22	0.000	0.025	0.025
19	IM-03-A-05	MIXED HOUSES	CASTLETOWN	45	Tue	05/21/24	0.000	0.022	0.022
20	DL-03-A-10	SEMI DETACHED & DETACHED	MALAHIDE	65	Wed	06/20/18	0.000	0.015	0.015
21	CA-03-A-08	DETACHED & SEMI-DETACHED	SAWTRY	83	Thu	10/13/22	0.000	0.012	0.012
22	LE-03-A-02	DETACHED & OTHERS	IBSTOCK	85	Thu	06/28/18	0.000	0.012	0.012

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
23	AN-03-A-03	SEMI DETACHED	LISBURN	86	Thu	11/14/02	0.000	0.000	0.000
24	CS-03-A-02	DETACHED	SLIGO	35	Thu	06/14/07	0.000	0.000	0.000
25	CT-03-A-01	MIXED HOUSES	STOTFOLD	46	Wed	06/22/22	0.000	0.000	0.000
26	CU-03-A-02	SEMI DETACHED	WORKINGTON	40	Thu	11/20/08	0.000	0.000	0.000
27	IM-03-A-02	MIXED HOUSES	KIRK MICHAEL	27	Thu	05/23/24	0.000	0.000	0.000
28	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thu	07/14/16	0.000	0.000	0.000
29	**LN-03-A-03**	**SEMI DETACHED**	**LINCOLN**	**22**	**Tue**	**09/18/12**	**0.000**	**0.000**	**0.000**
30	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	49	Tue	10/12/21	0.000	0.000	0.000
31	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tue	10/16/12	0.000	0.000	0.000
32	NF-03-A-25	MIXED HOUSES & FLATS	GORLESTON-ON-SEA	55	Tue	09/21/21	0.000	0.000	0.000
33	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	52	Tue	09/25/07	0.000	0.000	0.000
34	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tue	09/17/13	0.000	0.000	0.000
35	NY-03-A-14	DETACHED & BUNGALOWS	RIPON	45	Wed	05/18/22	0.000	0.000	0.000
36	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thu	01/23/14	0.000	0.000	0.000
37	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	42	Tue	09/25/18	0.000	0.000	0.000
38	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tue	09/25/18	0.000	0.000	0.000
39	WO-03-A-02	SEMI DETACHED	REDDITCH	48	Tue	05/02/06	0.000	0.000	0.000
40	WS-03-A-16	DETACHED & SEMI-DETACHED	BRACKLESHAM BAY	58	Wed	11/09/22	0.000	0.000	0.000
41	WS-03-A-25	PRIVATE HOUSES & FLATS	WOODGATE	65	Wed	09/18/24	0.000	0.000	0.000

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED:
Public Transport Users
Ranking Type: **TOTALS** Time Range: 17:00-18:00 CALCULATION FACTOR: DWELLS
DWELLS
15th Percentile = No. **29** DO-03-A-03 Totals: 0
85th Percentile = No. **7** LE-03-A-02 Totals: 0.059

Median Values		Mean Values	
Arrivals:	0.015	Arrivals:	0.026
Departures:	0	Departures:	0.006
Totals:	0.015	Totals:	0.032

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
1	HC-03-A-23	HOUSES & FLATS	LIPHOOK	62	Tue	11/19/19	0.242	0.016	0.258
2	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tue	09/25/18	0.098	0.098	0.195
3	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wed	05/11/11	0.111	0.028	0.139
4	HC-03-A-27	MIXED HOUSES	ANDOVER	73	Tue	11/16/21	0.096	0.000	0.096
5	CR-03-A-01	BUNGALOWS	CORK	48	Thu	12/08/05	0.042	0.042	0.083
6	DC-03-A-10	MIXED HOUSES	GILLINGHAM	26	Wed	11/09/22	0.077	0.000	0.077
7	**LE-03-A-02**	**DETACHED & OTHERS**	**IBSTOCK**	**85**	**Thu**	**06/28/18**	**0.035**	**0.024**	**0.059**
8	CW-03-A-02	SEMI D./DETATCHED	TRURO	73	Tue	09/18/07	0.041	0.000	0.041
9	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tue	03/28/17	0.020	0.020	0.040
10	IM-03-A-02	MIXED HOUSES	KIRK MICHAEL	27	Thu	05/23/24	0.037	0.000	0.037
11	WS-03-A-17	MIXED HOUSES & FLATS	CHICHESTER	86	Wed	03/01/23	0.035	0.000	0.035
12	IM-03-A-01	MIXED HOUSES	COLBY	31	Tue	05/21/24	0.032	0.000	0.032
13	SC-03-A-10	MIXED HOUSES	ASH	32	Wed	09/14/22	0.031	0.000	0.031
14	NF-03-A-36	MIXED HOUSES	WYMONDHAM	75	Thu	09/29/22	0.027	0.000	0.027
15	NF-03-A-34	MIXED HOUSES	SWAFFHAM	80	Tue	09/27/22	0.025	0.000	0.025
16	ES-03-A-22	MIXED HOUSES	NEWHAVEN	85	Tue	04/22/25	0.024	0.000	0.024
17	CT-03-A-01	MIXED HOUSES	STOTFOLD	46	Wed	06/22/22	0.022	0.000	0.022
18	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	49	Tue	10/12/21	0.020	0.000	0.020
19	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tue	11/29/16	0.016	0.000	0.016
20	DL-03-A-10	SEMI DETACHED & DETACHED	MALAHIDE	65	Wed	06/20/18	0.015	0.000	0.015
21	WS-03-A-25	PRIVATE HOUSES & FLATS	WOODGATE	65	Wed	09/18/24	0.015	0.000	0.015
22	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thu	01/23/14	0.014	0.000	0.014
23	AN-03-A-03	SEMI DETACHED	LISBURN	86	Thu	11/14/02	0.000	0.000	0.000
24	CA-03-A-08	DETACHED & SEMI-DETACHED	SAWTRY	83	Thu	10/13/22	0.000	0.000	0.000
25	CS-03-A-02	DETACHED	SLIGO	35	Thu	06/14/07	0.000	0.000	0.000

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
26	CU-03-A-02	SEMI DETACHED	WORKINGTON	40	Thu	11/20/08	0.000	0.000	0.000
27	CV-03-A-01	DETACHED HOUSES	CAVAN	37	Tue	12/18/12	0.000	0.000	0.000
28	DE-03-A-04	SEMI-DETACHED & TERRACED	COLERAINE	38	Thu	05/19/22	0.000	0.000	0.000
29	**DO-03-A-03**	**DETACHED/SEMI DETACHED**	**BELFAST**	**79**	**Wed**	**10/23/13**	**0.000**	**0.000**	**0.000**
30	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wed	03/23/16	0.000	0.000	0.000
31	IM-03-A-05	MIXED HOUSES	CASTLETOWN	45	Tue	05/21/24	0.000	0.000	0.000
32	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thu	07/14/16	0.000	0.000	0.000
33	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tue	09/18/12	0.000	0.000	0.000
34	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tue	10/16/12	0.000	0.000	0.000
35	NF-03-A-25	MIXED HOUSES & FLATS	GORLESTON-ON-SEA	55	Tue	09/21/21	0.000	0.000	0.000
36	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	52	Tue	09/25/07	0.000	0.000	0.000
37	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tue	09/17/13	0.000	0.000	0.000
38	NY-03-A-14	DETACHED & BUNGALOWS	RIPON	45	Wed	05/18/22	0.000	0.000	0.000
39	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	42	Tue	09/25/18	0.000	0.000	0.000
40	WO-03-A-02	SEMI DETACHED	REDDITCH	48	Tue	05/02/06	0.000	0.000	0.000
41	WS-03-A-16	DETACHED & SEMI-DETACHED	BRACKLESHAM BAY	58	Wed	11/09/22	0.000	0.000	0.000

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED:
Public Transport Users
Ranking Type: **TOTALS** Time Range: 07:00-19:00 CALCULATION FACTOR: DWELLS
DWELLS
15th Percentile = No. **35** CT-03-A-01 Totals: 0.043
85th Percentile = No. **7** ES-03-A-22 Totals: 0.412

Median Values		Mean Values	
Arrivals:	0.070	Arrivals:	0.138
Departures:	0.070	Departures:	0.136
Totals:	0.140	Totals:	0.274

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
1	HC-03-A-23	HOUSES & FLATS	LIPHOOK	62	Tue	11/19/19	1.097	1.226	2.323
2	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wed	05/11/11	0.722	0.722	1.444
3	DC-03-A-10	MIXED HOUSES	GILLINGHAM	26	Wed	11/09/22	0.423	0.346	0.769
4	SC-03-A-10	MIXED HOUSES	ASH	32	Wed	09/14/22	0.375	0.375	0.750
5	CR-03-A-01	BUNGALOWS	CORK	48	Thu	12/08/05	0.292	0.271	0.562
6	HC-03-A-27	MIXED HOUSES	ANDOVER	73	Tue	11/16/21	0.233	0.260	0.493
7	**ES-03-A-22**	**MIXED HOUSES**	**NEWHAVEN**	**85**	**Tue**	**04/22/25**	**0.212**	**0.200**	**0.412**
8	LE-03-A-02	DETACHED & OTHERS	IBSTOCK	85	Thu	06/28/18	0.212	0.129	0.341
9	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tue	03/28/17	0.180	0.160	0.340
10	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thu	07/14/16	0.118	0.137	0.255
11	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wed	03/23/16	0.125	0.125	0.250
12	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tue	11/29/16	0.097	0.129	0.226
13	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	42	Tue	09/25/18	0.095	0.119	0.214
14	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	49	Tue	10/12/21	0.143	0.061	0.204
15	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tue	09/25/18	0.098	0.098	0.195
16	CS-03-A-02	DETACHED	SLIGO	35	Thu	06/14/07	0.171	0.000	0.171
17	DO-03-A-03	DETACHED/SEMI DETACHED	BELFAST	79	Wed	10/23/13	0.076	0.076	0.152
18	CW-03-A-02	SEMI D./DETATCHED	TRURO	73	Tue	09/18/07	0.055	0.096	0.151
19	IM-03-A-02	MIXED HOUSES	KIRK MICHAEL	27	Thu	05/23/24	0.074	0.074	0.148
20	WO-03-A-02	SEMI DETACHED	REDDITCH	48	Tue	05/02/06	0.083	0.062	0.146
21	WS-03-A-17	MIXED HOUSES & FLATS	CHICHESTER	86	Wed	03/01/23	0.070	0.070	0.140
22	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	52	Tue	09/25/07	0.077	0.058	0.135
23	IM-03-A-05	MIXED HOUSES	CASTLETOWN	45	Tue	05/21/24	0.067	0.067	0.133
24	NF-03-A-36	MIXED HOUSES	WYMONDHAM	75	Thu	09/29/22	0.080	0.053	0.133
25	IM-03-A-01	MIXED HOUSES	COLBY	31	Tue	05/21/24	0.065	0.065	0.129

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
26	DL-03-A-10	SEMI DETACHED & DETACHED	MALAHIDE	65	Wed	06/20/18	0.031	0.092	0.123
27	CV-03-A-01	DETACHED HOUSES	CAVAN	37	Tue	12/18/12	0.027	0.081	0.108
28	DE-03-A-04	SEMI-DETACHED & TERRACED	COLERAINE	38	Thu	05/19/22	0.053	0.053	0.105
29	NF-03-A-34	MIXED HOUSES	SWAFFHAM	80	Tue	09/27/22	0.050	0.050	0.100
30	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tue	09/18/12	0.045	0.045	0.091
31	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thu	01/23/14	0.042	0.042	0.085
32	AN-03-A-03	SEMI DETACHED	LISBURN	86	Thu	11/14/02	0.035	0.035	0.070
33	CA-03-A-08	DETACHED & SEMI-DETACHED	SAWTRY	83	Thu	10/13/22	0.024	0.024	0.048
34	NY-03-A-14	DETACHED & BUNGALOWS	RIPON	45	Wed	05/18/22	0.022	0.022	0.044
35	**CT-03-A-01**	**MIXED HOUSES**	**STOTFOLD**	**46**	**Wed**	**06/22/22**	**0.022**	**0.022**	**0.043**
36	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tue	10/16/12	0.000	0.037	0.037
37	NF-03-A-25	MIXED HOUSES & FLATS	GORLESTON-ON-SEA	55	Tue	09/21/21	0.018	0.018	0.036
38	WS-03-A-16	DETACHED & SEMI-DETACHED	BRACKLESHAM BAY	58	Wed	11/09/22	0.017	0.017	0.034
39	WS-03-A-25	PRIVATE HOUSES & FLATS	WOODGATE	65	Wed	09/18/24	0.015	0.015	0.031
40	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tue	09/17/13	0.014	0.014	0.028
41	CU-03-A-02	SEMI DETACHED	WORKINGTON	40	Thu	11/20/08	0.000	0.025	0.025

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED:
Total Vehicles
Ranking Type: **TOTALS** Time Range: 08:00-09:00 CALCULATION FACTOR: DWELLS
DWELLS
15th Percentile = No. **55** ES-03-A-22 Totals: 0.424
85th Percentile = No. **10** CS-03-A-03 Totals: 0.900

Median Values		Mean Values	
Arrivals:	0.125	Arrivals:	0.189
Departures:	0.475	Departures:	0.453
Totals:	0.600	Totals:	0.643

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
1	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wed	05/11/11	0.861	0.667	1.528
2	DE-03-A-04	SEMI-DETACHED & TERRACED	COLERAINE	38	Thu	05/19/22	0.368	0.895	1.263
3	CS-03-A-04	DETACHED & SEMI-DETACHED	STRANDHILL	63	Thu	10/27/16	0.143	0.889	1.032
4	CS-03-A-02	DETACHED	SLIGO	35	Thu	06/14/07	0.343	0.657	1.000
5	KK-03-A-03	MIXED HOUSING	KILKENNY	70	Wed	11/26/08	0.314	0.657	0.971
6	RO-03-A-03	DETACHED HOUSES	BOYLE	23	Thu	09/25/14	0.174	0.783	0.957
7	TI-03-A-01	MIXED HOUSES	THURLES	76	Thu	06/17/21	0.250	0.697	0.947
8	NF-03-A-25	MIXED HOUSES & FLATS	GORLESTON-ON-SEA	55	Tue	09/21/21	0.382	0.564	0.945
9	DC-03-A-10	MIXED HOUSES	GILLINGHAM	26	Wed	11/09/22	0.346	0.577	0.923
10	**CS-03-A-03**	**MIXED HOUSES**	**STRANDHILL**	**30**	**Thu**	**10/27/16**	**0.267**	**0.633**	**0.900**
11	DL-03-A-10	SEMI DETACHED & DETACHED	MALAHIDE	65	Wed	06/20/18	0.138	0.754	0.892
12	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	49	Tue	10/12/21	0.286	0.592	0.878
13	RO-03-A-02	SEMI DET. & BUNGALOWS	BALLAGHADERREEN	31	Thu	07/14/11	0.129	0.710	0.839
14	CV-03-A-01	DETACHED HOUSES	CAVAN	37	Tue	12/18/12	0.243	0.595	0.838
15	AN-03-A-03	SEMI DETACHED	LISBURN	86	Thu	11/14/02	0.163	0.674	0.837
16	AC-03-A-04	TOWN HOUSES	NORTHWICH	24	Thu	06/06/19	0.292	0.542	0.833
17	WX-03-A-01	SEMI-DETACHED	WEXFORD	34	Thu	09/25/14	0.265	0.559	0.824
18	IM-03-A-01	MIXED HOUSES	COLBY	31	Tue	05/21/24	0.129	0.677	0.806
19	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	42	Tue	09/25/18	0.286	0.500	0.786
20	AN-03-A-07	SEMI DETACHED/ TERRACED HOUSING	ANTRIM	55	Tue	12/20/11	0.255	0.491	0.745
21	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thu	07/14/16	0.157	0.588	0.745
22	NF-03-A-37	MIXED HOUSES	DEREHAM	44	Tue	09/27/22	0.250	0.477	0.727
23	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tue	09/17/13	0.183	0.521	0.704

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
24	CU-03-A-02	SEMI DETACHED	WORKINGTON	40	Thu	11/20/08	0.225	0.450	0.675
25	IM-03-A-02	MIXED HOUSES	KIRK MICHAEL	27	Thu	05/23/24	0.222	0.444	0.667
26	WS-03-A-25	PRIVATE HOUSES & FLATS	WOODGATE	65	Wed	09/18/24	0.154	0.508	0.662
27	CT-03-A-01	MIXED HOUSES	STOTFOLD	46	Wed	06/22/22	0.152	0.478	0.630
28	RO-03-A-01	MIXED HOUSES	ROSCOMMON	80	Thu	05/07/09	0.150	0.475	0.625
29	FA-03-A-01	SEMI-DETACHED/ TERRACED	FALKIRK	37	Thu	05/30/13	0.189	0.432	0.622
30	HC-03-A-23	HOUSES & FLATS	LIPHOOK	62	Tue	11/19/19	0.113	0.500	0.613
31	DO-03-A-03	DETACHED/SEMI DETACHED	BELFAST	79	Wed	10/23/13	0.089	0.519	0.608
32	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wed	03/23/16	0.125	0.475	0.600
33	NF-03-A-05	MIXED HOUSES	HOLT	40	Thu	09/19/19	0.300	0.300	0.600
34	EA-03-A-01	DETATCHED	KILMARNOCK	39	Thu	06/05/08	0.231	0.359	0.590
35	LE-03-A-02	DETACHED & OTHERS	IBSTOCK	85	Thu	06/28/18	0.212	0.353	0.565
36	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wed	09/18/13	0.000	0.565	0.565
37	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tue	09/25/18	0.171	0.390	0.561
38	IM-03-A-05	MIXED HOUSES	CASTLETOWN	45	Tue	05/21/24	0.111	0.444	0.556
39	HC-03-A-27	MIXED HOUSES	ANDOVER	73	Tue	11/16/21	0.123	0.425	0.548
40	GA-03-A-03	SEMI DET./TERRACED	GALWAY	24	Wed	09/20/06	0.167	0.375	0.542
41	WS-03-A-17	MIXED HOUSES & FLATS	CHICHESTER	86	Wed	03/01/23	0.151	0.372	0.523
42	CR-03-A-01	BUNGALOWS	CORK	48	Thu	12/08/05	0.208	0.312	0.521
43	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thu	09/24/15	0.182	0.333	0.515
44	IW-03-A-01	DETACHED HOUSES	NEAR COWES	72	Tue	06/25/19	0.153	0.361	0.514
45	NY-03-A-14	DETACHED & BUNGALOWS	RIPON	45	Wed	05/18/22	0.156	0.356	0.511
46	AC-03-A-03	SEMI-DETACHED & TERRACED	NORTHWICH	40	Tue	06/04/19	0.175	0.325	0.500
47	TE-03-A-03	SEMI-DETACHED/ TERRACED	TELFORD	54	Thu	10/24/13	0.130	0.370	0.500
48	CA-03-A-08	DETACHED & SEMI-DETACHED	SAWTRY	83	Thu	10/13/22	0.169	0.325	0.494
49	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thu	01/23/14	0.141	0.352	0.493
50	KD-03-A-02	TERRACED/SEMI-D.	NEWBRIDGE	71	Tue	05/12/09	0.197	0.282	0.479
51	NF-03-A-36	MIXED HOUSES	WYMONDHAM	75	Thu	09/29/22	0.200	0.253	0.453
52	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tue	10/16/12	0.148	0.296	0.444
53	WO-03-A-02	SEMI DETACHED	REDDITCH	48	Tue	05/02/06	0.104	0.333	0.438
54	CW-03-A-02	SEMI D./DETATCHED	TRURO	73	Tue	09/18/07	0.096	0.329	0.425
55	**ES-03-A-22**	**MIXED HOUSES**	**NEWHAVEN**	**85**	**Tue**	**04/22/25**	**0.165**	**0.259**	**0.424**

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
56	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tue	09/18/12	0.045	0.364	0.409
57	NF-03-A-34	MIXED HOUSES	SWAFFHAM	80	Tue	09/27/22	0.125	0.250	0.375
58	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	52	Tue	09/25/07	0.173	0.173	0.346
59	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tue	11/29/16	0.081	0.258	0.339
60	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	79	Wed	11/07/18	0.089	0.241	0.329
61	SC-03-A-10	MIXED HOUSES	ASH	32	Wed	09/14/22	0.062	0.250	0.312
62	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	57	Thu	10/19/17	0.140	0.140	0.281
63	WS-03-A-16	DETACHED & SEMI-DETACHED	BRACKLESHAM BAY	58	Wed	11/09/22	0.052	0.138	0.190
64	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tue	03/28/17	0.020	0.140	0.160

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED:
Total Vehicles
Ranking Type: **TOTALS** Time Range: 17:00-18:00 CALCULATION FACTOR: DWELLS
DWELLS
15th Percentile = No. **55** NF-03-A-34 Totals: 0.375
85th Percentile = No. **10** TI-03-A-01 Totals: 0.921

Median Values		Mean Values	
Arrivals:	0.425	Arrivals:	0.426
Departures:	0.2	Departures:	0.224
Totals:	0.625	Totals:	0.651

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
1	CV-03-A-01	DETACHED HOUSES	CAVAN	37	Tue	12/18/12	0.811	0.730	1.541
2	CS-03-A-03	MIXED HOUSES	STRANDHILL	30	Thu	10/27/16	0.900	0.400	1.300
3	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wed	05/11/11	0.639	0.611	1.250
4	CS-03-A-02	DETACHED	SLIGO	35	Thu	06/14/07	0.600	0.514	1.114
5	CR-03-A-01	BUNGALOWS	CORK	48	Thu	12/08/05	0.562	0.521	1.083
6	CS-03-A-04	DETACHED & SEMI-DETACHED	STRANDHILL	63	Thu	10/27/16	0.683	0.381	1.063
7	DL-03-A-10	SEMI DETACHED & DETACHED	MALAHIDE	65	Wed	06/20/18	0.738	0.308	1.046
8	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	49	Tue	10/12/21	0.490	0.551	1.041
9	KK-03-A-03	MIXED HOUSING	KILKENNY	70	Wed	11/26/08	0.629	0.357	0.986
10	**TI-03-A-01**	**MIXED HOUSES**	**THURLES**	**76**	**Thu**	**06/17/21**	**0.474**	**0.447**	**0.921**
11	AN-03-A-03	SEMI DETACHED	LISBURN	86	Thu	11/14/02	0.628	0.291	0.919
12	RO-03-A-03	DETACHED HOUSES	BOYLE	23	Thu	09/25/14	0.565	0.348	0.913
13	RO-03-A-01	MIXED HOUSES	ROSCOMMON	80	Thu	05/07/09	0.600	0.312	0.912
14	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thu	07/14/16	0.569	0.314	0.882
15	DO-03-A-03	DETACHED/SEMI DETACHED	BELFAST	79	Wed	10/23/13	0.595	0.266	0.861
16	EA-03-A-01	DETATCHED	KILMARNOCK	39	Thu	06/05/08	0.667	0.179	0.846
17	CT-03-A-01	MIXED HOUSES	STOTFOLD	46	Wed	06/22/22	0.391	0.370	0.761
18	NF-03-A-37	MIXED HOUSES	DEREHAM	44	Tue	09/27/22	0.432	0.318	0.750
19	KD-03-A-02	TERRACED/SEMI-D.	NEWBRIDGE	71	Tue	05/12/09	0.408	0.338	0.746
20	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wed	09/18/13	0.609	0.130	0.739
21	DE-03-A-04	SEMI-DETACHED & TERRACED	COLERAINE	38	Thu	05/19/22	0.447	0.289	0.737
22	CU-03-A-02	SEMI DETACHED	WORKINGTON	40	Thu	11/20/08	0.475	0.250	0.725
23	GA-03-A-03	SEMI DET./TERRACED	GALWAY	24	Wed	09/20/06	0.542	0.167	0.708

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
24	NF-03-A-25	MIXED HOUSES & FLATS	GORLESTON-ON-SEA	55	Tue	09/21/21	0.455	0.236	0.691
25	WO-03-A-02	SEMI DETACHED	REDDITCH	48	Tue	05/02/06	0.458	0.229	0.688
26	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tue	09/25/18	0.537	0.146	0.683
27	RO-03-A-02	SEMI DET. & BUNGALOWS	BALLAGHADERREEN	31	Thu	07/14/11	0.516	0.161	0.677
28	WS-03-A-17	MIXED HOUSES & FLATS	CHICHESTER	86	Wed	03/01/23	0.500	0.174	0.674
29	CA-03-A-08	DETACHED & SEMI-DETACHED	SAWTRY	83	Thu	10/13/22	0.458	0.193	0.651
30	CW-03-A-02	SEMI D./DETATCHED	TRURO	73	Tue	09/18/07	0.425	0.219	0.644
31	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	42	Tue	09/25/18	0.452	0.190	0.643
32	HC-03-A-23	HOUSES & FLATS	LIPHOOK	62	Tue	11/19/19	0.532	0.097	0.629
33	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wed	03/23/16	0.425	0.200	0.625
34	HC-03-A-27	MIXED HOUSES	ANDOVER	73	Tue	11/16/21	0.507	0.110	0.616
35	DC-03-A-10	MIXED HOUSES	GILLINGHAM	26	Wed	11/09/22	0.500	0.115	0.615
36	IM-03-A-05	MIXED HOUSES	CASTLETOWN	45	Tue	05/21/24	0.444	0.156	0.600
37	IM-03-A-02	MIXED HOUSES	KIRK MICHAEL	27	Thu	05/23/24	0.407	0.185	0.593
38	IW-03-A-01	DETACHED HOUSES	NEAR COWES	72	Tue	06/25/19	0.403	0.181	0.583
39	IM-03-A-01	MIXED HOUSES	COLBY	31	Tue	05/21/24	0.290	0.290	0.581
40	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tue	09/17/13	0.479	0.099	0.577
41	NF-03-A-36	MIXED HOUSES	WYMONDHAM	75	Thu	09/29/22	0.387	0.187	0.573
42	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tue	10/16/12	0.407	0.148	0.556
43	LE-03-A-02	DETACHED & OTHERS	IBSTOCK	85	Thu	06/28/18	0.329	0.212	0.541
44	AN-03-A-07	SEMI DETACHED/ TERRACED HOUSING	ANTRIM	55	Tue	12/20/11	0.309	0.200	0.509
45	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tue	11/29/16	0.355	0.145	0.500
46	WX-03-A-01	SEMI-DETACHED	WEXFORD	34	Thu	09/25/14	0.265	0.235	0.500
47	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thu	09/24/15	0.333	0.152	0.485
48	NF-03-A-05	MIXED HOUSES	HOLT	40	Thu	09/19/19	0.300	0.175	0.475
49	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thu	01/23/14	0.366	0.099	0.465
50	WS-03-A-25	PRIVATE HOUSES & FLATS	WOODGATE	65	Wed	09/18/24	0.308	0.138	0.446
51	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	79	Wed	11/07/18	0.266	0.152	0.418
52	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	52	Tue	09/25/07	0.154	0.231	0.385
53	FA-03-A-01	SEMI-DETACHED/ TERRACED	FALKIRK	37	Thu	05/30/13	0.243	0.135	0.378
54	ES-03-A-22	MIXED HOUSES	NEWHAVEN	85	Tue	04/22/25	0.259	0.118	0.376
55	**NF-03-A-34**	**MIXED HOUSES**	**SWAFFHAM**	**80**	**Tue**	**09/27/22**	**0.225**	**0.150**	**0.375**
56	TE-03-A-03	SEMI-DETACHED/ TERRACED	TELFORD	54	Thu	10/24/13	0.241	0.130	0.370

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
57	AC-03-A-03	SEMI-DETACHED & TERRACED	NORTHWICH	40	Tue	06/04/19	0.250	0.075	0.325
58	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tue	09/18/12	0.273	0.045	0.318
59	SC-03-A-10	MIXED HOUSES	ASH	32	Wed	09/14/22	0.188	0.094	0.281
60	NY-03-A-14	DETACHED & BUNGALOWS	RIPON	45	Wed	05/18/22	0.178	0.067	0.244
61	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tue	03/28/17	0.220	0.020	0.240
62	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	57	Thu	10/19/17	0.088	0.070	0.158
63	WS-03-A-16	DETACHED & SEMI-DETACHED	BRACKLESHAM BAY	58	Wed	11/09/22	0.103	0.017	0.121
64	AC-03-A-04	TOWN HOUSES	NORTHWICH	24	Thu	06/06/19	0.000	0.000	0.000

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED:
Total Vehicles
Ranking Type: **TOTALS** Time Range: 07:00-19:00 CALCULATION FACTOR: DWELLS
DWELLS
15th Percentile = No. **55** FA-03-A-01 Totals: 4.000
85th Percentile = No. **10** KK-03-A-03 Totals: 7.371

Median Values		Mean Values	
Arrivals:	2.5	Arrivals:	2.755
Departures:	2.667	Departures:	2.827
Totals:	5.167	Totals:	5.581

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
1	CV-03-A-01	DETACHED HOUSES	CAVAN	37	Tue	12/18/12	8.351	8.568	16.919
2	DE-03-A-04	SEMI-DETACHED & TERRACED	COLERAINE	38	Thu	05/19/22	4.289	4.684	8.974
3	CR-03-A-01	BUNGALOWS	CORK	48	Thu	12/08/05	4.333	4.438	8.771
4	CS-03-A-02	DETACHED	SLIGO	35	Thu	06/14/07	4.400	4.371	8.771
5	CS-03-A-04	DETACHED & SEMI-DETACHED	STRANDHILL	63	Thu	10/27/16	4.270	4.381	8.651
6	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wed	05/11/11	4.056	3.944	8.000
7	CS-03-A-03	MIXED HOUSES	STRANDHILL	30	Thu	10/27/16	3.600	4.233	7.833
8	RO-03-A-03	DETACHED HOUSES	BOYLE	23	Thu	09/25/14	3.783	4.000	7.783
9	DL-03-A-10	SEMI DETACHED & DETACHED	MALAHIDE	65	Wed	06/20/18	3.785	3.831	7.615
10	**KK-03-A-03**	**MIXED HOUSING**	**KILKENNY**	**70**	**Wed**	**11/26/08**	**3.543**	**3.829**	**7.371**
11	TI-03-A-01	MIXED HOUSES	THURLES	76	Thu	06/17/21	3.316	3.697	7.013
12	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	49	Tue	10/12/21	3.327	3.367	6.694
13	NF-03-A-37	MIXED HOUSES	DEREHAM	44	Tue	09/27/22	3.341	3.295	6.636
14	WX-03-A-01	SEMI-DETACHED	WEXFORD	34	Thu	09/25/14	3.294	3.235	6.529
15	NF-03-A-25	MIXED HOUSES & FLATS	GORLESTON-ON-SEA	55	Tue	09/21/21	3.182	3.327	6.509
16	KD-03-A-02	TERRACED/SEMI-D.	NEWBRIDGE	71	Tue	05/12/09	3.183	3.282	6.465
17	AN-03-A-03	SEMI DETACHED	LISBURN	86	Thu	11/14/02	3.163	3.233	6.395
18	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tue	10/16/12	3.074	3.148	6.222
19	KC-03-A-03	MIXED HOUSES & FLATS	ASHFORD	51	Thu	07/14/16	2.882	3.157	6.039
20	RO-03-A-01	MIXED HOUSES	ROSCOMMON	80	Thu	05/07/09	2.875	3.075	5.950
21	HC-03-A-23	HOUSES & FLATS	LIPHOOK	62	Tue	11/19/19	2.952	2.984	5.935
22	IM-03-A-02	MIXED HOUSES	KIRK MICHAEL	27	Thu	05/23/24	2.852	2.963	5.815
23	AN-03-A-07	SEMI DETACHED/ TERRACED HOUSING	ANTRIM	55	Tue	12/20/11	2.727	2.927	5.655

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
24	CU-03-A-02	SEMI DETACHED	WORKINGTON	40	Thu	11/20/08	2.950	2.600	5.550
25	IM-03-A-01	MIXED HOUSES	COLBY	31	Tue	05/21/24	2.742	2.806	5.548
26	RO-03-A-02	SEMI DET. & BUNGALOWS	BALLAGHADERREEN	31	Thu	07/14/11	2.710	2.806	5.516
27	DO-03-A-03	DETACHED/SEMI DETACHED	BELFAST	79	Wed	10/23/13	2.709	2.709	5.418
28	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	41	Tue	09/25/18	2.707	2.683	5.390
29	NF-03-A-05	MIXED HOUSES	HOLT	40	Thu	09/19/19	2.600	2.750	5.350
30	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thu	01/23/14	2.662	2.676	5.338
31	EA-03-A-01	DETATCHED	KILMARNOCK	39	Thu	06/05/08	2.846	2.462	5.308
32	IW-03-A-01	DETACHED HOUSES	NEAR COWES	72	Tue	06/25/19	2.556	2.653	5.208
33	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	42	Tue	09/25/18	2.500	2.667	5.167
34	CT-03-A-01	MIXED HOUSES	STOTFOLD	46	Wed	06/22/22	2.543	2.587	5.130
35	WO-03-A-02	SEMI DETACHED	REDDITCH	48	Tue	05/02/06	2.562	2.542	5.104
36	WS-03-A-17	MIXED HOUSES & FLATS	CHICHESTER	86	Wed	03/01/23	2.558	2.500	5.058
37	LE-03-A-02	DETACHED & OTHERS	IBSTOCK	85	Thu	06/28/18	2.471	2.576	5.047
38	NF-03-A-36	MIXED HOUSES	WYMONDHAM	75	Thu	09/29/22	2.427	2.520	4.947
39	SC-03-A-10	MIXED HOUSES	ASH	32	Wed	09/14/22	2.469	2.469	4.938
40	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wed	03/23/16	2.350	2.550	4.900
41	CW-03-A-02	SEMI D./DETATCHED	TRURO	73	Tue	09/18/07	2.397	2.452	4.849
42	IM-03-A-05	MIXED HOUSES	CASTLETOWN	45	Tue	05/21/24	2.356	2.467	4.822
43	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wed	09/18/13	2.435	2.348	4.783
44	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tue	09/17/13	2.366	2.408	4.775
45	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thu	09/24/15	2.394	2.333	4.727
46	HC-03-A-27	MIXED HOUSES	ANDOVER	73	Tue	11/16/21	2.370	2.356	4.726
47	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	79	Wed	11/07/18	2.367	2.329	4.696
48	CA-03-A-08	DETACHED & SEMI-DETACHED	SAWTRY	83	Thu	10/13/22	2.337	2.301	4.639
49	GA-03-A-03	SEMI DET./TERRACED	GALWAY	24	Wed	09/20/06	2.083	2.375	4.458
50	TE-03-A-03	SEMI-DETACHED/ TERRACED	TELFORD	54	Thu	10/24/13	2.389	2.037	4.426
51	WS-03-A-25	PRIVATE HOUSES & FLATS	WOODGATE	65	Wed	09/18/24	2.108	2.246	4.354
52	DC-03-A-10	MIXED HOUSES	GILLINGHAM	26	Wed	11/09/22	2.154	2.192	4.346
53	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	52	Tue	09/25/07	2.115	2.096	4.212
54	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tue	11/29/16	2.032	2.097	4.129
55	**FA-03-A-01**	**SEMI-DETACHED/ TERRACED**	**FALKIRK**	**37**	**Thu**	**05/30/13**	**1.919**	**2.081**	**4.000**
56	AC-03-A-03	SEMI-DETACHED &	NORTHWICH	40	Tue	06/04/19	1.800	2.000	3.800

Rank	Site-Ref	Description	Town/City	DWELLS	Day	Date	Trip Rate (Sorted by totals)		
							Arrivals	Departures	Totals
		TERRACED							
57	NF-03-A-34	MIXED HOUSES	SWAFFHAM	80	Tue	09/27/22	1.938	1.838	3.775
58	NY-03-A-14	DETACHED & BUNGALOWS	RIPON	45	Wed	05/18/22	1.800	1.889	3.689
59	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	57	Thu	10/19/17	1.614	1.632	3.246
60	ES-03-A-22	MIXED HOUSES	NEWHAVEN	85	Tue	04/22/25	1.518	1.600	3.118
61	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tue	09/18/12	1.318	1.591	2.909
62	AC-03-A-04	TOWN HOUSES	NORTHWICH	24	Thu	06/06/19	1.375	1.500	2.875
63	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tue	03/28/17	1.260	1.380	2.640
64	WS-03-A-16	DETACHED & SEMI-DETACHED	BRACKLESHAM BAY	58	Wed	11/09/22	0.914	0.845	1.759

Appendix E

Filtering Summary:

Land Use: 03/B RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY HOUSES

Selected Trip Rate Calculation Parameter Range: 14 - 90 DWELLS

Actual Trip Rate Calculation Parameter Range: 14 - 280 DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 05/09/2023

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 5200 5495

Days of the week selected:

Friday	1
Thursday	1

Main Location Types selected:

Edge of Town	1
Suburban Area (PPS6 Out of Centre)	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	1
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

25,001 to 50,000	1
50,001 to 100,000	1

Population <5 Mile ranges selected:

250,001 to 500,000	1
500,001 or More	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	1

PTAL Rating:

No PTAL Present	1
None	1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	BN	BARNET	1 day
05	**EAST MIDLANDS**		
	LR	LEICESTER	1 day

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:	DWELLS
Actual Range:	14 to 280 (units:DWELLS)
Range Selected by User:	14 to 90 (units:DWELLS)
Parking Spaces Range:	11 - 220

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 05/09/23

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

Selected survey days:

Friday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Suburban Area (PPS6 Out of Centre)	1 days

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

Selected Location Sub Categories:

Residential Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days

Secondary Filtering Selection:

Use Class:

C3	2 surveys

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

Population within 500m Range:

5200 - 5495

Population within 1 mile:

25,001 to 50,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

250,001 to 500,000	1 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	1 surveys

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

Petrol filling station:

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

Travel Plan:

No	2 surveys

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

PTAL Rating:

No PTAL Present	1 surveys
None	1 surveys

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

COVID-19 Restrictions:

No

LIST OF SITES relevant to selection parameters:

Site 1:	BN-03-B-01	**Site area:**	0.56 hect
Development Name:	SEMI-DETACHED & TERRACED	**Number of dwellings:**	19 DWELLS
Location:	EDGWARE	**Housing density:**	40.43
Postcode:	HA8 8YU	**Total Bedrooms:**	57.00
Main Location Type:	Edge of Town	**Survey Date:**	04/11/2021
Sub Location Type:	Residential Zone	**Survey Day:**	Thursday
PTAL:	0		

Site 2:	LR-03-B-01	**Site area:**	1.21 hect
Development Name:	SEMI-DETACHED & TERRACED	**Number of dwellings:**	38 DWELLS
Location:	LEICESTER	**Housing density:**	38.00
Postcode:	LE5 4LN	**Total Bedrooms:**	99.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	**Survey Date:**	22/10/2021
		Survey Day:	Friday
Sub Location Type:	Residential Zone		
PTAL:	n/a		

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**2**	**28**	**0.000**	**0.158**	**0.158**
08:00-09:00	**2**	**28**	**0.105**	**0.211**	**0.316**
09:00-10:00	**2**	**28**	**0.088**	**0.140**	**0.228**
10:00-11:00	**2**	**28**	**0.175**	**0.228**	**0.403**
11:00-12:00	**2**	**28**	**0.105**	**0.070**	**0.175**
12:00-13:00	**2**	**28**	**0.105**	**0.070**	**0.175**
13:00-14:00	**2**	**28**	**0.105**	**0.175**	**0.280**
14:00-15:00	**2**	**28**	**0.140**	**0.140**	**0.280**
15:00-16:00	**2**	**28**	**0.140**	**0.105**	**0.245**
16:00-17:00	**2**	**28**	**0.175**	**0.105**	**0.280**
17:00-18:00	**2**	**28**	**0.316**	**0.175**	**0.491**
18:00-19:00	**2**	**28**	**0.175**	**0.105**	**0.280**
19:00-20:00	**1**	**19**	**0.316**	**0.158**	**0.474**
20:00-21:00	**1**	**19**	**0.158**	**0.105**	**0.263**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.103**	**1.945**	**4.048**

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.*

Parameter Summary:

Trip rate parameter range selected:	14 - 90 (units: DWELLS)
Survey date date range:	22/10/2021 - 04/11/2021
Number of weekdays (Monday-Friday):	2
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 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**2**	**28**	**0.018**	**0.439**	**0.457**
08:00-09:00	**2**	**28**	**0.158**	**0.684**	**0.842**
09:00-10:00	**2**	**28**	**0.158**	**0.439**	**0.597**
10:00-11:00	**2**	**28**	**0.246**	**0.351**	**0.597**
11:00-12:00	**2**	**28**	**0.246**	**0.228**	**0.474**
12:00-13:00	**2**	**28**	**0.298**	**0.228**	**0.526**
13:00-14:00	**2**	**28**	**0.263**	**0.351**	**0.614**
14:00-15:00	**2**	**28**	**0.544**	**0.368**	**0.912**
15:00-16:00	**2**	**28**	**0.614**	**0.316**	**0.930**
16:00-17:00	**2**	**28**	**0.404**	**0.246**	**0.650**
17:00-18:00	**2**	**28**	**0.579**	**0.298**	**0.877**
18:00-19:00	**2**	**28**	**0.386**	**0.246**	**0.632**
19:00-20:00	**1**	**19**	**0.474**	**0.158**	**0.632**
20:00-21:00	**1**	**19**	**0.263**	**0.105**	**0.368**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**4.651**	**4.457**	**9.108**

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.*

Parameter Summary:

Trip rate parameter range selected:	14 - 90 (units: DWELLS)
Survey date date range:	22/10/2021 - 04/11/2021
Number of weekdays (Monday-Friday):	2
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 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**2**	**28**	**0.000**	**0.018**	**0.018**
08:00-09:00	**2**	**28**	**0.000**	**0.035**	**0.035**
09:00-10:00	**2**	**28**	**0.000**	**0.035**	**0.035**
10:00-11:00	**2**	**28**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**28**	**0.018**	**0.035**	**0.053**
12:00-13:00	**2**	**28**	**0.035**	**0.018**	**0.053**
13:00-14:00	**2**	**28**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**28**	**0.035**	**0.018**	**0.053**
15:00-16:00	**2**	**28**	**0.018**	**0.000**	**0.018**
16:00-17:00	**2**	**28**	**0.035**	**0.000**	**0.035**
17:00-18:00	**2**	**28**	**0.053**	**0.035**	**0.088**
18:00-19:00	**2**	**28**	**0.000**	**0.000**	**0.000**
19:00-20:00	**1**	**19**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**19**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.194**	**0.194**	**0.388**

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.*

Parameter Summary:

Trip rate parameter range selected:	14 - 90 (units: DWELLS)
Survey date date range:	22/10/2021 - 22/10/2021
Number of weekdays (Monday-Friday):	1
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 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**2**	**28**	**0.000**	**0.193**	**0.193**
08:00-09:00	**2**	**28**	**0.088**	**0.246**	**0.334**
09:00-10:00	**2**	**28**	**0.070**	**0.246**	**0.316**
10:00-11:00	**2**	**28**	**0.175**	**0.281**	**0.456**
11:00-12:00	**2**	**28**	**0.123**	**0.088**	**0.211**
12:00-13:00	**2**	**28**	**0.158**	**0.088**	**0.246**
13:00-14:00	**2**	**28**	**0.105**	**0.193**	**0.298**
14:00-15:00	**2**	**28**	**0.211**	**0.158**	**0.369**
15:00-16:00	**2**	**28**	**0.193**	**0.140**	**0.333**
16:00-17:00	**2**	**28**	**0.228**	**0.175**	**0.403**
17:00-18:00	**2**	**28**	**0.368**	**0.228**	**0.596**
18:00-19:00	**2**	**28**	**0.298**	**0.175**	**0.473**
19:00-20:00	**1**	**19**	**0.421**	**0.158**	**0.579**
20:00-21:00	**1**	**19**	**0.211**	**0.105**	**0.316**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.649**	**2.474**	**5.123**

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.*

Parameter Summary:

Trip rate parameter range selected:	14 - 90 (units: DWELLS)
Survey date date range:	22/10/2021 - 04/11/2021
Number of weekdays (Monday-Friday):	2
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 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**2**	**28**	**0.018**	**0.158**	**0.176**
08:00-09:00	**2**	**28**	**0.070**	**0.193**	**0.263**
09:00-10:00	**2**	**28**	**0.070**	**0.070**	**0.140**
10:00-11:00	**2**	**28**	**0.070**	**0.053**	**0.123**
11:00-12:00	**2**	**28**	**0.053**	**0.070**	**0.123**
12:00-13:00	**2**	**28**	**0.070**	**0.070**	**0.140**
13:00-14:00	**2**	**28**	**0.105**	**0.105**	**0.210**
14:00-15:00	**2**	**28**	**0.211**	**0.140**	**0.351**
15:00-16:00	**2**	**28**	**0.193**	**0.140**	**0.333**
16:00-17:00	**2**	**28**	**0.088**	**0.053**	**0.141**
17:00-18:00	**2**	**28**	**0.053**	**0.018**	**0.071**
18:00-19:00	**2**	**28**	**0.053**	**0.070**	**0.123**
19:00-20:00	**1**	**19**	**0.053**	**0.000**	**0.053**
20:00-21:00	**1**	**19**	**0.053**	**0.000**	**0.053**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.160**	**1.140**	**2.300**

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.*

Parameter Summary:

Trip rate parameter range selected:	14 - 90 (units: DWELLS)
Survey date date range:	22/10/2021 - 04/11/2021
Number of weekdays (Monday-Friday):	2
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 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**2**	**28**	**0.000**	**0.070**	**0.070**
08:00-09:00	**2**	**28**	**0.000**	**0.211**	**0.211**
09:00-10:00	**2**	**28**	**0.018**	**0.088**	**0.106**
10:00-11:00	**2**	**28**	**0.000**	**0.018**	**0.018**
11:00-12:00	**2**	**28**	**0.053**	**0.035**	**0.088**
12:00-13:00	**2**	**28**	**0.035**	**0.053**	**0.088**
13:00-14:00	**2**	**28**	**0.053**	**0.053**	**0.106**
14:00-15:00	**2**	**28**	**0.088**	**0.053**	**0.141**
15:00-16:00	**2**	**28**	**0.211**	**0.035**	**0.246**
16:00-17:00	**2**	**28**	**0.053**	**0.018**	**0.071**
17:00-18:00	**2**	**28**	**0.105**	**0.018**	**0.123**
18:00-19:00	**2**	**28**	**0.035**	**0.000**	**0.035**
19:00-20:00	**1**	**19**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**19**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.651**	**0.652**	**1.303**

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.

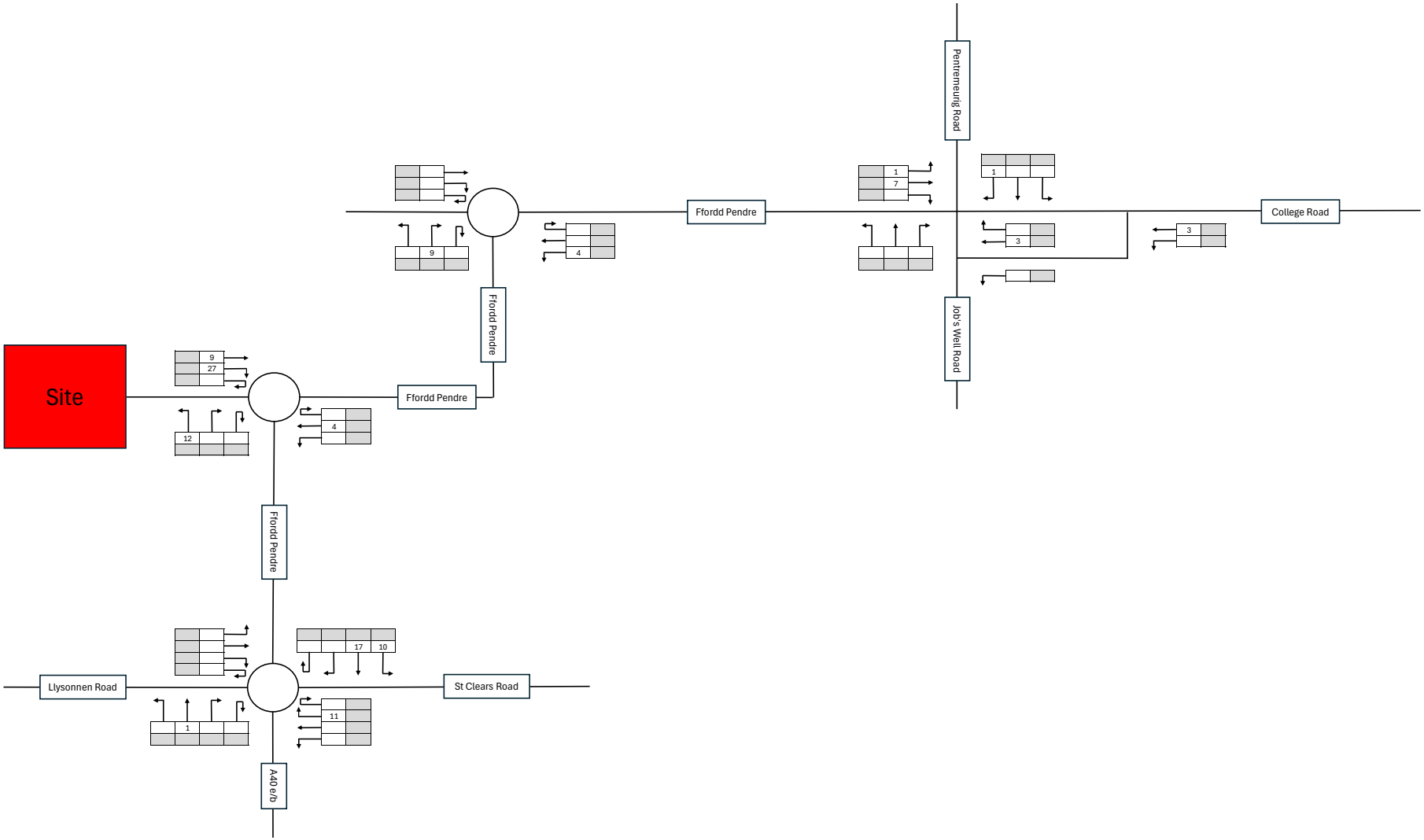
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*

Parameter Summary:

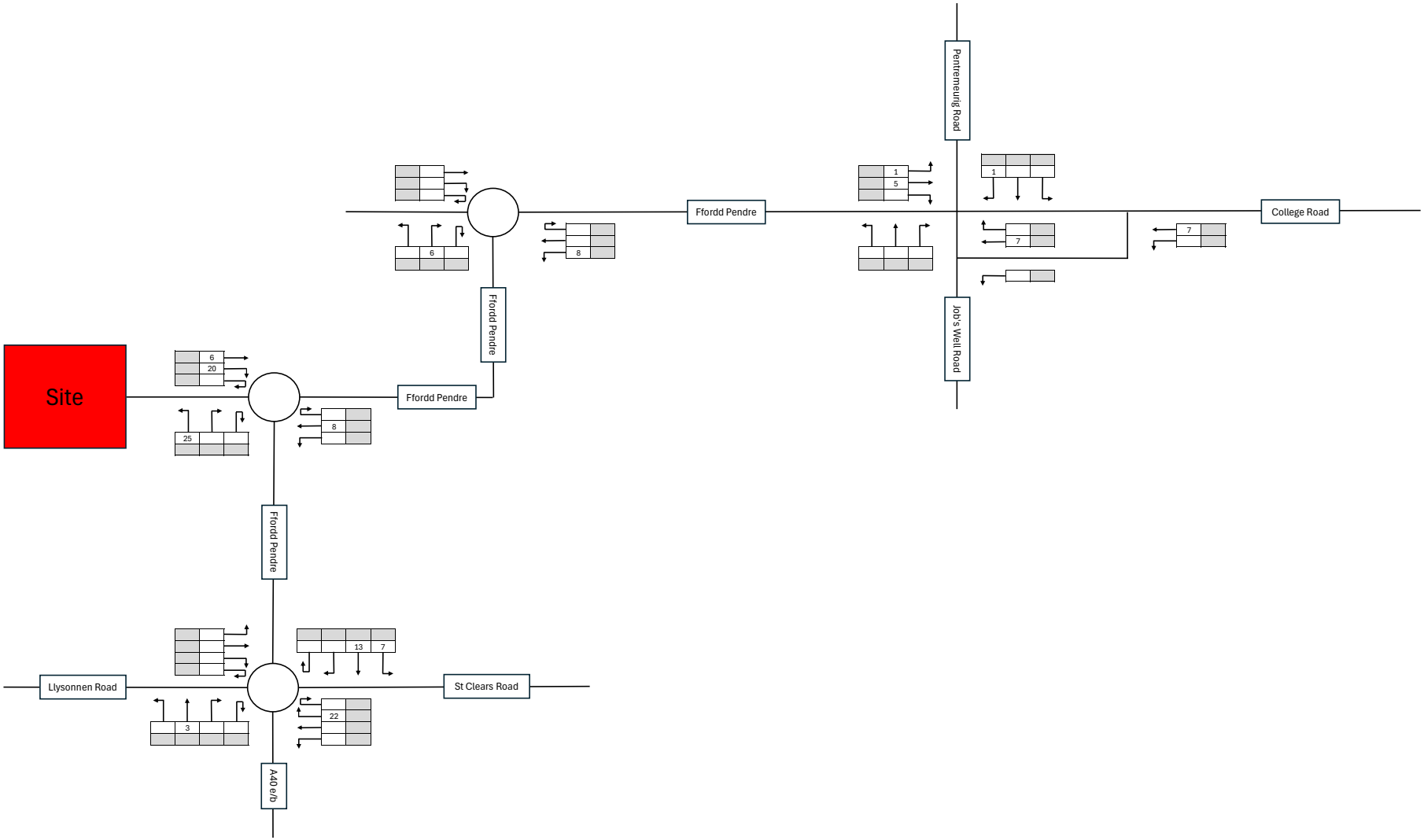
Trip rate parameter range selected:	14 - 90 (units: DWELLS)
Survey date date range:	22/10/2021 - 04/11/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Appendix F

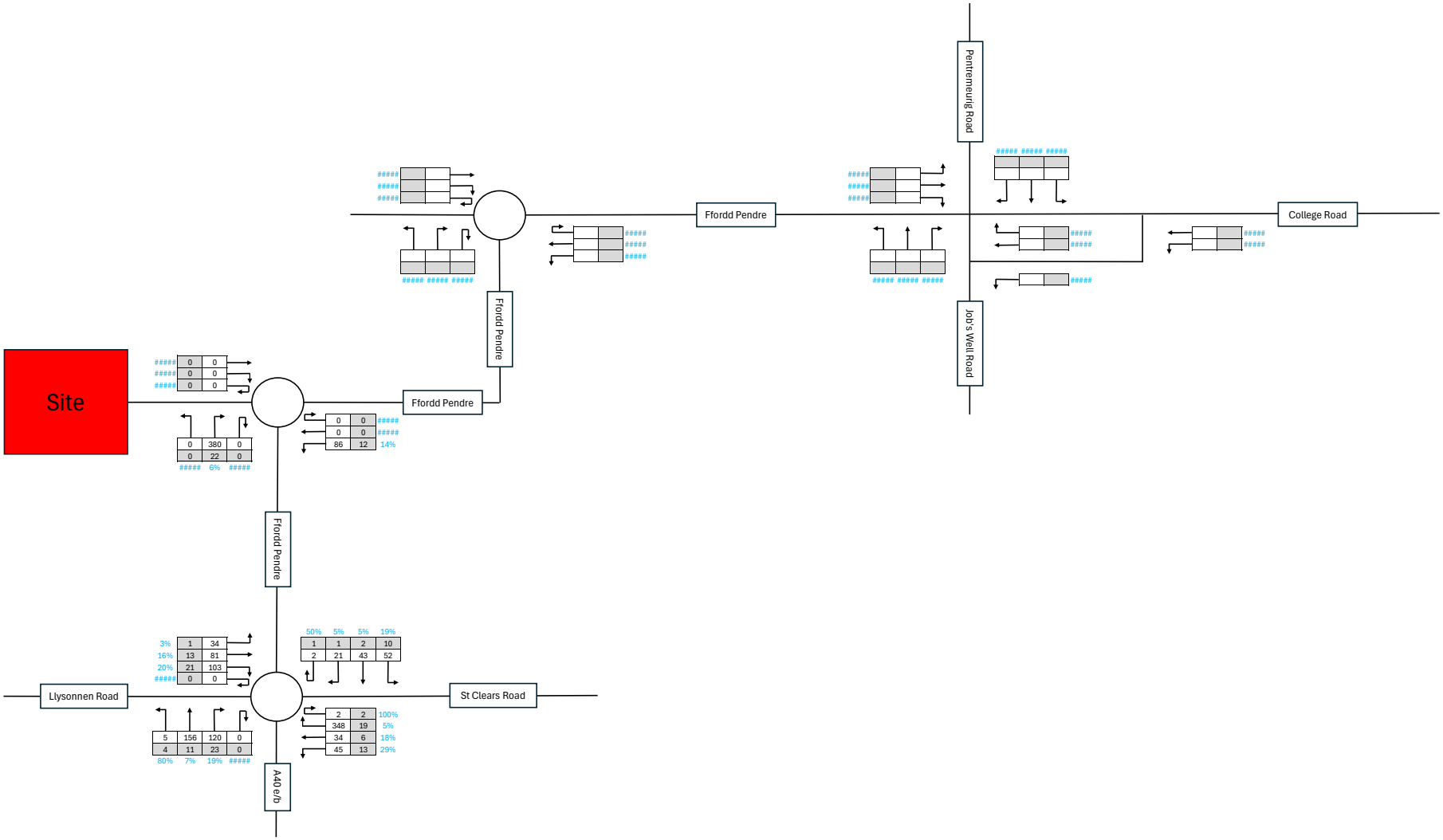


Development AM



Development PM

Appendix G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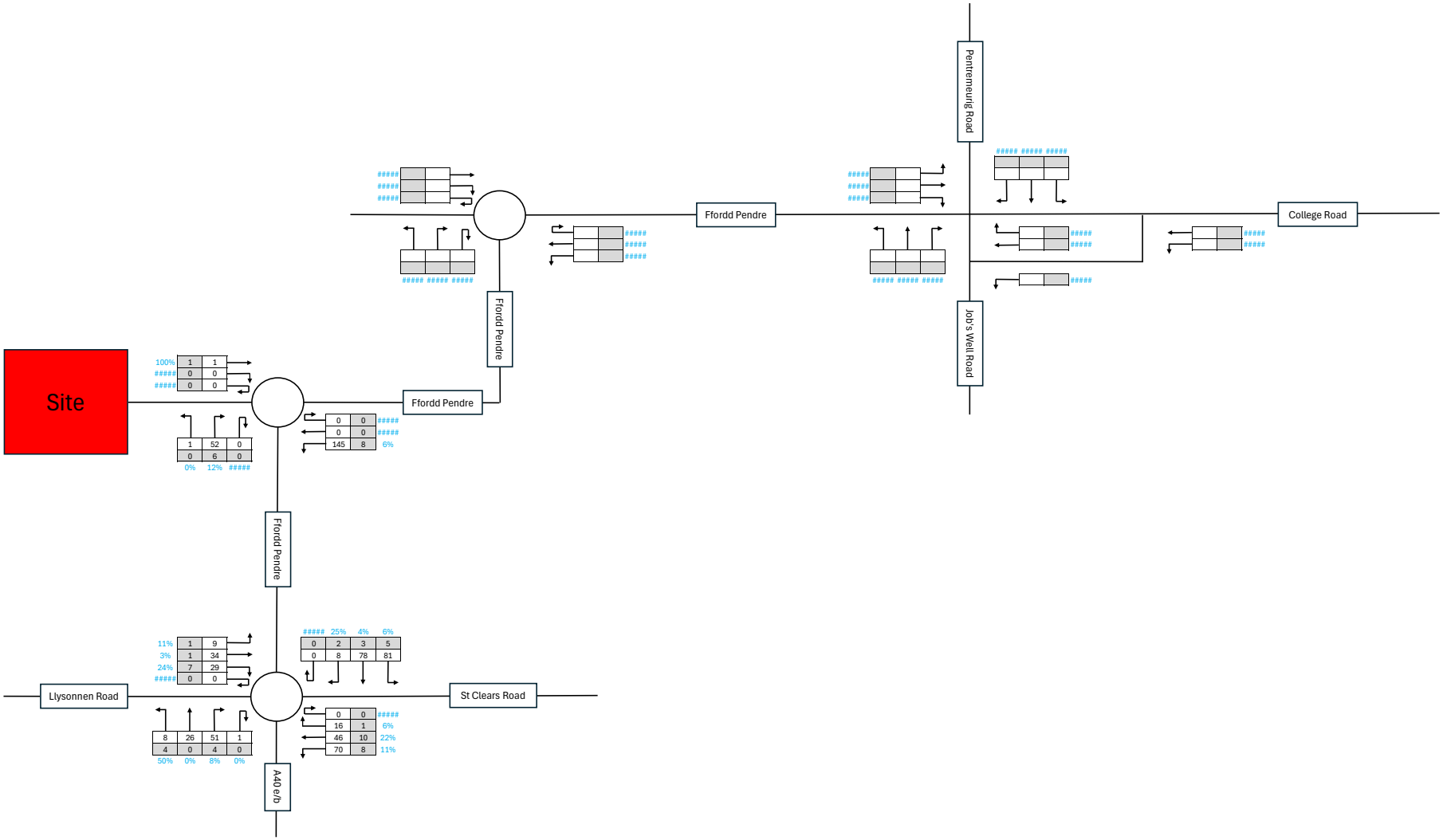
Ffordd Pendre
Ffordd Pendre
Ffordd Pendre
Ffordd Pendre
Pentremeurig Road
Job's Well Road
College Road
Llysonnen Road
St Clears Road
A40 e/b

AM Base 2025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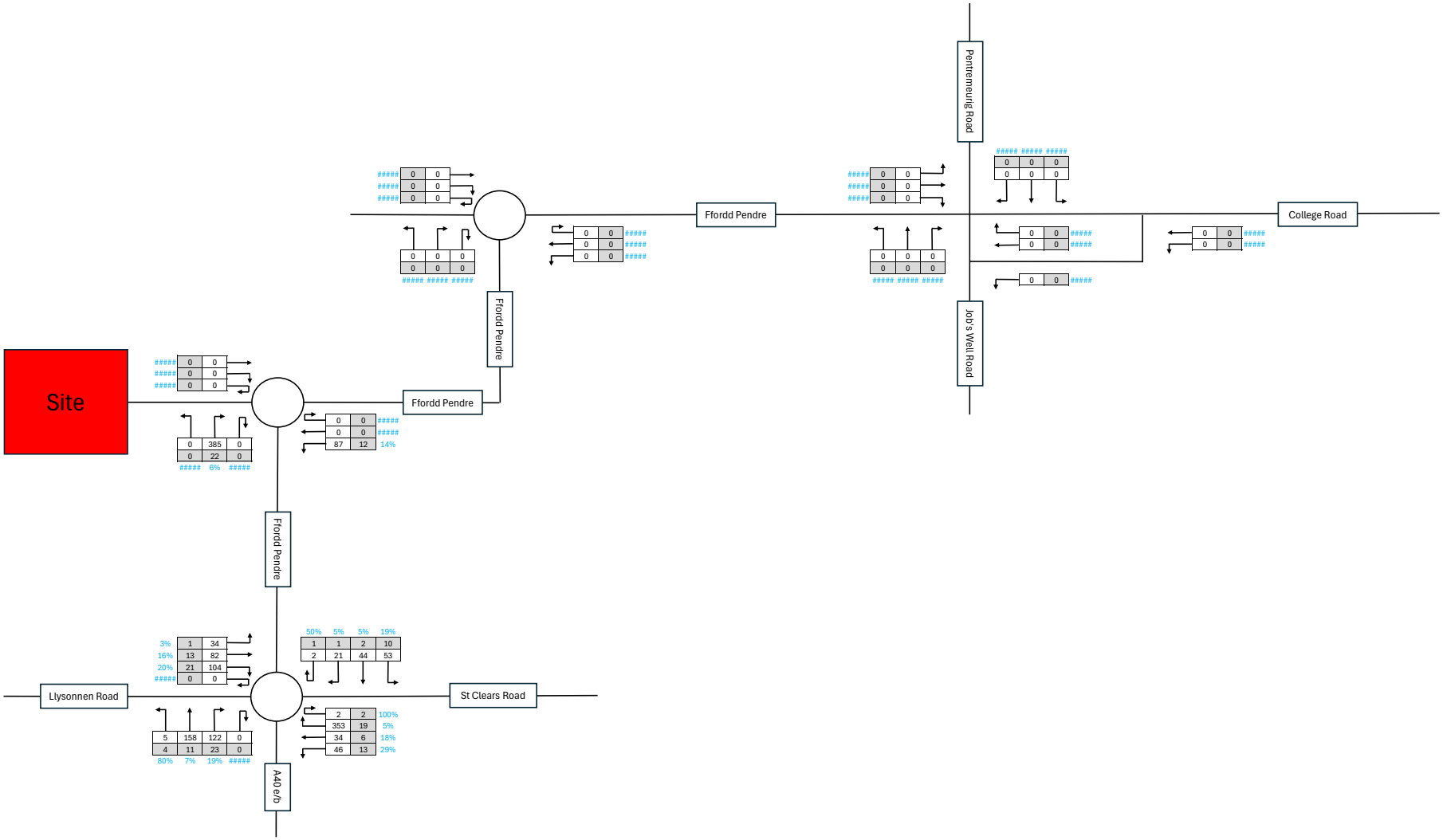
Ffordd Pendre
Ffordd Pendre
Ffordd Pendre
Pentremeurig Road
Job's Well Road
College Road
Ffordd Pendre
Llysonnen Road
St Clears Road
A40 e/b

PM Base 2025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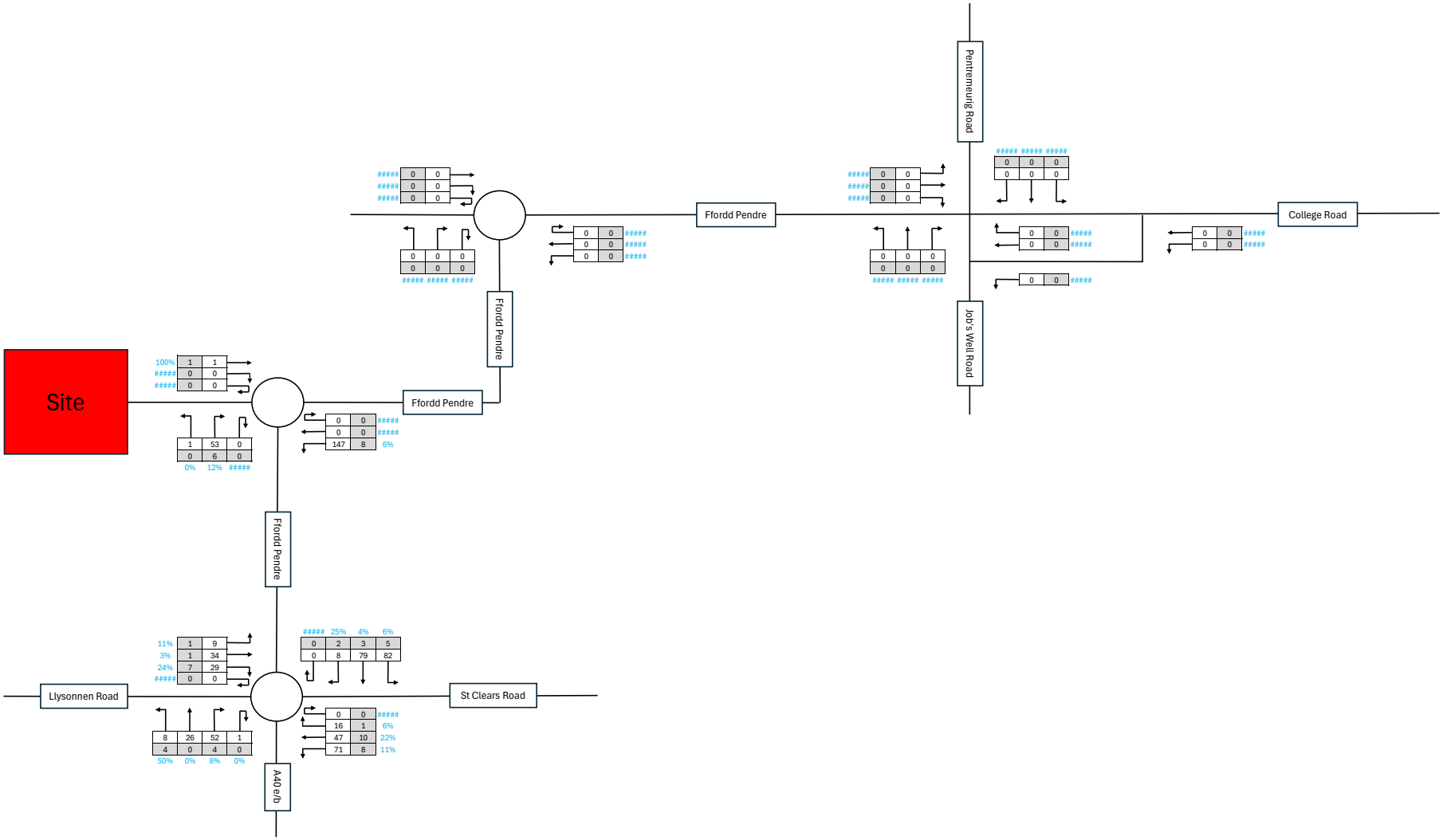
Ffordd Pendre
Ffordd Pendre
Ffordd Pendre
Ffordd Pendre
Pentremeurig Road
Job's Well Road
College Road
Llysonnen Road
St Clears Road
A40 e/b

AM Base 2027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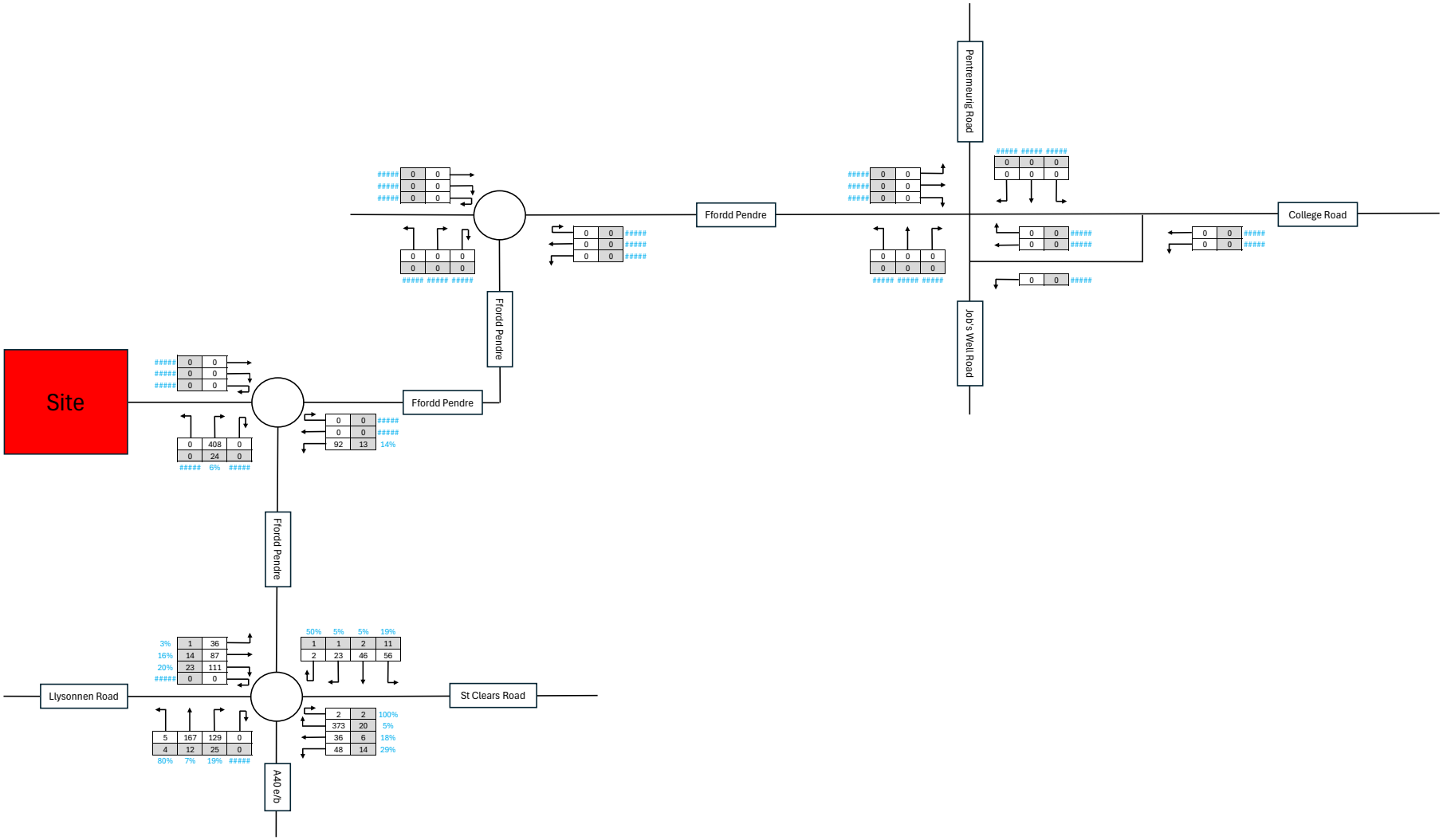
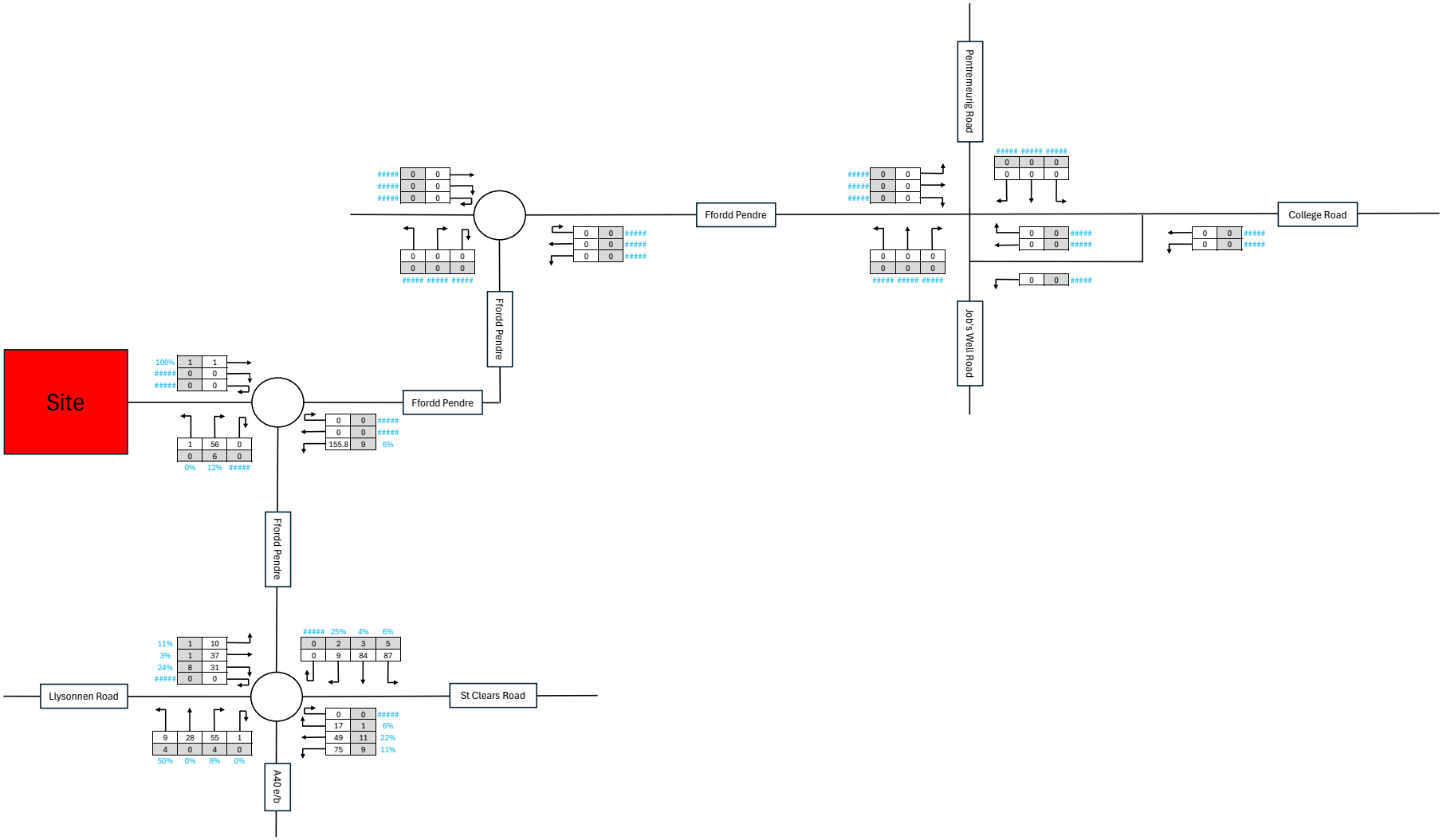
Ffordd Pendre
Ffordd Pendre
Ffordd Pendre
Ffordd Pendre
Pentremeurig Road
Job's Well Road
College Road
Llysonnen Road
St Clears Road
A40 e/b

PM Base 2027


Site
Ffordd Pendre
Ffordd Pendre
Ffordd Pendre
Ffordd Pendre
Pentremeurig Road
Job's Well Road
College Road
Llysonnen Road
St Clears Road
A40 e/b

AM Base 2035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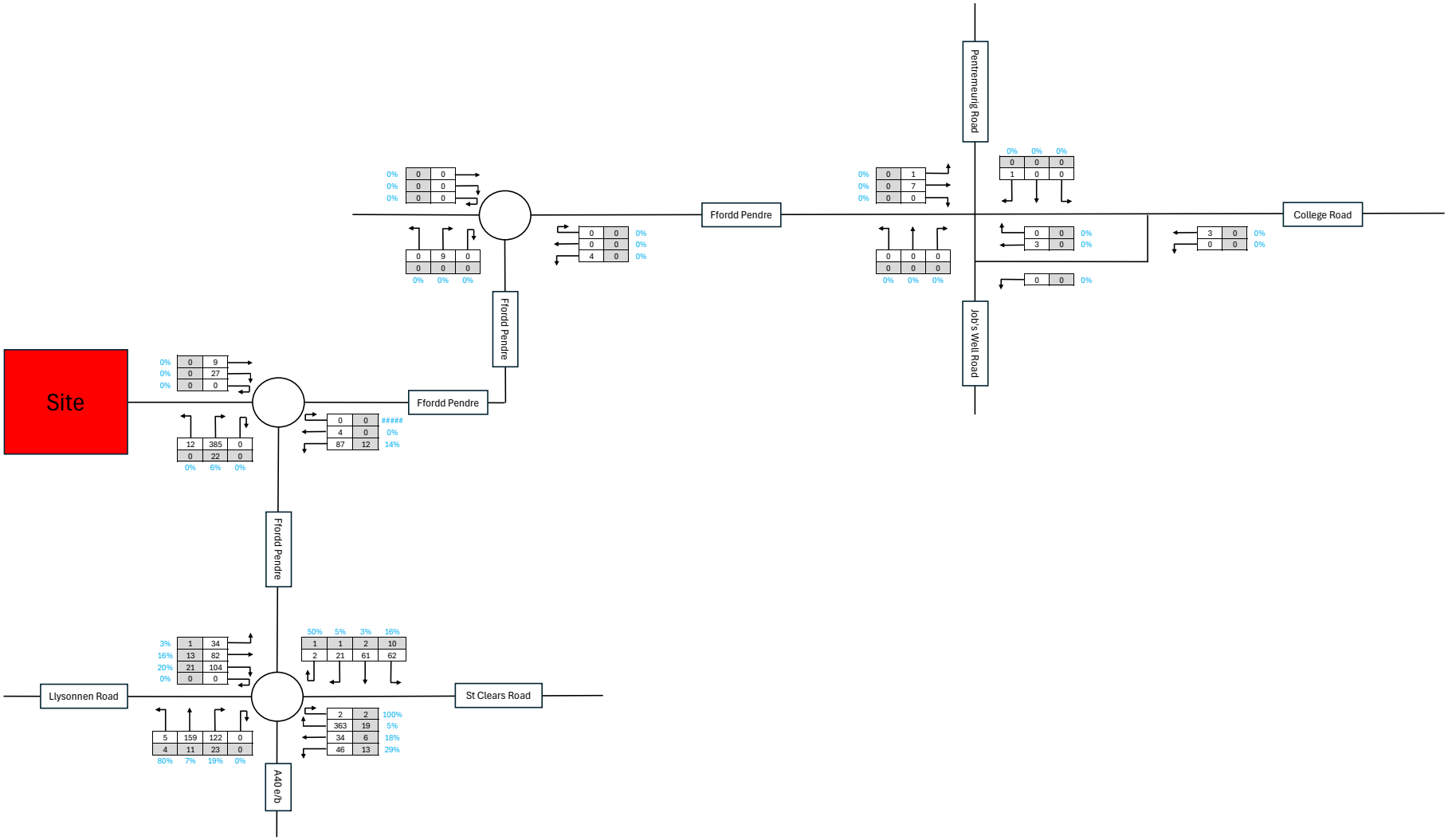
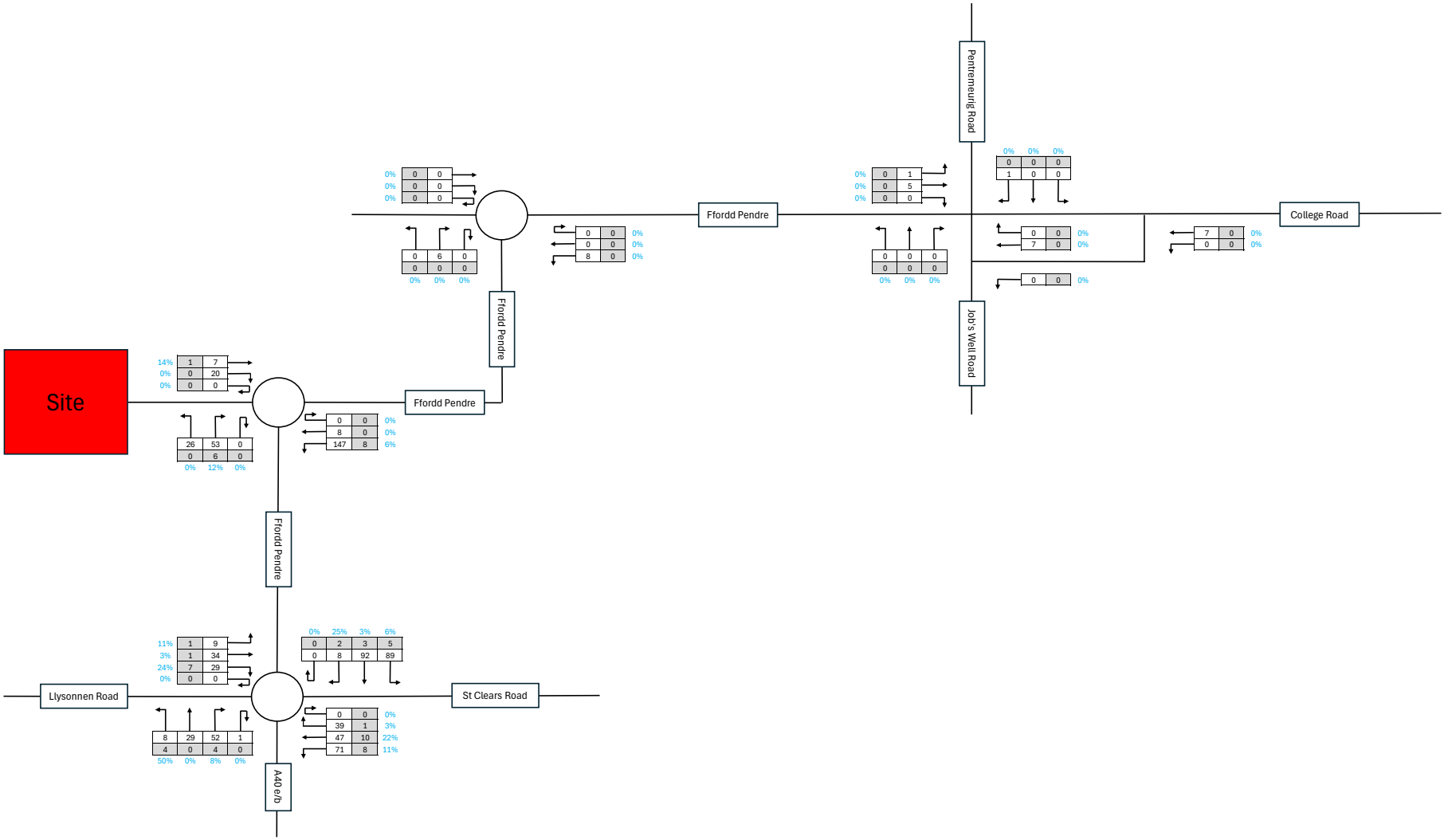
Ffordd Pendre
Ffordd Pendre
Ffordd Pendre
Pentremeurig Road
Job's Well Road
College Road
Llysonnen Road
St Clears Road
A40 e/b

PM Base 2035

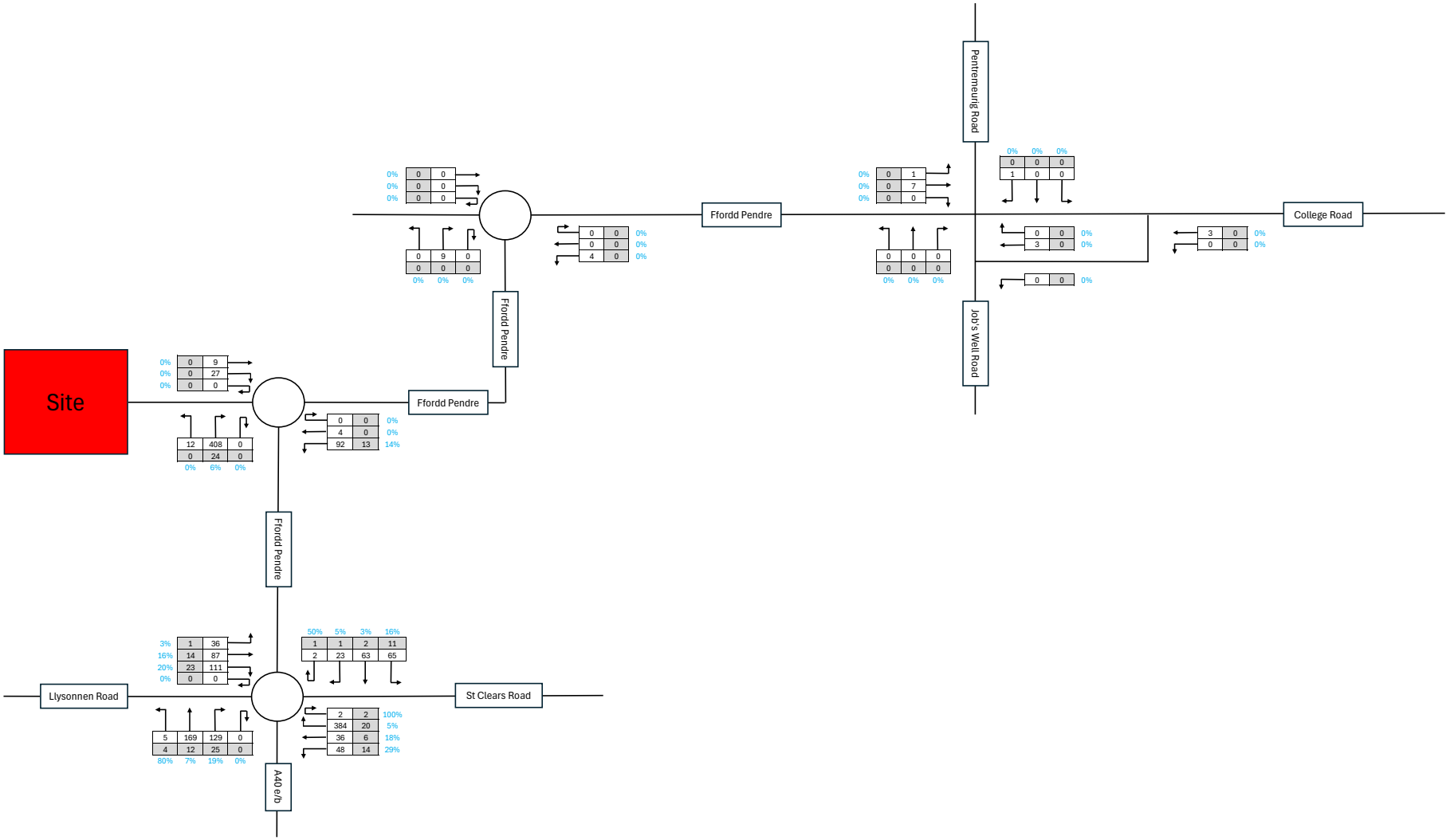
Appendix H



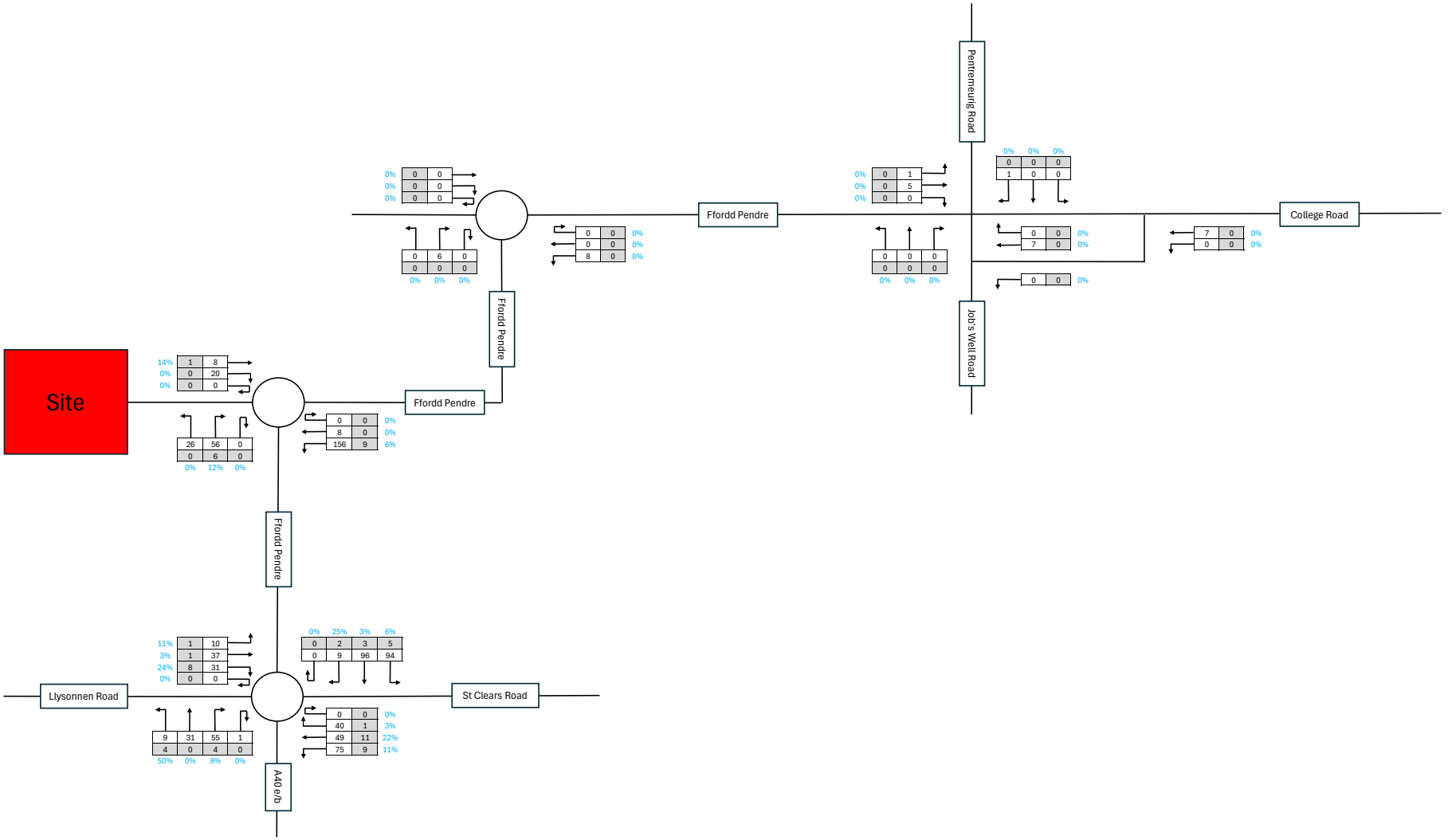
AM Base + Development 2027



PM Base + Development 2027



AM Base + Development 2035



PM Base + Development 2035

Appendix I

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Site access roundabout (rev).j9
Path: Z:\Lime\Projects\2025\25066 Ffordd Pendre, Carmarthen West\Analysis\Junction capacity analysis
Report generation date: 14/11/2025 12:36:01

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2025							
Arm 1	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 2	0.1	3.28	0.07	A	0.1	3.22	0.12	A
Arm 3	0.5	4.68	0.34	A	0.1	3.42	0.05	A
	2027							
Arm 1	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 2	0.1	3.29	0.07	A	0.1	3.23	0.12	A
Arm 3	0.6	4.71	0.34	A	0.1	3.43	0.05	A
	2035							
Arm 1	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 2	0.1	3.30	0.08	A	0.2	3.25	0.13	A
Arm 3	0.6	4.87	0.36	A	0.1	3.44	0.05	A
	2027 + Development							
Arm 1	0.0	3.68	0.04	A	0.0	3.10	0.02	A
Arm 2	0.1	3.32	0.08	A	0.2	3.28	0.13	A
Arm 3	0.6	4.80	0.36	A	0.1	3.40	0.07	A
	2035 + Development							
Arm 1	0.0	3.74	0.04	A	0.0	3.12	0.03	A
Arm 2	0.1	3.34	0.08	A	0.2	3.31	0.14	A
Arm 3	0.6	4.96	0.38	A	0.1	3.41	0.07	A

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

File summary

File Description

Title	
Location	
Site number	
Date	14/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Aimee
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025	PM	ONE HOUR	17:00	18:30	15	✓
D3	2027	AM	ONE HOUR	08:00	09:30	15	✓
D4	2027	PM	ONE HOUR	17:00	18:30	15	✓
D5	2035	AM	ONE HOUR	08:00	09:30	15	✓
D6	2035	PM	ONE HOUR	17:00	18:30	15	✓
D7	2027 + Development	AM	ONE HOUR	08:00	09:30	15	✓
D8	2027 + Development	PM	ONE HOUR	17:00	18:30	15	✓
D9	2035 + Development	AM	ONE HOUR	08:00	09:30	15	✓
D10	2035 + Development	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Site access	
2	Ffordd Pendre (e)	
3	Ffordd Pendre (s)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.43	5.22	3.0	18.8	31.7	20.5	
2	3.51	4.84	6.3	25.8	31.7	24.1	
3	3.67	4.68	1.8	20.6	31.7	27.2	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.576	1261
2	0.593	1344
3	0.564	1233

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	86	100.000
3		ONE HOUR	✓	380	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	0	0
	2	0	0	86
	3	0	380	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	14
	3	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.00	0.00	0.0	A	0	0
2	0.07	3.28	0.1	A	79	118
3	0.34	4.68	0.5	A	349	523

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	285	1097	0.000	0	0	0.0	0.0	0.000	A
2	65	16	0	1344	0.048	65	285	0.0	0.1	3.206	A
3	286	72	0	1233	0.232	285	65	0.0	0.3	4.018	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	341	1065	0.000	0	0	0.0	0.0	0.000	A
2	77	19	0	1344	0.058	77	341	0.1	0.1	3.238	A
3	342	85	0	1233	0.277	341	77	0.3	0.4	4.278	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	418	1021	0.000	0	0	0.0	0.0	0.000	A
2	95	24	0	1344	0.070	95	418	0.1	0.1	3.283	A
3	418	105	0	1233	0.339	418	95	0.4	0.5	4.676	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	418	1020	0.000	0	0	0.0	0.0	0.000	A
2	95	24	0	1344	0.070	95	418	0.1	0.1	3.283	A
3	418	105	0	1233	0.339	418	95	0.5	0.5	4.681	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	342	1064	0.000	0	0	0.0	0.0	0.000	A
2	77	19	0	1344	0.058	77	342	0.1	0.1	3.238	A
3	342	85	0	1233	0.277	342	77	0.5	0.4	4.285	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	286	1096	0.000	0	0	0.0	0.0	0.000	A
2	65	16	0	1344	0.048	65	286	0.1	0.1	3.206	A
3	286	72	0	1233	0.232	286	65	0.4	0.3	4.031	A

2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1	100.000
2		ONE HOUR	✓	145	100.000
3		ONE HOUR	✓	53	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	1	0
	2	0	0	145
	3	1	52	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	100	0
	2	0	0	6
	3	0	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.00	0.00	0.0	A	0	0
2	0.12	3.22	0.1	A	133	200
3	0.05	3.42	0.1	A	49	73

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	39	1239	0.000	0	0.75	0.0	0.0	0.000	A
2	109	27	0	1344	0.081	109	39	0.0	0.1	3.088	A
3	40	10	0	1233	0.032	40	109	0.0	0.0	3.369	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	47	1234	0.000	0	0.90	0.0	0.0	0.000	A
2	130	33	0	1344	0.097	130	47	0.1	0.1	3.142	A
3	48	12	0	1233	0.039	48	130	0.0	0.0	3.391	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	57	1228	0.000	0	1	0.0	0.0	0.000	A
2	160	40	0	1344	0.119	160	57	0.1	0.1	3.220	A
3	58	15	0	1233	0.047	58	160	0.0	0.1	3.422	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	57	1228	0.000	0	1	0.0	0.0	0.000	A
2	160	40	0	1344	0.119	160	57	0.1	0.1	3.220	A
3	58	15	0	1233	0.047	58	160	0.1	0.1	3.422	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	47	1234	0.000	0	0.90	0.0	0.0	0.000	A
2	130	33	0	1344	0.097	130	47	0.1	0.1	3.145	A
3	48	12	0	1233	0.039	48	130	0.1	0.0	3.394	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	39	1239	0.000	0	0.75	0.0	0.0	0.000	A
2	109	27	0	1344	0.081	109	39	0.1	0.1	3.089	A
3	40	10	0	1233	0.032	40	109	0.0	0.0	3.372	A

2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	87	100.000
3		ONE HOUR	✓	385	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	0	0
	2	0	0	87
	3	0	385	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	14
	3	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.00	0.00	0.0	A	0	0
2	0.07	3.29	0.1	A	80	120
3	0.34	4.71	0.6	A	353	530

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	289	1095	0.000	0	0	0.0	0.0	0.000	A
2	65	16	0	1344	0.049	65	289	0.0	0.1	3.208	A
3	290	72	0	1233	0.235	289	65	0.0	0.3	4.034	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	346	1062	0.000	0	0	0.0	0.0	0.000	A
2	78	20	0	1344	0.058	78	346	0.1	0.1	3.240	A
3	346	87	0	1233	0.281	346	78	0.3	0.4	4.297	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	423	1018	0.000	0	0	0.0	0.0	0.000	A
2	96	24	0	1344	0.071	96	423	0.1	0.1	3.286	A
3	424	106	0	1233	0.344	423	96	0.4	0.6	4.708	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	424	1017	0.000	0	0	0.0	0.0	0.000	A
2	96	24	0	1344	0.071	96	424	0.1	0.1	3.286	A
3	424	106	0	1233	0.344	424	96	0.6	0.6	4.713	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	347	1062	0.000	0	0	0.0	0.0	0.000	A
2	78	20	0	1344	0.058	78	347	0.1	0.1	3.243	A
3	346	87	0	1233	0.281	347	78	0.6	0.4	4.305	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	290	1094	0.000	0	0	0.0	0.0	0.000	A
2	65	16	0	1344	0.049	66	290	0.1	0.1	3.208	A
3	290	72	0	1233	0.235	290	66	0.4	0.3	4.048	A

2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1	100.000
2		ONE HOUR	✓	147	100.000
3		ONE HOUR	✓	53	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	1	0
	2	0	0	147
	3	0	53	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	100	0
	2	0	0	6
	3	0	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.00	0.00	0.0	A	0	0
2	0.12	3.23	0.1	A	135	202
3	0.05	3.43	0.1	A	49	73

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	40	1238	0.000	0	0	0.0	0.0	0.000	A
2	111	28	0	1344	0.082	110	40	0.0	0.1	3.092	A
3	40	10	0	1233	0.032	40	110	0.0	0.0	3.377	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	48	1234	0.000	0	0	0.0	0.0	0.000	A
2	132	33	0	1344	0.098	132	48	0.1	0.1	3.147	A
3	48	12	0	1233	0.039	48	132	0.0	0.0	3.399	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	58	1228	0.000	0	0	0.0	0.0	0.000	A
2	162	40	0	1344	0.120	162	58	0.1	0.1	3.226	A
3	58	15	0	1233	0.047	58	162	0.0	0.1	3.430	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	58	1228	0.000	0	0	0.0	0.0	0.000	A
2	162	40	0	1344	0.120	162	58	0.1	0.1	3.226	A
3	58	15	0	1233	0.047	58	162	0.1	0.1	3.430	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	48	1234	0.000	0	0	0.0	0.0	0.000	A
2	132	33	0	1344	0.098	132	48	0.1	0.1	3.150	A
3	48	12	0	1233	0.039	48	132	0.1	0.0	3.402	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	40	1238	0.000	0	0	0.0	0.0	0.000	A
2	111	28	0	1344	0.082	111	40	0.1	0.1	3.095	A
3	40	10	0	1233	0.032	40	111	0.0	0.0	3.377	A

2035, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	92	100.000
3		ONE HOUR	✓	408	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	0	0
	2	0	0	92
	3	0	408	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	14
	3	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.00	0.00	0.0	A	0	0
2	0.08	3.30	0.1	A	84	127
3	0.36	4.87	0.6	A	374	562

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	306	1085	0.000	0	0	0.0	0.0	0.000	A
2	69	17	0	1344	0.052	69	306	0.0	0.1	3.217	A
3	307	77	0	1233	0.249	306	69	0.0	0.3	4.108	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	366	1050	0.000	0	0	0.0	0.0	0.000	A
2	83	21	0	1344	0.062	83	366	0.1	0.1	3.252	A
3	367	92	0	1233	0.297	366	83	0.3	0.4	4.399	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	449	1003	0.000	0	0	0.0	0.0	0.000	A
2	101	25	0	1344	0.075	101	449	0.1	0.1	3.300	A
3	449	112	0	1233	0.364	449	101	0.4	0.6	4.858	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	449	1003	0.000	0	0	0.0	0.0	0.000	A
2	101	25	0	1344	0.075	101	449	0.1	0.1	3.300	A
3	449	112	0	1233	0.364	449	101	0.6	0.6	4.866	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	367	1050	0.000	0	0	0.0	0.0	0.000	A
2	83	21	0	1344	0.062	83	367	0.1	0.1	3.252	A
3	367	92	0	1233	0.297	367	83	0.6	0.5	4.409	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	308	1084	0.000	0	0	0.0	0.0	0.000	A
2	69	17	0	1344	0.052	69	308	0.1	0.1	3.218	A
3	307	77	0	1233	0.249	308	69	0.5	0.4	4.124	A

2035, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1	100.000
2		ONE HOUR	✓	156	100.000
3		ONE HOUR	✓	57	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	1	0
	2	0	0	156
	3	1	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	100	0
	2	0	0	6
	3	0	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.00	0.00	0.0	A	0	0
2	0.13	3.25	0.2	A	143	215
3	0.05	3.44	0.1	A	52	78

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	42	1237	0.000	0	0.75	0.0	0.0	0.000	A
2	117	29	0	1344	0.087	117	42	0.0	0.1	3.109	A
3	43	11	0	1233	0.035	43	117	0.0	0.0	3.379	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	50	1232	0.000	0	0.90	0.0	0.0	0.000	A
2	140	35	0	1344	0.104	140	50	0.1	0.1	3.168	A
3	51	13	0	1233	0.042	51	140	0.0	0.0	3.402	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	62	1226	0.000	0	1	0.0	0.0	0.000	A
2	172	43	0	1344	0.128	172	62	0.1	0.2	3.253	A
3	63	16	0	1233	0.051	63	172	0.0	0.1	3.436	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	62	1226	0.000	0	1	0.0	0.0	0.000	A
2	172	43	0	1344	0.128	172	62	0.2	0.2	3.253	A
3	63	16	0	1233	0.051	63	172	0.1	0.1	3.436	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	50	1232	0.000	0	0.90	0.0	0.0	0.000	A
2	140	35	0	1344	0.104	140	50	0.2	0.1	3.169	A
3	51	13	0	1233	0.042	51	140	0.1	0.0	3.403	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	0	42	1237	0.000	0	0.75	0.0	0.0	0.000	A
2	117	29	0	1344	0.087	118	42	0.1	0.1	3.110	A
3	43	11	0	1233	0.035	43	118	0.0	0.0	3.381	A

2027 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 + Development	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	36	100.000
2		ONE HOUR	✓	91	100.000
3		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	9	27
	2	4	0	87
	3	12	385	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	14
	3	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.04	3.68	0.0	A	33	50
2	0.08	3.32	0.1	A	84	125
3	0.36	4.80	0.6	A	364	546

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	27	7	289	1095	0.025	27	12	0.0	0.0	3.369	A
2	69	17	20	1332	0.051	68	295	0.0	0.1	3.226	A
3	299	75	3	1232	0.243	298	86	0.0	0.3	4.072	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32	8	346	1062	0.030	32	14	0.0	0.0	3.494	A
2	82	20	24	1330	0.062	82	354	0.1	0.1	3.267	A
3	357	89	4	1231	0.290	357	102	0.3	0.4	4.352	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	40	10	423	1018	0.039	40	18	0.0	0.0	3.680	A
2	100	25	30	1327	0.076	100	433	0.1	0.1	3.324	A
3	437	109	4	1231	0.355	437	125	0.4	0.6	4.792	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	40	10	424	1017	0.039	40	18	0.0	0.0	3.681	A
2	100	25	30	1327	0.076	100	434	0.1	0.1	3.324	A
3	437	109	4	1231	0.355	437	126	0.6	0.6	4.798	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32	8	347	1062	0.030	32	14	0.0	0.0	3.499	A
2	82	20	24	1330	0.062	82	355	0.1	0.1	3.270	A
3	357	89	4	1231	0.290	357	103	0.6	0.4	4.363	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	27	7	290	1094	0.025	27	12	0.0	0.0	3.375	A
2	69	17	20	1332	0.051	69	297	0.1	0.1	3.227	A
3	299	75	3	1232	0.243	299	86	0.4	0.3	4.088	A

2027 + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 + Development	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	27	100.000
2		ONE HOUR	✓	155	100.000
3		ONE HOUR	✓	79	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	7	20
	2	8	0	147
	3	26	53	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	14	0
	2	0	0	6
	3	0	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.02	3.10	0.0	A	25	37
2	0.13	3.28	0.2	A	142	213
3	0.07	3.40	0.1	A	72	109

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	20	5	40	1238	0.016	20	26	0.0	0.0	3.051	A
2	117	29	15	1335	0.087	116	45	0.0	0.1	3.120	A
3	59	15	6	1230	0.048	59	125	0.0	0.1	3.313	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	24	6	48	1234	0.020	24	31	0.0	0.0	3.073	A
2	139	35	18	1334	0.104	139	54	0.1	0.1	3.184	A
3	71	18	7	1229	0.058	71	150	0.1	0.1	3.347	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	30	7	58	1228	0.024	30	37	0.0	0.0	3.102	A
2	171	43	22	1331	0.128	171	66	0.1	0.2	3.277	A
3	87	22	9	1228	0.071	87	184	0.1	0.1	3.397	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	30	7	58	1228	0.024	30	37	0.0	0.0	3.103	A
2	171	43	22	1331	0.128	171	66	0.2	0.2	3.277	A
3	87	22	9	1228	0.071	87	184	0.1	0.1	3.397	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	24	6	48	1234	0.020	24	31	0.0	0.0	3.075	A
2	139	35	18	1334	0.104	139	54	0.2	0.1	3.185	A
3	71	18	7	1229	0.058	71	150	0.1	0.1	3.348	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	20	5	40	1238	0.016	20	26	0.0	0.0	3.052	A
2	117	29	15	1335	0.087	117	45	0.1	0.1	3.121	A
3	59	15	6	1230	0.048	60	126	0.1	0.1	3.313	A

2035 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035 + Development	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	36	100.000
2		ONE HOUR	✓	96	100.000
3		ONE HOUR	✓	420	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	9	27
	2	4	0	92
	3	12	408	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	14
	3	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.04	3.74	0.0	A	33	50
2	0.08	3.34	0.1	A	88	132
3	0.38	4.96	0.6	A	385	578

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	27	7	306	1085	0.025	27	12	0.0	0.0	3.401	A
2	72	18	20	1332	0.054	72	313	0.0	0.1	3.237	A
3	316	79	3	1232	0.257	315	89	0.0	0.4	4.147	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32	8	366	1050	0.031	32	14	0.0	0.0	3.535	A
2	86	22	24	1330	0.065	86	374	0.1	0.1	3.280	A
3	378	94	4	1231	0.307	377	107	0.4	0.5	4.458	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	40	10	449	1003	0.040	40	18	0.0	0.0	3.735	A
2	106	26	30	1327	0.080	106	458	0.1	0.1	3.340	A
3	462	116	4	1231	0.376	462	131	0.5	0.6	4.949	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	40	10	449	1003	0.040	40	18	0.0	0.0	3.736	A
2	106	26	30	1327	0.080	106	459	0.1	0.1	3.340	A
3	462	116	4	1231	0.376	462	131	0.6	0.6	4.956	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32	8	367	1050	0.031	32	14	0.0	0.0	3.537	A
2	86	22	24	1330	0.065	86	376	0.1	0.1	3.280	A
3	378	94	4	1231	0.307	378	107	0.6	0.5	4.468	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	27	7	308	1084	0.025	27	12	0.0	0.0	3.404	A
2	72	18	20	1332	0.054	72	314	0.1	0.1	3.240	A
3	316	79	3	1232	0.257	317	90	0.5	0.4	4.166	A

2035 + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035 + Development	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	28	100.000
2		ONE HOUR	✓	164	100.000
3		ONE HOUR	✓	82	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	8	20
	2	8	0	156
	3	26	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	14	0
	2	0	0	6
	3	0	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.03	3.12	0.0	A	26	39
2	0.14	3.31	0.2	A	150	226
3	0.07	3.41	0.1	A	75	113

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	21	5	42	1237	0.017	21	26	0.0	0.0	3.067	A
2	123	31	15	1335	0.092	123	48	0.0	0.1	3.138	A
3	62	15	6	1230	0.050	62	132	0.0	0.1	3.324	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	25	6	50	1232	0.020	25	31	0.0	0.0	3.089	A
2	147	37	18	1334	0.111	147	57	0.1	0.1	3.206	A
3	74	18	7	1229	0.060	74	158	0.1	0.1	3.360	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	31	8	62	1226	0.025	31	37	0.0	0.0	3.121	A
2	181	45	22	1331	0.136	180	70	0.1	0.2	3.305	A
3	90	23	9	1228	0.074	90	194	0.1	0.1	3.412	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	31	8	62	1226	0.025	31	37	0.0	0.0	3.121	A
2	181	45	22	1331	0.136	181	70	0.2	0.2	3.305	A
3	90	23	9	1228	0.074	90	194	0.1	0.1	3.412	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	25	6	50	1232	0.020	25	31	0.0	0.0	3.090	A
2	147	37	18	1334	0.111	148	58	0.2	0.1	3.207	A
3	74	18	7	1229	0.060	74	158	0.1	0.1	3.360	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	21	5	42	1237	0.017	21	26	0.0	0.0	3.067	A
2	123	31	15	1335	0.092	124	48	0.1	0.1	3.139	A
3	62	15	6	1230	0.050	62	133	0.1	0.1	3.326	A

Appendix J

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Ffordd Pendre_A40_Lynsonnen Road roundabout.j9
Path: Z:\Lime\Projects\2025\25066 Ffordd Pendre, Carmarthen West\Analysis\Junction capacity analysis
Report generation date: 14/11/2025 11:20:26

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2025							
Arm 1	0.1	3.21	0.09	A	0.1	2.91	0.12	A
Arm 2	0.4	3.25	0.28	A	0.1	2.63	0.09	A
Arm 3	0.4	4.47	0.25	A	0.1	2.94	0.07	A
Arm 4	0.6	9.23	0.35	A	0.1	4.65	0.08	A
	2027							
Arm 1	0.1	3.24	0.10	A	0.2	2.92	0.12	A
Arm 2	0.4	3.28	0.29	A	0.1	2.63	0.09	A
Arm 3	0.4	4.51	0.26	A	0.1	2.94	0.07	A
Arm 4	0.6	9.39	0.35	A	0.1	4.66	0.08	A
	2035							
Arm 1	0.1	3.29	0.10	A	0.2	2.96	0.13	A
Arm 2	0.5	3.37	0.30	A	0.1	2.66	0.09	A
Arm 3	0.4	4.68	0.28	A	0.1	2.96	0.07	A
Arm 4	0.7	10.13	0.39	B	0.1	4.70	0.09	A
	2027 + development							
Arm 1	0.1	3.25	0.12	A	0.2	2.95	0.14	A
Arm 2	0.5	3.34	0.30	A	0.1	2.64	0.10	A
Arm 3	0.4	4.55	0.26	A	0.1	2.89	0.07	A
Arm 4	0.6	9.50	0.36	A	0.1	4.72	0.09	A
	2035 + development							
Arm 1	0.2	3.30	0.12	A	0.2	2.99	0.15	A
Arm 2	0.5	3.44	0.31	A	0.1	2.67	0.11	A
Arm 3	0.4	4.73	0.28	A	0.1	2.99	0.08	A
Arm 4	0.7	10.28	0.39	B	0.1	4.77	0.09	A

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

File summary

File Description

Title	
Location	
Site number	
Date	13/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Aimee
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025	PM	ONE HOUR	17:00	18:30	15	✓
D3	2027	AM	ONE HOUR	08:00	09:30	15	✓
D4	2027	PM	ONE HOUR	17:00	18:30	15	✓
D5	2035	AM	ONE HOUR	08:00	09:30	15	✓
D6	2035	PM	ONE HOUR	17:00	18:30	15	✓
D7	2027 + development	AM	ONE HOUR	08:00	09:30	15	✓
D8	2027 + development	PM	ONE HOUR	17:00	18:30	15	✓
D9	2035 + development	AM	ONE HOUR	08:00	09:30	15	✓
D10	2035 + development	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ffordd Pendre/A40/Llynsonnen Road roundabout	Standard Roundabout		1, 2, 3, 4	4.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Ffordd Pendre	
2	St Clears Road	
3	A40 Llysonnen Road	
4	Llysonnen Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.80	7.00	8.5	22.3	51.3	36.7	
2	3.50	8.14	14.2	29.5	51.3	28.2	
3	4.00	6.59	4.7	19.2	51.3	35.6	
4	3.60	3.94	1.2	8.8	51.3	51.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.572	1563
2	0.625	1785
3	0.552	1463
4	0.430	987

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	116	100.000
2		ONE HOUR	✓	429	100.000
3		ONE HOUR	✓	281	100.000
4		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	52	43	21
	2	348	2	45	34
	3	156	120	0	5
	4	34	81	103	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	50	19	5	5
	2	5	100	29	18
	3	7	19	0	80
	4	3	16	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.09	3.21	0.1	A	106	160
2	0.28	3.25	0.4	A	394	590
3	0.25	4.47	0.4	A	258	387
4	0.35	9.23	0.6	A	200	300

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	87	22	229	1432	0.061	87	404	0.0	0.1	2.965	A
2	323	81	125	1707	0.189	322	191	0.0	0.3	2.813	A
3	212	53	304	1295	0.163	211	143	0.0	0.2	3.737	A
4	164	41	470	785	0.209	163	45	0.0	0.3	6.674	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	104	26	275	1406	0.074	104	483	0.1	0.1	3.064	A
2	386	96	150	1692	0.228	385	229	0.3	0.3	2.984	A
3	253	63	364	1262	0.200	252	171	0.2	0.3	4.017	A
4	196	49	562	745	0.263	196	54	0.3	0.4	7.568	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	128	32	336	1371	0.093	128	592	0.1	0.1	3.208	A
2	472	118	183	1671	0.283	472	280	0.3	0.4	3.252	A
3	309	77	446	1217	0.254	309	210	0.3	0.4	4.466	A
4	240	60	688	691	0.347	239	66	0.4	0.6	9.192	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	128	32	337	1371	0.093	128	592	0.1	0.1	3.209	A
2	472	118	184	1670	0.283	472	281	0.4	0.4	3.253	A
3	309	77	446	1216	0.254	309	210	0.4	0.4	4.471	A
4	240	60	689	691	0.348	240	66	0.6	0.6	9.231	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	104	26	276	1406	0.074	104	484	0.1	0.1	3.068	A
2	386	96	151	1691	0.228	386	230	0.4	0.3	2.990	A
3	253	63	364	1261	0.200	253	172	0.4	0.3	4.025	A
4	196	49	563	745	0.263	197	54	0.6	0.4	7.601	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	87	22	231	1431	0.061	87	405	0.1	0.1	2.968	A
2	323	81	126	1707	0.189	323	192	0.3	0.3	2.820	A
3	212	53	305	1294	0.163	212	144	0.3	0.2	3.750	A
4	164	41	472	784	0.209	165	45	0.4	0.3	6.717	A

2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ffordd Pendre/A40/Llynsonnen Road roundabout	Standard Roundabout		1, 2, 3, 4	3.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	167	100.000
2		ONE HOUR	✓	132	100.000
3		ONE HOUR	✓	86	100.000
4		ONE HOUR	✓	72	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	81	78	8
	2	16	0	70	46
	3	26	51	1	8
	4	9	34	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	4	25
	2	6	0	11	22
	3	0	8	0	50
	4	11	3	24	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.12	2.91	0.1	A	153	230
2	0.09	2.63	0.1	A	121	182
3	0.07	2.94	0.1	A	79	118
4	0.08	4.65	0.1	A	66	99

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	126	31	86	1514	0.083	125	38	0.0	0.1	2.743	A
2	99	25	87	1731	0.057	99	125	0.0	0.1	2.513	A
3	65	16	53	1434	0.045	65	134	0.0	0.1	2.842	A
4	54	14	71	957	0.057	54	47	0.0	0.1	4.450	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	150	38	103	1504	0.100	150	46	0.1	0.1	2.812	A
2	119	30	104	1720	0.069	119	149	0.1	0.1	2.560	A
3	77	19	63	1428	0.054	77	160	0.1	0.1	2.880	A
4	65	16	84	951	0.068	65	56	0.1	0.1	4.534	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	184	46	127	1491	0.123	184	56	0.1	0.1	2.913	A
2	145	36	128	1705	0.085	145	183	0.1	0.1	2.628	A
3	95	24	77	1420	0.067	95	196	0.1	0.1	2.935	A
4	79	20	103	943	0.084	79	68	0.1	0.1	4.654	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	184	46	127	1491	0.123	184	56	0.1	0.1	2.913	A
2	145	36	128	1705	0.085	145	183	0.1	0.1	2.628	A
3	95	24	77	1420	0.067	95	196	0.1	0.1	2.935	A
4	79	20	103	943	0.084	79	68	0.1	0.1	4.654	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	150	38	103	1504	0.100	150	46	0.1	0.1	2.815	A
2	119	30	104	1720	0.069	119	149	0.1	0.1	2.560	A
3	77	19	63	1428	0.054	77	160	0.1	0.1	2.881	A
4	65	16	85	951	0.068	65	56	0.1	0.1	4.537	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	126	31	87	1514	0.083	126	38	0.1	0.1	2.744	A
2	99	25	87	1731	0.057	99	125	0.1	0.1	2.515	A
3	65	16	53	1433	0.045	65	134	0.1	0.1	2.845	A
4	54	14	71	957	0.057	54	47	0.1	0.1	4.454	A

2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ffordd Pendre/A40/Llynsonnen Road roundabout	Standard Roundabout		1, 2, 3, 4	4.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	120	100.000
2		ONE HOUR	✓	435	100.000
3		ONE HOUR	✓	285	100.000
4		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	2	53	44	21
	2	353	2	46	34
	3	158	122	0	5
	4	34	82	104	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	50	19	5	5
	2	5	100	29	18
	3	7	19	0	80
	4	3	16	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.10	3.24	0.1	A	110	165
2	0.29	3.28	0.4	A	399	599
3	0.26	4.51	0.4	A	262	392
4	0.35	9.39	0.6	A	202	303

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	90	23	232	1431	0.063	90	410	0.0	0.1	2.989	A
2	327	82	128	1705	0.192	326	194	0.0	0.3	2.826	A
3	215	54	309	1292	0.166	214	145	0.0	0.2	3.758	A
4	166	41	478	782	0.212	164	45	0.0	0.3	6.727	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108	27	278	1404	0.077	108	491	0.1	0.1	3.091	A
2	391	98	153	1689	0.231	391	233	0.3	0.3	3.002	A
3	256	64	370	1258	0.204	256	174	0.2	0.3	4.045	A
4	198	49	572	741	0.267	197	54	0.3	0.4	7.646	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	132	33	340	1369	0.097	132	602	0.1	0.1	3.240	A
2	479	120	188	1668	0.287	479	285	0.3	0.4	3.278	A
3	314	78	453	1212	0.259	313	213	0.3	0.4	4.509	A
4	242	61	701	686	0.353	241	66	0.4	0.6	9.345	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	132	33	341	1368	0.097	132	602	0.1	0.1	3.241	A
2	479	120	188	1668	0.287	479	285	0.4	0.4	3.279	A
3	314	78	454	1212	0.259	314	214	0.4	0.4	4.514	A
4	242	61	701	685	0.353	242	66	0.6	0.6	9.387	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108	27	280	1404	0.077	108	492	0.1	0.1	3.095	A
2	391	98	154	1689	0.232	391	233	0.4	0.3	3.007	A
3	256	64	371	1258	0.204	257	175	0.4	0.3	4.053	A
4	198	49	573	740	0.267	199	54	0.6	0.4	7.689	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	90	23	234	1430	0.063	90	412	0.1	0.1	2.994	A
2	327	82	129	1705	0.192	328	195	0.3	0.3	2.831	A
3	215	54	310	1291	0.166	215	146	0.3	0.2	3.768	A
4	166	41	480	781	0.212	166	45	0.4	0.3	6.774	A

2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ffordd Pendre/A40/Llynsonnen Road roundabout	Standard Roundabout		1, 2, 3, 4	3.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	169	100.000
2		ONE HOUR	✓	134	100.000
3		ONE HOUR	✓	87	100.000
4		ONE HOUR	✓	72	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	82	79	8
	2	16	0	71	47
	3	26	52	1	8
	4	9	34	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	4	25
	2	6	0	11	22
	3	0	8	0	50
	4	11	3	24	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.12	2.92	0.2	A	155	233
2	0.09	2.63	0.1	A	123	184
3	0.07	2.94	0.1	A	80	120
4	0.08	4.66	0.1	A	66	99

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127	32	87	1514	0.084	127	38	0.0	0.1	2.746	A
2	101	25	88	1730	0.058	101	126	0.0	0.1	2.517	A
3	65	16	53	1433	0.046	65	135	0.0	0.1	2.844	A
4	54	14	71	956	0.057	54	47	0.0	0.1	4.451	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152	38	104	1504	0.101	152	46	0.1	0.1	2.817	A
2	120	30	105	1720	0.070	120	151	0.1	0.1	2.565	A
3	78	20	64	1427	0.055	78	162	0.1	0.1	2.883	A
4	65	16	85	950	0.068	65	57	0.1	0.1	4.536	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	186	47	128	1490	0.125	186	56	0.1	0.2	2.919	A
2	148	37	129	1705	0.087	147	185	0.1	0.1	2.633	A
3	96	24	78	1419	0.067	96	198	0.1	0.1	2.939	A
4	79	20	105	942	0.084	79	69	0.1	0.1	4.656	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	186	47	128	1490	0.125	186	56	0.2	0.2	2.919	A
2	148	37	129	1705	0.087	148	185	0.1	0.1	2.634	A
3	96	24	78	1419	0.067	96	198	0.1	0.1	2.939	A
4	79	20	105	942	0.084	79	69	0.1	0.1	4.656	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152	38	104	1504	0.101	152	46	0.2	0.1	2.820	A
2	120	30	105	1719	0.070	121	151	0.1	0.1	2.567	A
3	78	20	64	1427	0.055	78	162	0.1	0.1	2.884	A
4	65	16	85	950	0.068	65	57	0.1	0.1	4.539	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127	32	87	1513	0.084	127	38	0.1	0.1	2.749	A
2	101	25	88	1730	0.058	101	127	0.1	0.1	2.517	A
3	65	16	53	1433	0.046	66	136	0.1	0.1	2.847	A
4	54	14	72	956	0.057	54	47	0.1	0.1	4.456	A

2035, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ffordd Pendre/A40/Llynsonnen Road roundabout	Standard Roundabout		1, 2, 3, 4	5.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	127	100.000
2		ONE HOUR	✓	459	100.000
3		ONE HOUR	✓	301	100.000
4		ONE HOUR	✓	234	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	2	56	46	23
	2	373	2	48	36
	3	167	129	0	5
	4	36	87	111	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	50	19	5	5
	2	5	100	29	18
	3	7	19	0	80
	4	3	16	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.10	3.29	0.1	A	117	175
2	0.30	3.37	0.5	A	421	632
3	0.28	4.68	0.4	A	276	414
4	0.39	10.13	0.7	B	215	322

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96	24	246	1423	0.067	95	434	0.0	0.1	3.018	A
2	346	86	136	1700	0.203	344	205	0.0	0.3	2.872	A
3	227	57	327	1282	0.177	226	153	0.0	0.2	3.835	A
4	176	44	505	770	0.229	175	48	0.0	0.3	6.976	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114	29	295	1395	0.082	114	519	0.1	0.1	3.128	A
2	413	103	163	1683	0.245	412	246	0.3	0.4	3.066	A
3	271	68	392	1246	0.217	270	184	0.2	0.3	4.153	A
4	210	53	604	727	0.289	210	57	0.3	0.5	8.037	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	140	35	361	1357	0.103	140	636	0.1	0.1	3.291	A
2	505	126	200	1660	0.304	505	301	0.4	0.5	3.371	A
3	331	83	480	1198	0.277	331	225	0.3	0.4	4.675	A
4	258	64	740	669	0.385	257	70	0.5	0.7	10.074	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	140	35	362	1356	0.103	140	636	0.1	0.1	3.293	A
2	505	126	200	1660	0.304	505	302	0.5	0.5	3.374	A
3	331	83	480	1198	0.277	331	226	0.4	0.4	4.680	A
4	258	64	741	668	0.385	258	70	0.7	0.7	10.129	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114	29	297	1394	0.082	114	520	0.1	0.1	3.133	A
2	413	103	164	1683	0.245	413	247	0.5	0.4	3.070	A
3	271	68	392	1246	0.217	271	185	0.4	0.3	4.160	A
4	210	53	606	726	0.290	211	58	0.7	0.5	8.093	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96	24	248	1421	0.067	96	436	0.1	0.1	3.021	A
2	346	86	137	1699	0.203	346	207	0.4	0.3	2.881	A
3	227	57	329	1281	0.177	227	155	0.3	0.2	3.846	A
4	176	44	507	769	0.229	177	48	0.5	0.3	7.034	A

2035, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ffordd Pendre/A40/Llynsonnen Road roundabout	Standard Roundabout		1, 2, 3, 4	3.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	180	100.000
2		ONE HOUR	✓	141	100.000
3		ONE HOUR	✓	93	100.000
4		ONE HOUR	✓	78	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	87	84	9
	2	17	0	75	49
	3	28	55	1	9
	4	10	37	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	4	25
	2	6	0	11	22
	3	0	8	0	50
	4	11	3	24	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.13	2.96	0.2	A	165	248
2	0.09	2.66	0.1	A	129	194
3	0.07	2.96	0.1	A	85	128
4	0.09	4.70	0.1	A	72	107

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	136	34	93	1510	0.090	135	41	0.0	0.1	2.771	A
2	106	27	94	1727	0.061	106	134	0.0	0.1	2.530	A
3	70	18	56	1431	0.049	70	143	0.0	0.1	2.861	A
4	59	15	76	954	0.062	58	50	0.0	0.1	4.480	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	162	40	111	1500	0.108	162	49	0.1	0.1	2.847	A
2	127	32	112	1715	0.074	127	161	0.1	0.1	2.581	A
3	84	21	67	1425	0.059	84	172	0.1	0.1	2.903	A
4	70	18	91	948	0.074	70	60	0.1	0.1	4.573	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	198	50	136	1485	0.133	198	61	0.1	0.2	2.959	A
2	155	39	138	1699	0.091	155	197	0.1	0.1	2.655	A
3	102	26	83	1417	0.072	102	210	0.1	0.1	2.963	A
4	86	21	111	939	0.091	86	74	0.1	0.1	4.704	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	198	50	137	1485	0.133	198	61	0.2	0.2	2.959	A
2	155	39	138	1699	0.091	155	197	0.1	0.1	2.655	A
3	102	26	83	1417	0.072	102	210	0.1	0.1	2.963	A
4	86	21	111	939	0.091	86	74	0.1	0.1	4.704	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	162	40	112	1500	0.108	162	49	0.2	0.1	2.848	A
2	127	32	112	1715	0.074	127	161	0.1	0.1	2.582	A
3	84	21	67	1425	0.059	84	172	0.1	0.1	2.905	A
4	70	18	91	948	0.074	70	60	0.1	0.1	4.576	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	136	34	93	1510	0.090	136	41	0.1	0.1	2.774	A
2	106	27	94	1726	0.061	106	135	0.1	0.1	2.530	A
3	70	18	56	1431	0.049	70	144	0.1	0.1	2.863	A
4	59	15	76	954	0.062	59	50	0.1	0.1	4.483	A

2027 + development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ffordd Pendre/A40/Llynsonnen Road roundabout	Standard Roundabout		1, 2, 3, 4	4.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 + development	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	146	100.000
2		ONE HOUR	✓	445	100.000
3		ONE HOUR	✓	286	100.000
4		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	2	62	61	21
	2	363	2	46	34
	3	159	122	0	5
	4	34	82	104	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	50	16	3	5
	2	5	100	29	18
	3	7	19	0	80
	4	3	16	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.12	3.25	0.1	A	134	201
2	0.30	3.34	0.5	A	408	613
3	0.26	4.55	0.4	A	262	394
4	0.36	9.50	0.6	A	202	303

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	110	27	232	1431	0.077	110	419	0.0	0.1	2.968	A
2	335	84	141	1697	0.197	334	201	0.0	0.3	2.858	A
3	215	54	317	1288	0.167	214	158	0.0	0.2	3.774	A
4	166	41	486	778	0.213	164	45	0.0	0.3	6.766	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	131	33	278	1404	0.093	131	501	0.1	0.1	3.080	A
2	400	100	169	1680	0.238	400	241	0.3	0.3	3.043	A
3	257	64	379	1253	0.205	257	189	0.2	0.3	4.068	A
4	198	49	582	737	0.268	197	54	0.3	0.4	7.707	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	40	340	1369	0.117	161	614	0.1	0.1	3.246	A
2	490	122	207	1656	0.296	489	295	0.3	0.5	3.337	A
3	315	79	464	1206	0.261	314	232	0.3	0.4	4.545	A
4	242	61	713	681	0.356	241	66	0.4	0.6	9.456	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	40	341	1368	0.117	161	614	0.1	0.1	3.247	A
2	490	122	207	1656	0.296	490	295	0.5	0.5	3.340	A
3	315	79	465	1206	0.261	315	232	0.4	0.4	4.550	A
4	242	61	713	680	0.356	242	66	0.6	0.6	9.499	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	131	33	280	1404	0.094	131	502	0.1	0.1	3.082	A
2	400	100	169	1679	0.238	401	241	0.5	0.3	3.046	A
3	257	64	380	1253	0.205	258	190	0.4	0.3	4.077	A
4	198	49	583	736	0.269	199	54	0.6	0.4	7.752	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	110	27	234	1430	0.077	110	421	0.1	0.1	2.974	A
2	335	84	142	1697	0.197	335	202	0.3	0.3	2.861	A
3	215	54	318	1287	0.167	216	159	0.3	0.2	3.787	A
4	166	41	488	777	0.213	166	45	0.4	0.3	6.814	A

2027 + development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ffordd Pendre/A40/Llynsonnen Road roundabout	Standard Roundabout		1, 2, 3, 4	3.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 + development	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	189	100.000
2		ONE HOUR	✓	157	100.000
3		ONE HOUR	✓	90	100.000
4		ONE HOUR	✓	72	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	89	92	8
	2	39	0	71	47
	3	29	52	1	8
	4	9	34	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	3	25
	2	3	0	11	22
	3	0	8	0	4
	4	11	3	24	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.14	2.95	0.2	A	173	260
2	0.10	2.64	0.1	A	144	216
3	0.07	2.89	0.1	A	83	124
4	0.09	4.72	0.1	A	66	99

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	142	36	87	1514	0.094	142	58	0.0	0.1	2.760	A
2	118	30	98	1724	0.069	118	131	0.0	0.1	2.506	A
3	68	17	71	1424	0.048	68	145	0.0	0.1	2.783	A
4	54	14	91	948	0.057	54	47	0.0	0.1	4.493	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	170	42	104	1504	0.113	170	69	0.1	0.1	2.838	A
2	141	35	117	1712	0.082	141	157	0.1	0.1	2.562	A
3	81	20	84	1416	0.057	81	173	0.1	0.1	2.826	A
4	65	16	109	940	0.069	65	57	0.1	0.1	4.588	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	208	52	128	1490	0.140	208	85	0.1	0.2	2.952	A
2	173	43	143	1696	0.102	173	193	0.1	0.1	2.643	A
3	99	25	103	1405	0.071	99	212	0.1	0.1	2.888	A
4	79	20	133	930	0.085	79	69	0.1	0.1	4.724	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	208	52	128	1490	0.140	208	85	0.2	0.2	2.952	A
2	173	43	143	1696	0.102	173	193	0.1	0.1	2.643	A
3	99	25	103	1405	0.071	99	212	0.1	0.1	2.888	A
4	79	20	133	930	0.085	79	69	0.1	0.1	4.724	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	170	42	104	1504	0.113	170	69	0.2	0.1	2.839	A
2	141	35	117	1712	0.082	141	157	0.1	0.1	2.563	A
3	81	20	85	1416	0.057	81	174	0.1	0.1	2.829	A
4	65	16	109	940	0.069	65	57	0.1	0.1	4.590	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	142	36	87	1513	0.094	142	58	0.1	0.1	2.763	A
2	118	30	98	1724	0.069	118	132	0.1	0.1	2.507	A
3	68	17	71	1423	0.048	68	145	0.1	0.1	2.785	A
4	54	14	91	948	0.057	54	47	0.1	0.1	4.498	A

2035 + development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ffordd Pendre/A40/Llynsonnen Road roundabout	Standard Roundabout		1, 2, 3, 4	5.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035 + development	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	153	100.000
2		ONE HOUR	✓	470	100.000
3		ONE HOUR	✓	303	100.000
4		ONE HOUR	✓	234	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	2	65	63	23
	2	384	2	48	36
	3	169	129	0	5
	4	36	87	111	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	50	16	3	5
	2	5	100	29	18
	3	7	19	0	80
	4	3	16	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.12	3.30	0.2	A	140	211
2	0.31	3.44	0.5	A	431	647
3	0.28	4.73	0.4	A	278	417
4	0.39	10.28	0.7	B	215	322

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115	29	246	1423	0.081	115	443	0.0	0.1	2.999	A
2	354	88	149	1692	0.209	353	212	0.0	0.3	2.904	A
3	228	57	335	1277	0.179	227	166	0.0	0.2	3.856	A
4	176	44	515	766	0.230	175	48	0.0	0.3	7.026	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	138	34	295	1395	0.099	137	531	0.1	0.1	3.119	A
2	423	106	179	1674	0.252	422	254	0.3	0.4	3.112	A
3	272	68	402	1241	0.220	272	199	0.2	0.3	4.183	A
4	210	53	616	722	0.291	210	57	0.3	0.5	8.116	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	168	42	361	1357	0.124	168	650	0.1	0.2	3.299	A
2	517	129	219	1649	0.314	517	311	0.4	0.5	3.439	A
3	334	83	492	1191	0.280	333	244	0.3	0.4	4.722	A
4	258	64	754	663	0.389	257	70	0.5	0.7	10.225	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	168	42	362	1356	0.124	168	651	0.2	0.2	3.301	A
2	517	129	219	1648	0.314	517	312	0.5	0.5	3.443	A
3	334	83	492	1191	0.280	334	244	0.4	0.4	4.727	A
4	258	64	755	662	0.389	258	70	0.7	0.7	10.283	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	138	34	297	1394	0.099	138	532	0.2	0.1	3.124	A
2	423	106	179	1673	0.253	423	255	0.5	0.4	3.116	A
3	272	68	402	1240	0.220	273	200	0.4	0.3	4.190	A
4	210	53	618	721	0.292	211	58	0.7	0.5	8.174	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115	29	248	1421	0.081	115	445	0.1	0.1	3.002	A
2	354	88	150	1691	0.209	354	213	0.4	0.3	2.914	A
3	228	57	337	1277	0.179	228	167	0.3	0.2	3.867	A
4	176	44	517	765	0.230	177	48	0.5	0.3	7.082	A

2035 + development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ffordd Pendre/A40/Llynsonnen Road roundabout	Standard Roundabout		1, 2, 3, 4	3.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035 + development	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	199	100.000
2		ONE HOUR	✓	164	100.000
3		ONE HOUR	✓	96	100.000
4		ONE HOUR	✓	78	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	94	96	9
	2	40	0	75	49
	3	31	55	1	9
	4	10	37	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	3	25
	2	3	0	11	22
	3	0	8	0	50
	4	11	3	24	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.15	2.99	0.2	A	183	274
2	0.11	2.67	0.1	A	150	226
3	0.08	2.99	0.1	A	88	132
4	0.09	4.77	0.1	A	72	107

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	150	37	93	1510	0.099	149	61	0.0	0.1	2.784	A
2	123	31	103	1721	0.072	123	140	0.0	0.1	2.521	A
3	72	18	74	1422	0.051	72	152	0.0	0.1	2.878	A
4	59	15	95	946	0.062	58	50	0.0	0.1	4.522	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	179	45	111	1500	0.119	179	73	0.1	0.1	2.867	A
2	147	37	123	1708	0.086	147	167	0.1	0.1	2.580	A
3	86	22	88	1414	0.061	86	182	0.1	0.1	2.926	A
4	70	18	114	938	0.075	70	60	0.1	0.1	4.626	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	219	55	136	1485	0.148	219	89	0.1	0.2	2.991	A
2	181	45	151	1691	0.107	180	205	0.1	0.1	2.666	A
3	106	26	108	1403	0.075	106	223	0.1	0.1	2.994	A
4	86	21	140	927	0.093	86	74	0.1	0.1	4.773	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	219	55	137	1485	0.148	219	89	0.2	0.2	2.991	A
2	181	45	151	1691	0.107	181	205	0.1	0.1	2.666	A
3	106	26	108	1403	0.075	106	224	0.1	0.1	2.995	A
4	86	21	140	927	0.093	86	74	0.1	0.1	4.773	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	179	45	112	1500	0.119	179	73	0.2	0.1	2.868	A
2	147	37	123	1708	0.086	148	167	0.1	0.1	2.582	A
3	86	22	88	1414	0.061	86	183	0.1	0.1	2.927	A
4	70	18	114	938	0.075	70	60	0.1	0.1	4.629	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	150	37	93	1510	0.099	150	61	0.1	0.1	2.787	A
2	123	31	103	1721	0.072	124	140	0.1	0.1	2.523	A
3	72	18	74	1422	0.051	72	153	0.1	0.1	2.881	A
4	59	15	96	946	0.062	59	50	0.1	0.1	4.527	A