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Traffic and Transport Assessment

Kilcock West SHD2

Boycetown, Kilcock, Co. Kildare

Client: Teresa Monaghan

Job No. S037

September 2022



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TRAFFIC AND TRANSPORT ASSESSMENT

KILCOCK WEST SHD2

BOYCETOWN, KILCOCK, CO. KILDARE

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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Teresa Monaghan to prepare a Traffic and Transport Assessment for a proposed 272-unit Strategic Housing Development (SHD) at Boycetown, Kilcock, Co. Kildare.

In preparing this report, CS Consulting has made reference to the following:

- Kildare County Development Plan 2017-2023
- Kilcock Local Area Plan 2015-2021 (November 2015)
- Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities) 2020
- TII Project Appraisal Guidelines (2011)
- TII Traffic and Transport Assessment Guidelines (2014)
- Trip Rate Information Computer System (TRICS) database
- CSO 2016 Census data
- Design Manual for Urban Roads and Streets (DMURS) 2019
- National Cycle Manual (2011)
- Greater Dublin Area Cycle Network Plan (2015)

1.1 Objective

The objective of this report is to examine the traffic implications associated with the proposed development, in terms of integration with existing traffic in the area. The report determines the impact of the proposed development on the existing road network, in particular through the operational assessment of 2no. key junctions on the R158 and R148 regional roads, which give access to the proposed development. The report also examines the proposed development's vehicular access arrangements, car and bicycle parking provision, site layout, public transport accessibility, and facilities for pedestrians and cyclists.

1.2 Study Methodology

The methodology adopted for this report is summarised as follows:

- Receiving environment – A desktop study of the area surrounding the development site has been conducted, examining the nature of the surrounding existing transport infrastructure, the existing public transport services nearby, and proposed future improvements to transport infrastructure.
- Traffic flow data – 12-hour classified vehicular traffic count surveys were undertaken on Thursday the 16th of June 2022 by IDASO Ltd on behalf of CS Consulting. The surveys were conducted between 07:00 and 19:00 at 10no. existing junctions on the road network surrounding the development site.
- Trip generation – A development trip generation assessment has been carried out using data extracted from the Trip Rate Information Computer System (TRICS) database of traffic surveys, to determine the potential vehicular trips to and from the proposed development during peak hours.
- Trip distribution – Based upon existing traffic characteristics and the surrounding road network structure, an appropriate distribution has been assigned to site development vehicular trips across the road network, as described in sub-sections 4.3 and 4.5.
- Access junction operation assessment – A spreadsheet model was created that contains the baseline year do-nothing traffic count data described above. Future year traffic forecasts were derived from TII growth factors and development trip generation figures. Industry-standard TRL Junctions 8 software was used to develop computer models of the development's proposed 2no. new access junctions; the performance of these junctions was then assessed for the development's peak construction stage, its proposed year of opening

(2025), 5 years after opening (2030), and 15 years after opening (2040; the Design Year assessment).

- Junction sensitivity assessment – A supplementary junction performance assessment was conducted, allowing for the future development of zoned lands to the west of the R158. This modelled the subject development's western access junction as a 4-arm roundabout serving also as the sole access to these zoned lands.
- Parking – Car and bicycle parking provisions within the proposed development have been assessed with reference to the parking standards set out in the Local Authority development plan and to those given in the 2020 *Design Standards for New Apartments*.

1.3 Structure of Report

The structure of this report corresponds to the various stages outlined above, and the key tasks summarised below:

- Section 2 describes the proposed development location, the existing land use, and the development proposals.
- Section 3 provides an overview of the existing local road network, existing traffic conditions, and nearby public transport services, as well as identifying relevant proposed improvements to local infrastructure or services.
- Sections 4 and 5 detail the analysis described in the study methodology above. The analysis examines trip generation, trip distribution, and the resulting junction operational performance of the development's access junctions.
- Section 6 assesses the proposed car and bicycle parking provision for the development, with reference to Local Authority standards and to the 2020 *Design Standards for New Apartments*.

- Section 7 examines the development's access arrangements, internal layout, and servicing arrangements.
- Section 8 comprises a supplementary sensitivity assessment of the development's western access junction under a design year scenario whereby this is configured as a 4-arm roundabout also giving access to lands on the western side of the R158 that are zoned for industrial development.
- Section 9 provides an overview of the relevant opinions and recommendations received from An Bord Pleanála and from Kildare County Council in the course of the Strategic Housing Development application process to date, and details the measures taken in response to these comments.
- Section 10 presents the conclusions of the report.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 Site Location

The site of the proposed development is located on the western outskirts of Kilcock, Co. Kildare, in the operational area of Kildare County Council (KCC). The core of the development site encompasses an area of 8.75ha, while the planning application boundary extends to 11.39ha.

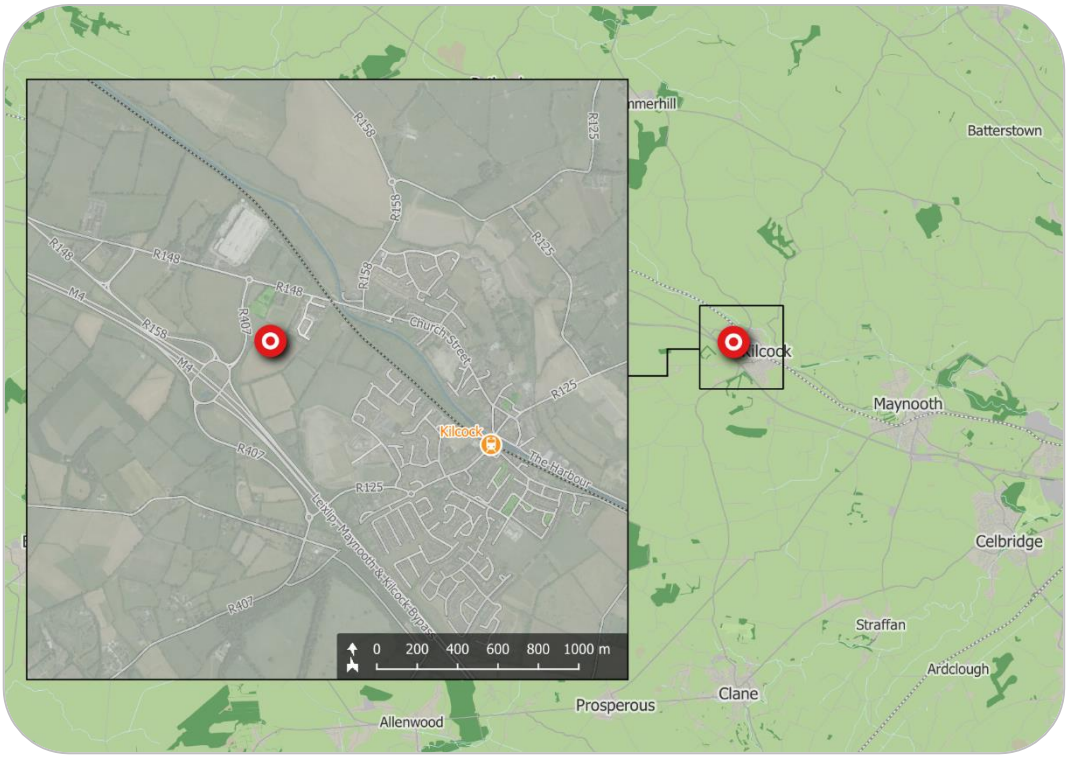

Figure 1 – Location of proposed development site
(map data and imagery: EPA, OSi, OSM Contributors, Google)

The location of the proposed development site is shown in **Figure 1** above; the indicative extents of the development site, as well as relevant elements of the surrounding road network, are shown in more detail in **Figure 2**.

The site is located adjacent to Junction 8 on the M4 motorway. It is bounded to the north by the R148 regional road, to the west by the R158

regional road, to the north-east by the existing Boycetown Court residential development, to the east by undeveloped farmland, and to the south-east by lands on which planning permission has been granted for a Strategic housing Development (SHD).

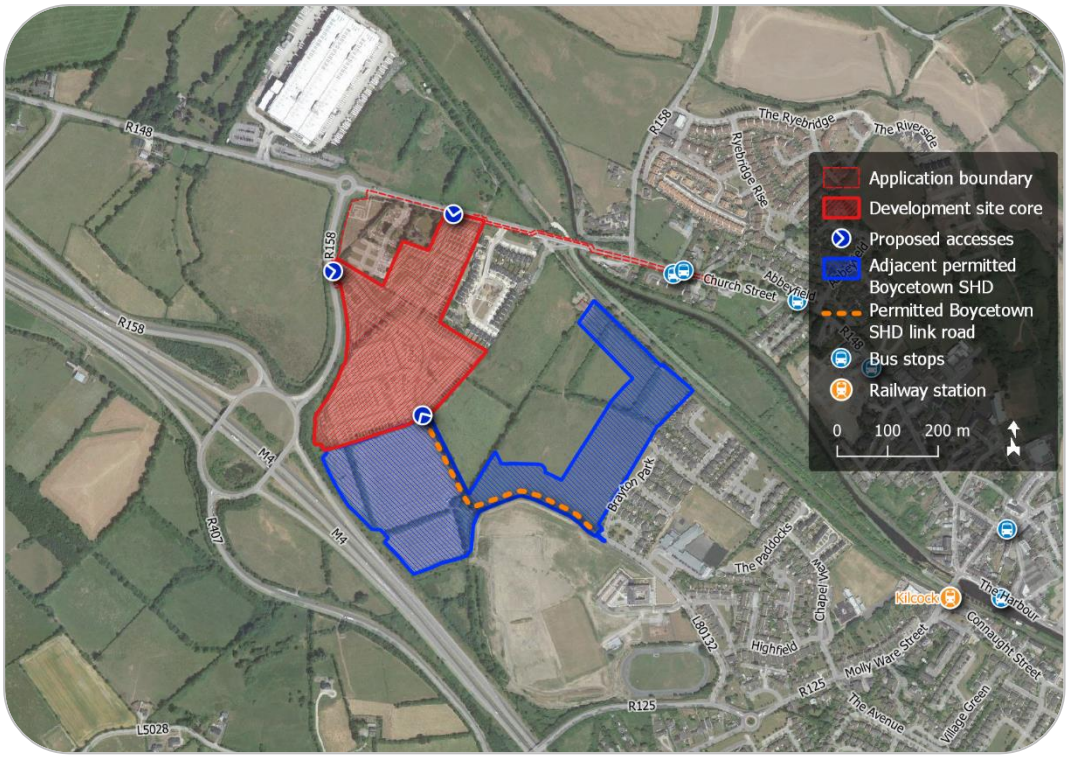

Figure 2 – Site extents and transport context
(map data and imagery: NTA, OSi, OSM Contributors, Google)

2.2 Existing Land Use

The core of the development site comprises greenfield agricultural land, an existing farm access to which is located on the R158, at its western boundary. A former church (Kilbeg House, now in residential use) and the existing St. Joseph's Cemetery are located within the north-west corner of the overall development site; these are to remain essentially unchanged by the proposed development.

2.3 Description of Proposed Development

The proposed development (30,839 sq.m GFA) will consist of the demolition of a detached, vacant cottage (gfa 69sq.m) and the construction of 272 residential units (149 no. houses, 65 apartments and 58 duplexes), childcare facility and foul pumping station along with associated ancillary works and site works.

The 149 no. dwellings consist of:

- 40 no. 4 bed 2 storey houses (House Type A1, A2, A3, A4, A5)
- 8 no. 4 bed 3 storey houses (House Type E1, E2)
- 90 no. 3 bed 2 storey houses (House Type B1, B2, B3, C1, C2)
- 11 no. 2 bed 2 storey houses (House Type D1)

The proposed apartments and duplexes are provided in 7 no. blocks (Blocks A, B, C, D, E, F, G) ranging in height from 3 to 4 storeys, with the exception of 1no. Duplex Block (Type N1), which is a 3 storey, end of terrace unit. Block A and Block B containing Rooftop terraces at 4th floor level.

The Duplex Blocks (Type J1, Type, J2, Type J3, Type J4, Type K1, Type L1, Type M1, Type N1) are all 3-storey and contain 58 units divided as follows:

- 6no. 1 bed ground floor apartment units (Units L1-A)
- 23no. 2 bed ground floor apartment units (Units J1-A, J2-A, J3-A, J4-A, K1-A, M1-A, N1-A)
- 1no. 2 bed duplex unit (two-storey unit) (Units K1-B)
- 25no. 3 bed duplex units (two-storey units) (Units J1-B, J2-B, J3-B, J4-B, L1-B)
- 3no. 4 bed duplex units (two-storey units) (Units M1-B, N1-B)

The 65 apartments are located within Blocks A, B, C and D divided as follows:

- 17no. 1 bed units (Type F1, Type F2, Type F3, Type F4, Type F5, Type F6)

- 37no. 2 bed units (Type G1, Type G2, Type G3, Type G4, Type G5-A, Type G5-B, Type G6, Type G7, Type G8)
- 11no. 3 bed units (Type H1, Type H2)

Block D also contains a childcare facility (gfa.526.2 sqm) and includes a dedicated outdoor play area (about 210 sq.m).

Ancillary works including 1 no. vehicular entrances off the R148 to the north and 1 no. vehicular entrance off the R158 to the west, a spine road which will link with the permitted spine road on the adjoining lands to the south-east under PL09.306826, internal roads, footpaths, cycle lanes, car parking (465 no. spaces), cycle storage/parking (426 no. spaces), 2 no. bus stops, bin storage, public open space, hard and soft landscaping, natural play area, play equipment, boundary treatments, public lighting, 3 no. substations (14sq.m each) and controlled pedestrian crossing on the R148.

All associated site and infrastructural works including underground wastewater pump station (a wetwell); welfare building 6.25sqm and 3m in height; 472m of 125mm OD rising main and 250m of gravity sewer along the R148; an underground emergency storage tank, capacity 230 m^3 approx.; above ground lifting gantry; valve and flowmeter chambers; a chemical dosing facility for odour control; Passive Carbon Unit; Kiosks; above ground surge vessel (<13 m^3); Landscaping, fencing and access off the R148. The proposed development includes all necessary ancillary pipework and manholes, diversion of existing utilities; new power supply and water connection for the pump station, ducting, mechanical and electrical services, plant, instrumentation, automation, controls and equipment. It also includes all associated site development works, hardstanding areas and access and site drainage. The proposed development includes works on lands owned by Kildare County Council to facilitate access and drainage infrastructure.

For the purposes of the present assessment, it is assumed that construction activity at the development site shall reach a peak in the year 2024, and that the proposed development shall be completed and operational by the year 2025.

3.0 RECEIVING ENVIRONMENT

3.1 Existing Road Network Characteristics

3.1.1 R158

The R158 is a two-way single carriageway road which, in the vicinity of the proposed development, runs from the M4 Junction 8 rotary northwards to meet the R148 regional road at an existing roundabout. Between the M4 and this roundabout there is one traffic lane in each direction with no hard shoulder. There is no footpath or cycle facilities on this section of the R158, with a wide verge provided on both sides of the carriageway.

Between the M4 and the roundabout junction with the R148, the R158 has a posted speed of 60km/h.

3.1.2 R148

The R148 is a two-way single carriageway regional road with an east-west alignment generally, which connects Kilcock to Enfield and Kinnegad in the west, and to Maynooth and Leixlip in the east. In the immediate vicinity of the proposed development, the R148 links the R158 to Kilcock town centre, along a distance of approx. 1.4km. One traffic lane is provided in each direction; there are however wide hard shoulders on both sides of the carriageway. A footpath is also provided on the northern side of the R148. This footpath continues towards the town centre. On the southern side of the R148, an existing footpath commences at the boundary of the Boycetown Court residential development and continues eastwards for a short distance. To the east of its roundabout junction with the R158, the R148 has a posted speed of 50km/h.

3.2 Existing Traffic Flows

Full turning movement classified traffic counts were carried out by IDASO Ltd, on behalf of CS Consulting, over a 12-hour period (07:00–19:00) on Thursday the 16th of June 2022. Count information was obtained at the following 10no. sites (see **Figure 3**):

J1. R148 / R158
[3-arm roundabout]

J2. M4 Junction 8 rotary
[7-arm roundabout]

J3. R125 / Brayton Park
[3-arm priority-controlled junction]

J4. R125 / Courtown Road
[3-arm roundabout]

J5. R148 / R158 / Mulligan Site
[4-arm signal-controlled junction]

J6. R148 / Mill Lane / Bridge Street
[4-arm priority-controlled junction]

J7. New Lane / The Square / New Road / School Street
[staggered 4-arm priority-controlled junction]

J8. Bridge Street / School Street / Harbour Street / Shaw's Bridge
[4-arm signal-controlled junction]

J9. R125 / Highfield Park / Penwall Lodge
[staggered 4-arm signal-controlled junction]

J10. R148 / Boycetown Court
[3-arm priority-controlled junction]

The peak hour traffic flows across all 10no. survey sites were found to occur between 08:30 and 09:30 (AM peak hour) and between 17:15 and 18:15

(PM peak hour). Raw data from this traffic survey are provided in **Appendix A**.

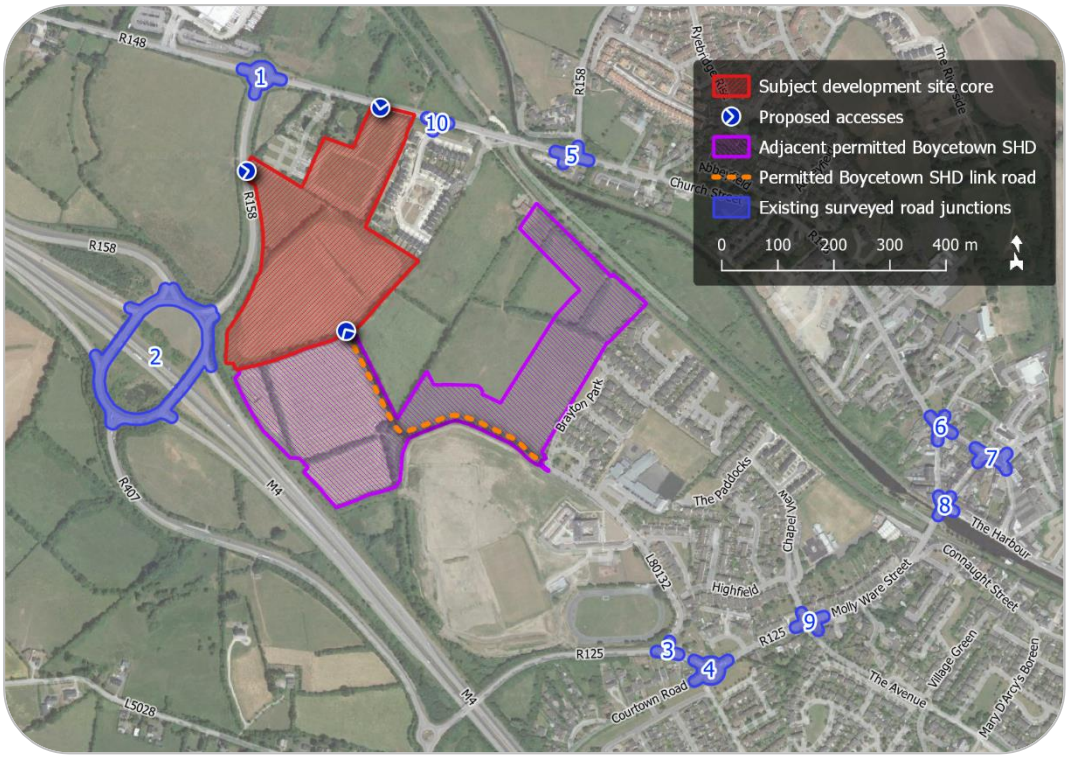

Figure 3 – Surveyed road junctions
(*map data & imagery: OSM Contributors, Google*)

The traffic movements at each surveyed junction during the peak hours have been isolated from the count data and are included in the traffic flow matrices given in **Appendix C**. Total peak hour traffic movements by junction are given in **Table 1**.

Table 1 – Total Weekday Peak Hour Traffic Flows at Surveyed Junctions

Time Period	Total Surveyed Junction Traffic Movements (in Passenger Car Units)									
	J1	J2	J3	J4	J5	J6	J7	J8	J9	J10
AM Peak (08:00-09:00)	1064	2164	972	803	1229	771	805	958	1082	1006
PM Peak (17:00-18:00)	1230	2740	926	927	1446	674	722	1077	1160	1198

3.3 Existing Traffic Speeds



Figure 4 – Automatic Traffic Count locations
(*map data & imagery: OSM Contributors, Google*)

Table 2 – Summary of Speed Survey Results

Survey Location	Traffic Direction	Mean Average Speed (km/h)	85th Percentile Speed (km/h)
A	East to West	55.5	64.1
	West to East	56.6	64.8
	Two-Way Average	56.0	64.5
B	North to South	58.9	66.2
	South to North	60.2	68.0
	Two-Way Average	59.5	67.1

To confirm the existing prevailing vehicle speeds on the roads bounding the development site, a 4-day Automatic Traffic Count (ATC) including speed survey was conducted at the locations of the development's proposed

new access junctions on the R148 and R158. The ATC was conducted by IDASO Ltd, on behalf of CS Consulting, over a 96-hour period from Thursday the 16th of June 2022 to Sunday the 19th of June 2022 (inclusive). The survey data returned are included within **Appendix A**. The survey locations are shown on **Figure 4** and a summary of the survey results is presented in **Table 2**.

3.4 Road Traffic Collision Data

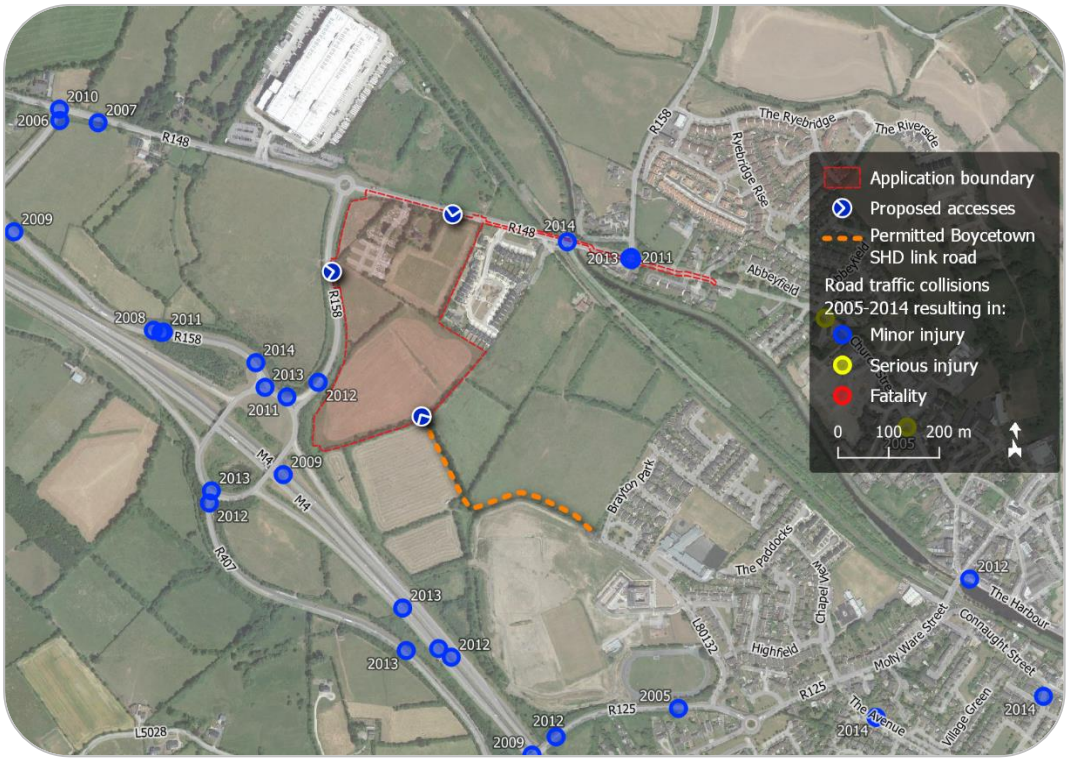

Figure 5 – Recorded road traffic collisions on surrounding road network
(map data and imagery: RSA, OSM Contributors, Google)

The locations of recorded road traffic injury collisions * in the vicinity of the development site over the 10-year period from 2005 to 2014 (inclusive), which have been collated and published by the Road Safety Authority, are

* Road traffic collisions resulting in material damage only are not included in published RSA statistics.

shown in Figure 5. These indicate a low frequency of traffic collisions in the immediate vicinity of the subject development site, with no pronounced collision cluster locations apparent.

3.5 Pedestrian and Cyclist Accessibility

The subject development site is within a 20-minute walk of Kilcock town centre, to which it is connected by existing footpaths along the R148. Kilcock is a small town including supermarkets, restaurants, bars and other amenities. Streets in the vicinity of the development site are generally well lit and in good condition, including pedestrian crossings, footpaths of varying widths, and dropped kerb accesses.

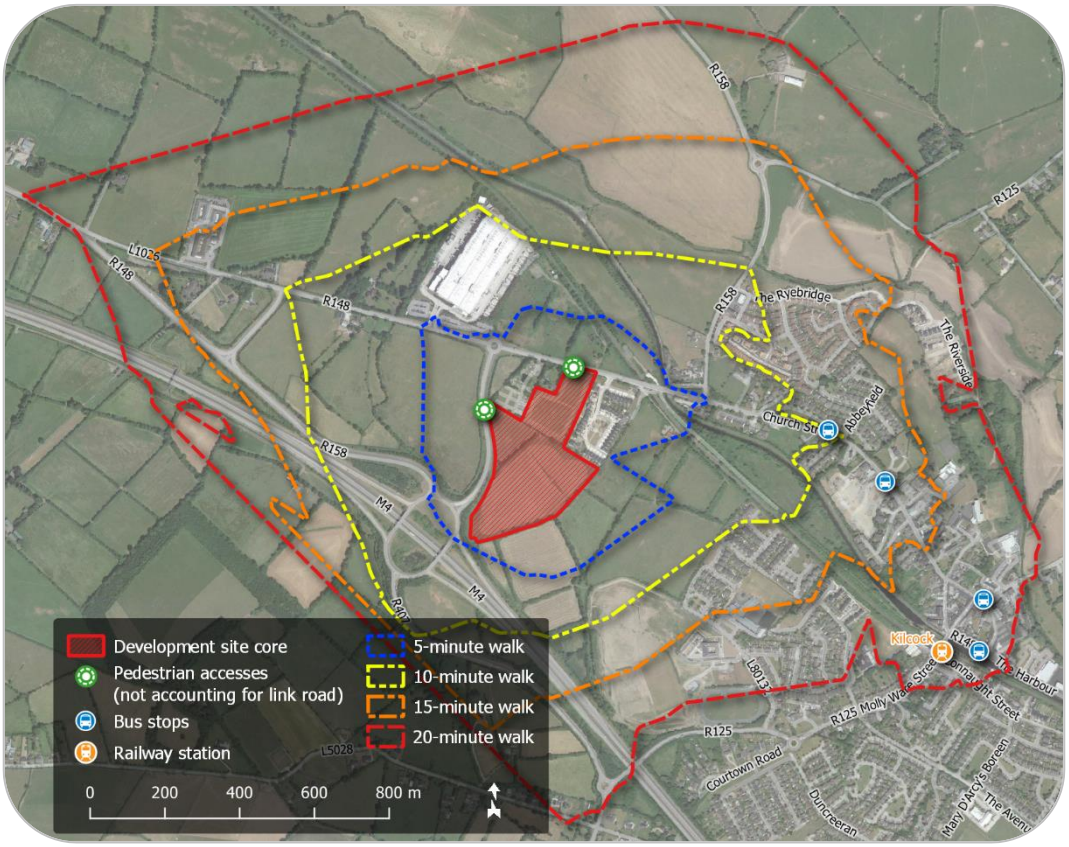

Figure 6 – Walking isochrones to/from development site
(map data and imagery: NTA, OSi, OSM Contributors, Google)

Figure 6 shows walking times to and from the proposed development, based on an average walking speed of 4.5km/h; these have been determined based on the existing surrounding street network, without inclusion of the permitted link road via the adjoining Boycetown SHD to the south-east.

Figure 7 shows bicycle journey times to and from the proposed development (also without inclusion of the adjacent permitted link road), based on an average cycling speed of 18km/h. The development site is within a 5-minute bicycle journey of Kilcock railway station, while the entirety of Kilcock town is within a 10-minute bicycle journey.

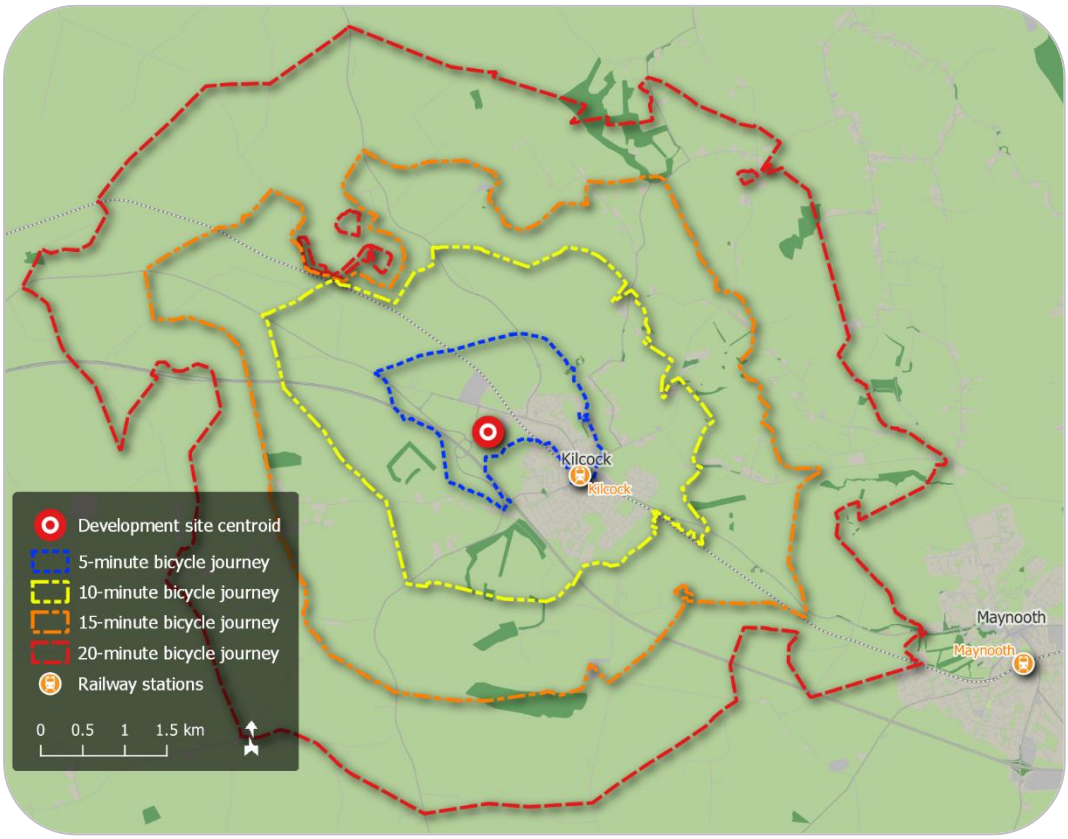

Figure 7 – Cycling isochrones to/from development site
(map data: EPA, OSi, OSM Contributors)

3.6 Existing Public Transport Services

Figure 8 shows the reach of public transport journeys from the development site by total travel time (including service interchanges, and walking to and between stops), based upon a departure time of 08:00 on a typical weekday.

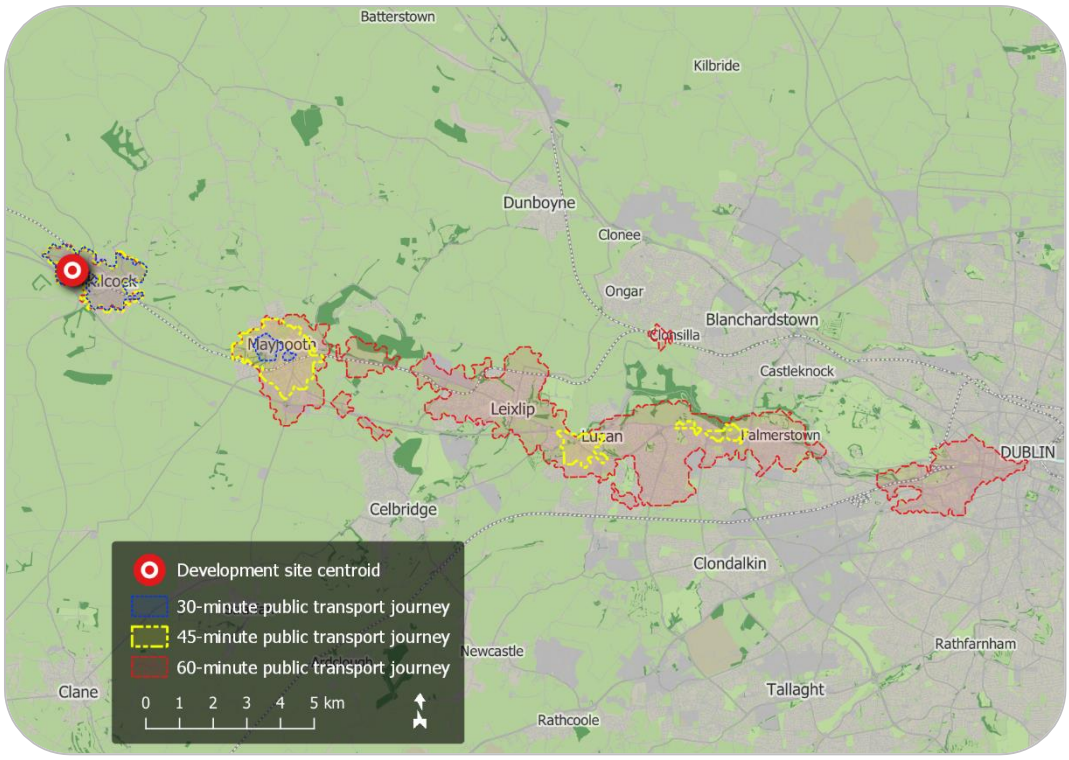

Figure 8 – Public transport travel times from development site
(map data sources: EPA, OSM Contributors, TravelTime platform)

The development site is within a 20-minute walk (or 5-minute bicycle journey) of Kilcock railway station. Intercity and commuter rail services operating to and from this station connect it directly to Dublin city centre, as well as to other towns and cities including Mullingar, Longford, and Sligo. Details of these train services are given in **Table 3**. A minor Park and Ride facility is also located at the train station.

Table 3 – Train Services to/from Kilcock Station

Direction	Destinations	Weekday Services †	Peak Interval
Eastbound	Dublin Connolly / Grand Canal Dock	10	35 min
Westbound	Longford / Sligo	11	21 min

Bus stops within a 15-minute walk of the development site are served by 2no. NTA-regulated bus routes, details of which are given in **Table 4**.

Table 4 – Bus Services within 15-minute Walk of Site

Route No.	Operator	Destinations	Weekday Services ‡	Peak Interval
115	Bus Éireann	Dublin / Mullingar	32	20 min
115C	Bus Éireann	Kilcock / Mullingar	3	n/a

Two bus stops, one in each direction, are proposed on the primary spine route through the development. These shall facilitate the future implementation of additional bus services via the development site.

3.7 Proposed Local Transport Infrastructure Works

Objective MTO 25 of the *Kilcock Local Area Plan 2015-2021* provides for the delivery of a road link "from the Bawnogues to the M4 interchange" (see **Figure 9**).

As described elsewhere in this report, the subject development's internal road network includes a link street traversing it from north-west to south-east. This link street connects to the R158 regional road at the western boundary of the development site. At the site's south-eastern boundary, this link street connects to the future east-west link street that forms part of the

† Total services per day in given direction, Monday-Friday
‡ Average number of services per day in each direction, Monday-Friday

adjacent permitted Boycetown SHD (connecting in turn to the existing Brayton Park local street), completing the road link identified under Objective MTO 25. The link street within the development site has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS).

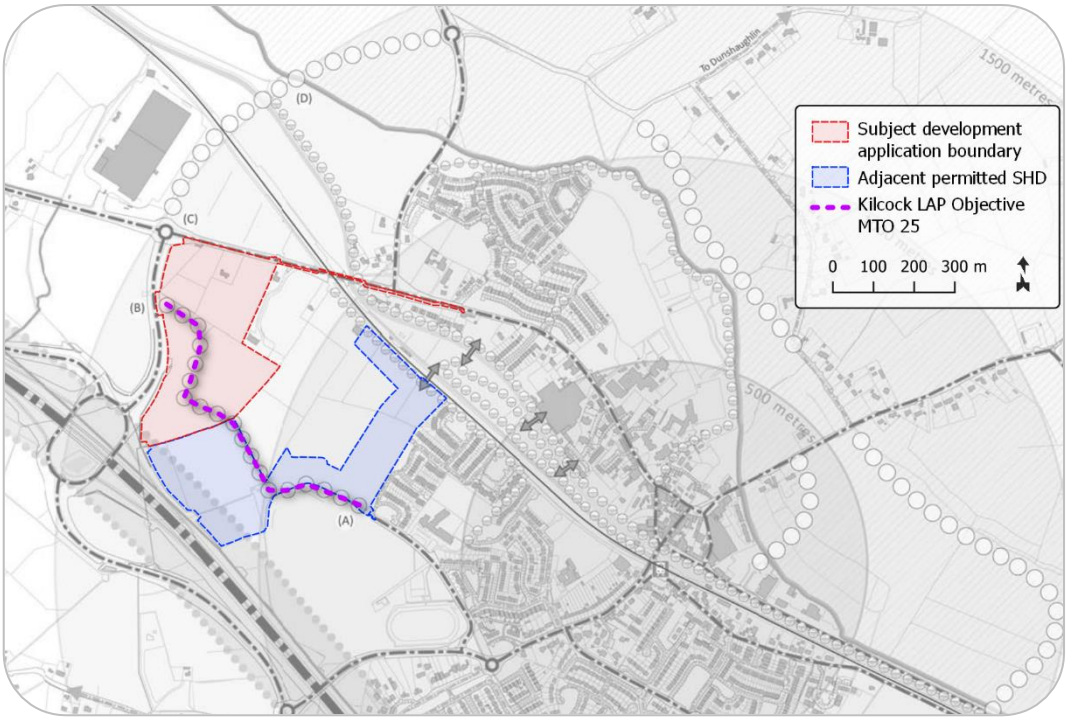

Figure 9 – Extract of Kilcock LAP Transport Objectives map
(*background image source: Kildare County Council*)

The *Kilcock Local Area Plan 2015-2021* includes additional indicative roads objectives (also shown on **Figure 9**), in particular sections of orbital distributor road that would provide a bypass of Kilcock town centre to the north. While these road objectives would alter local traffic patterns, to detailed design or delivery timeframe is available for their completion; they have therefore not been accounted for in the traffic analysis presented in this report. No additional relevant transport-related infrastructure objectives are given in the *Kildare County Development Plan 2017-2023*.

3.8 Nearby Committed Developments

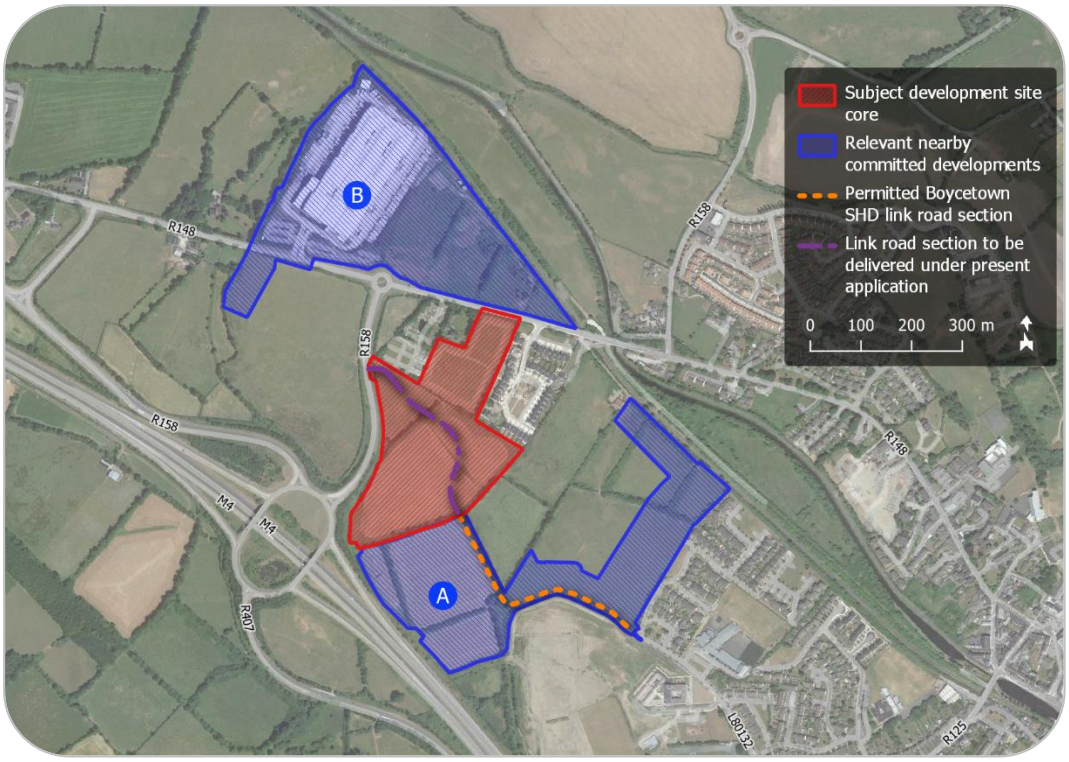

Figure 10 – Relevant nearby committed developments
(map data and imagery: DoHLGH, KCC, MCC, OSM Contributors, Google)

A review of Kildare County Council (KCC) and Meath County Council (MCC) planning records, as well as planning data published by the Department of Housing, Local Government, and Heritage, has identified 2no. active planning permissions sufficiently close to the subject development site and of sufficient scale to alter background traffic flows at the junctions considered in this report, if fully developed as permitted (see **Figure 10**). These are:

(A) The permitted Boycetown Strategic Housing Development (ABP ref. 306826-20) bounding the subject development site to the south-east, comprising 345no. residential units, with vehicular access to/from Brayton Park; this also includes delivery of a section of link road

between Brayton Park and the subject site (to ultimately give access to the R158 via the subject site).

(B) The permitted 12,785m^2 expansion (KCC ref. 20/1143) of the Musgrave Regional Distribution Centre (RDC) immediately to the north of the subject development site, with vehicular access to/from the R148 via the existing RDC access junction west of the R158 roundabout.

4.0 VEHICULAR TRAFFIC GENERATION AND TRIP DISTRIBUTION

4.1 Future Year Background Traffic Growth

The operational performance of junctions within the proposed development's area of influence has been assessed for the following years:

- 2022 Survey/Baseline year
- 2024 Peak construction activity year
- 2025 Projected year of full completion
- 2030 5 years after full completion
- 2040 Design year (15 years after full completion)

Unit 5.3 of the TII *Project Appraisal Guidelines* (PE-PAG-02017 *Travel Demand Projections*) has been used to apply growth factors to the existing surveyed background traffic flows, to obtain traffic flows for future year junction assessments. The TII annual growth rates applied are given in **Table 5**, and the resultant cumulative growth in background traffic for each assessment year is given in **Table 6**.

Table 5 – TII Central Growth Rates (Light Vehicles)

Geographic Area	Background Traffic Growth per Year		
	2016-2030	2030-2040	2040-2050
National Transport Model Zone 488	+ 1.71%	+ 0.62%	+ 0.54%

Table 6 – Predicted Background Traffic Growth §

2024 Peak construction	2025 Full completion	2030 Completion +5	2040 Completion +15
+ 3.4%	+ 5.2%	+ 14.5%	+ 21.8%

§ Cumulative percentage increases over 2022 surveyed traffic levels.

4.2 Subject Development Trip Generation – Operational Stage

The proposed development comprises the following elements:

- 149no. dwelling houses;
- 65no. apartments;
- 58no. duplex units; and
- a crèche accommodating up to 67no. children (with a max. staffing complement of 18 at any one time).

For a full schedule of the proposed development, please refer to sub-section 2.3 of this report and to the architectural documentation submitted with this application.

Due to its relatively small size and the fact that it is expected to serve only residents of the proposed development (or those already passing through it), the development's crèche is not considered to have the potential to generate significant external vehicular trips to and from the development. It has therefore been excluded from the trip generation calculations detailed here.

Trip generation rates from the Trip Rate Information Computer System (TRICS) database of traffic surveys have been used to predict the vehicular trip generation to and from the proposed development once completed, for both the AM and PM peak hour periods. The TRICS database is maintained by a consortium of English County Councils but covers the entirety of Great Britain and Ireland. Full details of the TRICS information used in the assessments are provided in **Appendix B**.

The TRICS sub-category '03 Residential / K - Mixed Private Housing (Flats & Houses)' has been employed, being the most appropriate to the proposed development. This is described in the TRICS land use category definitions as follows:

"Housing developments where at least 75% of units are privately owned. Of the total number of units, less than 75% must be houses (sum of "non-split" terraced, detached, semi-detached, bungalows, etc), and less than 75% must be flats (sum of flats in blocks and "split" houses). The TRICS definition of a privately owned dwelling is a dwelling at which residents have any degree of equity, or a dwelling that is owned by a private landlord and rented at market rates. Trip rates are calculated by Site Area, Dwellings, Housing Density, or Total Bedrooms."

The TRICS trip rates for the proposed development have been selected from the above category, restricted insofar as possible to similar locations, and further refined with reference to 2016 CSO census data on the basis of:

- the population within 1 mile of the development site (6,000 approx.);
- the population within 5 miles of the development site (30,000 approx.);
- the aggregate mean car ownership rate within 5 miles of the development site (1.5 cars per household).

The AM and PM peak hour trip rates selected are given in **Table 7** and the resultant proposed development trip generation figures (in Passenger Car Units) obtained for 272no. residential units are given in **Table 8**.

Table 7 – TRICS Peak Hour Trip Generation Rates

Time Period	Arrivals per hour per unit	Departures per hour per unit
AM Peak (08:30-09:30)	0.101	0.204
PM Peak (17:15-18:15)	0.245	0.143

Table 8 – Subject Development Peak Hour Trip Generation

Time Period	Arrivals	Departures	Total Trips
AM Peak (08:30-09:30)	27	55	82
PM Peak (17:15-18:15)	67	39	106

4.3 Subject Development Trip Distribution – Operational Stage

The subject development site is currently vacant and does not generate vehicular traffic; it is therefore not possible to use the existing directional splits at surveyed junctions to establish the future distribution of traffic to be generated by the proposed development. An alternative method has therefore been employed, which is based upon the existing surveyed mainline traffic flows at key locations on the surrounding street network.

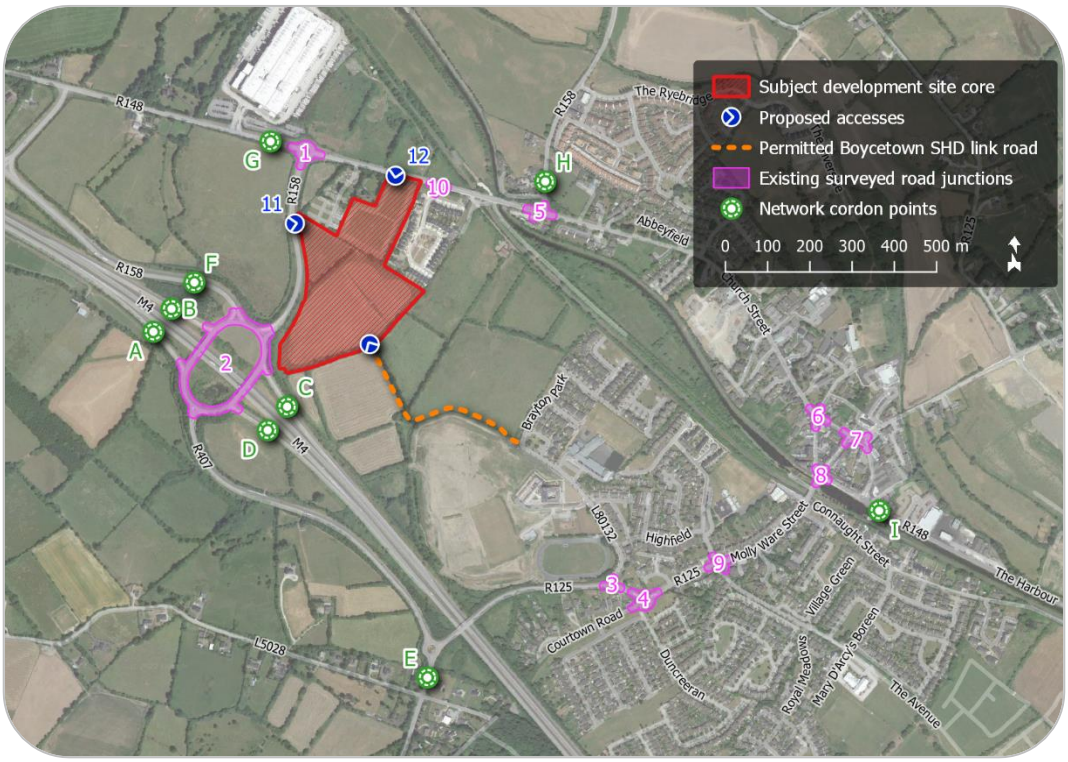

Figure 11 – Local traffic network cordon points
(map data and imagery: OSM Contributors, Google)

Vehicular traffic arriving to or departing from the development site is expected to leave or enter the surrounding area via one of the following 9no. network points (see **Figure 11**):

(A) westbound on ramp at M4 Junction 8;
(B) eastbound off ramp at M4 Junction 8;
(C) eastbound on ramp at M4 Junction 8;

(D) westbound off ramp at M4 Junction 8;
(E) R407 to/from the south;
(F) R158 to/from the west;
(G) R148 to/from the west;
(H) R158 to/from the north;
(I) R148 (The Harbour) to/from the east.

The predicted distribution of vehicular trips to and from the subject development has been established following the proportions of the surveyed inbound and outbound mainline traffic flows at these 9no. points on the local road network, in each of the peak hour periods; these are given in **Table 9**.

Table 9 – Distribution of Existing Network Traffic

Network Point	Road Name and Direction	AM Peak Flow (PCU)	PM Peak Flow (PCU)	% of Total AM Flow	% of Total PM Flow
Inbound Traffic (entering network cordon area)					
B	M4 EB Off Ramp	94	75	2.9%	1.8%
D	M4 WB Off Ramp	427	1,387	13.3%	34.0%
E	R407 South	899	976	28.1%	23.9%
F	R158 West	653	303	20.4%	7.4%
G	R148 West	244	144	7.6%	3.5%
H	R158 North	442	496	13.8%	12.2%
I	R148 East	444	697	13.9%	17.1%
Outbound Traffic (leaving network cordon area)					
A	M4 WB On Ramp	82	79	2.5%	2.0%
C	M4 EB On Ramp	1,099	788	33.2%	19.9%
E	R407 South	850	1,051	25.7%	26.6%
F	R158 West	219	667	6.6%	16.9%
G	R148 West	113	192	3.4%	4.9%
H	R158 North	267	523	8.1%	13.2%
I	R148 East	677	656	20.5%	16.6%

The proposed development shall have 3no. vehicular accesses:

- a new 3-arm access junction on the R158 (designated junction site J11), which shall serve as the proposed development's western access;
- a new 3-arm access junction on the R148 (designated junction site J12), which shall serve as the proposed development's northern access; and
- access via the permitted link road traversing the adjacent Boycetown SHD to the south-east, which connects to Brayton Park and ultimately joins the R125 (at traffic survey site J3).

As the development's 3no. access points shall be connected by its internal road network, it is assumed that any vehicle arriving to or departing from the development shall use whichever of these access junctions is the more convenient given its origin or destination on the surrounding road network. In the case of arrivals and departures from and to network points E and G, traffic may conceivably use either the development's western access (J11) or its northern access (J12); it is assumed that such trips will be distributed evenly between these two accesses.

Table 10 and **Table 11** summarise the distribution of development arrival and departure trips according to the network point from which they arrive or to which they depart. These tables indicate the proportions and numbers of trips from/to each network point, the principal access junction used in each case, and the other surveyed junctions through which they will pass (refer to **Figure 11**).

Table 10 – Distribution of Development Arrival Trips

Network Entry Point	Final Arrival Junction No.	Other Junctions Passed Through	% of AM Trips	% of PM Trips	Number of AM Trips	Number of PM Trips
B	11	2	3.0%	1.8%	1	1
D	11	2	13.3%	34.0%	4	23
E	11	2	14.0%	12.0%	4	8
	3	-	14.0%	12.0%	4	8
F	11	2	20.4%	7.4%	6	5
G	11	1	3.8%	1.8%	1	1
	12	1	3.8%	1.8%	1	1
H	12	5,10	13.8%	12.1%	4	8
I	12	8,6,5,10	13.9%	17.1%	4	11

Table 11 – Distribution of Development Departure Trips

Network Exit Point	Initial Departure Junction No.	Other Junctions Passed Through	% of AM Trips	% of PM Trips	Number of AM Trips	Number of PM Trips
A	11	2	2.5%	2.0%	1	1
C	11	2	33.2%	19.9%	18	8
E	11	2	12.9%	13.3%	7	5
	3	-	12.9%	13.3%	7	5
F	11	2	6.6%	16.9%	4	7
G	11	1	1.7%	2.4%	1	1
	12	1	1.7%	2.4%	1	1
H	12	10,5	8.1%	13.2%	4	5
I	12	10,5,6,7	20.4%	16.6%	11	6

4.4 Subject Development Trip Generation – Construction Stage

The final programming and scheduling of all construction activities shall be determined by the lead Contractor appointed to the project. It is assumed for the purposes of the present assessment that vehicular construction traffic to and from the development site shall reach a peak in the year 2024,

when a substantial number of residential units will have been constructed and be undergoing fit-out, while other units will still be under construction.

The majority of vehicular construction traffic to and from the site shall comprise:

- Heavy Goods Vehicles (HGVs) for material deliveries, concrete pouring, and spoil removal or fill importation;
- Light Goods Vehicles (LGVs) for smaller material deliveries and for specialist construction activities; and
- cars driven by construction operatives commuting to and from site.

For the purposes of estimating the development site's peak construction traffic generation, it has been estimated that:

- at most 110no. HGV trips shall be made to and from the site in any single day, or at most 10no. HGV trips in either direction in each of the peak hours;
- at most 22no. LGV trips shall be made to and from the site in any single day, or at most 2no. LGV trips in either direction in each of the peak hours;
- at most 80no. construction operatives will drive a car to site, 20% of whom shall arrive during the AM peak and 20% of whom shall depart during the PM peak (the majority of construction operative journeys being made outside peak hours).

The anticipated worst-case scenario vehicular trip generation of the subject site during construction is summarised in **Table 12**.

Table 12 – Maximum Peak Hour Construction Traffic Generation

Time Period	Heavy Goods Vehicles	Light Vehicles (LGVs and cars)	TOTAL (PCU) **
Arrivals			
AM Peak	18	10	38
PM Peak	2	10	22
Departures			
AM Peak	2	10	22
PM Peak	18	10	38
Total Trips			
AM Peak	20	20	60
PM Peak	20	20	60

4.5 Subject Development Trip Distribution – Construction Stage

All heavy vehicle construction traffic to and from the development site shall be routed via its proposed western access junction on the R158 and shall travel only from and to the M4 motorway. These trips have therefore been assigned to traffic network cordon points A, B, C, and D only (refer to **Figure 11**), following the existing full-day proportions of surveyed heavy traffic to and from the M4 motorway at survey site J2.

Table 13 – Distribution of Heavy Construction Vehicle Trips

Network Entry/Exit Point	Origin / Destination	Access Junction No.	Other Junctions Passed Through	% of Full-Day Trips	Number of AM Trips	Number of PM Trips
Arrivals						
B	M4 West	11	2	14.9%	1	1
D	M4 East	11	2	85.1%	9	9
Departures						
A	M4 West	11	2	17.6%	2	2
C	M4 East	11	2	82.4%	8	8

** 1 Light Vehicle (car or LGV) = 1 PCU; 1 HGV = 2 PCU

Light vehicle construction traffic has been distributed across the surrounding road network in the same manner as the development's operational stage traffic (see sub-section 4.3), on the assumption that all light vehicles shall be able to use either of the development's proposed new access junctions on the R158 and R148 (J11 and J12, respectively).

Table 14 – Distribution of Light Construction Vehicle Arrival Trips

Network Entry Point	Final Arrival Junction No.	Other Junctions Passed Through	% of AM Trips	% of PM Trips	Number of AM Trips	Number of PM Trips
B	11	2	2.9%	1.8%	1	0
D	11	2	13.3%	34.0%	2	1
E	11	2	28.1%	23.9%	5	0
F	11	2	20.4%	7.4%	4	0
G	11	1	3.8%	1.8%	1	0
	12	1	3.8%	1.8%	1	0
H	12	5,10	13.8%	12.2%	2	0
I	12	8,6,5,10,12	13.9%	17.1%	2	0

Table 15 – Distribution of Light Construction Vehicle Departure Trips

Network Exit Point	Initial Departure Junction No.	Other Junctions Passed Through	% of AM Trips	% of PM Trips	Number of AM Trips	Number of PM Trips
A	11	2	2.5%	2.0%	0	0
C	11	2	33.2%	19.9%	1	4
E	11	2	25.7%	26.6%	1	5
F	11	2	6.6%	16.9%	0	3
G	11	1	1.7%	2.4%	0	0
	12	1	1.7%	2.4%	0	0
H	12	10,5	8.1%	13.2%	0	2
I	12	10,5,6,7	20.5%	16.6%	0	3

The distribution of light construction vehicle traffic differs from that of the operational stage traffic in one respect: it has been assumed that no

construction traffic shall be able to access the site via the link road through the adjacent Boycetown SHD. All light construction vehicle traffic travelling to and from the R407 in the south (network cordon point E) must therefore do so via the new access junction J11, rather than having the option of travelling via the existing surveyed junction J3.

4.6 Committed Development Trip Generation and Distribution

Peak hour operational vehicular traffic generation figures for the 2no. committed developments identified in sub-section 3.8 have been sourced from the relevant technical reports submitted in support of their respective planning applications. These are:

(A) The Traffic Impact Assessment report submitted in support of the Boycetown SHD planning application under ABP ref. 306826-20 (Pinnacle Consulting Engineers, 2019)

(B) The Traffic and Transport Assessment report submitted in support of the Musgrave Regional Distribution Centre expansion planning application under KCC ref. 20/1143 (DBFL Consulting Engineers, 2020)

Table 16 – Committed Development Peak Hour Traffic Generation

Time Period	Committed Development Ref.		TOTAL Traffic (PCU)
	(A)	(B)	
Arrivals (PCU)			
AM Peak	16	27	43
PM Peak	81	13	94
Departures (PCU)			
AM Peak	55	19	74
PM Peak	47	31	78
Total Trips			
AM Peak	71	46	117
PM Peak	128	44	172

It has been assumed that both committed developments shall proceed and shall be completed by the year 2024. These operational traffic flows,

summarised in **Table 16**, have therefore been included in the background traffic flows for all future year assessments. Construction stage traffic for these committed developments has not been considered.

The operational stage traffic to be generated by both committed developments has been distributed across the surrounding road network using the same methodology as that employed for the subject proposed development (see sub-sections 4.3 and 4.5), in accordance with the surveyed proportions travelling to and from network cordon points A to I. Under all 'do-nothing' scenarios (i.e. without the subject proposed development in place), committed development traffic has however been distributed on the assumption that no link road connection is available between Brayton Park and the R158.

4.7 Proportional Increases in Traffic



Figure 12 – Surrounding existing and proposed junctions
(map data and imagery: OSM Contributors, Google)

Table 17 and **Table 18** show the proportional changes in total peak hour traffic flows that shall result from the proposed development, at each of the 10no. surveyed junctions on the surrounding road network (J1 to J10) and at the development's proposed new access junction locations (J11 and J12), both during the 2024 projected peak in construction activity and following full completion of the development in 2025.

Table 17 – Changes in Traffic Flows – Construction Stage Peak

Junction Ref. No.	Background Traffic Flows at Junction (Year 2024) ††		Flows with Inclusion of Development Construction Traffic		Proportional Increase	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
J1	1146	1297	1148	1297	0.2%	0.0%
J2	2283	2919	2337	2972	2.4%	1.8%
J3	1073	1084	1073	1084	0.0%	0.0%
J4	849	996	849	996	0.0%	0.0%
J5	1286	1522	1290	1527	0.3%	0.3%
J6	808	719	810	722	0.2%	0.4%
J7	837	760	837	763	0.0%	0.4%
J8	1013	1153	1015	1153	0.2%	0.0%
J9	1138	1236	1138	1236	0.0%	0.0%
J10	1048	1251	1052	1256	0.4%	0.4%
J11	821	999	876	1052	6.7%	5.3%
J12	1031	1227	1036	1232	0.5%	0.4%

The TII *Traffic and Transport Assessment Guidelines* (PE-PDV-02045) advise that Transport Assessments should generally be undertaken where traffic to and from a development is projected to exceed 10% of the existing background traffic on the adjoining road (or 5% at sensitive locations).

In its construction phase, the proposed development will not result in total traffic flow increases of more than 10% at any junction, in either weekday

†† Background traffic movements (PCU/hour), without subject development traffic or link road connection but including committed development traffic.

peak hour period, but will result in increases of more than 5% at the location of the development's proposed new access junction on the R158 (J11). In its operational phase, the proposed development – in conjunction with the provision of the full link road between the R158 and Brayton Park – will result in decreased total peak hour traffic movements at several junctions, and will produce an increase of more than 5% at only one location: the development's proposed new access junction on the R158 (J11). The development's proposed northern access junction on the R148 (J12) is however considered a crucial junction in the context of the development's operation and warrants assessment in the development's operational stage.

Table 18 – Changes in Traffic Flows – Operational Stage

Junction Ref. No.	Background Traffic Flows at Junction (Year 2025) ‡‡		'With Development' Traffic Flows at Junction §§		Proportional Increase	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
J1	1164	1319	1168	1342	0.3%	1.7%
J2	2318	2969	2382	3022	2.8%	1.8%
J3	1090	1100	1064	1039	-2.4%	-5.5%
J4	863	1013	857	997	-0.7%	-1.6%
J5	1307	1548	1343	1600	2.8%	3.4%
J6	820	731	829	732	1.1%	0.1%
J7	852	774	861	770	1.1%	-0.5%
J8	1028	1173	1026	1168	-0.2%	-0.4%
J9	1159	1259	1153	1243	-0.5%	-1.3%
J10	1066	1272	1095	1318	2.7%	3.6%
J11	835	1017	910	1130	9.0%	11.1%
J12	1048	1248	1079	1296	3.0%	3.8%

‡‡ Background traffic movements (PCU/hour), without subject development traffic or link road connection but including committed development traffic.
§§ Including provision of link road through subject development.

Within the scope of this report, therefore, only the proposed junctions J11 and J12 have been subjected to detailed operational assessment as described in Section 5. As neither of these junctions is currently in existence, both have been assessed only under 'do something' future year scenarios (construction and operation).

All other surveyed junctions are considered at low risk of detrimental effects as a result of the proposed development, given the significantly lower proportional increases in traffic flows (or indeed net reductions) that it shall give rise to at these locations.

5.0 OPERATIONAL ASSESSMENT

5.1 Methodology



Figure 13 – Junctions assessed
(*map data and imagery: OSM Contributors, Google*)

To confirm their ability to operate effectively, operational assessments of the development's 2no. proposed new access junctions have been undertaken using the industry-standard TRL Junctions 8 computer program (PICADY module), for both the weekday AM peak hour (08:30-09:30) and the weekday PM peak hour (17:15-18:15):

J11. R158 / Western Development Access
[proposed 3-arm priority-controlled junction]

J12. R148 / Northern Development Access
[proposed 3-arm priority-controlled junction]

Junction performance is assessed based upon the four metrics defined in sub-section 5.3. Full Junctions 8 outputs are provided in **Appendix D**.

5.2 Assessment Scenarios

The performances of these junctions have been assessed under the following scenarios, using the predicted traffic flows given in **Appendix C**:

- 2024 (projected peak construction activity year), with subject development construction traffic
- 2025 (planned year of full completion), with the subject development in operation
- 2030 (5 years after full completion), with the subject development in operation
- 2040 (design year; 15 years after full completion), with the subject development in operation

5.3 Definitions

Degree of Saturation (DoS):

The ratio of current traffic flow to ultimate capacity (also known as RFC) on a link or traffic stream. Effective capacity for a junction approach (or a junction as a whole) is reached at a DoS of 90%, beyond which a junction will not operate efficiently. A DoS of 100% represents ultimate capacity, beyond which significant operational problems will be experienced.

Mean Maximum Queue (MMQ):

The highest estimated mean number of Passenger Car Units (PCU) queued in any lane of a junction approach, averaged over the entire analysis period.

Mean Delay per Vehicle:

The average delay incurred by a vehicle on a junction approach as a result of having to wait at a signal or give way at a priority-controlled junction.

Junction Reserve Capacity:

The percentage by which the arriving traffic flow on any approach stream could increase before the junction as a whole would reach its effective capacity (i.e. 90% saturation on any approach).

5.4 Junction 11 Assessment Results

Table 19 gives the Junctions 8 (PICADY) modelling results, for the future year 'do-something' assessment scenarios, at the subject development's proposed new western access junction on the R158.

- Arm A: R158 (north)
- Arm B: Development Access (east)
- Arm C: R158 (south)

Table 19 – Junction Site J11 Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Junction Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2024 assessment – with subject development under construction								
A	n/a	n/a	n/a	n/a	n/a	n/a	254	277
B	4	6	0	0	6	7		
C	7	4	0	0	6	7		
2025 – opening year assessment – with subject development in operation								
A	n/a	n/a	n/a	n/a	n/a	n/a	185	131
B	10	7	0	0	7	7		
C	4	16	0	0	7	7		
2030 assessment – with subject development in operation								
A	n/a	n/a	n/a	n/a	n/a	n/a	165	115
B	10	7	0	0	7	7		
C	4	16	0	0	7	7		
2040 – design year assessment – with subject development in operation								
A	n/a	n/a	n/a	n/a	n/a	n/a	150	104
B	10	8	0	0	7	7		
C	4	17	0	0	7	8		

The assessment results show that the development's proposed new western access junction shall operate well within its effective capacity on all approaches during both the AM and PM peak periods at the peak of construction activity in 2024 and when the development is completed in 2025, and shall continue to do so past the year 2040. Mean vehicle delays on all approaches shall be minimal and vehicle queueing shall be negligible.

5.5 Junction 12 Assessment Results

Table 20 – Junction Site J12 Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Junction Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2024 assessment – with subject development under construction								
A	n/a	n/a	n/a	n/a	n/a	n/a	381	123
B	0	2	0	0	0	13		
C	0	0	0	0	6	0		
2025 – opening year assessment – with subject development in operation								
A	n/a	n/a	n/a	n/a	n/a	n/a	134	102
B	7	7	0	0	12	14		
C	0	0	0	0	6	7		
2030 assessment – with subject development in operation								
A	n/a	n/a	n/a	n/a	n/a	n/a	117	87
B	7	7	0	0	13	15		
C	0	0	0	0	7	7		
2040 – design year assessment – with subject development in operation								
A	n/a	n/a	n/a	n/a	n/a	n/a	105	77
B	7	8	0	0	14	16		
C	0	0	0	0	7	7		

Table 20 gives the Junctions 8 (PICADY) modelling results, for the future year 'do-something' assessment scenarios, at the subject development's proposed new northern access junction on the R148.

- Arm A: R148 (east)
- Arm B: Development Access (south)
- Arm C: R148 (west)

The assessment results show that the development's proposed new northern access junction shall operate well within its effective capacity on all approaches during both the AM and PM peak periods at the peak of construction activity in 2024 and when the development is completed in 2025, and shall continue to do so past the year 2040. Minor vehicle delays are forecast on the junction's southern and western approaches at peak times but vehicle queueing shall be negligible.

6.0 PARKING PROVISION

6.1 Overall Car Parking Provision

The subject development comprises the following elements:

- 149no. dwelling houses;
- 65no. apartments;
- 58no. duplex units; and
- a crèche accommodating up to 67no. children (with a max. staffing complement of 18 at any one time).

The car parking provision of the proposed development has been assessed with respect to the *Kildare County Development Plan 2017-2023*, which defines the requirements for car parking provision in new developments. **Table 21** below shows the car parking standards applicable to the proposed development.

Table 21 – Overall Car Parking Provision

Land Use	Car Parking Standards	Quantum	Standard Provision	Proposed Provision
Houses	2 spaces per dwelling	149 houses	298 spaces	298 spaces
Apartments & Duplexes	1.5 spaces per unit	123 units	185 spaces	123 spaces
Crèche	0.5 spaces per staff member + 1 space per 4 children (maximum)	18 staff members + 67 children	26 spaces (maximum)	10 spaces
Visitor	1 space per 4 apt/duplex units	123 units	31 spaces	34 spaces
Total			540 spaces	465 spaces

A total of 421no. car parking spaces has been provided for residents of the 272no. dwellings within the development (houses and apartments combined), equating to a provision of 1.55 spaces per dwelling overall.

10no. spaces have been provided to serve the proposed crèche, and 34no. parking spaces are provided for visitor use. In addition to the car parking spaces, a set-down bay is provided in proximity to the crèche. Refer to CS Consulting drawing **S037-CSC-XX-XX-DR-C-0133** for details of car parking allocation.

The proposed provision of car parking to serve the development's apartment and duplex units has been determined with reference to the 2020 *Design Standards for New Apartments*, Section 4.0 of which gives more specific guidance on the parking provision for varying types of locations within town and cities.

For Peripheral Urban Locations such as that of the subject development site, the guidelines state:

> *"As a benchmark guideline for apartments in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking, such as one space for every 3-4 apartments, should generally be required."*

On this basis, it is submitted that the development's proposed car parking provision accords with the national policy guidelines (see **Table 22**).

Table 22 – Apartment/Duplex Car Parking (against Apt. Guidelines)

Car Parking Type	Car Parking Requirement	Quantum	Required Provision	Proposed Provision
Residents	1 space per unit	123 units	123 spaces	123 spaces
Visitors	1 space per 3-4 units	123 units	31-41 spaces	34 spaces
Total			154-164 spaces	157 spaces

It is submitted that the proposed provision of car parking for the development's apartment units is appropriate to this development site. Given the development's close proximity to Kilcock Town Centre, which is

within a 15min walk or a 5min cycle, to local bus stops that service the midlands (Mullingar) and UCD in Dublin, and to Kilcock Train Station on the Sligo/Longford to Dublin railway line, the proposed parking provision is considered to meet expected demands.

New internal bus stops are proposed on the link street traversing the subject development, which shall facilitate the future introduction of additional bus services linking the site to the centre of Kilcock.

6.2 Disabled-Accessible Car Parking Provision

The *Kildare County Development Plan 2017-2023* does not require the provision of disabled-accessible parking in new residential developments but does note that:

"5% of parking spaces in non-residential developments should be set aside for disabled parking."

Table 23 – Accessible Car Parking Provision

Parking Type	Proposed Car Parking Provision	Target Proportion	Accessible Spaces Desired	Accessible Spaces Proposed
In-curtilage parking for Houses	218 spaces	n/a	n/a	0
On-street parking for Houses, Apartments, Duplex Units, and Visitors	237 spaces	5%	11	11
On-street Crèche parking	10 spaces		1	1
TOTAL			12	12

To ensure a high provision of accessible parking facilities, the 5% requirement given by the *Kildare County Development Plan 2017-2023* for non-residential developments has been adopted as a target for all

elements of the subject development. The application of this is shown in **Table 23**.

109no. houses in the proposed development shall each have 2no. car parking spaces within their respective curtilages. The majority of these houses have at least 1no. space allowing sufficient effective dimensions for use by people with impaired mobility. In addition to these:

- 2no. on-street accessible parking spaces are provided for the residents of houses without in-curtilage car parking;
- 9no. on-street accessible parking spaces are provided for apartment and duplex residents; and
- 1no. on-street accessible parking space is provided for the crèche.

The development's provision of disabled-accessible car parking is therefore deemed to exceed Development Plan requirements.

6.3 Bicycle Parking Provision

The development shall include a total of 426no. bicycle parking spaces. These consist of:

- 268no. internal bike storage spaces to serve apartment and duplex residents (54no. spaces within Block A, 46no. spaces within Block B, 60no. spaces within Block C, 24no. spaces within Block D, 20no. spaces within Block E, 32no. spaces within Block F, and 32no. spaces within Block G);
- 62no. publicly accessible short-stay bicycle parking spaces for visitors to the apartment and duplex units (16no. spaces at Block A, 12no. spaces at Block B, 12no. spaces at Block C, 6no. spaces at Block D, 4no. spaces at Block E, 6no. spaces at Block F, and 6no. spaces at Block G);
- 86no. bicycle parking spaces within 11no. external bicycle shelters located in proximity to terraced houses; and
- 10no. bicycle parking spaces for crèche staff and parents.

In the case of all other houses within the proposed development, ample space for the secure storage of bicycles shall be available within the curtilage of each dwelling.

The *Kildare County Development Plan 2017-2023* sets out the minimum requirements for the provision of cycle parking in new developments. **Table 24** shows the standards applicable to the proposed development.

Table 24 – Overall Bicycle Parking Provision

Land Use	Cycle Parking Requirement	Quantum	Required Provision	Proposed Provision
Apt/Duplex (residents)	1 space per unit	123 units	123 spaces	268 spaces
Apt/Duplex (visitors)	1 space per 2 units	123 units	62 spaces	62 spaces
Terraced Houses	n/a	75 units	n/a	86 spaces
Crèche	1 per 5 staff + 1 per 10 children	18 staff members + 67 children	10 spaces	10 spaces
Total			195 spaces	426 spaces

Table 25 – Apartment/Duplex Bicycle Parking (per Apt. Guidelines)

Bicycle Parking Type	Minimum Standard	Quantum	Minimum Provision	Proposed Provision
Residents	1 space per bedroom	265 bedrooms	265 spaces	268 spaces
Visitors	1 space per 2 units	123 units	62 spaces	62 spaces
Total			325 spaces	330 spaces

The bicycle parking provision serving the apartments and duplex units within the development also ensures compliance with the recommendations of the 2020 *Design Standards for New Apartments*, as shown in **Table 25**.

6.4 Electric Vehicle Charging Facilities

The *Kildare County Development Plan 2017–2023* does not require the provision of electric vehicle (EV) charging infrastructure in new residential developments. All car parking spaces within the development shall however be 'future-proofed' through the inclusion of ducting to allow the rapid future installation of EV charging points.

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7.0 ACCESS, LAYOUT, AND SERVICING

7.1 Development Access

Vehicular, cyclist, and pedestrian access to the development shall be via 2no. proposed new priority-controlled junctions on the R158 and R148 regional roads (at the development site's western and northern boundaries, respectively), as well as a southern access connecting to the permitted Boycetown SHD that adjoins the development site to the south-east.



Figure 14 – Development access locations
(map data and imagery: PBA, Pinnacle, OSM Contributors, Google)

The subject development's internal layout also makes provision for multiple potential future vehicular, cyclist, and pedestrian connections to permitted and potential residential development to the south-east of the subject development.

7.2 Internal Site Layout

The internal road layout of the proposed development comprises a network of local streets, connecting to a link street that traverses the development site along a north-south axis. This link street within the development connects the site to the R158 (to the west) and to a permitted section of link road within the Boycetown SHD that adjoins the development site to the south-east.

All internal roads have a minimum carriageway width of 5.5m (with the exception of the main link road, which has a carriageway width of 6.5m) and junction corner radii do not exceed 4.5m. Turning heads are provided at cul-de-sacs and traffic calming measures are incorporated into the design of the internal local streets, in the form of raised tables at junctions and horizontal deflections. On-street car parking for the residential units is arranged along the internal roads.

The internal road layout of the proposed development is designed in accordance with the guidance provided in the *Design Manual for Urban Roads and Streets* (DMURS). As stated in the introduction to the DMURS:

> *"Better street design in urban areas will facilitate the implementation of policy on sustainable living by achieving a better balance between all modes of transport and road users. It will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant."*

Dated design elements that reflect poor design standards (such as wide roads, long straights or sweeping curves, unnecessarily large junction corner radii, and large junction visibility splays) are omitted to the extent possible within the site layout, to reduce vehicle speeds within the development.

The objectives of the site layout design are:

- to keep vehicle speeds low;
- to minimise the intrusion of vehicle traffic;
- to encourage walking and cycling;
- to create short walking routes to shops, public transport, etc.;
- to create a safe, secure, and pleasant environment for people, particularly vulnerable road users (VRUs) such as children; and
- to ensure ease of access for emergency services and for refuse collection and servicing operations.

Traffic calming and VRU protection measures to be implemented in the design include:

- designated and marked pedestrian crossing points;
- smaller corner radii;
- the arrangement of on-street parking;
- horizontal alignment constraints to restrict vehicle speeds;
- vertical deflections (raised tables) at internal junctions; and
- implementation of raised local streets.

Refer to architect's drawings for full detail of site layout.

7.3 Servicing and Waste Collection

All servicing of the residential units shall be conducted on the internal road network of the proposed development. Non-recyclable, recyclable, and organic waste (black, green, and brown bins) generated by houses within the development shall be collected directly by an authorised waste collector, in common with existing residential developments, subject to the requirements of Kildare County Council.

7.4 Swept Path Analyses

Swept path analyses have been conducted of fire tenders and refuse collection vehicles accessing the development and manoeuvring within it. These analyses, provided on CS Consulting drawings **S037-CSC-XX-XX-DR-C-0117** and **S037-CSC-XX-XX-DR-C-0118**, indicate that the development access design and internal roads layout can accommodate these vehicle movements where required, and that any vehicle accessing the site shall be able to turn within it and exit in a forward direction.

7.5 Independent Quality Audit

An independent Quality Audit of the proposed development layout and access arrangements has been conducted by PMCE Consulting Engineers on behalf of CS Consulting. This incorporates the following four components:

- access audit
- cycling audit
- walking audit
- road safety audit

The Quality Audit was completed in July 2022. Design changes have been made in response to the recommendations of the Quality Audit and the measures adopted have been accepted by the audit team. Refer to CS Consulting drawing **S037-CSC-XX-XX-DR-C-0132** for details of these design changes.

The Quality Audit report document issued by PMCE, together with the audit response form, are provided as an appendix to the accompanying Road Infrastructure Design Report.

7.6 Mobility Management and Sustainable Transport

The proposed development's design seeks to support the use of sustainable transport modes by residents and visitors, in particular by:

- providing ample good-quality bicycle parking facilities;
- providing bus stops along the central link street; and
- avoiding the provision of excessive car parking, which could induce an unnecessarily high rate of private car use.

Ongoing mobility management, in the form of a Residential Travel Plan or similar strategy, is not proposed in this case, as this would require the development as a whole to remain substantially under the control of a single entity capable of acting as a Travel Plan Coordinator.

8.0 ZONED LANDS AND ALTERNATIVE ACCESS JUNCTION DESIGN

Lands facing the subject development site, on the western side of the R148 regional road, are zoned under the *Kilcock Local Area Plan 2015-2021* for development as land use category H: 'Light Industry & Warehousing'. The location of these lands, which cover an area of approx. 8.9ha, is shown in **Figure 15** below.

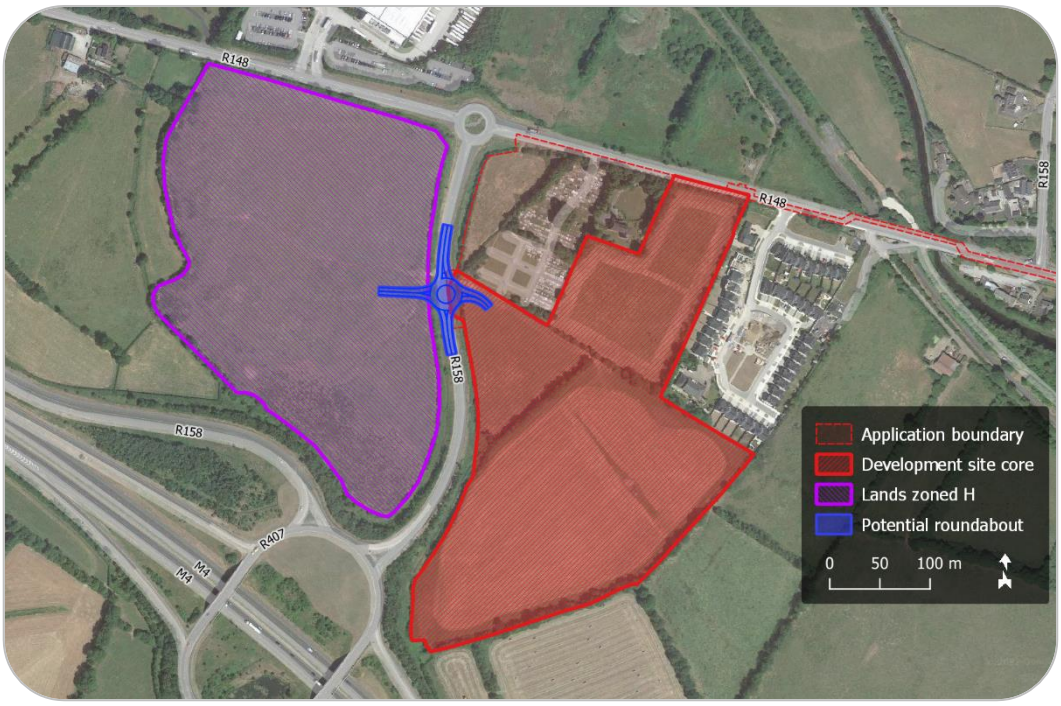


Figure 15 – Zoned lands and potential roundabout location
(*map data & imagery: OSM Contributors, Google*)

It is recognised that the future development of these lands is likely to require a vehicular access onto the R158 at approximately the same location as that serving the subject development. An indicative design has therefore been prepared for a 4-arm roundabout, which could potentially replace the subject development's priority access junction on the R158 and give access both to the subject development and to the zoned lands to the west.

This indicative roundabout design is shown on CS Consulting drawing **S037-CSC-XX-XX-DR-C-0135**. The internal road network of the subject development, as well as its footpath and cycle track alignments, have been designed to permit the implementation of this roundabout if required in future.

To verify the suitability of such a roundabout at this location, a supplementary sensitivity test exercise has been conducted, which assigns the predicted vehicular trip generation of these zoned lands (once developed) to the local road network, in addition to the predicted background traffic for the design year 2040 and the trip generation of the subject development and of nearby committed developments. The performance of the potential roundabout under this combined traffic loading has then been modelled using TRL Junctions 8 software (ARCADY module).

The potential peak hour trip generation of the zoned lands has been calculated using TRICS trip rates under the sub-category '02 Employment / D – Industrial Estate'. These trip rates for each of the peak hours, as well as the resultant trip generation figures (in Passenger Car Units), are given in **Table 26** and **Table 27**.

Table 26 – TRICS Peak Hour Trip Generation Rates (Industrial Estate)

Time Period	Arrivals per hour per hectare	Departures per hour per hectare
AM Peak (08:30-09:30)	9.668	5.926
PM Peak (17:15-18:15)	3.983	8.869

Table 27 – Zoned Lands Peak Hour Trip Generation

Time Period	Arrivals	Departures	Total Trips
AM Peak (08:30-09:30)	86	53	139
PM Peak (17:15-18:15)	35	79	114

At the potential 4-arm roundabout, these predicted traffic flows have been distributed to/from the north and south along the R158 in the same manner as those of the subject development (see sub-section 4.3).

The total traffic flows obtained for the design year 2040 at this location have been applied to an ARCADY model of the indicative roundabout design. The results of this modelling are given in **Table 28**.

- Arm A: R158 (north)
- Arm B: Development Access (east)
- Arm C: R158 (south)
- Arm D: Zoned H Lands (west)

Table 28 – Junction Site J11 Sensitivity Test Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Junction Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2040 – design year – with subject development plus zoned lands								
A	59	59	1	1	7	8	50	46
B	8	6	0	0	5	5		
C	40	60	1	1	5	7		
D	6	11	0	0	4	5		

These analysis results show that the proposed design for a potential future roundabout at the subject development's western access would readily accommodate traffic flows to be generated by the development of zoned lands on the western side of the R158, as well as those of the subject development and the predicted background traffic flows in the year 2040.

9.0 COMMENTS RECEIVED FROM PLANNING AUTHORITIES

Both An Bord Pleanála and Kildare County Council have reviewed the planning documentation submitted in respect of the proposed development during the pre-application consultation phase of the SHD process. A tripartite pre-application consultation meeting has also been held with An Bord Pleanála and Kildare County Council.

The relevant opinions of An Bord Pleanála that pertain to road design and transportation matters, as communicated to the applicant, are reproduced below; also examined in this section are the recommendations of Kildare County Council relating to roads and transportation, which were issued to An Bord Pleanála. In each case, we describe measures taken by the design team in response to these opinions and recommendations.

In addition to the above, note is made of comments issued by An Bord Pleanála upon refusal to grant permission for a previously proposed SHD on the subject site, and these are responded to (sub-section 9.3).

9.1 Opinion Issued by An Bord Pleanála

An Bord Pleanála has in May 2022 issued an opinion detailing issues that it considered required further attention and enumerating the items of specific information that should be submitted with any application for permission. The following items among these are of relevance to this Traffic and Transport Assessment.

9.1.1 Items of specific information to be submitted

1. *A design for the spine road through the site to comply with Road Objective MT 025 in the Kilcock LAP 2015-2021. The design should have regard to the adjoining SHD permission (306826-20), the requirements of the Roads Department, the connection onto a regional route to the north R148 and the standards in the NRA*

Design Manual. Submission of details demonstrating compliance with the particular requirements of the National Cycle Manual, including sections 1.9 and 4.9 of the cycle manual.

4. *A Noise Impact Assessment and the justification for any setback along the motorway and those polices in the development plan.*

8. *A Traffic and Transport Assessment which addresses the concerns of the Transport Section having regard to the car parking ratio proposed.*

9.1.2 Response to ABP items to be submitted

1. Objective MTO 25 of the *Kilcock Local Area Plan 2015-2021* provides for the delivery of a road link "from the Bawnogues to the M4 interchange". As briefly described in sub-section 7.2 of this report, and in more detail in the accompanying Road Infrastructure Design Report, the subject development's internal road network includes a link street traversing it from north-west to south-east. This link street connects to the R158 regional road at the western boundary of the development site. At the site's south-eastern boundary, this link street connects to the future east-west link street that forms part of the adjacent permitted Boycetown SHD (connecting in turn to the existing Brayton Park local street), completing the road link identified under Objective MTO 25. The link street within the development site has been designed in accordance with the *Design Manual for Urban Roads and Streets* (DMURS) and the *National Cycle Manual*. The accompanying Road Infrastructure Design Report details compliance with the applicable specific standards set out in these documents. The link street's junction with the R158 regional road complies with the relevant TII design standards.

4. An *Assessment of Inward Traffic Noise Impact* has been prepared by AWN Consulting and is submitted separately as part of this planning application.

8. The present document satisfies the requirement for submission of a Traffic and Transport Assessment. The development's proposed parking provision and the bases on which this has been determined are discussed in Section 6 of this report.

9.2 Recommendations of Kildare County Council

Kildare County Council (KCC) on the 21st of January 2022 issued an opinion requesting that further clarification or consideration be given to a number of items raised in the internal report of its Transportation Department. These are addressed below.

9.2.1 KCC Item 1 – provision of road objective MTO 25

"The Applicant to submit drawings and detailed design for the provision of the entire road objective MTO 25, as detailed in Kilcock LAP 2015-2021, extending from existing Bawnogues road to R148/M4 Interchange detailing road layout, dimensions and cross sections, drainage, services, road lining & signing, public lighting, VRU facilities and a pedestrian crossing as required in previous application SHD21311037. Detailed design to incorporate a 4-arm roundabout at the entrance to the proposed road objective MTO 25 on R148. The proposed roundabout shall be designed and constructed to standards as laid out in the NRA Design Manual for Roads and Bridges. The exact position and detailed design of this road objective and roundabout shall be agreed in writing with the Planning Authority prior to work commencing on site. The proposed road objective MTO25 shall be constructed to site boundary prior to occupation of housing.

Road widths of 6.5m including 2.0m footpaths and 2.0m cycle paths to be provided."

9.2.2 Response to KCC Item 1

As briefly described in sub-section 7.2 of this report, and in more detail in the accompanying Road Infrastructure Design Report, the subject development's internal road network includes a link street traversing it from north-west to south-east. This link street connects to the R158 regional road at the western boundary of the development site. At the site's south-eastern boundary, this link street connects to the future east-west link street that forms part of the adjacent permitted Boycetown SHD (connecting in turn to the existing Brayton Park local street), completing the road link identified under Objective MTO 25.

The link street within the development site has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS). It has a carriageway width of 6.5m generally, comprising one traffic lane in either direction, and features a grass verge to either side, a 2.0m-wide cycle track, and a 2.0m-wide footpath.

The link street's junction with the R158 regional road shall initially be configured as a 3-arm simple priority junction, which junction modelling has shown to be sufficient to cater for predicted traffic flows past the design year 2040 (accounting for currently known committed development). The design of this junction complies with the relevant TII design standards. The internal road network of the subject development, as well as its footpath and cycle track alignments, have however been designed to permit the future implementation of a 4-arm roundabout at this location, if required to facilitate the development of zoned lands to the west of the R158. See Section 8 of this report for further details. Refer also to the following CS Consulting drawings:

- S037-CSC-XX-XX-DR-C-0109 (road layout)
- S037-CSC-XX-XX-DR-C-0110 (road markings and signage)
- S037-CSC-XX-XX-DR-C-0111 (visibility splays)
- S037-CSC-XX-XX-DR-C-0112 to S037-CSC-XX-XX-DR-C-0115 (road long sections)
- S037-CSC-XX-XX-DR-C-0116 (typical cross sections)
- S037-CSC-XX-XX-DR-C-0125 & S037-CSC-XX-XX-DR-C-0126 (road details)
- S037-CSC-XX-XX-DR-C-0132 (Quality Audit)
- S037-CSC-XX-XX-DR-C-0133 (parking arrangement)
- S037-CSC-XX-XX-DR-C-0134 (permeability & road hierarchy)
- S037-CSC-XX-XX-DR-C-0135 (indicative roundabout design)

CS Consulting has liaised with Pinnacle Consulting Engineers, civil engineering consultants for the adjacent Boycetown SHD to the south-east (ABP ref. 306826) to coordinate road levels and services locations for tie-in of the MTO 25 link street at the boundary between these two sites.

9.2.3 KCC Item 2 – detailed road layout

"The Applicant to provide detailed road layout drawings for proposed development as per DMURS. Road widths of 6.5m including 2.0m footpaths and 2.0m cycle paths to be provided. All other roads to be a minimum of 5.5m width. Corner radii 4.5-6m to be provided."

9.2.4 Response to KCC Item 2

A detailed description of the subject development's internal road layout – including carriageway/footpath/cycle track widths and kerb radii – is provided in the accompanying Road Infrastructure Design Report. Refer also to the following CS Consulting drawings:

- S037-CSC-XX-XX-DR-C-0109 (road layout)
- S037-CSC-XX-XX-DR-C-0110 (road markings and signage)

- S037-CSC-XX-XX-DR-C-0111 (visibility splays)
- S037-CSC-XX-XX-DR-C-0112 to S037-CSC-XX-XX-DR-C-0115 (road long sections)
- S037-CSC-XX-XX-DR-C-0116 (typical cross sections)
- S037-CSC-XX-XX-DR-C-0125 & S037-CSC-XX-XX-DR-C-0126 (road details)
- S037-CSC-XX-XX-DR-C-0132 (Quality Audit)
- S037-CSC-XX-XX-DR-C-0133 (parking arrangement)
- S037-CSC-XX-XX-DR-C-0134 (permeability & road hierarchy)

9.2.5 KCC Item 3 – road, footpath, and cycle track details

"Applicant to provide a cross section drawing of proposed road tie in with neighbouring proposed development. Applicant to outline land ownership and footpath and cycle path details."

9.2.6 Response to KCC Item 3

The following CS Consulting drawings provide the requested details of road tie ins and footpath/cycle track details:

- S037-CSC-XX-XX-DR-C-0109 (road layout)
- S037-CSC-XX-XX-DR-C-0112 to S037-CSC-XX-XX-DR-C-0115 (road long sections)
- S037-CSC-XX-XX-DR-C-0116 (typical cross sections)
- S037-CSC-XX-XX-DR-C-0125 & S037-CSC-XX-XX-DR-C-0126 (road details)
- S037-CSC-XX-XX-DR-C-0134 (permeability & road hierarchy)

The extents of the applicant's land ownership are indicated on drawings prepared by other members of the design team.

9.2.7 KCC Item 4 – permeability and access to Royal Canal

"Applicant to provide a drawing detailing the proposed pedestrian/cyclist permeability and access to the Royal Canal.

Proposed access design to include footpath and cycle path design, kerbing, tactile paving, landscaping, lighting, gates and railing details. Design should include measures to enhance the safety of pedestrians and cyclists and to discourage anti-social behaviour."

9.2.8 Response to KCC Item 4

Pedestrian and cyclist access to the proposed development shall initially be facilitated at 2no. locations:

- to/from the R158, via the access at the subject site's western boundary.
- to/from the R148, at the access at the subject site's northern boundary.

In addition to these, the development's internal link street shall connect to that of the adjacent permitted Boycetown SHD immediately to the south-east, providing a third principal pedestrian and cyclist access, and provision is made for multiple potential additional connections to vehicular and pedestrian infrastructure within adjoining developments to the south and east.

Raised footpaths are provided along all internal roads of the development. Further segregated footpaths and cycle tracks provide pedestrian and cyclist connectivity between internal roads, as well as to the development's public open spaces and to the public park located at the centre of the development.

Cycle tracks are provided along the full length of the development's link street. Pedestrian crossings of the internal roads are provided at numerous locations, with raised junction tables and horizontal deflections to calm vehicular traffic.

It is proposed to provide a new signal-controlled pedestrian crossing of the R148 regional road at the northern boundary of the subject development. This shall connect the development site to the existing

footpath along the northern side of the R148, which extends eastward across the Royal Canal and into the centre of Kilcock.

Refer to the following CS Consulting drawings for further detail:

- S037-CSC-XX-XX-DR-C-0109 (road layout)
- S037-CSC-XX-XX-DR-C-0110 (road markings and signage)
- S037-CSC-XX-XX-DR-C-0116 (typical cross sections)
- S037-CSC-XX-XX-DR-C-0125 & S037-CSC-XX-XX-DR-C-0126 (road details)
- S037-CSC-XX-XX-DR-C-0132 (Quality Audit)
- S037-CSC-XX-XX-DR-C-0134 (permeability & road hierarchy)

9.2.9 KCC Item 5 – car parking provision

"The Applicant has reduced quantum of car parking spaces in this application which appears to already have a shortfall in car parking provision. Applicant to provide a clear car parking schedule for housing (incl. duplex, apartment), crèche and visitor car parking in accordance with standards from KCC Development Plan Chapter 17. Applicant to colour code the categories in order to establish if adequate car parking is located adjacent accommodation. All car parking spaces to be 2.5m x 5.0m in dimension. Applicant to outline location and level of visitor car parking."

9.2.10 Response to KCC Item 5

Section 6 of this report details the car parking provision for the subject development. This shows that the proposed car parking provision for houses, crèche, and visitor use comply with the standards set out in Chapter 17 of the *Kildare County Development Plan 2017-2023*, and that the proposed car parking provision for apartments and duplex units accords with the guidance given in the 2020 *Design Standards for New Apartments*. A colour-coded car parking allocation drawing

(**S037-CSC-XX-XX-DR-C-0133**) is also provided as part of this submission.

9.2.11 KCC Item 6 – bus stops

"Applicant to indicate the location of recessed bus stop on proposed link road. Location and details to be agreed with the Maynooth Area office and adjacent development to ensure continuity but not overprovision of bus stops."

9.2.12 Response to KCC Item 6

2no. on-line bus stops are provided along the development's link street, at locations determined by pedestrian desire lines and by driver sightlines. On-line bus stops have been implemented, rather than recessed stops, to ensure consistency with the design of the bus stops permitted within the adjacent Boycetown SHD to the south-east (ABP ref. 306826). It is also considered that on-line bus stops provide a valuable traffic calming function and are suited to the relatively low volume of bus traffic anticipated along this route.

Refer to the following CS Consulting drawings:

- S037-CSC-XX-XX-DR-C-0109 (road layout)
- S037-CSC-XX-XX-DR-C-0110 (road markings and signage)
- S037-CSC-XX-XX-DR-C-0111 (visibility splays)

9.2.13 KCC Item 7 – toucan crossing

"Applicant to provide a 4.0 m Toucan VRU crossing on proposed road objective MTO25."

9.2.14 Response to KCC Item 7

A signal-controlled toucan crossing is provided on the link street within the subject development, in proximity to the 2no. on-line bus stops proposed.

Refer to the following CS Consulting drawings for further detail:

- S037-CSC-XX-XX-DR-C-0109 (road layout)
- S037-CSC-XX-XX-DR-C-0110 (road markings and signage)
- S037-CSC-XX-XX-DR-C-0134 (permeability & road hierarchy)

9.2.15 KCC Item 8 – Acoustic Design Statement

"The Applicant shall submit to Kildare County Council a revised Acoustic Design Statement by a suitable qualified acoustic specialist demonstrating the proposed development will not be exposed to noise levels in excess of the Kildare County Council Third Noise Action Plan 2019 Lden threshold of 70 dB(A) and Inight threshold of 57 dB (A). These thresholds shall apply to the designated open space within the red line of the application site and particularly the back gardens of residential developments and the potential inadequate usability of these spaces due to road and rail noise. The previous Noise Assessment Report was inadequate and inconclusive. The Acoustic Design Statement shall have full consideration to the British Standards BS 8233:2014 in achieving internal ambient noise levels for the residential development. The site is located adjacent to the M4 Motorway and this is designated a 'major" road as defined under the European Communities Environmental Noise regulations 2018, SI No 549/2018. This acoustic design statement shall have consideration to appropriate professional guidance and standards on noise and shall contain mitigation measures (as deemed required) to be incorporated into the design of the development.

"The Acoustic Design Statement shall contain the following:

a. *Calculated Lden and measured Lnight values at the designated open spaces within the application site at a level not less than 1.5 metres above ground floor level. Calculated Lden and measured Inight values at the facades of the housing and apartment buildings at a level not less than 1.5 metres above ground floor*

level. The statement shall also include noise mitigation measures, as deemed required, and the associated estimated noise reduction decibel values in complying with the Kildare County Council Third Noise Action Plan 2019-2023. Designated monitoring points to be agreed with Transportation Section prior to commencement of survey.

b. *Calculated internal ambient noise levels in housing and apartment and mitigation measures (as deemed required) in complying with the British Standards BS 8233:2014.*

c. *The ADS requires a revised Noise Impact survey prior to the commencement of development seeking a week survey at all survey points providing hourly results from which Lden for each day can be calculated for both road and rail. This shall be accompanied by full site layouts at a scale of 1:500 indicating modelled Lden and Lnight predicted noise levels on the site in selected public and private open spaces without mitigation measures and modelled levels with mitigation measures for the development from which Transportation can address internal noise levels, as in, the effect of opening windows and patio doors has on occupants. Designated monitoring points to be agreed with Transportation Section prior to commencement of survey."*

9.2.16 Response to KCC Item 8

Refer to the *Assessment of Inward Traffic Noise Impact* prepared by AWN Consulting in July 2022 and submitted separately as part of this planning application.

9.2.17 KCC Item 9 – autotrack drawings

"The Applicant to provide revised auto track drawings for proposed development."

9.2.18 Response to KCC Item 9

Swept path (AutoTrack) analyses have been conducted of fire tenders and refuse collection vehicles accessing the development and manoeuvring within it. These analyses indicate that the development access design and internal roads layout can accommodate these vehicle movements where required, and that any vehicle accessing the site shall be able to turn within it and exit in a forward direction.

Refer to the following CS Consulting drawings:

- S037-CSC-XX-XX-DR-C-0117 (swept path - fire tender)
- S037-CSC-XX-XX-DR-C-0118 (swept path - refuse vehicle)

9.2.19 KCC Item 10 – Road Safety Audit

"The Applicant to provide a revised independent Road Safety Audit for proposed development and surrounding area. All recommendations of RSA to be incorporated into proposed design."

9.2.20 Response to KCC Item 10

As described in sub-section 7.5 of this report, an independent Quality Audit of the proposed development layout and access arrangements (incorporating a Road Safety Audit) has been conducted by PMCE Consulting Engineers on behalf of CS Consulting. The Quality Audit was completed in July 2022. Design changes have been made in response to the recommendations of the Quality Audit and the measures adopted have been accepted by the audit team. The Quality Audit report document issued by PMCE, together with the audit response form, are provided as an appendix to the accompanying Road Infrastructure Design Report. A Quality Audit response drawing (**S037-CSC-XX-XX-DR-C-0132**), illustrating design changes made in on foot of the Audit, is also provided as part of this submission

9.2.21 KCC Item 11 – Construction Management Plan

"The Applicant to provide a Construction Management Plan. HGV's to avoid Kilcock town."

9.2.22 Response to KCC Item 11

An Outline Construction and Environmental Management Plan (OCEMP) is provided as part of this planning application. The OCEMP includes provisions for construction traffic management, among which is a designated route for heavy construction traffic that is confined locally to the R158 regional road and the M4 motorway, ensuring that HGVs do not travel via Kilcock town.

9.3 Refusal of Previous SHD Planning Application

A previous SHD planning application (ABP ref. 311037-21) was made in 2021 in respect of the subject site. This was for a development including 298no. residential units and a crèche, with 584no. car parking spaces and with vehicular access to/from the R158 and the R148. Permission for this development was refused by An Bord Pleanála on the 23rd of November 2021.

An Bord Pleanála gave a single reason for refusing permission:

"The proposed development, by reason of its inadequate qualitative and quantitative provision of public and communal open space, would conflict with the provisions of the Kildare County Development Plan 2017-2023 and the minimum standards recommended in the "Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities" published by the Department of Housing, Local Government and Heritage in December 2020. The proposed development would, therefore, result in a poor standard of

residential amenity for future occupants and would be contrary to the proper planning and sustainable development of the area."

The above reason falls outside the scope of matters considered in this report, and is responded to in documentation submitted separately by David Mulcahy Planning Consultants Ltd as part of the current planning application. However, the Board Direction related to this refusal also noted that:

"It is considered that the quantum of car parking spaces proposed is not justified and it is considered that the proposed development, by reason of the dominance of carparking does not represent a satisfactory urban design response for the site. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area."

Under the previous SHD application (ABP ref. 311037-21), a total of 584no. surface-level car parking spaces was proposed for the 298no. residential units and the crèche (i.e. 1.96 spaces per dwelling overall). For comparison, the adjoining permitted SHD scheme immediately to the south-east (ABP ref. 306826-20) includes 684no. surface-level car parking spaces for 345no. residential units and a crèche (i.e. 1.98 spaces per dwelling overall).

Under the current proposal, a total of 465no. surface-level car parking spaces is proposed for the 272no. residential units and the crèche; this equates to 1.71 spaces per dwelling overall. We submit that this represents a significant reduction in comparison to both the previously refused scheme and the adjoining permitted SHD scheme, while nevertheless complying with the requirements of the Local Authority development plan and the recommendations of the 2020 Apartment Guidelines.

The removal of these car parking spaces has enabled an increase in the amount of open space within the scheme and an overall improvement in

the quality of the urban design. Please refer to drawing no. P104 prepared by Paul Byrne Architects, on which the previously refused layout and the current proposed layout are shown side-by-side for easy comparison. The main changes are to the south of the proposed link street, and it can be readily seen that the amount of car parking has been reduced in favour of open space.

10.0 SUMMARY AND CONCLUSIONS

This report has been prepared in respect of a proposed Strategic Housing Development (SHD) on a site at Boycetown, Kilcock, Co. Kildare. The report examines the development's existing transport context, potential vehicular trip generation, potential impact on the performance of the surrounding road network, proposed parking provision, internal layout, and cyclist and pedestrian facilities.

The main observations and conclusions of this study are as follows:

- The development site is within a 20-minute walk of Kilcock railway station, which is served by commuter and intercity trains to and from Dublin. Existing bus stops within a 15-minute walk of the site are served by 2no. bus routes that connect Kilcock to Dublin and to Mullingar. New bus stops are proposed within the development, which shall facilitate the future implementation of additional bus services via the development site.
- The proposed development shall not generate excessive vehicular traffic flows. Total operational-stage vehicle trips (arrivals and departures combined) of 82 PCU are predicted during the AM peak hour (08:30-09:30), and total vehicle trips of 106 PCU in the PM peak hour (17:15-18:15). At the height of construction activity on site, total vehicle trips (arrivals and departures combined) of 60 PCU are predicted during each of these peak hour periods.
- The proposed development's new priority-controlled vehicular access junctions on the R158 and R148 regional roads shall operate within effective capacity when the development is completed in 2025 and shall continue to do so past the year 2040.
- The proposed development includes appropriate quanta of car and bicycle parking, meeting Local Authority development plan requirements and the recommendations of the 2020 Apartment

Guidelines. The proposed provision of disabled-accessible parking spaces exceeds Local Authority standards.

- The proposed development's internal layout is designed in accordance with the *Design Manual for Urban Roads and Streets* (DMURS) and the *National Cycle Manual*. Swept path analyses show that the internal layout can accommodate the movements of large vehicles (including refuse vehicles, fire tenders, and buses) where required.
- An independent Quality Audit of the proposed development layout and access arrangements has been conducted by PMCE Consulting Engineers on behalf of CS Consulting. Design changes have been made in response to the recommendations of the Quality Audit and the measures adopted have been accepted by the audit team. Refer to CS Consulting drawing **S037-CSC-XX-XX-DR-C-0132** for details of these design changes.

In summary, the assessment indicates that the proposed development shall not impact significantly upon the operation of the existing surrounding road network, that appropriate quanta of car and bicycle parking are to be provided, and that the internal road layout of the proposed development is fit for purpose and complies with the *Design Manual for Urban Roads and Streets* and the *National Cycle Manual*.

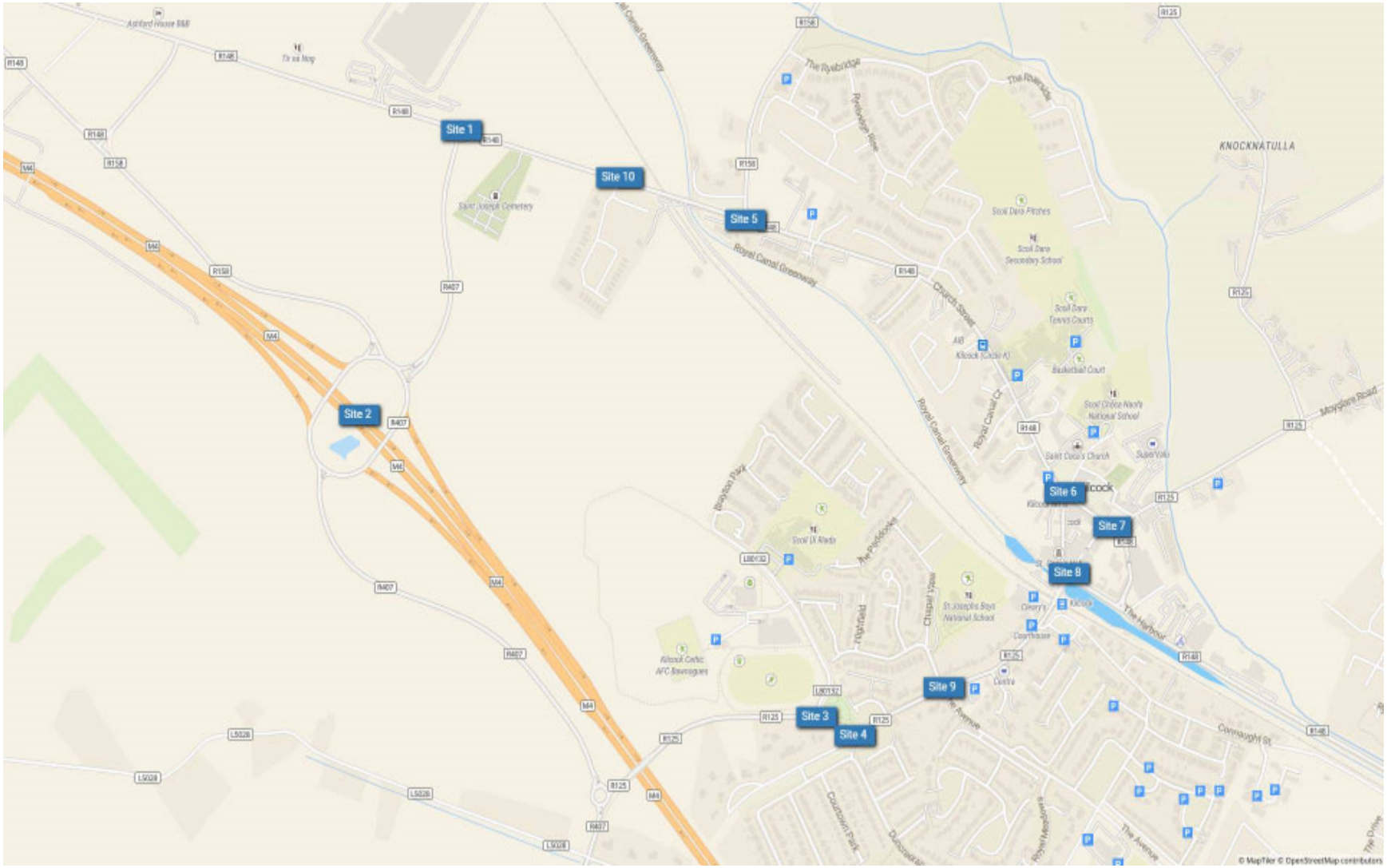
Appendix A

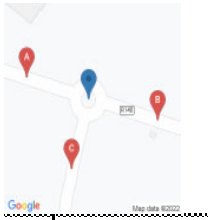
Traffic Survey Data

CS CONSULTING
GROUP

IDASO

Survey Name: 226 22366 Kilcock
Date: Thu 16 Jun 2022





IDASO

Survey Name: 226 22366 Kilcock

Site: Site 1

Location: R148 / R407

Date: Thu 16-Jun-2022

	A => A								A => B								A => C								B => A								B => B							
TIME	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	2	1	34	9	1	0	0	47	45.3	0	0	6	0	0	1	0	7	8.3	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	29	8	1	1	2	41	44.8	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	1	11	12	0	0	0	0	0	0	0	0	0	0
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H /TOT	0	0	0	0	0	0	0	0	0	2	1	86	8	2	2	3	104	108.2	0	0	11	1	1	5	0	18	25	0	1	101	17	2	2	1	125	130	0	0	1	0	0	0	0	0	0	
12 TOT	0	0	2	1	0	0	0	3	3	28	11	1347	195	37	48	20	1675	1756.9	0	0	168	29	21	103	1	319	464.4	6	13	1020	151	63	51	18	1264	1388	0	0	28	0	2	1	10	41	52.3	

Segment	Class B								Class A								Class B								Class C							
	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
1	0	0	77	24	2	3	0	106	110.9	0	0	3	0	0	3	0	6	9.9	0	0	30	20	1	1	0	52	53.8	0	0	0	0	0	0	0	0	0
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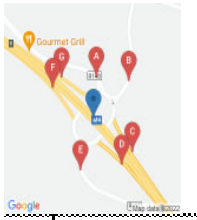
3	0	1	89	25	5	7	0	127	138	0	0	3	1	0	0	0	4	4	0	0	32	25	1	1	0	59	60.8	0	0	0	0	0	0	0	0	0
4	0	2	88	27	4	1	0	122	124.1	0	0	0	0	2	2	0	4	7.6	0	0	35	16	2	3	0	56	60.9	0	0	0	0	0	0	0	0	0
Total	0	3	326	102	16	15	0	463	488.1	0	0	9	1	2	6	0	18	27.8	0	0	125	78	6	7	0	216	227.1	0	0	0	0	0	0	0	0	0
5	0	2	79	18	1	1	0	101	101.6	0	0	3	0	0	3	0	6	9.9	0	0	40	7	5	2	0	54	59.1	0	0	0	0	0	0	0	0	0
6	0	0	79	17	6	3	1	106	113.9	0	0	3	0	1	2	0	6	9.1	0	0	46	12	1	1	1	61	63.8	0	0	0	0	0	0	0	0	0
7	0	1	89	18	5	6	0	119	128.7	0	0	3	0	0	1	0	4	5.3	0	0	33	8	2	2	0	45	48.6	0	0	0	0	0	0	0	0	0
8	0	0	113	11	4	0	2	130	134	0	0	0	0	1	2	0	3	5.1	0	0	56	7	3	1	0	67	69.9	0	0	0	0	0	0	0	0	0
Total	0	3	360	64	16	10	3	456	478.2	0	0	15	0	2	8	0	25	38.4	0	0	175	34	11	6	1	227	241.3	0	0	0	0	0	0	0	0	0
9	0	0	80	13	2	1	0	96	96.3	0	0	2	0	1	2	0	5	8.1	0	0	47	12	4	2	0	65	69.6	0	0	0	0	0	0	0	0	0
10	0	0	70	16	3	4	1	94	101.7	0	0	2	0	0	0	0	2	2	0	0	35	7	1	3	1	47	52.4	0	0	0	0	0	0	0	0	0
11	0	0	68	9	8	3	0	88	95.9	0	0	2	1	1	3	0	7	11.4	0	1	33	7	1	3	0	45	48.8	0	0	0	0	0	0	0	0	0
12	0	0	46	9	3	3	1	63	69.4	0	0	0	0	0	5	0	5	11.5	0	0	32	8	0	5	0	45	51.5	0	0	0	0	0	0	0	0	0
Total	0	0	264	47	16	11	2	340	364.3	0	0	6	1	2	10	0	19	33	0	1	147	34	6	13	1	202	222.3	0	0	0	0	0	0	0	0	0
13	0	0	45	8	4	1	0	58	61.2	0	0	2	1	0	3	0	6	9.9	0	0	33	8	4	5	1	51	60.5	0	0	0	0	0	0	0	0	0
14	0	1	57	9	1	3	0	71	74.8	0	0	2	0	2	5	0	9	16.5	0	0	26	10	5	5	0	46	55	0	0	0	0	0	0	0	0	0
15	0	1	59	11	5	2	0	78	82.5	0	0	1	1	1	3	0	6	10.4	0	0	24	5	7	2	0	38	44.1	0	0	0	0	0	0	0	0	0
16	0	0	54	12	2	4	0	72	78.2	0	0	2	0	0	3	0	5	8.9	0	0	31	6	0	2	0	39	41.6	0	0	0	0	0	0	0	0	0
Total	0	2	215	40	12	10	1	279	296.8	0	0	7	2	3	14	0	26	45.7	0	0	114	29	16	14	1	174	201.3	0	0	0	0	0	0	0	0	0
17	0	0	39	7	2	5	0	53	60.5	0	0	4	0	0	4	0	8	13.2	0	0	27	4	6	1	0	38	42.3	0	0	0	0	0	0	0	0	0
18	0	1	42	13	2	2	0	60	63	0	0	0	0	1	4	0	5	10.7	0	2	35	12	3	1	0	53	54.6	0	0	0	0	0	0	0	0	0
19	0	0	45	9	3	8	0	65	76.9	0	0	5	0	1	4	0	10	15.7	0	0	38	3	3	5	0	49	57	0	0	0	0	0	0	0	0	0
20	0	1	44	9	5	1	1	61	69.2	0	0	6	1	0	6	0	13	20.8	0	0	29	7	2	4	0	42	47.2	0	0	0	0	0	0	0	0	0
Total	0	2	170	38	12	16	1	239	269.6	0	0	15	1	2	18	0	36	60.4	0	2	129	26	14	11	0	182	201.1	0	0	0	0	0	0	0	0	0
21	0	0	47	7	5	0	0	59	61.5	0	0	3	0	1	2	0	6	9.1	0	0	34	8	2	3	0	47	51.9	0	0	0	0	0	0	0	0	0
22	0	0	37	5	0	3	0	45	48.9	0	0	2	0	1	4	0	7	12.7	0	2	41	12	2	3	0	60	63.7	0	0	0	0	0	0	0	0	0
23	0	0	61	8	0	0	0	69	69	0	0	3	0	0	1	0	4	5.3	0	1	48	8	4	1	0	62	64.7	0	0	0	0	0	0	0	0	0
24	0	0	49	7	2	5	0	63	69.5	0	0	0	2	1	6	0	9	17.3	0	1	44	5	4	1	1	56	63.7	0	0	0	0	0	0	0	0	0
Total	0	0	194	27	7	8	0	236	249.9	0	0	8	2	3	13	0	26	44.4	0	4	167	33	12	8	1	225	240	0	0	0	0	0	0	0	0	0
25	0	0	50	7	1	3	0	61	65.4	3	0	1	0	1	1	0	6	8.6	0	0	33	6	0	3	0	42	47.6	0	0	0	0	0	0	0	0	0
26	0	0	41	9	1	5	0	56	63	0	0	0	1	2	2	0	5	8.6	0	0	43	10	0	0	2	55	57	0	0	1	0	0	0	0	1	1
27	0	0	40	5	4	2	1	52	57.6	0	0	5	0	0	4	0	9	14.2	0	0	51	12	3	4	0	70	76.7	0	0	0	0	0	0	0	0	0
28	0	0	71	8	1	0	1	81	82.5	0	0	3	2	1	6	0	12	20.3	0	0	39	9	3	5	0	56	64	0	0	0	0	0	0	0	0	0
Total	0	0	202	29	7	10	2	250	268.5	3	0	9	3	4	13	0	32	52.3	0	0	166	37	6	12	2	223	245.3	0	0	1	0	0	0	0	1	1
29	0	0	63	5	0	3	0	71	74.9	0	0	2	0	0	7	0	9	16.1	0	0	48	8	0	5	1	62	69.5	0	0	1	0	0	0	0	1	1
30	0	0	54	3	4	2	1	64	69.6	0	0	11	1	0	6	0	18	25.8	0	0	29	9	1	2	0	41	44.1	0	0	0	0	0	0	0	0	0
31	0	0	49	4	2	3	0	58	62.9	0	0	6	3	0	4	1	14	20.2	0	0	41	6	7	2	0	56	62.1	0	0	0	0	0	0	0	0	0
32	0	0	68	7	0	2	0	79	84.6	0	0	10	0	1	1	0	12	20.7	0	0	46	7	4	4	0	61	69.4	0	0	0	0	0	0	0	0	0
Total	0	0	235	19	12	10	1	272	292	0	0	29	4	1	21	1	56	82.8	0	3	164	30	12	13	1	223	245.1	0	0	1	0	0	0	0	1	1
33	0	0	56	11	5	3	0	75	81.4	0	0	4	0	1	2	0	7	10.1	0	0	49	16	2	3	1	71	76.9	0	0	0	0	0	0	0	0	0
34	0	0	57	10	1	4	0	72	77.7	0	0	3	0	0	4	0	7	12.2	0	0	55	13	5	3	0	76	82.4	0	0	0	0	1	0	0	1	1.5
35	0	1	53	22	3	3	0	82	86.8	0	0	3	0	1	1	0	5	6.8	0	0	51	9	3	2	0	65	69.1	0	0	0	0	0	0	0	0	0
36	0	0	69	7	3	2	0	81	91.4	0	0	1	0	0	2	0	3	5.7	0	2	28	6	0	2	0	38	39.4	0	0	1	0	0	0	0	1	1
Total	0	1	235	50	12	13	0	310	337.3	0	0	11	0	2	9	0	22	34.7	0	2	233	44	10	11	1	300	326.8	0	0	2	0	1	0	0	3	3.5
37	0	0	99	11	1	2	0	113	116.1	0	0	0	0	0	0	0	0	0	0	1	77	25	6	2	0	111	116	0	0	1	0	0	0	0	1	1
38	0	0	83	20	2	1	0	86	88.3	0	0	1	0	0	3	0	4	7.9	0	1	80	25	5	4	0	115	122.1	0	0	0	0	0	0	0	0	0
39	0	1	58	17	3	6	0	85	93.7	0	0	1	0	0	1	0	2	3.3	0	0	90	25	3	1	1	120	123.6	0	0	0	0	0	0	0	0	0
40	0	1	99	19	2	1	0	122	123.7	0	0	2	1	1	0	0	4	4.5	0	2	70	28	2	0	0	102	101.6	0	0	0	0	0	0	0	0	0
Total	0	2	339	67	8	10	0	426	434.7	0	0	4	1	1	4	0	10	15.7	0	4	317	103	16	7	1	448	463.3	0	0	1	0	0	0	0	1	1
41	0	1	80	14	6	2	2	105	112	0	0	3	0	0	0	0	3	3	0	1	98	16	3	2	0	120	123.5	0	0	0	0	0	0	0	0	0
42	0	0	81	16	2	2	0	101	104.6	0	0	3	0	0	2	0	5	7.6	0	2	96	13	2	0	0	113	112.6	0	0	0	0	0	0	0	0	0
43	0	0	100	15	3	1	0	119	121.8	0	0	1	0	0	2	0	3	5.6	0	0	92	18	5	2	0	117	122.1	0	0	0	0	0	0	0	0	0
44	0	0	91	16	1	2	0	110	113.1	0	0	2	0	0	1	0	3	5.3	0	1	79	13	0	3	0	97	102.9	0	0	0	0	0	0	0	0	0
Total	0	1	352	61	12	7	2	435	451.5	0	0	9	0	0	5	0	14	21.5	0	4	365	60	10	7	0	447	461.1	0	0	0	0	0	0	0	0	0
45	1	0	98	10	0	0	0	109	106.2	0	0	0	0	1	0	0	1	1.5	0	0	89	11	1	1	0	102	103.6	0	0	0	0	0	0	0	0	0
46	0	1	69	11	2	1	0	84	85.7	0	0	2	0	0	0	0	2	2	0	0	87	13	0	2	0	102	104.6	0	0	0	0	0	0	0	0	0
47	0	0	50	13	0	0	1	64	65	0	0	3	1	0	3	0	7	10.9	0	0	63	14	0	0	0	77	77	0	0	0	0	0	0	0	0	0
48	0	0	47	7	0	1	0	55	56.3	0	0	0	0	0	0	0	0	0	0	0	59	7	2	2	1	71	77.1	0	0	0	0	0	0	0	0	0
Total	1	1	264	41	2	2	1	312	313.2	0	0	5	1	1	3	0	10	14.4	0	0	298	45	3	5	1	352	362.3	0	0	0	0	0	0	0	0	0
Grand Total	1	10	2836	525	130	120	12	3634	4165.7	6	0	129	16	23	126	1	304	497	0	20	2395	507	129	116	15	3182	3568.3	0	0	4	0	1	0	0	5	5.5



IDASO

Survey Name: 226 22366 Kilcock

Site: Site 2

Location: M4 / R148 / R407

Date: Thu 16-Jun-2022

	A => A								A => B								A => C								A => D							
TIME	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	2	139	52	2	12	1	208	224.4	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	143	46	3	4	2	199	207.1	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	125	35	3	6	0	169	176.3	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	114	35	2	2	3	156	162.6	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	3	526	168	10	24	6	732	770.4	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	108	36	1	2	3	152	156.7	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	126	25	1	8	0	161	171.3	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	26	0	6	1	143	151.9	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	92	31	6	7	1	137	138.5	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	3	434	109	8	23	5	593	618.3	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	85	7	1	6	0	99	107.3	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	109	16	3	6	0	137	144.5	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	16	2	3	2	105	111.9	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	16	0	2	1	94	97.6	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3	351	55	6	17	3	435	461.3	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	57	10	2	4	3	77	85.6	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	60	11	3	8	0	82	93.9	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	45	11	6	5	0	68	76.9	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	45	9	2	3	2	62	68.3	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	1	4	0	3	207	41	13	20	5	289	324.7	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	7	2	3	0	63	67.9	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	36	4	1	2	0	43	46.1	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	42	9	0	2	0	53	55.6	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	45	12	0	1	0	59	59.7	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	1	174	32	3	8	0	218	229.3	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	51	6	1	4	0	63	66.1	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35	9	3	2	0	50	53.5	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	0	1	49	9	0	2	1	62	65	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	2	42	5	2	6	1	58	65.6	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	6.5	0	5	177	29	6	14	2	233	250.2	0	0	0	0	0	0	0	0	0
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13:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	54	8	3	2	1	68	73.1	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	40	3	1	4	0	48	53.7	0	0	0	0	0	0	0	0	0
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H /TOT	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	174	23	4	8	1	210	226.9	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	7	39	6	4	4	0	60	63	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	9	4	4	0	65	72.2	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	36	6	1	5	0	48	55	0	0	0	0	0	0	0	0	0
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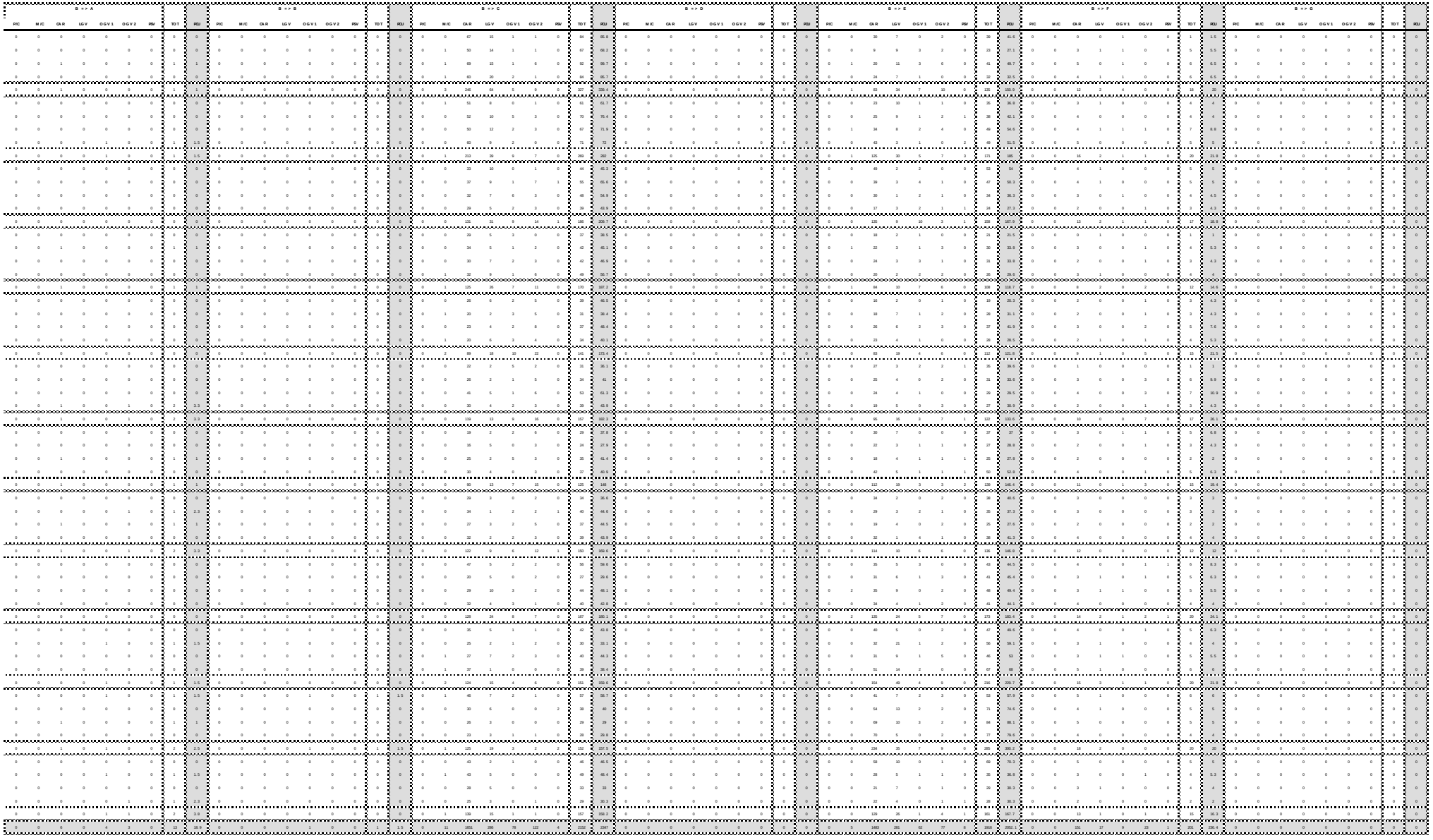
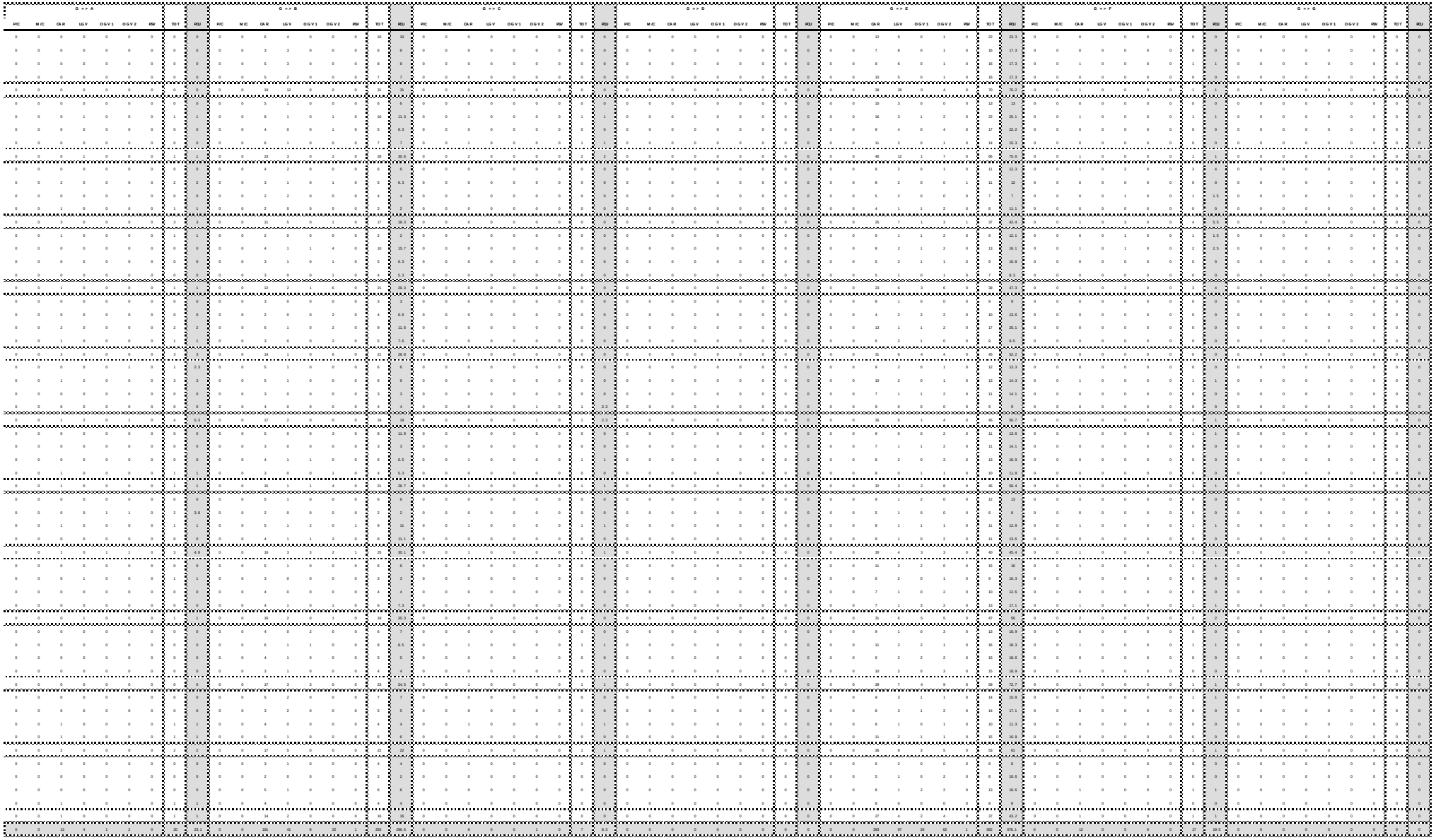
H /TOT	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8.5	0	7	173	33	12	13	0	235	260.2	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	9	1	4	1	62	68.7	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2.3	0	0	37	9	3	3	1	53	59.4	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	38	10	2	8	0	58	69.4	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	48	7	0	2	0	57	61.9	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	5.3	0	0	170	35	6	18	2	231	259.4	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	39	8	1	4	0	52	57.7	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	1	37	9	2	2	0	51	54	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	4	0	1	0	31	32.3	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	13	2	2	0	56	59	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	2	140	34	5	9	0	190	203	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	3	45	4	4	2	1	59	62.8	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	3	0	6	0	43	50.8	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	54	10	1	6	0	71	79.3	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	2	46	7	1	3	0	59	64.6	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	5	179	21	6	15	1	227	257.5	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	60	7	0	1	0	69	69.7	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	53	7	2	4	0	67	72.6	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	7	1	2	0	63	66.1	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	7	0	2	1	75	78.9	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	231	28	3	9	2	275	287	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	0	0	47	8	1	0	0	56	60.3	2	34	2988	655	87	193	29	3990	4345.1	0	0	0	0	0	0	0	0	0

	A => E								A => F								A => G							
TIME	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	25	9	0	3	0	37	40.9	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	26	8	2	2	0	38	41.6	0	0	1	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	22	6	1	3	0	32	36.4	0	0	1	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	20	6	0	1	0	27	28.3	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	93	29	3	9	0	134	147.2	0	0	2	0	0	0	0	2	2
08:00	0	0	0	0	0	0	0	0	0	0	0	19	6	2	1	0	28	30.2	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	22	4	1	1	0	28	29.6	0	0	1	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	20	5	0	1	0	26	27.7	0	0	1	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	0	0	16	4	0	2	2	24	30.9	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	77	19	3	5	2	106	118	0	0	2	0	0	0	0	2	2
09:00	0	0	0	0	0	0	0	0	0	0	0	10	1	1	1	0	18	19.6	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	19	2	0	3	1	25	29.9	0	0	1	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	15	3	1	1	0	20	21.8	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	17	18	0	0	0	0	0	1	0	1	2.3
H /TOT	0	0	0	0	0	0	0	0	0	0	0	57	8	2	5	1	80	89.9	0	0	1	0	0	1	0	2	3.3
10:00	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	13	2	0	2	0	17	19.6	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	5	1	1	2	0	9	12.1	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	35	6	1	4	0	46	51.7	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	22	3	1	2	0	28	31.1	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	16	2	1	1	0	20	21.6	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	2	0	2	6.6
11:45	0	0	0	0	0	0	0	0	0	0	0	20	5	0	1	0	26	27.7	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	63	11	2	4	0	80	86.2	0	0	0	0	0	2	0	2	6.6
12:00	0	0	0	0	0	0	0	0	0	0	0	9	1	1	1	0	12	13.8	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	6	2	0	1	1	10	12.3	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	8	1	2	1	0	12	14.7	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	7	0	2	1	0	10	13.7	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	30	4	5	3	1	44	54.5	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	9	9.8	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	1	0	0	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	2	0	9	11.6	0	0	1	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	29	3	1	2	0	35	38.9	0	0	2	0	0	0	0	2	2
14:00	0	0	0	0	0	0	0	0	0	0	0	5	1	1	1	0	8	9.8	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	8	2	2	0	0	12	13	0	0	1	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	6	1	1	2	0	10	13.1	0	0	0	0	0	1	0	1	2.3
14:45	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8.5	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	26	4	4	3	0	37	41.3	0	0	1	0	0	1	0	2	3.3
15:00	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	7	2	0	2	0	11	13.6	0	0	1	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	6	2	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	8	1	0	2	0	11	13.8	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	29	6	1	4	0	40	45.9	0	0	1	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	0	17	3	1	0	0	21	21.1	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	16	4	1	0	0	21	21.7	0	0	1	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	14	2	0	1	1	18	20.2	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	16	5	0	0	0	21	21	0	0	0	0	0	0	0	0	0
H /TOT	0	0	0	0	0	0	0	0	0	0	0	63	14	2	1	1	81	84.9	0	0	1	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0



C++ A									C++ B									C++ C									C++ D									C++ E									C++ F									C++ G								
PIC	MIC	CAR	LGV	OGV1	OGV2	RSV	TOT	PCU	PIC	MIC	CAR	LGV	OGV1	OGV2	RSV	TOT	PCU	PIC	MIC	CAR	LGV	OGV1	OGV2	RSV	TOT	PCU	PIC	MIC	CAR	LGV	OGV1	OGV2	RSV	TOT	PCU	PIC	MIC	CAR	LGV	OGV1	OGV2	RSV	TOT	PCU	PIC	MIC	CAR	LGV	OGV1	OGV2	RSV	TOT	PCU
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	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	0	0	0	0	0

Point A									Point B									Point C									Point D									Point E									Point F									Point G								
PXC	MXC	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PXC	MXC	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PXC	MXC	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PXC	MXC	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PXC	MXC	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PXC	MXC	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PXC	MXC	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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	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	0	0	0	0	0	0	0	0	0	0	0	0	0





IDASO

Survey Name: 226 22366 Kilcock

Site: Site 3

Location: R125 / Brayton Park

Date: Thu 16-Jun-2022

	A n=A								A n=B								A n=C								B n=A								B n=B							
TIME	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	1.4	0	0	9	0	0	0	0	9	9	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	5	3	1	0	0	9	9.5	0	0	8	1	0	0	0	9	9	0	0	2	2	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	7	0	0	0	0	7	7	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	0	6	3	0	0	0	9	9	0	0	2	3	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	17	6	1	0	0	25	24.9	0	0	30	4	0	0	0	34	34	0	0	10	7	1	0	0	18	19.5	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	5	2	0	0	0	7	7	0	0	6	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	1	0	11	3	0	0	0	15	14.2	0	0	8	1	0	6	0	15	22.8	1	0	7	1	1	0	0	10	9.7	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	9	1	0	0	0	10	10	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	14	3	0	0	0	19	20.5	0	0	16	1	1	2	2	22	27.1	0	0	26	1	1	0	1	31	32.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	41	5	3	0	0	50	50.7	0	0	38	5	1	8	2	54	66.9	1	0	53	3	3	0	1	61	62.7	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	44	3	0	0	1	48	49	0	0	39	1	0	0	1	41	42	0	0	43	1	0	0	0	44	44	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	34	1	0	0	0	35	35	1	0	22	0	1	2	0	26	28.3	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	1	0	18	2	1	0	0	22	21.7	0	0	12	1	1	0	0	14	14.5	0	0	9	1	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	14	4	0	0	0	18	18	0	0	7	2	0	0	0	9	8	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	110	10	1	0	1	123	123.7	1	0	80	4	2	2	1	90	92.8	0	0	81	3	1	0	0	87	87.5	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	15	15	0	0	5	0	0	4	0	9	14.2	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	2	1	0	4	0	7	12.2	0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	1	0	13	3	0	0	0	17	16.2	0	0	6	1	0	0	0	7	7	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	9	8.2	0	0	2	0	0	1	0	3	4.3	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	44	8	1	0	0	54	52.4	0	0	15	2	0	9	0	26	38.2	0	0	31	5	0	0	0	36	36	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	3	1	0	1	0	5	6.3	0	0	11	1	0	0	0	12	12	0	0	1	0	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	9	8.2	0	0	5	1	0	2	0	8	10.6	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	6	0	0	1	0	7	8.3	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	0	0	4	0	0	3	0	7	10.9	0	0	4	3	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	36	2	0	0	0	39	38.2	0	0	18	2	0	7	0	27	36.1	0	0	33	6	0	0	0	39	39	0	0	1	0	0	0	0	0	1	1
12:00	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	4	0	0	3	0	7	10.9	1	0	9	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	1	0	10	1	0	0	0	12	11.2	0	0	7	0	2	1	0	10	12.3	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	5	1	0	0	0	6	6	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	5	0	1	0	1	7	8.5	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	44	5	0	0	0	50	49.2	0	0	21	1	3	4	1	31	37.7	1	0	27	2	0	0	0	30	29.2	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	1	1	0	0	0	2	2	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	4	0	0	1	0	5	6.3	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13	13	0	0	3	0	0	0	0	3	3	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	7	0	0	2	0	9	11.6	1	0	23	2	0	0	0	26	25.2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	41	6	0	0	0	47	47	0	0	15	1	0	5	0	21	23.6	1	0	58	6	0	0	0	65	64.2	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	1	25	26	0	0	2	1	0	3	0	6	9.9	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	12	2	0	0	0	14	14	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	1	1	9	1	1	1	0	14	14.4	0	0	22	0	0	0	2	24	26	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	1	0	9	1	0	0	1	12	12.3	0	0	7	3	0	2	0	12	16	0	0	22	1	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	53	1	0	0	2	57	59.2	1	1	30	7	1	4	3	47	54.3	0	0	63	2	1	0	2	68	73.5	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	52	1	0	0	0	53	53	0	0	26	2	0	0	0	28	28	1	0	6	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	0	0	14	1	1	1	0	17	18.8	0	0	7	0	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	2	0	9	0	0	0	0	11	9.4	0	0	10	0	0	1	0	11	12.3	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	6	2	0	1	0	9	10.7	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	82	1	0	0	0	85	83.4	0	0	56	5	1	3	0	65	69.4	1	0	34	1	1	0	0	37	36.3	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	24	24	0	0	12	1	0	0	0	13	13	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17	0	0	8	4	0	0	0	12	12	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	16	16	0	0	10	1	0	0	0	11	11	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	1	0	11	0	0	0	0	12	11.2	0	0	18	6	0	0	0	24	24	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	64	4	0	0	0	69	68.2	0	0	48	12	0	0	0	60	60	1	0	42	4	1	0	0	48	48	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	10	3	0	0	0	13	13	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	6	0	0	0	0	6	6	0	1	11	4	0	0	0	16	15.4	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	2	0	29	2	0	0	0	33	31.4	1	0	10	2	0	0	0	13	12.2	2	0	16	0	0	0	0	18	16.4	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20	20	0	0	10	1	0	0	0	11	10	1	0	13	0	0	0	0	14	13.2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	66	4	0	0	0	72	70.9	1	0	40	6	0	0	0	47	47.2	3	1	49	4	0	0	0	57	54	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	9	0	0	0	0	9	9	0	0	14	4	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17	0	0	5	0	0	0	0	5	5	1	0	12	1	0	0	0	14	13.2	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	0	1	10	0	0	0	0	11	10.4	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	1	0	11	0	0	0	0	12	11.2	0	0	0	2	0	0	0	2	2	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	61	1	0	0	0	63	62.7	0	1	24	2	0	0	0	27	26.4	1	0	46	6	0	0	0	53	52.2	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	13	1	659	53	5	0	2	733	726.5	3	2	424	51	8	45	7	535	594.4	8	1	627	51	7	0	2	697	696.1	0	0	1	0	0	0	0	0	1	1

	E = F + C								C = F + A								C = F + B								C = F + C							
	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
	0	0	42	16	2	1	1	62	65.3	0	0	8	3	0	0	0	11	11	0	0	25	2	1	3	0	31	35.4	0	0	0	0	0	0	0	0	0
	0	0	40	13	0	0	2	55	57	0	0	7	9	0	0	0	16	16	0	0	27	7	0	0	0	34	34	0	0	0	0	0	0	0	0	0
	1	2	48	13	1	0	0	65	63.5	0	0	10	2	0	0	0	12	12	0	0	27	8	1	0	0	36	36.5	0	0	0	0	0	0	0	0	0
	1	0	49	11	0	1	0	62	62.5	0	0	8	0	0	0	0	8	8	0	0	43	11	1	1	0	56	57.6	0	0	0	0	0	0	0	0	0
	4	2	179	53	4	2	1	245	248.3	0	0	33	14	0	0	0	47	47	0	0	123	28	3	4	0	158	161.3	0	0	0	0	0	0	0	0	0
	0	0	55	1	4	1	1	62	66.3	0	0	3	3	0	6	0	12	19.8	1	0	40	11	1	1	0	54	55	0	0	1	0	0	0	0	1	1
	0	0	48	8	1	1	0	58	59.8	3	0	10	1	0	2	0	16	16.2	0	0	54	5	0	1	0	60	61.7	0	0	1	0	0	0	0	1	1
	0	1	57	11	2	0	0	71	71.4	0	0	20	1	1	1	0	23	24.8	0	0	76	4	3	1	0	84	86.6	0	0	0	0	0	0	0	0	0
	2	0	51	5	1	0	0	59	57.9	0	0	30	1	1	0	2	34	35.6	0	0	41	6	0	0	2	49	51	0	0	0	0	0	0	0	0	0
	2	1	211	25	8	2	1	250	256.4	3	0	63	6	2	9	2	85	97.3	1	0	211	26	4	3	2	247	254.1	0	0	2	0	0	0	0	2	2
	0	0	51	3	1	0	1	56	57.5	0	0	55	1	0	1	1	58	60.3	0	0	44	8	2	0	0	54	55	0	0	0	0	0	0	0	0	0
	1	0	49	4	1	1	0	56	57	1	0	23	1	1	1	0	27	28	0	0	46	2	4	1	0	53	56.2	0	0	0	0	0	0	0	0	0
	1	0	39	6	2	1	0	49	50.5	0	0	7	2	0	0	0	9	9	1	0	45	8	2	1	0	57	58.5	0	0	0	0	0	0	0	0	0
	0	0	34	8	2	0	1	45	47	0	0	11	0	1	2	0	14	17.1	1	0	35	8	2	0	0	46	46.2	0	0	0	0	0	0	0	0	0
	2	0	173	31	6	2	2	206	212	1	0	96	4	2	6	1	108	114.4	2	0	139	26	10	2	0	210	218	0	0	0	0	0	0	0	0	0
	0	0	27	5	4	0	0	36	39	0	0	4	2	0	5	0	11	17.5	1	0	27	8	5	0	0	41	41.7	0	0	0	0	0	0	0	0	0
	0	1	31	4	2	2	0	40	43	1	0	4	1	0	1	0	7	7.5	0	0	38	6	1	0	0	45	45.5	0	0	0	0	0	0	0	0	0
	1	0	31	10	0	0	0	42	41.2	0	0	3	0	0	0	0	3	3	0	0	27	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0
	0	0	33	4	0	0	0	37	37	0	0	4	0	0	1	0	5	6.3	0	0	26	9	1	0	0	36	36.5	0	0	0	0	0	0	0	0	0
	3	0	166	36	6	2	0	213	218.3	1	0	33	7	2	8	1	52	61.1	2	0	166	28	8	2	0	206	210.1	0	0	0	0	0	0	0	0	0
	0	0	39	1	2	1	0	43	45.3	0	0	8	0	0	0	0	8	8	0	0	26	5	4	0	0	35	37	0	0	0	0	0	0	0	0	0
	1	0	49	4	1	0	0	55	54.7	0	0	9	1	0	1	0	11	12.3	0	0	33	7	3	0	0	43	44.5	0	0	0	0	0	0	0	0	0
	0	0	28	4	0	0	0	32	32	0	0	5	1	0	1	0	7	8.3	0	2	32	7	2	0	0	43	42.6	0	0	0	0	0	0	0	0	0
	0	0	42	7	1	0	0	50	50.5	0	0	6	2	2	6	0	16	24.8	0	0	30	7	0	0	0	37	37	0	0	0	0	0	0	0	0	0
	1	0	159	33	6	1	0	200	208.5	0	0	28	4	2	8	0	42	59.4	0	0	151	33	9	0	0	193	195.3	0	0	0	0	0	0	0	0	0
	0	0	28	6	2	0	0	36	37	0	0	4	0	0	1	1	6	8.3	0	0	45	8	3	0	0	56	57.5	0	0	0	0	0	0	0	0	0
	2	0	49	4	1	0	0	56	54.9	0	0	5	0	0	0	0	5	5	1	0	43	7	0	0	0	51	50.2	0	0	0	0	0	0	0	0	0
	1	0	43	6	4	0	0	54	55.2	0	0	5	1	0	1	0	7	8.3	0	0	47	6	0	0	0	53	53	0	0	1	0	0	0	0	1	1
	0	0	39	6	1	0	0	46	46.5	0	0	5	0	0	1	0	6	7.7	2	0	43	6	0	1	1	53	53.7	0	0	0	0	0	0	0	0	0
	3	0	159	30	8	0	0	200	208.6	0	0	19	1	0	3	1	24	28.9	3	0	179	27	3	1	0	213	214.4	0	0	1	0	0	0	0	1	1
	0	0	42	3	4	0	0	49	50	3	0	4	1	0	0	0	8	7.5	0	0	43	5	0	1	0	49	50.2	0	0	0	0	0	0	0	0	0
	1	0	40	7	0	1	0	49	49.5	0	0	3	0	0	0	0	3	3	0	0	43	6	1	0	0	50	50.5	0	0	0	0	0	0	0	0	0
	1	1	38	9	1	0	0	50	49.1	0	0	3	0	0	2	0	5	7.6	0	0	33	7	1	0	0	41	41.5	0	0	0	0	0	0	0	0	0
	1	0	50	7	3	0	0	61	61.7	0	0	20	0	0	2	1	23	26.6	2	0	50	4	1	0	0	57	55.9	0	0	0	0	0	0	0	0	0
	4	1	178	34	9	1	0	227	223.5	0	0	54	1	0	3	1	59	67.1	2	0	160	25	0	0	0	187	190.4	0	0	0	0	0	0	0	0	0
	0	1	46	4	1	1	0	53	54.2	0	0	10	0	0	1	0	11	12.3	0	1	53	4	1	2	0	61	63.5	0	0	0	0	0	0	0	0	0
	0	0	26	5	1	1	0	33	34.8	0	0	8	4	0	1	0	13	14.3	0	0	49	6	0	0	0	55	55	0	0	0	0	0	0	0	0	0
	2	0	47	7	0	0	1	57	56.4	0	0	22	0	0	0	2	24	26	1	0	40	11	1	1	1	55	57	0	0	0	0	0	0	0	0	0
	0	0	53	3	1	0	0	60	62.6	0	0	27	0	0	0	0	27	27	0	0	66	6	3	1	0	76	78.6	0	0	0	0	0	0	0	0	0
	2	1	170	33	6	3	1	216	226.2	0	0	67	4	0	2	2	75	79.4	1	1	208	27	5	4	1	247	254.1	0	0	0	0	0	0	0	0	0
	2	0	43	3	0	2	0	50	51	0	0	5	3	0	1	0	9	10.3	1	0	63	7	2	0	1	74	75.2	0	0	0	0	0	0	0	0	0
	0	0	43	5	1	0	0	49	49.5	0	0	7	0	0	2	0	9	11.6	1	0	65	4	1	0	1	72	72.7	0	0	1	0	0	0	0	1	1
	0	0	39	2	0	0	1	42	43	0	0	13	1	0	1	0	15	16.3	0	1	56	7	0	0	0	64	63.4	0	0	0	0	0	0	0	0	0
	2	0	55	7	0	2	0	65	64	1	0	13	0	0	0	0	20	22.7	2	0	55	10	4	1	0	72	69.3	0	0	0	0	0	0	0	0	0
	6	0	180	34	1	4	1	226	227.5	1	0	40	4	0	0	0	45	59.4	2	1	238	24	5	1	0	271	274.6	0	0	0	0	0	0	0	0	0
	1	0	56	2	1	1	0	61	63	0	2	10	3	0	0	0	15	19.8	0	0	85	17	2	1	0	99	95	0	0	0	0	0	0	0	0	0
	0	0	54	5	1	0	0	60	60.5	0	0	10	0	0	0	0	10	10	0	1	72	5	1	0	0	79	78.9	0	0	0	0	0	0	0	0	0
	2	0	61	9	0	1	0	73	72.7	0	0	16	1	0	1	0	18	19.3	2	0	73	16	4	1	0	96	97.7	0	0	0	0	0	0	0	0	0
	0	0	48	9	0	4	0	61	66.2	0	0	3	1	0	0	0	4	4	1	0	65	15	2	0	0	83	83.2	0	0	0	0	0	0	0	0	0
	3	1	227	30	2	2	0	265	265.4	1	0	29	5	0	0	0	35	41.2	3	0	295	45	8	2	0	353	364.9	0	0	0	0	0	0	0	0	0
	1	0	56	8	0	1	0	66	66.5	0	0	11	0	0	0	0	11	11	1	0	97	8	1	0	0	107	106.7	0	0	0	0	0	0	0	0	0
	0	0	43	7	1	0	0	51	51.5	0	0	11	1	0	0	0	12	12	2	0	70	10	1	1	0	84	84.2	0	0	1	0	0	0	0	1	1
	3	0	55	7	0	1	0	66	64.9	0	0	14	2	0	0	0	16	16	1	2	77	10	2	1	0	93	92.2	0	0	0	0	0	0	0	0	0
	2	1	62	1	0	0	0	72	70.3	0	0	28	1	0	0	0	29	29	0	0	104	13	0	0	0	117	117	0	0	0	0	0	0	0	0	0
	5	1	218	28	2	1	0	255	253.2	3	0	63	4	0	0	0	70	69	4	2	166	41	4	2	0	221	223.2	0	0	1	0	0	0	0	1	1
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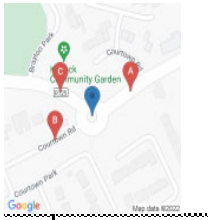
	1	2	63	5	1	1	0	73	72.8	1	0	3	0	0	0	0	4	3.2	1	0	76	7	0	0	0	84	83.2	0	0	0	0	0	0	0	0	0
	1	1	45	7	0	0	0	54	52.6	1	0	8	3	0	0	0	12	11.2	0	0	72	8	1	1	1	83	85.6	0	0	0	0	0	0	0	0	0
	2	0	48	5	0	0	1	56	53.4	1	0	10	0	0	0	0	11	10.2	0	1	62	9	0	0	0	72	71.4	0	0	0	0	0	0	0	0	0
	3	2	230	30	2	1	0	268	264.3	2	0	30	3	0	0	0	35	32.8	3	1	206	37	4	1	0	252	246.3	0	0	0	0	0	0	0	0	0
	23	10	2077	305	55	26	9	2510	2547.7	9	2	539	53	6	42	7	658	734.2	22	8	1958	363	69	26	7	2545	2583.9	0	0	5	0	0	0	0	5	5



IDASO

Survey Name: 226 22366 Kilcock

Site: Site 4

Location: R125 / Courtown Road / Bridge Street

Date: Thu 16-Jun-2022

	A = A									A = B										A = C										B = A										B = B									
TIME	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	40	13	1	1	1	56	58.8	0	0	9	2	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0
07:15	0	0	2	0	0	0	0	2	2	0	0	7	0	0	0	0	7	7	0	0	36	14	1	0	2	53	55.5	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
07:30	0	0	2	0	0	0	1	3	4	0	0	5	2	0	0	0	7	7	1	2	35	13	1	0	0	52	50.5	0	0	7	3	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	43	12	0	1	0	57	57.5	1	0	11	3	0	0	0	15	14.2	0	0	0	0	0	0	0	0	0	0
H.TOT	0	0	4	0	0	0	1	5	6	0	0	13	3	0	0	0	16	16	2	2	154	52	3	2	3	218	222.3	1	0	35	8	0	0	0	44	43.7	0	0	0	0	0	0	0	0	0	0
08:00	0	0	3	0	0	0	1	4	5	0	0	5	1	1	0	0	7	7.5	0	0	48	2	4	1	1	56	60.3	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	49	7	1	1	0	58	59.8	1	0	8	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	1	54	8	1	0	0	64	63.9	1	0	17	3	0	0	0	21	20.2	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	1	0	0	1	1.5	0	0	4	1	1	0	0	6	6.5	2	0	67	0	1	0	1	72	76.9	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
H.TOT	0	0	3	0	1	0	1	5	6.5	0	0	19	3	2	0	0	24	25	2	1	218	23	7	2	2	255	260.9	2	0	52	4	0	0	0	58	56.4	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	74	3	1	0	1	79	80.5	0	0	9	0	0	0	1	10	11	0	0	0	0	0	0	0	0	0	0
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09:30	0	0	0	0	1	0	0	1	1.5	0	0	5	1	0	0	0	6	6	0	0	46	5	3	0	0	54	55.5	1	0	8	1	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0
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H.TOT	0	0	0	0	1	0	0	1	1.5	0	0	23	2	0	0	0	25	25	1	0	217	21	7	1	1	248	250	3	0	41	3	0	0	1	48	48.6	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	30	6	4	0	0	40	42	3	0	7	1	0	0	0	11	8.6	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	36	5	2	2	0	45	46.6	1	0	8	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0
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H.TOT	0	0	0	0	0	0	0	0	0	0	0	21	4	0	0	0	25	25	0	0	126	24	6	2	0	158	161.2	4	0	34	3	0	0	0	41	37.7	0	0	0	0	0	0	0	0	0	0
11:00	0	0	1	0	0	0	0	1	1	0	0	12	1	0	0	0	14	13.2	0	0	42	2	2	1	0	47	46.3	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
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H.TOT	0	0	6	0	0	0	0	6	6	1	0	29	2	0	0	0	32	32.2	1	0	151	20	4	1	0	177	179.3	1	0	29	4	0	0	0	34	33.2	0	0	0	0	0	0	0	0	0	0
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12:45	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	10	11.1	0	0	41	6	2	0	0	49	50	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
H.TOT	0	0	1	0	0	0	0	1	1	0	0	33	2	1	0	0	36	38.6	2	0	171	21	8	0	0	202	204.4	2	0	36	3	0	0	0	41	39.2	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	50	4	2	0	0	57	59.1	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	9	8.4	1	0	47	8	0	1	0	57	57.5	0	0	14	3	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0
13:30	0	0	2	0	0	0	0	2	2	0	0	10	1	0	0	0	13	11.4	1	0	46	10	1	0	0	58	57.7	1	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	0	0	0	1	1	0	0	6	2	0	0	0	8	8	2	0	64	6	3	0	0	75	74.9	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
H.TOT	0	0	3	0	0	0	0	3	3	0	1	33	4	0	0	0	38	37.9	4	0	207	28	6	1	0	247	249.2	1	0	32	3	0	0	0	36	35.2	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	1	0	10	1	1	0	0	13	12.7	0	1	51	5	1	1	0	59	60.2	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	1	0	11	2	0	0	1	15	15.2	0	0	29	3	0	1	0	33	34.3	1	0	9	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0
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H.TOT	0	0	5	0	0	0	0	5	5	2	0	46	5	1	0	1	55	49.1	2	1	210	17	4	3	2	239	244.7	1	0	29	3	0	0	0	33	32.2	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	1	0	0	1	1.5	1	0	13	0	0	0	0	14	13.2	3	0	40	3	0	2	0	48	46.2	1	0	15	0	0	0	0	16	15.2	0	0	0	0	0	0	0	0	0	0
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H.TOT	0	0	2	0	2	0	0	4	5	1	0	43	1	0	0	0	45	46.3	5	0	193	14	2	4	1	219	220.3	1	0	40	0	0	0	0	41	40.2	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	9	8.2	0	0	62	3	1	1	0	67	66.8	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	0	0	58	5	1	0	0	64	64.5	2	0	11	2	0	0	0	15	13.4	0	0	0	0	0	0	0	0	0	0
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H.TOT	0	0	0	0	0	0	0	0	0	2	0	64	2	0	0	0	68	67.3	2	0	229	29	2	6	0	268	272.2	3	0	53	4	1	0	0	61	59.3	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	1	0	62	4	0	1	0	68	68.5	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	0	1	50	11	1	0	0	63	62.9	2	0	10	0	0	0	0	12	10.4	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	21	0	0	0	0	22	21.2	5	0	61	8	0	0	0	74	70	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	3	0	73	8	1	0	0	85	85.1	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0
H.TOT	0	0	0	0	0	0	0	0	0	1	0	48	4	0	0	0	53	52.3	9	1	246	31	2	1	0	290	285.5	2	0	51	3	0	0	0	56	54.4	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	73	14	0	0	0	87	87	0	0	11	5	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0
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H.TOT	0	0	0	0	0	0	0	0	0	0	0	41	1	0	0	0	53	51.4	5	3	256	31	1	2	0	299	310	0	0	59	7	0	0	0	69	66.5	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	28	0	4	0	2	35	39	25	1	435	36	5	0	1	473	483.9	35	8	2201	311	53	24	10	2642	2645.9	24	0	450	45	1	0	1	520	544.7	0	0	0	0	0	0	0	0	0	0

Segment	Section B → C								Section C → A								Section C → B								Section C → C							
	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
	0	0	4	2	1	0	0	7	7.5	0	1	25	2	1	3	0	32	35.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	0	0	6	1	0	0	0	7	7	0	0	27	10	1	0	0	38	38.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
	0	0	16	3	0	0	0	19	19	0	0	24	8	1	0	0	33	33.5	0	0	5	3	0	0	0	8	8	0	0	0	0	0	0	0	0	0
	0	0	8	2	0	0	0	10	10	0	0	45	12	1	1	0	59	60.8	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0
	0	0	34	7	2	0	1	44	45.5	0	1	123	32	4	4	0	164	169.8	0	0	13	5	0	0	0	18	18	0	0	0	0	0	0	0	0	0
	0	0	12	0	1	0	0	13	13.5	1	0	39	11	1	1	0	53	54	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
	1	0	8	1	1	0	0	11	10.7	1	0	62	8	0	1	0	72	72.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
	0	0	13	4	1	0	0	18	18.5	0	0	81	3	2	0	0	86	87	0	0	4	2	1	1	0	8	9.8	0	0	0	0	0	0	0	0	0
	0	0	17	3	1	0	0	20	20.5	0	0	49	8	2	0	1	61	63.4	0	0	0	1	0	0	1	6	7	0	0	0	0	0	0	0	0	0
	1	0	50	7	4	0	0	62	63.2	2	0	231	30	6	2	1	272	277	0	0	21	3	1	1	1	27	29.6	0	0	0	0	0	0	0	0	0
	0	0	13	1	0	0	0	14	14	0	0	71	12	2	0	1	86	88	0	0	12	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
	0	0	8	0	0	0	0	8	8	0	0	79	3	4	1	0	87	90.3	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
	1	0	3	0	0	1	0	5	5.5	2	0	57	9	3	1	0	72	73.2	0	0	5	0	0	0	0	5	5	0	0	0	1	0	0	0	1	1
	0	0	8	2	0	0	1	11	12	1	0	45	11	2	0	0	59	59.2	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
	1	0	32	3	0	1	1	38	39.5	3	0	252	35	11	2	1	304	312.7	0	0	28	2	0	0	0	30	35	0	0	0	7	0	0	0	1	1
	0	0	7	1	0	0	0	8	8	1	0	37	11	4	0	0	53	54.2	0	0	2	1	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0
	0	1	8	1	0	0	0	10	9.4	0	0	44	7	1	0	0	52	52.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
	1	0	4	3	0	0	0	8	7.2	1	0	36	5	0	0	0	42	41.2	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
	0	0	8	0	0	0	0	8	8	1	0	31	9	1	0	0	42	41.7	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
	2	0	37	7	2	0	0	48	46.3	4	0	185	33	8	1	0	231	233.1	0	0	29	4	0	0	0	33	33	0	0	0	0	0	0	0	0	0
	0	0	9	0	0	0	0	9	9	0	0	30	6	4	0	0	40	42	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
	0	0	18	0	0	0	0	18	18	1	0	36	7	3	0	0	47	47.7	0	0	3	1	0	0	0	4	4	0	0	2	0	0	0	0	2	2
	0	0	8	1	0	0	0	9	9	0	2	33	6	2	0	0	43	42.8	0	0	2	2	0	0	0	4	4	0	0	1	0	0	0	0	1	1
	0	0	3	1	0	0	0	4	4	0	0	38	6	0	0	0	44	44	0	0	4	1	0	0	0	5	5	0	0	2	0	0	0	0	2	2
	0	0	28	2	0	0	0	30	30	1	2	137	25	9	0	0	174	175.5	0	0	20	4	0	0	0	24	24	0	0	5	0	0	0	0	1	1
	0	0	7	2	0	0	0	9	9	0	0	50	8	3	0	0	61	62.5	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0
	1	0	3	1	0	0	0	5	4.2	2	0	49	7	0	0	0	58	56.4	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
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	0	0	4	1	0	0	0	5	5	2	0	45	5	0	1	0	53	53.7	0	0	5	1	0	0	1	7	8	0	0	0	0	0	0	0	0	0
	2	0	32	3	1	0	0	38	36.9	4	0	203	26	3	1	0	236	236.4	0	0	17	3	0	0	0	20	22	0	0	1	0	0	0	0	1	1
	0	0	1	0	0	0	0	1	1	1	0	51	6	0	1	0	59	60.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
	0	0	2	0	0	0	0	2	2	1	0	47	6	1	0	0	55	54.7	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
	0	1	12	0	0	0	0	13	12.4	0	0	38	10	1	0	0	49	48.5	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
	0	0	9	1	0	0	0	10	10	0	0	51	4	1	0	0	56	56.5	2	0	8	0	0	0	0	10	8.4	0	0	1	0	0	0	0	1	1
	2	0	40	4	1	0	0	47	46.8	4	0	195	26	5	1	0	231	231.1	2	0	28	3	0	0	0	33	31.2	0	0	2	0	0	0	0	2	2
	0	0	3	0	0	0	0	3	3	0	0	69	4	1	2	1	77	81.1	0	1	5	0	0	0	0	6	5.4	0	0	0	1	0	0	0	1	1
	0	0	4	2	2	0	0	8	9	4	0	54	6	0	0	0	64	60.8	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
	0	0	12	1	0	0	1	14	15	1	0	44	7	1	1	1	55	57	0	0	6	3	0	0	0	9	9	0	0	0	0	0	0	0	0	0
	0	0	6	1	0	0	0	7	7	0	0	67	7	0	1	1	76	80.6	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
	0	0	25	2	2	0	1	30	29	3	0	239	26	5	4	3	275	280.7	0	1	20	4	0	0	0	25	26.4	0	0	0	1	0	0	0	1	1
	0	0	9	0	0	0	0	9	9	0	0	99	8	2	0	1	110	112	1	0	14	0	0	0	0	15	14.2	0	0	0	0	0	0	0	0	0
	0	0	3	1	0	0	0	4	4	1	0	72	4	1	0	1	79	79.7	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
	0	0	3	0	0	0	0	3	3	1	1	51	8	0	0	0	61	59.6	1	0	11	1	0	0	0	13	12.2	0	0	0	0	0	0	0	0	0
	0	0	6	0	0	0	0	6	6	0	0	63	4	2	1	0	70	72.1	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
	0	0	31	2	0	0	0	33	33	7	1	274	26	8	1	2	319	324.6	2	0	41	2	0	0	0	45	40.4	0	0	0	1	0	0	0	1	1
	1	0	4	2	0	0	0	7	6.2	0	0	78	14	2	0	0	94	89	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
	0	0	9	1	0	0	0	10	10	0	1	77	7	1	0	0	86	85.9	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
	0	0	9	2	0	0	0	11	11	2	0	72	20	3	1	0	98	99.2	0	0	12	1	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0
	0	0	2	2	0	0	0	4	4	1	0	67	14	2	0	0	84	84.2	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0
	1	0	34	7	0	0	0	42	40.2	2	0	294	68	9	2	0	375	369.2	0	0	43	3	1	0	0	47	46.7	0	0	0	0	0	0	0	0	0
	0	0	3	2	0	0	0	5	5	1	0	89	7	1	0	0	98	97.7	0	0	14	2	0	0	0	16	16	0	0	0	0	0	0	0	0	0
	0	0	6	0	0	0	0	6	6	3	0	77	7	0	1	0	88	86.9	0	0	4	3	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0
	0	1	8	0	0	0	0	9	8.4	1	1	87	11	1	0	0	101	100.1	1	1	17	1	1	0	0	21	20.1	0	0	0	0	0	1	0	1	1.3
	0	0	3	0	0	0	0	3	3	1	0	108	11	0	0	0	120	119.2	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0
	0	1	32	2	0	0	0	35	33.6	3	1	301	39	2	1	0	347	345.9	1	1	50	7	2	0	0	61	60.6	0	0	0	0	0	1	0	1	1.3
	0	0	6	1	0	0	0	7	7	0	0	100	10	2	0	0	112	113	0	0	15	3	0	0	0	18	18	0	0	0	0	1	0	0	1	1.5
	0	0	3	0	0	0	0	3	3	1	0	81	4	0	0	0	86	85.2	0	0	11	3	0	0	0	14	14	0	0	0	0	0	0	0	0	0
	0	0	2	2	0	0	0	4	4	0	0	78	9	1	1	1	90	92.8	0	0	13	0	0	0	0	13	13	0	0	0	1	0	0	0	1	1
	0	0	2	1	0	0	0	3	3	2	1	59	7	0	0	0	69	68.6	1	0	5	1	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0
	0	0	32	7	0	0	0	37	37	3	1	333	30	3	1	1	372	372.9	1	0	55	7	0	0	0	63	62.1	0	0	0	1	1	0	0	2	2.1
	3	3	322	48	8	1	2	387	380.7	28	7	2764	381	69	18	8	3277	3269.5	8	2	327	45	5	1	2	388	387.6	0	0	7	3	1	1	0	12	13.8



IDASO

Survey Name: 226 22366 Kilcock

Site: Site 5

Location: R148 / R158 / Mulligan

Date: Thu 16-Jun-2022

	A >> A									A >> B									A >> C									A >> D								
TIME	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	13	5	0	0	1	19	20	0	0	0	0	0	0	0	0	0	0	0	64	20	2	3	0	89	93.9	0	0	7	2	0	1	0	10	11.1	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	21	9	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	1	73	28	4	6	0	112	121.2	0	0	19	3	0	0	0	22	23	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	19	5	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0	1	2	72	18	6	4	0	103	106.2	0	0	11	3	1	1	0	16	17.6	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	10	7	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	72	18	4	0	0	94	96	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	63	26	1	0	1	91	93.5	0	0	0	0	0	0	0	0	0	1	5	281	83	16	13	0	399	416.3	0	0	52	10	1	2	0	65	68.7	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	21	2	1	0	1	25	26.5	0	0	0	0	0	0	0	0	0	0	2	72	12	3	1	0	90	91.6	0	1	23	3	1	0	2	30	31.9	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	1	32	33	0	0	0	0	0	0	0	0	0	0	1	69	12	6	5	1	94	103.9	0	0	22	2	0	0	1	25	29	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	2	29	31	0	0	0	0	0	0	0	0	0	0	0	49	12	2	5	0	68	75.5	0	0	15	0	1	0	1	17	18.6	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	45	2	0	0	0	47	47	0	0	0	1	0	0	0	1	1	0	0	80	7	3	0	0	90	91.5	0	0	19	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	122	6	1	0	4	133	137.5	0	0	0	1	0	0	0	1	1	0	3	270	43	14	11	1	342	362.5	0	1	79	6	2	0	4	92	99.1	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	21	3	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	32	10	2	3	0	47	51.9	0	0	24	2	0	0	2	28	30	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	30	2	0	0	1	33	34	0	0	0	0	0	0	0	0	0	0	1	59	11	3	4	1	78	85.7	0	0	23	0	2	0	0	25	26	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	29	4	0	0	0	33	33	0	0	0	0	0	0	0	0	0	1	0	53	9	8	4	1	76	85.4	0	0	23	3	1	0	0	27	27.7	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	20	4	0	0	0	24	24	0	0	0	0	1	0	0	1	1.5	1	0	33	6	4	2	0	46	49.8	0	0	15	0	0	0	0	15	17	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	100	13	0	0	1	114	115	0	0	0	0	1	0	0	1	1.5	1	0	177	36	17	13	2	247	272.8	0	0	85	5	3	0	2	95	100.4	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	28	8	4	2	0	52	56.6	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	1	12	3	0	0	0	16	15.4	0	0	0	0	0	0	0	0	0	0	1	37	6	1	2	0	47	49.5	0	0	15	4	0	0	0	19	19	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	24	0	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0	0	1	39	6	5	2	0	53	57.5	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	2	0	16	2	1	0	0	21	19.9	0	0	0	0	0	0	0	0	0	0	2	32	5	2	6	0	47	54.6	0	0	10	2	0	0	0	12	12	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	1	69	5	2	0	0	79	77.8	0	0	0	0	0	0	0	0	0	0	4	136	25	12	12	0	189	218.2	0	0	57	7	0	0	0	64	64	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	28	5	2	5	0	40	47.5	0	0	12	2	0	0	1	15	16	0	0	0	0	0	0	0	0	0
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11:30	0	0	0	0	0	0	0	0	0	3	0	31	3	1	0	0	36	36.1	0	0	0	0	0	0	0	0	0	0	0	39	8	3	9	0	59	72.2	0	0	13	3	0	0	0	16	16	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	3	0	83	7	3	0	0	96	95.1	0	0	0	0	0	0	0	0	0	0	1	123	24	15	17	1	181	223.5	0	0	60	11	2	0	1	74	76	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	28	1	1	0	0	30	30.5	0	0	0	1	0	0	0	0	1	1	0	36	7	4	0	0	47	49	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	34	0	0	1	0	35	36.3	0	0	0	0	0	0	0	0	0	0	0	25	3	0	3	0	31	34.9	0	0	24	3	0	0	0	27	27	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	29	5	2	2	0	38	41.6	0	0	24	2	1	0	0	27	27.9	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	107	2	1	1	0	111	112.8	0	0	0	1	0	0	0	0	1	1	0	120	20	9	14	0	163	185.7	0	0	81	5	1	0	0	87	87.6	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	36	3	1	3	0	43	47.4	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	78	6	1	0	2	87	90.6	0	0	0	0	0	0	0	0	0	0	0	142	20	10	15	1	188	212.2	0	0	83	5	0	0	1	89	90	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	1	0	78	6	1	1	3	90	97	0	0	0	0	0	0	0	0	0	0	2	136	16	12	12	1	179	222	0	0	72	3	1	0	1	77	80.3	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	2	0	83	10	0	1	3	99	104	0	0	0	0	0	0	0	0	0	0	5	161	37	9	16	0	228	260.7	0	0	104	12	1	0	1	118	123.1	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	4	0	86	5	1	1	1	98	96.3	0	0	0	0	0	0	0	0	0	0	2	202	54	10	21	0	289	312.2	0	1	97	25	2	0	0	125	126.2	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	88	13	0	0	0	101	101	0	0	0	0	0	0	0	0	0	0	1	287	59	11	11	0	369	387.2	0	1	137	14	1	0	1	154	154.8	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	1	98	4	0	0	1	104	104	0	0	0	0	0	0	0	0	0	0	4	169	40	2	2	1	218	222.1	2	0	99	17	2	0	0	120	120.4	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	12	2	1088	107	14	5	18	1235	1265.6	0	0	0	2	1	1	0	0	3.5	11	19	2225	460	128	158	7	2810	3088	2	3	1053	120	17	2	12	1177	1193	0	0	0	0	0	0	0	0	0

B => C									B => B									C => A									C => B									C => C								
PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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D => D									D => A									D => B									D => C									D => D								
PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0	0	0	0	0	21	10	1	0	0	32	32.5	0	2	37	18	0	0	1	58	67.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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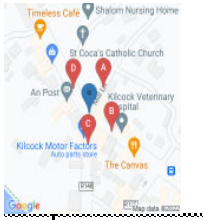

IDASO

Survey Name: 226 22366 Kilcock

Site: Site 6

Location: R148 / Mill Lane / New Lane / Bridge Street

Date: Thu 16-Jun-2022

	A => A								A => B								A => C								A => D							
TIME	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	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	0	0	0	0	1	0	0	0	0	1	1
07:15	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	0	0	0	0	1	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0
07:45	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	0	0	0	0	0	0	0	0	0	0	0
H/OUT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	2	0	0	0	0	2	2
08:00	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	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.4	0	0	2	0	0	0	0	2	2
08:30	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	0.4	1	0	0	0	0	0	0	0	1	0.2	0	0	1	0	0	0	0	1	1
H/OUT	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	7	0.6	3	0	0	0	0	0	0	0	3	0.6	0	0	3	0	0	0	0	3	3
09:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0.2	0	0	4	0	0	0	0	4	4
09:15	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	0	0	0	0	1	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:45	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	0	0	0	0	0	0	0	0	0	0	0
H/OUT	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0.2	1	0	0	0	0	0	0	0	1	0.2	0	0	6	0	0	0	0	6	6
10:00	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	0	0	0	0	2	0	0	0	0	2	2
10:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:45	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	0	0	0	0	2	0	0	0	0	2	2
H/OUT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
11:00	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	0	0	0	0	0	0	0	0	0	0	0
11:15	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	0	0	0	0	1	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:45	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	0	0	0	0	1	0	0	0	0	1	1
H/OUT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
12:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	2	0	0	0	0	2	2
H/OUT	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	0.4	1	0	0	0	0	0	0	0	1	0.2	0	0	7	0	0	0	0	7	7
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
13:15	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	0	0	0	0	1	0	0	0	0	1	1
13:30	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	0	0	0	0	1	0	0	0	0	1	1
13:45	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	0	0	0	0	0	0	0	0	0	0	0
H/OUT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
14:00	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	1.2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/OUT	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	10	3.4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
15:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	0.2	0	0	1	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/OUT	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	0.4	1	0	0	0	0	0	0	0	1	0.2	0	0	6	0	0	0	0	6	6
16:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
16:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
16:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	0.4	0	0	2	0	0	0	0	2	2
H/OUT	0	0	0	0	0	0	0	0	2	0	8	0	0	0	0	10	3.4	2	0	0	0	0	0	0	0	2	0.4	0	0	10	0	0	0	0	10	10
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	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	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/OUT	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	5	1.4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0
18:15	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	0	0	0	0	1	0	0	0	0	1	1
18:30	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	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/OUT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12 TOT	0	0	0	0	0	0	0	0	12	0	33	0	0	0	0	45	13.4	10	0	0	0	0	0	0	0	10	2.0	0	0	69	0	0	0	0	69	69

	B => A								B => B								B => C								B => D							
TIME	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	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	0	0	0	0	0	0	0	0	0	0	0
07:15	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	0	0	0	0	0	0	0	0	0	0	0
07:30	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	0	0	0	0	0	0	0	0	0	0	0
07:45	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	0	0	0	0	0	0	0	0	0	0	0
H/OUT	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	0	0	0	0	0	0	0	0	0	0	0
08:00	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	0	0	0	0	0	0	0	0	0	0	0
08:15	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	0	0	0	0	0	0	0	0	0	0	0
08:30	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	0	0	0	0	0	0	0	0	0	0	0
08:45	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	0	0	0	0	0	0	0	0	0	0	0
H/OUT	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	0	0	0	0	0	0	0	0	0	0	0
09:00	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	0	0	0	0	0	0	0	0	0	0	0
09:15	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	0	0	0	0	0	0	0	0	0	0	0
09:30	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	0	0	0	0	0	0	0	0	0	0	0
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H/OUT	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	0	0	0	0	0	0	0	0	0	0	0
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10:15	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	0	0	0	0	0	0	0	0	0	0	0
10:30	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	0	0	0	0	0	0	0	0	0	0	0
10:45	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	0	0	0	0	0	0	0	0	0	0	0
H/OUT	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	0	0	0	0	0	0	0	0	0	0	0
11:00	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	0	0	0	0	0	0	0	0	0	0	0
11:15	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	0	0	0	0	0	0	0	0	0	0	0
11:30	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	0	0	0	0	0	0	0	0	0	0	0
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H/OUT	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	0	0	0	0	0	0	0	0	0	0	0
12:00	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	0	0	0	0	0	0	0	0	0	0	0
12:15	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	0	0	0	0	0	0	0	0	0	0	0
12:30	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	0	0	0	0	0	0	0	0	0	0	0
12:45	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	0	0	0	0	0	0	0	0	0	0	0
H/OUT	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	0	0	0	0	0	0	0	0	0	0	0
13:00	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	0	0	0	0	0	0	0	0	0	0	0
13:15	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	0	0	0	0	0	0	0	0	0	0	0
13:30	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	0	0	0	0	0	0	0	0	0	0	0
13:45	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	0	0	0	0	0	0	0	0	0	0	0
H/OUT	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	0	0	0	0	0	0	0	0	0	0	0
14:00	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	0	0	0	0	0	0	0	0	0	0	0
14:15	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	0	0	0	0	0	0	0	0	0	0	0
14:30	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	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

B => C									B => D									C => A									C => B									C => C								
PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU
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D => D									D => A									D => B									D => C									D => D								
PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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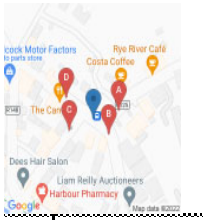
39	12	2504	333	93	28	43	3052	3270.1	3	0	58	2	0	0	0	63	60.9	35	28	2539	264	47	18	51	2932	2958.1	18	0	0	0	0	0	0	18	2.3	0	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 226 22366 Kilcock

Site: Site 7

Location: New Ln / School St / The Square / New Rd

Date: Thu 16-Jun-2022

	A >> A									A >> B									A >> C									A >> D									B >> A									B >> B								
TIME	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	16	1	2	1	0	20	22.3	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	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	17	2	1	0	0	20	20.5	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	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	13	6	1	0	0	20	20.5	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	0	0	0	0	0	0	0	0	0	0	0
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H.OUT	0	0	0	0	0	0	0	0	0	2	0	84	17	4	1	0	108	109.3	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	0	0	0	0	0	0	0	0	0	0	0
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H.OUT	0	0	0	0	0	0	0	0	0	0	1	180	14	3	0	0	198	198.8	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	0	0	0	0	0	0	0	0	0	0	0
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H.OUT	0	0	0	0	0	0	0	0	0	1	0	155	22	4	1	0	173	175.5	1	0	0	0	0	0	0	1	0.2	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	0	0
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H.OUT	0	0	0	0	0	0	0	0	0	1	0	220	16	1	0	1	239	234.9	1	0	0	0	0	0	0	1	0.2	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	0	0
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15:15	0	0	0	0	0	0	0	0	0	0	0	43	4	0	0	0	47	47	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	0	0	0	0	0	0	0	0	0	0	0
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15:45	0	0	0	0	0	0	0	0	0	1	0	54	2	0	0	0	57	57	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	0	0	0	0	0	0	0	0	0	0	0
H.OUT	0	0	0	0	0	0	0	0	0	2	0	207	11	0	0	0	220	220	1	0	0	0	0	0	0	1	0.2	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	0	0
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H.OUT	0	0	0	0	1	0	0	1	1.5	0	0	230	29	1	0	1	262	266	3	0	0	0	0	0	0	3	0.6	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	0	0
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H.OUT	0	0	0	0	0	0	0	0	0	1	2	245	26	2	1	0	277	278.8	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	0	0	0	0	0	0	0	0	0	0	0
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H.OUT	0	0	0	0	0	0	0	0	0	4	0	225	16	3	1	0	249	246.9	4	0	0	0	0	0	0	4	0.8	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	0	0
12 HOUR	0	0	0	1	0	0	0	1	1.5	18	0	2173	237	30	5	2	2465	2456.1	11	0	0	0	0	0	0	11	2.2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0

B => C									B => D									B => A									C => A									C => B									C => C								
PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU
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D => D									D => A									D => B									D => C									D => D								
PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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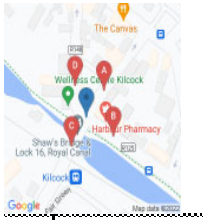

IDASO

Survey Name: 226 22366 Kilcock

Site: Site 8

Location: Bridge Street / School Street / Harbour Street / Shaw's Bridge

Date: Thu 16-Jun-2022

TIME	A >> A								A >> B								A >> C								A >> D								B >> A								B >> B							
	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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H /OUT	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	0	0	0	0	0	0	0	0	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H /OUT	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	0	0	0	0	0	0	0	0	0	0	0	34	34.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H /OUT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	21.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H /OUT	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	0	0	0	0	0	0	0	0	0	0	0	37	37.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H /OUT	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H /OUT	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H /OUT	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	29.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0

B => C									B => D									C => A									C => B									C => C								
PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
1	0	32	5	0	1	1	40	41.5	0	0	9	0	2	1	0	12	14.5	1	0	16	1	1	1	0	20	21	0	1	21	4	0	1	0	27	27.7	0	0	0	0	0	0	0	0	0
1	0	22	12	1	0	2	36	39.7	0	0	16	3	0	1	1	21	23.7	0	0	21	5	0	0	0	26	26	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0
0	0	28	7	1	0	1	37	38.5	1	0	9	1	3	2	0	16	19.5	0	0	30	2	1	0	0	33	33.5	2	0	20	1	0	0	1	24	23.5	0	0	0	0	0	0	0	0	0
0	0	35	17	0	1	0	53	54.3	1	0	21	4	0	0	1	26	27	0	0	34	3	0	0	0	37	37	0	1	29	8	0	0	0	38	37.5	0	0	0	0	0	0	0	0	0
2	0	127	41	2	5	4	181	194.1	2	0	55	12	5	2	1	77	87.5	2	0	101	11	2	1	0	117	119.5	3	2	78	15	0	1	2	101	99.5	0	0	0	0	0	0	0	0	0
0	0	34	4	2	3	1	44	48.9	0	0	26	1	0	0	3	30	33	2	0	22	0	0	0	0	24	22.4	1	0	23	3	1	1	0	29	30	0	0	0	0	0	0	0	0	0
0	0	38	1	2	0	0	41	42	0	0	26	4	0	0	2	32	34	1	1	46	1	0	0	0	49	47.6	0	0	22	3	0	0	0	25	25	0	0	0	0	0	0	0	0	0
0	0	66	9	1	0	2	78	80.5	0	0	30	2	3	0	1	36	38.5	0	0	20	4	0	0	0	24	24	0	0	29	1	0	0	0	30	30	0	0	0	0	0	0	0	0	0
1	0	63	3	1	0	0	68	68.7	1	0	35	2	0	0	2	40	41.7	0	0	46	3	1	0	0	54	52.9	0	0	40	4	0	0	0	44	44	0	0	0	0	0	0	0	0	0
1	0	191	19	6	3	3	223	232.1	1	0	117	9	3	0	8	138	146.7	5	1	136	8	1	0	0	151	146.9	1	0	114	11	1	1	0	128	128	0	0	0	0	0	0	0	0	0
0	0	56	2	2	0	0	60	62	0	0	29	3	3	0	0	35	36.5	1	1	32	0	0	0	0	34	32.6	1	0	32	3	1	0	0	37	36	0	0	0	0	0	0	0	0	0
1	0	53	2	1	0	0	57	56.7	1	0	30	3	1	0	1	36	36.1	1	0	26	0	1	0	0	28	27.7	0	0	47	2	1	1	0	51	52.6	0	0	0	0	0	0	0	0	0
0	0	63	6	3	0	0	72	73.5	0	0	39	4	5	0	0	48	50.1	1	0	14	2	0	0	0	17	16.2	1	0	24	2	1	0	0	28	27.7	0	0	0	0	0	0	0	0	0
1	0	39	5	0	0	0	45	43.2	0	1	35	4	0	0	1	41	43.7	3	0	20	3	0	0	0	26	23.6	1	0	35	4	1	0	0	36	35.7	0	0	0	0	0	0	0	0	0
2	0	220	18	9	0	0	249	256.4	1	1	133	14	9	0	3	160	169.3	6	1	92	9	1	0	0	109	109.1	3	0	133	11	7	1	0	155	152.4	0	0	0	0	0	0	0	0	0
0	0	45	7	2	1	0	55	57.3	3	0	31	4	0	0	0	38	35.4	0	0	12	4	2	0	0	18	19	2	0	20	3	1	0	0	26	24.5	0	0	0	0	0	0	0	0	0
2	1	55	8	0	0	0	66	63.8	0	0	40	7	1	1	0	49	50.1	1	0	19	0	1	0	0	21	20.7	0	0	19	2	1	0	0	22	22.2	0	0	0	0	0	0	0	0	0
2	0	35	5	1	0	0	43	41.9	0	0	41	4	0	0	1	46	47	1	0	18	0	0	0	0	19	18.2	2	0	24	2	0	0	0	28	26.4	0	0	0	0	0	0	0	0	0
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7	1	406	36	5	1	1	457	464.3	4	0	196	25	8	2	3	238	251.1	11	1	181	19	3	0	0	215	207.9	6	0	196	19	4	1	0	226	222.5	0	0	0	0	0	0	0	0	0
0	0	69	1	2	1	0	73	75.3	0	0	33	4	1	1	1	40	42.6	0	0	14	0	1	0	0	15	15.5	3	0	22	3	1	0	0	29	27.5	0	0	0	0	0	0	0	0	0
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0	0	44	8	0	0	0	52	52	0	0	38	5	1	0	0	44	44.5	0	2	16	1	0	0	0	19	17.8	2	0	23	0	0	0	0	25	23.5	0	0	0	0	0	0	0	0	0
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1	0	232	28	2	1	0	264	281.3	0	0	156	26	4	2	2	190	203.1	1	2	97	6	2	0	0	108	97	5	0	92	7	3	0	0	107	99.5	0	0	0	0	0	0	0	0	0
1	0	53	7	2	0	0	63	63.2	0	0	27	0	3	0	1	41	41.1	0	0	13	2	0	0	0	15	15	0	0	35	0	0	0	0	35	35	0	0	0	0	0	0	0	0	0
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1	0	62	8	4	0	0	75	76.2	0	1	50	6	0	2	0	59	61	0	0	22	4	1	0	0	27	27.5	4	0	22	0	0	0	0	26	22.5	0	0	0	0	0	0	0	0	0
0	0	55	6	1	0	0	62	62.5	0	0	45	2	1	0	0	48	49.1	1	1	24	2	0	0	0	28	26.6	1	0	28	2	0	0	0	31	30.7	0	0	0	0	0	0	0	0	0
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0	0	60	5	2	0	0	67	67	0	0	45	3	0	0	1	49	50	0	0	26	0	0	0	0	27	27	1	0	17	1	0	0	0	19	18.7	0	0	0	0	0	0	0	0	0
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0	0	81	9	1	0	1	92	93.5	0	0	40	6	0	1	1	48	50.1	0	0	31	4	1	0	0	36	36.5	1	0	20	2	0	0	0	23	22.2	0	0	0	0	0	0	0	0	0
0	0	77	13	2	0	0	92	93	0	0	57	2	1	0	1	61	62.5	1	0	21	2	0	0	0	24	23.2	1	0	22	1	0	0	0	24	23.2	0	0	0	0	0	0	0	0	0
7	1	396	50	11	1	1	467	477.2	0	0	254	34	5	1	4	298	309	4	1	185	20	4	0	0	214	214.1	4	0	167	12	2	0	0	185	180.1	0	0	0	0	0	0	0	0	0
0	1	84	7	0	0	0	92	91.4	1	0	64	2	0	0	0	67	66.1	0	0	19	3	0	0	0	22	22	1	0	30	2	0	0	0	33	32.2	0	0	0	0	0	0	0	0	0
2	0	71	4	0	0	3	80	81.4	0	0	36	2	0	1	1	40	42.7	0	0	23	3	0	0	0	26	26	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0
1	0	65	3	0	0	0	69	68.2	0	0	50	4	2	0	0	56	57	0	0	27	0	0	0	0	27	27	3	0	22	1	0	0	0	26	23.5	0	0	0	0	0	0	0	0	0
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3	0	281	18	3	3	0	308	306.7	2	1	188	27	3	2	2	225	228.7	3	0	97	9	2	0	1	112	112	12	1	81	6	1	0	0	101	99.5	0	0	0	0	0	0	0	0	0
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0	0	85	12	0	1	0	98	99.3	0	2	49	7	0	0	0	58	56.9	0	0	22	2	0	0	0	24	25	5	0	29	0	0	0	0	34	33	0	0	0	0	0	0	0	0	0
7	1	395	49	4	4	0	460	464.9	3	3	254	27	5	2	4	303	309.3	3	0	130	16	2	0	1	152	152.4	6	3	134	10	1	0	0	154	149.7	0	0	0	0	0	0	0	0	0
0	0	81	4	1	1	0	87	88.8	0	1	53	4	0	1	3	62	65.1	1	0	23	1	0	0	0	25	24.2	0	0	31	1	0	0	0	32	30	0	0	0	0	0	0	0	0	0
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0	3	96	9	0	0	0	108	106.2	1	0	51	5	0	0	0	57	56.1	2	0	27	4	1	0	0	34	32.9	1	1	41	4	0	0	0	47	45.6	0	0	0	0	0	0	0	0	0
2	1	95	12	1	0	0	112	112.3	0	0	54	8	0	1	1	64	65.1	1	0	28	2	0	0	0	32	30.4	0	0	28	3	0	0	0	31	29	0	0	0	0	0	0	0	0	0
7	0	380	39	3	1	0	430	433.7	1	2	231	21	0	2	0	257	257.1	2	0	91	8	1	0	0	107	105.8	2	1	115	9	0	0	0	128	123	0	0	0	0	0	0	0	0	0
0	1	84	6	1	0	0	92	91.9	2	0	51	6	0	1	1	61	61	0	0	27	2	0	0	0	29	29	0	0	32	3	1	0	0	36	36.5	0	0	0	0	0	0	0	0	0
0	1	107	10	0	0	0	118	117.4	0	0	53	2	2	0	0	57	58	0	0	21	1	0	0	0	22	22	1	0	31	1	0	0	0	33	32.2	0	0	0	0	0	0	0	0	0
0	2	74	7	1	0	0	84	83.3	0	0	36	3	0	0	1	40	41	1	0	28	4	0	0	0	33	32.2	1	0	32	2	0	0	0	35	34.7	0	0	0	0	0	0	0	0	0
0	0	83	5	0	0	0	93	93	0	0	48	5	0	0	1	54	55	1	0	32	3	0	0	0	36	35.9	0	0	29	2	0	0	0	31	31	0	0	0	0	0	0	0	0	0
0	1	147	16	2	0	0	166	166.4	2	0	100	16	2	1	1	122	123.1	2	0	91	9	0	0	0	102	100.4	1	0	120	8	1	0	0	130	128.5	0	0	0	0	0	0	0	0	0
37	12	3071	289	45	19	11	3525	3623.1	14	10	1901	194	49	17	28	2204	2279.5	28	5	1119	108	18	1	4	1286	1267.9	59	8	1230	95	13	2	1	1378	1368	0	0	0	1	0	0	0	1	1

3	D => D									D => A									D => B									D => C									D => D								
	PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PBV	TOT	PCU
	0	0	6	1	0	1	0	8	9.3	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	15	4	1	0	0	20	23.5	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	19	6	0	0	0	25	25	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	24	4	0	0	0	28	28	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	64	15	1	1	0	81	86.8	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	0	0	0	0	0	0	0	0	0	0	0
	1	1	31	6	0	0	0	39	37.6	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	20	2	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.3	0	0	0	0	0	0	0	0
	1	0	35	2	3	0	0	41	41.7	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	63	3	0	0	1	73	64.8	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	0	0	0	0	0	0	0	0	0	0	0
	11	1	149	10	3	0	1	175	159.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.3	0	0	0	0	0	0	0	0
	1	0	41	5	0	0	2	49	50.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.7	0	0	0	0	0	0	0	0
	3	0	48	3	2	0	0	56	54.6	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	29	2	0	0	0	31	31	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	0	0	0	0	0	0	0	0	0	0	0
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	4	1	148	19	7	0	2	181	184.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.7	0	0	0	0	0	0	0	0
	0	0	21	3	0	0	0	24	24	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	32	4	0	0	0	36	36	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	19	3	0	0	0	22	22	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	31	4	0	0	0	35	35	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	0	0	0	0	0	0	0	0	0	0	0
	5	1	185	26	7	0	2	226	227.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.7	0	0	0	0	0	0	0	0
	0	0	17	2	1	0	0	20	20.5	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	26	7	1	0	0	34	34.5	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	17	2	1	0	0	20	20.5	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	32	6	1	0	0	39	39.5	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	92	17	4	0	0	113	115	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	25	4	1	0	0	30	30.5	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	28	5	0	0	0	33	33	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	28	3	0	0	0	31	31	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	31	2	0	0	0	33	33	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	112	18	1	0	0	131	127.5	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	20	7	1	0	0	28	29.3	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	25	3	0	0	0	28	28	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	0	0	0	0	0	0	0	0	0	0	0
	1	0	26	2	0	0	1	30	30.2	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	0	0	0	0	0	0	0	0	0	0	0
	2	0	23	1	1	0	0	27	25.9	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	0	0	0	0	0	0	0	0	0	0	0
	3	0	76	13	2	0	1	95	87.6	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	0	0	0	0	0	0	0	0	0	0	0
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	2	0	37	5	0	0	0	44	42.4	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	32	7	1	0	1	41	37.5	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	0	0	0	0	0	0	0	0	0	0	0
	2	0	122	9	2	0	2	137	139.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.7	0	0	0	0	0	0	0	0
	0	0	46	2	0	0	0	48	48	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	47	5	0	0	0	52	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.7	0	0	0	0	0	0	0	0
	1	0	33	2	1	1	0	38	39	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	53	7	0	0	0	60	61	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	0	0	0	0	0	0	0	0	0	0	0
	3	0	146	11	3	1	0	164	163	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.7	0	0	0	0	0	0	0	0
	2	0	28	1	0	0	0	31	30.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.7	0	0	0	0	0	0	0	0
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	1	0	36	5	1	0	0	43	42.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.3	0	0	0	0	0	0	0	0
	3	0	129	28	5	1	0	166	155.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.3	0	0	0	0	0	0	0	0
	0	0	32	5	0	0	0	37	37	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	0	0	0	0	0	0	0	0	0	0	0
	1	0	36	2	1	0	0	40	39.7	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	30	1	1	0	0	32	32.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.7	0	0	0	0	0	0	0	0
	0	0	35	1	0	0	0	36	35	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	0	0	0	0	0	0	0	0	0	0	0
	1	0	122	9	2	0	0	134	135.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.3	0	0	0	0	0	0	0	0
	1	0	30	5	0	0	0	36	35.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.7	0	0	0	0	0	0	0	0
	0	0	22	4	0	0	0	26	26	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	0	0	0	0	0	0	0	0	0	0	0
	0	0	30	1	1	1	0	33	34.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.3	0	0	0	0	0	0	0	0
	0	0	19	2	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.3	0	0	0	0	0	0	0	0
	1	0	102	10	2	1	0	116	116.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.3	0	0	0	0	0	0	0	0
	27	2	1279	183	38	3	6	1538	1503.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	2.2	0	0	0	0	0	0	0	0



IDASO

Survey Name: 226 22366 Kilcock

Site: Site 9

Location: R125 / Highfield Park / Penwall Lodge

Date: Thu 16-Jun-2022

	A >> A								A >> B								A >> C								A >> D							
TIME	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6	6	1	0	2	1	0	0	0	4	3.7	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	0	1	0	0	0	0	1	1	0	1	3	1	0	0	5	4.4	1	0	2	0	0	0	0	3	2.7	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	3	0	4	1	0	0	0	8	5.6	0	0	0	0	0	0	0	0	0
H / OUT	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	16	0	0	0	2	0	0	0	0	1	1	0	10	6	1	0	0	18	16.6	5	0	12	2	0	0	0	19	14.4	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	0	0	1	0	0	0	0	0	1	1	0	0	4	0	0	0	1	8	9	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
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08:30	0	0	0	0	0	0	0	0	0	3	0	16	1	1	0	0	21	19.1	0	0	4	0	0	0	0	0	4	4	0	0	7	1	0	0	0	8	8	1	0	23	0	0	0	2	26	27.2	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	2	0	28	0	0	0	0	30	28.4	1	0	31	0	0	0	0	0	32	32.1	0	0	28	2	0	0	1	31	33	1	0	12	0	0	0	0	13	12.4	0	0	0	0	0	0	0	0	0
H / OUT	0	0	0	0	0	0	0	0	0	6	0	52	1	1	0	0	60	55.7	1	0	37	0	0	0	0	0	38	37.3	0	0	37	3	0	0	2	42	44	3	0	45	0	0	0	2	50	49.8	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	2	0	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	1	0	4	0	0	0	0	6	4.4	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	2	0	9	1	0	0	0	12	10.4	0	0	1	0	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	10	1	0	0	0	11	10	0	0	0	0	0	0	0	0	0
H / OUT	0	0	0	0	0	0	0	0	0	7	0	36	3	0	0	0	46	40.4	0	0	5	0	0	0	0	0	5	5	0	0	11	0	0	0	0	11	11	2	0	31	2	0	0	0	35	32.8	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	2	0	0	0	0	0	2	2	0	0	7	0	0	0	0	7	7	0	0	9	2	0	0	0	11	10	0	0	0	0	0	0	0	0	0
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10:30	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6.2	0	0	1	0	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
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H / OUT	0	0	0	0	0	0	0	0	0	8	0	32	2	0	0	0	42	36.8	1	0	6	1	0	0	0	0	8	7.2	0	0	15	2	0	0	0	17	19	2	0	28	2	0	0	0	32	29.2	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16	0	0	1	1	0	0	0	0	2	2	0	0	4	1	1	0	0	6	6.5	0	0	8	0	1	0	0	9	9.4	0	0	0	0	0	0	0	0	0
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H / OUT	0	0	0	0	0	0	0	0	0	1	0	36	3	0	0	0	40	37.2	0	0	3	1	0	0	0	0	4	3.2	0	0	13	2	1	0	0	16	18	1	0	28	2	1	0	0	32	31.4	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	1	0	12	0	0	0	0	13	12.2	0	0	5	0	0	0	0	0	5	5	0	0	4	0	0	0	0	4	4	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
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H / OUT	0	0	0	0	0	0	0	0	0	2	0	36	3	0	0	0	41	38.2	0	0	13	1	1	0	0	0	15	13.2	0	0	16	0	0	0	0	16	16	2	0	19	3	1	0	0	25	22.4	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	0	9	7.4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	13	1	0	0	0	14	13	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	3	0	0	0	0	0	3	3	0	0	4	0	0	0	0	4	4	2	0	6	0	1	0	0	9	7.5	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	2	0	19	0	0	0	1	22	21.4	0	0	10	2	0	0	0	0	12	12	1	0	6	1	0	0	0	8	7.2	0	0	7	1	0	0	1	9	10	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	7	0	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0
H / OUT	0	0	0	0	0	0	0	0	0	6	0	36	3	0	0	1	46	41.2	0	0	24	3	0	0	0	0	27	25.2	0	0	17	2	0	0	0	19	20	3	0	33	3	1	0	0	40	38.6	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	3	0	0	0	0	0	3	3	0	0	3	0	1	0	0	4	4.5	1	0	10	1	0	0	0	12	11.2	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	5	0	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2	1	0	17	1	0	0	2	21	22.2	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	3	0	36	0	0	0	0	39	36.6	1	0	18	0	0	0	1	20	20.1	1	0	15	2	0	0	2	20	21.2	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
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H / OUT	0	0	0	0	0	0	0	0	0	7	0	88	2	0	0	0	97	89	1	0	27	0	0	0	1	29	29.3	1	0	32	4	1	0	2	39	39.7	0	0	36	2	0	0	2	40	40.7	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	1	0	12	0	0	0	0	13	12.2	5	0	0	1	0	0	0	6	2	1	0	5	0	0	1	0	7	7.5	1	0	6	0	0	0	0	7	6.3	0	0	0	0	0	0	0	0	0
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H / OUT	0	0	0	0	0	0	0	0	0	2	0	33	2	0	0	0	37	32.9	5	0	5	2	0	0	0	12	12.2	2	0	14	0	0	1	0	17	18.5	3	0	30	1	0	0	0	34	29.8	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	1.2	0	0	3	1	0	0	0	0	4	4	0	0	3	0	0	0	0	3	3	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0
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H / OUT	0	0	0	0	0	0	0	0	0	2	0	17	2	0	0	0	21	17.8	0	0	4	2	0	0	0	0	6	5.2	0	0	20	5	1	1	0	27	30.8	3	0	13	1	0	0	0	17	14.4	0	0	0	0	0	0	0	0	0
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H / OUT	0	0	0	0	0	0	0	0	0	5	0	19	3	0	0	0	27	23	1	0	3	0	0	0	0	0	4	3.4	2	0	13	1	0	0	0	16	14.4	1	0	22	1	1	0	0	25	21.8	0	0	0	0	0	0	0	0	0
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H / OUT	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	15	1	0	7	2	0	0	0	0	10	9.4	0	0	22	3	0	0	0	25	27	3	0	13	1	0	0	0	17	14.4	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	29	0	386	25	1	0	1	457	401.3	10	0	119	17	1	0	2	149	138.4	9	1	214	22	2	3	0	252	255.5	22	0	228	23	4	0	0	278	255.5	0	0	0	0	0	0	0	0	0

| | | |

S <= D									S <= A									S <= B									S <= C									S <= D								
PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	24	5	1	0	0	30	30.5	0	0	2	0	0	0	0	2	2	0	1	25	5	1	3	0	35	36.8	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
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0	0	24	3	0	0	0	27	27	0	0	6	1	0	0	0	7	7	0	0	46	12	0	0	0	58	58	0	0	7	2	1	1	0	11	12.5	0	0	0	0	0	0	0	0	0	0
0	1	98	17	4	1	0	121	120.6	0	0	10	3	1	1	0	15	15	0	1	185	31	2	3	1	223	229.1	0	0	30	5	2	1	0	38	40.5	0	0	0	0	0	0	0	0	0	0
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0	0	27	4	0	0	0	31	31	0	0	17	0	0	0	0	17	17	0	0	46	4	2	0	0	52	53	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0
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0	0	111	10	0	1	1	123	122.8	0	0	20	0	0	0	0	20	20	0	0	230	29	0	2	1	272	274.6	0	0	51	8	0	0	1	60	60.5	0	0	0	0	0	0	0	0	0	0
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0	0	16	1	0	0	0	17	17	0	0	3	0	0	0	0	3	3	0	0	32	9	0	0	0	41	41	0	0	7	2	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0
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0	0	18	2	0	0	0	20	20	0	0	2	1	1	0	0	4	4.5	2	1	62	6	0	0	0	71	69.8	0	0	29	4	0	0	0	33	33	0	0	0	0	0	0	0	0	0	0
0	0	20	3	0	0	0	23	23	0	0	3	1	1	0	0	5	5.5	1	0	45	10	1	1	0	58	59	1	0	32	8	1	0	0	42	41.7	0	0	0	0	0	0	0	0	0	0
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0	0	90	14	3	1	0	108	107.8	0	0	31	5	0	0	0	36	36.2	2	0	208	25	4	0	0	239	239.2	0	0	124	12	1	0	0	137	137.6	0	0	0	0	0	0	0	0	0	0
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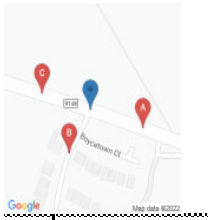
9	2	897	122	25	8	3	1066	1068.9	2	0	282	28	3	2	3	320	326.4	25	7	2137	277	48	11	5	2515	2536.1	14	0	936	101	18	6	3	1077	1084.3	0	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 226 22366 Kilcock

Site: Site 10

Location: R148 / Boycetown Court

Date: Thu 16-Jun-2022

	A → A									A → B									A → C									B → A									B → B								
TIME	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	PIC	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	82	26	2	3	0	115	116.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	77	33	5	6	1	124	133.9	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	104	26	6	6	0	146	153.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	2	94	27	5	1	1	130	133.6	3	0	3	0	0	0	0	6	3.6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	6	4	357	112	18	16	2	515	527.6	3	0	5	0	0	0	0	8	5.6	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	2	88	21	2	1	1	115	117.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	1	0	94	16	6	5	2	124	134.7	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	97	21	7	5	0	131	140.4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	126	11	7	0	3	148	148.2	0	0	2	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	2	3	405	69	19	11	6	515	541.4	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	85	17	4	3	1	110	116.9	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	87	18	3	4	1	113	120.7	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	2	0	79	14	14	3	2	114	125.3	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	2	1	319	62	24	13	5	426	457.7	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	61	12	4	1	0	78	81.3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	3	1	76	13	2	3	0	98	99.9	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	4	4	280	58	14	13	3	376	397.3	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	61	8	4	7	0	80	91.1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	1	262	40	16	20	2	341	376.4	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	0	2	265	36	15	16	2	337	366.1	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	74	11	2	2	1	91	96.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	63	10	1	9	0	84	95.4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	8	2	0	0	0	10	10	1	3	265	39	12	14	4	340	384.4	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
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14:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	1	0	93	8	3	8	0	113	122.3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	4	0	348	27	9	22	3	413	444.1	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	2	0	1	0	9	10.3	0	2	358	65	17	19	3	464	497.4	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	1	0	7	2	0	1	0	11	10.5	0	3	382	77	9	17	3	491	507	1	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	5	2.6	0	2	111	16	5	3	2	139	146.2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	1	106	23	3	3	1	137	142.8	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
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17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	129	15	1	3	1	151	156.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	0	2	0	0	13	11.6	1	3	475	74	13	14	4	584	610.1	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0	116	15	1	1	1	135	137	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	1	2	344	47	4	3	3	404	422.2	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	1	0	0	0	0	1	1	0	0	96	13	0	2	0	111	109.6	22	21	4083	706	178	178	40	5208	5555.3	4	0	73	7	1	0	0	85	80.2	0	0	0	0	0	0	0	0	0	0

B => C									C => A									C => B									C => C								
PtC	MtC	CaR	LGV	OGV1	OGV2	RSV	TOT	PCU	PtC	MtC	CaR	LGV	OGV1	OGV2	RSV	TOT	PCU	PtC	MtC	CaR	LGV	OGV1	OGV2	RSV	TOT	PCU	PtC	MtC	CaR	LGV	OGV1	OGV2	RSV	TOT	PCU
0	0	3	0	0	0	0	3	3	2	2	57	23	1	1	0	86	85	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	0	0	0	0	0	64	16	4	3	2	89	96.9	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	0	0	0	0	0	79	22	2	1	0	104	106.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	75	28	3	3	3	112	120.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	1	6	6	3	0	373	99	6	4	4	495	493.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	76	14	6	4	2	102	112.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	1	0	86	19	3	1	3	113	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	92	11	2	3	0	108	112.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	98	10	2	1	2	113	117.3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	6	0	0	0	0	6	6	1	0	352	54	13	9	7	436	460.4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	0	4	4	0	0	95	9	6	3	0	112	116.9	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	1	0	69	12	2	4	1	89	95.4	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
0	0	2	1	0	0	0	3	3	0	1	61	14	2	4	1	83	89.6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	4	0	0	0	0	4	4	0	0	63	13	2	5	0	82	89.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	11	1	0	0	0	12	12	1	0	397	47	13	10	2	480	493.4	0	0	7	0	0	0	0	7	7	0	0	1	0	0	0	0	0	1	1
0	0	3	0	0	0	0	3	3	0	0	58	13	3	6	1	81	91.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	1	1	0	0	57	12	4	5	0	78	86.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	1	39	12	7	3	0	62	68.8	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	1	0	54	10	1	2	2	70	74.3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	11	1	0	0	0	12	12	1	0	335	60	20	10	2	438	459.8	0	0	3	0	0	0	0	3	3	0	0	1	1	0	0	0	0	2	2
0	0	1	0	0	0	0	1	1	0	0	46	12	7	2	0	67	73.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1	0.4	0	0	66	14	4	2	0	86	90.6	0	1	0	0	0	0	0	1	0.4	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	1	1	61	5	4	4	1	77	83.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	1	59	17	2	7	0	86	95.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	1	2	1	0	0	0	3	2.4	1	2	232	49	17	10	1	312	333	0	1	2	0	0	0	0	3	2.4	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	71	9	2	4	1	88	92.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	11	2	61	13	3	5	0	95	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	1	83	7	4	3	1	99	105.3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	2	5	74	9	5	1	1	97	97.7	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	0	4	4	13	0	288	37	16	13	3	370	388.7	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	73	9	7	2	0	92	99.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	66	13	1	4	3	87	95.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	2	2	0	0	75	11	3	5	0	94	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	61	11	4	6	1	83	93.8	3	0	0	0	0	0	0	3	0.6	0	0	0	0	0	0	0	0	0	0
0	0	5	1	0	0	0	6	5.6	1	0	270	45	15	8	1	340	360.1	3	0	0	0	0	0	0	3	0.6	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	80	11	1	6	3	101	112.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	0	3	3	3	0	55	14	2	3	0	77	79.5	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	0	0	0	1	0	73	9	8	5	1	97	107.7	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	1	0	59	15	4	1	0	80	86.6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	8	2	0	0	0	8	8	3	2	337	49	20	18	4	390	399.1	0	0	0	0	0	1	0	0	0.3	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	2	2	10	0	88	15	6	5	2	126	129.5	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	1	1	0	0	88	16	5	3	0	112	118.4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	75	14	3	2	1	95	100.1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	2	89	20	7	6	0	124	132.1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	8	2	0	0	0	8	8	10	2	340	55	23	18	3	451	479.1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	1	2	0	0	0	3	3	0	2	89	28	7	2	2	137	144.4	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
0	0	1	0	0	0	0	1	1	0	1	90	30	5	5	0	131	139.4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	0	3	3	0	0	115	29	4	2	2	152	158.6	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
0	0	0	1	0	0	0	1	1	0	3	97	25	2	3	0	140	143.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	0	4	4	0	5	380	108	34	24	4	555	582.7	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	0	1	1
0	0	2	1	0	0	0	3	3	0	1	118	21	4	5	2	151	160.9	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	2	109	19	2	1	1	134	136.1	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	1	1	104	18	7	2	1	134	139.7	0	0	2	0	0	0	0	2	2	0	0	0	1	1	0	0	0	2	2
0	0	4	0	0	0	0	4	4	0	1	98	23	0	0	0	126	128.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	9	1	0	0	0	10	10	1	5	429	65	23	14	4	547	573.9	0	0	6	1	0	0	0	7	7	0	0	0	1	1	0	0	0	2	2
0	0	2	1	0	0	0	3	3	1	1	126	9	1	3	0	141	144	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	0	3	3	0	0	97	15	1	3	1	117	122.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	1	0	85	14	1	0	1	102	102.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	83	12	3	2	1	100	105.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	7	0	0	0	0	7	7	2	1	360	45	0	0	0	408	419.2	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
0	1	76	9	0	0	0	86	83.4	27	12	2750	713	164	103	44	4813	5102.1	3	1	65	3	1	0	0	73	46.5	0	0	4	1	2	0	0	0	7	6

Appendix B

TRICS Data

CS CONSULTING
GROUP

Calculation Reference: AUDIT-656801-220725-0719

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
14	LEINSTER		
	KK	KILKENNY	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 27 to 67 (units:)
Range Selected by User: 15 to 1087 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 02/12/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

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	4

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

Secondary Filtering selection:

Use Class:

C3	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	4 days

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

Population within 5 miles:

25,001 to 50,000	4 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	1 days
No	3 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-K-04 MIXED HOUSES & FLATS CAMBRIDGESHIRE
FORDHAM ROAD
SOHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 65
Survey date: WEDNESDAY 11/07/18 Survey Type: MANUAL

2 ES-03-K-01 MIXED HOUSES & FLATS EAST SUSSEX
LEWES ROAD
UCKFIELD
RIDGEWOOD
Edge of Town
Residential Zone
Total No of Dwellings: 64
Survey date: THURSDAY 14/07/16 Survey Type: MANUAL

3 KK-03-K-02 DETACHED & FLATS KILKENNY
BOTHAR AN CHOLAISTE
KILKENNY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: MONDAY 29/09/14 Survey Type: MANUAL

4 NE-03-K-01 BLOCK OF FLATS NORTH EAST LINCOLNSHIRE
LADYSMITH ROAD
CLEETHORPES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 67
Survey date: TUESDAY 06/05/14 Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.64

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	56	0.049	4	56	0.224	4	56	0.273
08:00 - 09:00	4	56	0.103	4	56	0.265	4	56	0.368
09:00 - 10:00	4	56	0.099	4	56	0.143	4	56	0.242
10:00 - 11:00	4	56	0.152	4	56	0.157	4	56	0.309
11:00 - 12:00	4	56	0.112	4	56	0.139	4	56	0.251
12:00 - 13:00	4	56	0.135	4	56	0.143	4	56	0.278
13:00 - 14:00	4	56	0.148	4	56	0.126	4	56	0.274
14:00 - 15:00	4	56	0.130	4	56	0.188	4	56	0.318
15:00 - 16:00	4	56	0.247	4	56	0.126	4	56	0.373
16:00 - 17:00	4	56	0.211	4	56	0.139	4	56	0.350
17:00 - 18:00	4	56	0.265	4	56	0.157	4	56	0.422
18:00 - 19:00	4	56	0.184	4	56	0.099	4	56	0.283
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.835			1.906			3.741

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

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

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Parameter summary

Trip rate parameter range selected:	27 - 67 (units:)
Survey date date range:	01/01/14 - 02/12/21
Number of weekdays (Monday-Friday):	4
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/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	56	0.000	4	56	0.000	4	56	0.000
08:00 - 09:00	4	56	0.004	4	56	0.004	4	56	0.008
09:00 - 10:00	4	56	0.013	4	56	0.013	4	56	0.026
10:00 - 11:00	4	56	0.009	4	56	0.009	4	56	0.018
11:00 - 12:00	4	56	0.009	4	56	0.013	4	56	0.022
12:00 - 13:00	4	56	0.000	4	56	0.000	4	56	0.000
13:00 - 14:00	4	56	0.000	4	56	0.000	4	56	0.000
14:00 - 15:00	4	56	0.009	4	56	0.004	4	56	0.013
15:00 - 16:00	4	56	0.004	4	56	0.000	4	56	0.004
16:00 - 17:00	4	56	0.013	4	56	0.013	4	56	0.026
17:00 - 18:00	4	56	0.013	4	56	0.018	4	56	0.031
18:00 - 19:00	4	56	0.004	4	56	0.004	4	56	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.078			0.156

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	56	0.000	4	56	0.000	4	56	0.000
08:00 - 09:00	4	56	0.000	4	56	0.000	4	56	0.000
09:00 - 10:00	4	56	0.000	4	56	0.000	4	56	0.000
10:00 - 11:00	4	56	0.009	4	56	0.004	4	56	0.013
11:00 - 12:00	4	56	0.000	4	56	0.004	4	56	0.004
12:00 - 13:00	4	56	0.004	4	56	0.000	4	56	0.004
13:00 - 14:00	4	56	0.004	4	56	0.000	4	56	0.004
14:00 - 15:00	4	56	0.004	4	56	0.013	4	56	0.017
15:00 - 16:00	4	56	0.000	4	56	0.000	4	56	0.000
16:00 - 17:00	4	56	0.000	4	56	0.000	4	56	0.000
17:00 - 18:00	4	56	0.000	4	56	0.000	4	56	0.000
18:00 - 19:00	4	56	0.000	4	56	0.000	4	56	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	56	0.000	4	56	0.000	4	56	0.000
08:00 - 09:00	4	56	0.000	4	56	0.000	4	56	0.000
09:00 - 10:00	4	56	0.000	4	56	0.000	4	56	0.000
10:00 - 11:00	4	56	0.000	4	56	0.000	4	56	0.000
11:00 - 12:00	4	56	0.000	4	56	0.000	4	56	0.000
12:00 - 13:00	4	56	0.000	4	56	0.000	4	56	0.000
13:00 - 14:00	4	56	0.000	4	56	0.000	4	56	0.000
14:00 - 15:00	4	56	0.004	4	56	0.004	4	56	0.008
15:00 - 16:00	4	56	0.000	4	56	0.000	4	56	0.000
16:00 - 17:00	4	56	0.000	4	56	0.000	4	56	0.000
17:00 - 18:00	4	56	0.000	4	56	0.000	4	56	0.000
18:00 - 19:00	4	56	0.000	4	56	0.000	4	56	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	56	0.000	4	56	0.018	4	56	0.018
08:00 - 09:00	4	56	0.004	4	56	0.027	4	56	0.031
09:00 - 10:00	4	56	0.004	4	56	0.000	4	56	0.004
10:00 - 11:00	4	56	0.000	4	56	0.013	4	56	0.013
11:00 - 12:00	4	56	0.013	4	56	0.000	4	56	0.013
12:00 - 13:00	4	56	0.013	4	56	0.013	4	56	0.026
13:00 - 14:00	4	56	0.009	4	56	0.000	4	56	0.009
14:00 - 15:00	4	56	0.004	4	56	0.000	4	56	0.004
15:00 - 16:00	4	56	0.009	4	56	0.004	4	56	0.013
16:00 - 17:00	4	56	0.004	4	56	0.013	4	56	0.017
17:00 - 18:00	4	56	0.004	4	56	0.004	4	56	0.008
18:00 - 19:00	4	56	0.027	4	56	0.000	4	56	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.092			0.183

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	56	0.063	4	56	0.300	4	56	0.363
08:00 - 09:00	4	56	0.130	4	56	0.390	4	56	0.520
09:00 - 10:00	4	56	0.161	4	56	0.197	4	56	0.358
10:00 - 11:00	4	56	0.197	4	56	0.215	4	56	0.412
11:00 - 12:00	4	56	0.148	4	56	0.170	4	56	0.318
12:00 - 13:00	4	56	0.206	4	56	0.202	4	56	0.408
13:00 - 14:00	4	56	0.193	4	56	0.161	4	56	0.354
14:00 - 15:00	4	56	0.152	4	56	0.233	4	56	0.385
15:00 - 16:00	4	56	0.417	4	56	0.152	4	56	0.569
16:00 - 17:00	4	56	0.336	4	56	0.242	4	56	0.578
17:00 - 18:00	4	56	0.377	4	56	0.229	4	56	0.606
18:00 - 19:00	4	56	0.251	4	56	0.121	4	56	0.372
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.631			2.612			5.243

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	56	0.013	4	56	0.013	4	56	0.026
08:00 - 09:00	4	56	0.004	4	56	0.067	4	56	0.071
09:00 - 10:00	4	56	0.040	4	56	0.036	4	56	0.076
10:00 - 11:00	4	56	0.013	4	56	0.022	4	56	0.035
11:00 - 12:00	4	56	0.018	4	56	0.022	4	56	0.040
12:00 - 13:00	4	56	0.018	4	56	0.022	4	56	0.040
13:00 - 14:00	4	56	0.018	4	56	0.009	4	56	0.027
14:00 - 15:00	4	56	0.027	4	56	0.027	4	56	0.054
15:00 - 16:00	4	56	0.072	4	56	0.036	4	56	0.108
16:00 - 17:00	4	56	0.027	4	56	0.022	4	56	0.049
17:00 - 18:00	4	56	0.027	4	56	0.040	4	56	0.067
18:00 - 19:00	4	56	0.031	4	56	0.022	4	56	0.053
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.308			0.338			0.646

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	56	0.000	4	56	0.009	4	56	0.009
08:00 - 09:00	4	56	0.000	4	56	0.004	4	56	0.004
09:00 - 10:00	4	56	0.000	4	56	0.000	4	56	0.000
10:00 - 11:00	4	56	0.000	4	56	0.000	4	56	0.000
11:00 - 12:00	4	56	0.000	4	56	0.009	4	56	0.009
12:00 - 13:00	4	56	0.009	4	56	0.000	4	56	0.009
13:00 - 14:00	4	56	0.000	4	56	0.000	4	56	0.000
14:00 - 15:00	4	56	0.004	4	56	0.000	4	56	0.004
15:00 - 16:00	4	56	0.004	4	56	0.004	4	56	0.008
16:00 - 17:00	4	56	0.000	4	56	0.000	4	56	0.000
17:00 - 18:00	4	56	0.000	4	56	0.000	4	56	0.000
18:00 - 19:00	4	56	0.004	4	56	0.004	4	56	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.030			0.051

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	56	0.000	4	56	0.000	4	56	0.000
08:00 - 09:00	4	56	0.000	4	56	0.000	4	56	0.000
09:00 - 10:00	4	56	0.000	4	56	0.000	4	56	0.000
10:00 - 11:00	4	56	0.004	4	56	0.000	4	56	0.004
11:00 - 12:00	4	56	0.000	4	56	0.000	4	56	0.000
12:00 - 13:00	4	56	0.000	4	56	0.000	4	56	0.000
13:00 - 14:00	4	56	0.000	4	56	0.000	4	56	0.000
14:00 - 15:00	4	56	0.000	4	56	0.000	4	56	0.000
15:00 - 16:00	4	56	0.000	4	56	0.000	4	56	0.000
16:00 - 17:00	4	56	0.000	4	56	0.000	4	56	0.000
17:00 - 18:00	4	56	0.000	4	56	0.000	4	56	0.000
18:00 - 19:00	4	56	0.000	4	56	0.000	4	56	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.000			0.004

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	56	0.000	4	56	0.009	4	56	0.009
08:00 - 09:00	4	56	0.000	4	56	0.004	4	56	0.004
09:00 - 10:00	4	56	0.000	4	56	0.000	4	56	0.000
10:00 - 11:00	4	56	0.004	4	56	0.000	4	56	0.004
11:00 - 12:00	4	56	0.000	4	56	0.009	4	56	0.009
12:00 - 13:00	4	56	0.009	4	56	0.000	4	56	0.009
13:00 - 14:00	4	56	0.000	4	56	0.000	4	56	0.000
14:00 - 15:00	4	56	0.004	4	56	0.000	4	56	0.004
15:00 - 16:00	4	56	0.004	4	56	0.004	4	56	0.008
16:00 - 17:00	4	56	0.000	4	56	0.000	4	56	0.000
17:00 - 18:00	4	56	0.000	4	56	0.000	4	56	0.000
18:00 - 19:00	4	56	0.004	4	56	0.004	4	56	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.030			0.055

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.64

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	56	0.076	4	56	0.341	4	56	0.417
08:00 - 09:00	4	56	0.139	4	56	0.489	4	56	0.628
09:00 - 10:00	4	56	0.206	4	56	0.233	4	56	0.439
10:00 - 11:00	4	56	0.215	4	56	0.251	4	56	0.466
11:00 - 12:00	4	56	0.179	4	56	0.202	4	56	0.381
12:00 - 13:00	4	56	0.247	4	56	0.238	4	56	0.485
13:00 - 14:00	4	56	0.220	4	56	0.170	4	56	0.390
14:00 - 15:00	4	56	0.188	4	56	0.260	4	56	0.448
15:00 - 16:00	4	56	0.502	4	56	0.197	4	56	0.699
16:00 - 17:00	4	56	0.368	4	56	0.278	4	56	0.646
17:00 - 18:00	4	56	0.408	4	56	0.274	4	56	0.682
18:00 - 19:00	4	56	0.314	4	56	0.148	4	56	0.462
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.062			3.081			6.143

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	56	0.027	4	56	0.206	4	56	0.233
08:00 - 09:00	4	56	0.072	4	56	0.233	4	56	0.305
09:00 - 10:00	4	56	0.072	4	56	0.108	4	56	0.180
10:00 - 11:00	4	56	0.108	4	56	0.121	4	56	0.229
11:00 - 12:00	4	56	0.085	4	56	0.112	4	56	0.197
12:00 - 13:00	4	56	0.121	4	56	0.135	4	56	0.256
13:00 - 14:00	4	56	0.121	4	56	0.108	4	56	0.229
14:00 - 15:00	4	56	0.090	4	56	0.148	4	56	0.238
15:00 - 16:00	4	56	0.206	4	56	0.085	4	56	0.291
16:00 - 17:00	4	56	0.184	4	56	0.121	4	56	0.305
17:00 - 18:00	4	56	0.229	4	56	0.130	4	56	0.359
18:00 - 19:00	4	56	0.170	4	56	0.081	4	56	0.251
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.485			1.588			3.073

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	56	0.022	4	56	0.018	4	56	0.040
08:00 - 09:00	4	56	0.027	4	56	0.027	4	56	0.054
09:00 - 10:00	4	56	0.013	4	56	0.022	4	56	0.035
10:00 - 11:00	4	56	0.027	4	56	0.022	4	56	0.049
11:00 - 12:00	4	56	0.018	4	56	0.009	4	56	0.027
12:00 - 13:00	4	56	0.004	4	56	0.009	4	56	0.013
13:00 - 14:00	4	56	0.022	4	56	0.018	4	56	0.040
14:00 - 15:00	4	56	0.022	4	56	0.018	4	56	0.040
15:00 - 16:00	4	56	0.036	4	56	0.040	4	56	0.076
16:00 - 17:00	4	56	0.013	4	56	0.004	4	56	0.017
17:00 - 18:00	4	56	0.022	4	56	0.009	4	56	0.031
18:00 - 19:00	4	56	0.009	4	56	0.009	4	56	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.235			0.205			0.440

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	56	0.000	4	56	0.000	4	56	0.000
08:00 - 09:00	4	56	0.000	4	56	0.000	4	56	0.000
09:00 - 10:00	4	56	0.000	4	56	0.000	4	56	0.000
10:00 - 11:00	4	56	0.000	4	56	0.000	4	56	0.000
11:00 - 12:00	4	56	0.000	4	56	0.000	4	56	0.000
12:00 - 13:00	4	56	0.004	4	56	0.000	4	56	0.004
13:00 - 14:00	4	56	0.000	4	56	0.000	4	56	0.000
14:00 - 15:00	4	56	0.000	4	56	0.000	4	56	0.000
15:00 - 16:00	4	56	0.000	4	56	0.000	4	56	0.000
16:00 - 17:00	4	56	0.000	4	56	0.000	4	56	0.000
17:00 - 18:00	4	56	0.000	4	56	0.000	4	56	0.000
18:00 - 19:00	4	56	0.000	4	56	0.004	4	56	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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.*

Calculation Reference: AUDIT-656801-220729-0730

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
11	SCOTLAND		
	AG	ANGUS	1 days
12	CONNAUGHT		
	RO	ROSCOMMON	1 days
13	MUNSTER		
	TI	TIPPERARY	2 days

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

Primary Filtering selection:

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

Parameter: Site area
Actual Range: 0.56 to 30.07 (units: hect)
Range Selected by User: 0.27 to 209.00 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 21/09/21

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5

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:

Out of Town	1
No Sub Category	4

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

Secondary Filtering selection:

Use Class:

Not Known	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	5 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

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

LIST OF SITES relevant to selection parameters

1 AG-02-D-02 INDUSTRIAL ESTATE ANGUS
A933 WESTWAY
ARBROATH
HOSPITALFIELD
Edge of Town
No Sub Category
Total Site area: 30.07 hect
Survey date: TUESDAY 25/04/17 Survey Type: MANUAL

2 NY-02-D-02 INDUSTRIAL ESTATE NORTH YORKSHIRE
RACECOURSE ROAD
RICHMOND

Edge of Town
Out of Town
Total Site area: 11.15 hect
Survey date: TUESDAY 12/03/19 Survey Type: MANUAL

3 RO-02-D-01 INDUSTRIAL ESTATE ROSCOMMON
ÁTHLONE ROAD
ROSCOMMON
ARDSALLAGH MÓRE
Edge of Town
No Sub Category
Total Site area: 0.56 hect
Survey date: FRIDAY 27/04/18 Survey Type: MANUAL

4 TI-02-D-01 INDUSTRIAL ESTATE TIPPERARY
LIMERICK ROAD
NENAGH

Edge of Town
No Sub Category
Total Site area: 4.20 hect
Survey date: FRIDAY 27/05/16 Survey Type: MANUAL

5 TI-02-D-02 INDUSTRIAL ESTATE (PART) TIPPERARY
LIMERICK ROAD
NENAGH

Edge of Town
No Sub Category
Total Site area: 1.60 hect
Survey date: WEDNESDAY 23/09/20 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
05:30 - 06:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:00 - 06:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:30 - 07:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
07:00 - 07:30	5	9.52	2.165	5	9.52	1.366	5	9.52	3.531
07:30 - 08:00	5	9.52	6.536	5	9.52	2.228	5	9.52	8.764
08:00 - 08:30	5	9.52	5.759	5	9.52	3.090	5	9.52	8.849
08:30 - 09:00	5	9.52	5.170	5	9.52	2.963	5	9.52	8.133
09:00 - 09:30	5	9.52	4.498	5	9.52	2.963	5	9.52	7.461
09:30 - 10:00	5	9.52	2.921	5	9.52	3.069	5	9.52	5.990
10:00 - 10:30	5	9.52	3.594	5	9.52	3.237	5	9.52	6.831
10:30 - 11:00	5	9.52	2.984	5	9.52	2.942	5	9.52	5.926
11:00 - 11:30	5	9.52	3.321	5	9.52	3.258	5	9.52	6.579
11:30 - 12:00	5	9.52	3.426	5	9.52	3.909	5	9.52	7.335
12:00 - 12:30	5	9.52	2.774	5	9.52	3.804	5	9.52	6.578
12:30 - 13:00	5	9.52	4.330	5	9.52	4.288	5	9.52	8.618
13:00 - 13:30	5	9.52	4.056	5	9.52	3.951	5	9.52	8.007
13:30 - 14:00	5	9.52	4.203	5	9.52	3.531	5	9.52	7.734
14:00 - 14:30	5	9.52	3.972	5	9.52	4.035	5	9.52	8.007
14:30 - 15:00	5	9.52	2.837	5	9.52	3.405	5	9.52	6.242
15:00 - 15:30	5	9.52	3.069	5	9.52	3.993	5	9.52	7.062
15:30 - 16:00	5	9.52	3.930	5	9.52	3.972	5	9.52	7.902
16:00 - 16:30	5	9.52	3.090	5	9.52	5.822	5	9.52	8.912
16:30 - 17:00	5	9.52	3.216	5	9.52	5.885	5	9.52	9.101
17:00 - 17:30	5	9.52	2.144	5	9.52	7.062	5	9.52	9.206
17:30 - 18:00	5	9.52	2.165	5	9.52	4.098	5	9.52	6.263
18:00 - 18:30	5	9.52	1.492	5	9.52	2.480	5	9.52	3.972
18:30 - 19:00	5	9.52	1.955	5	9.52	2.228	5	9.52	4.183
19:00 - 19:30	1	1.60	5.000	1	1.60	9.375	1	1.60	14.375
19:30 - 20:00	1	1.60	5.625	1	1.60	3.125	1	1.60	8.750
20:00 - 20:30	1	1.60	8.125	1	1.60	8.750	1	1.60	16.875
20:30 - 21:00	1	1.60	1.250	1	1.60	1.875	1	1.60	3.125
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			103.607			110.704			214.311

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

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

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Parameter summary

Trip rate parameter range selected:	0.56 to 30.07 (units: hect)
Survey date date range:	01/01/14 - 21/09/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TAXIS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
05:30 - 06:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:00 - 06:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:30 - 07:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
07:00 - 07:30	5	9.52	0.021	5	9.52	0.021	5	9.52	0.042
07:30 - 08:00	5	9.52	0.021	5	9.52	0.021	5	9.52	0.042
08:00 - 08:30	5	9.52	0.021	5	9.52	0.021	5	9.52	0.042
08:30 - 09:00	5	9.52	0.063	5	9.52	0.063	5	9.52	0.126
09:00 - 09:30	5	9.52	0.042	5	9.52	0.042	5	9.52	0.084
09:30 - 10:00	5	9.52	0.021	5	9.52	0.021	5	9.52	0.042
10:00 - 10:30	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
10:30 - 11:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
11:00 - 11:30	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
11:30 - 12:00	5	9.52	0.021	5	9.52	0.021	5	9.52	0.042
12:00 - 12:30	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
12:30 - 13:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
13:00 - 13:30	5	9.52	0.063	5	9.52	0.021	5	9.52	0.084
13:30 - 14:00	5	9.52	0.000	5	9.52	0.042	5	9.52	0.042
14:00 - 14:30	5	9.52	0.042	5	9.52	0.021	5	9.52	0.063
14:30 - 15:00	5	9.52	0.021	5	9.52	0.042	5	9.52	0.063
15:00 - 15:30	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
15:30 - 16:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
16:00 - 16:30	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
16:30 - 17:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
17:00 - 17:30	5	9.52	0.021	5	9.52	0.021	5	9.52	0.042
17:30 - 18:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
18:00 - 18:30	5	9.52	0.021	5	9.52	0.021	5	9.52	0.042
18:30 - 19:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
19:00 - 19:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
19:30 - 20:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
20:00 - 20:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
20:30 - 21:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.378			0.378			0.756

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
OGVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
05:30 - 06:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:00 - 06:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:30 - 07:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
07:00 - 07:30	5	9.52	0.084	5	9.52	0.084	5	9.52	0.168
07:30 - 08:00	5	9.52	0.147	5	9.52	0.231	5	9.52	0.378
08:00 - 08:30	5	9.52	0.231	5	9.52	0.273	5	9.52	0.504
08:30 - 09:00	5	9.52	0.252	5	9.52	0.315	5	9.52	0.567
09:00 - 09:30	5	9.52	0.315	5	9.52	0.189	5	9.52	0.504
09:30 - 10:00	5	9.52	0.315	5	9.52	0.252	5	9.52	0.567
10:00 - 10:30	5	9.52	0.210	5	9.52	0.378	5	9.52	0.588
10:30 - 11:00	5	9.52	0.294	5	9.52	0.336	5	9.52	0.630
11:00 - 11:30	5	9.52	0.189	5	9.52	0.210	5	9.52	0.399
11:30 - 12:00	5	9.52	0.231	5	9.52	0.420	5	9.52	0.651
12:00 - 12:30	5	9.52	0.399	5	9.52	0.231	5	9.52	0.630
12:30 - 13:00	5	9.52	0.294	5	9.52	0.252	5	9.52	0.546
13:00 - 13:30	5	9.52	0.210	5	9.52	0.294	5	9.52	0.504
13:30 - 14:00	5	9.52	0.357	5	9.52	0.252	5	9.52	0.609
14:00 - 14:30	5	9.52	0.273	5	9.52	0.378	5	9.52	0.651
14:30 - 15:00	5	9.52	0.252	5	9.52	0.210	5	9.52	0.462
15:00 - 15:30	5	9.52	0.315	5	9.52	0.231	5	9.52	0.546
15:30 - 16:00	5	9.52	0.399	5	9.52	0.273	5	9.52	0.672
16:00 - 16:30	5	9.52	0.357	5	9.52	0.147	5	9.52	0.504
16:30 - 17:00	5	9.52	0.063	5	9.52	0.126	5	9.52	0.189
17:00 - 17:30	5	9.52	0.105	5	9.52	0.168	5	9.52	0.273
17:30 - 18:00	5	9.52	0.105	5	9.52	0.084	5	9.52	0.189
18:00 - 18:30	5	9.52	0.042	5	9.52	0.042	5	9.52	0.084
18:30 - 19:00	5	9.52	0.021	5	9.52	0.084	5	9.52	0.105
19:00 - 19:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
19:30 - 20:00	1	1.60	0.625	1	1.60	0.625	1	1.60	1.250
20:00 - 20:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
20:30 - 21:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.085			6.085			12.170

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
PSVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
05:30 - 06:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:00 - 06:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:30 - 07:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
07:00 - 07:30	5	9.52	0.021	5	9.52	0.189	5	9.52	0.210
07:30 - 08:00	5	9.52	0.000	5	9.52	0.210	5	9.52	0.210
08:00 - 08:30	5	9.52	0.021	5	9.52	0.063	5	9.52	0.084
08:30 - 09:00	5	9.52	0.021	5	9.52	0.042	5	9.52	0.063
09:00 - 09:30	5	9.52	0.147	5	9.52	0.000	5	9.52	0.147
09:30 - 10:00	5	9.52	0.000	5	9.52	0.021	5	9.52	0.021
10:00 - 10:30	5	9.52	0.021	5	9.52	0.000	5	9.52	0.021
10:30 - 11:00	5	9.52	0.000	5	9.52	0.042	5	9.52	0.042
11:00 - 11:30	5	9.52	0.021	5	9.52	0.042	5	9.52	0.063
11:30 - 12:00	5	9.52	0.084	5	9.52	0.021	5	9.52	0.105
12:00 - 12:30	5	9.52	0.000	5	9.52	0.042	5	9.52	0.042
12:30 - 13:00	5	9.52	0.147	5	9.52	0.021	5	9.52	0.168
13:00 - 13:30	5	9.52	0.084	5	9.52	0.042	5	9.52	0.126
13:30 - 14:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
14:00 - 14:30	5	9.52	0.000	5	9.52	0.063	5	9.52	0.063
14:30 - 15:00	5	9.52	0.021	5	9.52	0.063	5	9.52	0.084
15:00 - 15:30	5	9.52	0.021	5	9.52	0.063	5	9.52	0.084
15:30 - 16:00	5	9.52	0.063	5	9.52	0.021	5	9.52	0.084
16:00 - 16:30	5	9.52	0.042	5	9.52	0.000	5	9.52	0.042
16:30 - 17:00	5	9.52	0.084	5	9.52	0.042	5	9.52	0.126
17:00 - 17:30	5	9.52	0.021	5	9.52	0.042	5	9.52	0.063
17:30 - 18:00	5	9.52	0.063	5	9.52	0.000	5	9.52	0.063
18:00 - 18:30	5	9.52	0.126	5	9.52	0.021	5	9.52	0.147
18:30 - 19:00	5	9.52	0.147	5	9.52	0.000	5	9.52	0.147
19:00 - 19:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
19:30 - 20:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
20:00 - 20:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
20:30 - 21:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.155			1.050			2.205

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
CYCLISTS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
05:30 - 06:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:00 - 06:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:30 - 07:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
07:00 - 07:30	5	9.52	0.084	5	9.52	0.042	5	9.52	0.126
07:30 - 08:00	5	9.52	0.063	5	9.52	0.000	5	9.52	0.063
08:00 - 08:30	5	9.52	0.021	5	9.52	0.021	5	9.52	0.042
08:30 - 09:00	5	9.52	0.063	5	9.52	0.021	5	9.52	0.084
09:00 - 09:30	5	9.52	0.042	5	9.52	0.000	5	9.52	0.042
09:30 - 10:00	5	9.52	0.000	5	9.52	0.021	5	9.52	0.021
10:00 - 10:30	5	9.52	0.021	5	9.52	0.021	5	9.52	0.042
10:30 - 11:00	5	9.52	0.021	5	9.52	0.021	5	9.52	0.042
11:00 - 11:30	5	9.52	0.021	5	9.52	0.042	5	9.52	0.063
11:30 - 12:00	5	9.52	0.021	5	9.52	0.021	5	9.52	0.042
12:00 - 12:30	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
12:30 - 13:00	5	9.52	0.021	5	9.52	0.042	5	9.52	0.063
13:00 - 13:30	5	9.52	0.042	5	9.52	0.000	5	9.52	0.042
13:30 - 14:00	5	9.52	0.042	5	9.52	0.000	5	9.52	0.042
14:00 - 14:30	5	9.52	0.021	5	9.52	0.000	5	9.52	0.021
14:30 - 15:00	5	9.52	0.000	5	9.52	0.021	5	9.52	0.021
15:00 - 15:30	5	9.52	0.000	5	9.52	0.021	5	9.52	0.021
15:30 - 16:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
16:00 - 16:30	5	9.52	0.021	5	9.52	0.084	5	9.52	0.105
16:30 - 17:00	5	9.52	0.000	5	9.52	0.042	5	9.52	0.042
17:00 - 17:30	5	9.52	0.021	5	9.52	0.105	5	9.52	0.126
17:30 - 18:00	5	9.52	0.000	5	9.52	0.063	5	9.52	0.063
18:00 - 18:30	5	9.52	0.000	5	9.52	0.021	5	9.52	0.021
18:30 - 19:00	5	9.52	0.084	5	9.52	0.021	5	9.52	0.105
19:00 - 19:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
19:30 - 20:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
20:00 - 20:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
20:30 - 21:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.609			0.630			1.239

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
CARS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
05:30 - 06:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:00 - 06:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:30 - 07:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
07:00 - 07:30	5	9.52	1.303	5	9.52	0.757	5	9.52	2.060
07:30 - 08:00	5	9.52	4.750	5	9.52	0.967	5	9.52	5.717
08:00 - 08:30	5	9.52	3.657	5	9.52	1.345	5	9.52	5.002
08:30 - 09:00	5	9.52	4.035	5	9.52	1.114	5	9.52	5.149
09:00 - 09:30	5	9.52	2.900	5	9.52	1.177	5	9.52	4.077
09:30 - 10:00	5	9.52	1.513	5	9.52	1.492	5	9.52	3.005
10:00 - 10:30	5	9.52	2.165	5	9.52	1.639	5	9.52	3.804
10:30 - 11:00	5	9.52	1.723	5	9.52	1.408	5	9.52	3.131
11:00 - 11:30	5	9.52	1.765	5	9.52	1.723	5	9.52	3.488
11:30 - 12:00	5	9.52	2.039	5	9.52	2.249	5	9.52	4.288
12:00 - 12:30	5	9.52	1.513	5	9.52	2.669	5	9.52	4.182
12:30 - 13:00	5	9.52	2.690	5	9.52	2.711	5	9.52	5.401
13:00 - 13:30	5	9.52	2.375	5	9.52	2.543	5	9.52	4.918
13:30 - 14:00	5	9.52	2.732	5	9.52	2.270	5	9.52	5.002
14:00 - 14:30	5	9.52	2.270	5	9.52	2.459	5	9.52	4.729
14:30 - 15:00	5	9.52	1.639	5	9.52	2.207	5	9.52	3.846
15:00 - 15:30	5	9.52	1.681	5	9.52	2.543	5	9.52	4.224
15:30 - 16:00	5	9.52	1.997	5	9.52	2.795	5	9.52	4.792
16:00 - 16:30	5	9.52	1.576	5	9.52	4.372	5	9.52	5.948
16:30 - 17:00	5	9.52	1.934	5	9.52	4.203	5	9.52	6.137
17:00 - 17:30	5	9.52	1.471	5	9.52	5.801	5	9.52	7.272
17:30 - 18:00	5	9.52	1.597	5	9.52	3.321	5	9.52	4.918
18:00 - 18:30	5	9.52	1.072	5	9.52	2.060	5	9.52	3.132
18:30 - 19:00	5	9.52	1.618	5	9.52	1.892	5	9.52	3.510
19:00 - 19:30	1	1.60	5.000	1	1.60	9.375	1	1.60	14.375
19:30 - 20:00	1	1.60	3.750	1	1.60	1.875	1	1.60	5.625
20:00 - 20:30	1	1.60	7.500	1	1.60	8.125	1	1.60	15.625
20:30 - 21:00	1	1.60	1.250	1	1.60	1.875	1	1.60	3.125
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			69.515			76.967			146.482

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
LGVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
05:30 - 06:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:00 - 06:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:30 - 07:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
07:00 - 07:30	5	9.52	0.715	5	9.52	0.315	5	9.52	1.030
07:30 - 08:00	5	9.52	1.618	5	9.52	0.799	5	9.52	2.417
08:00 - 08:30	5	9.52	1.786	5	9.52	1.387	5	9.52	3.173
08:30 - 09:00	5	9.52	0.799	5	9.52	1.429	5	9.52	2.228
09:00 - 09:30	5	9.52	1.093	5	9.52	1.555	5	9.52	2.648
09:30 - 10:00	5	9.52	1.072	5	9.52	1.282	5	9.52	2.354
10:00 - 10:30	5	9.52	1.198	5	9.52	1.219	5	9.52	2.417
10:30 - 11:00	5	9.52	0.967	5	9.52	1.156	5	9.52	2.123
11:00 - 11:30	5	9.52	1.345	5	9.52	1.282	5	9.52	2.627
11:30 - 12:00	5	9.52	1.030	5	9.52	1.198	5	9.52	2.228
12:00 - 12:30	5	9.52	0.862	5	9.52	0.820	5	9.52	1.682
12:30 - 13:00	5	9.52	1.198	5	9.52	1.303	5	9.52	2.501
13:00 - 13:30	5	9.52	1.324	5	9.52	1.072	5	9.52	2.396
13:30 - 14:00	5	9.52	1.114	5	9.52	0.967	5	9.52	2.081
14:00 - 14:30	5	9.52	1.366	5	9.52	1.093	5	9.52	2.459
14:30 - 15:00	5	9.52	0.904	5	9.52	0.883	5	9.52	1.787
15:00 - 15:30	5	9.52	1.051	5	9.52	1.156	5	9.52	2.207
15:30 - 16:00	5	9.52	1.471	5	9.52	0.883	5	9.52	2.354
16:00 - 16:30	5	9.52	1.114	5	9.52	1.303	5	9.52	2.417
16:30 - 17:00	5	9.52	1.114	5	9.52	1.492	5	9.52	2.606
17:00 - 17:30	5	9.52	0.525	5	9.52	1.030	5	9.52	1.555
17:30 - 18:00	5	9.52	0.399	5	9.52	0.673	5	9.52	1.072
18:00 - 18:30	5	9.52	0.231	5	9.52	0.357	5	9.52	0.588
18:30 - 19:00	5	9.52	0.168	5	9.52	0.273	5	9.52	0.441
19:00 - 19:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
19:30 - 20:00	1	1.60	1.250	1	1.60	0.625	1	1.60	1.875
20:00 - 20:30	1	1.60	0.625	1	1.60	0.625	1	1.60	1.250
20:30 - 21:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			26.339			26.177			52.516

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MOTOR CYCLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
05:30 - 06:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:00 - 06:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
06:30 - 07:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
07:00 - 07:30	5	9.52	0.021	5	9.52	0.000	5	9.52	0.021
07:30 - 08:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
08:00 - 08:30	5	9.52	0.042	5	9.52	0.000	5	9.52	0.042
08:30 - 09:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
09:00 - 09:30	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
09:30 - 10:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
10:00 - 10:30	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
10:30 - 11:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
11:00 - 11:30	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
11:30 - 12:00	5	9.52	0.021	5	9.52	0.000	5	9.52	0.021
12:00 - 12:30	5	9.52	0.000	5	9.52	0.021	5	9.52	0.021
12:30 - 13:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
13:00 - 13:30	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
13:30 - 14:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
14:00 - 14:30	5	9.52	0.021	5	9.52	0.021	5	9.52	0.042
14:30 - 15:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
15:00 - 15:30	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
15:30 - 16:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
16:00 - 16:30	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
16:30 - 17:00	5	9.52	0.021	5	9.52	0.021	5	9.52	0.042
17:00 - 17:30	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
17:30 - 18:00	5	9.52	0.000	5	9.52	0.021	5	9.52	0.021
18:00 - 18:30	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
18:30 - 19:00	5	9.52	0.000	5	9.52	0.000	5	9.52	0.000
19:00 - 19:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
19:30 - 20:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
20:00 - 20:30	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
20:30 - 21:00	1	1.60	0.000	1	1.60	0.000	1	1.60	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.126			0.084			0.210

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

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

Appendix C

Traffic Flow Matrices

CS CONSULTING
GROUP

Junction 1 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (08:30-09:30) — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	3	463	83	549
R158 (South)	240	0	31	271
R148 West	219	26	0	244
TOTALS	462	488	113	1064

2022 PM Peak (17:15-18:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	4	448	173	625
R158 (South)	442	0	19	461
R148 West	117	27	0	144
TOTALS	563	475	192	1230

2022 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	3	463	83	549
R158 (South)	240	0	31	271
R148 West	219	26	0	245
TOTALS	462	489	114	1065

2022 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	4	448	173	625
R158 (South)	442	0	19	461
R148 West	117	27	0	144
TOTALS	563	475	192	1230

2024 AM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	19	19
R158 (South)	0	1	0	1
R148 West	0	1	24	25
TOTALS	0	2	43	45

2024 PM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	8	8
R158 (South)	0	3	0	3
R148 West	0	3	11	14
TOTALS	0	6	19	25

2025 AM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	5	5
R158 (South)	0	0	21	21
R148 West	4	15	0	19
TOTALS	4	15	26	45

2025 PM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	3	3
R158 (South)	0	0	10	10
R148 West	9	22	0	31
TOTALS	9	22	13	44

2024 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	3	479	105	587
R158 (South)	249	1	32	282
R148 West	226	27	24	277
TOTALS	478	507	161	1146

2024 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	4	463	187	654
R158 (South)	457	3	20	480
R148 West	121	31	11	163
TOTALS	582	497	218	1297

2024 AM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	0	0
R158 (South)	0	0	0	0
R148 West	1	1	0	2
TOTALS	1	1	0	2

2024 PM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	0	0
R158 (South)	0	0	0	0
R148 West	0	0	0	0
TOTALS	0	0	0	0

2024 AM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	3	479	105	587
R158 (South)	249	1	32	282
R148 West	227	28	24	279
TOTALS	479	508	161	1148

2024 PM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	4	463	187	654
R158 (South)	457	3	20	480
R148 West	121	31	11	163
TOTALS	582	497	218	1297

2025 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	3	487	106	596
R158 (South)	253	1	32	286
R148 West	230	28	24	282
TOTALS	486	516	162	1164

2025 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	4	471	190	665
R158 (South)	465	3	20	488
R148 West	123	32	11	166
TOTALS	592	506	221	1319

2025 AM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	1	1
R158 (South)	0	0	1	1
R148 West	1	1	0	2
TOTALS	1	1	2	4

2025 PM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	1	1
R158 (South)	0	0	1	1
R148 West	1	1	0	2
TOTALS	1	1	2	4

2025 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	3	487	93	583
R158 (South)	253	0	54	307
R148 West	235	43	0	278
TOTALS	491	530	147	1168

2025 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	4	471	186	661
R158 (South)	465	0	31	496
R148 West	133	52	0	185
TOTALS	602	523	217	1342

2030 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	3	530	114	647
R158 (South)	275	1	35	311
R148 West	250	30	24	304
TOTALS	528	561	173	1262

2030 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	5	513	206	724
R158 (South)	506	3	22	531
R148 West	134	34	11	179
TOTALS	645	550	239	1434

2030 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	3	530	101	634
R158 (South)	275	0	57	332
R148 West	255	45	0	300
TOTALS	533	575	158	1266

2030 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	5	513	202	720
R158 (South)	506	0	33	539
R148 West	144	54	0	198
TOTALS	655	567	235	1457

2040 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	4	564	120	688
R158 (South)	293	1	37	331
R148 West	266	32	24	322
TOTALS	563	597	181	1341

2040 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	5	545	219	769
R158 (South)	538	3	23	564
R148 West	142	36	11	189
TOTALS	685	584	253	1522

2040 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	4	564	107	675
R158 (South)	293	0	59	352
R148 West	271	47	0	318
TOTALS	568	611	166	1345

2040 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	5	545	215	765
R158 (South)	538	0	34	572
R148 West	152	56	0	208
TOTALS	695	601	249	1545

Junction 1 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2022 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	38	4264	1347	**5649**
R158 (South)	3424	5	168	**3597**
R148 West	1771	225	3	**1999**
TOTALS	**5233**	**4494**	**1518**	**11245**

2022 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	15	309	130	**454**
R158 (South)	295	1	184	**480**
R148 West	126	145	0	**271**
TOTALS	**436**	**455**	**314**	**1205**

2022 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	38	4264	1347	**5649**
R158 (South)	3424	5	168	**3597**
R148 West	1771	225	3	**1999**
TOTALS	**5233**	**4494**	**1518**	**11245**

2022 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	15	309	130	**454**
R158 (South)	295	1	184	**480**
R148 West	126	145	0	**271**
TOTALS	**436**	**455**	**314**	**1205**

2024 Light Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	161	**161**
R158 (South)	0	37	0	**37**
R148 West	0	37	238	**275**
TOTALS	**0**	**74**	**399**	**473**

2024 Heavy Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	127	**127**
R158 (South)	0	1	0	**1**
R148 West	0	1	162	**163**
TOTALS	**0**	**2**	**289**	**291**

2025 Light Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	77	**77**
R158 (South)	0	0	189	**189**
R148 West	78	201	0	**279**
TOTALS	**78**	**201**	**266**	**545**

2025 Heavy Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	35	**35**
R158 (South)	0	0	128	**128**
R148 West	32	126	0	**158**
TOTALS	**32**	**126**	**163**	**321**

2024 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	39	4411	1554	**6004**
R158 (South)	3542	42	174	**3758**
R148 West	1832	270	241	**2343**
TOTALS	**5413**	**4723**	**1969**	**12105**

2024 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	16	333	267	**616**
R158 (South)	318	2	198	**518**
R148 West	136	157	162	**455**
TOTALS	**470**	**492**	**627**	**1589**

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	2	**2**
R158 (South)	0	0	2	**2**
R148 West	2	2	0	**4**
TOTALS	**2**	**2**	**4**	**8**

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	0	**0**
R158 (South)	0	0	0	**0**
R148 West	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**0**

2024 Light Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	39	4411	1556	**6006**
R158 (South)	3542	42	176	**3760**
R148 West	1834	272	241	**2347**
TOTALS	**5415**	**4725**	**1973**	**12113**

2024 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	16	333	267	**616**
R158 (South)	318	2	198	**518**
R148 West	136	157	162	**455**
TOTALS	**470**	**492**	**627**	**1589**

2025 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	40	4487	1578	**6105**
R158 (South)	3603	42	177	**3822**
R148 West	1863	274	241	**2378**
TOTALS	**5506**	**4803**	**1996**	**12305**

2025 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	17	345	272	**634**
R158 (South)	330	2	206	**538**
R148 West	141	163	162	**466**
TOTALS	**488**	**510**	**640**	**1638**

2025 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	13	**13**
R158 (South)	0	0	13	**13**
R148 West	17	17	0	**34**
TOTALS	**17**	**17**	**26**	**60**

2025 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	0	0	0	**0**
R158 (South)	0	0	0	**0**
R148 West	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**0**

2025 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	40	4487	1507	**6034**
R158 (South)	3603	5	379	**3987**
R148 West	1958	455	3	**2416**
TOTALS	**5601**	**4947**	**1889**	**12437**

2025 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	17	345	180	**542**
R158 (South)	330	1	334	**665**
R148 West	173	288	0	**461**
TOTALS	**520**	**634**	**514**	**1668**

2030 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	44	4883	1704	**6631**
R158 (South)	3921	43	192	**4156**
R148 West	2028	295	241	**2564**
TOTALS	**5993**	**5221**	**2137**	**13351**

2030 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	20	416	302	**738**
R158 (South)	397	2	248	**647**
R148 West	170	196	162	**528**
TOTALS	**587**	**614**	**712**	**1913**

2030 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	44	4883	1633	**6560**
R158 (South)	3921	6	394	**4321**
R148 West	2123	476	3	**2602**
TOTALS	**6088**	**5365**	**2030**	**13483**

2030 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	20	416	210	**646**
R158 (South)	397	1	376	**774**
R148 West	202	321	0	**523**
TOTALS	**619**	**738**	**586**	**1943**

2040 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	46	5195	1802	**7043**
R158 (South)	4171	43	205	**4419**
R148 West	2158	311	242	**2711**
TOTALS	**6375**	**5549**	**2249**	**14173**

2040 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	24	489	333	**846**
R158 (South)	467	3	291	**761**
R148 West	199	230	162	**591**
TOTALS	**690**	**722**	**786**	**2198**

2040 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	46	5195	1731	**6972**
R158 (South)	4171	6	407	**4584**
R148 West	2253	492	4	**2749**
TOTALS	**6470**	**5693**	**2142**	**14305**

2040 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	R158 (South)	R148 West	TOTALS
R148 East	24	489	241	**754**
R158 (South)	467	2	419	**888**
R148 West	231	355	0	**586**
TOTALS	**722**	**846**	**660**	**2228**

Junction 2 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 Weekday AM Peak (08:30-09:30) — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	2	543	0	106	2	0	653
R158 North	2	0	255	0	210	24	0	491
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	152	131	23	0	121	0	0	427
R407 (South)	64	107	277	0	0	52	0	500
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	2	26	1	0	62	4	0	94
TOTALS	219	266	1099	0	498	82	0	2164

2022 Weekday PM Peak (17:15-18:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	2	254	0	47	0	0	303
R158 North	1	0	145	0	313	19	0	478
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	599	340	106	0	333	10	0	1387
R407 (South)	66	99	281	0	0	50	0	496
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	2	19	1	0	53	0	0	75
TOTALS	667	459	788	0	746	79	0	2740

2022 Weekday AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	2	543	0	106	2	0	653
R158 North	2	0	255	0	210	24	0	491
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	152	131	23	0	121	0	0	427
R407 (South)	64	107	277	0	0	52	0	500
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	2	26	1	0	62	4	0	95
TOTALS	220	266	1099	0	499	82	0	2166

2022 Weekday PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	2	254	0	47	0	0	303
R158 North	1	0	145	0	313	19	0	478
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	599	340	106	0	333	10	0	1388
R407 (South)	66	99	281	0	0	50	0	496
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	2	19	1	0	53	0	0	75
TOTALS	668	460	787	0	746	79	0	2740

2024 Weekday AM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	0	0	0	1	0	0	1
R158 North	0	0	0	0	0	0	0	0
M4 EB On Ramp	0	6	0	0	2	0	0	8
M4 WB Off Ramp	0	7	0	0	0	0	0	7
R407 (South)	0	0	0	0	0	0	0	0
M4 WB On Ramp	0	1	0	0	0	0	0	1
M4 EB Off Ramp	0	19	0	0	6	0	0	25
TOTALS	0	33	0	0	9	0	0	42

2024 Weekday PM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	0	0	0	3	0	0	3
R158 North	0	0	0	0	0	0	0	0
M4 EB On Ramp	0	4	0	0	28	0	0	32
M4 WB Off Ramp	0	3	0	0	0	0	0	3
R407 (South)	0	0	0	0	0	0	0	0
M4 WB On Ramp	0	0	0	0	1	0	0	1
M4 EB Off Ramp	0	8	0	0	38	0	0	46
TOTALS	0	15	0	0	70	0	0	85

2025 Weekday AM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	8	0	0	0	0	0	8
R158 North	7	0	23	0	5	2	0	37
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	0	8	0	0	0	0	0	8
R407 (South)	0	7	0	0	0	0	0	7
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	0	1	0	0	0	0	0	1
TOTALS	7	24	23	0	5	2	0	61

2025 Weekday PM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	7	0	0	0	0	0	7
R158 North	13	0	15	0	8	1	0	37
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	0	32	0	0	0	0	0	32
R407 (South)	0	3	0	0	0	0	0	3
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	0	1	0	0	0	0	0	1
TOTALS	13	43	15	0	8	1	0	80

2024 Weekday AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	2	562	0	110	2	0	676
R158 North	2	0	264	0	218	25	0	509
M4 EB On Ramp	0	6	0	0	2	0	0	8
M4 WB Off Ramp	157	143	24	0	125	0	0	449
R407 (South)	66	111	287	0	0	54	0	518
M4 WB On Ramp	0	1	0	0	0	0	0	1
M4 EB Off Ramp	2	45	1	0	70	4	0	122
TOTALS	227	308	1138	0	525	85	0	2283

2024 Weekday PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	2	263	0	52	0	0	317
R158 North	1	0	150	0	323	20	0	494
M4 EB On Ramp	0	4	0	0	28	0	0	32
M4 WB Off Ramp	619	354	110	0	345	10	0	1438
R407 (South)	68	102	291	0	0	52	0	513
M4 WB On Ramp	0	0	0	0	1	0	0	1
M4 EB Off Ramp	2	28	1	0	93	0	0	124
TOTALS	690	490	815	0	842	82	0	2919

2024 Weekday AM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	4	0	0	0	0	0	4
R158 North	0	0	17	0	1	4	0	22
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	0	19	0	0	0	0	0	19
R407 (South)	0	5	0	0	0	0	0	5
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	0	4	0	0	0	0	0	4
TOTALS	0	32	17	0	1	4	0	54

2024 Weekday PM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	0	0	0	0	0	0	0
R158 North	3	0	20	0	5	4	0	32
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	0	18	0	0	0	0	0	18
R407 (South)	0	0	0	0	0	0	0	0
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	0	3	0	0	0	0	0	3
TOTALS	3	21	20	0	5	4	0	53

2024 Weekday AM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	6	562	0	110	2	0	680
R158 North	2	0	281	0	219	29	0	531
M4 EB On Ramp	0	6	0	0	2	0	0	8
M4 WB Off Ramp	157	162	24	0	125	0	0	468
R407 (South)	66	116	287	0	0	54	0	523
M4 WB On Ramp	0	1	0	0	0	0	0	1
M4 EB Off Ramp	2	49	1	0	70	4	0	126
TOTALS	227	340	1155	0	526	89	0	2337

2024 Weekday PM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	2	263	0	52	0	0	317
R158 North	4	0	170	0	328	24	0	526
M4 EB On Ramp	0	4	0	0	28	0	0	32
M4 WB Off Ramp	619	372	110	0	345	10	0	1456
R407 (South)	68	102	291	0	0	52	0	513
M4 WB On Ramp	0	0	0	0	1	0	0	1
M4 EB Off Ramp	2	31	1	0	93	0	0	127
TOTALS	693	511	835	0	847	86	0	2972

2025 Weekday AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	2	571	0	112	2	0	687
R158 North	2	0	268	0	221	25	0	516
M4 EB On Ramp	0	6	0	0	2	0	0	8
M4 WB Off Ramp	160	145	24	0	127	0	0	456
R407 (South)	67	112	292	0	0	55	0	526
M4 WB On Ramp	0	1	0	0	0	0	0	1
M4 EB Off Ramp	2	46	1	0	71	4	0	124
TOTALS	231	312	1156	0	533	86	0	2318

2025 Weekday PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	2	268	0	52	0	0	322
R158 North	1	0	153	0	329	20	0	503
M4 EB On Ramp	0	4	0	0	28	0	0	32
M4 WB Off Ramp	630	360	112	0	351	11	0	1464
R407 (South)	69	104	296	0	0	53	0	522
M4 WB On Ramp	0	0	0	0	1	0	0	1
M4 EB Off Ramp	2	28	1	0	94	0	0	125
TOTALS	702	498	830	0	855	84	0	2969

2025 Weekday AM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	6	0	0	0	0	0	6
R158 North	4	0	18	0	7	1	0	30
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	0	4	0	0	0	0	0	4
R407 (South)	0	4	0	0	0	0	0	4
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	0	1	0	0	0	0	0	1
TOTALS	4	15	18	0	7	1	0	45

2025 Weekday PM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	5	0	0	0	0	0	5
R158 North	7	0	8	0	5	1	0	21
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	0	23	0	0	0	0	0	23
R407 (South)	0	8	0	0	0	0	0	8
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	0	1	0	0	0	0	0	1
TOTALS	7	37	8	0	5	1	0	58

2025 Weekday AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	16	571	0	111	2	0	700
R158 North	13	0	309	0	233	28	0	583
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	160	150	24	0	127	0	0	461
R407 (South)	67	123	292	0	0	55	0	537
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	2	29	1	0	65	4	0	101
TOTALS	242	318	1197	0	536	89	0	2382

2025 Weekday PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	14	268	0	49	0	0	331
R158 North	21	0	176	0	342	22	0	561
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	630	412	112	0	351	11	0	1516
R407 (South)	69	115	296	0	0	53	0	533
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	2	22	1	0	56	0	0	81
TOTALS	722	563	853	0	798	86	0	3022

2030 Weekday AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	2	622	0	122	2	0	748
R158 North	2	0	292	0	241	27	0	562
M4 EB On Ramp	0	6	0	0	2	0	0	8
M4 WB Off Ramp	174	157	26	0	138	0	0	495
R407 (South)	73	122	318	0	0	60	0	573
M4 WB On Ramp	0	1	0	0	0	0	0	1
M4 EB Off Ramp	2	48	1	0	77	5	0	133
TOTALS	251	336	1259	0	580	94	0	2520

2030 Weekday PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	2	291	0	57	0	0	350
R158 North	1	0	166	0	358	22	0	547
M4 EB On Ramp	0	4	0	0	28	0	0	32
M4 WB Off Ramp	685	392	121	0	382	11	0	1591
R407 (South)	75	113	322	0	0	57	0	567
M4 WB On Ramp	0	0	0	0	1	0	0	1
M4 EB Off Ramp	2	30	1	0	99	0	0	132
TOTALS	763	541	901	0	925	90	0	3220

2030 Weekday AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	16	622	0	121	2	0	761
R158 North	13	0	333	0	253	30	0	629
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	174	162	26	0	138	0	0	500
R407 (South)	73	133	318	0	0	60	0	584
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	2	31	1	0	71	5	0	110
TOTALS	262	342	1300	0	583	97	0	2584

2030 Weekday PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	14	291	0	54	0	0	359
R158 North	21	0	189	0	371	24	0	605
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	685	444	121	0	382	11	0	1643
R407 (South)	75	124	322	0	0	57	0	578
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	2	24	1	0	61	0	0	88
TOTALS	783	606	924	0	868	92	0	3273

2040 Weekday AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	2	662	0	130	2	0	796
R158 North	2	0	310	0	256	29	0	597
M4 EB On Ramp	0	6	0	0	2	0	0	8
M4 WB Off Ramp	185	167	28	0	147	0	0	527
R407 (South)	77	130	338	0	0	64	0	609
M4 WB On Ramp	0	1	0	0	0	0	0	1
M4 EB Off Ramp	2	50	1	0	81	5	0	139
TOTALS	266	356	1339	0	616	100	0	2677

2040 Weekday PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	2	310	0	60	0	0	372
R158 North	1	0	177	0	381	23	0	582
M4 EB On Ramp	0	4	0	0	28	0	0	32
M4 WB Off Ramp	729	417	129	0	406	12	0	1693
R407 (South)	80	120	343	0	0	61	0	604
M4 WB On Ramp	0	0	0	0	1	0	0	1
M4 EB Off Ramp	2	31	1	0	103	0	0	137
TOTALS	812	574	960	0	979	96	0	3421

2040 Weekday AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	16	662	0	129	2	0	809
R158 North	13	0	351	0	268	32	0	664
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	185	172	28	0	147	0	0	532
R407 (South)	77	141	338	0	0	64	0	620
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	2	33	1	0	75	5	0	116
TOTALS	277	362	1380	0	619	103	0	2741

2040 Weekday PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed flows + TII growth factor + committed development flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	14	310	0	57	0	0	381
R158 North	21	0	200	0	394	25	0	640
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	729	469	129	0	406	12	0	1745
R407 (South)	80	131	343	0	0	61	0	615
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	2	25	1	0	65	0	0	93
TOTALS	832	639	983	0	922	98	0	3474

Junction 2 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2022 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	46	4092	0	806	12	0	4956
R158 North	7	0	2247	0	2046	195	0	4495
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	3952	2337	706	0	2036	58	0	9089
R407 (South)	513	929	2743	0	0	435	0	4620
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	20	269	7	0	568	14	0	878
TOTALS	4492	3581	9795	0	5456	714	0	24038

2022 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	5	343	0	100	5	0	453
R158 North	8	1	237	0	171	38	0	455
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	398	292	1	0	179	3	0	873
R407 (South)	87	146	166	0	0	108	0	507
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	3	36	1	0	107	6	0	153
TOTALS	496	480	748	0	557	160	0	2441

2022 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	46	4092	0	806	12	0	4956
R158 North	7	0	2247	0	2046	195	0	4495
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	3952	2337	706	0	2036	58	0	9089
R407 (South)	513	929	2743	0	0	435	0	4620
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	20	269	7	0	568	14	0	878
TOTALS	4492	3581	9795	0	5456	714	0	24038

2022 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	5	343	0	100	5	0	453
R158 North	8	1	237	0	171	38	0	455
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	398	292	1	0	179	3	0	873
R407 (South)	87	146	166	0	0	108	0	507
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	3	36	1	0	107	6	0	153
TOTALS	496	480	748	0	557	160	0	2441

2024 Light Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	0	0	0	37	0	0	37
R158 North	0	0	0	0	0	0	0	0
M4 EB On Ramp	0	62	0	0	167	0	0	229
M4 WB Off Ramp	0	59	0	0	0	0	0	59
R407 (South)	0	0	0	0	0	0	0	0
M4 WB On Ramp	0	6	0	0	16	0	0	22
M4 EB Off Ramp	0	161	0	0	311	0	0	472
TOTALS	0	288	0	0	531	0	0	819

2024 Heavy Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	0	0	0	1	0	0	1
R158 North	0	0	0	0	0	0	0	0
M4 EB On Ramp	0	51	0	0	3	0	0	54
M4 WB Off Ramp	0	40	0	0	0	0	0	40
R407 (South)	0	0	0	0	0	0	0	0
M4 WB On Ramp	0	9	0	0	1	0	0	10
M4 EB Off Ramp	0	127	0	0	7	0	0	134
TOTALS	0	227	0	0	12	0	0	239

2025 Light Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	125	0	0	0	0	0	125
R158 North	114	0	247	0	61	18	0	440
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	0	229	0	0	0	0	0	229
R407 (South)	0	59	0	0	0	0	0	59
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	0	22	0	0	0	0	0	22
TOTALS	114	435	247	0	61	18	0	875

2025 Heavy Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	29	0	0	0	0	0	29
R158 North	31	0	47	0	43	10	0	131
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	0	54	0	0	0	0	0	54
R407 (South)	0	40	0	0	0	0	0	40
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	0	10	0	0	0	0	0	10
TOTALS	31	133	47	0	43	10	0	264

2024 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	48	4233	0	871	12	0	5164
R158 North	7	0	2325	0	2117	202	0	4651
M4 EB On Ramp	0	62	0	0	167	0	0	229
M4 WB Off Ramp	4088	2477	730	0	2106	60	0	9461
R407 (South)	531	961	2838	0	0	450	0	4780
M4 WB On Ramp	0	6	0	0	16	0	0	22
M4 EB Off Ramp	21	439	7	0	899	14	0	1380
TOTALS	4647	3993	10133	0	6176	738	0	25687

2024 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	5	369	0	109	5	0	488
R158 North	9	1	255	0	184	41	0	490
M4 EB On Ramp	0	51	0	0	3	0	0	54
M4 WB Off Ramp	429	354	1	0	193	3	0	980
R407 (South)	94	157	179	0	0	116	0	546
M4 WB On Ramp	0	9	0	0	1	0	0	10
M4 EB Off Ramp	3	166	1	0	122	6	0	298
TOTALS	535	743	805	0	612	171	0	2866

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	11	0	0	0	0	0	11
R158 North	10	0	21	0	19	2	0	52
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	0	20	0	0	0	0	0	20
R407 (South)	0	19	0	0	0	0	0	19
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	0	2	0	0	0	0	0	2
TOTALS	10	52	21	0	19	2	0	104

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	0	0	0	0	0	0	0
R158 North	0	0	71	0	15	0	0	86
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	0	73	0	0	0	0	0	73
R407 (South)	0	0	0	0	0	0	0	0
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	0	13	0	0	0	0	0	13
TOTALS	0	86	71	0	0	15	0	172

2024 Light Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	59	4233	0	871	12	0	5175
R158 North	17	0	2346	0	2136	204	0	4703
M4 EB On Ramp	0	62	0	0	167	0	0	229
M4 WB Off Ramp	4088	2497	730	0	2106	60	0	9481
R407 (South)	531	980	2838	0	0	450	0	4799
M4 WB On Ramp	0	6	0	0	16	0	0	22
M4 EB Off Ramp	21	441	7	0	899	14	0	1382
TOTALS	4657	4045	10154	0	6195	740	0	25791

2024 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed flows + TII growth factor + committed development flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	5	369	0	109	5	0	488
R158 North	9	1	326	0	184	56	0	576
M4 EB On Ramp	0	51	0	0	3	0	0	54
M4 WB Off Ramp	429	427	1	0	193	3	0	1053
R407 (South)	94	157	179	0	0	116	0	546
M4 WB On Ramp	0	9	0	0	1	0	0	10
M4 EB Off Ramp	3	179	1	0	122	6	0	311
TOTALS	535	829	876	0	612	186	0	3038

2025 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	48	4306	0	885	13	0	5252
R158 North	7	0	2364	0	2153	205	0	4729
M4 EB On Ramp	0	62	0	0	167	0	0	229
M4 WB Off Ramp	4158	2518	743	0	2142	61	0	9622
R407 (South)	540	977	2886	0	0	458	0	4861
M4 WB On Ramp	0	6	0	0	16	0	0	22
M4 EB Off Ramp	21	444	7	0	909	15	0	1396
TOTALS	4726	4055	10306	0	6272	752	0	26111

2025 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	6	383	0	113	6	0	508
R158 North	9	1	265	0	191	42	0	508
M4 EB On Ramp	0	51	0	0	3	0	0	54
M4 WB Off Ramp	445	366	1	0	200	3	0	1015
R407 (South)	97	163	186	0	0	121	0	567
M4 WB On Ramp	0	9	0	0	1	0	0	10
M4 EB Off Ramp	3	167	1	0	127	7	0	305
TOTALS	554	763	836	0	635	179	0	2967

2025 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	86	0	0	0	0	0	86
R158 North	78	0	170	0	77	12	0	337
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	0	158	0	0	0	0	0	158
R407 (South)	0	74	0	0	0	0	0	74
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	0	15	0	0	0	0	0	15
TOTALS	78	333	170	0	77	12	0	670

2025 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	1	0	0	0	0	0	1
R158 North	1	0	2	0	1	0	0	4
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	0	3	0	0	0	0	0	3
R407 (South)	0	1	0	0	0	0	0	1
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	0	0	0	0	0	0	0	0
TOTALS	1	5	2	0	1	0	0	9

2025 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	259	4306	0	848	13	0	5426
R158 North	199	0	2781	0	2291	235	0	5506
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	4158	2846	743	0	2142	61	0	9950
R407 (South)	540	1110	2886	0	0	458	0	4994
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	21	320	7	0	598	15	0	961
TOTALS	4918	4535	10723	0	5879	782	0	26837

2025 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	36	383	0	112	6	0	537
R158 North	41	1	314	0	235	52	0	643
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	445	383	1	0	200	3	0	1032
R407 (South)	97	204	186	0	0	121	0	608
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	3	50	1	0	120	7	0	181
TOTALS	586	674	885	0	667	189	0	3001

2030 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	53	4686	0	960	14	0	5713
R158 North	8	0	2573	0	2343	223	0	5147
M4 EB On Ramp	0	62	0	0	167	0	0	229
M4 WB Off Ramp	4526	2736	809	0	2332	66	0	10469
R407 (South)	588	1064	3141	0	0	498	0	5291
M4 WB On Ramp	0	6	0	0	16	0	0	22
M4 EB Off Ramp	23	469	8	0	962	16	0	1478
TOTALS	5145	4390	11217	0	6780	817	0	28349

2030 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	7	462	0	136	7	0	612
R158 North	11	1	319	0	230	51	0	612
M4 EB On Ramp	0	51	0	0	3	0	0	54
M4 WB Off Ramp	536	433	1	0	241	4	0	1215
R407 (South)	117	196	223	0	0	145	0	681
M4 WB On Ramp	0	9	0	0	1	0	0	10
M4 EB Off Ramp	4	175	1	0	151	8	0	339
TOTALS	668	872	1006	0	762	215	0	3523

2030 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	264	4686	0	923	14	0	5887
R158 North	200	0	2990	0	2481	253	0	5924
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	4526	3064	809	0	2332	66	0	10797
R407 (South)	588	1197	3141	0	0	498	0	5424
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	23	345	8	0	651	16	0	1043
TOTALS	5337	4870	11634	0	6387	847	0	29075

2030 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	37	462	0	135	7	0	641
R158 North	43	1	368	0	274	61	0	747
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	536	450	1	0	241	4	0	1232
R407 (South)	117	237	223	0	0	145	0	722
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	4	58	1	0	144	8	0	215
TOTALS	700	783	1055	0	794	225	0	3557

2040 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	56	4985	0	1019	15	0	6075
R158 North	9	0	2738	0	2493	238	0	5478
M4 EB On Ramp	0	62	0	0	167	0	0	229
M4 WB Off Ramp	4815	2906	860	0	2480	71	0	11132
R407 (South)	625	1132	3342	0	0	530	0	5629
M4 WB On Ramp	0	6	0	0	16	0	0	22
M4 EB Off Ramp	24	489	9	0	1003	17	0	1542
TOTALS	5473	4651	11934	0	7178	871	0	30107

2040 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	8	543	0	159	8	0	718
R158 North	13	2	375	0	270	60	0	720
M4 EB On Ramp	0	51	0	0	3	0	0	54
M4 WB Off Ramp	630	502	2	0	283	5	0	1422
R407 (South)	138	231	263	0	0	171	0	803
M4 WB On Ramp	0	9	0	0	1	0	0	10
M4 EB Off Ramp	5	184	2	0	176	9	0	376
TOTALS	786	987	1185	0	892	253	0	4103

2040 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	267	4985	0	982	15	0	6249
R158 North	201	0	3155	0	2631	268	0	6255
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	4815	3234	860	0	2480	71	0	11460
R407 (South)	625	1265	3342	0	0	530	0	5762
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	24	365	9	0	692	17	0	1107
TOTALS	5665	5131	12351	0	6785	901	0	30833

2040 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	R158 West	R158 North	M4 EB On Ramp	M4 WB Off Ramp	R407 (South)	M4 WB On Ramp	M4 EB Off Ramp	TOTALS
R158 West	0	38	543	0	158	8	0	747
R158 North	45	2	424	0	314	70	0	855
M4 EB On Ramp	0	0	0	0	0	0	0	0
M4 WB Off Ramp	630	519	2	0	283	5	0	1439
R407 (South)	138	272	263	0	0	171	0	844
M4 WB On Ramp	0	0	0	0	0	0	0	0
M4 EB Off Ramp	5	67	2	0	169	9	0	252
TOTALS	818	898	1234	0	924	263	0	4137

Junction 3 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (08:30-09:30) **SURVEYED TRAFFIC FLOWS**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	150	249	399
Brayton Park	107	0	115	222
R125 East	244	108	0	351
TOTALS	351	257	364	972

2022 PM Peak (17:15-18:15) **SURVEYED TRAFFIC FLOWS**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	70	410	480
Brayton Park	43	0	77	121
R125 East	262	63	0	325
TOTALS	305	133	487	926

2022 AM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	150	249	399
Brayton Park	107	0	115	222
R125 East	244	108	0	352
TOTALS	351	258	364	973

2022 PM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	70	410	480
Brayton Park	43	0	77	120
R125 East	262	63	0	325
TOTALS	305	133	487	925

2024 AM Peak **Other committed development flows (WITHOUT link through subject development)**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	10	0	10
Brayton Park	39	0	15	54
R125 East	0	4	0	4
TOTALS	39	14	15	68

2024 PM Peak **Other committed development flows (WITHOUT link through subject development)**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	57	0	57
Brayton Park	32	0	14	46
R125 East	0	24	0	24
TOTALS	32	81	14	127

2025 AM Peak **Other committed development flows (WITH link through subject development)**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	4	0	4
Brayton Park	14	0	11	25
R125 East	0	2	0	2
TOTALS	14	6	11	31

2025 PM Peak **Other committed development flows (WITH link through subject development)**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	19	0	19
Brayton Park	12	0	8	20
R125 East	0	14	0	14
TOTALS	12	33	8	53

2024 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	165	258	423
Brayton Park	150	0	133	283
R125 East	252	115	0	367
TOTALS	402	280	391	1073

2024 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	129	424	553
Brayton Park	77	0	94	171
R125 East	271	89	0	360
TOTALS	348	218	518	1084

2024 AM Peak **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	0	0	0
Brayton Park	0	0	0	0
R125 East	0	0	0	0
TOTALS	0	0	0	0

2024 PM Peak **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	0	0	0
Brayton Park	0	0	0	0
R125 East	0	0	0	0
TOTALS	0	0	0	0

2024 AM Peak **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	165	258	423
Brayton Park	150	0	133	283
R125 East	252	115	0	367
TOTALS	402	280	391	1073

2024 PM Peak **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	129	424	553
Brayton Park	77	0	94	171
R125 East	271	89	0	360
TOTALS	348	218	518	1084

2025 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	167	262	429
Brayton Park	152	0	135	287
R125 East	257	117	0	374
TOTALS	409	284	397	1090

2025 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	131	431	562
Brayton Park	77	0	95	172
R125 East	276	90	0	366
TOTALS	353	221	526	1100

2025 AM Peak **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	4	0	4
Brayton Park	7	0	0	7
R125 East	0	0	0	0
TOTALS	7	4	0	11

2025 PM Peak **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	8	0	8
Brayton Park	5	0	0	5
R125 East	0	0	0	0
TOTALS	5	8	0	13

2025 AM Peak **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	165	262	427
Brayton Park	134	0	131	265
R125 East	257	115	0	372
TOTALS	391	280	393	1064

2025 PM Peak **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	101	431	532
Brayton Park	62	0	89	151
R125 East	276	80	0	356
TOTALS	338	181	520	1039

2030 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	181	285	466
Brayton Park	162	0	146	308
R125 East	279	127	0	406
TOTALS	441	308	431	1180

2030 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	137	470	607
Brayton Park	81	0	103	184
R125 East	300	96	0	396
TOTALS	381	233	573	1187

2030 AM Peak **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	179	285	464
Brayton Park	144	0	142	286
R125 East	279	125	0	404
TOTALS	423	304	427	1154

2030 PM Peak **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	107	470	577
Brayton Park	66	0	97	163
R125 East	300	86	0	386
TOTALS	366	193	567	1126

2040 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	192	303	495
Brayton Park	170	0	154	324
R125 East	297	135	0	432
TOTALS	467	327	457	1251

2040 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	142	500	642
Brayton Park	85	0	108	193
R125 East	319	101	0	420
TOTALS	404	243	608	1255

2040 AM Peak **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	190	303	493
Brayton Park	152	0	150	302
R125 East	297	133	0	430
TOTALS	449	323	453	1225

2040 PM Peak **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	112	500	612
Brayton Park	70	0	102	172
R125 East	319	91	0	410
TOTALS	389	203	602	1194

Junction 3 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2022 Light Vehicles — AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	687	3267	3954
Brayton Park	551	0	826	1377
R125 East	2873	670	0	3543
TOTALS	3424	1357	4093	8874

2022 Heavy Vehicles — AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	64	108	172
Brayton Park	64	0	9	73
R125 East	104	12	0	116
TOTALS	168	76	117	361

2022 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	687	3267	3954
Brayton Park	551	0	826	1377
R125 East	2873	670	0	3543
TOTALS	3424	1357	4093	8874

2022 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	64	108	172
Brayton Park	64	0	9	73
R125 East	104	12	0	116
TOTALS	168	76	117	361

2024 Light Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	468	0	468
Brayton Park	468	0	207	675
R125 East	0	206	0	206
TOTALS	468	674	207	1349

2024 Heavy Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	9	0	9
Brayton Park	9	0	2	11
R125 East	0	2	0	2
TOTALS	9	11	2	22

2025 Light Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	157	0	157
Brayton Park	164	0	133	297
R125 East	0	124	0	124
TOTALS	164	281	133	578

2025 Heavy Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	2	0	2
Brayton Park	2	0	1	3
R125 East	0	1	0	1
TOTALS	2	3	1	6

2024 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	1179	3380	4559
Brayton Park	1038	0	1061	2099
R125 East	2972	899	0	3871
TOTALS	4010	2078	4441	10529

2024 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	75	112	187
Brayton Park	75	0	11	86
R125 East	108	14	0	122
TOTALS	183	89	123	395

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	0	0	0
Brayton Park	0	0	0	0
R125 East	0	0	0	0
TOTALS	0	0	0	0

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	0	0	0
Brayton Park	0	0	0	0
R125 East	0	0	0	0
TOTALS	0	0	0	0

2024 Light Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	1179	3380	4559
Brayton Park	1038	0	1061	2099
R125 East	2972	899	0	3871
TOTALS	4010	2078	4441	10529

2024 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	75	112	187
Brayton Park	75	0	11	86
R125 East	108	14	0	122
TOTALS	183	89	123	395

2025 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	1191	3437	4628
Brayton Park	1048	0	1076	2124
R125 East	3023	911	0	3934
TOTALS	4071	2102	4513	10686

2025 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	81	121	202
Brayton Park	81	0	12	93
R125 East	116	15	0	131
TOTALS	197	96	133	426

2025 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	74	0	74
Brayton Park	77	0	0	77
R125 East	0	0	0	0
TOTALS	77	74	0	151

2025 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	1	0	1
Brayton Park	1	0	0	1
R125 East	0	0	0	0
TOTALS	1	1	0	2

2025 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	954	3437	4391
Brayton Park	821	0	1002	1823
R125 East	3023	829	0	3852
TOTALS	3844	1783	4439	10066

2025 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	75	121	196
Brayton Park	75	0	11	86
R125 East	116	14	0	130
TOTALS	191	89	132	412

2030 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	1255	3742	4997
Brayton Park	1099	0	1153	2252
R125 East	3290	973	0	4263
TOTALS	4389	2228	4895	11512

2030 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	95	145	240
Brayton Park	95	0	14	109
R125 East	140	18	0	158
TOTALS	235	113	159	507

2030 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	1018	3742	4760
Brayton Park	872	0	1079	1951
R125 East	3290	891	0	4181
TOTALS	4162	1909	4821	10892

2030 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	89	145	234
Brayton Park	89	0	13	102
R125 East	140	17	0	157
TOTALS	229	106	158	493

2040 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	1305	3980	5285
Brayton Park	1139	0	1213	2352
R125 East	3500	1022	0	4522
TOTALS	4639	2327	5193	12159

2040 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	110	171	281
Brayton Park	110	0	16	126
R125 East	164	21	0	185
TOTALS	274	131	187	592

2040 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	1068	3980	5048
Brayton Park	912	0	1139	2051
R125 East	3500	940	0	4440
TOTALS	4412	2008	5119	11539

2040 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 West	Brayton Park	R125 East	TOTALS
R125 West	0	104	171	275
Brayton Park	104	0	15	119
R125 East	164	20	0	184
TOTALS	268	124	186	578

Junction 4 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (08:30-09:30) — **SURVEYED TRAFFIC FLOWS**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	61	61	122
R125 North	32	0	329	361
R125 East	25	289	7	320
TOTALS	56	350	397	803

2022 PM Peak (17:15-18:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	23	54	78
R125 North	63	4	421	488
R125 East	60	301	0	361
TOTALS	123	328	476	927

2022 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	61	61	122
R125 North	32	0	329	361
R125 East	25	289	7	321
TOTALS	57	350	397	804

2022 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	23	54	77
R125 North	63	4	421	488
R125 East	60	301	0	361
TOTALS	123	328	475	926

2024 AM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	0
R125 North	0	0	15	15
R125 East	0	4	0	4
TOTALS	0	4	15	19

2024 PM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	0
R125 North	0	0	14	14
R125 East	0	24	0	24
TOTALS	0	24	14	38

2025 AM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	0
R125 North	0	0	11	11
R125 East	0	2	0	2
TOTALS	0	2	11	13

2025 PM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	0
R125 North	0	0	8	8
R125 East	0	14	0	14
TOTALS	0	14	8	22

2024 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	63	63	126
R125 North	33	0	355	388
R125 East	25	303	7	335
TOTALS	58	366	425	849

2024 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	24	56	80
R125 North	65	4	450	519
R125 East	62	335	0	397
TOTALS	127	363	506	996

2024 AM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	0
R125 North	0	0	0	0
R125 East	0	0	0	0
TOTALS	0	0	0	0

2024 PM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	0
R125 North	0	0	0	0
R125 East	0	0	0	0
TOTALS	0	0	0	0

2024 AM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	63	63	126
R125 North	33	0	355	388
R125 East	25	303	7	335
TOTALS	58	366	425	849

2024 PM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	24	56	80
R125 North	65	4	450	519
R125 East	62	335	0	397
TOTALS	127	363	506	996

2025 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	64	64	128
R125 North	33	0	361	394
R125 East	26	308	7	341
TOTALS	59	372	432	863

2025 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	25	57	82
R125 North	66	4	457	527
R125 East	63	341	0	404
TOTALS	129	370	514	1013

2025 AM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	0
R125 North	0	0	0	0
R125 East	0	0	0	0
TOTALS	0	0	0	0

2025 PM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	0
R125 North	0	0	0	0
R125 East	0	0	0	0
TOTALS	0	0	0	0

2025 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	64	64	128
R125 North	33	0	357	390
R125 East	26	306	7	339
TOTALS	59	370	428	857

2025 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	25	57	82
R125 North	66	4	451	521
R125 East	63	331	0	394
TOTALS	129	360	508	997

2030 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	70	70	140
R125 North	36	0	392	428
R125 East	28	335	7	370
TOTALS	64	405	469	938

2030 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	27	62	89
R125 North	72	4	496	572
R125 East	69	369	0	438
TOTALS	141	400	558	1099

2030 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	70	70	140
R125 North	36	0	388	424
R125 East	28	333	7	368
TOTALS	64	403	465	932

2030 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	27	62	89
R125 North	72	4	490	566
R125 East	69	359	0	428
TOTALS	141	390	552	1083

2040 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	74	75	149
R125 North	39	0	416	455
R125 East	30	356	8	394
TOTALS	69	430	499	998

2040 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	29	66	95
R125 North	76	5	527	608
R125 East	73	391	0	464
TOTALS	149	425	593	1167

2040 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	74	75	149
R125 North	39	0	412	451
R125 East	30	354	8	392
TOTALS	69	428	495	992

2040 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	29	66	95
R125 North	76	5	521	602
R125 East	73	381	0	454
TOTALS	149	415	587	1151

Junction 4 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2022 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	429	622	**1051**
R125 North	431	12	3648	**4091**
R125 East	523	3111	34	**3668**
TOTALS	**954**	**3552**	**4304**	**8810**

2022 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	13	2	**15**
R125 North	9	2	106	**117**
R125 East	7	101	7	**115**
TOTALS	**16**	**116**	**115**	**247**

2022 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	429	622	**1051**
R125 North	431	12	3648	**4091**
R125 East	523	3111	34	**3668**
TOTALS	**954**	**3552**	**4304**	**8810**

2022 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	13	2	**15**
R125 North	9	2	106	**117**
R125 East	7	101	7	**115**
TOTALS	**16**	**116**	**115**	**247**

2024 Light Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	**0**
R125 North	0	0	207	**207**
R125 East	0	206	0	**206**
TOTALS	**0**	**206**	**207**	**413**

2024 Heavy Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	**0**
R125 North	0	0	2	**2**
R125 East	0	2	0	**2**
TOTALS	**0**	**2**	**2**	**4**

2025 Light Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	**0**
R125 North	0	0	133	**133**
R125 East	0	124	0	**124**
TOTALS	**0**	**124**	**133**	**257**

2025 Heavy Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	**0**
R125 North	0	0	1	**1**
R125 East	0	1	0	**1**
TOTALS	**0**	**1**	**1**	**2**

2024 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	444	643	**1087**
R125 North	446	12	3981	**4439**
R125 East	541	3424	35	**4000**
TOTALS	**987**	**3880**	**4659**	**9526**

2024 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	13	2	**15**
R125 North	9	2	112	**123**
R125 East	7	106	7	**120**
TOTALS	**16**	**121**	**121**	**258**

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	**0**
R125 North	0	0	0	**0**
R125 East	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**0**

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	**0**
R125 North	0	0	0	**0**
R125 East	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**0**

2024 Light Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	444	643	**1087**
R125 North	446	12	3981	**4439**
R125 East	541	3424	35	**4000**
TOTALS	**987**	**3880**	**4659**	**9526**

2024 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	13	2	**15**
R125 North	9	2	112	**123**
R125 East	7	106	7	**120**
TOTALS	**16**	**121**	**121**	**258**

2025 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	451	654	**1105**
R125 North	453	13	4045	**4511**
R125 East	550	3479	36	**4065**
TOTALS	**1003**	**3943**	**4735**	**9681**

2025 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	15	2	**17**
R125 North	10	2	120	**132**
R125 East	8	115	8	**131**
TOTALS	**18**	**132**	**130**	**280**

2025 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	**0**
R125 North	0	0	0	**0**
R125 East	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**0**

2025 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	0	0	**0**
R125 North	0	0	0	**0**
R125 East	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**0**

2025 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	451	654	**1105**
R125 North	453	13	3971	**4437**
R125 East	550	3397	36	**3983**
TOTALS	**1003**	**3861**	**4661**	**9525**

2025 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	15	2	**17**
R125 North	10	2	119	**131**
R125 East	8	114	8	**130**
TOTALS	**18**	**131**	**129**	**278**

2030 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	491	712	**1203**
R125 North	494	14	4385	**4893**
R125 East	599	3769	39	**4407**
TOTALS	**1093**	**4274**	**5136**	**10503**

2030 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	17	3	**20**
R125 North	12	3	145	**160**
R125 East	9	138	9	**156**
TOTALS	**21**	**158**	**157**	**336**

2030 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	491	712	**1203**
R125 North	494	14	4311	**4819**
R125 East	599	3687	39	**4325**
TOTALS	**1093**	**4192**	**5062**	**10347**

2030 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	17	3	**20**
R125 North	12	3	144	**159**
R125 East	9	137	9	**155**
TOTALS	**21**	**157**	**156**	**334**

2040 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	523	758	**1281**
R125 North	525	15	4651	**5191**
R125 East	637	3996	41	**4674**
TOTALS	**1162**	**4534**	**5450**	**11146**

2040 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	21	3	**24**
R125 North	14	3	170	**187**
R125 East	11	162	11	**184**
TOTALS	**25**	**186**	**184**	**395**

2040 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	523	758	**1281**
R125 North	525	15	4577	**5117**
R125 East	637	3914	41	**4592**
TOTALS	**1162**	**4452**	**5376**	**10990**

2040 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Courtown Rd (West)	R125 North	R125 East	TOTALS
Courtown Rd (West)	0	21	3	**24**
R125 North	14	3	169	**186**
R125 East	11	161	11	**183**
TOTALS	**25**	**185**	**183**	**393**

Junction 5 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (08:30-09:30) — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	136	1	305	442
R148 East	95	0	0	231	326
Mulligan Site (South)	1	0	0	1	2
R148 West	172	287	1	0	459
TOTALS	267	423	2	537	1229

2022 PM Peak (17:15-18:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	102	0	394	496
R148 East	144	0	1	235	380
Mulligan Site (South)	0	1	0	2	4
R148 West	379	187	0	0	566
TOTALS	523	290	1	631	1446

2022 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	136	1	305	442
R148 East	95	0	0	231	326
Mulligan Site (South)	1	0	0	1	2
R148 West	172	287	1	0	460
TOTALS	268	423	2	537	1230

2022 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	102	0	394	496
R148 East	144	0	1	235	380
Mulligan Site (South)	0	1	0	2	3
R148 West	379	187	0	0	566
TOTALS	523	290	1	631	1445

2024 AM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	2	0	3	5
R148 East	4	0	0	2	6
Mulligan Site (South)	0	0	0	0	0
R148 West	2	2	0	0	4
TOTALS	6	4	0	5	15

2024 PM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	10	0	1	11
R148 East	6	0	0	2	8
Mulligan Site (South)	0	0	0	0	0
R148 West	4	5	0	0	9
TOTALS	10	15	0	3	28

2025 AM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	0	0	5	5
R148 East	0	0	0	4	4
Mulligan Site (South)	0	0	0	0	0
R148 West	6	13	0	0	19
TOTALS	6	13	0	9	28

2025 PM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	0	0	11	11
R148 East	0	0	0	16	16
Mulligan Site (South)	0	0	0	0	0
R148 West	10	13	0	0	23
TOTALS	10	13	0	27	50

2024 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	143	1	318	462
R148 East	102	0	0	241	343
Mulligan Site (South)	1	0	0	1	2
R148 West	180	298	1	0	479
TOTALS	283	441	2	560	1286

2024 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	116	0	408	524
R148 East	155	0	1	245	401
Mulligan Site (South)	0	1	0	2	3
R148 West	396	198	0	0	594
TOTALS	551	315	1	655	1522

2024 AM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	0	0	2	2
R148 East	0	0	0	2	2
Mulligan Site (South)	0	0	0	0	0
R148 West	0	0	0	0	0
TOTALS	0	0	0	4	4

2024 PM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	0	0	0	0
R148 East	0	0	0	0	0
Mulligan Site (South)	0	0	0	0	0
R148 West	2	3	0	0	5
TOTALS	2	3	0	0	5

2024 AM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	143	1	320	464
R148 East	102	0	0	243	345
Mulligan Site (South)	1	0	0	1	2
R148 West	180	298	1	0	479
TOTALS	283	441	2	564	1290

2024 PM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	116	0	408	524
R148 East	155	0	1	245	401
Mulligan Site (South)	0	1	0	2	3
R148 West	398	201	0	0	599
TOTALS	553	318	1	655	1527

2025 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	145	1	323	469
R148 East	103	0	0	245	348
Mulligan Site (South)	1	0	0	1	2
R148 West	183	304	1	0	488
TOTALS	287	449	2	569	1307

2025 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	117	0	415	532
R148 East	158	0	1	249	408
Mulligan Site (South)	0	1	0	2	3
R148 West	403	202	0	0	605
TOTALS	561	320	1	666	1548

2025 AM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	0	0	4	4
R148 East	0	0	0	4	4
Mulligan Site (South)	0	0	0	0	0
R148 West	4	11	0	0	15
TOTALS	4	11	0	8	23

2025 PM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	0	0	8	8
R148 East	0	0	0	11	11
Mulligan Site (South)	0	0	0	0	0
R148 West	5	6	0	0	11
TOTALS	5	6	0	19	30

2025 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	143	1	329	473
R148 East	99	0	0	251	350
Mulligan Site (South)	1	0	0	1	2
R148 West	191	326	1	0	518
TOTALS	291	469	2	581	1343

2025 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	107	0	433	540
R148 East	152	0	1	274	427
Mulligan Site (South)	0	1	0	2	3
R148 West	414	216	0	0	630
TOTALS	566	324	1	709	1600

2030 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	158	1	352	511
R148 East	112	0	0	267	379
Mulligan Site (South)	1	0	0	1	2
R148 West	199	330	1	0	530
TOTALS	312	488	2	620	1422

2030 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	127	0	452	579
R148 East	171	0	1	271	443
Mulligan Site (South)	0	1	0	3	4
R148 West	438	219	0	0	657
TOTALS	609	347	1	726	1683

2030 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	156	1	358	515
R148 East	108	0	0	273	381
Mulligan Site (South)	1	0	0	1	2
R148 West	207	352	1	0	560
TOTALS	316	508	2	632	1458

2030 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	117	0	470	587
R148 East	165	0	1	296	462
Mulligan Site (South)	0	1	0	3	4
R148 West	449	233	0	0	682
TOTALS	614	351	1	769	1735

2040 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	168	1	374	543
R148 East	119	0	0	283	402
Mulligan Site (South)	1	0	0	1	2
R148 West	211	351	1	0	563
TOTALS	331	519	2	658	1510

2040 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	134	0	481	615
R148 East	182	0	1	288	471
Mulligan Site (South)	0	1	0	3	4
R148 West	466	233	0	0	699
TOTALS	648	368	1	772	1789

2040 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	166	1	380	547
R148 East	115	0	0	289	404
Mulligan Site (South)	1	0	0	1	2
R148 West	219	373	1	0	593
TOTALS	335	539	2	670	1546

2040 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	124	0	499	623
R148 East	176	0	1	313	490
Mulligan Site (South)	0	1	0	3	4
R148 West	477	247	0	0	724
TOTALS	653	372	1	815	1841

Junction 5 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2022 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	1363	2	3114	4479
R148 East	1315	0	23	2573	3911
Mulligan Site (South)	9	15	0	16	40
R148 West	2696	2594	13	0	5303
TOTALS	4020	3972	38	5703	13733

2022 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	41	1	342	384
R148 East	37	0	3	110	150
Mulligan Site (South)	1	0	0	6	7
R148 West	326	101	2	0	429
TOTALS	364	142	6	458	970

2022 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	1363	2	3114	4479
R148 East	1315	0	23	2573	3911
Mulligan Site (South)	9	15	0	16	40
R148 West	2696	2594	13	0	5303
TOTALS	4020	3972	38	5703	13733

2022 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	41	1	342	384
R148 East	37	0	3	110	150
Mulligan Site (South)	1	0	0	6	7
R148 West	326	101	2	0	429
TOTALS	364	142	6	458	970

2024 Light Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	82	0	31	113
R148 East	74	0	0	46	120
Mulligan Site (South)	0	0	0	0	0
R148 West	28	50	0	0	78
TOTALS	102	132	0	77	311

2024 Heavy Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	1	0	23	24
R148 East	1	0	0	12	13
Mulligan Site (South)	0	0	0	0	0
R148 West	21	11	0	0	32
TOTALS	22	12	0	35	69

2025 Light Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	0	0	113	113
R148 East	0	0	0	170	170
Mulligan Site (South)	0	0	0	0	0
R148 West	102	183	0	0	285
TOTALS	102	183	0	283	568

2025 Heavy Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	0	0	24	24
R148 East	0	0	0	13	13
Mulligan Site (South)	0	0	0	0	0
R148 West	22	12	0	0	34
TOTALS	22	12	0	37	71

2024 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	1492	2	3252	4746
R148 East	1434	0	24	2708	4166
Mulligan Site (South)	9	16	0	17	42
R148 West	2817	2733	13	0	5563
TOTALS	4260	4241	39	5977	14517

2024 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	45	1	391	437
R148 East	41	0	3	130	174
Mulligan Site (South)	1	0	0	6	7
R148 West	372	120	2	0	494
TOTALS	414	165	6	527	1112

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	0	0	10	10
R148 East	0	0	0	15	15
Mulligan Site (South)	0	0	0	0	0
R148 West	9	16	0	0	25
TOTALS	9	16	0	25	50

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	0	0	0	0
R148 East	0	0	0	0	0
Mulligan Site (South)	0	0	0	0	0
R148 West	0	0	0	0	0
TOTALS	0	0	0	0	0

2024 Light Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	1492	2	3262	4756
R148 East	1434	0	24	2723	4181
Mulligan Site (South)	9	16	0	17	42
R148 West	2826	2749	13	0	5588
TOTALS	4269	4257	39	6002	14567

2024 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	45	1	391	437
R148 East	41	0	3	130	174
Mulligan Site (South)	1	0	0	6	7
R148 West	372	120	2	0	494
TOTALS	414	165	6	527	1112

2025 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	1516	2	3307	4825
R148 East	1458	0	24	2753	4235
Mulligan Site (South)	9	16	0	17	42
R148 West	2865	2779	14	0	5658
TOTALS	4332	4311	40	6077	14760

2025 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	47	1	405	453
R148 East	42	0	3	135	180
Mulligan Site (South)	1	0	0	7	8
R148 West	385	124	2	0	511
TOTALS	428	171	6	547	1152

2025 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	0	0	78	78
R148 East	0	0	0	118	118
Mulligan Site (South)	0	0	0	0	0
R148 West	70	126	0	0	196
TOTALS	70	126	0	196	392

2025 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	0	0	1	1
R148 East	0	0	0	1	1
Mulligan Site (South)	0	0	0	0	0
R148 West	1	1	0	0	2
TOTALS	1	1	0	2	4

2025 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	1434	2	3467	4903
R148 East	1384	0	24	2995	4403
Mulligan Site (South)	9	16	0	17	42
R148 West	3009	3038	14	0	6061
TOTALS	4402	4488	40	6479	15409

2025 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	46	1	407	454
R148 East	41	0	3	137	181
Mulligan Site (South)	1	0	0	7	8
R148 West	387	126	2	0	515
TOTALS	429	172	6	551	1158

2030 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	1643	2	3597	5242
R148 East	1580	0	26	2993	4599
Mulligan Site (South)	10	17	0	18	45
R148 West	3116	3021	15	0	6152
TOTALS	4706	4681	43	6608	16038

2030 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	56	1	483	540
R148 East	51	0	4	160	215
Mulligan Site (South)	1	0	0	8	9
R148 West	460	147	3	0	610
TOTALS	512	203	8	651	1374

2030 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	1561	2	3757	5320
R148 East	1506	0	26	3235	4767
Mulligan Site (South)	10	17	0	18	45
R148 West	3260	3280	15	0	6555
TOTALS	4776	4858	43	7010	16687

2030 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	55	1	485	541
R148 East	50	0	4	162	216
Mulligan Site (South)	1	0	0	8	9
R148 West	462	149	3	0	614
TOTALS	513	204	8	655	1380

2040 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	1743	2	3825	5570
R148 East	1676	0	28	3181	4885
Mulligan Site (South)	11	18	0	19	48
R148 West	3313	3210	16	0	6539
TOTALS	5000	4971	46	7025	17042

2040 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	66	2	564	632
R148 East	60	0	5	186	251
Mulligan Site (South)	2	0	0	9	11
R148 West	537	171	3	0	711
TOTALS	599	237	10	759	1605

2040 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	1661	2	3985	5648
R148 East	1602	0	28	3423	5053
Mulligan Site (South)	11	18	0	19	48
R148 West	3457	3469	16	0	6942
TOTALS	5070	5148	46	7427	17691

2040 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 (North)	R148 East	Mulligan Site (South)	R148 West	TOTALS
R158 (North)	0	65	2	566	633
R148 East	59	0	5	188	252
Mulligan Site (South)	2	0	0	9	11
R148 West	539	173	3	0	715
TOTALS	600	238	10	763	1611

Junction 6 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (08:30-09:30) — **SURVEYED TRAFFIC FLOWS**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	6	0	6	12
R148 East	0	0	0	0	0
Bridge Street (South)	20	17	0	317	354
R148 West	16	389	0	0	405
TOTALS	36	412	0	323	771

2022 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	6	0	6	12
R148 East	0	0	0	0	0
Bridge Street (South)	20	17	0	317	354
R148 West	16	389	0	0	405
TOTALS	36	412	0	323	771

2024 AM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	0
R148 East	0	0	0	0	0
Bridge Street (South)	0	0	0	6	6
R148 West	0	4	0	0	4
TOTALS	0	4	0	6	10

2025 AM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	0
R148 East	0	0	0	0	0
Bridge Street (South)	0	0	0	2	2
R148 West	0	2	0	0	2
TOTALS	0	2	0	2	4

2024 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	6	0	6	12
R148 East	0	0	0	0	0
Bridge Street (South)	21	18	0	334	373
R148 West	17	406	0	0	423
TOTALS	38	430	0	340	808

2024 AM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	0
R148 East	0	0	0	0	0
Bridge Street (South)	0	0	0	2	2
R148 West	0	0	0	0	0
TOTALS	0	0	0	2	2

2024 AM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	6	0	6	12
R148 East	0	0	0	0	0
Bridge Street (South)	21	18	0	336	375
R148 West	17	406	0	0	423
TOTALS	38	430	0	342	810

2025 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	6	0	6	12
R148 East	0	0	0	0	0
Bridge Street (South)	21	18	0	339	378
R148 West	17	413	0	0	430
TOTALS	38	437	0	345	820

2025 AM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	0
R148 East	0	0	0	0	0
Bridge Street (South)	0	0	0	4	4
R148 West	0	11	0	0	11
TOTALS	0	11	0	4	15

2025 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	6	0	6	12
R148 East	0	0	0	0	0
Bridge Street (South)	21	18	0	339	378
R148 West	17	422	0	0	439
TOTALS	38	446	0	345	829

2030 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	6	0	7	13
R148 East	0	0	0	0	0
Bridge Street (South)	23	19	0	369	411
R148 West	18	450	0	0	468
TOTALS	41	475	0	376	892

2030 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	6	0	7	13
R148 East	0	0	0	0	0
Bridge Street (South)	23	19	0	369	411
R148 West	18	459	0	0	477
TOTALS	41	484	0	376	901

2040 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	7	0	7	14
R148 East	0	0	0	0	0
Bridge Street (South)	25	21	0	392	438
R148 West	19	478	0	0	497
TOTALS	44	506	0	399	949

2040 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	7	0	7	14
R148 East	0	0	0	0	0
Bridge Street (South)	25	21	0	392	438
R148 West	19	487	0	0	506
TOTALS	44	515	0	399	958

2022 PM Peak (17:15-18:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	3	0	2	5
R148 East	0	0	0	0	0
Bridge Street (South)	2	32	0	361	395
R148 West	2	270	1	0	273
TOTALS	4	306	1	363	674

2022 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	3	0	2	5
R148 East	0	0	0	0	0
Bridge Street (South)	2	32	0	361	395
R148 West	2	270	1	0	273
TOTALS	4	305	1	363	673

2024 PM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	0
R148 East	0	0	0	0	0
Bridge Street (South)	0	0	0	8	8
R148 West	0	15	0	0	15
TOTALS	0	15	0	8	23

2025 PM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	0
R148 East	0	0	0	0	0
Bridge Street (South)	0	0	0	2	2
R148 West	0	5	0	0	5
TOTALS	0	5	0	2	7

2024 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	3	0	2	5
R148 East	0	0	0	0	0
Bridge Street (South)	2	33	0	381	416
R148 West	2	295	1	0	298
TOTALS	4	331	1	383	719

2024 PM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	0
R148 East	0	0	0	0	0
Bridge Street (South)	0	0	0	0	0
R148 West	0	3	0	0	3
TOTALS	0	3	0	0	3

2024 PM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	3	0	2	5
R148 East	0	0	0	0	0
Bridge Street (South)	2	33	0	381	416
R148 West	2	298	1	0	301
TOTALS	4	334	1	383	722

2025 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	3	0	2	5
R148 East	0	0	0	0	0
Bridge Street (South)	2	34	0	388	424
R148 West	2	299	1	0	302
TOTALS	4	336	1	390	731

2025 PM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	0
R148 East	0	0	0	0	0
Bridge Street (South)	0	0	0	11	11
R148 West	0	6	0	0	6
TOTALS	0	6	0	11	17

2025 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	3	0	2	5
R148 East	0	0	0	0	0
Bridge Street (South)	2	34	0	393	429
R148 West	2	295	1	0	298
TOTALS	4	332	1	395	732

2030 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	4	0	2	6
R148 East	0	0	0	0	0
Bridge Street (South)	3	37	0	421	461
R148 West	2	324	1	0	327
TOTALS	5	365	1	423	794

2030 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	4	0	2	6
R148 East	0	0	0	0	0
Bridge Street (South)	3	37	0	426	466
R148 West	2	320	1	0	323
TOTALS	5	361	1	428	795

2040 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	4	0	2	6
R148 East	0	0	0	0	0
Bridge Street (South)	3	39	0	448	490
R148 West	2	344	1	0	347
TOTALS	5	387	1	450	843

2040 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	4	0	2	6
R148 East	0	0	0	0	0
Bridge Street (South)	3	39	0	453	495
R148 West	2	340	1	0	343
TOTALS	5	383	1	455	844

Junction 6 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2022 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	36	0	59	**95**
R148 East	0	0	0	0	**0**
Bridge Street (South)	70	357	0	3755	**4182**
R148 West	70	3862	0	0	**3932**
TOTALS	**140**	**4255**	**0**	**3814**	**8209**

2022 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	6	0	142	**148**
R148 West	0	135	0	0	**135**
TOTALS	**0**	**141**	**0**	**142**	**283**

2022 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	36	0	59	**95**
R148 East	0	0	0	0	**0**
Bridge Street (South)	70	357	0	3755	**4182**
R148 West	70	3862	0	0	**3932**
TOTALS	**140**	**4255**	**0**	**3814**	**8209**

2022 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	6	0	142	**148**
R148 West	0	135	0	0	**135**
TOTALS	**0**	**141**	**0**	**142**	**283**

2024 Light Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	0	0	120	**120**
R148 West	0	132	0	0	**132**
TOTALS	**0**	**132**	**0**	**120**	**252**

2024 Heavy Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	0	0	13	**13**
R148 West	0	12	0	0	**12**
TOTALS	**0**	**12**	**0**	**13**	**25**

2025 Light Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	0	0	46	**46**
R148 West	0	50	0	0	**50**
TOTALS	**0**	**50**	**0**	**46**	**96**

2025 Heavy Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	0	0	12	**12**
R148 West	0	11	0	0	**11**
TOTALS	**0**	**11**	**0**	**12**	**23**

2024 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	37	0	61	**98**
R148 East	0	0	0	0	**0**
Bridge Street (South)	72	369	0	4005	**4446**
R148 West	72	4127	0	0	**4199**
TOTALS	**144**	**4533**	**0**	**4066**	**8743**

2024 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	6	0	166	**172**
R148 West	0	157	0	0	**157**
TOTALS	**0**	**163**	**0**	**166**	**329**

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	0	0	15	**15**
R148 West	0	16	0	0	**16**
TOTALS	**0**	**16**	**0**	**15**	**31**

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	0	0	0	**0**
R148 West	0	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**0**	**0**

2024 Light Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	37	0	61	**98**
R148 East	0	0	0	0	**0**
Bridge Street (South)	72	369	0	4020	**4461**
R148 West	72	4143	0	0	**4215**
TOTALS	**144**	**4549**	**0**	**4081**	**8774**

2024 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	6	0	166	**172**
R148 West	0	157	0	0	**157**
TOTALS	**0**	**163**	**0**	**166**	**329**

2025 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	38	0	62	**100**
R148 East	0	0	0	0	**0**
Bridge Street (South)	74	376	0	4071	**4521**
R148 West	74	4196	0	0	**4270**
TOTALS	**148**	**4610**	**0**	**4133**	**8891**

2025 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	7	0	172	**179**
R148 West	0	163	0	0	**163**
TOTALS	**0**	**170**	**0**	**172**	**342**

2025 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	0	0	118	**118**
R148 West	0	126	0	0	**126**
TOTALS	**0**	**126**	**0**	**118**	**244**

2025 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	0	0	1	**1**
R148 West	0	1	0	0	**1**
TOTALS	**0**	**1**	**0**	**1**	**2**

2025 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	38	0	62	**100**
R148 East	0	0	0	0	**0**
Bridge Street (South)	74	376	0	4115	**4565**
R148 West	74	4240	0	0	**4314**
TOTALS	**148**	**4654**	**0**	**4177**	**8979**

2025 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	7	0	172	**179**
R148 West	0	163	0	0	**163**
TOTALS	**0**	**170**	**0**	**172**	**342**

2030 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	41	0	68	**109**
R148 East	0	0	0	0	**0**
Bridge Street (South)	80	409	0	4421	**4910**
R148 West	80	4555	0	0	**4635**
TOTALS	**160**	**5005**	**0**	**4489**	**9654**

2030 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	8	0	204	**212**
R148 West	0	194	0	0	**194**
TOTALS	**0**	**202**	**0**	**204**	**406**

2030 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	41	0	68	**109**
R148 East	0	0	0	0	**0**
Bridge Street (South)	80	409	0	4465	**4954**
R148 West	80	4599	0	0	**4679**
TOTALS	**160**	**5049**	**0**	**4533**	**9742**

2030 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	8	0	204	**212**
R148 West	0	194	0	0	**194**
TOTALS	**0**	**202**	**0**	**204**	**406**

2040 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	44	0	72	**116**
R148 East	0	0	0	0	**0**
Bridge Street (South)	85	435	0	4695	**5215**
R148 West	85	4837	0	0	**4922**
TOTALS	**170**	**5316**	**0**	**4767**	**10253**

2040 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	9	0	238	**247**
R148 West	0	226	0	0	**226**
TOTALS	**0**	**235**	**0**	**238**	**473**

2040 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	44	0	72	**116**
R148 East	0	0	0	0	**0**
Bridge Street (South)	85	435	0	4739	**5259**
R148 West	85	4881	0	0	**4966**
TOTALS	**170**	**5360**	**0**	**4811**	**10341**

2040 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Mill Lane (North)	R148 East	Bridge Street (South)	R148 West	TOTALS
Mill Lane (North)	0	0	0	0	**0**
R148 East	0	0	0	0	**0**
Bridge Street (South)	0	9	0	238	**247**
R148 West	0	226	0	0	**226**
TOTALS	**0**	**235**	**0**	**238**	**473**

Junction 7 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (08:30-09:30) — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	141	267	0	407
R125 The Square (North)	0	0	232	0	232
New Road (East)	0	0	0	0	0
School Street (South)	0	152	15	0	166
TOTALS	0	292	513	0	805

2022 PM Peak (17:15-18:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	89	210	0	299
R125 The Square (North)	0	0	292	0	292
New Road (East)	0	0	0	0	0
School Street (South)	1	115	14	0	130
TOTALS	1	204	516	0	722

2022 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	141	267	0	408
R125 The Square (North)	0	0	232	0	232
New Road (East)	0	0	0	0	0
School Street (South)	0	152	15	0	167
TOTALS	0	293	514	0	807

2022 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	89	210	0	299
R125 The Square (North)	0	0	292	0	292
New Road (East)	0	0	0	0	0
School Street (South)	1	115	14	0	130
TOTALS	1	204	516	0	721

2024 AM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	4	0	4
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	4	0	4

2024 PM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	15	0	15
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	15	0	15

2025 AM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	2	0	2
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	2	0	2

2025 PM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	5	0	5
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	5	0	5

2024 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	145	280	0	425
R125 The Square (North)	0	0	240	0	240
New Road (East)	0	0	0	0	0
School Street (South)	0	157	15	0	172
TOTALS	0	302	535	0	837

2024 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	92	232	0	324
R125 The Square (North)	0	0	302	0	302
New Road (East)	0	0	0	0	0
School Street (South)	1	119	14	0	134
TOTALS	1	211	548	0	760

2024 AM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	0	0	0
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	0	0	0

2024 PM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	3	0	3
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	3	0	3

2024 AM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	145	280	0	425
R125 The Square (North)	0	0	240	0	240
New Road (East)	0	0	0	0	0
School Street (South)	0	157	15	0	172
TOTALS	0	302	535	0	837

2024 PM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	92	235	0	327
R125 The Square (North)	0	0	302	0	302
New Road (East)	0	0	0	0	0
School Street (South)	1	119	14	0	134
TOTALS	1	211	551	0	763

2025 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	148	285	0	433
R125 The Square (North)	0	0	244	0	244
New Road (East)	0	0	0	0	0
School Street (South)	0	160	15	0	175
TOTALS	0	308	544	0	852

2025 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	94	236	0	330
R125 The Square (North)	0	0	307	0	307
New Road (East)	0	0	0	0	0
School Street (South)	1	121	15	0	137
TOTALS	1	215	558	0	774

2025 AM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	11	0	11
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	11	0	11

2025 PM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	6	0	6
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	6	0	6

2025 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	148	294	0	442
R125 The Square (North)	0	0	244	0	244
New Road (East)	0	0	0	0	0
School Street (South)	0	160	15	0	175
TOTALS	0	308	553	0	861

2025 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	94	232	0	326
R125 The Square (North)	0	0	307	0	307
New Road (East)	0	0	0	0	0
School Street (South)	1	121	15	0	137
TOTALS	1	215	554	0	770

2030 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	161	309	0	470
R125 The Square (North)	0	0	266	0	266
New Road (East)	0	0	0	0	0
School Street (South)	0	174	17	0	191
TOTALS	0	335	592	0	927

2030 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	102	256	0	358
R125 The Square (North)	0	0	335	0	335
New Road (East)	0	0	0	0	0
School Street (South)	1	132	16	0	149
TOTALS	1	234	607	0	842

2030 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	161	318	0	479
R125 The Square (North)	0	0	266	0	266
New Road (East)	0	0	0	0	0
School Street (South)	0	174	17	0	191
TOTALS	0	335	601	0	936

2030 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	102	252	0	354
R125 The Square (North)	0	0	335	0	335
New Road (East)	0	0	0	0	0
School Street (South)	1	132	16	0	149
TOTALS	1	234	603	0	838

2040 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	171	329	0	500
R125 The Square (North)	0	0	283	0	283
New Road (East)	0	0	0	0	0
School Street (South)	0	185	18	0	203
TOTALS	0	356	630	0	986

2040 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	109	271	0	380
R125 The Square (North)	0	0	356	0	356
New Road (East)	0	0	0	0	0
School Street (South)	1	140	17	0	158
TOTALS	1	249	644	0	894

2040 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	171	338	0	509
R125 The Square (North)	0	0	283	0	283
New Road (East)	0	0	0	0	0
School Street (South)	0	185	18	0	203
TOTALS	0	356	639	0	995

2040 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	109	267	0	376
R125 The Square (North)	0	0	356	0	356
New Road (East)	0	0	0	0	0
School Street (South)	1	140	17	0	158
TOTALS	1	249	640	0	890

Junction 7 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2022 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	1439	2808	0	4247
R125 The Square (North)	0	0	2772	0	2772
New Road (East)	0	0	0	0	0
School Street (South)	0	1688	146	0	1834
TOTALS	0	3127	5726	0	8853

2022 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	26	115	0	141
R125 The Square (North)	0	0	43	0	43
New Road (East)	0	0	0	0	0
School Street (South)	0	23	6	0	29
TOTALS	0	49	164	0	213

2022 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	1439	2808	0	4247
R125 The Square (North)	0	0	2772	0	2772
New Road (East)	0	0	0	0	0
School Street (South)	0	1688	146	0	1834
TOTALS	0	3127	5726	0	8853

2022 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	26	115	0	141
R125 The Square (North)	0	0	43	0	43
New Road (East)	0	0	0	0	0
School Street (South)	0	23	6	0	29
TOTALS	0	49	164	0	213

2024 Light Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	132	0	132
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	132	0	132

2024 Heavy Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	12	0	12
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	12	0	12

2025 Light Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	50	0	50
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	50	0	50

2025 Heavy Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	11	0	11
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	11	0	11

2024 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	1489	3037	0	4526
R125 The Square (North)	0	0	2868	0	2868
New Road (East)	0	0	0	0	0
School Street (South)	0	1746	151	0	1897
TOTALS	0	3235	6056	0	9291

2024 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	28	136	0	164
R125 The Square (North)	0	0	46	0	46
New Road (East)	0	0	0	0	0
School Street (South)	0	25	6	0	31
TOTALS	0	53	188	0	241

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	16	0	16
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	16	0	16

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	0	0	0
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	0	0	0

2024 Light Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	1489	3053	0	4542
R125 The Square (North)	0	0	2868	0	2868
New Road (East)	0	0	0	0	0
School Street (South)	0	1746	151	0	1897
TOTALS	0	3235	6072	0	9307

2024 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	28	136	0	164
R125 The Square (North)	0	0	46	0	46
New Road (East)	0	0	0	0	0
School Street (South)	0	25	6	0	31
TOTALS	0	53	188	0	241

2025 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	1514	3087	0	4601
R125 The Square (North)	0	0	2917	0	2917
New Road (East)	0	0	0	0	0
School Street (South)	0	1776	154	0	1930
TOTALS	0	3290	6158	0	9448

2025 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	29	141	0	170
R125 The Square (North)	0	0	48	0	48
New Road (East)	0	0	0	0	0
School Street (South)	0	26	7	0	33
TOTALS	0	55	196	0	251

2025 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	126	0	126
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	126	0	126

2025 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	0	1	0	1
R125 The Square (North)	0	0	0	0	0
New Road (East)	0	0	0	0	0
School Street (South)	0	0	0	0	0
TOTALS	0	0	1	0	1

2025 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	1514	3131	0	4645
R125 The Square (North)	0	0	2917	0	2917
New Road (East)	0	0	0	0	0
School Street (South)	0	1776	154	0	1930
TOTALS	0	3290	6202	0	9492

2025 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	29	141	0	170
R125 The Square (North)	0	0	48	0	48
New Road (East)	0	0	0	0	0
School Street (South)	0	26	7	0	33
TOTALS	0	55	196	0	251

2030 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	1648	3348	0	4996
R125 The Square (North)	0	0	3175	0	3175
New Road (East)	0	0	0	0	0
School Street (South)	0	1933	167	0	2100
TOTALS	0	3581	6690	0	10271

2030 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	35	167	0	202
R125 The Square (North)	0	0	58	0	58
New Road (East)	0	0	0	0	0
School Street (South)	0	31	8	0	39
TOTALS	0	66	233	0	299

2030 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	1648	3392	0	5040
R125 The Square (North)	0	0	3175	0	3175
New Road (East)	0	0	0	0	0
School Street (South)	0	1933	167	0	2100
TOTALS	0	3581	6734	0	10315

2030 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	35	167	0	202
R125 The Square (North)	0	0	58	0	58
New Road (East)	0	0	0	0	0
School Street (South)	0	31	8	0	39
TOTALS	0	66	233	0	299

2040 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	1753	3553	0	5306
R125 The Square (North)	0	0	3377	0	3377
New Road (East)	0	0	0	0	0
School Street (South)	0	2056	178	0	2234
TOTALS	0	3809	7108	0	10917

2040 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	41	194	0	235
R125 The Square (North)	0	0	68	0	68
New Road (East)	0	0	0	0	0
School Street (South)	0	36	9	0	45
TOTALS	0	77	271	0	348

2040 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	1753	3597	0	5350
R125 The Square (North)	0	0	3377	0	3377
New Road (East)	0	0	0	0	0
School Street (South)	0	2056	178	0	2234
TOTALS	0	3809	7152	0	10961

2040 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 New Lane (West)	R125 The Square	New Road (East)	School Street (South)	TOTALS
R148 New Lane (West)	0	41	194	0	235
R125 The Square (North)	0	0	68	0	68
New Road (East)	0	0	0	0	0
School Street (South)	0	36	9	0	45
TOTALS	0	77	271	0	348

Junction 8 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (08:30-09:30) — **SURVEYED TRAFFIC FLOWS**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	33	0	259	153	**444**
Shaw's Bridge (South)	137	164	0	213	**514**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**170**	**164**	**259**	**366**	**958**

2022 PM Peak (17:15-18:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	27	0	416	254	**697**
Shaw's Bridge (South)	107	140	0	133	**380**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**134**	**140**	**416**	**387**	**1077**

2022 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	33	0	259	153	**445**
Shaw's Bridge (South)	137	164	0	213	**514**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**170**	**164**	**259**	**366**	**959**

2022 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	27	0	416	254	**697**
Shaw's Bridge (South)	107	140	0	133	**380**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**134**	**140**	**416**	**387**	**1077**

2024 AM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	4	2	**6**
Shaw's Bridge (South)	0	11	0	4	**15**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**11**	**4**	**6**	**21**

2024 PM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	24	2	**26**
Shaw's Bridge (South)	0	8	0	6	**14**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**8**	**24**	**8**	**40**

2025 AM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	2	2	**4**
Shaw's Bridge (South)	0	11	0	0	**11**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**11**	**2**	**2**	**15**

2025 PM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	14	2	**16**
Shaw's Bridge (South)	0	8	0	0	**8**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**8**	**14**	**2**	**24**

2024 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	34	0	272	160	**466**
Shaw's Bridge (South)	142	180	0	225	**547**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**176**	**180**	**272**	**385**	**1013**

2024 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	28	0	455	264	**747**
Shaw's Bridge (South)	110	152	0	144	**406**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**138**	**152**	**455**	**408**	**1153**

2024 AM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	0	2	**2**
Shaw's Bridge (South)	0	0	0	0	**0**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**2**	**2**

2024 PM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	0	0	**0**
Shaw's Bridge (South)	0	0	0	0	**0**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**0**	**0**

2024 AM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	34	0	272	162	**468**
Shaw's Bridge (South)	142	180	0	225	**547**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**176**	**180**	**272**	**387**	**1015**

2024 PM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	28	0	455	264	**747**
Shaw's Bridge (South)	110	152	0	144	**406**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**138**	**152**	**455**	**408**	**1153**

2025 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	34	0	276	163	**473**
Shaw's Bridge (South)	144	183	0	228	**555**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**178**	**183**	**276**	**391**	**1028**

2025 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	29	0	462	269	**760**
Shaw's Bridge (South)	112	155	0	146	**413**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**141**	**155**	**462**	**415**	**1173**

2025 AM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	0	4	**4**
Shaw's Bridge (South)	0	0	0	0	**0**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**4**	**4**

2025 PM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	0	11	**11**
Shaw's Bridge (South)	0	0	0	0	**0**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**11**	**11**

2025 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	34	0	274	167	**475**
Shaw's Bridge (South)	144	183	0	224	**551**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**178**	**183**	**274**	**391**	**1026**

2025 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	29	0	452	280	**761**
Shaw's Bridge (South)	112	155	0	140	**407**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**141**	**155**	**452**	**420**	**1168**

2030 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	37	0	301	177	**515**
Shaw's Bridge (South)	157	198	0	248	**603**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**194**	**198**	**301**	**425**	**1118**

2030 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	32	0	501	292	**824**
Shaw's Bridge (South)	122	168	0	159	**449**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**153**	**168**	**501**	**451**	**1273**

2030 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	37	0	299	181	**517**
Shaw's Bridge (South)	157	198	0	244	**599**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**194**	**198**	**299**	**425**	**1116**

2030 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	31	0	491	303	**825**
Shaw's Bridge (South)	122	168	0	153	**443**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**153**	**168**	**491**	**456**	**1268**

2040 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	40	0	319	188	**547**
Shaw's Bridge (South)	167	210	0	264	**641**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**207**	**210**	**319**	**452**	**1188**

2040 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	33	0	531	311	**875**
Shaw's Bridge (South)	130	178	0	169	**477**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**163**	**178**	**531**	**480**	**1352**

2040 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	40	0	317	192	**549**
Shaw's Bridge (South)	167	210	0	260	**637**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**207**	**210**	**317**	**452**	**1186**

2040 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	33	0	521	322	**876**
Shaw's Bridge (South)	130	178	0	163	**471**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**163**	**178**	**521**	**485**	**1347**

Junction 8 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2022 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	412	0	3933	2430	**6775**
Shaw's Bridge (South)	1423	1514	0	1777	**4714**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**1835**	**1514**	**3933**	**4207**	**11489**

2022 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	6	0	81	110	**197**
Shaw's Bridge (South)	23	20	0	38	**81**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**29**	**20**	**81**	**148**	**278**

2022 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	412	0	3933	2430	**6775**
Shaw's Bridge (South)	1423	1514	0	1777	**4714**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**1835**	**1514**	**3933**	**4207**	**11489**

2022 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	6	0	81	110	**197**
Shaw's Bridge (South)	23	20	0	38	**81**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**29**	**20**	**81**	**148**	**278**

2024 Light Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	206	46	**252**
Shaw's Bridge (South)	0	133	0	74	**207**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**133**	**206**	**120**	**459**

2024 Heavy Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	2	12	**14**
Shaw's Bridge (South)	0	1	0	1	**2**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**1**	**2**	**13**	**16**

2025 Light Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	124	46	**170**
Shaw's Bridge (South)	0	133	0	0	**133**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**133**	**124**	**46**	**303**

2025 Heavy Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	1	12	**13**
Shaw's Bridge (South)	0	1	0	0	**1**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**1**	**1**	**12**	**14**

2024 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	426	0	4275	2560	**7261**
Shaw's Bridge (South)	1472	1699	0	1912	**5083**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**1898**	**1699**	**4275**	**4472**	**12344**

2024 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	6	0	89	130	**225**
Shaw's Bridge (South)	25	23	0	42	**90**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**31**	**23**	**89**	**172**	**315**

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	0	15	**15**
Shaw's Bridge (South)	0	0	0	0	**0**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**15**	**15**

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	0	0	**0**
Shaw's Bridge (South)	0	0	0	0	**0**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**0**	**0**

2024 Light Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	426	0	4275	2575	**7276**
Shaw's Bridge (South)	1472	1699	0	1912	**5083**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**1898**	**1699**	**4275**	**4487**	**12359**

2024 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	6	0	89	130	**225**
Shaw's Bridge (South)	25	23	0	42	**90**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**31**	**23**	**89**	**172**	**315**

2025 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	433	0	4344	2603	**7380**
Shaw's Bridge (South)	1497	1726	0	1944	**5167**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**1930**	**1726**	**4344**	**4547**	**12547**

2025 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	7	0	93	135	**235**
Shaw's Bridge (South)	26	23	0	43	**92**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**33**	**23**	**93**	**178**	**327**

2025 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	0	118	**118**
Shaw's Bridge (South)	0	0	0	0	**0**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**118**	**118**

2025 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	0	0	0	1	**1**
Shaw's Bridge (South)	0	0	0	0	**0**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**1**	**1**

2025 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	433	0	4262	2721	**7416**
Shaw's Bridge (South)	1497	1726	0	1870	**5093**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**1930**	**1726**	**4262**	**4591**	**12509**

2025 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	7	0	92	136	**235**
Shaw's Bridge (South)	26	23	0	42	**91**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**33**	**23**	**92**	**178**	**326**

2030 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	472	0	4710	2829	**8011**
Shaw's Bridge (South)	1630	1867	0	2109	**5606**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**2102**	**1867**	**4710**	**4938**	**13617**

2030 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	8	0	111	160	**279**
Shaw's Bridge (South)	31	28	0	52	**111**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**39**	**28**	**111**	**212**	**390**

2030 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	472	0	4628	2947	**8047**
Shaw's Bridge (South)	1630	1867	0	2035	**5532**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**2102**	**1867**	**4628**	**4982**	**13579**

2030 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	8	0	110	161	**279**
Shaw's Bridge (South)	31	28	0	51	**110**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**39**	**28**	**110**	**212**	**389**

2040 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	502	0	4998	3006	**8506**
Shaw's Bridge (South)	1734	1977	0	2239	**5950**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**2236**	**1977**	**4998**	**5245**	**14456**

2040 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	9	0	130	186	**325**
Shaw's Bridge (South)	36	33	0	61	**130**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**45**	**33**	**130**	**247**	**455**

2040 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	502	0	4916	3124	**8542**
Shaw's Bridge (South)	1734	1977	0	2165	**5876**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**2236**	**1977**	**4916**	**5289**	**14418**

2040 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	School Street (North)	Harbour Street (East)	Shaw's Bridge (South)	Bridge Street (NW)	TOTALS
School Street (North)	0	0	0	0	**0**
Harbour Street (East)	9	0	129	187	**325**
Shaw's Bridge (South)	36	33	0	60	**129**
Bridge Street (NW)	0	0	0	0	**0**
TOTALS	**45**	**33**	**129**	**247**	**454**

Junction 9 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (08:30-09:30) — **SURVEYED TRAFFIC FLOWS**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	68	139	52	259
Penwall Lodge	112	0	146	45	303
R125 West	275	79	0	39	393
Highfield Park	66	29	33	0	128
TOTALS	453	176	318	136	1082

2022 PM Peak (17:15-18:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	145	254	27	427
Penwall Lodge	103	0	104	5	211
R125 West	248	197	0	29	474
Highfield Park	27	7	13	0	48
TOTALS	378	349	372	61	1160

2022 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	68	139	52	259
Penwall Lodge	112	0	146	45	303
R125 West	275	79	0	39	393
Highfield Park	66	29	33	0	128
TOTALS	453	176	318	136	1083

2022 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	145	254	27	426
Penwall Lodge	103	0	104	5	212
R125 West	248	197	0	29	474
Highfield Park	27	7	13	0	47
TOTALS	378	349	371	61	1159

2024 AM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	4	0	4
Penwall Lodge	0	0	0	0	0
R125 West	15	0	0	0	15
Highfield Park	0	0	0	0	0
TOTALS	15	0	4	0	19

2024 PM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	24	0	24
Penwall Lodge	0	0	0	0	0
R125 West	14	0	0	0	14
Highfield Park	0	0	0	0	0
TOTALS	14	0	24	0	38

2025 AM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	2	0	2
Penwall Lodge	0	0	0	0	0
R125 West	11	0	0	0	11
Highfield Park	0	0	0	0	0
TOTALS	11	0	2	0	13

2025 PM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	14	0	14
Penwall Lodge	0	0	0	0	0
R125 West	8	0	0	0	8
Highfield Park	0	0	0	0	0
TOTALS	8	0	14	0	22

2024 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	70	148	54	272
Penwall Lodge	116	0	151	46	313
R125 West	300	81	0	40	421
Highfield Park	68	30	34	0	132
TOTALS	484	181	333	140	1138

2024 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	150	287	28	465
Penwall Lodge	106	0	107	5	218
R125 West	271	203	0	30	504
Highfield Park	28	7	14	0	49
TOTALS	405	360	408	63	1236

2024 AM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	0	0	0
Penwall Lodge	0	0	0	0	0
R125 West	0	0	0	0	0
Highfield Park	0	0	0	0	0
TOTALS	0	0	0	0	0

2024 PM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	0	0	0
Penwall Lodge	0	0	0	0	0
R125 West	0	0	0	0	0
Highfield Park	0	0	0	0	0
TOTALS	0	0	0	0	0

2024 AM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	70	148	54	272
Penwall Lodge	116	0	151	46	313
R125 West	300	81	0	40	421
Highfield Park	68	30	34	0	132
TOTALS	484	181	333	140	1138

2024 PM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	150	287	28	465
Penwall Lodge	106	0	107	5	218
R125 West	271	203	0	30	504
Highfield Park	28	7	14	0	49
TOTALS	405	360	408	63	1236

2025 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	71	150	55	276
Penwall Lodge	118	0	154	47	319
R125 West	305	83	0	41	429
Highfield Park	69	31	35	0	135
TOTALS	492	185	339	143	1159

2025 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	153	292	28	473
Penwall Lodge	108	0	109	5	222
R125 West	275	207	0	31	513
Highfield Park	29	8	14	0	51
TOTALS	412	368	415	64	1259

2025 AM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	0	0	0
Penwall Lodge	0	0	0	0	0
R125 West	0	0	0	0	0
Highfield Park	0	0	0	0	0
TOTALS	0	0	0	0	0

2025 PM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	0	0	0
Penwall Lodge	0	0	0	0	0
R125 West	0	0	0	0	0
Highfield Park	0	0	0	0	0
TOTALS	0	0	0	0	0

2025 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	71	148	55	274
Penwall Lodge	118	0	154	47	319
R125 West	301	83	0	41	425
Highfield Park	69	31	35	0	135
TOTALS	488	185	337	143	1153

2025 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	153	282	28	463
Penwall Lodge	108	0	109	5	222
R125 West	269	207	0	31	507
Highfield Park	29	8	14	0	51
TOTALS	406	368	405	64	1243

2030 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	78	163	59	300
Penwall Lodge	128	0	167	51	346
R125 West	330	90	0	45	465
Highfield Park	75	33	38	0	146
TOTALS	533	201	368	155	1257

2030 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	167	315	31	513
Penwall Lodge	118	0	119	5	242
R125 West	298	225	0	33	556
Highfield Park	31	8	15	0	54
TOTALS	447	400	449	69	1365

2030 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	78	161	59	298
Penwall Lodge	128	0	167	51	346
R125 West	326	90	0	45	461
Highfield Park	75	33	38	0	146
TOTALS	529	201	366	155	1251

2030 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	167	305	31	503
Penwall Lodge	118	0	119	5	242
R125 West	292	225	0	33	550
Highfield Park	31	8	15	0	54
TOTALS	441	400	439	69	1349

2040 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	82	173	63	318
Penwall Lodge	136	0	178	55	369
R125 West	350	96	0	48	494
Highfield Park	80	36	40	0	156
TOTALS	566	214	391	166	1337

2040 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	177	334	33	544
Penwall Lodge	125	0	127	6	258
R125 West	316	240	0	36	592
Highfield Park	33	9	16	0	58
TOTALS	474	426	477	75	1452

2040 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	82	171	63	316
Penwall Lodge	136	0	178	55	369
R125 West	346	96	0	48	490
Highfield Park	80	36	40	0	156
TOTALS	562	214	389	166	1331

2040 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	177	324	33	534
Penwall Lodge	125	0	127	6	258
R125 West	310	240	0	36	586
Highfield Park	33	9	16	0	58
TOTALS	468	426	467	75	1436

Junction 9 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2022 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	1221	2282	386	3889
Penwall Lodge	1235	0	1155	137	2531
R125 West	2794	1203	0	338	4335
Highfield Park	471	152	274	0	897
TOTALS	4500	2576	3715	861	11652

2022 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	16	63	10	89
Penwall Lodge	12	0	39	0	51
R125 West	74	30	0	9	113
Highfield Park	2	2	12	0	16
TOTALS	88	48	114	19	269

2022 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	1221	2282	386	3889
Penwall Lodge	1235	0	1155	137	2531
R125 West	2794	1203	0	338	4335
Highfield Park	471	152	274	0	897
TOTALS	4500	2576	3715	861	11652

2022 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	16	63	10	89
Penwall Lodge	12	0	39	0	51
R125 West	74	30	0	9	113
Highfield Park	2	2	12	0	16
TOTALS	88	48	114	19	269

2024 Light Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	206	0	206
Penwall Lodge	0	0	0	0	0
R125 West	207	0	0	0	207
Highfield Park	0	0	0	0	0
TOTALS	207	0	206	0	413

2024 Heavy Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	2	0	2
Penwall Lodge	0	0	0	0	0
R125 West	2	0	0	0	2
Highfield Park	0	0	0	0	0
TOTALS	2	0	2	0	4

2025 Light Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	124	0	124
Penwall Lodge	0	0	0	0	0
R125 West	133	0	0	0	133
Highfield Park	0	0	0	0	0
TOTALS	133	0	124	0	257

2025 Heavy Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	1	0	1
Penwall Lodge	0	0	0	0	0
R125 West	1	0	0	0	1
Highfield Park	0	0	0	0	0
TOTALS	1	0	1	0	2

2024 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	1263	2567	399	4229
Penwall Lodge	1278	0	1195	142	2619
R125 West	3097	1244	0	350	4691
Highfield Park	487	157	283	0	927
TOTALS	4862	2664	4045	891	12466

2024 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	17	70	11	98
Penwall Lodge	13	0	42	0	55
R125 West	82	32	0	10	124
Highfield Park	2	2	13	0	17
TOTALS	97	51	125	21	294

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	0	0	0
Penwall Lodge	0	0	0	0	0
R125 West	0	0	0	0	0
Highfield Park	0	0	0	0	0
TOTALS	0	0	0	0	0

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	0	0	0
Penwall Lodge	0	0	0	0	0
R125 West	0	0	0	0	0
Highfield Park	0	0	0	0	0
TOTALS	0	0	0	0	0

2024 Light Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	1263	2567	399	4229
Penwall Lodge	1278	0	1195	142	2619
R125 West	3097	1244	0	350	4691
Highfield Park	487	157	283	0	927
TOTALS	4862	2664	4045	891	12466

2024 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	17	70	11	98
Penwall Lodge	13	0	42	0	55
R125 West	82	32	0	10	124
Highfield Park	2	2	13	0	17
TOTALS	97	51	125	21	294

2025 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	1285	2607	406	4298
Penwall Lodge	1299	0	1215	144	2662
R125 West	3147	1266	0	356	4769
Highfield Park	496	160	288	0	944
TOTALS	4942	2711	4114	906	12673

2025 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	18	72	11	101
Penwall Lodge	13	0	44	0	57
R125 West	85	34	0	10	129
Highfield Park	2	2	13	0	17
TOTALS	100	54	129	21	304

2025 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	0	0	0
Penwall Lodge	0	0	0	0	0
R125 West	0	0	0	0	0
Highfield Park	0	0	0	0	0
TOTALS	0	0	0	0	0

2025 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	0	0	0	0
Penwall Lodge	0	0	0	0	0
R125 West	0	0	0	0	0
Highfield Park	0	0	0	0	0
TOTALS	0	0	0	0	0

2025 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	1285	2529	406	4216
Penwall Lodge	1299	0	1215	144	2662
R125 West	3073	1266	0	356	4695
Highfield Park	496	160	288	0	944
TOTALS	4868	2711	4032	906	12517

2025 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	18	71	11	100
Penwall Lodge	13	0	44	0	57
R125 West	84	34	0	10	128
Highfield Park	2	2	13	0	17
TOTALS	99	54	128	21	302

2030 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	1398	2820	442	4660
Penwall Lodge	1414	0	1327	157	2898
R125 West	3407	1378	0	387	5172
Highfield Park	539	174	314	0	1027
TOTALS	5360	2950	4461	986	13757

2030 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	22	87	13	122
Penwall Lodge	16	0	52	0	68
R125 West	102	40	0	12	154
Highfield Park	3	3	16	0	22
TOTALS	121	65	155	25	366

2030 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	1398	2738	442	4578
Penwall Lodge	1414	0	1327	157	2898
R125 West	3333	1378	0	387	5098
Highfield Park	539	174	314	0	1027
TOTALS	5286	2950	4375	986	13601

2030 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	22	86	13	121
Penwall Lodge	16	0	52	0	68
R125 West	101	40	0	12	153
Highfield Park	3	3	16	0	22
TOTALS	120	65	154	25	364

2040 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	1488	2986	470	4944
Penwall Lodge	1505	0	1412	167	3084
R125 West	3611	1466	0	412	5489
Highfield Park	574	185	334	0	1093
TOTALS	5690	3139	4732	1045	14610

2040 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	25	102	16	143
Penwall Lodge	19	0	62	0	81
R125 West	119	47	0	14	180
Highfield Park	3	3	19	0	25
TOTALS	141	75	183	30	429

2040 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	1488	2904	470	4862
Penwall Lodge	1505	0	1412	167	3084
R125 West	3537	1466	0	412	5415
Highfield Park	574	185	334	0	1093
TOTALS	5616	3139	4650	1049	14454

2040 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R125 East	Penwall Lodge	R125 West	Highfield Park	TOTALS
R125 East	0	25	101	16	142
Penwall Lodge	19	0	62	0	81
R125 West	118	47	0	14	179
Highfield Park	3	3	19	0	25
TOTALS	140	75	182	30	427

Junction 10 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (08:30-09:30) — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	9	527	536
Boycetown Court (South)	9	0	9	18
R148 West	445	7	0	452
TOTALS	454	16	536	1006

2022 PM Peak (17:15-18:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	16	601	617
Boycetown Court (South)	7	0	10	17
R148 West	555	9	0	564
TOTALS	562	25	611	1198

2022 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	9	527	536
Boycetown Court (South)	9	0	9	18
R148 West	445	7	0	452
TOTALS	454	16	536	1006

2022 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	16	601	617
Boycetown Court (South)	7	0	10	17
R148 West	555	9	0	564
TOTALS	562	25	611	1198

2024 AM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	5	5
Boycetown Court (South)	0	0	0	0
R148 West	4	0	0	4
TOTALS	4	0	5	9

2024 PM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	3	3
Boycetown Court (South)	0	0	0	0
R148 West	9	0	0	9
TOTALS	9	0	3	12

2025 AM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	7	7
Boycetown Court (South)	0	0	0	0
R148 West	8	0	0	8
TOTALS	8	0	7	15

2025 PM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	13	13
Boycetown Court (South)	0	0	0	0
R148 West	15	0	0	15
TOTALS	15	0	13	28

2024 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	9	550	559
Boycetown Court (South)	9	0	9	18
R148 West	464	7	0	471
TOTALS	473	16	559	1048

2024 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	17	625	642
Boycetown Court (South)	7	0	10	17
R148 West	583	9	0	592
TOTALS	590	26	635	1251

2024 AM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	4	4
Boycetown Court (South)	0	0	0	0
R148 West	0	0	0	0
TOTALS	0	0	4	4

2024 PM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	0	0
Boycetown Court (South)	0	0	0	0
R148 West	5	0	0	5
TOTALS	5	0	0	5

2024 AM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	9	554	563
Boycetown Court (South)	9	0	9	18
R148 West	464	7	0	471
TOTALS	473	16	563	1052

2024 PM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	17	625	642
Boycetown Court (South)	7	0	10	17
R148 West	588	9	0	597
TOTALS	595	26	635	1256

2025 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	9	560	569
Boycetown Court (South)	9	0	9	18
R148 West	472	7	0	479
TOTALS	481	16	569	1066

2025 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	17	635	652
Boycetown Court (South)	7	0	11	18
R148 West	593	9	0	602
TOTALS	600	26	646	1272

2025 AM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	8	8
Boycetown Court (South)	0	0	0	0
R148 West	15	0	0	15
TOTALS	15	0	8	23

2025 PM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	19	19
Boycetown Court (South)	0	0	0	0
R148 West	11	0	0	11
TOTALS	11	0	19	30

2025 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	9	570	579
Boycetown Court (South)	9	0	9	18
R148 West	491	7	0	498
TOTALS	500	16	579	1095

2025 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	17	664	681
Boycetown Court (South)	7	0	11	18
R148 West	610	9	0	619
TOTALS	617	26	675	1318

2030 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	10	609	619
Boycetown Court (South)	10	0	10	20
R148 West	513	8	0	521
TOTALS	523	18	619	1160

2030 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	18	691	709
Boycetown Court (South)	8	0	11	19
R148 West	645	10	0	655
TOTALS	653	28	702	1383

2030 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	10	619	629
Boycetown Court (South)	10	0	10	20
R148 West	532	8	0	540
TOTALS	542	18	629	1189

2030 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	18	720	738
Boycetown Court (South)	8	0	11	19
R148 West	662	10	0	672
TOTALS	670	28	731	1429

2040 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	11	647	658
Boycetown Court (South)	11	0	11	22
R148 West	546	9	0	555
TOTALS	557	20	658	1235

2040 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	19	735	754
Boycetown Court (South)	9	0	12	21
R148 West	685	11	0	696
TOTALS	694	30	747	1471

2040 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	11	657	668
Boycetown Court (South)	11	0	11	22
R148 West	565	9	0	574
TOTALS	576	20	668	1264

2040 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	19	764	783
Boycetown Court (South)	9	0	12	21
R148 West	702	11	0	713
TOTALS	711	30	776	1517

Junction 10 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2022 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	121	5555	**5676**
Boycetown Court (South)	90	0	96	**186**
R148 West	5177	51	0	**5228**
TOTALS	**5267**	**172**	**5651**	**11090**

2022 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	2	457	**459**
Boycetown Court (South)	1	0	0	**1**
R148 West	430	1	0	**431**
TOTALS	**431**	**3**	**457**	**891**

2022 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	121	5555	**5676**
Boycetown Court (South)	90	0	96	**186**
R148 West	5177	51	0	**5228**
TOTALS	**5267**	**172**	**5651**	**11090**

2022 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	2	457	**459**
Boycetown Court (South)	1	0	0	**1**
R148 West	430	1	0	**431**
TOTALS	**431**	**3**	**457**	**891**

2024 Light Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	77	**77**
Boycetown Court (South)	0	0	0	**0**
R148 West	78	0	0	**78**
TOTALS	**78**	**0**	**77**	**155**

2024 Heavy Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	35	**35**
Boycetown Court (South)	0	0	0	**0**
R148 West	32	0	0	**32**
TOTALS	**32**	**0**	**35**	**67**

2025 Light Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	159	**159**
Boycetown Court (South)	0	0	0	**0**
R148 West	152	0	0	**152**
TOTALS	**152**	**0**	**159**	**311**

2025 Heavy Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	36	**36**
Boycetown Court (South)	0	0	0	**0**
R148 West	33	0	0	**33**
TOTALS	**33**	**0**	**36**	**69**

2024 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	125	5824	**5949**
Boycetown Court (South)	93	0	99	**192**
R148 West	5434	53	0	**5487**
TOTALS	**5527**	**178**	**5923**	**11628**

2024 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	2	508	**510**
Boycetown Court (South)	1	0	0	**1**
R148 West	477	1	0	**478**
TOTALS	**478**	**3**	**508**	**989**

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	25	**25**
Boycetown Court (South)	0	0	0	**0**
R148 West	25	0	0	**25**
TOTALS	**25**	**0**	**25**	**50**

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	0	**0**
Boycetown Court (South)	0	0	0	**0**
R148 West	0	0	0	**0**
TOTALS	**0**	**0**	**0**	**0**

2024 Light Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	125	5849	**5974**
Boycetown Court (South)	93	0	99	**192**
R148 West	5459	53	0	**5512**
TOTALS	**5552**	**178**	**5948**	**11678**

2024 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	2	508	**510**
Boycetown Court (South)	1	0	0	**1**
R148 West	477	1	0	**478**
TOTALS	**478**	**3**	**508**	**989**

2025 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	127	5922	**6049**
Boycetown Court (South)	95	0	101	**196**
R148 West	5525	54	0	**5579**
TOTALS	**5620**	**181**	**6023**	**11824**

2025 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	2	546	**548**
Boycetown Court (South)	1	0	0	**1**
R148 West	513	1	0	**514**
TOTALS	**514**	**3**	**546**	**1063**

2025 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	196	**196**
Boycetown Court (South)	0	0	0	**0**
R148 West	196	0	0	**196**
TOTALS	**196**	**0**	**196**	**392**

2025 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	0	2	**2**
Boycetown Court (South)	0	0	0	**0**
R148 West	2	0	0	**2**
TOTALS	**2**	**0**	**2**	**4**

2025 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	127	6200	**6327**
Boycetown Court (South)	95	0	101	**196**
R148 West	5795	54	0	**5849**
TOTALS	**5890**	**181**	**6301**	**12372**

2025 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	2	549	**551**
Boycetown Court (South)	1	0	0	**1**
R148 West	516	1	0	**517**
TOTALS	**517**	**3**	**549**	**1069**

2030 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	139	6439	**6578**
Boycetown Court (South)	103	0	110	**213**
R148 West	6007	58	0	**6065**
TOTALS	**6110**	**197**	**6549**	**12856**

2030 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	3	650	**653**
Boycetown Court (South)	1	0	0	**1**
R148 West	611	1	0	**612**
TOTALS	**612**	**4**	**650**	**1266**

2030 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	139	6717	**6856**
Boycetown Court (South)	103	0	110	**213**
R148 West	6277	58	0	**6335**
TOTALS	**6380**	**197**	**6827**	**13404**

2030 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	3	653	**656**
Boycetown Court (South)	1	0	0	**1**
R148 West	614	1	0	**615**
TOTALS	**615**	**4**	**653**	**1272**

2040 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	147	6845	**6992**
Boycetown Court (South)	110	0	117	**227**
R148 West	6385	62	0	**6447**
TOTALS	**6495**	**209**	**6962**	**13666**

2040 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	3	758	**761**
Boycetown Court (South)	2	0	0	**2**
R148 West	712	2	0	**714**
TOTALS	**714**	**5**	**758**	**1477**

2040 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	147	7123	**7270**
Boycetown Court (South)	110	0	117	**227**
R148 West	6655	62	0	**6717**
TOTALS	**6765**	**209**	**7240**	**14214**

2040 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Boycetown Court (South)	R148 West	TOTALS
R148 East	0	3	761	**764**
Boycetown Court (South)	2	0	0	**2**
R148 West	715	2	0	**717**
TOTALS	**717**	**5**	**761**	**1483**

Junction 11 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (08:30-09:30) — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	488	488
Development Access (East)	0	0	0	0
R158 South	271	0	0	271
TOTALS	271	0	488	759

2022 PM Peak (17:15-18:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	475	475
Development Access (East)	0	0	0	0
R158 South	461	0	0	461
TOTALS	461	0	475	936

2022 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	488	488
Development Access (East)	0	0	0	0
R158 South	271	0	0	271
TOTALS	271	0	488	759

2022 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	475	475
Development Access (East)	0	0	0	0
R158 South	461	0	0	461
TOTALS	461	0	475	936

2024 AM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	15	15
Development Access (East)	0	0	0	0
R158 South	21	0	0	21
TOTALS	21	0	15	36

2024 PM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	22	22
Development Access (East)	0	0	0	0
R158 South	10	0	0	10
TOTALS	10	0	22	32

2025 AM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	1	14	15
Development Access (East)	2	0	23	25
R158 South	19	5	0	24
TOTALS	21	6	37	64

2025 PM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	3	19	22
Development Access (East)	2	0	18	20
R158 South	8	35	0	43
TOTALS	10	38	37	85

2024 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	520	520
Development Access (East)	0	0	0	0
R158 South	301	0	0	301
TOTALS	301	0	520	821

2024 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	513	513
Development Access (East)	0	0	0	0
R158 South	486	0	0	486
TOTALS	486	0	513	999

2024 AM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	1	0	1
Development Access (East)	0	0	22	22
R158 South	0	32	0	32
TOTALS	0	33	22	55

2024 PM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	0	0
Development Access (East)	0	0	32	32
R158 South	0	21	0	21
TOTALS	0	21	32	53

2024 AM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	1	520	521
Development Access (East)	0	0	22	22
R158 South	301	32	0	333
TOTALS	301	33	542	876

2024 PM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	513	513
Development Access (East)	0	0	32	32
R158 South	486	21	0	507
TOTALS	486	21	545	1052

2025 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	529	529
Development Access (East)	0	0	0	0
R158 South	306	0	0	306
TOTALS	306	0	529	835

2025 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	522	522
Development Access (East)	0	0	0	0
R158 South	495	0	0	495
TOTALS	495	0	522	1017

2025 AM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	1	0	1
Development Access (East)	1	0	30	31
R158 South	0	15	0	15
TOTALS	1	16	30	47

2025 PM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	1	0	1
Development Access (East)	1	0	21	22
R158 South	0	37	0	37
TOTALS	1	38	21	60

2025 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	2	528	530
Development Access (East)	3	0	53	56
R158 South	304	20	0	324
TOTALS	307	22	581	910

2025 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	4	519	523
Development Access (East)	3	0	39	42
R158 South	493	72	0	565
TOTALS	496	76	558	1136

2030 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	574	574
Development Access (East)	0	0	0	0
R158 South	331	0	0	331
TOTALS	331	0	574	905

2030 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	566	566
Development Access (East)	0	0	0	0
R158 South	538	0	0	538
TOTALS	538	0	566	1104

2030 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	2	573	575
Development Access (East)	3	0	53	56
R158 South	329	20	0	349
TOTALS	332	22	626	980

2030 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	4	563	567
Development Access (East)	3	0	39	42
R158 South	536	72	0	608
TOTALS	539	76	602	1217

2040 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	610	610
Development Access (East)	0	0	0	0
R158 South	351	0	0	351
TOTALS	351	0	610	961

2040 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	601	601
Development Access (East)	0	0	0	0
R158 South	571	0	0	571
TOTALS	571	0	601	1172

2040 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	2	609	611
Development Access (East)	3	0	53	56
R158 South	349	20	0	369
TOTALS	352	22	662	1036

2040 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	4	598	602
Development Access (East)	3	0	39	42
R158 South	569	72	0	641
TOTALS	572	76	637	1285

Junction 11 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2022 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	4494	4494
Development Access (East)	0	0	0	0
R158 South	3597	0	0	3597
TOTALS	3597	0	4494	8091

2022 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	455	455
Development Access (East)	0	0	0	0
R158 South	480	0	0	480
TOTALS	480	0	455	935

2022 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	4494	4494
Development Access (East)	0	0	0	0
R158 South	3597	0	0	3597
TOTALS	3597	0	4494	8091

2022 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	455	455
Development Access (East)	0	0	0	0
R158 South	480	0	0	480
TOTALS	480	0	455	935

2024 Light Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	201	201
Development Access (East)	0	0	0	0
R158 South	189	0	0	189
TOTALS	189	0	201	390

2024 Heavy Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	126	126
Development Access (East)	0	0	0	0
R158 South	128	0	0	128
TOTALS	128	0	126	254

2025 Light Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	37	164	201
Development Access (East)	28	0	276	304
R158 South	161	274	0	435
TOTALS	189	311	440	940

2025 Heavy Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	1	125	126
Development Access (East)	1	0	6	7
R158 South	127	6	0	133
TOTALS	128	7	131	266

2024 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	4850	4850
Development Access (East)	0	0	0	0
R158 South	3910	0	0	3910
TOTALS	3910	0	4850	8760

2024 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	597	597
Development Access (East)	0	0	0	0
R158 South	625	0	0	625
TOTALS	625	0	597	1222

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	2	0	2
Development Access (East)	2	0	52	54
R158 South	0	52	0	52
TOTALS	2	54	52	108

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	0	0
Development Access (East)	0	0	86	86
R158 South	0	86	0	86
TOTALS	0	86	86	172

2024 Light Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	2	4850	4852
Development Access (East)	2	0	52	54
R158 South	3910	52	0	3962
TOTALS	3912	54	4902	8868

2024 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	597	597
Development Access (East)	0	0	86	86
R158 South	625	86	0	711
TOTALS	625	86	683	1394

2025 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	4930	4930
Development Access (East)	0	0	0	0
R158 South	3974	0	0	3974
TOTALS	3974	0	4930	8904

2025 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	635	635
Development Access (East)	0	0	0	0
R158 South	665	0	0	665
TOTALS	665	0	635	1300

2025 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	17	0	17
Development Access (East)	13	0	337	350
R158 South	0	333	0	333
TOTALS	13	350	337	700

2025 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	0	0
Development Access (East)	0	0	4	4
R158 South	0	5	0	5
TOTALS	0	5	4	9

2025 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	54	4893	4947
Development Access (East)	41	0	613	654
R158 South	3946	607	0	4553
TOTALS	3987	661	5506	10154

2025 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	1	634	635
Development Access (East)	1	0	10	11
R158 South	664	11	0	675
TOTALS	665	12	644	1321

2030 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	5348	5348
Development Access (East)	0	0	0	0
R158 South	4309	0	0	4309
TOTALS	4309	0	5348	9657

2030 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	738	738
Development Access (East)	0	0	0	0
R158 South	774	0	0	774
TOTALS	774	0	738	1512

2030 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	54	5311	5365
Development Access (East)	41	0	613	654
R158 South	4281	607	0	4888
TOTALS	4322	661	5924	10907

2030 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	1	737	738
Development Access (East)	1	0	10	11
R158 South	773	11	0	784
TOTALS	774	12	747	1533

2040 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	5676	5676
Development Access (East)	0	0	0	0
R158 South	4571	0	0	4571
TOTALS	4571	0	5676	10247

2040 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	0	846	846
Development Access (East)	0	0	0	0
R158 South	887	0	0	887
TOTALS	887	0	846	1733

2040 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	54	5639	5693
Development Access (East)	41	0	613	654
R158 South	4543	607	0	5150
TOTALS	4584	661	6252	11497

2040 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	TOTALS
R158 North	0	1	845	846
Development Access (East)	1	0	10	11
R158 South	886	11	0	897
TOTALS	887	12	855	1754

Junction 11 (as 4-arm Roundabout) - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (08:30-09:30) — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	488	0	488
Development Access (East)	0	0	0	0	0
R158 South	271	0	0	0	271
Zoned Lands to West	0	0	0	0	0
TOTALS	271	0	488	0	759

2022 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	488	0	488
Development Access (East)	0	0	0	0	0
R158 South	271	0	0	0	271
Zoned Lands to West	0	0	0	0	0
TOTALS	271	0	488	0	759

2024 AM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	15	0	15
Development Access (East)	0	0	0	0	0
R158 South	21	0	0	0	21
Zoned Lands to West	0	0	0	0	0
TOTALS	21	0	15	0	36

2025 AM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	1	14	0	15
Development Access (East)	2	0	23	0	25
R158 South	19	5	0	0	24
Zoned Lands to West	0	0	0	0	0
TOTALS	21	6	37	0	64

2024 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	520	0	520
Development Access (East)	0	0	0	0	0
R158 South	301	0	0	0	301
Zoned Lands to West	0	0	0	0	0
TOTALS	301	0	520	0	821

2024 AM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	1	0	0	1
Development Access (East)	0	0	22	0	22
R158 South	0	32	0	0	32
Zoned Lands to West	0	0	0	0	0
TOTALS	0	33	22	0	55

2024 AM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	1	520	0	521
Development Access (East)	0	0	22	0	22
R158 South	301	32	0	0	333
Zoned Lands to West	0	0	0	0	0
TOTALS	301	33	542	0	876

2025 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	529	0	529
Development Access (East)	0	0	0	0	0
R158 South	306	0	0	0	306
Zoned Lands to West	0	0	0	0	0
TOTALS	306	0	529	0	835

2025 AM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	1	0	0	1
Development Access (East)	1	0	30	0	31
R158 South	0	15	0	0	15
Zoned Lands to West	0	0	0	0	0
TOTALS	1	16	30	0	47

2025 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	2	528	0	530
Development Access (East)	3	0	53	0	56
R158 South	304	20	0	0	324
Zoned Lands to West	0	0	0	0	0
TOTALS	307	22	581	0	910

2030 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	574	0	574
Development Access (East)	0	0	0	0	0
R158 South	331	0	0	0	331
Zoned Lands to West	0	0	0	0	0
TOTALS	331	0	574	0	905

2030 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	2	573	0	575
Development Access (East)	3	0	53	0	56
R158 South	329	20	0	0	349
Zoned Lands to West	0	0	0	0	0
TOTALS	332	22	626	0	980

2040 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	610	0	610
Development Access (East)	0	0	0	0	0
R158 South	351	0	0	0	351
Zoned Lands to West	0	0	0	0	0
TOTALS	351	0	610	0	961

2040 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	2	609	0	611
Development Access (East)	3	0	53	0	56
R158 South	349	20	0	0	369
Zoned Lands to West	0	0	0	0	0
TOTALS	352	22	662	0	1036

2040 AM Peak — **ZONED LANDS DEVELOPMENT FLOWS**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	0	8	8
Development Access (East)	0	0	0	0	0
R158 South	0	0	0	78	78
Zoned Lands to West	3	0	50	0	53
TOTALS	3	0	50	86	139

2040 AM Peak — **SENSITIVITY ASSESSMENT SCENARIO** (surveyed + TII growth factor + committed dev. + subject dev. + zoned lands)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	2	609	8	619
Development Access (East)	3	0	53	0	56
R158 South	349	20	0	78	447
Zoned Lands to West	3	0	50	0	53
TOTALS	355	22	712	86	1175

2022 PM Peak (17:15-18:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	475	0	475
Development Access (East)	0	0	0	0	0
R158 South	461	0	0	0	461
Zoned Lands to West	0	0	0	0	0
TOTALS	461	0	475	0	936

2022 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	475	0	475
Development Access (East)	0	0	0	0	0
R158 South	461	0	0	0	461
Zoned Lands to West	0	0	0	0	0
TOTALS	461	0	475	0	936

2024 PM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	22	0	22
Development Access (East)	0	0	0	0	0
R158 South	10	0	0	0	10
Zoned Lands to West	0	0	0	0	0
TOTALS	10	0	22	0	32

2025 PM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	3	19	0	22
Development Access (East)	2	0	18	0	20
R158 South	8	35	0	0	43
Zoned Lands to West	0	0	0	0	0
TOTALS	10	38	37	0	85

2024 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	513	0	513
Development Access (East)	0	0	0	0	0
R158 South	486	0	0	0	486
Zoned Lands to West	0	0	0	0	0
TOTALS	486	0	513	0	999

2024 PM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	0	0	0
Development Access (East)	0	0	32	0	32
R158 South	0	21	0	0	21
Zoned Lands to West	0	0	0	0	0
TOTALS	0	21	32	0	53

2024 PM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	513	0	513
Development Access (East)	0	0	32	0	32
R158 South	486	21	0	0	507
Zoned Lands to West	0	0	0	0	0
TOTALS	486	21	545	0	1052

2025 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	522	0	522
Development Access (East)	0	0	0	0	0
R158 South	495	0	0	0	495
Zoned Lands to West	0	0	0	0	0
TOTALS	495	0	522	0	1017

2025 PM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	1	0	0	1
Development Access (East)	1	0	21	0	22
R158 South	0	37	0	0	37
Zoned Lands to West	0	0	0	0	0
TOTALS	1	38	21	0	60

2025 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	4	519	0	523
Development Access (East)	3	0	39	0	42
R158 South	493	72	0	0	565
Zoned Lands to West	0	0	0	0	0
TOTALS	496	76	558	0	1130

2030 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	566	0	566
Development Access (East)	0	0	0	0	0
R158 South	538	0	0	0	538
Zoned Lands to West	0	0	0	0	0
TOTALS	538	0	566	0	1104

2030 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	4	563	0	567
Development Access (East)	3	0	39	0	42
R158 South	536	72	0	0	608
Zoned Lands to West	0	0	0	0	0
TOTALS	539	76	602	0	1217

2040 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	601	0	601
Development Access (East)	0	0	0	0	0
R158 South	571	0	0	0	571
Zoned Lands to West	0	0	0	0	0
TOTALS	571	0	601	0	1172

2040 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	4	598	0	602
Development Access (East)	3	0	39	0	42
R158 South	569	72	0	0	641
Zoned Lands to West	0	0	0	0	0
TOTALS	572	76	637	0	1285

2040 PM Peak — **ZONED LANDS DEVELOPMENT FLOWS**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	0	2	2
Development Access (East)	0	0	0	0	0
R158 South	0	0	0	33	33
Zoned Lands to West	6	0	73	0	79
TOTALS	6	0	73	35	114

2040 PM Peak — **SENSITIVITY ASSESSMENT SCENARIO** (surveyed + TII growth factor + committed dev. + subject dev. + zoned lands)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	4	598	2	604
Development Access (East)	3	0	39	0	42
R158 South	569	72	0	33	674
Zoned Lands to West	6	0	73	0	79
TOTALS	578	76	710	35	1399

Junction 11 (as 4-arm Roundabout) - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2022 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	4494	0	**4494**
Development Access (East)	0	0	0	0	**0**
R158 South	3597	0	0	0	**3597**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**3597**	**0**	**4494**	**0**	**8091**

2022 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	455	0	**455**
Development Access (East)	0	0	0	0	**0**
R158 South	480	0	0	0	**480**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**480**	**0**	**455**	**0**	**935**

2022 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	4494	0	**4494**
Development Access (East)	0	0	0	0	**0**
R158 South	3597	0	0	0	**3597**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**3597**	**0**	**4494**	**0**	**8091**

2022 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	455	0	**455**
Development Access (East)	0	0	0	0	**0**
R158 South	480	0	0	0	**480**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**480**	**0**	**455**	**0**	**935**

2024 Light Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	201	0	**201**
Development Access (East)	0	0	0	0	**0**
R158 South	189	0	0	0	**189**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**189**	**0**	**201**	**0**	**390**

2024 Heavy Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	126	0	**126**
Development Access (East)	0	0	0	0	**0**
R158 South	128	0	0	0	**128**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**128**	**0**	**126**	**0**	**254**

2025 Light Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	37	164	0	**201**
Development Access (East)	28	0	276	0	**304**
R158 South	161	274	0	0	**435**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**189**	**311**	**440**	**0**	**940**

2025 Heavy Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	1	125	0	**126**
Development Access (East)	1	0	6	0	**7**
R158 South	127	6	0	0	**133**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**128**	**7**	**131**	**0**	**266**

2024 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	4850	0	**4850**
Development Access (East)	0	0	0	0	**0**
R158 South	3910	0	0	0	**3910**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**3910**	**0**	**4850**	**0**	**8760**

2024 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	616	0	**616**
Development Access (East)	0	0	0	0	**0**
R158 South	645	0	0	0	**645**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**645**	**0**	**616**	**0**	**1261**

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	2	0	0	**2**
Development Access (East)	2	0	52	0	**54**
R158 South	0	52	0	0	**52**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**2**	**54**	**52**	**0**	**108**

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	0	0	**0**
Development Access (East)	0	0	86	0	**86**
R158 South	0	86	0	0	**86**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**0**	**86**	**86**	**0**	**172**

2024 Light Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	2	4850	0	**4852**
Development Access (East)	2	0	52	0	**54**
R158 South	3910	52	0	0	**3962**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**3912**	**54**	**4902**	**0**	**8868**

2024 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	616	0	**616**
Development Access (East)	0	0	86	0	**86**
R158 South	645	86	0	0	**731**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**645**	**86**	**702**	**0**	**1433**

2025 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	4930	0	**4930**
Development Access (East)	0	0	0	0	**0**
R158 South	3974	0	0	0	**3974**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**3974**	**0**	**4930**	**0**	**8904**

2025 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	635	0	**635**
Development Access (East)	0	0	0	0	**0**
R158 South	665	0	0	0	**665**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**665**	**0**	**635**	**0**	**1300**

2025 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	17	0	0	**17**
Development Access (East)	13	0	337	0	**350**
R158 South	0	333	0	0	**333**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**13**	**350**	**337**	**0**	**700**

2025 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	0	0	**0**
Development Access (East)	0	0	4	0	**4**
R158 South	0	5	0	0	**5**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**0**	**5**	**4**	**0**	**9**

2025 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	54	4893	0	**4947**
Development Access (East)	41	0	613	0	**654**
R158 South	3946	607	0	0	**4553**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**3987**	**661**	**5506**	**0**	**10154**

2025 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	1	634	0	**635**
Development Access (East)	1	0	10	0	**11**
R158 South	664	11	0	0	**675**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**665**	**12**	**644**	**0**	**1321**

2030 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	5348	0	**5348**
Development Access (East)	0	0	0	0	**0**
R158 South	4309	0	0	0	**4309**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**4309**	**0**	**5348**	**0**	**9657**

2030 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	738	0	**738**
Development Access (East)	0	0	0	0	**0**
R158 South	774	0	0	0	**774**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**774**	**0**	**738**	**0**	**1512**

2030 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	54	5311	0	**5365**
Development Access (East)	41	0	613	0	**654**
R158 South	4281	607	0	0	**4888**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**4322**	**661**	**5924**	**0**	**10907**

2030 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	1	737	0	**738**
Development Access (East)	1	0	10	0	**11**
R158 South	773	11	0	0	**784**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**774**	**12**	**747**	**0**	**1533**

2040 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	5676	0	**5676**
Development Access (East)	0	0	0	0	**0**
R158 South	4571	0	0	0	**4571**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**4571**	**0**	**5676**	**0**	**10247**

2040 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	846	0	**846**
Development Access (East)	0	0	0	0	**0**
R158 South	887	0	0	0	**887**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**887**	**0**	**846**	**0**	**1733**

2040 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	54	5639	0	**5693**
Development Access (East)	41	0	613	0	**654**
R158 South	4543	607	0	0	**5150**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**4584**	**661**	**6252**	**0**	**11497**

2040 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	1	845	0	**846**
Development Access (East)	1	0	10	0	**11**
R158 South	886	11	0	0	**897**
Zoned Lands to West	0	0	0	0	**0**
TOTALS	**887**	**12**	**855**	**0**	**1754**

2040 Light Vehicles — **ZONED LANDS DEVELOPMENT FLOWS**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	0	79	**79**
Development Access (East)	0	0	0	0	**0**
R158 South	0	0	0	884	**884**
Zoned Lands to West	60	0	903	0	**963**
TOTALS	**60**	**0**	**903**	**963**	**1926**

2040 Heavy Vehicles — **ZONED LANDS DEVELOPMENT FLOWS**

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	0	0	6	**6**
Development Access (East)	0	0	0	0	**0**
R158 South	0	0	0	63	**63**
Zoned Lands to West	6	0	63	0	**69**
TOTALS	**6**	**0**	**63**	**69**	**138**

2040 Light Vehicles — **SENSITIVITY ASSESSMENT SCENARIO** (surveyed + TII growth factor + committed dev. + subject dev. + zoned lands)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	54	5639	79	**5772**
Development Access (East)	41	0	613	0	**654**
R158 South	4543	607	0	884	**6034**
Zoned Lands to West	60	0	903	0	**963**
TOTALS	**4644**	**661**	**7155**	**963**	**13423**

2040 Heavy Vehicles — **SENSITIVITY ASSESSMENT SCENARIO** (surveyed + TII growth factor + committed dev. + subject dev. + zoned lands)

From \ To	R158 North	Development Access (East)	R158 South	Zoned Lands to West	TOTALS
R158 North	0	1	845	6	**852**
Development Access (East)	1	0	10	0	**11**
R158 South	886	11	0	63	**960**
Zoned Lands to West	6	0	63	0	**69**
TOTALS	**893**	**12**	**918**	**69**	**1892**

Junction 12 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (08:30-09:30) — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	536	**536**
Development Access (South)	0	0	0	**0**
R148 West	452	0	0	**452**
TOTALS	**452**	**0**	**536**	**988**

2022 PM Peak (17:15-18:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	611	**611**
Development Access (South)	0	0	0	**0**
R148 West	564	0	0	**564**
TOTALS	**564**	**0**	**611**	**1175**

2022 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	536	**536**
Development Access (South)	0	0	0	**0**
R148 West	452	0	0	**452**
TOTALS	**452**	**0**	**536**	**988**

2022 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	611	**611**
Development Access (South)	0	0	0	**0**
R148 West	564	0	0	**564**
TOTALS	**564**	**0**	**611**	**1175**

2024 AM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	5	**5**
Development Access (South)	0	0	0	**0**
R148 West	4	0	0	**4**
TOTALS	**4**	**0**	**5**	**9**

2024 PM Peak — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	3	**3**
Development Access (South)	0	0	0	**0**
R148 West	9	0	0	**9**
TOTALS	**9**	**0**	**3**	**12**

2025 AM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	2	5	**7**
Development Access (South)	4	0	0	**4**
R148 West	4	0	0	**4**
TOTALS	**8**	**2**	**5**	**15**

2025 PM Peak — **Other committed development flows (WITH link through subject development)**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	10	3	**13**
Development Access (South)	6	0	0	**6**
R148 West	9	0	0	**9**
TOTALS	**15**	**10**	**3**	**28**

2024 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	560	**560**
Development Access (South)	0	0	0	**0**
R148 West	471	0	0	**471**
TOTALS	**471**	**0**	**560**	**1031**

2024 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	635	**635**
Development Access (South)	0	0	0	**0**
R148 West	592	0	0	**592**
TOTALS	**592**	**0**	**635**	**1227**

2024 AM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	4	0	**4**
Development Access (South)	0	0	0	**0**
R148 West	0	1	0	**1**
TOTALS	**0**	**5**	**0**	**5**

2024 PM Peak — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	0	**0**
Development Access (South)	5	0	0	**5**
R148 West	0	0	0	**0**
TOTALS	**5**	**0**	**0**	**5**

2024 AM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	4	560	**564**
Development Access (South)	0	0	0	**0**
R148 West	471	1	0	**472**
TOTALS	**471**	**5**	**560**	**1036**

2024 PM Peak — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	635	**635**
Development Access (South)	5	0	0	**5**
R148 West	592	0	0	**592**
TOTALS	**597**	**0**	**635**	**1232**

2025 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	569	**569**
Development Access (South)	0	0	0	**0**
R148 West	479	0	0	**479**
TOTALS	**479**	**0**	**569**	**1048**

2025 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	646	**646**
Development Access (South)	0	0	0	**0**
R148 West	602	0	0	**602**
TOTALS	**602**	**0**	**646**	**1248**

2025 AM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	8	0	**8**
Development Access (South)	15	0	1	**16**
R148 West	0	1	0	**1**
TOTALS	**15**	**9**	**1**	**25**

2025 PM Peak — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	19	0	**19**
Development Access (South)	11	0	1	**12**
R148 West	0	1	0	**1**
TOTALS	**11**	**20**	**1**	**32**

2025 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	10	569	**579**
Development Access (South)	19	0	1	**20**
R148 West	479	1	0	**480**
TOTALS	**498**	**11**	**570**	**1079**

2025 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	29	646	**675**
Development Access (South)	17	0	1	**18**
R148 West	602	1	0	**603**
TOTALS	**619**	**30**	**647**	**1296**

2030 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	619	**619**
Development Access (South)	0	0	0	**0**
R148 West	521	0	0	**521**
TOTALS	**521**	**0**	**619**	**1140**

2030 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	703	**703**
Development Access (South)	0	0	0	**0**
R148 West	655	0	0	**655**
TOTALS	**655**	**0**	**703**	**1358**

2030 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	10	619	**629**
Development Access (South)	19	0	1	**20**
R148 West	521	1	0	**522**
TOTALS	**540**	**11**	**620**	**1171**

2030 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	29	703	**732**
Development Access (South)	17	0	1	**18**
R148 West	655	1	0	**656**
TOTALS	**672**	**30**	**704**	**1406**

2040 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	658	**658**
Development Access (South)	0	0	0	**0**
R148 West	554	0	0	**554**
TOTALS	**554**	**0**	**658**	**1212**

2040 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	747	**747**
Development Access (South)	0	0	0	**0**
R148 West	696	0	0	**696**
TOTALS	**696**	**0**	**747**	**1443**

2040 AM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	10	658	**668**
Development Access (South)	19	0	1	**20**
R148 West	554	1	0	**555**
TOTALS	**573**	**11**	**659**	**1243**

2040 PM Peak — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	29	747	**776**
Development Access (South)	17	0	1	**18**
R148 West	696	1	0	**697**
TOTALS	**713**	**30**	**748**	**1491**

Junction 12 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2022 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	5651	5651
Development Access (South)	0	0	0	0
R148 West	5228	0	0	5228
TOTALS	5228	0	5651	10879

2022 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	457	457
Development Access (South)	0	0	0	0
R148 West	431	0	0	431
TOTALS	431	0	457	888

2022 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	5651	5651
Development Access (South)	0	0	0	0
R148 West	5228	0	0	5228
TOTALS	5228	0	5651	10879

2022 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	457	457
Development Access (South)	0	0	0	0
R148 West	431	0	0	431
TOTALS	431	0	457	888

2024 Light Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	77	77
Development Access (South)	0	0	0	0
R148 West	78	0	0	78
TOTALS	78	0	77	155

2024 Heavy Vehicles — **Other committed development flows (WITHOUT link through subject development)**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	35	35
Development Access (South)	0	0	0	0
R148 West	32	0	0	32
TOTALS	32	0	35	67

2025 Light Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	82	77	159
Development Access (South)	74	0	0	74
R148 West	78	0	0	78
TOTALS	152	82	77	311

2025 Heavy Vehicles — **Other committed development flows (WITH link through subject development)**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	1	35	36
Development Access (South)	1	0	0	1
R148 West	32	0	0	32
TOTALS	33	1	35	69

2024 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	5923	5923
Development Access (South)	0	0	0	0
R148 West	5486	0	0	5486
TOTALS	5486	0	5923	11409

2024 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	508	508
Development Access (South)	0	0	0	0
R148 West	478	0	0	478
TOTALS	478	0	508	986

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	25	0	25
Development Access (South)	25	0	2	27
R148 West	0	2	0	2
TOTALS	25	27	2	54

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION PEAK**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	0	0
Development Access (South)	0	0	0	0
R148 West	0	0	0	0
TOTALS	0	0	0	0

2024 Light Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	25	5923	5948
Development Access (South)	25	0	2	27
R148 West	5486	2	0	5488
TOTALS	5511	27	5925	11463

2024 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT UNDER CONSTRUCTION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	508	508
Development Access (South)	0	0	0	0
R148 West	478	0	0	478
TOTALS	478	0	508	986

2025 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	6023	6023
Development Access (South)	0	0	0	0
R148 West	5579	0	0	5579
TOTALS	5579	0	6023	11602

2025 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	546	546
Development Access (South)	0	0	0	0
R148 West	514	0	0	514
TOTALS	514	0	546	1060

2025 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	196	0	196
Development Access (South)	196	0	13	209
R148 West	0	17	0	17
TOTALS	196	213	13	422

2025 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE**

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	2	0	2
Development Access (South)	2	0	0	2
R148 West	0	0	0	0
TOTALS	2	2	0	4

2025 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	278	6023	6301
Development Access (South)	270	0	13	283
R148 West	5579	17	0	5596
TOTALS	5849	295	6036	12180

2025 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	3	546	549
Development Access (South)	3	0	0	3
R148 West	514	0	0	514
TOTALS	517	3	546	1066

2030 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	6549	6549
Development Access (South)	0	0	0	0
R148 West	6065	0	0	6065
TOTALS	6065	0	6549	12614

2030 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	650	650
Development Access (South)	0	0	0	0
R148 West	612	0	0	612
TOTALS	612	0	650	1262

2030 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	278	6549	6827
Development Access (South)	270	0	13	283
R148 West	6065	17	0	6082
TOTALS	6335	295	6562	13192

2030 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	3	650	653
Development Access (South)	3	0	0	3
R148 West	612	0	0	612
TOTALS	615	3	650	1268

2040 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	6962	6962
Development Access (South)	0	0	0	0
R148 West	6447	0	0	6447
TOTALS	6447	0	6962	13409

2040 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	0	758	758
Development Access (South)	0	0	0	0
R148 West	714	0	0	714
TOTALS	714	0	758	1472

2040 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	278	6962	7240
Development Access (South)	270	0	13	283
R148 West	6447	17	0	6464
TOTALS	6717	295	6975	13987

2040 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN OPERATION** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R148 East	Development Access (South)	R148 West	TOTALS
R148 East	0	3	758	761
Development Access (South)	3	0	0	3
R148 West	714	0	0	714
TOTALS	717	3	758	1478

Appendix D

Junctions 8 Modelling Results

CS CONSULTING
GROUP

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]
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Filename: S037 Access Junction J11 Model 20220805.arc8
Path: J:\S_JOBS\Job-S037\B_Documents\C_Civil\A_CS Reports\Transport\Modelling
Report generation date: 09/08/2022 16:09:33

Summary of junction performance

	AM				PM			
	Queue (PCU)	**Delay (s)**	**RFC**	**Network Residual Capacity**	**Queue (PCU)**	**Delay (s)**	**RFC**	**Network Residual Capacity**
	- 2024 Construction Peak							
Stream B-C	0.04	6.35	0.04	254 % [Stream C-AB]	0.06	6.45	0.06	277 % [Stream B-C]
Stream B-A	0.00	0.00	0.00		0.00	0.00	0.00	
Stream C-AB	0.07	7.13	0.07		0.05	6.92	0.04	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	- 2025 With Development							
Stream B-C	0.11	6.84	0.10	185 % [Stream B-C]	0.08	6.63	0.07	131 % [Stream B-C]
Stream B-A	0.01	10.91	0.01		0.01	12.44	0.01	
Stream C-AB	0.04	7.05	0.04		0.20	7.36	0.16	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	- 2030 With Development							
Stream B-C	0.11	7.01	0.10	165 % [Stream B-C]	0.08	6.79	0.07	115 % [Stream B-C]
Stream B-A	0.01	11.38	0.01		0.01	13.17	0.01	
Stream C-AB	0.05	7.19	0.04		0.21	7.46	0.16	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	- 2040 With Development							
Stream B-C	0.12	7.15	0.10	150 % [Stream B-C]	0.08	6.91	0.08	104 % [Stream B-C]
Stream B-A	0.01	11.79	0.01		0.01	13.81	0.01	
Stream C-AB	0.05	7.31	0.04		0.22	7.53	0.17	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2024 Construction Peak, AM " model duration: 08:15 - 09:45
"D2 - 2024 Construction Peak, PM" model duration: 17:00 - 18:30
"D3 - 2025 With Development, AM" model duration: 08:15 - 09:45
"D4 - 2025 With Development, PM" model duration: 17:00 - 18:30
"D5 - 2030 With Development, AM" model duration: 08:15 - 09:45
"D6 - 2030 With Development, PM" model duration: 17:00 - 18:30
"D7 - 2040 With Development, AM" model duration: 08:15 - 09:45
"D8 - 2040 With Development, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.3.332 at 09/08/2022 16:09:30

File summary

File Description

Title	Western Access Junction
Location	R158, Kilcock, Co. Kildare
Site Number	J11
Date	05/08/2022
Version	
Status	
Identifier	
Client	
Jobnumber	S037
Enumerator	GF
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	RFC	0.90	36.00	20.00

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

- 2024 Construction Peak, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 Construction Peak, AM	2024 Construction Peak	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Western Development Access Junction	T-Junction	Two-way	A,B,C	6.82	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	254	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm Type
A	R158 North		Major
B	Development Access (East)		Minor
C	R158 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.60		0.00		2.20	140.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	4.60	3.80	3.80	3.70	✓	1.00	56	54

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
11	B-A	496.337	0.080	0.203	0.127	0.290
11	B-C	735.658	0.100	0.253	-	-
11	C-B	655.039	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	521.00	100.000
B	ONE HOUR	✓	22.00	100.000
C	ONE HOUR	✓	333.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	1.000	520.000
	B	0.000	0.000	22.000
	C	301.000	32.000	0.000

Turning Proportions (PCU) - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 11 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	6.35	0.04	A
B-A	0.00	0.00	0.00	A
C-AB	0.07	7.13	0.07	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2024 Construction Peak, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 Construction Peak, PM	2024 Construction Peak	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Western Development Access Junction	T-Junction	Two-way	A,B,C	6.64	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	277	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R158 North		Major
B	Development Access (East)		Minor
C	R158 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.60		0.00		2.20	140.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	4.60	3.80	3.80	3.70	✓	1.00	56	54

Pedestrian Crossings

Arm	Crossing Type

A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
11	B-A	496.337	0.080	0.203	0.127	0.290
11	B-C	735.658	0.100	0.253	-	-
11	C-B	655.039	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	513.00	100.000
B	ONE HOUR	✓	32.00	100.000
C	ONE HOUR	✓	507.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	513.000
	B	0.000	0.000	32.000
	C	486.000	21.000	0.000

Turning Proportions (PCU) - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 11 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	6.45	0.06	A
B-A	0.00	0.00	0.00	A
C-AB	0.04	6.92	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2025 With Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 With Development, AM	2025 With Development	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Western Development Access Junction	T-Junction	Two-way	A,B,C	7.06	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	185	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R158 North		Major
B	Development Access (East)		Minor
C	R158 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.60		0.00		2.20	140.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	4.60	3.80	3.80	3.70	✓	1.00	56	54

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
11	B-A	502.782	0.081	0.205	0.129	0.293
11	B-C	732.412	0.100	0.252	-	-
11	C-B	655.039	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	530.00	100.000
B	ONE HOUR	✓	56.00	100.000
C	ONE HOUR	✓	324.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	2.000	528.000
	B	3.000	0.000	53.000
	C	304.000	20.000	0.000

Turning Proportions (PCU) - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.05	0.00	0.95
	C	0.94	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 11 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	6.84	0.11	A
B-A	0.01	10.91	0.01	B
C-AB	0.04	7.05	0.04	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

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Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 With Development, PM	2025 With Development	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Western Development Access Junction	T-Junction	Two-way	A,B,C	7.25	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	131	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R158 North		Major
B	Development Access (East)		Minor
C	R158 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.60		0.00		2.20	140.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	4.60	3.80	3.80	3.70	✓	1.00	56	54

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
11	B-A	504.931	0.082	0.206	0.130	0.295
11	B-C	731.330	0.099	0.251	-	-
11	C-B	655.039	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	523.00	100.000
B	ONE HOUR	✓	42.00	100.000
C	ONE HOUR	✓	565.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	4.000	519.000
	B	3.000	0.000	39.000
	C	493.000	72.000	0.000

Turning Proportions (PCU) - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.07	0.00	0.93
	C	0.87	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 11 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	6.63	0.08	A
B-A	0.01	12.44	0.01	B
C-AB	0.16	7.36	0.20	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2030 With Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 With Development, AM	2030 With Development	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Western Development Access Junction	T-Junction	Two-way	A,B,C	7.23	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	165	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R158 North		Major
B	Development Access (East)		Minor
C	R158 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.60		0.00		2.20	140.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	4.60	3.80	3.80	3.70	✓	1.00	56	54

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
11	B-A	502.782	0.081	0.205	0.129	0.293
11	B-C	732.412	0.100	0.252	-	-
11	C-B	655.039	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry

		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	575.00	100.000
B	ONE HOUR	✓	56.00	100.000
C	ONE HOUR	✓	349.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	2.000	573.000
	B	3.000	0.000	53.000
	C	329.000	20.000	0.000

Turning Proportions (PCU) - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.05	0.00	0.95
	C	0.94	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 11 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	7.01	0.11	A
B-A	0.01	11.38	0.01	B
C-AB	0.04	7.19	0.05	A
C-A	-	-	-	-

A-B	-	-	-	-
A-C	-	-	-	-

- 2030 With Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 With Development, PM	2030 With Development	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Western Development Access Junction	T-Junction	Two-way	A,B,C	7.38	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	115	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R158 North		Major
B	Development Access (East)		Minor
C	R158 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.60		0.00		2.20	140.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)

B	One lane plus flare				10.00	4.60	3.80	3.80	3.70	✓	1.00	56	54

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
11	B-A	504.931	0.082	0.206	0.130	0.295
11	B-C	731.330	0.099	0.251	-	-
11	C-B	655.039	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	567.00	100.000
B	ONE HOUR	✓	42.00	100.000
C	ONE HOUR	✓	608.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	4.000	563.000
	B	3.000	0.000	39.000
	C	536.000	72.000	0.000

Turning Proportions (PCU) - Junction 11 (for whole period)

		To		
		A	B	C
	A	0.00	0.01	0.99

From	B	0.07	0.00	0.93
	C	0.88	0.12	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 11 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	6.79	0.08	A
B-A	0.01	13.17	0.01	B
C-AB	0.16	7.46	0.21	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

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Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 With Development, AM	2040 With Development	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Western Development Access Junction	T-Junction	Two-way	A,B,C	7.37	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	150	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R158 North		Major
B	Development Access (East)		Minor
C	R158 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.60		0.00		2.20	140.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	4.60	3.80	3.80	3.70	✓	1.00	56	54

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
11	B-A	502.782	0.081	0.205	0.129	0.293
11	B-C	732.412	0.100	0.252	-	-
11	C-B	655.039	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle	Vehicle Mix Varies	Vehicle Mix Varies	Vehicle Mix Varies	Vehicle Mix Source	PCU Factor for a HV	Default Turning	Estimate from entry/exit	Turning Proportions Vary Over	Turning Proportions Vary Over	Turning Proportions Vary Over

Mix	Over Time	Over Turn	Over Entry		(PCU)	Proportions	counts	Time	Turn	Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	611.00	100.000
B	ONE HOUR	✓	56.00	100.000
C	ONE HOUR	✓	369.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	2.000	609.000
	B	3.000	0.000	53.000
	C	349.000	20.000	0.000

Turning Proportions (PCU) - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.05	0.00	0.95
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 11 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	7.15	0.12	A
B-A	0.01	11.79	0.01	B
C-AB	0.04	7.31	0.05	A

C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2040 With Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 With Development, PM	2040 With Development	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Western Development Access Junction	T-Junction	Two-way	A,B,C	7.49	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	104	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R158 North		Major
B	Development Access (East)		Minor
C	R158 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.60		0.00		2.20	140.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left)	Lane Width (Right)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)

			(m)	(m)									
B	One lane plus flare				10.00	4.60	3.80	3.80	3.70	✓	1.00	56	54

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
11	B-A	504.931	0.082	0.206	0.130	0.295
11	B-C	731.330	0.099	0.251	-	-
11	C-B	655.039	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	602.00	100.000
B	ONE HOUR	✓	42.00	100.000
C	ONE HOUR	✓	641.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	4.000	598.000
	B	3.000	0.000	39.000
	C	569.000	72.000	0.000

Turning Proportions (PCU) - Junction 11 (for whole period)

	To			
		A	B	C

From	A	0.00	0.01	0.99
	B	0.07	0.00	0.93
	C	0.89	0.11	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 11 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 11 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	6.91	0.08	A
B-A	0.01	13.81	0.01	B
C-AB	0.17	7.53	0.22	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]
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Filename: S037 Access Junction J12 Model 20220805.arc8
Path: J:\S_JOBS\Job-S037\B_Documents\C_Civil\A_CS Reports\Transport\Modelling
Report generation date: 09/08/2022 16:12:26

Summary of junction performance

	AM				PM			
	Queue (PCU)	**Delay (s)**	**RFC**	**Network Residual Capacity**	**Queue (PCU)**	**Delay (s)**	**RFC**	**Network Residual Capacity**
	- 2024 Construction Peak							
Stream B-C	0.00	0.00	0.00		0.00	0.00	0.00	
Stream B-A	0.00	0.00	0.00		0.02	12.80	0.02	
Stream C-AB	0.00	6.31	0.00	381 % [Stream C-AB]	0.00	0.00	0.00	123 % [Stream B-A]
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	- 2025 With Development							
Stream B-C	0.00	9.19	0.00		0.00	9.56	0.00	
Stream B-A	0.07	12.22	0.07		0.07	13.77	0.07	
Stream C-AB	0.00	6.35	0.00	134 % [Stream B-C]	0.00	6.65	0.00	102 % [Stream B-C]
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	- 2030 With Development							
Stream B-C	0.00	9.42	0.00		0.00	9.85	0.00	
Stream B-A	0.07	12.96	0.07		0.08	14.90	0.07	
Stream C-AB	0.00	6.51	0.00	117 % [Stream B-C]	0.00	6.84	0.00	87 % [Stream B-C]
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	- 2040 With Development							
Stream B-C	0.00	9.60	0.00		0.00	10.08	0.00	
Stream B-A	0.08	13.60	0.07		0.08	15.91	0.08	
Stream C-AB	0.00	6.63	0.00	105 % [Stream B-C]	0.00	6.99	0.00	77 % [Stream B-C]
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2024 Construction Peak, AM " model duration: 08:15 - 09:45
"D2 - 2024 Construction Peak, PM" model duration: 17:00 - 18:30
"D3 - 2025 With Development, AM" model duration: 08:15 - 09:45
"D4 - 2025 With Development, PM" model duration: 17:00 - 18:30
"D5 - 2030 With Development, AM" model duration: 08:15 - 09:45
"D6 - 2030 With Development, PM" model duration: 17:00 - 18:30
"D7 - 2040 With Development, AM" model duration: 08:15 - 09:45
"D8 - 2040 With Development, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.3.332 at 09/08/2022 16:12:23

File summary

File Description

Title	Northern Access Junction
Location	R148, Kilcock, Co. Kildare
Site Number	J12
Date	05/08/2022
Version	
Status	
Identifier	
Client	
Jobnumber	S037
Enumerator	GF
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	RFC	0.90	36.00	20.00

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

- 2024 Construction Peak, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 Construction Peak, AM	2024 Construction Peak	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Northern Development Access Junction	T-Junction	Two-way	A,B,C	6.31	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	381	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm Type
A	R148 East		Major
B	Development Access (South)		Minor
C	R148 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.40		0.00		2.20	250.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				5.90	2.80	2.80	2.80	2.80	✓	1.00	19	24

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
12	B-A	487.120	0.076	0.191	0.120	0.273
12	B-C	635.846	0.083	0.210	-	-
12	C-B	718.741	0.237	0.237	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	564.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	472.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	4.000	560.000
	B	0.000	0.000	0.000
	C	471.000	1.000	0.000

Turning Proportions (PCU) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 12 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.00	0.00	0.00	A
C-AB	0.00	6.31	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2024 Construction Peak, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 Construction Peak, PM	2024 Construction Peak	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Northern Development Access Junction	T-Junction	Two-way	A,B,C	12.80	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	123	Stream B-A

Arms

Arms

Arm	Name	Description	Arm Type
A	R148 East		Major
B	Development Access (South)		Minor
C	R148 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.40		0.00		2.20	250.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				5.90	2.80	2.80	2.80	2.80	✓	1.00	19	24

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
12	B-A	507.461	0.079	0.199	0.125	0.284
12	B-C	504.689	0.066	0.167	-	-
12	C-B	718.741	0.237	0.237	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	635.00	100.000
B	ONE HOUR	✓	5.00	100.000
C	ONE HOUR	✓	592.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	635.000
	B	5.000	0.000	0.000
	C	592.000	0.000	0.000

Turning Proportions (PCU) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 12 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.02	12.80	0.02	B
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2025 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 With Development, AM	2025 With Development	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Northern Development Access Junction	T-Junction	Two-way	A,B,C	11.80	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	134	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R148 East		Major
B	Development Access (South)		Minor
C	R148 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.40		0.00		2.20	250.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				5.90	2.80	2.80	2.80	2.80	✓	1.00	19	24

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
12	B-A	507.461	0.079	0.199	0.125	0.284
12	B-C	504.689	0.066	0.167	-	-
12	C-B	718.741	0.237	0.237	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle	Vehicle Mix Varies	Vehicle Mix Varies	Vehicle Mix Varies	Vehicle Mix Source	PCU Factor for a HV	Default Turning	Estimate from entry/exit	Turning Proportions Vary Over	Turning Proportions Vary Over	Turning Proportions Vary Over

Mix	Over Time	Over Turn	Over Entry		(PCU)	Proportions	counts	Time	Turn	Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	579.00	100.000
B	ONE HOUR	✓	20.00	100.000
C	ONE HOUR	✓	480.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	569.000
	B	19.000	0.000	1.000
	C	479.000	1.000	0.000

Turning Proportions (PCU) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.95	0.00	0.05
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 12 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	9.19	0.00	A
B-A	0.07	12.22	0.07	B
C-AB	0.00	6.35	0.00	A

C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2025 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 With Development, PM	2025 With Development	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Northern Development Access Junction	T-Junction	Two-way	A,B,C	13.18	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	102	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R148 East		Major
B	Development Access (South)		Minor
C	R148 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.40		0.00		2.20	250.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				5.90	2.80	2.80	2.80	2.80	✓	1.00	19	24

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
12	B-A	507.461	0.079	0.199	0.125	0.284
12	B-C	504.689	0.066	0.167	-	-
12	C-B	718.741	0.237	0.237	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	675.00	100.000
B	ONE HOUR	✓	18.00	100.000
C	ONE HOUR	✓	603.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	29.000	646.000
	B	17.000	0.000	1.000
	C	602.000	1.000	0.000

Turning Proportions (PCU) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.94	0.00	0.06
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 12 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	9.56	0.00	A
B-A	0.07	13.77	0.07	B
C-AB	0.00	6.65	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2030 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 With Development,	2030 With Development	AM		ONE HOUR	08:15	09:45	90	15		

AM										

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Northern Development Access Junction	T-Junction	Two-way	A,B,C	12.48	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	117	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R148 East		Major
B	Development Access (South)		Minor
C	R148 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.40		0.00		2.20	250.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				5.90	2.80	2.80	2.80	2.80	✓	1.00	19	24

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
12	B-A	507.461	0.079	0.199	0.125	0.284
12	B-C	504.689	0.066	0.167	-	-
12	C-B	718.741	0.237	0.237	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	629.00	100.000
B	ONE HOUR	✓	20.00	100.000
C	ONE HOUR	✓	522.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	619.000
	B	19.000	0.000	1.000
	C	521.000	1.000	0.000

Turning Proportions (PCU) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.95	0.00	0.05
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 12 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	9.42	0.00	A
B-A	0.07	12.96	0.07	B
C-AB	0.00	6.51	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2030 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 With Development, PM	2030 With Development	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Northern Development Access Junction	T-Junction	Two-way	A,B,C	14.21	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	87	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R148 East		Major
B	Development Access (South)		Minor

C	R148 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.40		0.00		2.20	250.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				5.90	2.80	2.80	2.80	2.80	✓	1.00	19	24

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
12	B-A	507.461	0.079	0.199	0.125	0.284
12	B-C	504.689	0.066	0.167	-	-
12	C-B	718.741	0.237	0.237	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	732.00	100.000
B	ONE HOUR	✓	18.00	100.000
C	ONE HOUR	✓	656.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	29.000	703.000
	B	17.000	0.000	1.000
	C	655.000	1.000	0.000

Turning Proportions (PCU) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.94	0.00	0.06
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 12 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	9.85	0.00	A
B-A	0.07	14.90	0.08	B
C-AB	0.00	6.84	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2040 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description

Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 With Development, AM	2040 With Development	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Northern Development Access Junction	T-Junction	Two-way	A,B,C	13.07	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	105	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R148 East		Major
B	Development Access (South)		Minor
C	R148 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.40		0.00		2.20	250.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				5.90	2.80	2.80	2.80	2.80	✓	1.00	19	24

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
12	B-A	507.461	0.079	0.199	0.125	0.284
12	B-C	504.689	0.066	0.167	-	-
12	C-B	718.741	0.237	0.237	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	668.00	100.000
B	ONE HOUR	✓	20.00	100.000
C	ONE HOUR	✓	555.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	658.000
	B	19.000	0.000	1.000
	C	554.000	1.000	0.000

Turning Proportions (PCU) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.95	0.00	0.05
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 12 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	9.60	0.00	A
B-A	0.07	13.60	0.08	B
C-AB	0.00	6.63	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2040 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 With Development, PM	2040 With Development	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Northern Development Access Junction	T-Junction	Two-way	A,B,C	15.14	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	77	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R148 East		Major
B	Development Access (South)		Minor
C	R148 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.40		0.00		2.20	250.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				5.90	2.80	2.80	2.80	2.80	✓	1.00	19	24

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
12	B-A	507.461	0.079	0.199	0.125	0.284
12	B-C	504.689	0.066	0.167	-	-
12	C-B	718.741	0.237	0.237	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	776.00	100.000
B	ONE HOUR	✓	18.00	100.000

C	ONE HOUR	✓	697.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	29.000	747.000
	B	17.000	0.000	1.000
	C	696.000	1.000	0.000

Turning Proportions (PCU) - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.94	0.00	0.06
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 12 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 12 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	10.08	0.00	B
B-A	0.08	15.91	0.08	C
C-AB	0.00	6.99	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.3.332 [14595,13/11/2013]
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Filename: S037 Access Junction J11 Roundabout Model 20220808.arc8
Path: J:\S_JOBS\Job-S037\B_Documents\C_Civil\A_CS Reports\Transport\Modelling
Report generation date: 09/08/2022 16:14:13

Summary of junction performance

	AM				PM			
	Queue (PCU)	**Delay (s)**	**RFC**	**Network Residual Capacity**	**Queue (PCU)**	**Delay (s)**	**RFC**	**Network Residual Capacity**
	Sensitivity Analysis - 2040 with Zoned Lands developed							
Arm A	1.40	7.48	0.59	50 % [Arm A]	1.45	7.92	0.59	46 % [Arm A]
Arm B	0.09	5.20	0.08		0.07	5.11	0.06	
Arm C	0.66	4.85	0.40		1.48	7.26	0.60	
Arm D	0.06	3.96	0.06		0.12	4.96	0.11	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2040 with Zoned Lands developed, AM " model duration: 07:45 - 09:15
"D2 - 2040 with Zoned Lands developed, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 09/08/2022 16:14:12

File summary

File Description

Title	Western Access Junction
Location	R158, Kilcock, Co. Kildare
Site Number	J11
Date	08/08/2022
Version	Potential future roundabout access
Status	
Identifier	
Client	
Jobnumber	S037
Enumerator	GF
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	RFC	0.90	36.00	20.00

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

Sensitivity Analysis - 2040 with Zoned Lands developed, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Sensitivity Analysis			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 with Zoned Lands developed, AM	2040 with Zoned Lands developed	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Western development access	Roundabout	A,B,C,D			6.21	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	50	Arm A

Arms

Arms

Arm	Name	Description
A	R158 North	
B	Subject Development	
C	R158 South	
D	Zoned Development Lands	

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
A	4.00	4.50	18.90	10.10	32.00	48.00	
B	3.40	4.60	11.10	10.00	32.00	57.00	
C	4.20	4.50	11.20	12.40	32.00	46.00	
D	3.50	4.50	15.20	10.10	32.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.520	1202.462
B		(calculated)	(calculated)	0.492	1114.928
C		(calculated)	(calculated)	0.536	1240.370
D		(calculated)	(calculated)	0.519	1179.748

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	619.00	100.000
B	ONE HOUR	✓	56.00	100.000
C	ONE HOUR	✓	447.00	100.000
D	ONE HOUR	✓	53.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 11 (for whole period)

		To			
		A	B	C	D
From	A	0.000	2.000	609.000	8.000
	B	3.000	0.000	53.000	0.000
	C	349.000	20.000	0.000	78.000
	D	3.000	0.000	50.000	0.000

Turning Proportions (PCU) - Junction 11 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.00	0.98	0.01
	B	0.05	0.00	0.95	0.00
	C	0.78	0.04	0.00	0.17
	D	0.06	0.00	0.94	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 11 (for whole period)

	To				
		A	B	C	D

From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 11 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.59	7.48	1.40	A
B	0.08	5.20	0.09	A
C	0.40	4.85	0.66	A
D	0.06	3.96	0.06	A

Sensitivity Analysis - 2040 with Zoned Lands developed, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Sensitivity Analysis			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 with Zoned Lands developed, PM	2040 with Zoned Lands developed	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Western development access	Roundabout	A,B,C,D			7.35	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold

Left	Normal/unknown	46	Arm A

Arms

Arms

Arm	Name	Description
A	R158 North	
B	Subject Development	
C	R158 South	
D	Zoned Development Lands	

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
A	4.00	4.50	18.90	10.10	32.00	48.00	
B	3.40	4.60	11.10	10.00	32.00	57.00	
C	4.20	4.50	11.20	12.40	32.00	46.00	
D	3.50	4.50	15.20	10.10	32.00	45.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.520	1202.462
B		(calculated)	(calculated)	0.492	1114.928
C		(calculated)	(calculated)	0.536	1240.370
D		(calculated)	(calculated)	0.519	1179.748

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	604.00	100.000
B	ONE HOUR	✓	42.00	100.000
C	ONE HOUR	✓	674.00	100.000

D	ONE HOUR	✓	79.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 11 (for whole period)

		To			
		A	B	C	D
From	A	0.000	4.000	598.000	2.000
	B	3.000	0.000	39.000	0.000
	C	569.000	72.000	0.000	33.000
	D	6.000	0.000	73.000	0.000

Turning Proportions (PCU) - Junction 11 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.01	0.99	0.00
	B	0.07	0.00	0.93	0.00
	C	0.84	0.11	0.00	0.05
	D	0.08	0.00	0.92	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 11 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 11 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.59	7.92	1.45	A
B	0.06	5.11	0.07	A
C	0.60	7.26	1.48	A
D	0.11	4.96	0.12	A