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Clongriffin Wider Lands – Phase 2

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TRAFFIC AND TRANSPORT ASSESSMENT

CLONGRIFFIN WIDER LANDS – PHASE 2

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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by the Land Development Agency (LDA) to prepare a Traffic and Transport Assessment (TTA) for the masterplan-led development of LDA lands at Clongriffin, Dublin 13.

1.1 Applicable Reference Documents

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

- Dublin City Development Plan 2022-2028
- Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025)
- TII Project Appraisal Guidelines (2021)
- TII Traffic and Transport Assessment Guidelines (2014)
- DoT Traffic Signs Manual (2019-2025)
- Trip Rate Information Computer System (TRICS) database
- CSO 2022 Census data
- Tusla Quality and Regulatory Framework: Full Day Care Service and Part-Time Day Care Service (2026)
- Uisce Éireann Code of Practice for Water Infrastructure (2025)
- Design Manual for Urban Roads and Streets (DMURS) 2019
- IStructE Car Park Design Guide (2023)
- NDA Building for Everyone: A Universal Design Approach – External environment and approach (2012)
- Building Regulations 2010 Technical Guidance Document M
- NTA Cycle Design Manual (2023)
- Greater Dublin Area Cycle Network Plan (2022)

1.2 Objective

The principal objective of this report is to examine the proposed development's potential effects on the operation of the surrounding transportation infrastructure and nearby transport services. The report also examines the proposed development's vehicular access and servicing arrangements, car and bicycle parking provision, site layout, public transport availability, contribution to public transport demand, and facilities for pedestrians and cyclists.

1.3 Study Methodology

The methodology adopted in preparing this report corresponds to industry best practice and follows the guidance set out by Transport Infrastructure Ireland (TII) in its *Project Appraisal Guidelines* and its *Traffic and Transport Assessment Guidelines*. This methodology 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 and services.
- Traffic flow data – 14-hour classified vehicular traffic count surveys were undertaken on Thursday the 11th of April 2024 by IDASO Ltd on behalf of CS Consulting. These surveys were conducted between 06:00 and 20:00 at 10no. existing road junction sites in Clongriffin and Belmayne.
- Trip generation – A multi-modal development trip generation assessment has been carried out using data extracted from the Trip Rate Information Computer System (TRICS) database of traffic surveys, in conjunction with CSO national census data. This quantifies trips to and from the proposed development site, across several modes of transport.
- Vehicular trip distribution – Based upon existing traffic characteristics and the surrounding road network structure, appropriate distributions have been applied to vehicular trips to and from the proposed development.
- Junction operation assessment – Baseline year traffic flows and future year traffic forecasts were derived from surveyed traffic movements, using TII growth factors and development trip generation figures.
- Public transport capacity and demand – The approximate capacity of existing public transport services close to the development site has been established, and the development's projected public transport demand at peak times has been calculated and compared to the existing capacity.
- Parking – Car, motorcycle, and bicycle parking provisions within the proposed development have been assessed with reference to the parking standards set out in the Dublin City Development Plan 2022–2028.

1.4 Local Authority Consultation

The applicant and project design team held a pre-planning meeting with Dublin City Council on the 15th of September, which was attended by representatives of the DCC Environment

and Transportation Department. Subsequent meetings were held on 13th January 2026 (LRD Stage 2 meeting), 27th February and 19th March 2026.

1.5 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 transportation infrastructure, existing traffic flows, and public transport services, as well as identifying relevant proposed improvements to local infrastructure and services.
- Sections 4 and 5 detail the analysis as described in the study methodology above. The analysis examines trip generation, trip distribution, and resulting junction operational performance with the development in place.
- Section 6 gives an estimate of nearby public transport service capacities and compares these to the development's predicted contribution to public transport demand.
- Section 7 assesses the proposed car and bicycle parking provisions for the development, with reference to Local Authority standards and national policy guidance.
- Section 8 examines the development's vehicular access arrangements, internal layout, pedestrian and cyclist facilities, and servicing arrangements.
- Section 9 summarises the transport-related points raised in the Local Authority's formal Opinion document, issued following Stage 2 of the LRD planning process, and gives responses to these.
- Section 10 presents the conclusions of the report.

2.0 SITE LOCATION, CONTEXT, AND PROPOSED DEVELOPMENT

2.1 Site Location

The overall site comprises zoned development lands in Dublin 13. It is an undeveloped site of 3.47ha at Main St, Clongriffin, Dublin 13. The site is bound by Main St to the south, Friar St to the west, Park St and the under-construction Blocks 5 & 6 and Market St to the north and Station Square and Clongriffin Road to the east. The subject site is in the administrative jurisdiction of Dublin City Council (DCC), adjacent to the City Council's boundary with Fingal County Council.



Figure 1 – Location of subject lands
(sources: EPA, OSi, OSM Contributors, Google)

The location of the subject lands is shown in **Figure 1**; their extents and environs are shown in more detail in **Figure 2**.



Figure 2 – Subject lands extents and environs
(sources: NTA, GoCar, Toyota, OSi, OSM Contributors, Microsoft)

2.2 Existing Clongriffin Development

Development of the wider Clongriffin area has thus far been carried out largely in accordance with a 10-year masterplan planning permission granted to Gannon Homes on the 27th of June 2003 under DCC Reg. Ref. 1302/02 (An Bord Pleanála ref. PL29N.131058). This provided for development consisting of a total of 3,576no. dwellings and 80,600m^2 of mixed retail, commercial, leisure, and community uses, associated car parking and engineering works, and provision for a new railway station.

These previously permitted development proposals (referred to hereafter as the 'masterplan parent permission') comprised:

- Services infrastructure including water supply, foul drainage, surface water drainage, and internal roads.
- A new access road to the development from the Hole in the Wall Road through Father Collins Park [Main Street] and a new east-west access road parallel to the Mayne River [Marrsfield Avenue].
- An underground town carpark and park and ride carpark (420no. spaces), taxi rank, drop off points, and a bus interchange associated with the railway station.

- Civic town squares and spaces, and a linear park along the south side of the Mayne River with attenuation pond.

Much of this development has been constructed in the intervening years, whether under the original masterplan parent permission, amendments thereto, or separate planning permissions for individual sites within the masterplan area. Infrastructure so far completed includes:

- Clongriffin Railway Station and its associated infrastructure.
- The 2no. access roads from the Hole in the Wall Road (Clongriffin Main Street and Marrsfield Avenue).
- The majority of the masterplan area's internal roads.
- Comprehensive internal foul drainage and surface water drainage networks, including a foul pumping station and a stormwater attenuation pond in the north-east corner of the masterplan area.
- A well-developed internal potable water supply network.

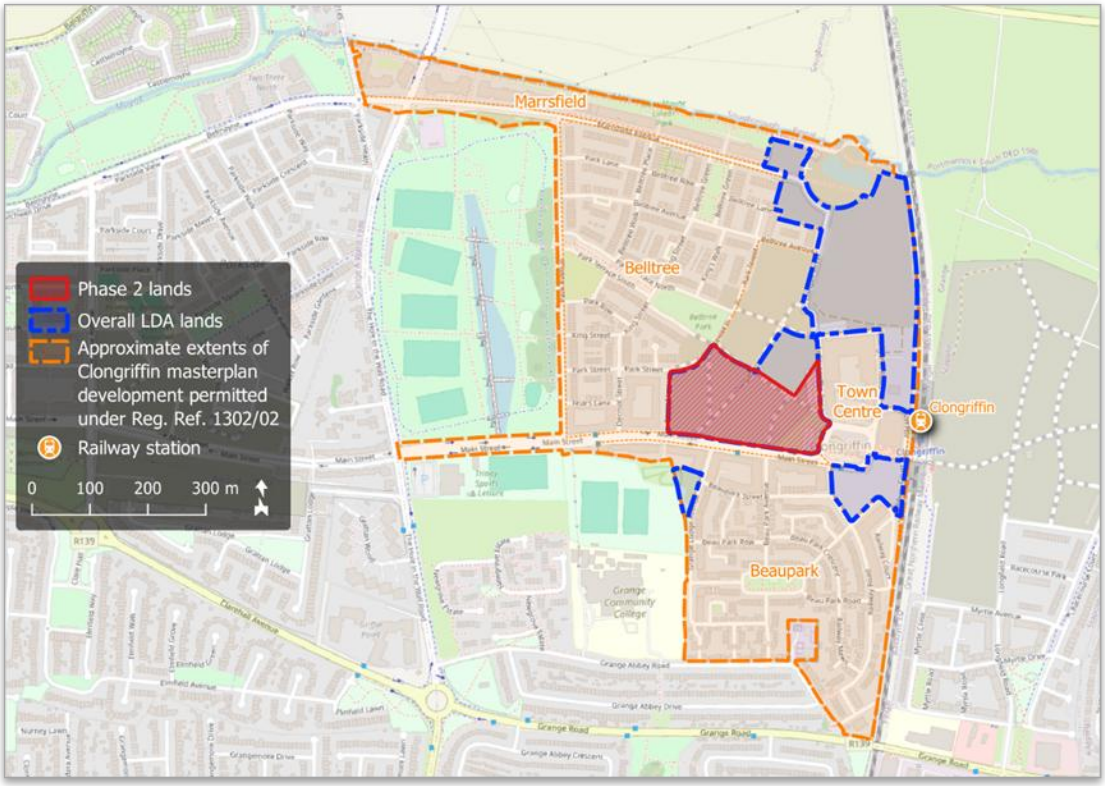


Figure 3 – Clongriffin masterplan extents and neighbourhoods
(sources: OSi, OSM Contributors)

2.3 Existing Subject Site Condition

The subject development site itself is generally greenfield, although parts of it have been used for access and storage to facilitate construction on adjacent lands.

2.4 Description of Proposed Development

The development will consist of the construction of a residential development set out in 3 no. blocks (identified as Zone 7, 8 & 9), ranging in height from 5 to 10 storeys, to accommodate 711 no. apartments including café/restaurant/retail units, community/cultural spaces, a standalone creche building and the completion of Market St.

The 3 no. residential buildings are arranged around podium courtyards accommodating communal amenity spaces for future residents. Zone 7 is a 5 to 7 storey block onto Main St, Friar's St, Park St and Market St containing 280 apartments. Zone 8 is a 6 to 8 storey block between Main St and Market Street containing 263 apartments. Zone 9 is a 6 to 10 storey block located on Main St, Station Square and Market Street containing 168 units.

Car and cycle parking for both residents and visitors is provided below podium and at surface level throughout the scheme. The proposed development includes all site landscaping works, open space, green roofs, lighting, servicing and utilities, signage, and associated and ancillary works, including site development works above and below ground.

The proposed development sits as part of a Masterplan for a wider Clongriffin landbank which includes the under-construction Block 5 & 6 to the north of Market Street.

For a more detailed description please refer to the Statutory Notices.

3.0 RECEIVING ENVIRONMENT

3.1 Road Infrastructure

The masterplan parent permission granted under DCC Reg. Ref. 1302/02 (An Bord Pleanála ref. PL29N.131058) provided for a comprehensive network of internal roads for the masterplan area, with two principal link streets (Main Street and Marrsfield Avenue) that connect this network to the Hole in the Wall Road, to the west. All other roads within this network function as local streets.

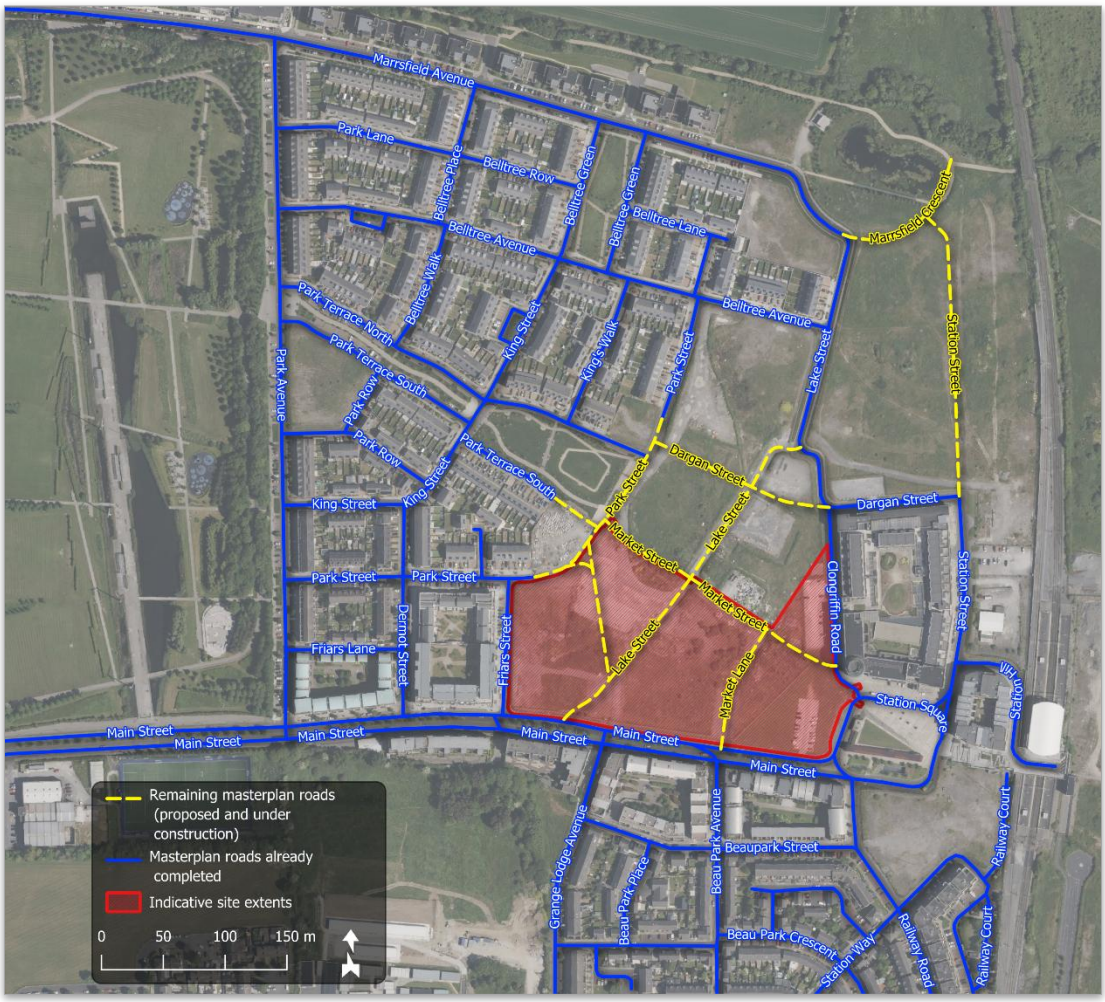


Figure 4 – Clongriffin masterplan road network
(sources: CCK Architects, OSM Contributors, Microsoft)

As shown in **Figure 4**, the majority of this Clongriffin road network has already been constructed. Planning permission was granted in 2019 for completion of all main outstanding elements of the masterplan road network, under the SHD proposals with ABP reference nos. 305319 and 305316 (in conjunction with a concurrent application to DCC under Reg. Ref.

3894/19, which was also granted permission). These outstanding road elements are for the most part within the subject lands and include:

- The northern section of Clongriffin Road.
- The western section of Dargan Street.
- The southwestern section of Lake Street.
- Market Street and Market Lane.
- The remaining sections of Park Street and Park Terrace.

The above-mentioned SHD permissions also include provision for new junctions on Main Street, at the ends of Lake Street and Market Lane. As proposed and permitted, these junctions permit only left-in and left-out movements to/from Lake Street and Market Lane.

The existing Clongriffin internal road network comprises local streets with carriageway widths of between 5.0m and 6.0m. The majority of car parking is within dwelling curtilages, with some parallel on-street parking spaces. Extensive on-street parking is however provided along Marrsfield Avenue, Park Avenue, and Park Terrace. Raised footpaths are in place along all completed streets, with a minimum width of 2.0m generally. On-road cycle lanes are in place on Marrsfield Avenue only, terminating where this becomes Lake Street.

Alignments for the outstanding elements of the Clongriffin road network have been permitted under the above-mentioned SHD applications (ABP refs. 305319 and 305316).

3.2 Clongriffin Main Street Extension

Clongriffin Main Street was initially constructed between Station Square and the Hole in the Wall Road, extending only some 200m westward beyond the Hole in the Wall Road. In the context of wider development in the Balgriffin area, Main Street is currently being extended some 800m further westward, to connect with the Malahide Road. This creates new 4-arm junctions on the Malahide Road and Belmayne Avenue, which have been constructed but are not yet in full operation.

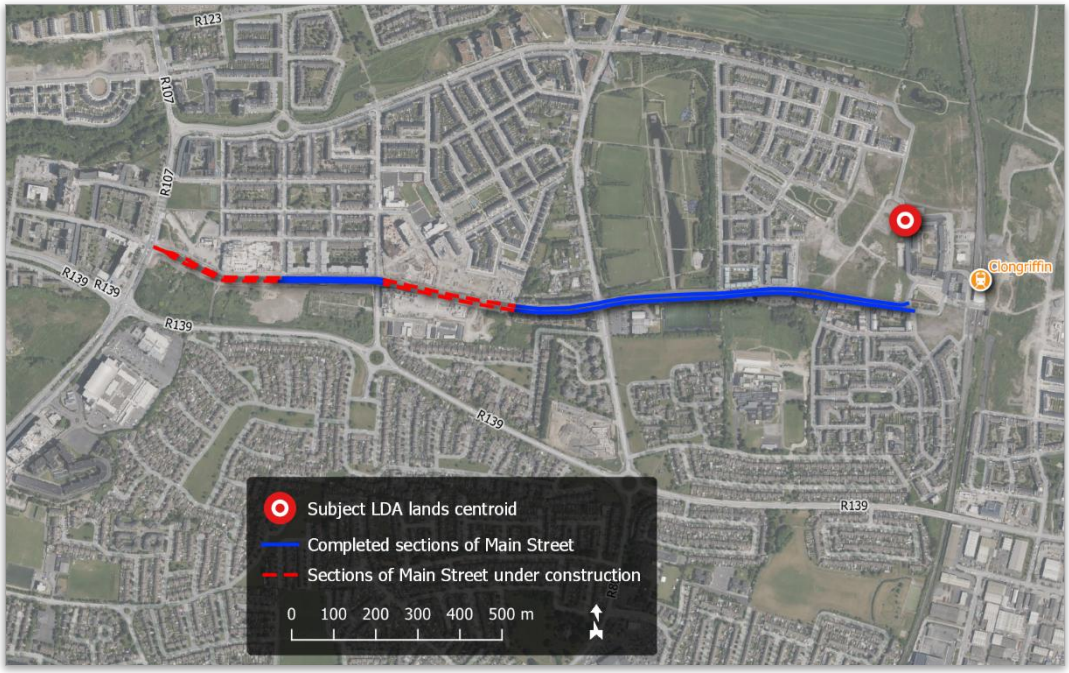


Figure 5 – Clongriffin Main Street extension
(sources: OSi, OSM Contributors, Microsoft)

3.3 Existing Local Vehicular Traffic Flows

Full turning movement classified traffic counts were carried out by IDASO Ltd, on behalf of CS Consulting, over a 14-hour period (06:00–20:00) on Thursday the 11th of April 2024. This traffic survey encompassed the following 10no. existing junction sites (see **Figure 6**):

J1. R107 / R139
(4-arm signal-controlled junction)

J2. R107 Malahide Road / Mayne River Avenue
(3-arm priority-controlled junction with 4th arm under construction)

J3. R107 Malahide Road / Belmayne
(3-arm signal-controlled junction)

J4. R139 Clarehall Avenue / Belmayne Avenue / Clare Hall
(4-arm roundabout)

J5. Belmayne Avenue / Main Street
(3-arm signal-controlled junction with 4th arm under construction)

J6. R139 / R809 / Hole in the Wall Road
(4-arm roundabout)

J7. Hole in the Wall Road / Main Street
(4-arm signal-controlled junction)

J8. Hole in the Wall Road / Clongriffin Avenue / Marrsfield Avenue

(4-arm signal-controlled junction)

J9. Main Street / Park Avenue

(3-arm priority-controlled junction)

J10. Marrsfield Avenue / Park Avenue

(3-arm priority-controlled junction)

The peak hour traffic flows across all ten survey sites were found to occur between 08:00 and 09:00 (AM peak hour) and between 17:00 and 18:00 (PM peak hour). The recorded traffic movements at each of the surveyed junctions during the peak hours have been isolated from the count data and converted to Passenger Car Units. TII expansion factors have also been used to derive the Annual Average Daily Traffic (AADT) total traffic movements at each surveyed junction. Both the weekday peak hour totals and the AADT totals are given in **Table 1**. The surveyed junction flows are provided within Appendix A.



Figure 6 – Traffic survey sites
(sources: OSM Contributors, Microsoft)

Junction Ref.	Weekday Peak Hours		AADT		
	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Light Vehicles	Heavy Vehicles	TOTAL
J1	4,528	4,676	56,404	3,076	59,480
J2	2,079	2,010	23,685	967	24,652
J3	2,200	2,159	24,258	1,006	25,264
J4	2,706	2,637	30,822	1,490	32,312
J5	698	597	5,811	342	6,153
J6	3,299	3,329	38,755	1,555	40,310
J7	1,023	1,287	13,034	412	13,446
J8	1,310	1,155	12,009	193	12,202
J9	516	628	5,797	276	6,073
J10	420	308	3,010	39	3,049

Table 1: Total Traffic Movements at Surveyed Junctions

3.4 Pedestrian Accessibility

Figure 7 shows walking times to and from the subject LDA lands, under existing conditions, based upon an average walking speed of 4.8km/h.

Clongriffin railway station is within a 5-minute walk of the development site, as are bus stops at Station Square and along Clongriffin Main Street. The section of Clongriffin Main Street that is within a 5-minute walk is home to several medical, commercial, and food/beverage premises, including a medical centre, a pharmacy and a vet. The entirety of Father Collins Park is within a 10-minute walk, and Donaghmede Shopping Centre is just over 20 minutes' walk away.

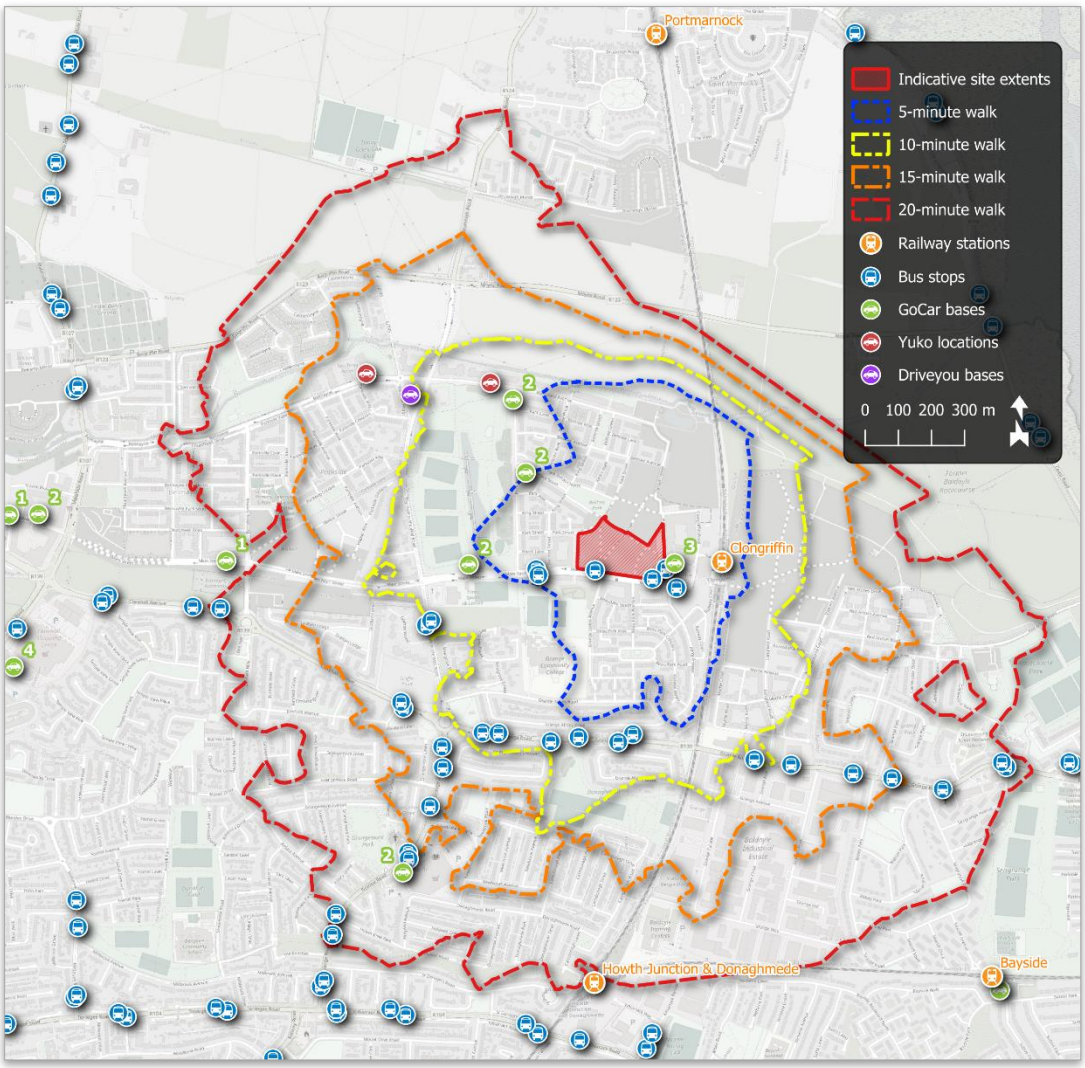


Figure 7 – Walking time catchments
(sources: NTA, OSi, GoCar, Toyota, Driveyou, OSM Contributors)

3.5 Bicycle Journey Times

Figure 8 shows bicycle journey times to and from the subject LDA lands, under existing conditions, based upon an average cycling speed of 16km/h.

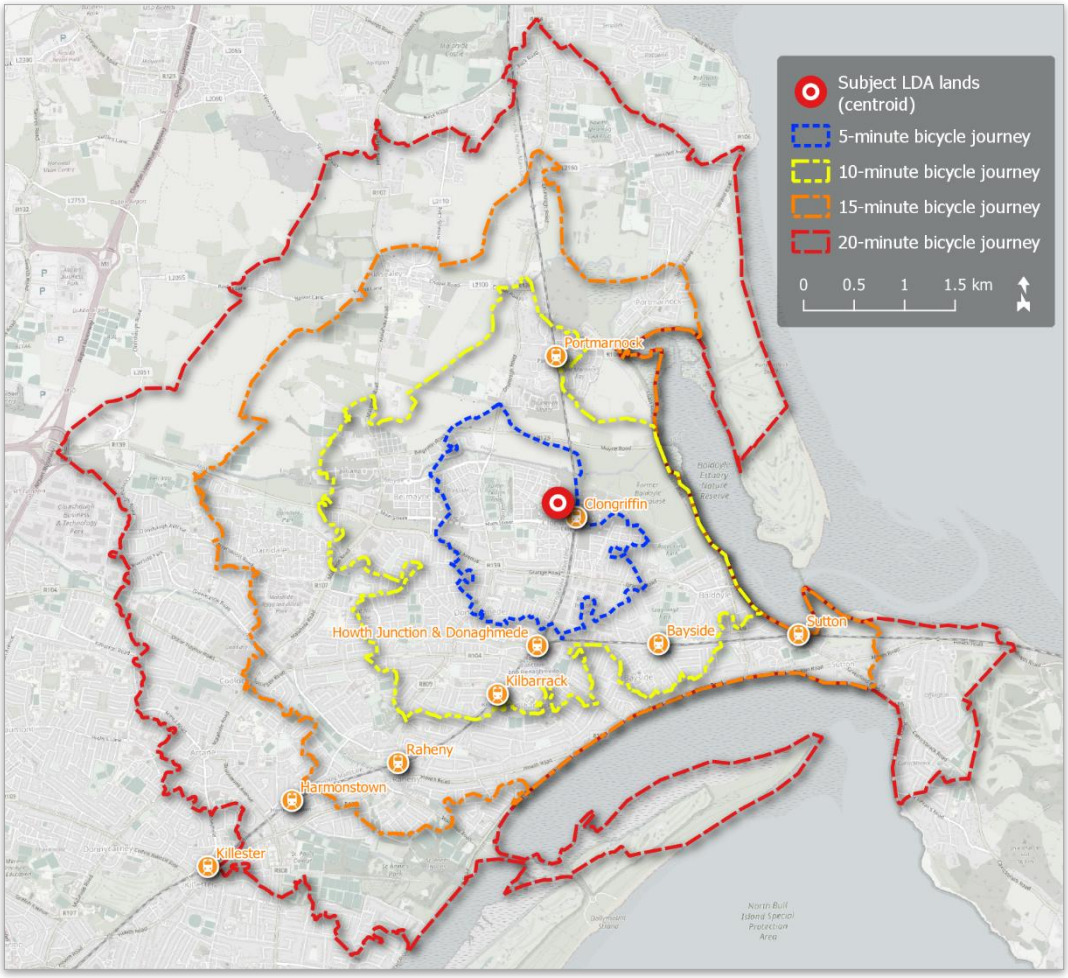


Figure 8 – Bicycle journey times
(sources: OSi, OSM Contributors)

3.6 Existing Public Transport Services

Bus stops at Station Square and along Clongriffin Main Street, within a 5-minute walk of the development site, are served by Dublin Bus route no. 15. This is a high-frequency bus route that operates between Clongriffin and Ballycullen in south-west Dublin, via Dublin city centre.

Route No.	Operator	Destination	Weekday Services	Typical Peak Hour Interval
15	Dublin Bus	Ballycullen Road	120 (approx.)	4 min
		Clongriffin	120 (approx.)	10 min

Table 2: Existing Adjacent Bus Service

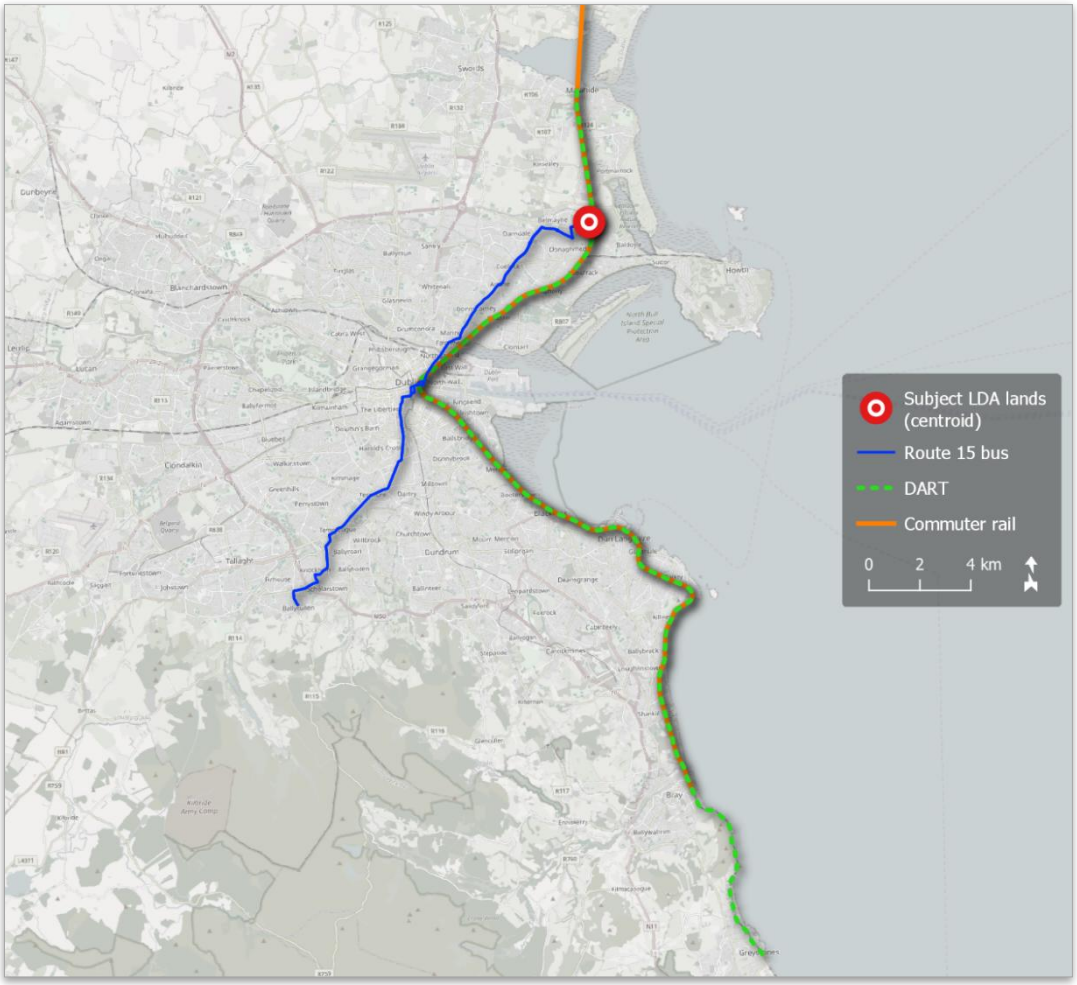


Figure 9 – Direct public transport routes from and to Clongriffin
(sources: NTA, OSM Contributors)

Clongriffin railway station is approximately 230m south-east of the development site, within a 5-minute walk. This station is served principally by Dublin Area Rapid Transit (DART) trains operating between Malahide and Bray or Greystones, via Dublin city centre. Commuter rail services on the Drogheda/Dundalk to Dublin/Bray route also call at this station, though less frequently.

Service Type	Direction (Destinations)	Weekday Services	Typical Peak Hour Interval
Dublin Area Rapid Transit (DART)	Northbound (Malahide)	47	15 min
	Southbound (Bray/Greystones via Dublin)	47	20 min
Commuter Rail	Northbound (Drogheda/Dundalk)	3	n/a
	Southbound (Dublin/Bray)	2	n/a

Table 3: Rail Services at Clongriffin Station

Figure 10 shows the reach of public transport journeys from and to Station Square in Clongriffin by total travel time, including service interchanges, and walking to and between stops. These are based upon a weekday departure time of 08:00 and a weekday arrival time of 08:45, respectively.

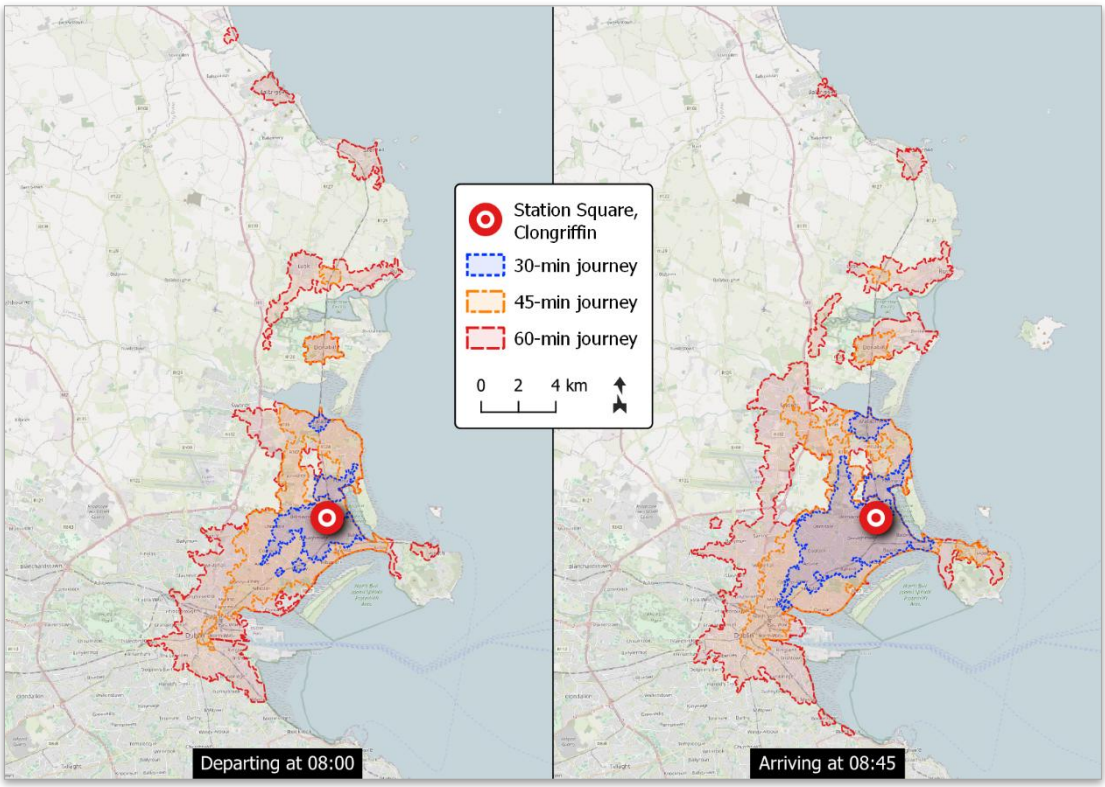


Figure 10 – Public transport travel times from and to Clongriffin
(sources: OSM Contributors, TravelTime platform)

3.7 Proposed Transport Infrastructure and Service Improvements

3.7.1 BusConnects proposals – bus network redesign

The BusConnects Dublin Area Revised Bus Network initiative, which is currently undergoing staged implementation, seeks to improve the overall convenience and efficiency of the city's bus routes. As part of this reorganisation, the existing Dublin Bus route no. 15 – which currently serves stops at Station Square and on Clongriffin Main Street – is to be discontinued. Four new bus routes are instead to run to and from Clongriffin Station: the D1 and D3 arterial routes, passing through Dublin city centre, and the N8 and L80 orbital/local routes to Blanchardstown Shopping Centre and Dublin City University.

In addition to these, it is proposed to extend the H1 arterial route, which currently runs between Dublin City Centre and Baldoyle, as far as Clongriffin Station. This is however

contingent on the completion of a bus ramp over the railway line to provide a direct road connection between Station Square and Red Arches Road.

Route No.	Route Type	Destination	Weekday Services	Typical Peak Hour Interval
D1	Spine (arterial)	Grange Castle	72	15 min
		Clongriffin	72	15 min
D3	Spine (arterial)	Clondalkin	72	15 min
		Clongriffin	72	15 min
N8	Orbital	Blanchardstown S.C.	36	30 min
		Clongriffin	36	30 min
L80	Local	Dublin City University	32	20 min
		Clongriffin	32	20 min
H1 [1]	Spine (arterial)	City Centre	72	15 min
		Clongriffin	72	15 min

Table 4: Adjacent Bus Services Proposed Under BusConnects

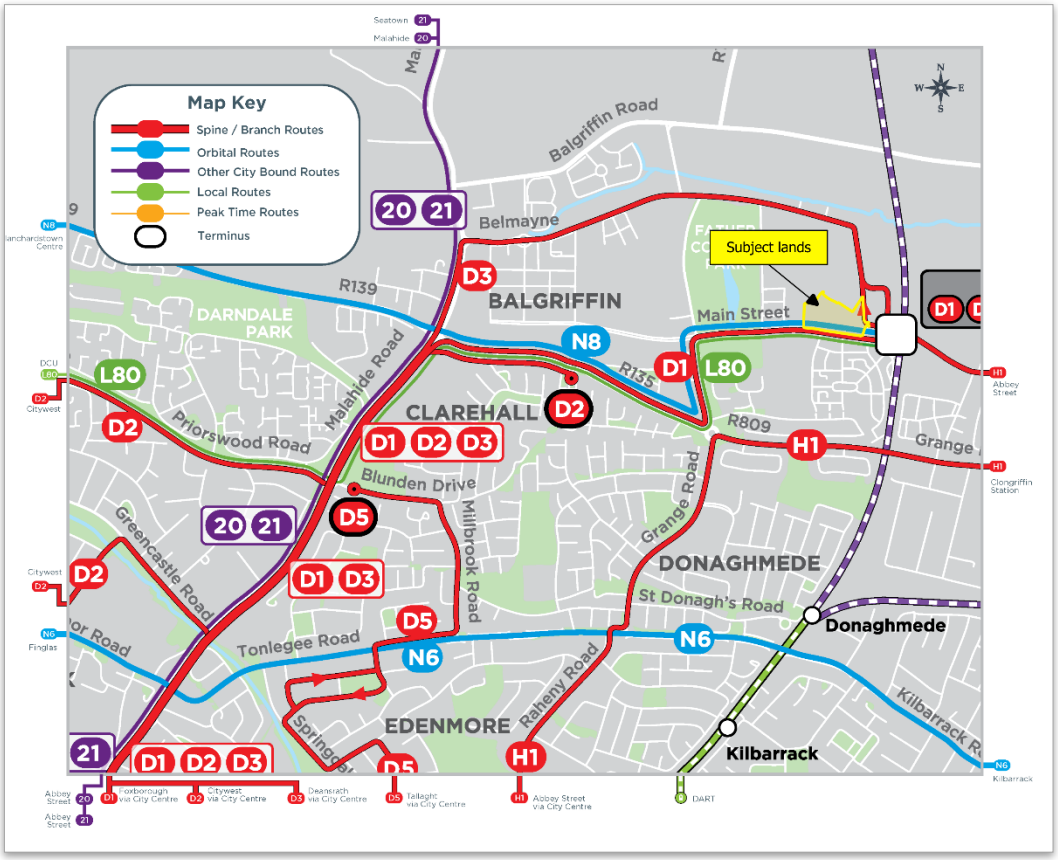


Figure 11 – BusConnects network redesign – Clarehall/Donaghmede area
(source: NTA)

[1] Subject to extension of existing H1 service via Red Arches Road to Clongriffin Station.

3.7.2 BusConnects proposals – new infrastructure and routing

The other principal component of the BusConnects project comprises the Core Bus Corridors, one of which is to be implemented between Clongriffin Station and Dublin city centre. This will improve bus infrastructure and reinforce bus priority along this route, with the aim of reducing bus journey times and improving service reliability. In the immediate vicinity of the development site, this Core Bus Corridor (no. 1) is to run along Clongriffin Main Street and will for the most part make use of existing bus lanes.

The National Transport Authority is currently finalising the layout and precise locations of bus stops and standing areas to serve the new routes listed in **Table 5**, all of which are to make a loop around Station Square at the end of each run. In addition to the two bus stops already in place on Station Square, the NTA is considering the provision of an additional stop on the eastern side of the Square, as shown in **Figure 13**. The increased number of buses serving this "Clongriffin Terminus" will also require additional standing areas for waiting or layover buses; several of the potential locations under NTA consideration (also shown in **Figure 13**) are located along or adjacent to the southern boundary of the subject development lands (Blocks 7, 8 & 9).

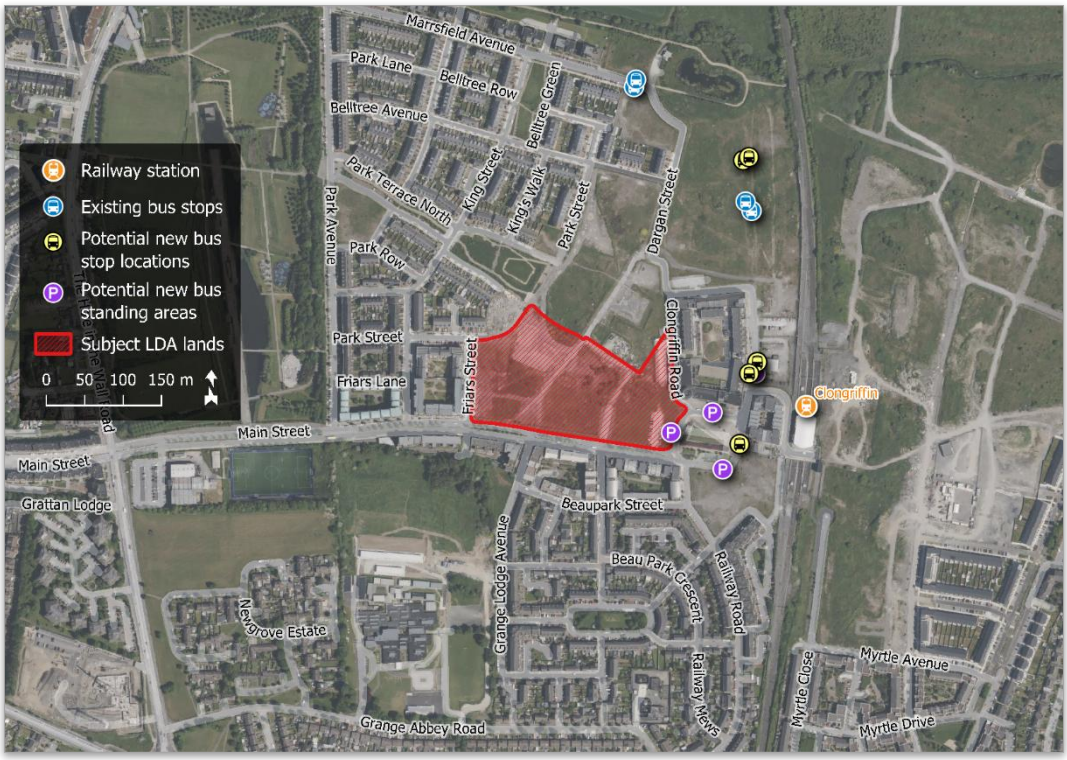


Figure 12 – Existing bus stops and potential new bus stops/stands
(sources: NTA, OSi, OSM Contributors, Microsoft)

Routes D1, N8, and L80 are intended to arrive and depart along Clongriffin Main Street. The NTA currently intends that these routes make use of existing bus stops along this road. Route D3 is intended to serve the housing estates closer to Belmayne and Marrsfield Avenue, and therefore requires a route that arrives to and depart from Station Square from/to the north. The original intention, as shown on the BusConnects route mapping in **Figure 11**, was for this route to travel via the already completed section of Lake Street. However, a route proving test undertaken by Dublin Bus found existing bends on Marrsfield Avenue and Lake Street to be unsuitable for bus operation.

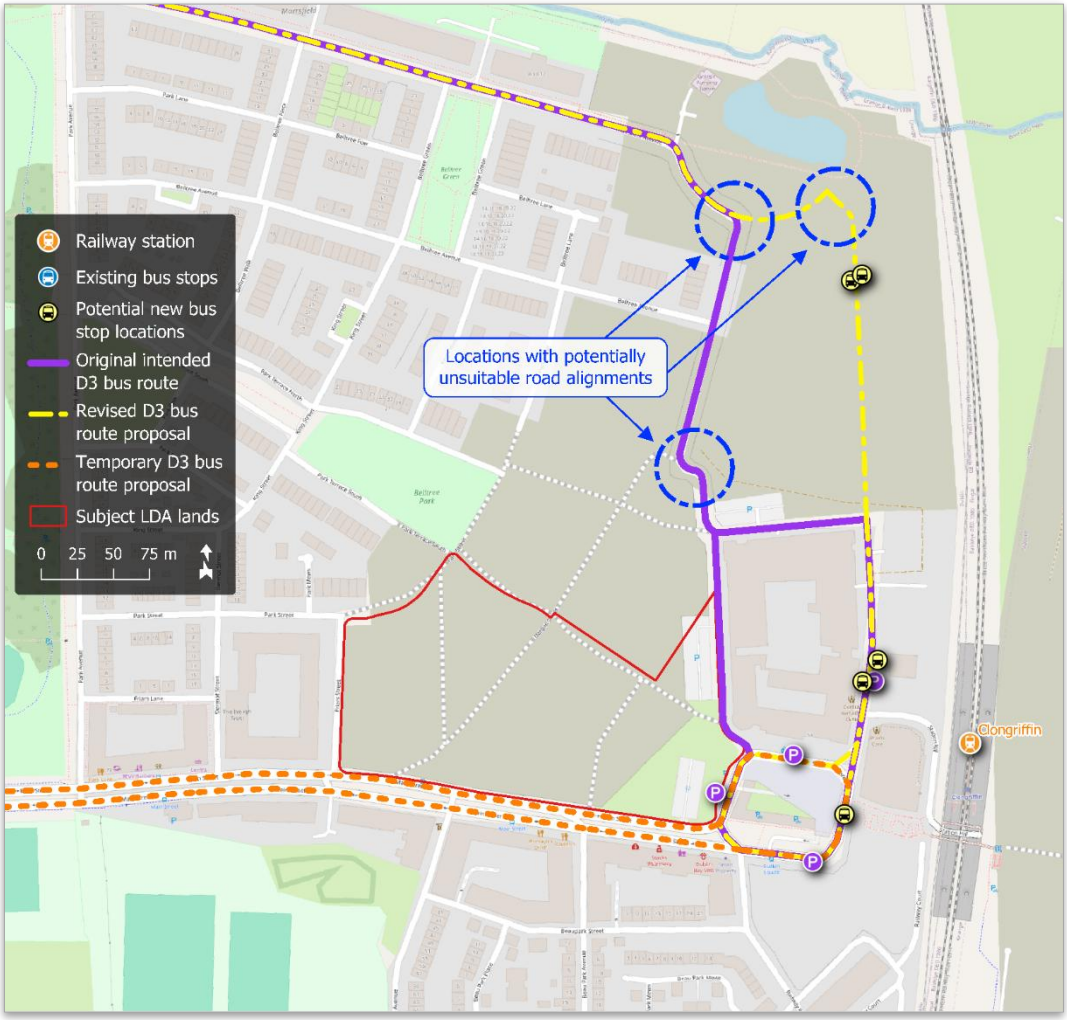


Figure 13 – D3 bus service routing options
(sources: NTA, OSi, OSM Contributors)

An alternative route has therefore been identified by the NTA, which instead would travel along Clongriffin Road and Marrsfield Crescent, once these are completed. It is along this alternative route that the NTA has indicated potential new bus stop locations within or beside LDA lands. Until either the D3 route is available, the NTA intends to have

this bus service – once operational – operate temporarily via Main Street and Hole in the Wall Road.

3.7.3 DART+

DART+ is the NTA and Córas Iompair Éireann (CIÉ)'s programme for the expansion and modernisation of Dublin Area Rapid Transit (DART) medium rail services. This will extend the DART network from its current 50km in length to over 150km.

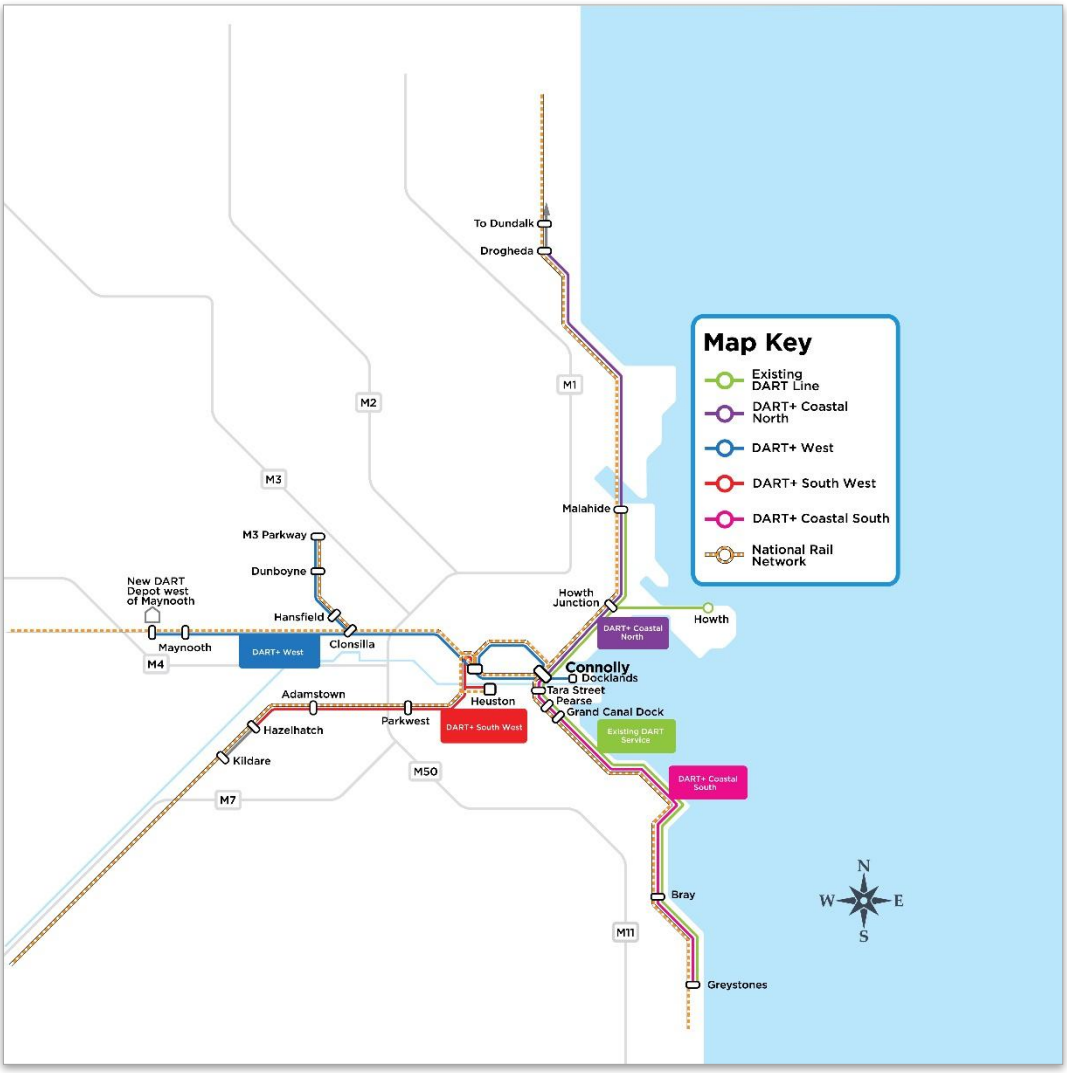


Figure 14 – DART+ proposal extents
(source: NTA/CIÉ)

The DART+ programme involves the purchase of a new train fleet, as well as rail infrastructure improvements along the following network sections:

- Maynooth and M3 Parkway to the City Centre (DART+ West)
- Hazelhatch & Celbridge to the City Centre (DART+ South West)
- Drogheda to the City Centre (DART+ Coastal North)
- Greystones to the City Centre (DART+ Coastal South)

The DART+ Coastal North Project will provide an extension of the existing electrified rail network from Malahide to Drogheda MacBride station and will provide the infrastructure to facilitate increased rail capacity on the Northern Line between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch. DART+ Coastal North will increase peak period train frequency between Drogheda and Dublin City Centre from 3.7 trains per hour to 8 trains per hour and increase passenger capacity from 4,200 per hour to 8,900 per hour. Project elements also include track modifications at various locations and a new platform at Drogheda MacBride Station.

At Clongriffin specifically, the DART+ Coastal North Project will result in:

- An increase in peak hour Commuter trains from 1 per hour to 2 per hour.
- An increase in peak hour DART trains from 3 per hour to 9 per hour.

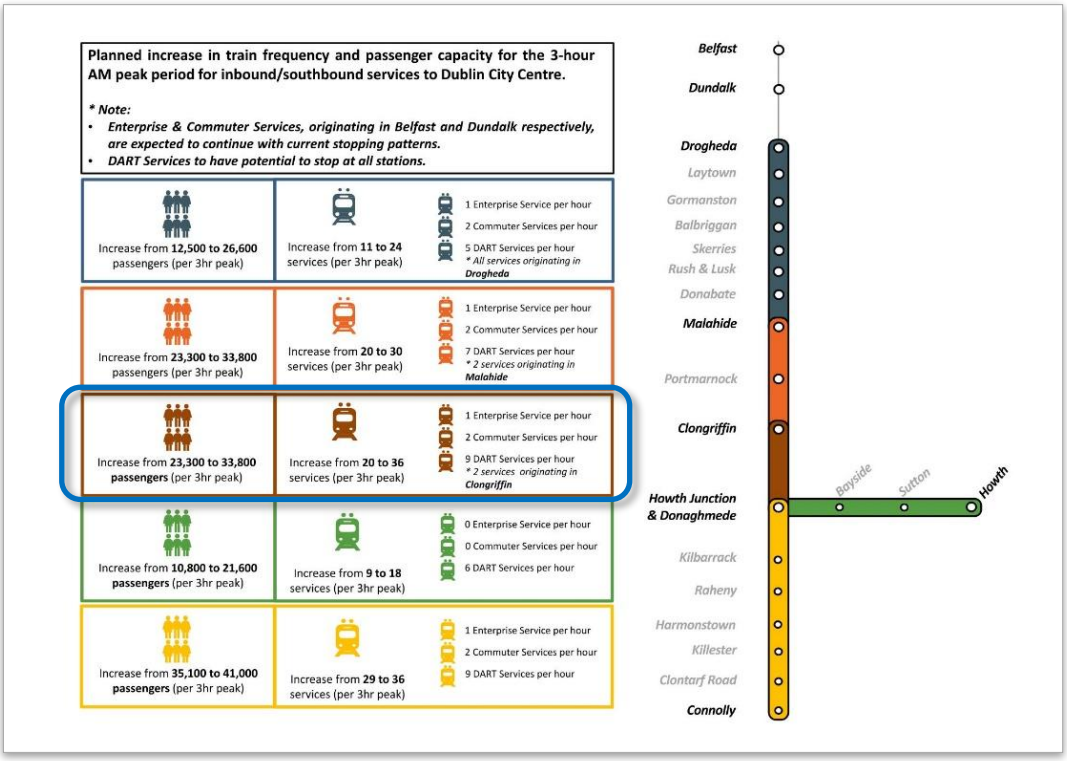


Figure 15 - Increased train frequency at Clongriffin
(sources: NTA/CIÉ)

As additional rolling stock is required to support the planned expansion in rail services, provision is made for the purchase of up to 750 electric and battery/electric vehicles over the next decade. Delivery of the first order of 95 cars is expected in 2024, with these entering service in 2025.

CIÉ submitted a Railway Order application to An Bord Pleanála on the 12th of July 2024 for the DART+ Coastal North project [2]. The Railway Order has been approved by An Coimisiún Pleanála (formerly An Bord Pleanála) in August 2025.

3.7.4 Greater Dublin Area Cycle Network Plan

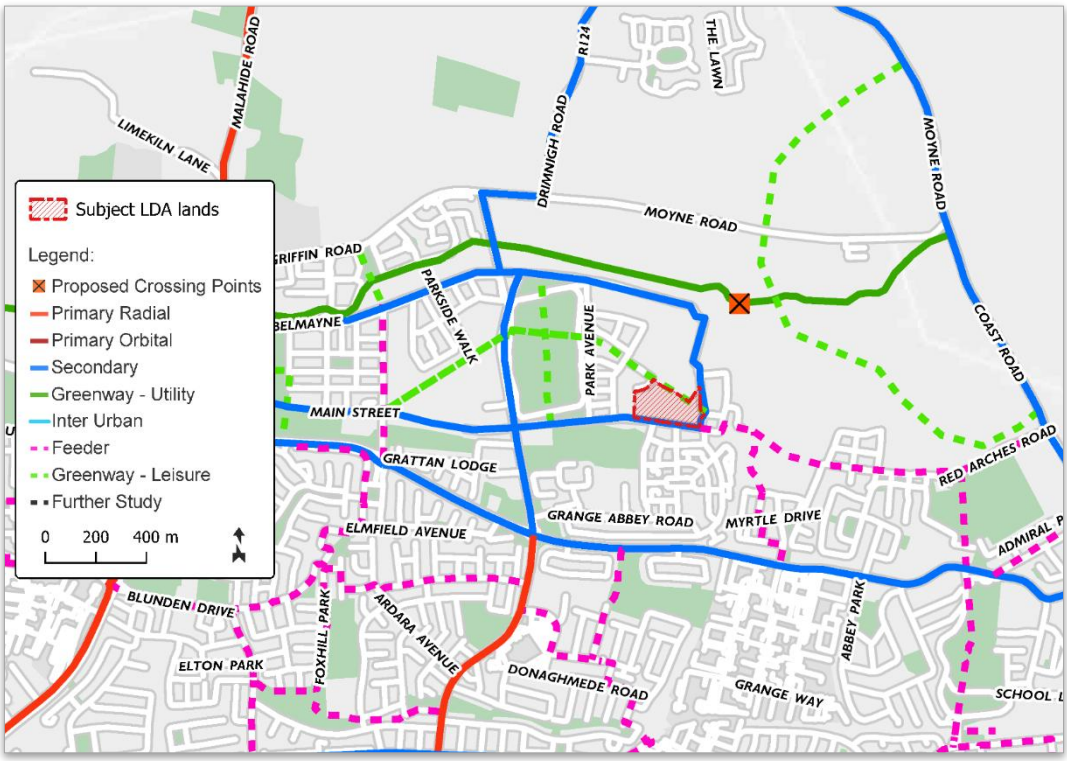


Figure 16 – GDA Cycle Network Plan map extract
(source: NTA)

As part of the Greater Dublin Area Cycle Network Plan, administered by the National Transport Authority, it is proposed that secondary cycle routes be implemented along the full length of Clongriffin Main Street, as well as along the Hole in the Wall Road, Marrsfield Avenue, Clongriffin Road, and Lake Street. A feeder route is proposed along Red Arches Road, and a utility greenway along the Mayne River. A leisure greenway is shown traversing the subject lands from west to east. It is proposed to provide the

[2] https://www.dartplus.ie/railwayorder/dartcoastalnorth

greenway as a shared pedestrian/cycleway on Market Street within the proposed development.

3.8 Existing Shared Transport Facilities

The area surrounding the subject lands is well served by the GoCar, Yukõ, and Driveyou commercial car-share services (see **Figure 17**):

- 2no. GoCar bases, with a total of 5no. vehicles, are located within a 5-minute walk of the subject lands. A further 4no. GoCar vehicles are located within a 10-minute walk.
- One Yukõ base is located within a 10-minute walk of the subject lands, and another within a 15-minute walk.
- One Enterprise CarClub (formerly Driveyou) base is located approximately 10 minutes' walk from the subject lands.

Note:

The above car sharing locations represent the most up to date information available on the publicly accessible GoCar, Yukõ, and Enterprise CarClub bases at the time of preparing this report. These base locations are subject to periodic alteration by the scheme operators, in response to usage demand and to traffic management considerations.

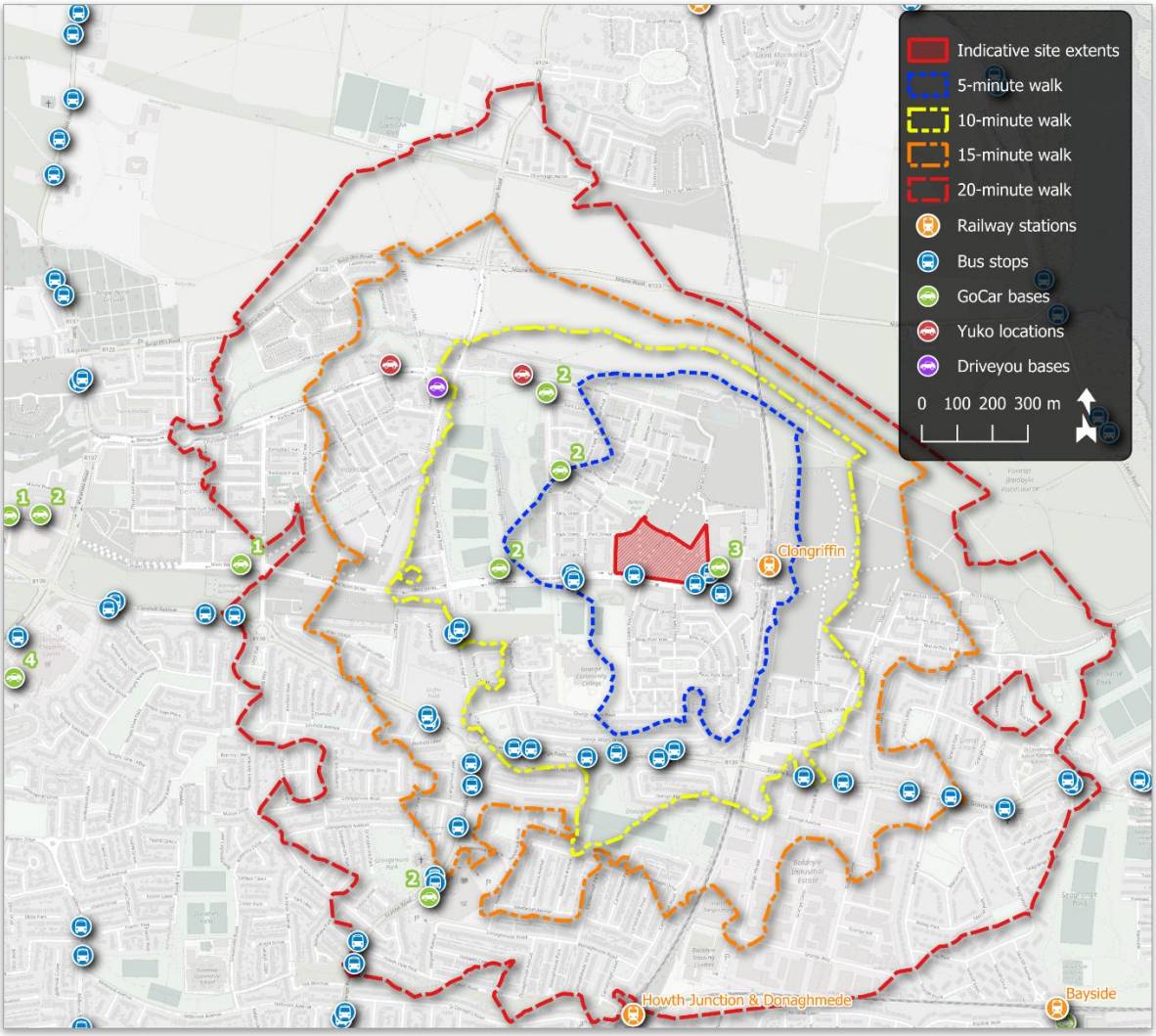


Figure 17 – Existing car-share service locations
(sources: GoCar, Toyota, Driveyou, OSM Contributors)

3.9 Nearby Committed Developments

The Land Development Agency (LDA) received granted permission for the Clongriffin Phase 1 development on 27th November 2024 under Reg. Ref. LRD6064/24-S3. This Phase 1 development is located along the western boundary of the subject site (as shown in **Figure 18**) and is expected to significantly influence traffic flows at the 10no. junctions considered in this report once it becomes operational.



Figure 18 – Relevant nearby committed development
(sources: Dublin City Council, Microsoft)

For the purposes of this Traffic and Transport Assessment, it shall be assumed that the Phase 1 development shall all be operational by the year 2027. The projected traffic to be generated by this development has been included in the future year junction assessments, as described in sub-section 4.5 of this report.

3.10 Future Year Background Traffic Growth

The operational impact of traffic on the road network within the proposed development's area of influence is to be assessed for the following years:

- 2026 Baseline year (existing conditions)
- 2028 Opening year
- 2033 5 years after opening
- 2043 Design year (15 years after opening)

Unit 5.3 of the TII Project Appraisal Guidelines (PE-PAG-02017 Travel Demand Projections) shall be used to apply growth factors to the 2024 surveyed background traffic flows, to obtain traffic flows for future year assessment scenarios. The applicable TII annual growth rates are given in

Table 5, and the resultant cumulative growth in background traffic for each assessment year is given in **Table 6**.

NTpM[3] Zone No.	Vehicle Type	Annual Background Traffic Growth Factor		
		2016-2030	2030-2040	2040-2050
8612	Light / PCU	1.0247	1.0092	1.0038
	Heavy	1.0549	1.0230	1.0197

Table 5: TII Central Growth Rates

Vehicle Type	2028 Year of opening	2033 Opening year + 5	2043 Opening year + 15
Light / PCU	10.3%	19.0%	28.3%
Heavy	23.8%	47.5%	83.4%

Table 6: Calculated Background Traffic Growth[4]

4.0 TRIP GENERATION AND DISTRIBUTION

4.1 Baseline Modal Splits

To establish baseline modal splits for existing residents of the area surrounding the subject lands, reference has been made to CSO data derived from the 2022 Census, in the form of Small Area Population Statistics (SAPS) that give modal splits for residents' trips to places of work or study. The masterplan lands are primarily within Census Small Area (SA) nos. 268072013/01 and 268072013/02 (see **Figure 19**), which are bordered by 10no. other relevant SAs. The aggregate 2022 census modal splits for these 12no. SAs, which have a total combined 2022 census population of 3,042 people, are given in **Table 7**. These represent residents' usual mode of transport for regular trips to places of work or study. For comparison, modal split data from the 2016 Census for the equivalent area are also given.

[3] TII/NTA National Transport Model

[4] Cumulative percentage increases over 2024 traffic levels.



Figure 19 – Census Small Areas (SAs)
(sources: CSO, Microsoft)

These census data show a 2022 car driving modal share of 29%, but also indicate that this modal share has decreased significantly since 2016. Bus use, walking, and cycling have all increased in modal share between 2016 and 2022, as has travel as a car passenger, but the modal share of train use has decreased.

It should be noted that these modal shares refer to the greatest proportion (by distance) of each journey. A bus journey, for example, is likely to involve walking or cycling at one or both ends of the trip but will not be classified as a walking or cycling journey.

Transport Mode	Local Area Census Modal Shares [5]	
	2016 Census	2022 Census
Driving a Car or Van	35%	29%
Passenger in a Car	12%	18%
Bicycle	4%	6%
Motorcycle	1%	1%
Bus	11%	13%
Train or Tram	26%	20%
Walking	11%	13%

[5] Excluding 'not stated' responses and those who work mainly from home.

Table 7: CSO Census Data – Residential Modal Splits

4.2 Development Resident and Visitor Person – Trip Generation

The proposed development comprises 711no. apartment units with a total of 1,074no. bedrooms, distributed as follows:

- 280no. dwellings (with 444no. bedrooms) in Block 7.
- 263no. dwellings (with 391no. bedrooms) in Block 8.
- 168no. dwellings (with 239no. bedrooms) in Block 9.

Trip generation factors from the Trip Rate Information Computer System (TRICS) database have been used to predict the total trip generation to and from the proposed development (across all modes) for the weekday AM and PM peak hour periods, as well as for an average full day (AADT). The TRICS survey 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 are provided in **Appendix B**.

The TRICS sub-category '03 Residential / C - Flats Privately Owned' 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 households are privately owned. Of the total number of units, 75% must also be flats (sum of flats in blocks and "split" houses), with no more than 25% of the total units being "non-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 2022 CSO census data on the basis of:

- The population within 1 mile of the development site (26,000 approx.).
- The population within 5 miles of the development site (200,000 approx.).
- The mean car ownership rate within 5 miles of the development site (1.2 cars per household).

The selected TRICS person-trip rates are given in **Table 8**. These account for all trips to and from the proposed development's dwellings, the majority of which shall be made by residents and their visitors.

Time Period	Arrivals per bedroom	Departures per bedroom
Weekday AM Peak	0.089	0.383
Weekday PM Peak	0.281	0.123
AADT[6]	2.110	2.110

Table 8: TRICS Person-Trip Generation Rates for Apartments

The total residential person-trip generation figures obtained for the proposed development are given in **Table 9**.

Time Period	Arrivals	Departures	Total Trips
Weekday AM Peak	95	410	505
Weekday PM Peak	301	132	433
AADT[7]	2258	2258	4516

Table 9: Development Residential Person-Trip Generation from TRICS

4.3 Development Resident and Visitor Trips by Mode

The local modal splits given in **Table 7** have been applied to all weekday peak hours and AADT person-trips to be generated by the proposed development, as given in **Table 9**. This produces the distribution of development trips across transport modes that is presented in **Table 10**.

Transport Mode	**Direction and time Period**					
	Arrivals			Departures		
	Weekday AM Peak	Weekday PM Peak	AADT	Weekday AM Peak	Weekday PM Peak	AADT
Driving a Car or Van	28	87	655	119	38	655
Passenger in a Car	17	54	406	74	24	406
Bicycle	6	18	135	25	8	135
Motorcycle	1	3	23	4	1	23
Bus	12	39	294	53	17	294
Train or Tram	19	60	452	82	26	452
Walking	12	39	294	53	17	294

Table 10: Development Trip Generation by Mode

[6] Annual Average Daily Traffic

[7] Annual Average Daily Traffic

4.4 Development Residential Servicing Vehicle Trip Generation

In addition to trips made to and from the site by residents and visitors, the proposed development shall also generate vehicular trips by servicing vehicles. These shall be required for operations such as deliveries, maintenance works, and refuse collection, and shall be made by either Ordinary Goods Vehicles (rigid or articulated lorries over 7.5t) or Light Goods Vehicles (vans).

To separate these trips from those made by development residents and visitors, specific OGV and LGV trip generation rates have been sourced from the TRICS database (also from the sub-category '03 Residential / C - Flats Privately Owned'); these are given in

Time Period	Arrivals Per bedroom		Departures Per Bedroom	
	OGVs	LGVs	OGVs	LGVs
Weekday AM Peak (08:00-09:00)	0.000	0.005	0.000	0.008
Weekday AM Peak (17:00-18:00)	0.000	0.003	0.002	0.000
AADT (24-hour period)	0.002	0.069	0.002	0.069

Table 11: TRICS Residential Servicing Vehicle Trip Generation Rates

The development's resultant predicted servicing vehicle trip generation is given in **Table 12**.

It must be noted that the total person-trip generation figures already established for the development's residential component (**Table 9**) technically already include residential servicing trips, although these have not been removed from the trip numbers calculated for residents and visitors. It is further noted that some of the LGV trips accounted for by the TRICS rates under this vehicle category will in fact be made by residents or visitors driving their own vans, rather than representing additional servicing trips. As such, the trip generation methodology employed will very slightly overestimate the number of servicing vehicle trips to and from the proposed development. This effect does however contribute to a more robust traffic assessment of the development and has therefore not been corrected for.

Time Period	Arrivals		Departures		Total Trips	
	OGVs	LGVs	OGVs	LGVs	OGVs	LGVs
Weekday AM Peak	0	5	0	9	0	14
Weekday PM Peak	0	3	2	0	2	3
AADT (24hr)	2	74	2	74	4	148

Table 12: Development Residential Servicing Trips from TRICS

4.5 Creche Vehicle Trip Generation

In addition to the 711no. residential units, the proposed development also includes a crèche facility with the capacity for 120no. childcare places. This crèche is located in a standalone building in the east of the development site.

Crèche-specific trip generation factors for cars (including taxis), LGVs, and OGVs have been sourced from the TRICS database under the sub-category '04 Education / D – Nursery'. This is described in the TRICS land use category definitions as follows:

"Pre-school centres. Trip rates are calculated by Gross Floor Area, Pupils, or Employees."

The selected TRICS vehicle trip rates for the crèche are given in **Table 14.** These account for crèche users (i.e. parents), crèche staff, and servicing vehicles.

Time Period	Arrivals Per pupil			Departures Per pupil		
	Cars	LGVs	OGVs	Cars	LGVs	OGVs
Weekday AM Peak	0.176	0.002	0.000	0.109	0.002	0.000
Weekday PM Peak	0.117	0.000	0.000	0.176	0.002	0.000
AADT (24hr)	0.835	0.017	0.000	0.835	0.017	0.000

Table 13: TRICS Creche Vehicle Trip Generation Rates

Time Period	Arrivals			Departures		
	Cars	LGVs	OGVs	Cars	LGVs	OGVs
Weekday AM Peak	21	0	0	13	0	0
Weekday PM Peak	13	0	0	21	0	0
AADT (24hr)	**100**	**1**	**0**	**100**	**1**	**0**

Table 14: Crèche Vehicle Trip Generation from TRICS

The proposed crèche is intended to serve the proposed development itself, as well as the immediately adjacent existing residential areas. This is a small catchment area, and the majority of crèche users are expected to live within easy walking or cycling distance. The true rates of car trip generation to and from the crèche are therefore likely to be significantly less than those obtained from the TRICS database. As for residential servicing vehicle trips, however, these higher TRICS car trip rates contribute to a more robust traffic assessment and have therefore not been reduced.

4.6 Maximum Potential Development Vehicular Trips

Table 15 gives the total projected maximum vehicular trip generation of the proposed development, obtained by combining the trip generation figures derived in sub-sections **4.3**, **4.4** and **4.5**. Car passengers (as listed in **Table 10**) are assumed not to represent separate vehicle trips; these are already accounted for by corresponding car driver trips.

Time Period	Arrivals (PCU)	Departures (PCU)	Total Trips (PCU)
Weekday AM Peak (08:00-09:00)	59	150	209
Weekday PM Peak (17:00-18:00)	107	61	168
AADT (24-hour period)	907	907	1814

Table 15: Maximum Potential Development Vehicular Trip Generation

The above vehicular trip generation figures include all motorised vehicles. For analysis and comparison purposes, all vehicle trips have been converted to Passenger Car Units (PCU) on the following basis:

- 1 car or LGV = 1 PCU
- 1 OGV = 2 PCU

4.7 Vehicular Trip Distribution

Vehicular traffic arriving to or departing from the proposed development is expected to leave or enter the local road network via one of the following origin/destination points (see **Figure 20**):

(A) Grange Road (R139) to/from the east.
(B) Grange Road (R809) to/from the south.
(C) Malahide Road (R107) to/from the south.
(D) R139 to/from the west.
(E) Malahide Road (R107) to/from the north.
(F) Hole in the Wall Road (L2145) to/from the north.

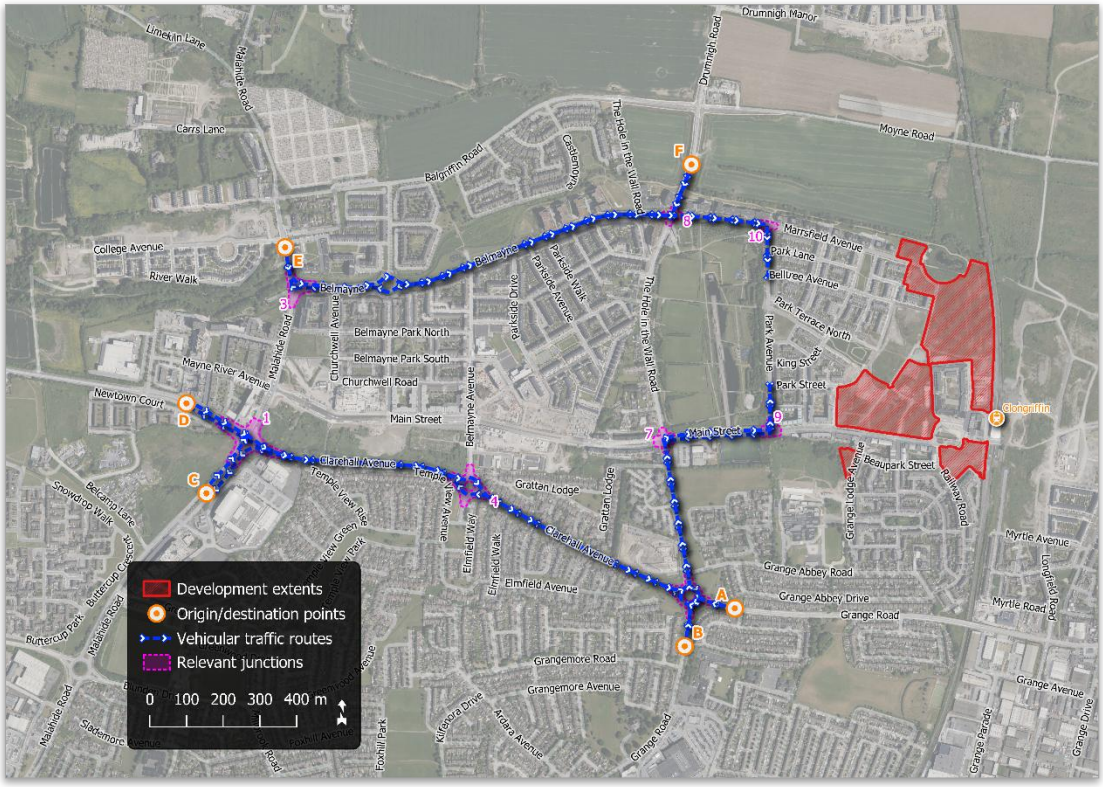


Figure 20 – Vehicular Routes to and From Development
(sources: Osi, OSM Contributors, Microsoft)

The projected 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 six points on the local road network; these are given in **Table 16** and **Table 17**.

O/D Network Point	Road Name and Direction	AM Peak Flow (as PCU)	PM Peak Flow (as PCU)	% of Total AM Flow	% of Total PM Flow
Inbound Traffic (towards development site)					
A	R139 Grange Rd (E)	732	821	14.4%	14.4%
B	R809 Grange Rd (S)	841	905	16.6%	15.9%
C	R107 Malahide Rd (S)	1,140	1,642	22.5%	28.8%
D	R139 (W)	1,210	1,334	23.9%	23.4%
E	R107 Malahide Rd (N)	794	630	15.7%	11.1%
F	L2145 HITW Rd (N)	354	365	7.0%	6.4%
Outbound Traffic (away from development site)					
A	R139 Grange Rd (E)	875	687	15.2%	12.7%
B	R809 Grange Rd (S)	925	907	16.1%	16.8%
C	R107 Malahide Rd (S)	1,648	1,413	28.7%	26.2%
D	R139 (W)	1,292	1,181	22.5%	21.9%
E	R107 Malahide Rd (N)	676	924	11.8%	17.1%
F	L2145 HITW Rd (N)	330	284	5.7%	5.3%

Table 16: Distribution of Existing Network Traffic – Weekday Peak Hours

O/D Network Point	Road Name and Direction	AM Peak Flow (as PCU)	PM Peak Flow (as PCU)	% of Total AM Flow	% of Total PM Flow
Inbound Traffic (towards development site)					
A	R139 Grange Rd (E)	8,840	415	13.6%	13.5%
B	R809 Grange Rd (S)	10,443	279	16.1%	9.1%
C	R107 Malahide Rd (S)	17,388	813	26.8%	26.4%
D	R139 (W)	15,961	1,064	24.6%	34.5%
E	R107 Malahide Rd (N)	8,401	442	13.0%	14.3%
F	L2145 HITW Rd (N)	3,749	68	5.8%	2.2%
Outbound Traffic (away from development site)					
A	R139 Grange Rd (E)	8,799	428	13.6%	14.0%
B	R809 Grange Rd (S)	10,660	277	16.4%	9.0%
C	R107 Malahide Rd (S)	17,056	747	26.3%	24.4%
D	R139 (W)	16,184	1,086	24.9%	35.4%
E	R107 Malahide Rd (N)	9,143	470	14.1%	15.3%
F	L2145 HITW Rd (N)	3,052	57	4.7%	1.9%

Table 17: Distribution of Existing Network Traffic – AADT Flows

O/D Network Point	Relevant Junctions Passed Through	% of Total AM Flow	% of Total PM Flow	No. of AM Trips	No. of PM Trips
Vehicular ARRIVAL Trips (as PCU)					
A	6,7,9	14.4%	14.4%	9	15
B	6,7,9	16.6%	15.9%	10	17
C	1,4,6,7,9	22.5%	28.8%	13	31
D	1,4,6,7,9	23.9%	23.4%	14	25
E	3,8,10	15.7%	11.1%	9	12
F	8,10	7.0%	6.4%	4	7
Vehicular DEPARTURE Trips (as PCU)					
A	9,7,6	15.2%	12.7%	23	8
B	9,7,6	16.1%	16.8%	24	10
C	9,7,6,4,1	28.7%	26.2%	43	16
D	9,7,6,4,1	22.5%	21.9%	34	13
E	10,8,3	11.8%	17.1%	18	10
F	10,8	5.7%	5.3%	9	3

Table 18: Development Trip Distribution – Weekday Peak Hours

O/D Network Point	Relevant Junctions Passed Through	% of Total AM Flow	% of Total PM Flow	No. of AM Trips
Vehicular ARRIVAL Trips (Light and Heavy Vehicles)				
A	6,7,9	13.6%	13.5%	123
B	6,7,9	16.1%	9.1%	146
C	1,4,6,7,9	26.8%	26.4%	243
D	1,4,6,7,9	24.6%	34.5%	223
E	3,8,10	13.0%	14.3%	118
F	8,10	5.8%	2.2%	53
Vehicular DEPARTURE Trips (Light and Heavy Vehicles)				
A	9,7,6	13.6%	14.0%	122
B	9,7,6	16.4%	9.0%	83
C	9,7,6,4,1	26.3%	24.4%	240
D	9,7,6,4,1	24.9%	35.4%	313
E	10,8,3	14.1%	15.3%	130
F	10,8	4.7%	1.9%	20

Table 19: Development Trip Distribution – AADT

Table 18 and **Table 19** summarise the distribution of development arrival and departure trips according to the network point from which they arrive or to which they depart, both as weekday peak hour figures (in PCU) and as AADT flows.

4.8 Proportional Increase in Vehicular Traffic

Table 20 show the absolute and proportional increases in peak hour traffic flows that shall result from the proposed development at each of the 8no. relevant junctions shown in **Figure 20**.

Junction Ref.	2026 Baseline Total Traffic (PCU)		Development-Related Trips (PCU)		Proportional Increase	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
J1	4,754	4,910	104	85	2%	2%
J3	2,310	2,266	27	22	1%	1%
J4	2,841	2,770	104	85	4%	3%
J6	3,466	3,496	170	135	5%	4%
J7	1,073	1,351	170	135	**16%**	**10%**
J8	1,398	1,234	40	32	3%	3%
J9	532	649	170	135	**32%**	**21%**
J10	476	351	40	32	8%	9%

Table 20: Total Traffic Movements at Surveyed Junctions

The TII *Traffic and Transport Assessment Guidelines* (PE-PDV-02045) advise that Transport Assessments should generally be applied to all road links and associated junctions where traffic to and from the development may be expected to exceed 10% of the existing traffic movements (or 5% where congestion exists or at sensitive locations) and are automatically required for residential developments in excess of 200 dwellings. As shown in **Table 20**, the subject development shall result in increases of more than 10% in peak hour traffic flows at 2no. junctions. Within the scope of this report, therefore, 2no. junctions shall be subject to detailed traffic modelling. All other junctions are considered at low risk of detrimental effects as a result of the proposed development, given the generally lower proportional increases in traffic flows that it shall give rise to at these locations.

4.9 Committed Development Trip Generation and Distribution

For the committed development, trip generation figures have been derived from the Traffic and Transport Assessment (TTA) prepared by CS Consulting, permitted under Reg. Ref. LRD6064/24-S3. The vehicular trips predicted to be generated by the committed development, as identified in sub-section **3.9**, have been incorporated into the background traffic flows for the future assessment year.

Committed Development	Peak Period	Arrivals	Departures	Total Trips
Clongriffin Phase 1	AM	37	86	123
	PM	66	42	108

Table 21: Committed Development Trip Generation

4.10 Influence of Clongriffin Main Street Extension

As described in sub-section **3.2**, outstanding sections of Main Street between the Hole in the Wall Road and the Malahide Road are currently under construction. Once operational, the completed road will provide a new east-west route that is expected to alter the existing distributions of vehicular traffic at surveyed junctions nos. 1 to 8 (see Figure 21). At Junction 9, however, no significant change in background traffic distribution is anticipated, nor will the new road link affect the distribution of traffic to and from the proposed development. As Junction 9 is the only junction for which operational assessment is required within the scope of this report[8], it has not been necessary to develop any projection of the background traffic redistribution that may result from the Clongriffin Main Street extension.

[8] Note, the proposed accesses onto Clongriffin Main Street have also been subject to a detailed analysis following receipt of the LRD Opinion from Dublin City Council

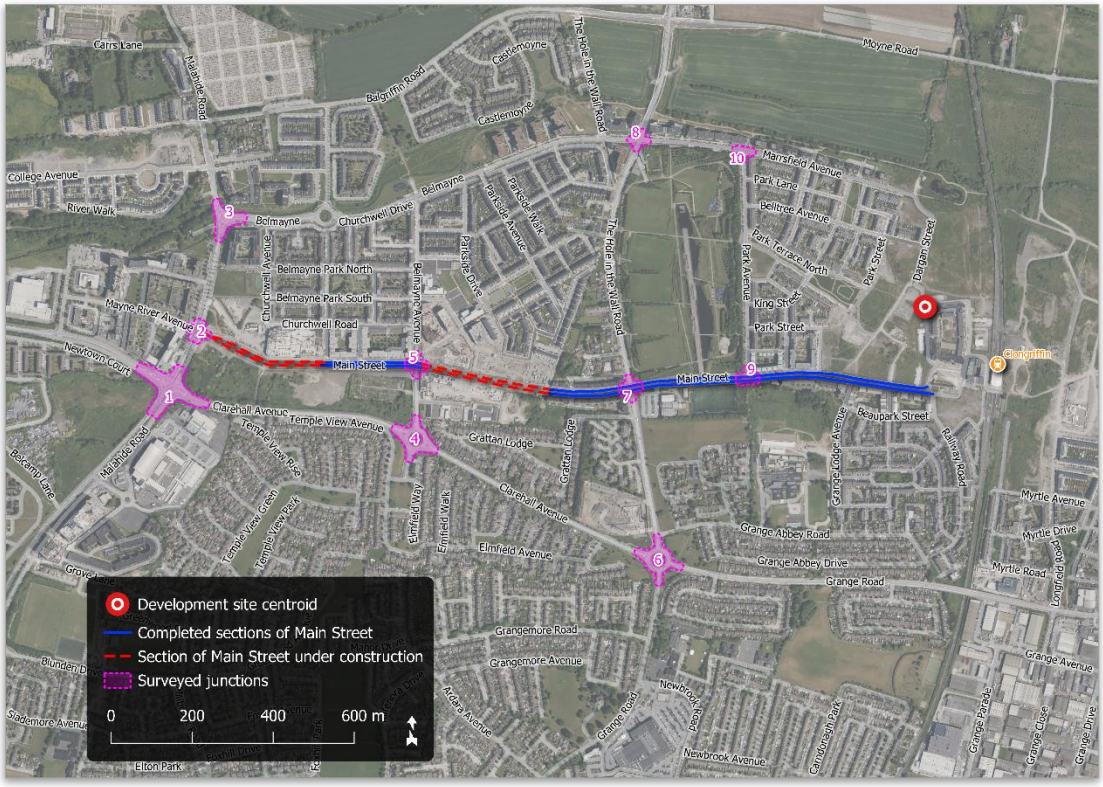


Figure 21 – Vehicular Routes to and From Development
(sources: Osi, OSM Contributors, Microsoft)

5.0 OPERATIONAL ASSESSMENT

To quantify the projected traffic impact of the proposed development, operational assessments of relevant junctions shall be undertaken using industry-standard TRL Junctions 8 modelling software, for both the weekday AM peak hour (08:00-09:00) and the weekday PM peak hour (17:00-18:00):

Junction performance is assessed based upon the four metrics defined in sub-section 5.2.

5.1 Assessment Scenarios

The performance of this junction shall be assessed under the following scenarios.

- 2025 – current baseline traffic conditions
- 2028 (planned year of completion)
  - without subject development
  - with subject development operational-phase traffic
- 2033 (5 years after completion)
  - without subject development
  - with subject development operational-phase traffic

- 2043 (design year; 15 years after completion)
  - without subject development
  - with subject development operational-phase traffic

5.2 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 Residual 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).

5.3 Junction (J9) Assessment Results

Table 22 gives the Junctions 8 modelling results, for each of the assessment scenarios, at the existing 3-arm priority-controlled junction of Park Avenue with Clongriffin Main Street.

- Arm A: Clongriffin Main Street (west)
- Arm B: Park Avenue (north)
- Arm C: Clongriffin Main Street (east)

The assessment results show that this junction – considered in isolation – currently operates well within effective capacity on all approaches during both peak hour periods, and shall continue to do so past the year 2043. In any future assessment year, the addition of the vehicular traffic generated by the proposed development is projected to have a negligible impact, resulting in a maximum increase of 1 PCU in mean vehicle queue length on any junction approach, in either peak hour period, and a maximum increase of 3 seconds in mean delay per vehicle.

Junction Approach Arm	Degree of Saturation		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (s)		Junction Residual Capacity	
	AM	PM	AM	PM	AM	PM	AM	PM
2026 – Baseline Assessment								
A	n/a	n/a	n/a	n/a	n/a	n/a	321%	615%
B	18	10	0.22	0.11	7.34	6.69		
C	12	9	0.13	0.1	5.34	5.1		
2028 – Opening Year Assessment – Without Proposed Development								
A	n/a	n/a	n/a	n/a	n/a	n/a	268%	528%
B	22	12	0.28	0.14	7.69	6.88		
C	14	11	0.16	0.13	5.47	5.22		
2028 – Opening Year Assessment – With Proposed Development in Operation								
A	n/a	n/a	n/a	n/a	n/a	n/a	202%	403%
B	27	15	0.36	0.18	8.22	7.09		
C	15	14	0.18	0.16	5.59	5.4		
2033 Assessment – Without Proposed Development								
A	n/a	n/a	n/a	n/a	n/a	n/a	238%	469%
B	23	13	0.3	0.14	7.87	6.93		
C	15	12	0.17	0.14	5.56	5.28		
2033 Assessment – With Proposed Development in Operation								
A	n/a	n/a	n/a	n/a	n/a	n/a	186%	380%
B	28	16	0.39	0.19	8.43	7.15		
C	17	15	0.2	0.18	5.69	5.47		
2043 – Design Year Assessment – Without Proposed Development								
A	n/a	n/a	n/a	n/a	n/a	n/a	212%	428%
B	25	14	0.34	0.16	8.13	7.04		
C	16	13	0.19	0.15	5.66	5.35		
2043 – Design Year Assessment – With Proposed Development in Operation								
A	n/a	n/a	n/a	n/a	n/a	n/a	85%	115%
B	43	14	0.75	0.16	13.08	7.04		
C	5	13	0.05	0.15	5.07	5.35		

Table 22 – Junction J9 Assessment Results

The assessment results show that the junction operates well within its effective capacity on all approaches during both the AM and PM peak periods in the opening year scenario. Predicted mean vehicle queues are negligible, and delays remain minimal across all approaches.

All junction approaches are shown to continue operating within their effective capacities up to and including the 2043 assessment year. Vehicle queues and delays are forecast to remain comparable to those observed in the opening year scenario.

5.4 Junction (J7) Assessment Results

Table 23 gives the TRANSYT modelling results for each of the assessment scenarios, at the existing 4-arm signal-controlled junction of Hole in the Wall Road with Clongriffin Main Street.

- Arm A: Clongriffin Main Street (east)
- Arm B: Hole in the Wall Road (south)
- Arm C: Clongriffin Main Street (west)
- Arm D: Hole in the Wall Road (north)

The assessment results show that this junction currently operates well within effective capacity on all approaches during both peak hour periods, and shall continue to operate within its effective capacity past the year 2043 under forecast traffic conditions. In any future assessment year, the addition of the vehicular traffic generated by the proposed development is projected to have a moderate impact, resulting in a maximum increase of 6 PCU in mean vehicle queue length on any junction approach, in either peak hour period, and a maximum increase of 20 seconds in mean delay per vehicle.

Junction Approach Arm	Direction	Degree of Saturation		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (s)		Junction Residual Capacity	
		AM	PM	AM	PM	AM	PM	AM	PM
2026 – Baseline Assessment									
A	S/L	45	59	5.45	6.68	31.77	39.67	101	52
	R	21	18	2.28	1.69	27.73	31.07	335	412
B	L	33	45	4.81	6.47	20.13	25.29	170	101
	D/R	35	69	2.93	4.8	21.2	20.47	159	30
C	S/L	10	4	0.36	0.15	44.12	43.32	826	2060
	R	18	14	0.69	0.53	45.76	44.82	398	548
D	S/L	36	54	5.35	8.33	20.6	27.28	147	66
	R	1	1	0.08	0.05	12.42	6.69	6433	7112
2028 – Opening Year Assessment – Without Proposed Development									
A	S/L	48	70	6.93	8.43	26.57	44.17	88	29
	R	17	19	2.14	1.78	21.76	31.2	426	386
B	L	43	51	5.86	7.33	27	28.7	110	101
	D/R	52	70	4.58	10.25	33.2	34.74	72	30
C	S/L	10	4	0.36	0.15	44.12	43.32	826	2060
	R	19	14	0.75	0.53	46.07	44.82	363	548
D	S/L	47	62	6.59	9.33	27.87	31.47	90	46
	R	2	1	0.13	0.1	16.94	10.1	3940	6356
2028 – Opening Year Assessment – With Proposed Development in Operation									
	S/L	68	83	11.25	11.22	32.14	54.84	33	9

A	R	17	19	2.14	1.78	21.76	31.2	426	386
B	L	43	53	5.86	7.45	27	29.78	110	101
	D/R	65	87	6.43	15.35	39.64	49.67	38	30
C	S/L	10	4	0.36	0.15	44.12	43.32	826	2060
	R	19	14	0.75	0.53	46.07	44.82	363	548
D	S/L	47	63	6.59	9.6	27.87	32.81	90	42
	R	2	1	0.13	0.1	16.94	10.1	3940	6457
2033 Assessment – Without Proposed Development									
A	S/L	50	75	7.44	9.29	27.14	46.99	78	21
	R	18	20	2.29	1.91	21.91	31.38	391	352
B	L	46	55	6.44	8.02	27.68	29.62	94	101
	D/R	58	77	5.23	11.51	36.07	39.22	56	30
C	S/L	10	4	0.36	0.15	44.12	43.32	826	2060
	R	21	15	0.8	0.58	46.39	45.14	332	548
D	S/L	51	66	7.28	10.4	28.63	33.08	77	36
	R	2	1	0.13	0.1	16.94	10.1	3848	6256
2033 Assessment – With Proposed Development in Operation									
A	S/L	71	88	11.99	12.78	33.37	62.32	27	3
	R	18	20	2.29	1.91	21.91	31.38	391	352
B	L	58	62	7.29	8.67	35.81	34.68	55	101
	D/R	73	89	4.38	16.74	30.25	53.26	23	30
C	S/L	10	4	0.36	0.15	44.12	43.32	826	2060
	R	21	15	0.8	0.58	46.39	45.14	332	548
D	S/L	63	75	8.28	11.42	37.66	40.39	42	20
	R	2	1	0.1	0.1	11.84	10.1	3747	6661
2043 – Design Year Assessment – Without Proposed Development									
A	S/L	55	80	8.2	10.37	28.97	51.19	63	13
	R	20	21	2.56	2.07	22.81	31.57	342	323
B	L	50	59	7.05	8.95	28.42	30.81	81	101
	D/R	59	84	5.69	13.38	36.96	46.77	51	30
C	S/L	11	4	0.42	0.15	44.34	43.32	710	2060
	R	22	17	0.86	0.64	46.7	45.45	305	548
D	S/L	55	72	7.97	11.69	29.54	35.34	65	25
	R	2	1	0.13	0.1	16.35	10.11	3959	6139
2043 – Design Year Assessment – With Proposed Development in Operation									
A	S/L	76	93	13.27	15.13	36.92	76.32	18	-3
	R	20	21	2.56	2.07	22.81	31.57	342	323
B	L	50	72	7.05	10.13	28.42	40.35	81	26
	D/R	73	93	7.49	19.29	45.11	63.95	24	-3
C	S/L	11	4	0.42	0.15	44.34	43.32	710	2060
	R	22	17	0.86	0.64	46.7	45.45	305	440
D	S/L	55	87	7.97	14.35	29.54	53.95	65	4
	R	2	1	0.13	0.1	16.35	10.1	3959	6747

Table 23 - Junction J7 Modelling Results

All junction approaches are shown to continue operating within their ultimate capacities up to and including the 2043 assessment year.

5.5 Development Access (J12) Assessment Results

Table 24 gives the PICADY modelling results, under each of the 'with development' assessment scenarios, for the development's proposed 3-arm priority-controlled entrance junction on the Clongriffin Main Street. The proposed access junctions shall not exist in a Without Development Scenario.

- Arm A: Main Street (west)
- Arm B: Lake Street (south)
- Arm C: Main Street (east)

Junction Approach Arm	Degree of Saturation		Mean Maximum Queue (PCU)		Mean Delay per PCU (s)		Junction Residual Capacity	
	AM	PM	AM	PM	AM	PM	AM	PM
2028 – Opening Year Assessment – With Proposed Development in Operation								
A	n/a	n/a	n/a	n/a	n/a	n/a	95%	217%
B	39%	18%	0.64	0.22	11.28	8.79		
C	0%	0%	0	0	0	0		
2033 Assessment – With Proposed Development in Operation								
A	n/a	n/a	n/a	n/a	n/a	n/a	93%	210%
B	39%	18%	0.64	0.22	11.34	8.86		
C	0%	0%	0	0	0	0		
2043 – Design Year Assessment – With Proposed Development in Operation								
A	n/a	n/a	n/a	n/a	n/a	n/a	92%	203%
B	39%	18%	0.65	0.23	11.41	8.93		
C	0%	0%	0	0	0	0		

Table 24 – Proposed Junction 12 Modelling Results

The assessment results show that the junction operates well within its effective capacity on all approaches during both the AM and PM peak periods in the opening year scenario. Predicted mean vehicle queues are negligible, and delays remain minimal across all approaches.

All junction approaches are shown to continue operating within their effective capacities up to and including the 2043 assessment year. Vehicle queues and delays are forecast to remain comparable to those observed in the opening year scenario.

In each of the assessment years, the additional vehicular traffic generated by the proposed development is predicted to have a negligible impact on junction performance, resulting in no material change in mean approach queues and an increase of no more than 0.1 seconds in mean vehicle delay on any approach.

5.6 Development Access (J13) Assessment Results

Table 24 gives the PICADY modelling results, under each of the 'with development' assessment scenarios, for the development's proposed 3-arm priority-controlled entrance junction on the Clongriffin Main Street. The proposed access junctions shall not exist in a Without Development Scenario.

- Arm A: Main Street (west)
- Arm B: Market Lane (south)
- Arm C: Main Street (east)

Junction Approach Arm	Degree of Saturation		Mean Maximum Queue (PCU)		Mean Delay per PCU (s)		Junction Residual Capacity	
	AM	PM	AM	PM	AM	PM	AM	PM
2028 – Opening Year Assessment – With Proposed Development in Operation								
A	n/a	n/a	n/a	n/a	n/a	n/a	151%	293%
B	27%	12%	0.37	0.14	10.04	8.56		
C	0%	0%	0	0	0	0		
2033 Assessment – With Proposed Development in Operation								
A	n/a	n/a	n/a	n/a	n/a	n/a	149%	282%
B	27%	12%	0.37	0.14	10.09	8.62		
C	0%	0%	0	0	0	0		
2043 – Design Year Assessment – With Proposed Development in Operation								
A	n/a	n/a	n/a	n/a	n/a	n/a	146%	271%
B	27%	13%	0.37	0.14	10.14	8.69		
C	0%	0%	0	0	0	0		

Table 25 – Proposed Junction 13 Modelling Results

The assessment results show that the junction operates well within its effective capacity on all approaches during both the AM and PM peak periods in the opening year scenario. Predicted mean vehicle queues are negligible, and delays remain minimal across all approaches.

All junction approaches are shown to continue operating within their effective capacities up to and including the 2043 assessment year. Vehicle queues and delays are forecast to remain comparable to those observed in the opening year scenario.

In each of the assessment years, the additional vehicular traffic generated by the proposed development is predicted to have a negligible impact on junction performance, resulting in no material change in mean approach queues and an increase of no more than 0.1 seconds in mean vehicle delay on any approach.

6.0 PUBLIC TRANSPORT CAPACITY AND DEMAND

6.1 Local Public transport Capacity

6.1.1 AM peak bus capacity

As previously described, bus stops at Station Square and along Clongriffin Main Street are served by Dublin Bus route no. 15, which operates towards Dublin city centre at typical intervals of 4 minutes in the AM peak period, representing an average of 15 buses per hour.

Bus capacity depends upon bus model, which in turn varies according to the operator, the bus route, the time of day, and other operational factors. The most common bus model currently used by Dublin Bus is the Volvo B5TL double-decker, with a capacity of 95no. passengers. Other buses in the Dublin Bus fleet have typical capacities ranging between 78no. passengers and 91no. passengers. For the purposes of estimating overall bus service capacity, an average capacity per bus of 90no. passengers has been assumed.

On this basis, the AM peak period capacity of the existing bus service from Clongriffin is estimated at 1,350no. passengers per hour.

6.1.2 AM peak rail capacity

DART services are operated using 8500-20 Class EMU (Electrical Multiple Unit) 4-car sets, each with a maximum capacity of approx. 400no. passengers (160no. seated and approx. 240no. standing), and 8100/8300 Class EMU 2-car sets, each with a capacity of up to approx. 320no. passengers (128no. seated and approx. 192no. standing). These can be coupled up to form a maximum 8-piece train, with an approximate capacity of either 800no. passengers or 1,280no. passengers. As the higher-capacity 8100/8300-based trains represent 55% of the current DART fleet (car for car), an average DART train capacity of 1,060no. passengers has been assumed, and a peak hour capacity of 1,280no. passengers. This is consistent with the findings of the NTA National Rail Census report for 2024, which recorded a maximum DART train loading of 930no. passengers on the survey day of 14th November 2024.

Commuter rail services in the Greater Dublin Area are most commonly operated using 29000 Class DMU (Diesel Multiple Unit) 4-car sets, which can be coupled together to form a maximum 8-piece train. Each 4-car set has a maximum capacity of approx. 280no. passengers (185no. seated and approx. 95no. standing), giving a typical maximum train capacity of approx. 560no. passengers. However, the NTA National Rail Census report for 2024 recorded a maximum commuter train loading of 685no. passengers on the

survey day of 14th November 2024. Accordingly, for the purposes of estimating peak hour commuter rail capacity, a maximum capacity per train of 700no. passengers has been assumed.

Clongriffin railway station, which is within a 5-minute walk of the development site, is served by the following southbound trains in the AM peak period of 08:00 to 09:00:

- 3no. DART services

On this basis, the AM peak period capacity of the existing southbound rail services from Clongriffin is estimated at 3,880no. passengers per hour. This agrees broadly with the published background information for the DART+ programme (see sub-section **3.7**), which gives a general passenger capacity figure on this line of approx. 4,200no. passengers per hour.

6.2 Contribution to Public Transport Service Demand

Table 26 summarises the total maximum one-way public transport capacities in the vicinity of the development site during the weekday AM peak hour, as set out previously. **Table 27** gives the proposed development's projected operational-phase demand for public transport services, as previously established in sub-section **4.3**, in the context of the services considered when calculating existing capacities.

Transport Mode	Maximum One-Way AM Peak Capacity (passengers)
Bus	1,350
Rail	3,840
TOTAL	5,230

Table 26: TRICS Person-Trip Generation Rates for Apartments

Transport Mode	Departure in AM Peak
Bus	53
Rail	82
TOTAL	135

Table 27: TRICS Person-Trip Generation Rates for Apartments

Table 28 contrasts the development's projected one-way AM peak public transport demand against the corresponding existing service capacities. This shows that the development's projected occupant and visitor use of public transport services during the AM peak represents less than 2% of the total existing service capacity.

Transport Mode	Existing Capacity (passengers)	Development Demand (passengers)	Demand as Proportion of Capacity
Bus	1,350	53	3.9%
Rail	3,880	82	2.1%
TOTAL	5,230	135	2.6%

Table 28: Development Public Transport Demand Against Capacity

It is therefore concluded that the existing public transport service capacity is sufficient to meet the demands of the proposed development, and that the proposed development is not expected to contribute significant additional service demand.

It is further noted that, should additional public transport capacity be required on services in proximity to the development site, this can be provided by means of increased frequency on the existing services or by the use of higher-capacity trains or buses. Such a decision would be made on the basis of observed demand, of which regular monitoring is undertaken by the National Transport Authority.

7.0 PARKING PROVISION

The proposed development comprises the following elements:

- 50no. studio apartments (5no. in Block 7, 29no. in Block 8, 16 in Block 9)
- 304no. 1-bedroom apartments (117no. in Block 7, 106no. in Block 8, 81no. in Block 9)
- 351no. 2-bedroom apartments (152no. in Block 7, 128no. in Block 8, 71no. in Block 9).
- 6no. 3-bedroom apartments (all in Block 7).
- a crèche facility in with a Gross Internal Area (GA) of 872m2, to provide 120no. childcare places.
- 1,950m2 of Retail/Community/Arts/Cultural space

The development shall provide:

- 335no. car parking spaces, of which –
    - 19no. spaces shall be disabled-accessible.
    - 162no. spaces shall be equipped with EV charging facilities.
- 15no. motorcycle parking spaces.
- 1,191no. long term bicycle parking spaces.
- 412no. short stay bicycle parking spaces.

Refer to CS Consulting drawing no. **L106-CSC-XX-X-DR-C-0102** for the locations and uses of all car, motorcycle, and bicycle parking spaces.

7.1 Overall Car Parking Provision

The car parking provision of the proposed development has been assessed with respect to the *Dublin City Development Plan 2022–2028*, which defines the standard maximum car parking provision for new developments by land use type. **Table 29** shows the car parking standards applicable to the proposed development and illustrates that the total car parking provision does not exceed the maximum number permitted by the Local Authority development plan.

Land Use (Zone 2)	Car Parking Maxima	Quantum	Max. Parking Provision	Proposed Provision
Block 7				
Apartments	1 space per dwelling	278 dwellings	278 spaces	162 spaces
Block 8				
Apartments	1 space per dwelling	263 dwellings	263 spaces	92 spaces
Block 9				
Apartments	1 space per dwelling	156 dwellings	156 spaces	63 spaces
Crèche				
Crèche	1 space per 100m^2 GFA	872m^2 GFA	9 spaces	4 spaces
Overall				
Car Club	n/a	711 dwellings	n/a	4 spaces
Retail/CCA/ Visitor	1 space per 100sqm	2,224m2	22 spaces	10 spaces
Overall Development				
TOTALS			728 spaces	335 spaces

Table 29 – Overall Car Parking Provision

The proposed development shall provide a total of 335no. car parking spaces, located as follows:

- 130no. internal spaces at ground floor (undercroft) level within Block 7.
- 12no. on-street spaces on Friar's Street, adjacent to Block 7.
- 13no. on-street spaces on Park Street, adjacent to Block 7.
- 17no. on-street car parking spaces on Lake Street, between Block 7 and Block 8, including 4no. car share spaces.
- 82no. internal spaces at ground floor (undercroft) level within Block 8.
- 21no. on-street parking spaces on Market Lane, between Block 8 and Block 9.
- 40no. internal spaces at ground floor (undercroft) level within Block 9.
- 10no. on-street parking spaces on Main Street along the southern site boundary.

- 10no. on-street parking spaces on Clongriffin Road, including 4no. spaces which shall be suitable for use as drop-off spaces allocated to the proposed creche.

The development's proposed overall car parking provision (excluding crèche spaces and visitor/commercial spaces) equates to a ratio of 0.45 spaces per residential unit. It is proposed to retain on-street car parking spaces on Friar's Street, Park Street, Market Lane and Lake Street within the ownership of the LDA who shall be responsible for the management and maintenance of these car parking spaces. This parking space ratio does not include the proposed on-street spaces on Main Street (10no.) as it shall be offered for taking in charge by Dublin City Council and therefore cannot be restricted to use by development residents, similarly, the parking space ratio excludes the 4no. spaces adjacent to the creche which shall not be for residential use.

The policy document *Sustainable Urban Housing: Design Standards for Apartments (Guidelines for Planning Authorities)*, published by the Department of Housing, Planning and Local Government in July 2025 ('the Apartment Guidelines'), gives the following guidance on the provision of residential car parking:

> *"In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such [as] rail and bus stations located in close proximity.*
>
> *"These locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services."*

As detailed in sub-sections **3.6**, the development site is within a 5-minute walk both of DART rail services and of bus stops served by existing and future high-frequency bus routes. The proposed development is therefore considered a suitable candidate for a reduced car parking provision.

7.2 Disabled-Accessible Car Parking

The *Dublin City Development Plan 2022–2028* sets out the minimum requirement for the provision of disabled-accessible parking in new developments, as a proportion of the total development car parking provision. Table 28 applies this requirement to the proposed development.

Proposed Car Parking Provision	Minimum Required Proportion	Accessible Spaces Required	Accessible Spaces Proposed
Block 7 Residential			
162 spaces	5%	8	8
Block 8 Residential			
92 spaces	5%	5	5
Block 9 Residential			
57 spaces	5%	3	6
CCA/Visitor/ Creche			
10 spaces	5%	1	2
Overall Development			
335 spaces	5%	17	21

Table 26 – Accessible Car Parking Provision

The proposed development shall provide a total of 21no. disabled-accessible car parking spaces, thereby satisfying the overall requirements of the Local Authority development plan. These are located as follows:

- 7no. internally at ground floor (undercroft) level within Block 7.
- 2no. on Lake Street, between Block 7 and Block 8.
- 5no. internally at ground floor (undercroft) level within Block 8.
- 3no. externally on Market Lane, between Block 8 and Block 9.
- 3no. internally at ground floor (undercroft) level within Block 9.
- 1no. on Clongriffin Road

7.3 Electric Vehicle Charging Facilities

The *Dublin City Development Plan 2022–2028* requires that at least 50% of all car parking spaces in new developments be equipped with fully functional charging points for battery

electric vehicles (BEVs), and that the remaining spaces be designed to facilitate the future installation of additional BEV charging infrastructure.

BEV charging points shall be provided from the outset at 168no. car parking spaces within the proposed development as indicated on CS Consulting drawing no. **L106-CSC-XX-XX-DR-C-0102.** All remaining car parking spaces within the development shall be 'future-proofed' by the inclusion of ducting and/or cabling to permit the rapid future installation of additional BEV charging points.

Proposed Car Parking Provision	Required Proportion	BEV Charge Points Required	BEV Charge Points Proposed
335 spaces	50%	168	168

Table 27 – BEV Charging Point Provision

7.4 Car Parking Management

All on-street car parking spaces on Main Street are proposed to be taken in charge by Dublin City Council and be available for public use. The development's 4no. loading bays are also intended to be taken in charge. All internal car parking spaces are located within the buildings' undercroft car parking areas and so will remain in the ownership of the LDA. Additionally, on-street car parking spaces on Friar's Street, Park Street, Market Lane, Lake Street and Clongriffin Road shall remain within the ownership of the LDA. These spaces will be managed by the LDA and made available for use by residents of the development in accordance with their standard estate management procedures. This typically includes monitoring, maintenance and, where required, the implementation of local parking controls (e.g. time limits and signage) to ensure appropriate turnover and use. The LDA is open to discussions regarding the implementation of a permit system in relation to parking spaces on development internal streets. Please refer to the Car Parking Management Plan prepared by CS Consulting for further information.

All internal car parking spaces within the development (including the internal accessible spaces) shall be controlled by the development's Management Company. Residential parking spaces shall not be assigned to individual apartment units; spaces shall instead be allocated and/or leased to residents on the basis of availability and need, in part by means of a permit/lottery system, in order to optimise the use of parking spaces.

Access to each of the development's undercroft car parking areas shall be regulated by means of gates and/or barrier control systems. Authorised development occupants shall gain

access by means of an RFID key fob or similar automated system. The development's Management Company shall implement suitable information and enforcement measures to prevent unauthorised or undisciplined vehicle parking within the undercroft car parking areas. The undercroft car park areas and their access control systems will be maintained as part of the buildings' common area maintenance regime. Please refer to the Car Parking Management Plan submitted under separate cover for further details.

7.5 Motorcycle Parking

The *Dublin City Development Plan 2022–2028* sets out the standard requirement for the provision of motorcycle parking in new developments, as a proportion of the total development car parking provision. Table 30 applies this requirement to the proposed development.

Proposed Car Parking Provision	Standard Required Proportion	Motorcycle Spaces Required	Motorcycle Spaces Proposed
Block 7			
162 spaces	5%	8	8
Block 8			
92 spaces	5%	5	5
Block 9			
57 spaces	5%	3	3

Table 30 – Motorcycle Parking Provision

The development includes 16no. motorcycle parking spaces, all located in designated, signposted areas at ground floor (undercroft) level within Block 7, Block 8 and Block 9, thereby satisfying the requirements of the Local Authority development plan. Suitable rails, hoops, or posts shall be provided at their locations, allowing motorcycles to be secured using a chain or similar device. Motorcycle parking areas shall have limited gradients to enable easy manoeuvrability and parking.

7.6 Bicycle Parking

Details of bicycle parking have been provided within the Bicycle Design Statement under separate cover.

8.0 ACCESS, LAYOUT, PEDESTRIAN AND CYCLIST FACILITIES, SERVICING

8.1 Vehicular Access and Surrounding Streets

The proposed development includes the construction or extension of surrounding streets to enable access to the development via the existing Clongriffin road network. These street elements to be constructed include a section of Lake Street (located between Block 7 and Block 8), as well as Market Lane and sections of Market Street. It is also proposed to construct additional car parking along the existing streets of Main Street and Clongriffin Road. On-street parking to serve the proposed development will be constructed as part of this expansion of the existing Clongriffin road network; 2no. new loading bays will also be provided on the Main Street and Lake Street.

Each of the proposed blocks has an internal (undercroft) car parking area. The Block 7 and Block 8 undercrofts shall be accessed from Lake Street. That of Block 9 shall be accessed from Market Lane. Each access has an overall width of 7.0m, which shall accommodate 1no. lane in each direction, a central island (to accommodate a lifting arm barrier) and kerbs on either side of the road, allowing two-way vehicular traffic into and out of the development. Kerb radii at these accesses are restricted to 3.0m, which shall discourage high vehicle speeds on entrance to or exit from the development. Unobstructed sight distances in excess of 23m in either direction along Market Lane and Lake Street are achieved for vehicles exiting the development, as measured from a set-back of 2.4m from the public road edge, in accordance with the requirements of the *Design Manual for Urban Roads and Streets* (sections 4.4.4 and 4.4.5).

8.2 Internal Layout

The undercroft car parking areas within the proposed Block 7, Block 8 and Block 9 comprise circulatory aisles 6.0m in width, along which are arranged perpendicular car parking spaces. Marked pedestrian walkways are provided, giving defined routes between parking spaces and internal access doors. The development's internal car parking layout complies with the recommendations of the *Design Manual for Urban Roads and Streets* and the IStructE *Car Park Design Guide*

8.3 Swept Path Analysis

Swept path analyses of the proposed development have been carried out for cars accessing the development's undercroft car parks and circulating within them, as well as for a refuse collection vehicle and fire tender servicing the development on the surrounding streets and a

Light Goods Vehicle using the on-street loading bays. These analyses, shown on CS Consulting drawings **L106-CSC-XX-XX-DR-C-0122**, **L106-CSC-XX-XX-DR-C-0123** and **L106-CSC-XX-XX-DR-C-0124**, indicate that the development's access design and layout can accommodate these vehicle movements where required.

8.4 Pedestrian and Cyclist Facilities

Pedestrian access to the proposed Blocks shall be directly from the surrounding streets (including those street elements to be completed as part of the development). Access to internal long term bicycle parking shall be via dedicated bicycle store entrances from the surrounding street network. Raised pedestrian footpaths with a minimum width of 2.0m shall be provided along all new street sections, in keeping with the design of the existing surrounding Clongriffin road network.

The development shall include a total of 1,605no. bicycle parking spaces, meeting the requirements of the Dublin City Development Plan 2022–2028.

8.5 Development Servicing and Waste Collection

Vehicular servicing of the proposed development – including deliveries and waste collection – shall be conducted on the existing and proposed streets surrounding the development blocks, in common with other existing residential developments in the vicinity. To facilitate vehicular servicing of the development's residential units and non-residential spaces, 2no. new loading bays will be provided on the new sections of Lake Street and Main Street

Domestic refuse collection shall be conducted kerbside; the development's Management Company shall be responsible for engaging the services of an authorised waste disposal contractor, for moving refuse bins to a suitable kerbside location for collection, and for returning bins promptly to internal waste storage areas after collection.

9.0 LARGE-SCALE RESIDENTIAL DEVELOPMENT OPINION RESPONSE

CS Consulting and the design team met with representatives of Dublin City Council on Tuesday 13th January 2026 as part of the Large-scale Residential Development process.

Dublin City Council provided an opinion on Monday 9th February. Item 4 of the opinion outlines transportation related items. The text of the opinion is as set out below;

The applicant is advised to address the following issues within the final LRD application

ITEM 4(1a) OF THE LRD OPINION

The Transport Planning Division (TPD) requires more certainty on proposed road and transportation links in terms of the proposed Bus Connects D3 route to the northeast of the site. The applicant is requested to engage further with Dublin City Council, and the NTA prior to lodgement of the Stage 3 application.

RESPONSE TO ITEM 4(1a) OF THE LRD OPINION

CS Consulting have met with representatives of Dublin City Council on 27th February and 19th March 2026. Consultations have also been held with the NTA prior to the submission of the LRD Stage 2 pack. An options selection process has taken place in consultation with the NTA which has demonstrated that the proposed D3 route shall be implemented along Main Street in the short term until such time as Station Road is constructed, connecting Marrsfield Avenue to Station Square. This road and associated bus infrastructure shall be constructed under a future development phase. A bus layover is proposed by the NTA to the south of Station Square which has been co-ordinated with the proposed development. This infrastructure shall allow the D3 bus route to progress in the interim.

ITEM 4(1b) OF THE LRD OPINION

In terms of bus stops, along the southern boundary of the site south of Zone 9, the TPD are aware that the NTA have proposals to provide for bus stop and layover which will likely remove much of the car parking and loading proposed along this section. The applicant is requested to ensure that there has been agreement in relation to these proposals with the National Transport Authority prior to lodgement. Moreover, any removal of loading from the south of Zone 9 should be relocated to an accessible area to ensure appropriate servicing of the block.

RESPONSE TO ITEM 4(1b) OF THE LRD OPINION

The design team have received plans from the NTA of their proposals to provide a bus stop along the southern edge of Zone 9. These plans have been incorporated into the revised design proposal. Please refer to CS Consulting drawing no. **L106-CSC-XX-XX-DR-C-0102.**

ITEM 4(2a) OF THE LRD OPINION

There are concerns that a number of junctions comprise uncontrolled crossings however do not contain raised entry treatments. The applicant is requested to investigate the potential to provide raised entry treatments at proposed junctions to ensure pedestrian priority as per DMURS.

RESPONSE TO ITEM 4(2a) OF THE LRD OPINION

The proposed junction layouts have been reviewed in the context of DMURS guidance in relation to pedestrian priority and raised entry treatments are proposed at proposed junctions

with Clongriffin Main Street. Please refer to CS Consulting drawing no. **L106-CSC-XX-XX-DR-C-0102.**

ITEM 4(2b) OF THE LRD OPINION

It is unclear from the submitted documentation how the proposed development integrates with the existing street network in terms of pedestrian / cycle crossings which are in compliance with CDM and DMURS.

RESPONSE TO ITEM 4(2b) OF THE LRD OPINION

The proposed development has been reviewed in the context of the existing street network. It is proposed to upgrade an existing uncontrolled crossing to a signal-controlled crossing at the junction of Lake Street and Clongriffin Main Street. Additionally, it is proposed to provide an additional uncontrolled crossing of Main Street at the junction with Market Lane. The provision and upgrade of these pedestrian crossing facilities shall improve the connection and integration between the subject development site and the existing educational facilities to the south of Clongriffin Main Street. Please refer to CS Consulting drawing no. **L106-CSC-XX-XX-DR-C-0102.**

ITEM 4(2c) OF THE LRD OPINION

The GDA Cycle Network indicates main street as a secondary route which is intended to provide connections between primary cycle route and connecting local zones to primary routes. Based on the proposed layout, it is unclear how cyclists from the site can safely move westbound along main street. Furthermore, the site is located directly adjacent to the Belmayne Main Street Bus and Cycle Active Travel Scheme. The applicant is requested to engage with this Division prior to lodgement in order to ensure proposals align with the scheme in this regard.

RESPONSE TO ITEM 4(2c) OF THE LRD OPINION

It is acknowledged that the GDA Cycle Network indicates main street as a secondary route. The GDA Cycle Network Plan also includes Market Street as a greenway link which shall connect the subject development Belmayne Avenue via Father Collins Park. Existing cycle facilities on Main Street consist of a segregated cycle track between Hole-in-the-Wall Road and Park Avenue before transitioning to/from a Shared Bus Lane at the junction of Park Avenue. At present the shared bus lane continues across the southern boundary of the development site, terminating at Station Square.

It is noted that the DCC Active Travel Network website states the following with respect to the implementation of the proposed network.

"The Active Travel Network will be achieved by:

- ***Reallocating existing road space.***
- *Incorporating segregated cycle lanes at suitable locations.*
- *Widening and decluttering footpaths.*
- *Considering the needs of all users including disabled people.*
- *Promoting biodiversity through tree planting and landscaping.*
- *Facilitating social interaction by enhancing communal spaces."*

The applicant recognises the merits of providing a dedicated cycle facility along Main Street which can help support the transition to active travel modes for the residents of the subject developments and surrounding established neighbourhoods. However, it is our view that this upgrade should only be implemented if there is consistent and continuous provision of infrastructure. In this regard, it should be noted that there are significant barriers to upgrading the full extents of the existing shared bus lane to a segregated cycle track at the location in question. At present the existing building line of the blocks to the west of the development site is located such that there is not sufficient width to accommodate a two-way cycle path and footpath at this location without impacting on the existing building line.

As such, it is our view that reallocation of the existing road space is required in this instance in order to provide a continuous, consistent and legible cycle route. CS Consulting have prepared preliminary plans which indicate how a two-way cycle lane could be provided along the length of Clongriffin Main Street between Park Avenue and Station Square. It is our view that this infrastructure should be installed in a single phase and a piecemeal approach should be avoided. As such, we do not propose to construct a section of this cycle route as part of the subject development but rather propose to future-proof the development along the southern boundary with Main Street to accommodate this upgrade by others in future.

ITEM 4(2d) OF THE LRD OPINION

In the southeast corner of the site a crossing is proposed at 1.6m in width. This appears to be sub-standard; the applicant is requested to address this concern.

RESPONSE TO ITEM 4(2d) OF THE LRD OPINION

The site layout has been adjusted in response to this item. The crossing has been increased in width to 2.0m. Please refer to CS Consulting drawing no. **L106-CSC-XX-XX-DR-C-0102.**

ITEM 4(2e) OF THE LRD OPINION

There is a proposed footpath section which is a reduced pinch point beside Block 8E. the applicant is requested to investigate this issue with a view to ensuring the pinch point is removed.

RESPONSE TO ITEM 4(2e) OF THE LRD OPINION

The site layout has been updated in response to this item. The apparent pinchpoint in the TIC footpath has been removed and a minimum footpath width of 2.5m is provided at all locations. Please refer to CS Consulting drawing no. **L106-CSC-XX-XX-DR-C-0102.**

ITEM 4(2f) OF THE LRD OPINION

An existing pedestrian crossing is located along Grange Lodge Avenue which appears to conflict with the proposed bicycle parking. The applicant is requested to clarify the interaction in this regard to ensure there is no impact on pedestrian movements.

RESPONSE TO ITEM 4(2f) OF THE LRD OPINION

The pedestrian crossing and the proposed bicycle parking has been reviewed, and the layout has been updated to ensure that the crossing remains clear, with no obstruction to pedestrian thoroughfares. Bicycle parking is positioned outside of the effective crossing zone. Please refer to CS Consulting drawing no. **L106-CSC-XX-XX-DR-C-0102.**

ITEM 4(2g) OF THE LRD OPINION

From the 'Proposed Street' southwards, there appears to be a natural desire line into Beau Park Avenue. There is no provision proposed here for pedestrians in terms of crossing either uncontrolled or controlled. The applicant is requested to investigate the potential of providing for this route.

RESPONSE TO ITEM 4(2g) OF THE LRD OPINION

In response to item 4(2g) of the LRD opinion, an uncontrolled crossing has been proposed on Clongriffin Main Street at the location of Beau Park Avenue and Market Street. Please refer to CS Consulting drawing no. **L106-CSC-XX-XX-DR-C-0102.**

ITEM 4(2h) OF THE LRD OPINION

With regards to car and bicycle movement from the site westbound towards Hole in the Wall Road, there appears to be restrictions in this regard, as southbound access onto Main Street to travel westbound is impeded due to the central median along Main Street and other site constraints. There is concern that this may generate increased traffic towards Clongriffin Station. The applicant is requested to provide details on how cyclists and motorists can make this movement without increasing traffic flow towards Clongriffin Station.

RESPONSE TO ITEM 4(2h) OF THE LRD OPINION

Following consultations with DCC, the junctions between the proposed development access roads and Clongriffin Main Street have been proposed as left-in/left-out junctions, similar to the adjacent junctions of Friar Street and Dermot Street. Additional traffic modelling has been undertaken at the proposed left-in/left-out in response to item 4(2h) to demonstrate that any additional eastbound traffic does not have a detrimental effect on the operation of the proposed junctions on Clongriffin Main Street. Please refer to section 5.3 of this document for details.

It is noted that alternative routes are available for development traffic travelling from Zone 7 and Zone 8 to Hole-in-the-Wall Road via Part Street and Park Avenue or via Marrsfield Avenue to the north.

Furthermore, the permitted SHD application on the subject development lands currently includes left-in/left-out at the proposed junction locations with no provision for right-turn from the subject development site directly onto Clongriffin Main Street.

ITEM 4(2i) OF THE LRD OPINION

With reference to the above point (h), the applicant is requested to ensure that the stated analysis using the TRL Junctions 8 software to assess the additional traffic generated by the proposed development and the performance of nearby junctions is carried out.

RESPONSE TO ITEM 4(2i) OF THE LRD OPINION

Please refer to section 5.0 of this document which contains transport modelling results for the junctions of Park Avenue / Clongriffin Main Street, Lake Street / Clongriffin Main Street, Market lane / Clongriffin Main Street. Other junctions surveyed have been scoped out of a detailed transport modelling assessment in accordance with TII Traffic and Transport Assessment Guidelines.

ITEM 4(2j) OF THE LRD OPINION

A proposed shared street (pedestrians / cyclists) approximately 235m in length forms the northern extent of the site running from the east at its junction with Clongriffin Road to the west of the site tying into Park Street. This division request the applicant provide details of the route in terms of the proposed width of same with appropriate cross sections. This division notes the nearby Parkside Gardens route which comprises a c.4m active travel route with 2m planting at either side.

RESPONSE TO ITEM 4(2j) OF THE LRD OPINION

Market Street has been designed as a shared pedestrian / cycle facility with a width of 4.0m. Updated cross-sections have been provided on CS Consulting drawing no. **L106-CSC-XX-XX-DR-C-0110** and TPHC Landscape Architect drawing no. **TBC.**

Road markings and signage have been proposed on the shared route, details of which are provided on CS Consulting drawing no. **L106-CSC-XX-XX-DR-C-0108.**

ITEM 4(2k) OF THE LRD OPINION

The proposed shared street (pedestrians / cyclists) appears to be meandering in nature; there is a concern in terms of forward visibility whilst there appears to be a pinch point with a considerable reduction in width of the shared street. Whilst this division welcomes the proposed there is a concern in terms of the design. This division recommends that the application address the concerns in relation to the proposed shared street as outlined above.

RESPONSE TO ITEM 4(2k) OF THE LRD OPINION

The horizontal alignment of the proposed shared pedestrian cycle route on Market Street has been updated to ensure that the appropriate visibility is provided while maintaining some curves which shall assist in maintaining reduced cyclist speeds along this shared corridor.

ITEM 4(3a) OF THE LRD OPINION

The applicant is requested to prepare a Bicycle Design Statement (BDS). The BDS should outline all details on how all bicycles, including the universal design bike can safely and with ease access the proposed bicycle parking from the public road. The BDS should also address the following specific requirements:

i. Information on the expected number of staff of both the retail and CCA shall be provided in support of the quantity of staff cycle parking. Further detail regarding arrangements for retail and CCA staff and visitor access to dedicated cycle parking facilities should be provided.

ii. Separate secure access to staff cycle parking shall be provided.

iii. 5% of visitor cycle parking shall be designed to accommodate larger non-standard cycle parking equipment, in accordance with Section 6.5 of the Cycle Design Manual (2023). These non-standard visitor spaces should generally be located in proximity to the proposed community / cultural uses.

iv. Detailed scale drawings of all cycle parking areas should be included as part of the application outlining type and quantum per store/area. It should be ensured that adequate separation distances between racks and internal access corridors for ease of use and functionality and without conflict with landscaping proposals or walls is achieved (refer to the

Cycle Design Manual, 2023). Ensure bicycle stores are located at the most convenient areas close to stairs/lifts in the undercroft area. Ensure the access doors to these stores are appropriately located.

v. *There is a concern that the proposed cycle connection at the northwest of the site and its tie into the existing road network in terms of overall cycle links and priority at the junction. The applicant is requested to investigate the potential for improvements in the design in this regard.*

vi. *In terms of the proposed shared cycle path to the north of the site, the tie into the existing Lake Street lacks clarity in terms of the expectation for cyclists when they reach the east side of Lake Street. The applicant is requested to clarify this.*

vii. *The applicant is requested to investigate the pinch point along the shared cycle route adjacent to the community culture area. This appears to reduce to c1.4m.*

RESPONSE TO ITEM 4(3a) OF THE LRD OPINION

A standalone Bicycle Design Statement has been prepared in response to the above request. Please refer to this document under separate cover for details of responses to the above items.

ITEM 4(4a) OF THE LRD OPINION

The applicant is requested to investigate the proposed quantum of perpendicular parking with a view to a reduction of same in line with DMURS Section 4.4.9 recommendations. This is of particular concern in relation to perpendicular parking directly at several of the proposed junctions.

RESPONSE TO ITEM 4(4a) OF THE LRD OPINION

DMURS section 4.4.9 states the following with respect to the provision of perpendicular parking on both sides of the street.

"Perpendicular parking should generally be restricted to one side of the street to encourage a greater sense of enclosure and ensure that parking does not dominate the streetscape."

The proposed layout has been updated in response to the opinion item above and areas where perpendicular parking had been proposed on opposite sides of the road have been replaced by parallel parking.

ITEM 4(4b) OF THE LRD OPINION

In relation to the proposed angled parking adjacent to the creche, angled parking is not acceptable to this division and should be amended to parallel parking.

RESPONSE TO ITEM 4(2k) OF THE LRD OPINION

The parking layout adjacent to the creche has been updated to provide parallel parking in place of the angled parking. Please refer to CS Consulting drawing **L106-CSC-XX-XX-DR-C-0102.**

ITEM 4(4c) OF THE LRD OPINION

Any alterations to the proposed car parking arrangements as outlined above should seek to minimally impact the existing proposed car parking ratio in this regard.

RESPONSE TO ITEM 4(4c) OF THE LRD OPINION

It is noted that several of the alterations undertaken to respond to the items requested in the LRD Opinion have required that the quantum of car parking be reduced, particularly the responses to items 4(1b), 4(4a), 4(4b). The design team has done what is possible to replace these parking spaces elsewhere on the proposed development site while remaining cognisant of site development constraints such as visibility splays, bin staging areas, bicycle parking, and pedestrian crossing points. As a result, there has been a slight reduction in the overall quantum of car parking proposed within the subject development site. Please refer to CS Consulting drawing **L106-CSC-XX-XX-DR-C-0102** and section 7.0 of this document for details.

ITEM 4(4d) OF THE LRD OPINION

The applicant shall ensure that any proposed EV car parking be located within privately owned areas not to be taken in charge by Dublin City Council.

RESPONSE TO ITEM 4(4d) OF THE LRD OPINION

The proposed development layout has been updated to ensure that all proposed EV parking spaces shall be located within the undercroft areas of the proposed development and shall not be offered for Taking in Charge by Dublin City Council. Please refer to CS Consulting drawing **L106-CSC-XX-XX-DR-C-0108** and HJL architects drawing no. **CWL-HJL-ZZ-ZZ-DR-A-0004** for details.

ITEM 4(4e) OF THE LRD OPINION

The applicant is requested to investigate the potential for an increase in car share spaces. 2 no. car share spaces proposed appear to be low considering the proposed car parking ratio is below 0.5.

RESPONSE TO ITEM 4(4e) OF THE LRD OPINION

It is proposed to increase the quantum of dedicated car share spaces from 2no. to 4no. in response to this LRD Opinion item. It is further noted that there are a number of existing car

share vehicles in operation within walking distance of the subject development site. Please refer to section 3.8 of this document for further information.

ITEM 4(4f) OF THE LRD OPINION

The applicant is requested to submit a Car Parking Management Plan (CPMP), in particular with details on how car parking will be managed on the site and how the loading bays and indented area for the creche will be managed. As noted previously 'drop off' or 'set down' proposed for the crèche use are not measures provided in the Traffic Signs Manual and should be amended as such. Furthermore, the length of the proposed indented bay outside the creche is deemed excessive in nature given the proximity to LDA units. This should be removed or substantially reduced in length to encourage more sustainable modes of travel.

RESPONSE TO ITEM 4(4f) OF THE LRD OPINION

A Car Parking Management Plan (CPMP) has been prepared and is included as part of this application. The CPMP sets out how car parking will be managed across the site including a the creche site. The layout at the creche has been reviewed to ensure compliance with the Traffic Signs Manual. Please refer to the Car Parking Management Plan submitted under separate cover for further details.

ITEM 4(4g) OF THE LRD OPINION

The CPMP shall set out how car parking space across the development are allocated per use within the standards contained within Table 2 of the Dublin City Development Plan 2022 – 2028. The applicant should note that the quantum figures within table 2 include visitor spaces.

RESPONSE TO ITEM 4(4g) OF THE LRD OPINION

The updated CPMP sets out the allocation of car parking spaces across the development by land use, in accordance with the standards set out in Table 2 of the Dublin City Development Plan 2022–2028, including the provision of visitor parking.

ITEM 4(5a) OF THE LRD OPINION

As per Section 6.0 of Appendix 5 of the Dublin City Development Plan 2022-2028, the development shall include provision for motorcycle parking in designated, signposted areas at a rate of 5% of the number of car parking spaces provided. The 15 no. spaces proposed appear to outline a shortfall in this regard.

RESPONSE TO ITEM 4(5a) OF THE LRD OPINION

The proposed motorcycle provision has been increased in response to the above item. Additional motorcycle spaces have been provided within Zone 7 and Zone 8 to ensure that

the proposed quantum is in accordance with the *Dublin City Development Plan 2022-2028*. Please refer to CS Consulting drawing **L106-CSC-XX-XX-DR-C-0102** and HJL architects drawing no. **CWL-HJL-ZZ-ZZ-DR-A-0004** for details.

ITEM 4(6a) OF THE LRD OPINION

The applicant should provide a Quality Audit as outlined in Advice Note 4 of DMURS and associated Designer Feedback Form at full application stage. Any recommendations made by the auditor and accepted (or alternative proposal by designer) should be incorporated into the design which is submitted as part of the application to ensure the integrity of the design.

RESPONSE TO ITEM 4(6a) OF THE LRD OPINION

A third-party Quality Audit has been undertaken by Roadplan Consulting with respect to the subject development site. The Quality Audit has been submitted under separate cover within the planning application.

ITEM 4(6b) OF THE LRD OPINION

A response to Objective SMTO10 (Walking and Cycling Audits) is required.

RESPONSE TO ITEM 4(6b) OF THE LRD OPINION

ITEM 4(6b) OF THE LRD OPINION

The proposed shared street to the north of the site is included in the Quality Audit. The proposed route and connections to and from the site should be consistent with the Cycle Design Manual, 2023.

RESPONSE TO ITEM 4(6b) OF THE LRD OPINION

The proposed shared street to the north of the site has been included within the Quality Audit. All items raised within the Quality Audit have been implemented as agreed with the auditor. The proposed route and connections have been design in accordance with the Cycle Design Manual, connecting to the existing pedestrian and cycle facilities outside the site.

ITEM 4(7a) OF THE LRD OPINION

The applicant is requested to provide a revised Taking in Charge drawing noting that piecemeal taking in charge is not acceptable to the Roads Authority and that the Taking in charge extends from back of footpath to back of footpath 'Street' from a Road Maintenance element but also for other Divisions the drawing should include the public and private areas demarcated and provide footpath widths at 5.0m intervals on any proposed areas to be taken in charge in this regard.

RESPONSE TO ITEM 4(7a) OF THE LRD OPINION

The Design Team and the LDA met with representatives of DCC on 27th February 2026 to discuss the proposed areas for Taking in Charge and any issues associated. It is critical that the LDA are in control of the car parking spaces on the proposed side streets as these spaces perform a crucial function in supporting the future residents of the development. The LDA are open to discussions regarding the application of a permit-type system as part of a condition of planning for the subject development, however as there has been no agreement at this stage with regard to the implementation of a suitable permit system it is our intention to show these spaces within the area to be managed by the LDA. It is acknowledged that this is contrary to the request outlined within the opinion text above, however, it is considered that this item can be dealt with post-consent by way of condition.

ITEM 4(7b) OF THE LRD OPINION

The street shall be designed in accordance with Dublin City Council 'Taking In Charge' Standards and 'Construction Standards for Roads and Street Works'. Accordingly, the following design revisions are required:

i. No private development shall overhang or encroach on the street either above or below ground level.

ii. Drainage infrastructure to be re-designed to avoid any routing of private infrastructure beneath the street (applicant to refer to Drainage Division's LRD Opinion Report for detailed requirements).

iii. The applicant is requested to incorporate the comments from the Parks Department.

iv. Public Lighting along the street to be provided in the form of public lighting designed in accordance with DCC Public Lighting & Electrical Services Division's requirements for same.

RESPONSE TO ITEM 4(7b) OF THE LRD OPINION

The proposed streets shall be designed in accordance with the Dublin City Council Construction Standards for Roads and Street Works document. No private development shall overhand or encroach on the street above or below ground level. It shall be ensured that routing of all private drainage infrastructure shall not be beneath the public street. Comments from the Parks Department have been addressed by the landscape architect under separate cover. All public lighting shall be designed in accordance with DCC Public Lighting general Specification.

10.0 CONCLUSION

This Traffic and Transport Assessment has examined the potential transport and traffic impacts associated with the proposed Clongriffin Wider Lands – Phase 2 development at Main Street, Clongriffin, Dublin 13.

The proposed development comprises 711 residential apartments, a crèche facility, retail/community uses, associated public realm improvements, and supporting transport infrastructure within a highly accessible urban location adjacent to Clongriffin Railway Station and existing bus services. The site benefits from established pedestrian, cycle, road, and public transport connectivity and will further benefit from planned infrastructure upgrades including BusConnects, DART+, the Clongriffin Main Street extension, and future cycle network improvements.

Traffic surveys, trip generation analysis, and junction modelling have been undertaken in accordance with TII Traffic and Transport Assessment Guidelines and industry best practice. The assessment demonstrates that the proposed development will generate a moderate level of additional vehicular traffic relative to the surrounding network, while also supporting a strong modal shift toward sustainable transport modes including rail, bus, walking, and cycling.

Operational assessments indicate that the surrounding road network and assessed junctions will continue to operate within capacity during the opening year and future assessment years up to 2043. The predicted increases in delay and queue lengths are minimal and no significant adverse operational impacts have been identified.

The proposed development includes appropriate arrangements for:

- Vehicular access and servicing;
- Pedestrian and cyclist movement;
- Car, motorcycle, and bicycle parking;
- EV charging infrastructure; and
- Waste collection and servicing operations.

Overall, the assessment concludes that the proposed development represents an appropriate form of development at this location and can be accommodated within the existing and planned transport network without giving rise to significant negative traffic or transport impacts. The development is therefore considered acceptable from a traffic and transportation perspective.

APPENDIX A
SURVEYED TRAFFIC FLOWS



IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 1
Location: R107/R139
Date: Thu 11-Apr-2024
AM Peak: 08:00 — 09:00 **Total:** 4395
PM Peak: 17:15 — 18:15 **Total:** 4754
15 Min Peak: 18:00 — 18:15 **Total:** 1229

Arm A - R107 Malahide Road
Arm B - R139
Arm C - R107 Malahide Road
Arm D - R139

	A => A								A => B								A => C								A => D								B => A								B => B								B => C								B => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	4	5.3	1	1	33	4	0	0	0	39	37.6	0	1	33	5	1	0	0	40	39.9	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	2	2	25	2	0	0	3	34	34.2	0	0	68	22	2	0	0	92	93
06:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	2	0	50	10	0	0	1	63	62.4	0	0	35	9	4	1	0	49	52.3	0	0	5	1	0	0	1	7	8	0	0	0	0	0	0	0	0	0	2	0	39	7	0	0	3	51	52.4	0	1	106	22	2	1	0	132	133.7
06:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5	6.3	5	3	86	14	0	0	0	108	102.2	0	1	51	15	5	0	0	72	73.9	0	0	4	1	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	2	0	52	14	1	0	3	72	73.9	0	1	120	34	3	0	0	158	158.9
06:45	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	2	1	79	12	0	0	2	96	95.8	0	1	45	12	0	0	0	58	57.4	1	0	4	0	1	0	0	6	5.7	1	0	0	0	0	0	0	1	0.2	2	1	46	9	1	0	2	61	61.3	0	0	160	38	7	3	0	208	215.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	7	0	2	0	21	23.6	10	5	248	40	0	0	3	306	298	0	3	164	41	10	1	0	219	223.5	1	0	18	2	2	0	1	24	25.2	1	0	0	0	0	0	0	1	0.2	8	3	162	32	2	0	11	218	221.8	0	2	454	116	14	4	0	590	601
07:00	0	0	0	0	0	0	0	0	0	0	0	6	2	0	1	0	9	10.3	4	1	99	16	0	0	2	122	120.2	0	1	52	12	3	1	0	69	71.2	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	4	0	45	9	0	0	5	63	64.8	0	2	141	24	4	1	0	172	174.1
07:15	0	0	0	0	0	0	0	0	0	1	0	9	2	0	0	0	12	11.2	2	3	105	9	1	1	2	123	123.4	0	0	46	6	1	0	0	53	53.5	1	0	7	1	1	0	1	11	11.7	0	0	0	0	0	0	0	0	0	3	0	47	16	1	0	3	70	71.1	0	0	119	35	4	2	0	160	164.6
07:30	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	6	0	117	11	3	1	4	142	144	0	0	70	7	3	1	0	81	83.8	0	0	7	3	0	0	0	10	10	0	0	0	0	0	0	0	0	0	3	1	92	17	1	0	3	117	117.5	1	1	123	28	3	4	0	160	165.3
07:45	0	0	0	0	0	0	0	0	0	2	0	12	1	1	0	0	16	14.9	10	3	147	9	2	0	2	173	166.2	0	0	51	5	1	1	0	58	59.8	1	0	11	5	0	0	0	17	16.2	0	0	0	0	0	0	0	0	0	3	2	82	17	0	0	5	109	110.4	1	2	109	16	6	6	0	140	148.8
H/TOT	0	0	0	0	0	0	0	0	0	3	0	34	7	1	1	0	46	45.4	22	7	468	45	6	2	10	560	553.8	0	1	219	30	8	3	0	261	268.3	2	0	28	11	1	0	1	43	42.9	0	0	0	0	0	0	0	0	0	13	3	266	59	2	0	16	359	363.8	2	5	492	103	17	13	0	632	652.8
08:00	0	0	0	0	0	0	0	0	0	1	0	18	0	0	0	0	19	18.2	11	5	186	9	2	0	2	215	206.2	0	0	60	3	2	0	0	65	66	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	7	2	109	5	0	0	6	129	128.2	0	0	146	16	4	3	1	170	176.9
08:15	0	0	0	0	0	0	0	0	0	3	0	13	2	0	0	0	18	15.6	13	1	167	7	4	0	1	193	185	0	0	41	3	1	2	0	47	50.1	0	0	13	0	1	1	0	15	16.8	0	0	0	0	0	0	0	0	0	4	1	107	6	0	0	2	120	118.2	0	1	129	15	5	5	0	155	163.4
08:30	0	0	0	0	0	0	0	0	0	1	0	19	0	0	0	0	20	19.2	10	4	166	10	1	0	2	193	185.1	0	0	77	6	0	0	0	83	83	1	0	10	2	0	1	0	14	14.5	0	0	0	0	0	0	0	0	0	2	1	102	3	1	0	4	113	115.3	0	2	88	20	5	3	3	121	129.2
08:45	0	0	0	0	0	0	0	0	0	1	0	12	1	0	0	0	14	13.2	9	4	127	9	3	0	1	153	145.9	0	1	54	4	2	0	0	61	61.4	0	1	20	2	1	0	0	24	23.9	0	0	0	0	0	0	0	0	0	3	0	89	9	3	0	2	106	107.1	0	0	79	22	10	5	2	118	131.5
H/TOT	0	0	0	0	0	0	0	0	0	6	0	62	3	0	0	0	71	66.2	43	14	646	35	10	0	6	754	722.2	0	1	232	16	5	2	0	256	260.5	2	1	47	4	2	2	0	58	59.4	0	0	0	0	0	0	0	0	0	16	4	407	23	4	0	14	468	468.8	0	3	442	73	24	16	6	564	601
09:00	0	0	0	0	0	0	0	0	0	0	0	13	2	0	1	0	16	17.3	1	3	124	13	4	0	2	147	148.4	0	0	64	7	3	2	0	76	80.1	1	0	7	1	1	0	0	10	9.7	0	0	0	0	0	0	0	0	0	1	0	97	7	2	0	3	110	113.2	0	1	112	15	5	3	2	138	145.8
09:15	0	0	0	0	0	0	0	0	0	1	0	10	0	2	0	0	13	13.2	2	2	106	13	0	1	2	126	126.5	0	1	50	6	4	4	1	66	73.6	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	85	6	2	0	3	96	100	0	0	100	18	9	5	2	134	147
09:30	0	0	0	0	0	0	0	0	0	1	0	13	3	0	0	0	17	16.2	3	2	96	9	3	1	1	115	115.2	0	0	36	5	4	2	0	47	51.6	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	2	1	73	12	6	0	5	99	104.8	0	0	115	15	10	4	1	145	156.2
09:45	0	0	0	0	0	0	0	0	0	0	0	12	3	1	0	0	16	16.5	2	0	87	6	4	0	2	101	103.4	0	0	31	2	3	3	0	39	44.4	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	1	2	74	12	3	0	4	96	99.5	1	1	105	21	6	2	0	136	140.2
H/TOT	0	0	0	0	0	0	0	0	0	2	0	48	8	3	1	0	62	63.2	8	7	413	41	11	2	7	489	493.5	0	1	181	20	14	11	2	228	249.7	1	0	41	4	1	0	0	47	46.7	0	0	0	0	0	0	0	0	0	4	3	329	37	13	0	15	401	417.5	1	2	432	69	30	14	5	553	589.2
10:00	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	1	12	13	0	1	108	14	1	1	2	127	130.2	0	0	31	7	1	3	0	42	46.4	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	1	0	74	11	1	0	3	90	92.7	0	0	102	18	6	2	4	132	141.6
10:15	0	0	0	0	0	0	0	0	0	1	0	10	0	1	1	0	13	14	1	2	69	12	2	0	0	86	85	0	0	40	5	4	7	1	57	69.1	0	0	13	0	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	1	2	68	3	3	0	5	82	86.5	0	0	104	11	9	4	0	128	137.7
10:30	0	0	0	0	0	0	0	0	0	2	0	10	0	1	0	0	13	11.9	2	2	98	10	3	0	1	116	115.7	0	0	31	9	3	3	0	46	51.4	0	0	6	3	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	1	1	67	9	0	0	2	80	80.6	1	0	75	10	8	2	0	96	101.8
10:45	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	11	10.2	2	1	110	3	3	0	0	119	118.3	0	0	28	10	3	3	0	44	49.4	1	1	17	1	0	0	0	20	18.6	0	0	0	0	0	0	0	0	0	0	0	67	10	2	0	3	82	86	0	0	82	17	8	3	1	111	119.9
H/TOT	0	0	0	0	0	0	0	0	0	4	0	39	2	2	1	1	49	49.1	5	6	385	39	9	1	3	448	449.2	0	0	130	31	11	16	1	189	216.3	1	1	47	5	2	0	0	56	55.6	0	0	0	0	0	0	0	0	0	3	3	276	33	6	0	13	334	345.8	1	0	363	56	31	11	5	467	501
11:00	0	0	0	0	0	0	0	0	0	1	0	6	1	1	1	0	9	8.7	0	1	94	9	2	1	1	108	110.7	0	0	28	7	3	6	0	44	53.3	2	0	8	1	0	0	0	11	9.4	0	0	0	0	0	0	0	0	0	0	0	74	10	2	0	3	89	93	0	2	92	30	8	3	2	137	145.7
11:15	0	1	0	0	0	0	0	1	1	0	0	12	4	0	1	0	18	18.5	0	0	102	8	1	2	1	114	118.1	0	1	44	7	5	0	0	57	58.9	1	0	10	3	0	0	0	14	13.2	0	0	0	0	0	0	0	0	0	0	0	77	6	2	0	3	88	92	0	1	77	24	9	3	1	115	123.8
11:30	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10	10.5	1	1	96	11	1	0	1	111	111.1	0	0	35	7	5	3	0	50	56.4	0	0	9	3	0	1	0	13	14.3	0	0	0	0	0	0	0	0	0	1	0	79	9	5	0	3	97	101.7	0	4	69	25	6	3	0	107	111.5
11:45	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	1	1	75	9	1	0	1	88	88.1	0	0	39	8	3	2	0	52	56.1	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	1	1	68	5	2	0	3	80	82.6	1	2	81	19	7	1	1	112	115.8
H/TOT	0	1	0	0	0	0	1	1	2	0	33	7	2	1	0	45	45.7	2	3	367	37	5	3	4	421	428	0	1	146	29	16	11	0	203	224.7	3	0	43	7	0	1	0	54	52.9	0	0	0	0	0	0	0	0	0	2	1	298	30	11	0	12	354	369.3	1	9	319	98	30	10	4	471	496.8
12:00	0	0	0	0	0	0	0	0	0	1	0	9	2	0	0	0	12	11.2	1	1	94	7	0	0	0	103	101.6	0	0	30	11	1	5	0	47	54	1	0	12	2	0	1	0	16	16.5	0	0	0	0	0	0	0	0	0	1	0	77	5	2	0	4	89	93.2	0	1	99	28	6	4	0	138	145.6
12:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	108	10	4	1	1	124	128.3	0	0	38	8	3	6	0	55	64.3	0	1	11	3	0	0	0	15	14.4	0	0	0	0	0	0	0	0	0	1	0	70	11	2	1	3	88	92.5	0	0	91	28	8	3	0	130	137.9
12:30	0	0	0	0	0	0	0	0	0	0	0	11	3	1	0	0	15	15.5	1	1	79	11	1	0	1	94	94.1	0	1	37	9	5	3	0	55	60.8	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	2	0	70	12	4	0	3	91	94.4	0	0	96	26	9	1	0	132	137.8
12:45	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	2	2	104	10	2	0	1	121	120.2	0	0	41	5	2	3	1	52	57.9	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	1	94	10	2	0	3	110	113.4	1	0	98	20	7	5	0	131	140.2
H/TOT	0	0	0	0	0	0	0	0	0	1	0	43	6	1	0	0	51	50.7	4	4	385	38	7	1	3	442	444.2	0	1	146	33	11	17	1	209	237	1	1	41	6	0	1	0	50	49.9	0	0	0	0	0	0	0	0	0	4	1	311	38	10	1	13	378	393.5	1	1	384	102	30	13	0	531	561.5
13:00	0	0	0	0	0	0	0	0	0	0	1	11	4	0	0	0	16	15.4	5	3	104	4	1	0	1	118	113.7	0	1	43	4	2	1	0	51	52.7	1	0	10	2	0	0	0	13	12.2	0	0	0	0	0	0	0	0	0	0	3	77	8	2	0	3	93	95.2	0	0	90	15	14	7	0	126	142.1
13:15	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	2	0	102	6	2	0	1	113	113.4	0	0	38	4	3	2	2	49	55.1	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	1	0	76	8	4	0	3	92	96.2	0	0	93	21	6	2	1	123	129.6
13:30	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	1	0	108	10	3	0	1	123	124.7	0	0	38	10	1	4	2	55	62.7	0	0	10	0	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	1	1	83	4	1	0	3	93	95.1	0	0	87	30	9	2	1	129	137.1
13:45	0	0	0	0	0	0	0	0	0	0	0	10	2	0	1	0	13	14.3	3	1	110	9	0	0	1	124	122	0	0	28	10	1	5	1	45	53	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	1	2	74	12	3	1	3	96	99.8	0	0	92	22	6	3	1	126	135.9
H/TOT	0	0	0	0	0	0	0	0	0	1	34	9	0	1	0	45	45.7	11	4	424	29	6	0	4	478	473.8	0	1	147	28	7	12	5	200	223.5	1	0	34	4	1	0	0	40	39.7	0	0	0	0	0	0	0	0	0	3	6	310	32	10	1	12	374	386.3	0	0	362	88	35	14	5	504	544.7
14:00	0	0	0	0	0	0	0	0	0	0	0	6	3	1	0	0	10	10.5	1	2	124	9	3	2	0	141	143.1	0	0	45	9	6	3	0	63	69.9	0	0	7	2	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	1	58	5	3	0	3	70	73.9	0	0	109	20	7	4	1	141	150.7
14:15	0	0	0	0	0	0	0	0	0	0	0	10	2	0	1	0	13	14.3	0	2	88	4	1	0	2	97	98.3	0	0	33	14	3	6	0	56	65.3	1	0	10	1	1	0	1	14	14.7	0	0	0	0	0	0	0	0	0	1	0	71	8	3	0	2	85	87.7	1	0	84	30	6	4	1	126	134.4
14:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	114	13	2	0	0	129	130	0	0	47	13	2	3	0	65	69.9	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	1	0	90	4	0	0	4	99	102.2	1	0	107	25	6	2	2	143	149.8
14:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	8	9	1	0	116	16	0	1	1	135	136.5	0	0	36	8	2	0	0	46	47	0	1	8	2	0	0	0	11	10.4	0	0	0	0	0	0	0	0	0	2	1	101	10	0	0	2	116	115.8	0	2	94	29	6	0	0	131	132.8
H/TOT	0	0	0	0	0	0	0	0	0	0	33	5	1	1	1	41	43.8	2	4	442	42	6	3	3	502	507.9	0	0	161	44	13	12	0	230	252.1	1	1	35	5	1	0	1	44	44.1	0	0	0	0	0	0	0	0	0	4	2	320	27	6	0	11	370	379.6	2	2	394	104	25	10	4	541	567.7
15:00	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	4	1	108	10	1	1	0	125	123	0	0	44	7	4	2	0	57	61.6	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	2	0	55	10	2	0	4	73	76.4	1	1	118	43	4	2	0	169	172.2
15:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	1	0	100	12	2	0	2	117	119.2	1	0	32	16	2	6	0	57	65	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	1	84	14	0	0	2	101	102.4	0	0	115	26	6	3	0	150	156.9
15:30	0	0	0	0	0	0	0	0	0	2	0	10	3	0	0	0	15	13.4	2	1	89	14	1	0	1	108	107.3	0	0	24	13	5	2	0	44	49.1	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	3	2	87	9	0	0	7	108	111.4	0	0	105	37	9	3	0	154	162.4
15:45	0	0	0	0	0	0	0	0	0	1	0	2	3	0	1	0	7	7.5	1	3	84	12	0	0	3	103	103.4	0	0	31	13	0	3	0	47	50.9	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0	2	0	91	7	1	0	3	104	105.9	0	1	100	31	1	1	0	134	135.2
H/TOT	0	0	0	0	0	0	0	0	0	3	0	29	8	0	1	0	41	39.9	8	5	381	48	4	1	6	453	452.9	1	0	131	49	11	13	0	205	226.6	0	0	48	6	0	0

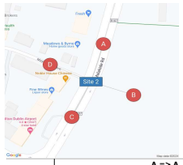


IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 1
Location: R107/R139
Date: Thu 11-Apr-2024
AM Peak: 08:00 — 09:00 **Total:** 4395
PM Peak: 17:15 — 18:15 **Total:** 4754
15 Min Peak: 18:00 — 18:15 **Total:** 1229

Arm A - R107 Malahide Road
Arm B - R139
Arm C - R107 Malahide Road
Arm D - R139

	C => A								C => B								C => C								C => D								D => A								D => B								D => C								D => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	2	0	9	2	0	0	0	13	11.4	0	0	12	0	1	0	1	14	15.5	0	0	0	0	0	0	0	0	0	0	0	33	11	2	1	0	47	49.3	0	0	18	6	2	1	1	28	31.3	0	0	66	13	3	1	1	84	87.8	1	0	20	4	1	1	2	29	32	0	0	0	0	0	0	0	0	0
06:15	0	0	7	2	1	0	0	10	10.5	0	0	18	2	2	0	1	23	25	0	0	0	0	0	0	0	0	0	0	0	57	13	5	0	0	75	77.5	0	0	23	8	2	1	0	34	36.3	0	0	92	30	3	5	2	132	142	0	0	21	5	2	7	0	35	45.1	0	0	0	0	0	0	0	0	0
06:30	0	0	22	5	0	0	3	30	33	1	0	19	5	2	1	3	31	35.5	0	0	0	0	0	0	0	0	0	0	2	72	21	4	1	1	101	104.1	0	2	31	18	4	1	0	56	58.1	0	1	118	40	4	2	0	165	169	0	0	35	13	0	1	0	49	50.3	0	0	0	0	0	0	0	0	0
06:45	2	1	37	5	2	0	1	48	47.8	2	0	17	3	0	1	0	23	22.7	0	0	0	0	0	0	0	0	0	0	0	66	17	5	0	0	88	90.5	0	0	40	13	2	3	0	58	62.9	1	1	123	52	9	1	1	188	193.4	0	0	46	23	1	3	0	73	77.4	0	0	0	0	0	0	0	0	0
H/TOT	4	1	75	14	3	0	4	101	102.7	3	0	66	10	5	2	5	91	98.7	0	0	0	0	0	0	0	0	0	0	2	228	62	16	2	1	311	321.4	0	2	112	45	10	6	1	176	188.6	1	2	399	135	19	9	4	569	592.2	1	0	122	45	4	12	2	186	204.8	0	0	0	0	0	0	0	0	0
07:00	2	1	44	6	0	0	2	55	54.8	1	0	32	6	1	0	3	43	45.7	0	0	0	0	0	0	0	0	0	0	0	88	25	1	6	0	120	128.3	0	1	37	23	4	4	1	70	77.6	0	0	78	37	5	4	2	126	135.7	0	0	45	31	1	1	0	78	79.8	0	0	0	0	0	0	0	0	0
07:15	1	0	36	6	2	0	1	46	47.2	3	0	27	9	0	0	3	42	42.6	0	0	1	0	0	0	0	1	1	0	0	66	21	1	1	0	89	90.8	0	0	46	20	5	1	1	73	77.8	0	0	110	54	6	4	1	175	184.2	0	0	64	29	3	1	0	97	99.8	0	0	0	0	0	0	0	0	0
07:30	3	0	66	9	0	0	2	80	79.6	0	0	26	7	0	1	0	34	35.3	0	0	0	0	0	0	0	0	0	0	0	86	23	3	1	0	113	115.8	0	0	39	12	2	3	1	57	62.9	0	4	96	48	7	8	1	164	176.5	0	0	60	11	9	3	1	84	93.4	0	0	0	0	0	0	0	0	0
07:45	1	0	79	17	0	1	1	99	100.5	0	1	56	13	2	0	4	76	80.4	0	0	0	0	0	0	0	0	0	0	0	91	18	4	3	0	116	121.9	0	0	20	5	0	2	0	27	29.6	0	0	107	35	9	4	2	157	168.7	1	0	67	16	2	3	0	89	93.1	0	0	0	0	0	0	0	0	0
H/TOT	7	1	225	38	2	1	6	280	282.1	4	1	141	35	3	1	10	195	204	0	0	1	0	0	0	0	1	1	0	0	331	87	9	11	0	438	456.8	0	1	142	60	11	10	3	227	247.9	0	4	391	174	27	20	6	622	665.1	1	0	236	87	15	8	1	348	366.1	0	0	0	0	0	0	0	0	0
08:00	2	1	105	13	0	1	1	123	123.1	1	0	58	7	1	0	2	69	70.7	0	0	0	0	0	0	0	0	0	0	0	78	10	2	3	0	93	97.9	0	0	4	9	1	2	0	16	19.1	0	0	106	25	6	4	1	142	151.2	0	0	70	17	4	2	0	93	97.6	0	0	0	0	0	0	0	0	0
08:15	5	0	79	7	2	0	2	95	94	3	0	58	7	2	0	4	74	76.6	0	0	0	0	0	0	0	0	0	0	0	74	24	2	1	0	101	103.3	1	0	23	14	1	2	0	41	43.3	1	0	90	18	7	8	0	124	137.1	0	1	79	15	4	8	0	107	118.8	0	0	0	0	0	0	0	0	0
08:30	3	0	75	8	4	0	1	91	91.6	0	0	56	7	2	0	5	70	76	0	0	0	0	0	0	0	0	0	0	2	86	16	6	4	0	114	121	0	0	21	9	5	3	0	38	44.4	0	0	89	18	13	1	0	121	128.8	0	0	82	15	10	0	0	107	112	0	0	0	0	0	0	0	0	0
08:45	2	0	96	13	4	0	1	116	117.4	1	1	52	3	2	0	1	60	60.6	0	0	0	0	0	0	0	0	0	0	0	78	12	6	4	0	100	108.2	0	0	36	20	7	3	0	66	73.6	0	1	86	36	9	8	1	141	156.3	1	0	91	19	9	2	0	122	128.3	0	0	0	0	0	0	0	0	0
H/TOT	12	1	355	41	10	1	5	425	426.1	5	1	224	24	7	0	12	273	283.9	0	0	0	0	0	0	0	0	0	0	2	316	62	16	12	0	408	430.4	1	0	84	52	14	10	0	161	180.2	1	1	371	97	35	21	2	528	573.4	1	1	322	66	27	12	0	429	456.7	0	0	0	0	0	0	0	0	0
09:00	2	0	94	7	1	1	1	106	107.2	1	0	57	4	2	0	4	68	72.2	0	0	0	0	0	0	0	0	0	0	1	104	14	8	3	0	130	137.3	0	0	60	17	3	4	0	84	90.7	0	0	87	31	10	3	0	131	139.9	0	1	77	23	4	2	0	107	111	0	0	0	0	0	0	0	0	0
09:15	0	1	96	11	3	0	2	113	115.9	0	0	43	14	3	0	4	64	69.5	0	0	0	0	0	0	0	0	0	0	1	105	16	7	3	0	132	138.8	0	0	42	11	2	6	0	61	69.8	0	0	91	22	9	3	1	126	135.4	2	0	88	18	4	2	2	116	121	0	0	0	0	0	0	0	0	0
09:30	4	0	80	13	1	1	1	100	99.6	2	0	43	10	0	0	4	59	61.4	0	0	0	0	0	0	0	0	0	0	1	95	15	7	3	0	121	127.6	0	0	31	13	5	2	2	53	60.1	0	0	73	43	7	0	0	123	126.5	0	0	65	12	2	1	0	80	82.3	0	0	0	0	0	0	0	0	0
09:45	1	1	80	11	1	1	2	97	99.4	0	1	47	3	3	0	4	58	62.9	0	0	0	0	0	0	0	0	0	0	1	76	15	5	8	0	105	117.3	0	0	47	12	1	3	0	63	67.4	0	0	96	34	9	3	0	142	150.4	0	0	67	18	6	5	0	96	105.5	0	0	0	0	0	0	0	0	0
H/TOT	7	2	350	42	6	3	6	416	422.1	3	1	190	31	8	0	16	249	266	0	0	0	0	0	0	0	0	0	1	3	380	60	27	17	0	488	521	0	0	180	53	11	15	2	261	288	0	0	347	130	35	9	1	522	552.2	2	1	297	71	16	10	2	399	419.8	0	0	0	0	0	0	0	0	0
10:00	0	0	91	8	3	0	0	102	103.5	0	1	54	7	4	0	4	70	75.4	0	0	0	0	0	0	0	0	0	0	0	90	23	9	3	0	125	133.4	0	0	45	10	2	0	0	57	58	0	1	69	24	9	4	1	108	118.1	0	0	45	18	4	4	0	71	78.2	0	0	0	0	0	0	0	0	0
10:15	0	0	69	8	2	0	0	79	80	0	0	44	5	0	0	6	55	61	0	0	1	0	0	0	0	1	1	0	0	77	13	9	5	0	104	115	0	0	48	7	1	3	3	62	69.4	0	0	89	34	5	4	1	133	141.7	0	0	55	13	9	2	0	79	86.1	0	0	0	0	0	0	0	0	0
10:30	1	1	112	16	2	1	2	135	137.9	0	0	50	6	4	0	3	63	68	0	0	0	0	0	0	0	0	0	0	0	60	14	1	1	1	77	79.8	0	1	53	9	2	3	2	70	76.3	0	1	80	27	10	1	1	120	126.7	0	0	53	12	6	5	0	76	85.5	0	0	0	0	0	0	0	0	0
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H/TOT	1	1	356	39	10	1	3	411	418.9	1	1	203	28	10	0	16	259	278.6	0	0	1	0	0	0	0	1	1	0	0	295	60	26	13	1	395	425.9	0	2	189	40	10	8	5	254	273.2	0	2	317	100	32	14	3	468	504	0	0	197	57	23	15	0	292	323	0	0	0	0	0	0	0	0	0
11:00	0	1	73	10	1	0	0	85	84.9	0	0	49	7	3	0	3	62	66.5	0	0	0	0	0	0	0	0	0	0	0	70	19	7	1	0	97	101.8	0	0	37	12	4	2	0	55	59.6	1	0	64	35	5	2	2	109	115.3	0	0	55	16	2	2	0	75	78.6	0	0	1	0	0	0	1	1	1
11:15	1	1	75	9	2	0	1	89	89.6	0	0	56	12	1	0	4	73	77.5	0	0	0	0	0	0	0	0	0	0	0	82	15	8	1	0	106	111.3	0	0	55	11	1	7	0	74	83.6	0	1	94	29	3	2	1	130	134.5	0	0	66	14	3	3	0	86	91.4	0	0	0	0	0	0	0	0	0
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11:45	0	4	114	15	2	0	0	135	133.6	2	0	68	10	3	0	6	89	94.9	0	0	1	0	0	0	0	1	1	0	6	76	23	9	4	0	118	124.1	0	0	53	6	3	2	0	64	68.1	0	0	82	13	9	2	0	106	113.1	0	0	59	16	10	1	0	86	92.3	0	0	0	0	0	0	0	0	0
H/TOT	5	7	362	47	10	0	2	433	431.8	2	0	240	38	10	0	13	303	319.4	0	0	1	0	0	0	0	1	1	0	8	301	78	28	6	0	421	438	0	0	193	38	10	16	0	257	282.8	1	1	319	98	30	10	3	462	491.6	0	0	240	62	24	7	0	333	354.1	0	0	1	0	0	0	1	1	
12:00	1	0	94	5	5	1	3	109	115	0	0	66	8	1	0	4	79	83.5	0	0	0	0	0	0	0	0	0	0	0	74	20	7	2	0	103	109.1	0	1	52	13	4	6	0	76	85.2	0	0	103	26	12	6	0	147	160.8	0	0	70	21	3	0	0	94	95.5	0	0	0	0	0	0	0	0	0
12:15	1	0	105	11	3	0	1	121	122.7	2	0	65	13	3	0	1	84	84.9	0	0	0	0	0	0	0	0	0	0	0	93	21	3	1	0	118	120.8	0	0	44	8	2	1	0	55	57.3	0	0	85	34	6	3	0	128	134.9	1	0	65	16	5	2	0	89	93.3	0	0	0	0	0	0	0	0	0
12:30	1	1	100	7	3	0	1	113	114.1	0	0	55	9	1	0	5	70	75.5	0	0	0	0	0	0	0	0	0	0	1	79	24	4	3	0	111	116.3	0	0	50	7	3	4	1	65	72.7	0	0	94	21	4	8	0	127	139.4	0	0	75	20	2	2	1	100	104.6	0	0	0	0	0	0	0	0	0
12:45	2	1	145	9	5	0	1	163	164.3	0	0	70	7	3	0	1	81	83.5	0	0	1	0	0	0	0	1	1	0	0	94	29	6	2	0	131	136.6	0	0	47	6	2	2	1	58	62.6	1	0	110	20	8	0	1	140	144.2	0	0	76	15	2	1	0	94	96.3	0	0	0	0	0	0	0	0	0
H/TOT	5	2	444	32	16	1	6	506	516.1	2	0	256	37	8	0	11	314	327.4	0	0	1	0	0	0	0	1	1	0	1	340	94	20	8	0	463	482.8	0	1	193	34	11	13	2	254	277.8	1	0	392	101	30	17	1	542	579.3	1	0	286	72	12	5	1	377	389.7	0	0	0	0	0	0	0	0	0
13:00	1	2	113	12	3	0	1	132	132.5	0	2	76	6	1	0	5	90	94.3	0	0	0	0	0	0	0	0	0	0	0	73	24	3	6	0	106	115.3	0	0	49	10	4	0	1	64	67	0	0	101	12	7	2	0	122	128.1	0	0	80	12	6	1	0	99	103.3	0	0	0	0	0	0	0	0	0
13:15	1	1	106	5	1	0	0	114	113.1	1	0	65	6	2	0	1	75	76.2	0	0	0	0	0	0	0	0	0	0	1	81	20	3	1	0	106	108.2	0	0	45	5	2	5	0	57	64.5	0	2	106	26	4	1	0	139	141.1	0	0	82	15	3	5	0	105	113	0	0	0	0	0	0	0	0	0
13:30	1	0	119	9	1	0	1	131	131.7	3	2	76	3	3	0	6	93	96.9	0	0	0	0	0	0	0	0	0	0	0	90	23	5	2	0	120	125.1	0	0	37	8	7	0	1	53	57.5	0	2	81	14	4	4	3	108	117	0	1	74	9	2	1	0	87	88.7	0	0	0	0	0	0	0	0	0
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H/TOT	5	3	449	35	7	0	2	501	500.7	4	4	303	22	6	1	15	355	368.7	0	0	1	0	0	0	0	1	1	0	1	338	87	18	14	1	459	486.6	0	1	177	31	19	7	3	238	259	0	4	413	77	22	9	3	528	551.3	0	1	343	62	13	9	0	428	445.6	0	0	0	0	0	0	0	0	0
14:00	3	4	103	11	2	0	2	125	123.2	1	0	64	9	4	0	3	81	85.2	0	0	0	0	0	0	0	0	0	0	0	103	15	1	3	0	122	126.4	0	0	54	7	5	3	0	69	75.4	1	3	97	23	6	2	1	133	137	0	0	79	10	4	1	0	94	97.3	0	0	0	0	0	0	0	0	0
14:15	1	1	125	12	0	2	0	141	142.2	0	0	79	7	2	0	2	90	93	0	0	0	0	0	0	0	0	0	0	1	98	17	6	4	0	126	133.6	0	0	57	7	0	7	0	71	80.1	0	1	123	16	4	1	2	147	151.7	0	0	110	15	3	0	0	128	129.5	0	0	0	0	0	0	0	0	0
14:30	2	1	109	7	5	1	1	126	128.6	2	0	64	12	0	0	2	80	80.4	0	0	0	0	0	0	0	0	0	0	1	102	24	4	2	0	133	137	0	0	52	8	3	3	1	67	73.4	0	0	90	15	7	2	1	115	122.1	0	0	73	14	8	3	0	98	105.9	0	0	0	0	0	0	0	0	0
14:45	0	1	131	8	2	0	4	146	150.4	0	2	82	3	1	0	4	92	95.3	0	0	1	0	0	0	0	1	1	0	0	108	26	3	2	0	139	143.1	0	0	48	8	3	6	0	65	74.3	0	0	112	25	5	3	4	149	159.4	0	0	104	12	3	1	0	120	122.8	0	0	0	0	0	0	0	0	0
H/TOT	6	7	468	38	9	3	7	538	544.4	3	2	289	31	7	0	11	343	353.9	0	0	1	0	0	0	0	1	1	0	2	411	82	14	11	0	520	540.1	0	0	211	30	11	19	1	272	303.2	1	4	422	79	22	8	8	544	570.2	1	0	366	51	18	5	0	440	455.5	0	0	0	0	0	0	0	0	0
15:00	1	0	119	8	2	0	2	132	134.2	0	2	79	9	2	0	2	94	95.8	0	0	0	0	0	0	0	0	0	0	0	131	33	8	1	0	174	178.7	1	0	44	13	3	1	0	62	64	0	0	102	18	4	2	0	126	130.6	0	1	82	15	5	0	1	104	106.9	0	0	0	0	0	0	0	0	0
15:15	0	7	146	12	4	1	0	170	169.1	2	0	83	11	1	1	4	102	106.2	0	0	0	0	0	0	0	0	0	0	0	126	29	6	4	0	165	173.2	0	1	43	6	4	4	1	59	66.6	0	0	127	18	1	4	0	150	155.7	0	0	83	18	1	0	1	103	104.5	0	0	0	0	0	0	0	0	0
15:30	1	0	121	15	0	0	2	139	140.2	0	0	86	11	3	0	2	102	105.5	0	0	0	0	0	0	0	0	0	0	0	108	44	6	1	2	161	167.3	0	0	47	6	1	0	1	55	56.5	0	1	94	23	4	2	1	125	130	0	2	105	12	5	2	0	126	129.9	0	0	0	0	0	0	0	0	0
15:45	2	0	127	11	3	0	1	144	144.9	1	0	79	15	0	1	5	101	106.5	0	0	0	0	0	0	0	0	0	0	1	116	32	9	1	2	160	166	0	0	42	6	0	0	0	48	48	0	0	104	26	1	0	0	131	131.5	0	1	97	14	6	0	0	118	120.4	0	0	0	0	0	0	0	0	0
H/TOT	4	7	513	46	9	1	5	585	588.4	3	2	327	46	6	2	13	399	414	0	0	0	0	0	0	0	0	0	0	1	481	138	29	7	3	660	685.2	1

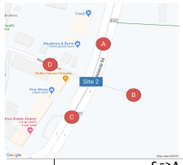


IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 2
Location: R107 Malahide Road / Main Street / Mayne River Avenue
Date: Thu 11-Apr-2024
AM Peak: 08:00 — 09:00 **Total:** 2084
PM Peak: 17:30 — 18:30 **Total:** 2064
15 Min Peak: 08:15 — 08:30 **Total:** 553

Arm A - R107 Malahide Road
Arm B - Main Street
Arm C - R107 Malahide Road
Arm D - Mayne River Avenue

	A => A								A => B								A => C								A => D								B => A								B => B								B => C								B => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	66	8	1	1	0	79	78.8	0	0	6	1	0	0	0	7	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
06:15	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	2	0	98	21	5	1	1	128	131.2	0	0	15	1	0	0	0	16	16	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
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	122	30	4	1	0	165	162.7	0	0	23	2	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
06:45	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	3	3	131	25	0	0	2	164	161.8	0	0	38	6	0	0	0	44	44	0	0	0	0	0	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/TOT	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	10	9	417	84	10	3	3	536	534.5	0	0	82	10	0	0	0	92	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	1	152	26	3	2	2	189	192.1	0	0	34	4	0	0	0	38	38	0	0	0	0	0	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	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	2	163	19	3	2	2	194	196.5	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
07:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5	1	173	18	5	1	4	207	210.2	0	1	55	4	1	0	0	61	60.9	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
07:45	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	12	2	221	16	4	1	2	258	252.5	0	3	42	1	2	0	0	48	47.2	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
H/TOT	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	23	6	709	79	15	6	10	848	851.3	0	4	162	13	3	0	0	182	181.1	0	0	0	0	0	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	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	12	3	219	6	4	0	2	246	238.6	0	0	47	2	1	0	0	50	50.5	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
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08:30	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	11	4	213	12	1	0	2	243	234.3	0	0	56	3	0	0	0	59	59	0	0	0	0	0	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	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	9	6	194	16	6	1	1	233	227.5	0	0	44	4	1	0	0	49	49.5	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
H/TOT	0	0	21	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0	45	14	871	45	16	3	6	1000	973.5	0	0	207	12	2	0	0	221	222	0	0	0	0	0	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	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	2	2	174	18	5	2	2	205	209.3	0	0	38	1	1	0	0	40	40.5	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
09:15	0	0	6	0	0	0	0	6	6	0	0	0	1	0	0	0	1	1	1	3	174	19	6	5	3	211	220.9	1	0	28	2	1	0	0	32	31.7	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
09:30	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	3	2	126	15	8	4	1	159	165.6	0	0	24	1	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	25	1	0	0	0	26	26	0	0	0	1	0	0	0	1	1	8	7	597	62	26	14	8	722	750.6	1	0	109	5	3	0	0	118	118.7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
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10:15	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	2	108	16	7	8	1	143	155.9	0	0	19	1	0	0	0	20	20	0	0	0	0	0	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/TOT	0	0	7	2	0	0	0	9	9	0	0	0	0	0	0	0	0	0	7	6	498	70	21	18	5	625	654.7	1	1	65	9	0	1	0	77	76.9	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
11:00	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	1	115	16	8	7	2	149	163.5	1	0	14	1	0	0	0	16	15.2	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
11:15	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	1	1	158	19	4	2	0	185	188.2	0	0	10	4	1	0	0	15	15.5	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
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H/TOT	0	0	22	3	0	0	0	25	25	0	0	0	0	0	0	0	0	0	2	4	528	71	23	14	4	646	675.7	2	0	47	5	1	0	0	55	53.9	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
12:00	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	2	1	128	20	3	7	1	162	171.4	1	0	18	0	1	0	0	20	19.7	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
12:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	141	17	5	5	0	170	177.6	0	0	25	2	1	0	0	28	28.5	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
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12:45	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	2	2	147	15	3	3	2	174	178.6	0	0	26	1	0	0	0	27	27	0	0	0	0	0	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/TOT	0	1	11	2	0	0	0	14	13.4	0	0	0	0	0	0	0	0	0	5	5	537	72	19	18	4	660	689.9	1	0	85	5	2	0	0	93	93.2	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
13:00	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	5	4	144	10	4	1	1	169	166.9	0	0	17	3	0	0	0	20	20	0	0	0	0	0	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	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	2	0	140	13	4	5	3	167	176.9	0	0	21	4	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
13:30	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	1	0	146	19	4	2	4	176	183.8	0	0	19	0	0	0	0	19	19	0	0	0	0	0	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	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	3	1	141	22	2	5	1	175	180.5	0	0	35	3	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
H/TOT	0	0	26	0	0	0	0	26	26	0	0	0	0	0	0	0	0	0	11	5	571	64	14	13	9	687	708.1	0	0	92	10	1	0	0	103	103.5	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
14:00	0	1	4	1	0	0	0	6	5.4	0	0	0	0	0	0	0	0	0	1	2	154	19	10	6	0	192	202.8	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
14:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	144	20	3	6	2	177	187.1	0	0	31	3	0	0	0	34	34	0	0	0	0	0	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	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	138	26	4	3	0	171	176.9	1	1	20	1	2	0	0	25	24.6	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
14:45	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	1	0	161	22	2	1	2	189	192.5	0	0	24	2	0	0	1	27	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
H/TOT	0	1	15	3	0	0	0	19	18.4	0	0	0	0	0	0	0	0	0	2	4	597	87	19	16	4	729	759.3	1	1	100	9	2	0	1	114	114.6	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
15:00	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	4	1	143	20	6	4	1	179	184.4	0	0	26	6	0	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	1	0	134	25	6	6	1	173	184	0	0	42	6	1	0	0	49	49.5	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
15:30	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	4	1	121	32	3	2	1	164	165.3	1	0	17	9	1	0	0	28	27.7	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
15:45	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	2	3	122	25	0	3	3	158	161.5	0	0	44	9	0	0	0	53	53	0	0	0	0	0	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/TOT	0	0	25	4	0	0	0	29	29	0	0	0	0	0	0	0	0	0	11	5	520	102	15	15	6	674	695.2	1	0	129	30	2	0	0	162	162.2	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
16:00	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	5	1	110	25	8	1	0	150	150.7	1	1	29	5	1	0	0	37	36.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	4	2	0	0	0	7	6.4	0	0	0	0	0	0	0	0	0	3	1	110	23	4	2	3	146	150.6	0	0	14	3	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	3	1	122	20	1	1	3	151	152.8	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
16:45	0	0	3	1	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	121	18	4	2	2	147	153.6	0	0	23	0	0	0	0	23	23	0	0	0	0	0	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/TOT	0	1	14	5	0	0	0	20	19.4	0	0	1	0	0	0	0	1	1	11	3	463	86	17	6	8	594	607.7	1	1	87	11	1	0	0	101	100.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	112	12	4	1	1	133	134.9	0	0	38	0	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



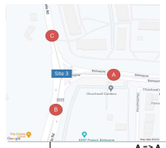
IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 2
Location: R107 Malahide Road / Main Street / Mayne River Avenue
Date: Thu 11-Apr-2024
AM Peak: 08:00 — 09:00 **Total:** 2084
PM Peak: 17:30 — 18:30 **Total:** 2064
15 Min Peak: 08:15 — 08:30 **Total:** 553

Arm A - R107 Malahide Road
Arm B - Main Street
Arm C - R107 Malahide Road
Arm D - Mayne River Avenue

	C => A								C => B								C => C								C => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	1	1	29	8	2	1	0	42	42.9	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
06:15	1	0	31	11	3	1	1	48	51	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	1	6	7
06:30	0	2	52	24	5	1	3	87	92.6	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
06:45	3	1	78	17	5	3	1	108	112.4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3
H/TOT	5	4	190	60	15	6	5	285	298.9	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	15	0	0	0	1	16	17
07:00	2	2	72	27	4	4	3	114	121.4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	7	2	0	0	0	9	9
07:15	2	0	90	29	6	1	3	131	136.7	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
07:30	2	0	86	23	4	3	3	121	128.3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0	12	1	0	0	0	14	13.2
07:45	1	0	98	24	0	3	1	127	131.1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	21	3	0	0	0	25	24.2
H/TOT	7	2	346	103	14	11	10	493	517.5	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	2	0	47	6	0	0	0	55	53.4
08:00	3	1	89	21	1	3	1	119	121.4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	16	0	0	0	0	16	16
08:15	4	0	95	21	4	3	2	129	133.7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	21	0	0	0	0	23	21.4
08:30	3	0	94	19	9	4	1	130	138.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	9	0	0	0	0	10	9.2
08:45	1	0	133	33	12	3	1	183	193.1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	20	1	0	0	0	23	21.6
H/TOT	11	1	411	94	26	13	5	561	586.5	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	4	1	66	1	0	0	0	72	68.2
09:00	2	0	139	24	5	5	1	176	184.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17
09:15	1	1	139	21	5	6	2	175	185.9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	17	3	0	0	0	20	20
09:30	3	0	99	24	7	2	3	138	144.7	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	6	2	0	0	0	8	8
09:45	2	1	138	22	2	5	2	172	179.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	12	3	0	0	0	15	15
H/TOT	8	2	515	91	19	18	8	661	694.3	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	51	9	0	0	0	60	60
10:00	0	0	123	15	5	0	0	143	145.5	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	15	1	0	0	0	16	16
10:15	0	0	118	18	4	3	3	146	154.9	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	8	0	0	0	0	8	8
10:30	1	2	161	26	5	4	4	203	212.7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	9	2	0	0	0	11	11
10:45	0	2	120	21	7	2	1	153	158.9	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	8	1	0	0	0	10	9.2
H/TOT	1	4	522	80	21	9	8	645	672	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	1	0	40	4	0	0	0	45	44.2
11:00	2	1	120	20	6	2	0	151	154.4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	6	3	0	0	0	9	9
11:15	2	1	127	21	3	7	1	162	171.4	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
11:30	2	1	146	21	6	5	1	182	190.3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	0	10	5	1	0	0	18	16.9
11:45	0	4	168	20	5	3	0	200	204	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	15	0	0	0	0	15	15
H/TOT	6	7	561	82	20	17	2	695	720.1	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	2	0	42	9	1	0	0	54	52.9
12:00	2	1	147	21	8	8	3	190	205.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	10	10.5
12:15	1	0	149	21	5	1	1	178	182	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13	1	0	0	0	15	14.4
12:30	0	1	149	13	6	4	2	175	184.6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	9	1	0	0	0	11	10.2
12:45	1	0	187	16	7	2	1	214	220.3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	1	12	0	0	0	0	14	12.6
H/TOT	4	2	632	71	26	15	7	757	792.1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	2	2	43	2	1	0	0	50	47.7
13:00	1	2	154	24	6	0	2	189	192	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	7	0	1	0	0	9	8.7
13:15	1	0	152	9	3	5	0	170	177.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	1	0	0	0	15	15.4
13:30	1	0	149	17	9	0	2	178	183.7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	16	0	0	0	0	16	16
13:45	2	1	148	18	8	2	1	180	185.4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	17	1	0	0	0	18	18
H/TOT	5	3	603	68	26	7	5	717	738.3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	1	1	52	2	1	0	1	58	58.1
14:00	3	4	148	17	7	3	2	184	188.6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	10	3	0	0	0	13	13
14:15	2	1	180	20	1	9	1	214	225	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	10	0	0	0	0	10	10
14:30	0	1	159	14	8	4	1	187	196.6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	12	0	0	0	0	12	12
14:45	1	2	174	15	4	6	4	206	217.8	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	1	0	12	1	0	0	1	15	15.2
H/TOT	6	8	661	66	20	22	8	791	828	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	1	0	44	4	0	0	1	50	50.2
15:00	2	0	153	22	5	1	2	185	189.2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	12	2	0	0	0	14	14
15:15	0	8	190	17	7	5	1	228	234.2	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	11	2	1	0	0	14	14.5
15:30	1	0	156	22	2	0	2	183	185.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	20	21
15:45	2	0	166	16	1	0	1	186	185.9	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	17	1	1	0	0	19	19.5
H/TOT	5	8	665	77	15	6	6	782	794.5	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	0	0	58	6	2	0	1	67	69
16:00	4	5	177	25	5	1	2	219	218.6	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	1	0	11	2	0	0	0	14	13.2
16:15	2	3	197	28	1	2	2	235	236.7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	0	16	2	0	0	0	20	18.4
16:30	5	1	177	14	0	2	0	199	197	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	13	0	0	0	0	14	13.2
16:45	6	2	198	19	3	0	2	230	227.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	17	1	0	0	0	18	18
H/TOT	17	11	749	86	9	5	6	883	879.8	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	4	0	57	5	0	0	0	66	62.8
17:00	1	2	204	11	1	0	2	221	221.5	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	24	1	0	0	0	25	25
17:15	7	1	203	16	3	0	1	231	227.3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	21	0	1	0	0	22	22.5
17:30	11	4	219	14	3	0	3	254	247.3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	2	0	6	0	0	0	0	8	6.4
17:45	6	3	229	12	3	1	1	255	252.2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	2.4	1	0	22	2	0	0	0	25	24.2
H/TOT	25	10	855	53	10	1	7	961	948.3	0	0	0	0	0	0	0	0	0	0	1	10	2	0	0	0	13	12.4	3	0	73	3	1	0	0	80	78.1
18:00	7	3	240	12	2	1	1	266	261.9	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	2	0	12	2	0	0	0	16	14.4
18:15	6	4	218	14	1	0	2	245	240.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	23	21.4
18:30	7	1	177	14	1	1	1	202	198.6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	14	1	0	0	0	15	15
18:45	4	7	190	18	0	1	0	220	213.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	17	0	0	0	0	18	17.2
H/TOT	24	15	825	58	4	3	4	933	914.7	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	5	0	63	4	0	0	0	72	68
19:00	3	5	210	12	2	0	2	234	231.6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	17	1	0	0	0	19	18.4
19:15	9	1	191	9	1	0	1	212	205.7	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	9	1	0	0	0	10	10
19:30	1	4	210	10	2	0	1	228	226.8	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	1	0	14	3	0	0	0	18	17.2
19:45	1	6	173	13	1	0	1	195	192.1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	11	0	0	0	0	11	11
H/TOT	14	16	784	44	6	0	5	869	856.2	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16	1	1	51	5	0	0	0	58	56.6
14 TOT	138	93	8319	1033	231	133	86	10033	10241	0	0	1	0	0	0	0	1	1	0	1	107	10	0	0	0	118	117.4	26	5	702	60	6	0	4	803	786.2

	D => A								D => B								D => C								D => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
06:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
06:30	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0
06:45	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	0	0	0	0	0	0	0
H/TOT	0	0	11	3	0	0	0	14	14	0	0	0	0	0	0	0	0	0	1	0	13	4	0	0	0	18	17.2	0	0	0	0	0	0	0	0	0
07:00	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6	6	0	0	0	0	0	0	0	0	0
07:15	0	0	13	4	0	0	0	17	17	0	0	0	0	0	0	0	0	0	1	1	8	0	0	0	0	10	8.6	0	0	0	0	0	0	0	0	0
07:30	0	0	12	7	0	0	0	19	19	0	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
07:45	1	0	30	6	0	0	0	37	36.4	0	0	0	0	0	0	0	0	0	1	0	14	2	0	0	0	17	16.2	0	0	0	0	0	0	0	0	0
H/TOT	1	0	61	19	0	0	0	81	80.4	0	0	0	0	0	0	0	0	0	2	1	28	5	0	0	0	36	33.8	0	0	0	0	0	0	0	0	0
08:00	0	0	36	5	0	0	0	41	41	0	0	0	0	0	0	0	0	0	1	2	14	2	0	0	0	19	17	0	0	0	0	0	0	0	0	0
08:15	0	0	30	4	0	0	0	34	34	0	0	0	0	0	0	0	0	0	1	0	15	3	0	0	0	19	18.2	0	0	0	0	0	0	0	0	0
08:30	0	0	23	6	0	0	0	30	29.2	0	0	0	0	0	0	0	0	0	1	0	13	2	0	0	0	16	15.2	0	0	0	0	0	0	0	0	0
08:45	1	0	21	8	1	2	0	33	35.3	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
H/TOT	2	0	110	23	1	2	0	138	139.5	0	0	0	0	0	0	0	0	0	3	2	52	8	0	0	0	65	61.4	0	0	0	0	0	0	0	0	0
09:00	0	0	12	3	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0
09:15	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	0	0	0	0	0	0	0	0	0
09:30	0	0	15	1	1	0	0	17	16	0	0	0	0	0	0	0	0	0	1	0	7	1	1	0	0	10	9.7	0	0	0	0	0	0	0	0	0
09:45	0	0	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	46	8	0	0	0	54	54	0	0	0	0	0	0	0	0	0	2	0	35	3	2	0	0	42	41.4	0	0	0	0	0	0	0	0	0
10:00	0	0	7	0	0	1	0	8	9.3	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
10:15	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0
10:30	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0
10:45	0	0	9	1	0	0	0	10	10	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
H/TOT	0	0	36	3	0	1	0	40	41.3	0	0	0	0	0	0	0	0	0	2	0	30	2	0	0	0	34	32.4	0	0	0	0	0	0	0	0	0
11:00	0	0	10	2	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0	1	0	8	1	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0
11:15	0	0	11	4	0	0	0	15	15



IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 3
Location: R107 Malahide Road / Belmayne
Date: Thu 11-Apr-2024
AM Peak: 08:00 — 09:00 **Total:** 2192
PM Peak: 17:00 — 18:00 **Total:** 2168
15 Min Peak: 08:45 — 09:00 **Total:** 578

Arm A - Belmayne
Arm B - R107 Malahide Road
Arm C - R107 Malahide Road

| | A => A | | | | | | | | | A => B | | | | | | | | | A => C | | | | | | | | | B => A | | | | | | | | | B => B | | | | | | | | | B => C | | | | | | | | | C => A | | | | | | | | | C => B | | | | | | | | | C => C | | | | | | | | |
|---|---|---



IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 4
Location: R139 Clarehall Avenue / Belmayne Avenue / Clare Hall
Date: Thu 11-Apr-2024
AM Peak: 07:45 — 08:45 **Total:** 2663
PM Peak: 17:30 — 18:30 **Total:** 2689
15 Min Peak: 08:15 — 08:30 **Total:** 741

Arm A - Belmayne Avenue
Arm B - R139
Arm C - Clare Hall
Arm D - R139

	A => A								A => B								A => C								A => D								B => A								B => B								B => C								B => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	2	0	0	0	0	2	2	0	1	11	4	0	0	0	16	15.4	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	3	0	66	17	2	0	2	90	90.6
06:15	0	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	24	1	1	0	0	26	26.5	1	0	1	0	0	0	0	2	1.2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	107	25	1	1	4	140	144.4
06:30	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	1	1	18	8	0	0	0	28	26.6	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	0	152	28	8	1	2	192	198.5
06:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	1	0	0	0	0	1	1	3	0	19	1	1	0	0	24	22.1	1	0	5	2	0	0	0	8	7.2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	130	36	4	2	4	178	185.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	24	24	0	0	3	0	0	0	0	3	3	4	2	72	14	2	0	0	94	90.6	2	0	11	3	0	0	0	16	14.4	0	0	2	0	0	0	0	2	2	0	0	2	2	0	0	0	0	0	4	4	6	2	455	106	15	4	12	600	618.7
07:00	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	1	1	14	2	0	1	0	19	18.9	2	0	5	0	0	0	0	7	5.4	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	0	3	3	1	0	154	31	4	1	4	195	201.5
07:15	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	2	2	2	0	15	4	0	0	0	21	19.4	0	1	6	2	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5	5.5	2	0	122	39	6	1	4	174	180.7
07:30	0	0	0	0	0	0	0	0	0	0	0	9	3	1	0	0	13	13.5	0	0	2	0	0	0	0	2	2	2	1	33	5	0	0	0	41	38.8	0	0	10	0	0	0	0	10	10	0	0	0	1	0	0	0	0	1	1	0	0	6	3	0	0	0	0	9	9	1	1	153	32	5	6	3	201	212.9
07:45	0	0	0	0	0	0	0	0	0	0	0	34	2	0	0	0	36	36	0	0	3	0	0	0	0	3	3	1	0	25	2	0	3	0	31	34.1	0	0	14	0	0	1	0	15	16.3	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	0	0	10	10.5	2	2	144	29	4	3	4	188	195.1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	65	7	1	0	0	73	73.5	0	0	7	0	0	0	0	7	7	6	2	87	13	0	4	0	112	111.2	2	1	35	2	0	1	0	41	40.1	0	0	1	1	0	0	0	2	2	0	0	21	4	2	0	0	0	0	27	28	6	3	573	131	19	11	15	758	790.2
08:00	0	0	1	0	0	0	0	1	1	0	0	43	2	0	0	1	46	47	0	0	9	0	0	0	0	9	9	1	1	31	0	1	0	0	34	33.1	2	0	23	1	0	0	0	26	24.4	0	0	1	0	0	0	0	1	1	0	0	13	2	0	0	0	0	0	15	15	6	0	170	17	2	4	3	202	206.4
08:15	0	0	3	0	0	0	0	3	3	0	1	68	1	0	0	0	70	69.4	0	0	8	1	0	0	0	9	9	1	0	50	4	0	1	0	56	56.5	2	0	47	1	0	0	0	50	48.4	0	0	1	0	0	0	0	1	2	3	0	0	11	1	0	0	0	1	13	14	4	3	140	14	7	2	0	170	171.1
08:30	0	0	0	0	0	0	0	0	0	0	0	52	2	0	0	0	54	54	0	0	8	0	0	0	0	8	8	2	0	50	1	2	0	0	55	54.4	1	1	27	0	1	0	0	30	29.1	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	16	16	3	2	95	21	6	3	6	136	145.3
08:45	0	0	0	0	0	0	0	0	0	1	0	28	1	0	0	0	30	29.2	0	0	10	0	0	0	0	10	10	3	0	37	3	0	0	0	43	40.6	0	0	21	2	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	0	24	24	3	1	128	30	10	6	3	181	193.8
H/TOT	0	0	4	0	0	0	0	4	4	1	1	191	6	0	0	1	200	199.6	0	0	35	1	0	0	0	36	36	7	1	168	8	3	1	0	188	184.6	5	1	118	4	1	0	0	129	124.9	0	0	2	0	0	0	0	1	3	4	0	0	62	5	0	0	1	68	69	16	1	533	82	25	15	12	689	716.6
09:00	0	0	0	0	0	0	0	0	0	1	0	13	1	1	0	0	16	15.7	0	0	3	0	0	0	0	3	3	2	0	23	2	0	1	0	28	27.7	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	31	2	2	0	0	0	35	36	1	0	155	18	8	2	3	187	195.8
09:15	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	0	8	0	0	0	0	8	8	0	0	19	2	1	1	0	23	24.8	0	0	15	0	1	0	0	16	16.5	0	0	2	0	0	0	0	2	2	0	0	18	3	0	0	0	0	21	21	1	0	162	20	8	4	4	199	211.4
09:30	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	1	1	0	0	0	2	2	0	0	17	2	4	1	0	24	27.3	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	0	19	19	1	1	148	24	15	2	3	194	205.7
09:45	0	0	0	0	0	0	0	0	0	1	0	14	3	0	0	0	18	17.2	0	0	4	0	0	0	0	4	4	1	1	8	0	0	0	0	10	8.6	0	0	8	1	0	1	0	10	11.3	0	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	0	9	9.5	1	2	139	28	5	2	3	180	186.1
H/TOT	0	0	0	0	0	0	0	0	0	2	0	53	7	1	0	0	63	61.9	0	0	16	1	0	0	0	17	17	3	1	67	6	5	3	0	85	88.4	0	0	52	2	1	1	0	56	57.8	0	0	2	0	0	0	0	2	2	0	0	74	7	3	0	0	84	85.5	4	3	604	90	36	10	13	760	799
10:00	0	0	0	0	0	0	0	0	0	0	1	12	3	1	0	0	17	16.9	0	0	0	1	0	0	0	1	1	1	0	17	1	0	1	0	20	20.5	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	20	20	2	1	151	30	8	1	7	200	210.1
10:15	0	0	1	0	0	0	0	1	1	0	0	10	0	0	0	0	10	10	0	0	2	0	0	0	0	2	2	1	0	18	1	2	0	0	22	22.2	0	0	5	3	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	0	14	14	1	1	130	10	11	4	2	159	170.3
10:30	0	0	0	1	0	0	1	1	1.5	0	0	10	3	0	0	0	13	13	0	0	2	0	0	0	0	2	2	2	1	15	2	1	1	0	22	21.6	0	1	6	1	0	0	0	8	7.4	0	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	0	11	11	1	0	119	20	9	1	2	152	159
10:45	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	0	0	6	1	0	0	0	7	7	0	0	19	2	0	1	0	22	23.3	0	0	10	2	2	0	0	14	15	0	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	0	16	16	0	1	133	22	10	2	2	170	179
H/TOT	0	0	1	0	1	0	0	2	2.5	0	1	46	6	1	0	0	54	53.9	0	0	10	2	0	0	0	12	12	4	1	69	6	3	3	0	86	87.6	0	1	28	6	2	0	0	37	37.4	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	8	13	681	4	3	533	82	38	8	13	681	718.4
11:00	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12	1	0	4	0	0	0	0	5	4.2	0	0	21	3	0	0	0	24	24	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	0	9	9.5	1	2	126	36	8	2	3	178	185.6
11:15	0	0	1	1	0	1	0	3	4.3	0	0	7	3	0	0	0	10	10	0	0	2	0	0	0	0	2	2	0	0	16	4	0	1	0	21	22.3	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	13	13	1	2	129	26	12	3	3	176	186.9
11:30	0	0	0	0	0	0	0	0	0	0	1	13	0	0	0	0	14	13.4	0	0	3	0	0	0	0	3	3	0	0	16	9	0	0	0	25	25	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	15	15	2	3	120	28	7	3	1	164	169
11:45	0	0	0	0	0	0	0	0	0	0	0	13	1	2	0	0	16	17	0	0	4	1	0	0	0	5	5	0	1	12	1	1	0	0	15	14.9	0	0	10	3	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	0	13	13.5	2	2	135	28	9	2	3	181	188.3
H/TOT	0	0	1	1	0	1	0	3	4.3	0	1	42	7	2	0	0	52	52.4	1	0	13	1	0	0	0	15	14.2	0	0	65	17	1	1	0	85	86.2	0	0	37	4	0	0	0	41	41	0	0	0	0	0	0	0	0	0	0	0	0	44	4	2	0	0	50	51	6	9	510	118	36	10	10	699	729.8
12:00	0	0	0	0	0	0	0	0	0	0	1	13	4	0	0	0	18	17.4	0	0	6	1	0	0	0	7	7	0	0	20	1	1	0	0	22	23.3	0	0	12	1	0	0	0	13	13	0	0	1	0	0	0	0	0	0	0	0	0	27	1	0	0	0	28	28	1	1	152	21	8	3	3	189	198.5
12:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	4	0	0	0	0	4	4	1	0	20	5	1	1	0	28	29	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	14	14	0	2	121	39	9	4	2	175	186.7
12:30	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	2	2	0	0	20	4	1	0	0	25	25.5	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	9	0	2	0	0	11	12	0	0	138	28	11	0	2	179	186.5
12:45	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	0	0	2	0	0	0	0	2	2	0	1	28	2	1	2	0	34	36.5	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	10	1	1	0	0	12	12.5	1	0	136	30	9	6	1	183	195.5
H/TOT	0	0	0	0	0	0	0	0	0	0	1	37	7	0	0	0	45	44.4	0	0	14	1	0	0	0	15	15	1	1	88	12	3	4	0	109	114.3	0	0	48	3	0	0	0	51	51	0	0	1	0	0	0	0	1	1	0	0	60	2	3	0	0	65	66.5	2	1	547	118	37	13	8	726	767.2
13:00	0	0	0	0	0	0	0	0	0	0	0	13	0	2	0	0	15	16	0	0	1	1	0	0	0	2	2	0	1	12	1	0	0	0	14	13.4	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	15	14.2	2	2	144	18	14	4	1	185	195.4
13:15	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	0	26	26	0	0	2	0	0	0	0	2	2	1	0	19	6	0	0	0	26	25.2	0	0	13	2	0	0	0	15	15	0	0	1	0	0	0	0	1	1	0	0	21	0	0	0	0	0	21	21	1	0	134	23	10	2	3	173	182.8
13:30	0	0	1	0	0	0	0	1	1	1	0	14	2	0	0	0	17	16.2	0	0	7	0	0	0	0	7	7	1	0	22	3	0	0	0	26	25.2	0	0	20	2	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	23	22.4	2	1	128	30	10	4	2	177	187
13:45	0	0	0	0	0	0	0	0	0	1	0	24	1	1	0	0	27	26.7	0	0	6	0	0	0	0	6	6	0	1	24	4	2	0	0	31	31.4	0	0	18	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22	22	1	1	137	25	7	3	6	180	192
H/TOT	0	0	1	0	0	0	0	1	1	2	0	76	4	3	0	0	85	84.9	0	0	16	1	0	0	0	17	17	2	2	77	14	2	0	0	97	95.2	0	0	68	6	0	0	0	74	74	0	0	1	0	0	0	0	1	1	1	1	77	2	0	0	0	81	79.6	6	4	543	96	41	13	12	715	757.2
14:00	0	0	0	0	0	0	0	0	0	1	0	16	2	0	0	0	19	18.2	0	0	3	1	0	0	0	4	4	0	0	15	2	1	1	0	19	20.8	0	0	22	2	0	0	0	24	24	0	0	1	0	0	0	0	1	1	0	0	24	1	1	0	0	0	26	26.5	0	1	125	23	7	3	1	160	167.8
14:15	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	18.2	0	1	11	0	0	0	0	12	11.4	1	0	30	8	0	0	0	39	38.2	0	0	17	3	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18	2	0	127	31	8	4	5	177	189.6
14:30	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	0	26	26.6	2	0	11	0	0	0	0	13	11.4	0	0	31	2	0	0	0	33	33	0	0	23	0	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	27	27	3	0	155	25	6	1	3	193	197.9
14:45	0	0	0	0	0	0	0	0	0	1	0	24	4	0	0	0	29	28.2	1	0	8	0	0	0	0	9	8.2	0	1	30	4	0	0	0	35	34.4	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	37	37	3	2	157	36	5	1	1	205	206.2
H/TOT	0	0	0	0	0	0	0	0	0	11	0	82	7	0	0	0	100	91.2	3	1	33	1	0	0	0	38	35	1	1	106	16	1	1	0	126	126.4	0	0	77	6	0	0	0	83	83	0	0	1	0	0	0	1	2	3	0	0	104	3	1	0	0	108	108.5	8	3	564	115	26	9	10	735	761.5
15:00	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	25	24.8	1	0	3	1	0	0	0	5	4.2	1	0	26	5	0	1	0	33	33.5	0	0	19	3	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	25	25.2	1	1	148	48	8	0	2	208	212.6
15:15	0	0	1	1	0	0	0	2	2	0	0	19	1	0	0	0	20	20	0	0	4	2	0	0	0	6	6	0	0	28	7	0	0	0	35	35	0	0	9	0	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	0	0	23	5	0	0	0	28	28	0	1	165	35	7	4	1	213	222.1
15:30	0	0	0	1	0	0	0	1	1	0	0	18	0	0	0	0	18	18	1	0	5	0	0	0	0	6	5.2	1	0	25	12	0	0	0	38	37.2	1	0	16	2	0	0	0	19	18.2	0	0	0	0	0	0	0	0	0	0	0	0	24	5	0	0	0	29	29	2	1	163	30	5	3	4	208	216.2
15:45	0	0	0	0	0	0	0	0	0	1	0	26	1	0	0	0	28	27.2	0	0	6	1	0	0	0	7	7	0	0	32	6	1	0	0	39	39.5	0	0	30	1	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0	0	28	0	1	0	0	29	29.5	1	1	157	27	5	1	2	194	198.4
H/TOT	0	0	1	2	0	0	0	3



IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 4
Location: R139 Clarehall Avenue / Belmayne Avenue / Clare Hall
Date: Thu 11-Apr-2024
AM Peak: 07:45 — 08:45 **Total:** 2663
PM Peak: 17:30 — 18:30 **Total:** 2689
15 Min Peak: 08:15 — 08:30 **Total:** 741

Arm A - Belmayne Avenue
Arm B - R139
Arm C - Clare Hall
Arm D - R139

	C => A								C => B								C => C								C => D								D => A								D => B								D => C								D => D							
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU



IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 5
Location: Belmayne Avenue / Main Street
Date: Thu 11-Apr-2024
AM Peak: 08:00 — 09:00 **Total:** 690
PM Peak: 17:00 — 18:00 **Total:** 597
15 Min Peak: 08:15 — 08:30 **Total:** 217

Arm A - Belmayne Avenue
Arm B - Main Street
Arm C - Belmayne Avenue
Arm D - Main Street

	A => A								A => B								A => C								A => D								B => A								B => B								B => C								B => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20	4	0	0	0	25	24.4	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
06:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	24	2	1	0	0	28	27.7	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	1
06:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	3	3.5	1	1	23	8	0	0	0	33	31.6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	3	4.3	2	0	24	1	1	0	0	28	26.9	0	0	2	0	0	0	0	2	2	0	0	1	0	0	2	0	3	5.6	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	2	2	0	2	0	7	8.8	4	2	91	15	2	0	0	114	110.6	0	0	4	1	0	0	0	5	5	0	0	1	0	0	2	0	3	5.6	0	0	1	0	0	0	0	1	1	0	0	2	1	0	0	0	3	3	0	0	1	0	0	0	0	1	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	2	1	25	2	0	0	0	30	27.8	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2.3	0	0	1	0	1	0	0	2	2.5
07:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	1	0	30	7	0	0	0	38	37.2	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	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	1	0	0	0	1	1	2	1	42	5	1	0	0	51	49.3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	1	1.5
07:45	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	4	5.3	0	0	63	4	0	0	0	67	67	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	7.9	0	0	1	1	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	8	0	1	0	12	13.3	5	2	160	18	1	0	0	186	181.3	0	0	3	1	0	0	0	4	4	0	0	2	1	0	0	0	3	3.5	0	0	0	0	0	0	0	0	0	2	1	0	4	0	0	0	7	12.2	0	0	2	1	2	0	0	5	6
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	1	82	2	0	0	1	86	86.4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1.5	0	0	1	0	2	0	0	3	4
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4	1	109	5	0	0	0	119	115.2	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	0	0	0	0	0	0	4	5.3	0	0	0	0	1	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	3	0	0	0	104	104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4.5	0	0	0	0	0	1	0	1	2.3	0	0	0	1	2	0	0	3	4	0	0	0	0	1	0	0	1	1.5
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	2	0	72	3	0	0	0	77	75.4	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	1	1.5	0	0	1	0	2	0	0	3	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	6	2	364	13	0	0	1	386	381	2	0	0	0	0	0	0	2	0.4	0	0	1	1	4	1	0	7	10.3	0	0	0	0	0	1	0	1	2.3	0	0	1	3	4	1	0	9	12.3	0	0	2	1	5	0	0	8	10.5
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	3	1	0	0	42	42.5	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	1	0	0	1	0	2	3.3	0	0	0	0	3	0	0	3	4.5
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	41	2	1	0	0	44	44.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	2	0	0	2	3	0	0	0	0	1	1	0	2	3.8	0	0	0	0	2	0	0	2	3
09:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	31	2	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	1	0	1	1.5	0	0	1	1	2	1	0	5	7.3	0	0	0	0	0	0	0	0	0
09:45	0	0	0	1	0	0	1	1	1.5	0	0	0	1	0	0	0	1	1	1	1	21	2	0	0	0	25	23.6	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	0	1	1.5	0	0	0	4	0	0	0	4	4	1	1	131	9	3	0	0	145	145.1	0	0	0	0	1	1	0	2	2.5	0	0	0	0	2	0	0	2	3	0	0	0	0	5	0	0	5	7.5	0	0	2	2	3	3	0	10	15.4	0	0	0	0	5	0	0	5	7.5
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	26	2	1	0	0	30	29.9	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	1	4	1	1	0	7	8.8	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	4.8	1	0	31	1	1	0	0	34	33.7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	4.3	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	1	23	2	0	0	0	26	25.4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	3	4.3	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	5	7.3	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	1	0	1	1.5	0	0	40	2	0	0	0	42	42	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1.5	0	0	0	0	1	0	0	1	1.5	0	0	0	1	1	1	0	3	4.8	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	5	7.3	1	2	120	7	2	0	0	132	131	0	0	1	0	1	0	0	2	2.5	0	0	0	2	1	1	2	0	6	9.1	0	0	0	0	1	0	0	1	1.5	0	0	5	5	4	4	0	18	25.2	0	0	1	0	0	0	0	1	1
11:00	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	2	0	1	0	3	3.5	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	0	0	23	4	0	0	0	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	2	6	8.6	0	0	0	0	0	0	0	0	0
11:30	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	1	31	4	0	0	0	36	35.4	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	5	0	0	1	0	1	0	0	2	2.5
11:45	0	0	1	0	0	0	0	1	1	0	0	0	1	1	0	0	2	2	0	1	29	3	1	0	0	34	33.9	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	2	0	0	0	1	1	0	0	2	2.5
H/TOT	0	0	1	1	0	0	0	2	2	0	0	1	2	2	0	0	5	6	0	2	114	15	1	0	0	132	131.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	2	0	0	2	3	0	0	0	3	8	3	2	0	16	20.1	0	0	0	1	1	4	0	6	8
12:00	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	37	3	0	0	0	41	40.4	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	2	0	1	0	3	3.5	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	1	0	22	2	0	0	0	25	24.2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	1	2	2	1	0	6	8.3	0	0	0	0	2	0	0	2	3
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	2	1	0	0	29	29.5	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	3	0	0	1	0	4	5.3	0	0	1	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34	3	1	0	0	39	38.9	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	1	2	0	1	0	4	5.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	1	1	0	1	0	0	0	0	2	1.2	1	2	119	10	2	0	0	134	133	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	4	3.7	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3	5.4	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	1	30	1	1	0	0	33	32.9	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	1	0	0	1	0	2	0	0	3	4	0	0	0	0	1	0	0	1	1.5
13:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	36	4	0	0	0	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4.5	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	1	40	4	0	0	0	45	44.2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	5	6	0	0	0	0	1	0	0	1	1.5
13:45	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5	0	1	46	5	2	0	0	54	54.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	5	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	2	2	0	0	0	1	1	0	0	2	2.5	1	2	152	14	3	0	0	172	171.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	3	0	0	3	4.5	0	0	0	7	3	6	0	0	16	19	0	0	0	0	2	0	0	2	3
14:00	0	0	0	1	0	0	1	1.5	1	0	0	1	1	0	0	0	3	2.2	0	0	30	3	0	0	0	33	33	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5.8	1	0	0	0	1	0	0	2	1.7
14:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	44	3	0	0	0	50	47.8	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	2	0	0	2	3	2	1	2	1	1	0	0	7	5.3	0	0	0	0	1	1	0	0	2	2.5
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	2	0	0	0	66	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	2	0	0	0	4	5	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1.5	0	0	56	2	1	0	0	59	59.5	0	0	0	0	1	0	0	1	1.5	0	0	0	0	1	2	0	3	4	0	0	0	0	0	0	0	0	0	1	1	3	4	1	0	0	10	9.1	0	0	0	0	1	0	0	1	1.5
H/TOT	0	0	1	0	0	0	2	2.5	1	0	1	1	1	0	0	4	3.7	2	1	194	10	1	0	0	208	206.3	0	0	0	0	1	0	0	1	1.5	0	0	1	1	2	0	0	4	5	0	0	0	0	2	0	0	2	3	3	2	7	7	5	1	0	25	25.2	1	0	0	1	3	0	0	5	5.7
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	5	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2	1	1	0	0	9	9.2	1	0	0	0	0	0	0	1	0.2
15:15	0	0	2	0	0	0	2	2	0	0	0	1	0	0	0	1	1	0	0	0	40	7	0	0	0	47	47	0	0	0	1	0	0	0	0	1	1	0	0	0	1	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	3	3	1	0	0	7	7.5	0	0	0	0	0	0	0	3	4.5
15:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	38	5	0	0	0	43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	4	5	1	0	0	10	10.5	0	0	0	0	0	0	0	3	4.5
15:45	0	0	1	1	0	0	0	2	2	0	0	0	1	0	0	0	1	1	0	0	56	2	1	0	0	59	59.5	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	1	2	0	0	0	3	3	0	0	0	0	3	0	0	3	4.5
H/TOT	0	0	3	1	0	0	0	4	4	0	0	0	1	0	0	0	1	1	0	1	200	13	1	0	0	215	214.9	1	0	0	0	0	0	0	1	0.2	0	0	4	4	0	0	1	9	10	0	0	0	2	7	0	0	9	12.5	2	0	23	13	2	0	0	40	39.4	0	0	0	0	7	0	0	7	10.5
16:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 5
Location: Belmayne Avenue / Main Street
Date: Thu 11-Apr-2024
AM Peak: 08:00 — 09:00 **Total:** 690
PM Peak: 17:00 — 18:00 **Total:** 597
15 Min Peak: 08:15 — 08:30 **Total:** 217

Arm A - Belmayne Avenue
Arm B - Main Street
Arm C - Belmayne Avenue
Arm D - Main Street

	C => A								C => B								C => C								C => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	0	0	9	0	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5
06:15	0	0	6	1	0	0	0	7	7	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17
06:30	0	0	5	1	0	1	0	7	8.3	1	1	10	7	0	1	0	20	19.9	0	0	1	0	0	0	0	1	1	0	0	40	10	0	0	0	50	50
06:45	0	0	8	0	0	0	0	8	8	1	0	15	8	1	0	0	25	24.7	0	0	3	0	0	0	0	3	3	1	0	10	5	0	0	0	16	15.2
H/TOT	0	0	28	2	1	1	0	32	33.8	3	1	29	15	1	1	0	50	48.8	0	0	4	0	0	0	0	4	4	1	0	68	19	0	0	0	88	87.2
07:00	0	0	14	2	0	0	0	16	16	2	0	4	4	0	0	0	10	8.4	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	11
07:15	0	1	10	7	1	0	0	19	18.9	0	0	9	2	0	2	0	13	15.6	0	0	1	0	0	0	0	1	1	1	0	0	2	0	0	0	0	3	2.2
07:30	0	0	21	3	0	0	0	24	24	1	0	9	0	1	2	0	13	15.3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
07:45	0	0	31	3	0	0	0	34	34	0	0	5	5	1	1	0	12	13.8	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2
H/TOT	0	1	76	15	1	0	0	93	92.9	3	0	27	11	2	5	0	48	53.1	0	0	2	0	0	0	0	2	2	1	0	14	4	0	0	0	19	18.2
08:00	0	0	47	2	1	0	0	50	50.5	0	0	2	2	2	0	0	6	7	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
08:15	1	0	73	5	1	0	0	80	79.7	1	0	1	2	1	1	0	6	7	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
08:30	0	1	46	4	1	0	0	52	51.9	0	0	1	0	2	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:45	0	1	46	4	1	0	0	52	51.9	0	0	1	1	1	1	0	4	5.8	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
H/TOT	1	2	212	15	4	0	0	234	234	1	0	5	5	6	2	0	19	23.8	0	0	2	0	0	0	0	2	2	2	0	3	2	0	0	0	7	5.4
09:00	0	0	38	3	0	0	0	41	41	0	0	0	0	0	1	0	1	2.3	0	0	1	0	0	0	0	1	1	2	0	0	0	1	0	0	3	1.9
09:15	0	0	24	3	0	0	0	27	27	0	0	1	0	3	1	0	5	7.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	24	3	0	1	0	28	29.3	0	0	1	1	1	0	0	3	3.5	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
09:45	0	1	13	2	1	1	0	18	19.2	0	0	0	4	1	0	0	5	5.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	1	99	11	1	2	0	114	116.5	0	0	2	5	5	2	0	14	19.1	0	0	3	0	0	0	0	3	3	2	0	1	0	1	0	0	4	2.9
10:00	1	0	18	2	2	0	0	23	23.2	0	0	0	0	1	1	0	2	3.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	24	1	0	0	0	25	25	0	0	1	5	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	1	22	0	1	0	0	24	23.9	0	0	0	1	1	3	0	5	6.5	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	0	2	2
10:45	0	0	26	3	1	0	0	30	30.5	0	0	2	0	3	1	0	6	8.8	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1
H/TOT	1	1	90	6	4	0	0	102	102.6	0	0	4	6	7	3	0	20	27.4	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3
11:00	0	0	26	3	0	1	0	30	31.3	0	0	3	3	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	23	3	0	0	0	27	26.2	0	0	2	0	1	2	0	5	8.1	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0
11:30	0	0	28	2	1	0	0	31	31.5	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	1	0	18	6	2	0	0	27	27.2	0	0	1	0	0	1	0	2	3.3	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1.2
H/TOT	2	0	95	14	3	1	0	115	116.2	0	0	8	5	1	3	0	17	21.4	0	0	1	0	0	0	0	1	1	1	0	0	2	0	0	0	3	2.2
12:00	1	0	30	2	1	0	0	34	33.7	0	0	3	1	1	1	0	6	7.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:15	0	0	17	7	0	0	0	24	24	0	0	1	3	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
12:30	0	0	32	2	1	0	0	35	35.5	0	0	1	0	1	1	0	3	4.8	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2
12:45	1	0	30	1	0	0	0	32	31.2	0	0	2	0	1	0	0	3	3.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	2	0	109	12	2	0	0	125	124.4	0	0	7	4	3	2	0	16	20.1	0	0	2	0	0	0	0	2	2	1	0	1	1	0	0	0	3	2.2
13:00	1	0	32	5	0	0	0	38	37.2	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
13:15	0	0	28	3	0	0	0	31	31	0	0	2	1	1	1	0	5	6.8	0	0	1	0	0	0	0	1	1	1	0	0	0	1	0	0	2	2
13:30	1	0	41	4	0	0	0	46	45.2	0	0	4	0	2	1	0	7	9.3	0	0	1	0	0	0	0	1	1	1	0	2	0	0	0	0	3	2.2
13:45	0	0	32	5	1	0	0	38	38.5	0	0	1	1	2	1	0	5	7.3	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
H/TOT	2	0	133	17	1	0	0	153	151.9	0	0	10	2	5	3	0	20	26.4	0	0	5	0	0	0	0	5	5	1	0	5	1	0	0	0	7	6.2
14:00	0	0	39	5	1	0	0	45	45.5	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	2	0	0	0	0	0	0	2	0.4
14:15	14	0	46	2	0	1	0	63	53.1	0	0	3	3	1	0	0	7	7.5	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
14:30	3	0	45	2	1	0	0	51	49.1	0	0	1	0	2	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	39	1	1	0	0	41	41.5	0	0	0	1	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	17	0	169	10	3	1	0	200	189.2	0	0	7	4	4	0	0	15	17	0	0	2	0	0	0	0	2	2	2	0	2	0	0	0	0	4	2.4
15:00	0	0	39	5	0	0	0	44	44	0	0	1	0	1	0	0	2	2.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:15	3	0	34	2	1	0	0	40	38.1	0	0	1	2	1	2	0	6	9.1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2
15:30	0	0	34	6	1	0	0	41	41.5	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2
15:45	0	0	60	6	0	1	0	67	68.3	0	0	0	0	1	0	0	1	1.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	3	0	167	19	2	1	0	192	191.9	0	0	2	2	4	2	0	10	14.6	0	0	2	0	0	0	0	2	2	1	0	0	1	0	0	0	2	1.2
16:00	0	0	54	4	0	0	1	59	60	0	0	0	2	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
16:15	0	0	46	0	0	0	0	46	46	0	0	2	0	1	0	0	3	3.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:30	1	1	40	1	0	0	0	43	41.6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:45	1	1	36	3	0	0	0	41	39.6	0	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
H/TOT	2	2	176	8	0	0	1	189	187.2	0	0	2	2	2	0	0	6	7	0	0	5	1	0	0	0	6	6	0	0	0	1	0	0	0	1	1
17:00	1	1	61	4	0	0	0	67	65.6	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	1	1
17:15	0	1	52	2	0	0	0	55	54.4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
17:30	2	0	54	8	0	0	0	64	62.4	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
17:45	2	0	58	2	0	0	0	62	60.4	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	2	225	16	0	0	0	248	242.8	0	0	4	1	0	0	0	5	5	0	0	4	0	1	0	0	5	5.5	0	0	0	1	0	0	0	1	1
18:00	2	1	52	4	1	0	0	60	58.3	0	0	0	1	0	0	0	1	1	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
18:15	0	0	63	3	0	0	0	66	66	0	0	1	0	0	0	0	1	1	0	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	1
18:30	1	0	51	3	0	0	0	55	54.2	0	0	1	0	0	0	0	1	1	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0
18:45	1	0	43	2	0	0	0	46	45.2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1	1
H/TOT	4	1	209	12	1	0	0	227	223.7	0	0	3	0	0	0	0	3	3	0	0	0	13	0	0	0	0	13	13	0	0	2	0	0	0	0	2	2
19:00	2	1	39	4	1	0	0	47	45.3	0	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
19:15	1	0	55	4	1	0	0	61	60.7	0	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
19:30	2	1	44	1	0	0	0	48	45.8	0	0	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
19:45	0	0	39	0	0	0	0	39	39	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
H/TOT	5	2	177	9	2	0	0	195	190.8	0	0	1	0	0	0	0	1	1	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
14 TOT	44	12	1965	166	25	6	1	2219	2197.9	7	1	111	62	40	23	0	244	287.7	0	0	54	1	1	0	0	56	56.5	12	0	96	35	1	0	0	144	134.9

	D => A								D => B								D => C								D => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	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	0	0	0	0	0	0	0
06:15	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	0	0	0	0	0	0
06:30	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
06:45	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/TOT	0	0	1	0	0	0	0	1	1	0	0	1	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
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	1	0	0	1	1.5	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	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0.2	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	2.5	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	4	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1.5	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	1	0	0	0	1	1	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	2	0	0	0	2	1.2	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	1	5	0	0	0	6	8.5	2	0	3	0	0	0	0	5	3.4	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4.5	3	0	0	0	0	0	0	3	0.6	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1.5	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	2	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0.2	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	0	7	1	0	0	8	9.2	2	0	3	0	0	0	0	5	4.3	0	0	0	0	0	0	0	0	0
10:00	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
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	2	0	1	0	1	0	0	4	2.9	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	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	0	0	0	0	0	0	0	3	0	1	0	1	0	0	5	3.1	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	1	0	0	0	2	0	0	3	2.2	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



IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 6
Location: R139 / R809 / Hole in the Wall Road
Date: Thu 11-Apr-2024
AM Peak: 08:15 — 09:15 **Total:** 3291
PM Peak: 17:15 — 18:15 **Total:** 3336
15 Min Peak: 08:15 — 08:30 **Total:** 865

Arm A - R809 Grange Road
Arm B - R809 Grange Road
Arm C - R139
Arm D - Hole in the Wall Road

	A => A								A => B								A => C								A => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	1	5	6	0	0	32	10	1	1	0	44	45.8	0	0	2	0	0	0	0	2	2
06:15	0	0	0	0	0	0	0	0	0	2	0	8	0	0	0	2	12	12.4	1	0	49	5	0	0	0	55	54.2	0	0	5	0	0	0	0	5	5
06:30	0	0	0	1	0	0	0	1	1	0	0	17	0	0	0	1	18	19	1	0	59	8	5	1	0	74	77	0	0	3	2	0	0	0	5	5
06:45	0	0	0	0	0	0	0	0	0	1	1	8	4	1	0	1	16	16.1	0	0	55	12	2	1	0	70	72.3	2	0	3	0	0	0	0	5	3.4
H/TOT	0	0	0	1	0	0	0	1	1	3	1	36	5	1	0	5	51	53.5	2	0	195	35	8	3	0	243	249.3	2	0	13	2	0	0	0	17	15.4
07:00	0	0	1	0	0	0	0	1	1	1	0	15	6	0	1	1	24	25.5	1	0	83	13	1	1	1	100	102	0	0	1	2	0	0	0	3	3
07:15	0	0	0	0	0	0	0	0	0	0	0	27	5	1	0	1	34	35.5	0	0	56	21	4	1	0	82	85.3	0	0	3	3	0	0	0	6	6
07:30	0	0	0	1	0	0	1	1.5	1	0	0	20	5	0	0	1	27	27.2	1	1	74	18	1	4	0	99	103.3	0	0	9	2	0	0	0	11	11
07:45	0	0	0	0	0	0	0	0	2	0	0	28	7	2	0	1	40	40.4	1	2	73	12	4	2	0	94	96.6	0	0	10	1	0	0	0	11	11
H/TOT	0	0	1	0	1	0	0	2	2.5	4	0	90	23	3	1	4	125	128.6	3	3	286	64	10	8	1	375	387.2	0	0	23	8	0	0	0	31	31
08:00	0	0	0	0	0	0	0	0	0	0	0	32	3	0	0	2	37	39	3	0	91	9	3	2	0	108	109.7	0	0	12	4	1	0	0	17	17.5
08:15	0	0	0	0	0	0	0	0	0	1	1	51	2	1	2	1	58	61.5	0	2	91	9	3	1	0	106	107.6	0	0	17	1	1	0	0	19	19.5
08:30	0	0	0	0	0	0	0	0	0	1	1	44	7	1	0	1	55	55.1	1	2	50	13	4	2	4	76	82.6	0	1	29	1	0	0	0	31	30.4
08:45	0	0	0	0	0	0	0	0	0	0	0	47	2	0	1	0	50	51.3	0	1	84	19	9	4	2	119	130.1	3	0	26	1	0	0	0	30	27.6
H/TOT	0	0	0	0	0	0	0	0	0	1	2	174	14	2	3	4	200	206.9	4	5	316	50	19	9	6	409	430	3	1	84	7	2	0	0	97	95
09:00	0	0	0	0	0	0	0	0	0	2	0	46	4	1	0	2	55	55.9	0	0	79	13	2	3	0	97	101.9	1	0	14	3	0	0	0	18	17.2
09:15	0	0	0	1	0	0	0	1	1	1	0	38	6	1	0	1	47	47.7	0	0	93	14	5	2	1	115	121.1	2	0	15	4	0	0	0	21	19.4
09:30	0	0	0	0	0	0	0	0	0	1	0	28	6	1	0	1	37	37.7	0	1	68	13	7	1	1	91	96.2	0	0	14	1	0	0	0	15	15
09:45	0	0	0	0	0	0	0	0	0	0	0	35	6	2	0	1	44	46	1	1	69	20	3	3	0	97	101	0	0	11	4	0	0	0	15	15
H/TOT	0	0	1	0	0	0	0	1	1	4	0	147	22	5	0	5	183	187.3	1	2	309	60	17	9	2	400	420.2	3	0	54	12	0	0	0	69	66.6
10:00	0	0	0	0	0	0	0	0	0	1	0	36	3	0	0	1	41	41.2	0	1	78	22	5	1	3	110	116.2	0	0	8	0	0	0	0	8	8
10:15	0	0	0	0	0	0	0	0	0	1	0	28	6	0	0	1	36	36.2	0	0	67	6	8	3	0	84	91.9	0	0	8	2	0	0	0	10	10
10:30	0	0	1	0	0	0	0	1	1	1	0	32	2	2	0	1	38	39.2	0	0	65	12	6	1	0	84	88.3	0	0	13	5	2	0	0	20	21
10:45	0	0	0	0	0	0	0	0	0	1	0	44	6	4	1	1	57	60.5	0	1	72	19	8	2	0	102	108	0	0	8	5	0	0	0	13	13
H/TOT	0	0	1	0	0	0	0	1	1	4	0	140	17	6	1	4	172	177.1	0	2	282	59	27	7	3	380	404.4	0	0	37	12	2	0	0	51	52
11:00	0	0	0	0	0	0	0	0	0	0	0	48	8	0	0	1	57	58	1	0	59	20	5	2	0	87	91.3	1	0	12	1	0	0	1	15	15.2
11:15	0	0	0	0	0	0	0	0	0	0	0	35	9	1	0	1	46	47.5	0	2	65	19	5	2	0	93	96.9	0	0	9	2	0	0	0	11	11
11:30	0	0	0	0	0	0	0	0	0	1	0	28	4	1	0	1	35	35.7	1	2	67	17	2	2	0	91	92.6	0	0	9	3	0	0	0	12	12
11:45	0	0	0	0	0	0	0	0	0	1	0	40	7	0	0	1	49	49.2	0	1	80	20	7	1	0	109	113.2	0	0	8	6	0	0	0	14	14
H/TOT	0	0	0	0	0	0	0	0	0	2	0	151	28	2	0	4	187	190.4	2	5	271	76	19	7	0	380	394	1	0	38	12	0	0	1	52	52.2
12:00	0	0	0	0	0	0	0	0	0	0	0	30	1	0	0	1	32	33	0	0	54	15	7	2	0	78	84.1	2	0	30	3	0	0	0	35	33.4
12:15	0	0	0	0	0	0	0	0	0	2	0	49	8	0	0	1	60	59.4	0	0	70	30	5	2	0	107	112.1	0	0	9	4	1	0	0	14	14.5
12:30	0	0	0	0	0	0	0	0	0	1	0	49	4	0	0	1	55	55.2	0	0	77	17	8	1	0	103	108.3	0	0	11	1	0	0	0	12	12
12:45	0	1	0	0	0	0	0	1	1	1	0	46	4	0	0	1	52	52.2	1	0	69	22	7	4	0	103	110.9	0	1	15	1	0	0	0	17	16.4
H/TOT	0	1	0	0	0	0	0	1	1	4	0	174	17	0	0	4	199	199.8	1	0	270	84	27	9	0	391	415.4	2	1	65	9	1	0	0	78	76.3
13:00	0	0	0	0	0	0	0	0	0	1	0	37	7	1	0	1	47	47.7	1	1	78	11	10	3	0	104	111.5	1	0	26	4	0	0	0	31	30.2
13:15	0	0	0	0	0	0	0	0	0	2	0	40	5	0	0	1	48	47.4	1	1	75	19	7	2	0	105	109.7	0	0	13	2	0	0	0	15	15
13:30	0	0	0	0	0	0	0	0	0	0	0	41	4	0	0	1	46	47	0	0	84	13	7	3	1	108	116.4	4	0	37	4	0	0	0	45	41.8
13:45	0	0	0	0	0	0	0	0	0	1	0	32	2	1	0	1	37	37.7	0	1	75	16	5	1	1	99	103.2	0	0	20	1	2	0	0	23	24
H/TOT	0	0	0	0	0	0	0	0	0	4	0	150	18	2	0	4	178	179.8	2	3	312	59	29	9	2	416	440.8	5	0	96	11	2	0	0	114	111
14:00	0	0	0	0	0	0	0	0	0	0	0	37	7	2	0	1	47	49	0	1	67	17	3	1	0	89	91.2	0	1	16	2	0	0	0	19	18.4
14:15	0	0	0	0	0	0	0	0	0	1	0	42	3	0	0	1	47	47.2	0	0	75	26	4	3	1	109	115.9	1	0	13	4	0	0	0	18	17.2
14:30	0	0	0	0	0	0	0	0	0	1	0	42	2	1	1	0	47	48	0	0	77	24	4	1	1	107	111.3	3	0	26	1	1	0	0	31	29.1
14:45	0	0	0	0	0	0	0	0	0	1	0	32	5	0	0	2	40	41.2	0	0	89	23	2	0	0	114	115	2	0	17	5	1	0	0	25	23.9
H/TOT	0	0	0	0	0	0	0	0	0	3	0	153	17	3	1	4	181	185.4	0	1	308	90	13	5	2	419	433.4	6	1	72	12	2	0	0	93	88.6
15:00	0	0	0	0	0	0	0	0	0	1	0	35	4	0	0	1	41	41.2	0	0	82	26	4	0	0	112	114	4	0	19	3	1	0	0	27	24.3
15:15	0	0	0	0	0	0	0	0	0	0	0	40	4	0	0	1	45	46	0	0	83	21	6	2	0	112	117.6	1	0	17	2	1	0	0	21	20.7
15:30	0	0	0	0	0	0	0	0	0	2	0	35	4	0	0	0	41	39.4	0	0	75	24	2	1	0	102	104.3	2	0	21	1	0	0	0	24	22.4
15:45	0	0	0	0	0	0	0	0	0	1	0	47	3	2	0	0	53	53.2	1	1	111	13	5	1	1	133	136.4	3	0	24	2	1	0	0	30	28.1
H/TOT	0	0	0	0	0	0	0	0	0	4	0	157	15	2	0	2	180	179.8	1	1	351	84	17	4	1	459	472.3	10	0	81	8	3	0	0	102	95.5
16:00	0	0	0	0	0	0	0	0	0	0	0	36	8	1	0	2	47	49.5	2	0	111	20	3	0	1	137	137.9	1	0	26	4	0	0	0	31	30.2
16:15	0	0	0	0	0	0	0	0	0	0	0	37	6	0	0	1	44	45	0	2	78	16	2	4	0	102	107	0	0	26	4	0	0	0	30	30
16:30	0	0	0	0	0	0	0	0	0	1	0	32	4	1	0	1	39	39.7	1	1	89	25	0	1	0	117	116.9	1	0	18	4	0	0	0	23	22.2
16:45	0	0	0	0	0	0	0	0	0	0	0	44	5	0	0	1	50	51	0	0	71	12	0	1	0	84	85.3	1	0	20	4	0	0	0	25	24.2
H/TOT	0	0	0	0	0	0	0	0	0	1	0	149	23	2	0	5	180	185.2	3	3	349	73	5	6	1	440	447.1	3	0	90	16	0	0	0	109	106.6
17:00	0	0	0	0	0	0	0	0	0	0	0	59	2	0	0	1	62	63	1	2	108	16	1	1	0	129	128.8	0	0	25	3	0	0	0	28	28
17:15	0	0	0	0	0	0	0	0	0	0	1	49	2	0	0	1	53	53.4	0	1	93	20	0	0	0	114	113.4	0	0	35	4	0	0	0	39	39
17:30	0	0	0	1	0	0	0	1	1	2	1	56	0	0	0	1	60	58.8	1	0	109	14	0	1	0	125	125.5	0	0	28	4	0	0	0	32	32
17:45	0	0	0	0	0	0	0	0	0	1	0	45	4	0	0	1	51	51.2	0	0	80	11	0	0	0	91	91	1	0	33	3	0	0	0	37	36.2
H/TOT	0	0	0	1	0	0	0	1	1	3	2	209	8	0	0	4	226	226.4	2	3	390	61	1	2	0	459	458.7	1	0	121	14	0	0	0	136	135.2
18:00	0	0	0	0	0	0	0	0	0	0	0	43	3	0	0	1	47	48	0	1	101	8	1	0	0	111	110.9	0	0	30	1	0	0	0	31	31
18:15	0	0	1	0	0	0	0	1	1	0	0	33	4	0	0	1	38	39	2	3	82	16	0	0	0	103	99.6	1	0	21	2	0	0	0	24	23.2
18:30	0	0	0	0	0	0	0	0	0	0	0	36	2	0	0	1	39	40	0	0	81	7	0	0	0	88	88	0	0	21	1	0	0	0	22	22
18:45	0	0	1	0	0	0	0	1	1	1	0	36	3	0	0	1	41	41.2	1	0	64	4	0	0	0	69	68.2	2	0	22	3	0	0	0	27	25.4
H/TOT	0	0	2	0	0	0	0	2	2	1	0	148	12	0	0	4	165	168.2	3	4	328	35	1	0	0	371	366.7	3	0	94	7	0	0	0	104	101.6
19:00	0	0	0	0	0	0	0	0	0	0	0	50	1	0	0	1	52	53	0	0	82	9	0	0	0	91	91	0	1	21	1	0	0	0	23	22.4
19:15	0	0	0	0	0	0	0	0	0	0	0	38	1	0	0	1	40	41	0	1	66	5	0	0	0	72	71.4	1	0	23	3	0	0	0	27	26.2
19:30	0	0	0	0	0	0	0	0	0	1	0	24	1	0	0	1	27	27.2	0	0	55	6	0	0	0	61	61	0	0	16	0	0	0	0	16	16
19:45	0	0	0	0	0	0	0	0	0	1	0	35	0	0	0	1	37	37.2	0	0	49	4	0	0	0	53	53	1	0	23	0	0	0	0	24	23.2
H/TOT	0	0	0	0	0	0	0	0	0	2	0	147	3	0	0	4	156	158.4	0	1	252	24	0	0	0	277	276.4	2	1	83	4	0	0	0	90	87.8
14 TOT	0	0	5	3	1	0	0	9	9.5	40	5	2025	222	28	6	57	2383	2426.8	24	33	4219	854	193	78	18	5419	5595.9	41	4	951	134	12	0	1	1143	1114.8

	B => A								B => B								B => C								B => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	0	0	4	3	0	0	0	7	7	0	0	0	0	0	0	0	0	0	1	0	21	4	1	0	1	28	28.7	1	0	5	1	0	0	0	7	6.2
06:15	0	0	13	2	0	0	1	16	17	0	0	0	0	0	0	0	0	0	0	0	39	7	1	0	3	50	53.5	0	0	5	3	1	0	0	9	9.5
06:30	0	0	9	2	1	0	2	14	16.5	0	0	0	0	0	0	0	0	0	0	0	47	12	2	0	1	62	64	0	0	5	4	0	0	0	9	9
06:45	0	0	8	5	0	0	0	14	13.2	0	0	0	0	0	0	0	0	0	1	1	44	14	2	1	1	64	65.9	0	0	10	1	2	1	0	14	16.3
H/TOT	1	0	34	12	1	0	3	51	53.7	0	0	1	0	0	0	0	1	1	2	1	151	37	6	1	6	204	212.1	1	0	25	9	3	1	0	39	41
07:00	0	0	12	2	0	0	2	17	18.2	0	0	0	0	0	0	0	0	0	0	0	52	13	3	0	2	70	73.5	0	0	13	5	2	0	0	20	21
07:15	0	0	14	4	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0	1	1	42	10	2	0	3	59	61.6	1	0	21	1	1	0	0	24	23.7
07:30	0	0	18	6	1	0	2	29	29.9	0	0	0	1	0	0	0	1	1	0	0	53	9	3	2	0	67	71.1	0	0	29	3	0	0	0	32	32
07:45	0	0	26	5	1	0	0	32	32.5	0	0	1	0	0	0	0	1	1	1	0	63	9	0	1	0	74	74.5	1	0	38	0	1	0	0	40	39.7
H/TOT	3	0	70	17	3	0	4	97	100.1	0	0	1	1	0	0	0	2	2	2	1	210	41	8	3	5	270	280.7	2	0	101	9	4	0	0	116	116.4
08:00	1	0	38	8	2	0	1	50	51.2	0	0	1	1	0	0	0	2	2	1	0	81	6	1	3	1	93	97.6	2	0	44	0	1	0	0	47	45.9
08:15	2	0	46	4	0	0	0	52	50.4	0	0	1	0	0	0	0	1	1	4	1	65	6	2	1	1	80	79.5	2	0	78	0	0	0	0	80	78.4
08:30	1	0	44	9	0	0	1	55	55.2	0	0	0	0	0	0	0	0	0	2	1	62	6	2	0	0	73	71.8	1	0	81	4	0	0	0	86	85.2
08:45	4	0	45	4	0	0	2	55	53.8	0	0	0	0	0	0	0	0	0	1	0	77	7	1	1	0	87	88	0	2	76	1	2	0	0	81	80.8
H/TOT	8	0	173	25	2	0	4	212	210.6	0	0	2	1	0	0	0	3	3	8	2	285	25	6	5	2	333	336.9	5	2	279	5	3	0	0	294	290.3
09:00	1	0	50	7	2	0	0	59	60	0	0	0	0	0	0	0	0	0	1	0	70	6	4	0	1	82	84.2	0	0	85	1	0	0	0	86	86
09:15	2	0	31	8	0	0	2	43	43.4	0	0	0	0	0	0	0	0	0	1	0	72	9	3	1	1	87	90	0	0	58	6	3	0	0	67	68.5
09:30	0	0	33	6	0	0	0	39	39	0	0	0	0	0	0	0	0	0	0	0	66	6	3	1	0	76	78.8	0	0	38	4	0	0	0	42	42
09:45	0	1	36	0	1	0	1	39	39.9	0	0	0	0	0	0	0	0	0	0	1	57	7	2	0	0	67	67.4	1	0	39	8	2	0	0	50	50.2
H/TOT	3	1	150	21	3	0	3	180	182.3	0	0	0	0	0	0	0	0	0	2	1	265	28	12	2	2	312	320.4	1	0	220	19	5	0	0	245	246.7
10:00	0	0	25	2	1	0	1	29	30.5	0	0	0	0	0	0	0	0	0	2	0	65	7	4	0	0	78	78.4	0	0	42	2	0	0	0	44	44
10:15	3	1	26	3	1	0	1	32	32.7	0	0	0	0	0	0	0	0	0	1	0	53	4	2	1	0	61	62.5	0	0	37	6	0	0	0	43	43
10:30	1	1	19	9	1	0	1	32	32.1	0	0	0	0	0	0	0	0	0	1	1	60	7	1	0	0	70	69.1	0	0	46	3	0	0	0	49	49
10:45	0	0	30	6	1	0	1	39	39.9	0	0	0	0	0	0	0	0	0	0	1	60	6	3	0	0	70	70.9	1	0	60	4	0	0	0	65	64.2
H/TOT	4	2	100	20	4	0	4	132	135.2	0	0	0	0	0	0	0	0	0	4	2	238	24	10	1	0	279	280.9	1	0	185	15	0	0	0	201	200.2
11:00	2	0	32	3	0	0	2	37	39	0	0	0	0	0	0	0	0	0	0	1

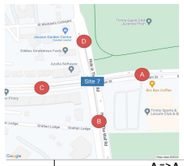


IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 6
Location: R139 / R809 / Hole in the Wall Road
Date: Thu 11-Apr-2024
AM Peak: 08:15 — 09:15 **Total:** 3291
PM Peak: 17:15 — 18:15 **Total:** 3336
15 Min Peak: 08:15 — 08:30 **Total:** 865

Arm A - R809 Grange Road
Arm B - R809 Grange Road
Arm C - R139
Arm D - Hole in the Wall Road

	C => A								C => B								C => C								C => D								D => A								D => B								D => C								D => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	0	0	50	6	1	0	0	57	57.5	1	0	15	5	2	2	1	26	29.8	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	1	6	7	0	0	4	0	0	0	0	4	4	0	0	8	3	0	0	0	11	11	1	0	16	1	0	0	2	20	21.2	0	0	0	0	0	0	0	0	0
06:15	0	0	62	20	3	3	0	88	93.4	0	0	8	5	1	2	1	17	21.1	0	0	1	0	0	0	0	1	1	0	0	21	3	0	0	2	26	28	0	0	5	2	1	0	0	8	8.5	1	0	14	1	0	0	0	16	15.2	1	1	31	13	1	0	1	48	48.1	0	0	0	0	0	0	0	0	0
06:30	0	0	53	25	3	2	0	83	87.1	0	0	32	5	1	1	0	39	40.8	0	0	0	0	0	0	0	0	0	1	0	7	3	0	0	2	13	14.2	0	0	4	1	0	0	0	5	5	2	0	20	9	0	0	0	31	29.4	1	0	44	12	0	0	2	59	60.2	0	0	0	1	0	0	0	1	1
06:45	0	0	64	24	6	1	0	95	99.3	1	0	37	20	2	1	0	61	62.5	0	0	0	0	0	0	0	0	0	1	1	13	8	0	0	1	24	23.6	0	0	3	1	0	0	0	4	4	0	1	19	5	0	0	0	25	24.4	0	0	30	11	0	0	1	42	43	0	0	0	0	0	0	0	0	0
H/TOT	0	0	229	75	13	6	0	323	337.3	2	0	92	35	6	6	2	143	154.2	0	0	2	0	0	0	0	2	2	2	1	46	14	0	0	6	69	72.8	0	0	16	4	1	0	0	21	21.5	3	1	61	18	0	0	0	83	80	3	1	121	37	1	0	6	169	172.5	0	0	0	1	0	0	0	1	1
07:00	0	0	47	16	4	3	0	70	75.9	0	0	39	18	2	0	1	60	62	0	0	1	0	0	0	0	1	1	0	0	23	7	1	0	1	32	33.5	0	0	5	3	0	0	0	8	8	0	1	26	5	1	0	0	33	32.9	2	0	30	7	0	0	2	41	41.4	0	0	0	0	0	0	0	0	0
07:15	2	0	68	27	2	2	0	101	103	1	0	39	22	1	1	0	64	65	0	0	0	0	0	0	0	0	0	1	0	20	3	3	1	4	32	38	2	0	13	4	0	0	0	19	17.4	1	0	36	5	0	0	0	42	41.2	1	0	34	10	2	0	1	48	49.2	0	0	1	1	0	0	0	2	2
07:30	0	3	79	40	4	2	0	128	130.8	0	1	51	23	2	3	0	80	84.3	0	0	1	0	0	0	0	1	1	0	0	15	2	0	1	1	19	21.3	2	0	13	5	0	0	0	20	18.4	2	1	53	3	0	0	1	60	58.8	1	0	43	8	1	0	2	55	56.7	0	0	2	0	0	0	0	2	2
07:45	0	1	85	25	1	3	0	115	118.8	0	0	72	10	5	2	1	90	96.1	0	0	1	0	0	0	0	1	1	0	0	38	5	2	0	2	47	50	0	0	21	2	0	0	0	23	23	1	0	83	4	1	0	0	89	88.7	0	0	39	8	0	1	4	52	57.3	0	0	2	0	0	0	2	4	6
H/TOT	2	4	279	108	11	10	0	414	428.5	1	1	201	73	10	6	2	294	307.4	0	0	3	0	0	0	0	3	3	1	0	96	17	6	2	8	130	142.8	4	0	52	14	0	0	0	70	66.8	4	2	198	17	2	0	1	224	221.6	4	0	146	33	3	1	9	196	204.6	0	0	5	1	0	0	2	8	10
08:00	1	0	94	25	4	4	1	129	136.4	0	0	70	11	1	0	1	83	84.5	0	0	0	0	0	0	0	0	0	0	0	39	1	2	0	2	44	47	2	0	43	2	2	0	0	49	48.4	2	1	80	4	0	0	0	87	84.8	3	0	42	6	0	0	2	53	52.6	0	0	0	6	0	0	0	6	6
08:15	1	0	101	12	4	3	1	122	128.1	2	1	80	5	0	0	2	90	89.8	0	0	0	0	0	0	0	0	0	3	0	32	4	2	0	1	42	41.6	4	1	26	3	0	0	0	34	30.2	10	0	117	5	0	0	0	132	124	3	0	35	4	1	0	1	44	43.1	0	0	5	0	0	0	0	5	5
08:30	0	0	94	17	4	2	1	118	123.6	1	0	81	4	1	0	0	87	86.7	0	0	0	0	0	0	0	0	0	2	0	37	2	0	0	1	42	41.4	8	1	27	2	1	0	0	39	32.5	6	0	97	3	0	0	0	106	101.2	1	0	27	4	1	0	2	35	36.7	0	0	4	0	1	0	0	5	5.5
08:45	1	2	90	15	7	4	0	119	125.7	1	0	65	4	4	0	1	75	77.2	0	0	0	0	0	0	0	0	0	2	0	23	5	1	1	1	33	34.2	1	0	36	3	0	0	0	40	39.2	6	0	66	0	0	0	0	72	67.2	1	0	21	2	2	1	1	28	30.5	0	0	3	0	0	0	0	3	3
H/TOT	3	2	379	69	19	13	3	488	513.8	4	1	296	24	6	0	4	335	338.2	0	0	0	0	0	0	0	0	0	7	0	131	12	5	1	5	161	164.2	15	2	132	10	3	0	0	162	150.3	24	1	360	12	0	0	0	397	377.2	8	0	125	16	4	1	6	160	162.9	0	0	18	0	1	0	0	19	19.5
09:00	0	0	94	31	12	4	0	141	152.2	0	0	61	9	3	1	1	75	78.8	0	0	0	0	0	0	0	0	0	1	0	37	8	1	0	2	49	50.7	2	0	18	4	1	0	0	25	23.9	1	0	79	6	0	0	0	86	85.2	0	0	45	3	1	0	2	51	53.5	0	0	2	0	0	0	2	2	2
09:15	0	0	68	18	9	2	0	97	104.1	0	0	53	14	5	0	1	73	76.5	0	0	1	0	0	0	0	1	1	1	0	25	5	3	0	4	38	42.7	1	0	16	4	2	0	0	23	23.2	0	0	59	0	2	0	0	61	62	0	0	43	3	2	0	2	50	53	0	0	3	0	0	0	3	3	3
09:30	2	0	71	22	3	0	0	98	97.9	0	0	59	16	0	0	0	75	75	0	0	0	0	0	0	0	0	0	1	0	17	6	1	0	1	26	26.7	0	0	24	3	0	0	0	27	27	0	0	64	5	3	0	0	72	73.5	1	0	33	2	4	0	3	43	47.2	0	0	4	0	0	0	4	4	4
09:45	1	0	69	35	6	2	0	113	117.8	0	0	58	9	3	0	1	71	73.5	0	0	0	0	0	0	0	0	0	1	0	27	4	3	0	0	35	35.7	1	0	11	1	1	0	0	14	13.7	1	0	56	4	0	0	0	61	60.2	0	0	34	4	1	0	3	42	45.5	0	0	2	0	0	0	0	2	2
H/TOT	3	0	302	106	30	8	0	449	472	0	0	231	48	11	1	3	294	303.8	0	0	1	0	0	0	0	1	1	4	0	106	23	8	0	7	148	155.8	4	0	69	12	4	0	0	89	87.8	2	0	258	15	5	0	0	280	280.9	1	0	155	12	8	0	10	186	199.2	0	0	11	0	0	0	0	11	11
10:00	0	2	61	15	8	4	0	90	98	0	1	63	9	5	0	2	80	83.9	0	0	0	0	0	0	0	0	0	0	0	22	5	0	0	5	32	37	0	0	12	6	1	0	0	19	19.5	1	0	42	2	1	0	0	46	45.7	0	0	32	2	1	0	4	39	43.5	0	0	2	0	0	0	0	2	2
10:15	0	0	65	18	4	1	2	90	95.3	0	0	53	15	1	1	0	70	71.8	0	0	1	0	0	0	0	1	1	0	0	15	4	0	1	3	23	27.3	0	0	14	4	0	0	0	18	18	2	0	50	4	2	0	0	58	57.4	0	1	22	3	0	0	1	27	27.4	0	0	6	0	0	0	0	6	6
10:30	0	0	62	25	5	0	0	92	94.5	2	1	60	6	4	0	0	73	72.8	0	0	0	0	0	0	0	0	0	0	0	19	1	1	1	3	25	29.8	1	0	13	4	1	0	0	19	18.7	1	0	49	3	1	0	0	54	53.7	0	0	17	7	1	0	3	28	31.5	0	0	0	0	0	0	0	0	0
10:45	1	0	53	15	6	4	0	79	86.4	0	0	54	5	1	0	0	60	60.5	0	0	0	0	0	0	0	0	0	1	0	20	2	1	0	2	26	27.7	1	0	12	3	1	0	0	17	16.7	0	0	63	4	1	0	0	68	68.5	0	0	23	8	1	0	1	33	34.5	0	0	2	0	0	0	0	2	2
H/TOT	1	2	241	73	23	9	2	351	374.2	2	2	230	35	11	1	2	283	289	0	0	1	0	0	0	0	1	1	1	0	76	12	2	2	13	106	121.8	2	0	51	17	3	0	0	73	72.9	4	0	204	13	5	0	0	226	225.3	0	1	94	20	3	0	9	127	136.9	0	0	0	0	0	0	10	10	10
11:00	0	0	42	32	7	1	0	82	86.8	0	0	47	9	3	0	0	59	60.5	0	0	0	0	0	0	0	0	0	1	0	24	3	1	0	3	32	34.7	1	0	16	1	0	0	0	18	17.2	0	0	55	2	2	0	0	59	60	0	0	35	4	0	0	4	43	47	0	0	1	0	0	0	1	1	1
11:15	0	1	63	29	2	1	0	96	97.7	0	0	51	10	3	2	0	66	70.1	0	0	0	0	0	0	0	0	0	1	0	30	3	0	0	2	36	37.2	2	0	15	2	0	0	0	19	17.4	0	0	39	1	2	0	0	42	43	0	0	22	4	1	1	2	30	33.8	0	0	1	0	0	0	0	1	1
11:30	1	0	52	24	9	3	0	89	96.6	0	1	60	4	3	1	0	69	71.2	0	0	0	0	0	0	0	0	0	0	0	39	0	1	0	1	41	42.5	0	0	11	2	0	0	0	13	13	0	0	48	3	0	0	0	51	51	0	0	25	4	0	1	2	32	35.3	0	0	2	0	0	0	2	2	2
11:45	0	0	61	11	10	2	0	84	91.6	1	0	53	3	3	0	0	60	60.7	0	0	0	0	0	0	0	0	0	0	0	26	2	1	0	3	32	35.5	1	0	9	2	1	0	0	13	12.7	0	0	70	1	2	0	0	73	74	0	0	34	3	1	0	2	40	42.5	0	0	3	1	0	0	4	4	4
H/TOT	1	1	218	96	28	7	0	351	372.7	1	1	211	26	12	3	0	254	262.5	0	0	0	0	0	0	0	0	0	2	0	119	8	3	0	9	141	149.9	4	0	51	7	1	0	0	63	60.3	0	0	212	7	6	0	0	225	228	0	0	116	15	2	2	10	145	158.6	0	0	7	1	0	0	8	8	8
12:00	0	0	77	27	7	3	0	114	121.4	0	1	56	9	1	1	0	68	69.2	0	0	1	1	0	0	0	2	2	0	0	25	6	1	0	3	35	38.5	1	0	19	2	0	0	0	22	21.2	0	0	60	2	0	0	0	62	62	0	0	44	1	0	0	4	49	53	0	0	2	0	0	0	2	2	2
12:15	1	0	68	30	10	0	0	109	113.2	0	0	41	5	2	3	0	51	55.9	0	0	0	0	0	0	0	0	0	0	0	35	3	0	1	1	40	42.3	0	0	16	5	0	1	1	23	25.3	0	0	71	1	1	0	0	73	73.5	0	0	24	6	2	1	1	34	37.3	0	0	2	0	0	0	2	2	2
12:30	0	0	55	21	2	6	0	84	92.8	1	0	61	8	3	0	0	73	73.7	0	0	0	0	0	0	0	0	0	0	0	18	1	1	0	2	22	24.5	0	0	15	1	1	0	0	17	17.5	1	0	56	3	0	0	0	60	59.2	0	0	31	1	1	0	2	35	37.5	0	0	2	0	0	0	2	2	2
12:45	0	0	76	14	5	0	0	95	97.5	1	0	66	6	4	0	0	77	78.2	0	0	0	0	0	0	0	0	0	0	0	25	4	1	1	1	32	34.8	2	1	23	1	2	0	0	29	27.8	2	1	72	6	0	0	0	81	78.8	0	0	34	3	0	0	1	38	39	0	0	7	1	0	0	8	8	8
H/TOT	1	0	276	92	24	9	0	402	424.9	2	1	224	28	10	4	0	269	277	0	0	1	1	0	0	0	2	2	0	0	103	14	3	2	7	129	140.1	3	1	73	9	3	1	1	91	91.8	3	1	259	12	1	0	0	276	273.5	0	0	133	11	3	1	8	156	166.8	0	0	13	1	0	0	14	14	14
13:00	0	0	74	8	6	1	1	90	95.3	0	1	83	5	2	1	0	92	93.7	0	0	1	0	0	0	0	1	1	0	2	34	6	1	0	2	45	46.3	1	1	16	2	0	0	0	20	18.6	0	0	70	2	0	0	0	72	72	1	1	28	3	1	1	1	36	37.4	0	0	1	0	0	0	1	1	1
13:15	1	1	91	19	2	0	0	114	113.6	0	0	73	5	2	0	0	80	81	0	0	0	0	0	0	0	0	0	0	0	31	3	1	0	1	36	37.5	1	1	24	0	0	0	0	26	24.6	3	0	67	6	0	0	0	76	73.6	0	0	31	3	0	0	2	36	38	0	0	4	1	0	0	5	5	5
13:30	0	3	61	10	5	2	2	83	88.3	0	1	58	7	2	0	1	69	70.4	0	0	0	0	0	0	0	0	0	1	0	17	2	2	0	3	25	28.2	0	0	18	1	1	0	0	20	20.5	0	0	50	2	0	0	0	52	52	1	0	21	4	0	0	1	27	27.2	0	0	4	0	0	0	4	4	4
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H/TOT	1	4	310	51	13	6	3	388	402.1	2	2	288	34	10	1	1	338	342.5	0	0	1	0	0	0	0	1	1	1	2	124	13	6	1	7	154	163.3	4	2	81	5	2	0	0	94	90.6	4	0	271	12	0	0	0	287	283.8	2	1	110	19	2	1	8	143	151.1	0	0	13	1	0	0	14	14	14
14:00	0	2	69	14	6	1	0	92	95.1	0	1	83	21	1	0	0	106	105.9	0	0	0	0	0	0	0	0	0	1	0	33	1	1	1	3	40	44	2	1	16	0	1	0	0	20	18.3	0	0	89	3	2	0	0	94	95	0	0	29	2	2	1	3	36	40.6	0	0	3	1	0	0	4	4	4
14:15	3	0	95	13	4	0	1	116	116.6	0	0	66	5	2	0	0	73	74	0	0	0	0	0	0	0	0	0	2	0	26	2	0	0	3	33	34.4	2	0	23	2	2	0	0	29	28.4	3	0	63	3	0	0	0	69	66.6	1	0	31	1	1	0	3	37	39.7	0	0	2	0	0	0	2	2	2
14:30	2	0	50	14	1	1	1	69	70.2	1	0	77	8	2	2	0	90	92.8	0	0	0	0	0	0	0	0	0	1	0	53	3	2	0	0	59	59.2	4	0	21	3	0	0	0	28	24.8	1	0	44	6	0	0	0	51	50.2	0	0	41	1	1	0	3	46	49.5	0	0	3	0	0	0	3	3	3
14:45	1	1	65	5	3	1	3	79	83.4	0	0	68	15	3	1	1	88	91.8	0	0	0	0	0	0	0	0	0	0	0	38	4	0	1	3	46	50.3	1	0	27	1	0	0	0	29	28.2	0	0	68	4	1	0	0	73	73.5	4	1	57	3	2	1	1	69	68.5	0	0	8	0	0	0	1	9	10
H/TOT	6	3	279	46	14	3	5	356	365.3	1	1	294	49	8	3	1	357	364.5	0	0	0	0	0	0	0	0	0	4	0	150	10	3	2	9	178	187.9	9	1	87	6	3	0	0	106	99.7	4	0	264	16	3	0	0	287	285.3	5	1	158	7	6	3	8	188	198.3	0	0	16	1	0	0	1	18	19
15:00	0	0	82	18	5	1	0	106	109.8	0	0	56	12	1	1	1	71	73.8	0	0	0	0	0	0	0	0	0	0	1	33	6	1	0	1	42	42.9	0	0	18	6	1	0	0	25	25.5	0	1	89	1	3	0	0	94	94.9	0	1	45	9	3	0	2	60	62.9	0	0	10	0	0	0	10	10	10
15:15	0	0	65	11	2	2	0	80	83.6	0	0	88	11	0	0	0	99	99	0	0	0	0	0	0	0	0	0	2	0	40	4	0	0	3	49	50.4	1	0	25	3	0	0	0	29	28.2	1	0	60	5	0	0	0	66	65.2	0	1	50	6	3	0	0	60	60.9	0	0	8	0	1	0	0	9	9.5
15:30	0	0	78	13	2	1	1	95	98.3	0	1	67	13	0	0	0	81	80.4	0	0	0	0	0	0	0	0	0	1	0	41	5	0	1	1	48	50.3	0	0	19	1	2	1	0	23	25.3	0	0	97	6	0	0	0	103	103	3	1	67	4	0	1	3	79	80.3	0	0	12	0	0	0	12	12	12
15:45	1	0	77	10	4	2	0	94	97.8	1	0	68	9	0	0	0	78	77.2	0	0	0	1	0	0	0	1	1	0	0	36	11	0	0	1	48	49	6	0	20	1	0	0	0	27	22.2	0	0	52	4	0	0	0	56	56	0	0	34	4	0	0	1	39	40	0	0	4	1	0	0	0	5	5
H/TOT	1	0	302	52	13	6	1	375	389.5	1	1	279	45	1	1	1	329	330.4	0	0	1	1	0	0	0	2	2	2	1	150	26	1	1	6	187	192.6	7	0	82	11	3	1

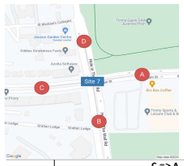


IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 7
Location: Hole in the Wall Road / Main Street
Date: Thu 11-Apr-2024
AM Peak: 07:45 — 08:45 **Total:** 1070
PM Peak: 18:30 — 19:30 **Total:** 1325
15 Min Peak: 19:00 — 19:15 **Total:** 344

Arm A - Main Street
Arm B - Hole in the Wall Road
Arm C - Main Street
Arm D - Hole in the Wall Road

	A => A								A => B								A => C								A => D								B => A								B => B								B => C								B => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	2	17	19	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	5	1	0	0	0	7	6.2
06:15	0	0	0	0	0	0	0	0	0	0	1	18	10	0	0	1	30	30.4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	11	2	0	0	0	15	17	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	11	1	1	0	0	13	13.5
06:30	0	0	0	0	0	0	0	0	0	0	0	23	9	0	0	2	34	36	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	3	4	0	0	2	10	11.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	9	2	0	0	0	11	11
06:45	0	0	0	0	0	0	0	0	0	0	1	26	13	0	0	1	41	41.4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	8	1	0	0	1	11	11.2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	10	3	2	1	0	18	18.7
H/TOT	0	0	0	0	0	0	0	0	0	0	2	80	34	0	0	6	122	126.8	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	2	0	25	7	0	0	6	40	44.4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	3	0	35	7	3	1	0	49	49.4
07:00	0	0	0	0	0	0	0	0	0	2	0	34	10	1	0	2	49	49.9	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	7	6	1	0	1	15	16.5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	10	2	2	0	0	14	15
07:15	0	0	0	0	0	0	0	0	0	1	0	40	11	3	0	1	56	57.7	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	7	6.2	0	0	7	1	1	0	4	13	17.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	4	3.7	0	0	24	2	2	0	0	28	29
07:30	0	0	0	0	0	0	0	0	0	1	1	48	8	0	0	2	60	60.6	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	1	8	9	0	0	13	3	0	0	1	17	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	30	4	0	1	0	36	36.5
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H/TOT	0	0	0	0	0	0	0	0	0	4	1	172	33	4	0	7	221	226.2	0	0	0	2	0	0	0	2	2	2	0	35	5	0	0	1	43	42.4	0	0	44	11	2	0	8	65	74	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	1	0	7	6.7	2	0	109	10	6	1	1	129	132.7
08:00	0	0	0	0	0	0	0	0	0	1	1	56	7	0	0	3	68	69.6	0	0	0	1	0	0	0	1	1	4	0	27	0	0	0	0	31	27.8	1	0	24	4	0	0	2	31	32.2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	3	0	38	2	1	0	0	44	42.1
08:15	0	0	0	0	0	0	0	0	0	6	0	51	2	0	0	1	60	56.2	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	27	27	0	0	28	2	2	0	2	34	37	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	0	60	3	2	0	0	67	66.4
08:30	0	0	0	0	0	0	0	0	0	4	0	39	3	2	0	2	50	49.8	0	0	0	0	0	0	0	0	0	1	0	21	0	0	0	0	22	21.2	0	0	27	1	0	0	1	29	30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	4	3.2	3	1	71	5	1	0	0	81	78.5
08:45	0	0	0	0	0	0	0	0	0	1	0	36	6	2	0	1	46	47.2	0	0	0	0	0	0	0	0	0	1	0	27	0	0	0	0	28	27.2	2	1	34	2	1	0	1	41	40.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	6	1	43	2	1	0	0	53	48.1
H/TOT	0	0	0	0	0	0	0	0	0	12	1	182	18	4	0	7	224	222.8	0	0	0	1	0	0	0	1	1	6	0	101	1	0	0	0	108	103.2	3	1	113	9	3	0	6	135	139.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	8	1	0	0	10	9.2	14	2	212	12	5	0	0	245	235.1
09:00	0	0	0	0	0	0	0	0	0	1	0	47	4	1	0	1	54	54.7	0	0	0	2	0	0	0	2	2	0	0	12	1	0	0	0	13	13	0	0	45	3	0	0	2	50	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	4.5	1	0	53	4	0	0	0	58	57.2
09:15	0	0	0	0	0	0	0	0	0	1	0	34	0	1	0	2	38	39.7	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6.2	0	0	36	6	1	0	2	45	47.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	1.2	1	0	58	8	3	0	0	70	70.7
09:30	0	0	0	0	0	0	0	0	0	1	0	40	3	1	0	4	49	52.7	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	2	0	26	2	0	0	3	33	34.4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	29	5	0	0	0	34	34
09:45	0	0	0	0	0	0	0	0	0	1	0	34	3	0	0	2	40	41.2	0	0	0	1	0	0	0	1	1	0	0	8	0	0	0	0	8	8	2	0	32	1	2	0	0	37	36.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	34	10	1	0	0	45	45.5
H/TOT	0	0	0	0	0	0	0	0	0	4	0	155	10	3	0	9	181	188.3	0	0	0	3	0	0	0	3	3	1	0	33	2	0	0	0	36	35.2	4	0	139	12	3	0	7	165	170.3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	1	1	0	8	7.7	2	0	174	27	4	0	0	207	207.4
10:00	0	0	0	0	0	0	0	0	0	0	0	36	3	0	0	4	43	47	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	32	4	0	0	5	41	46	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	29	2	0	0	0	31	31
10:15	0	0	0	0	0	0	0	0	0	2	1	36	2	0	0	1	42	40.8	0	0	0	0	1	0	0	0	1	1	0	0	5	0	0	0	5	5	0	0	23	5	0	0	3	31	34	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	0	0	29	4	0	0	0	33	33
10:30	0	0	0	0	0	0	0	0	0	0	0	30	4	0	0	3	37	40	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	20	2	0	0	2	24	26	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	36	6	1	0	0	43	43.5
10:45	0	0	0	0	0	0	0	0	0	0	0	25	4	1	0	1	31	32.5	0	0	0	1	0	0	0	1	1	0	0	4	1	0	0	0	5	5	1	0	21	3	1	0	2	28	29.7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	4	3.2	0	0	44	8	1	0	0	53	53.5
H/TOT	0	0	0	0	0	0	0	0	0	2	1	127	13	1	0	9	153	160.3	0	0	0	1	1	0	0	2	2	0	0	24	1	0	0	0	25	25	1	0	96	14	1	0	12	124	135.7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	9	1	0	0	11	10.2	0	0	138	20	2	0	0	160	161
11:00	0	0	0	0	0	0	0	0	0	0	0	33	4	0	0	2	39	41	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	34	1	0	0	2	37	39	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	3.5	1	0	54	4	0	0	0	59	58.2
11:15	0	0	0	0	0	0	0	0	0	0	0	28	2	1	0	1	32	33.5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	35	4	0	0	2	42	43.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	7	2	0	0	42	43
11:30	0	0	0	0	0	0	0	0	0	0	0	30	5	0	0	2	37	39	0	0	0	0	1	0	0	1	1	0	0	13	1	1	0	0	15	15.5	0	0	32	1	1	0	1	35	36.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	1	0	45	5	0	0	0	51	50.2
11:45	0	0	0	0	0	0	0	0	0	1	0	36	2	0	0	1	40	40.2	0	0	0	0	0	0	0	0	0	0	0	4	3	1	0	0	8	8.5	1	0	26	1	0	0	3	31	33.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	49	8	1	0	0	59	58.7
H/TOT	0	0	0	0	0	0	0	0	0	1	0	127	13	1	0	6	148	153.7	0	0	0	1	0	0	0	1	1	0	0	23	6	2	0	0	31	32	2	0	127	7	1	0	8	145	151.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	8	8.5	3	0	181	24	3	0	0	211	210.1
12:00	0	0	0	0	0	0	0	0	0	0	0	40	2	0	0	4	46	50	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	2	0	47	3	0	0	2	54	54.4	0	0	1	0	0	0	0	0	1	1	0	0	2	1	0	0	0	3	3	0	0	47	6	1	0	0	54	54.5
12:15	0	0	0	0	0	0	0	0	0	0	0	36	7	0	1	2	46	49.3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	0	0	36	2	0	0	2	40	42	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	56	7	0	0	0	63	63
12:30	0	0	0	0	0	0	0	0	0	1	0	33	3	1	0	2	40	41.7	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10	10.5	0	0	33	2	1	0	1	37	38.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	33	2	2	1	0	38	40.3
12:45	0	0	0	0	0	0	0	0	0	1	0	52	4	2	0	1	60	61.2	0	0	0	1	0	0	0	1	1	0	0	7	0	0	0	0	7	7	0	0	39	2	0	0	1	42	43	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	2	61	5	1	0	0	70	68.5
H/TOT	0	0	0	0	0	0	0	0	0	2	0	161	16	3	1	9	192	202.2	0	0	0	1	0	0	0	1	1	0	0	25	1	2	0	0	28	29	2	0	155	9	1	0	6	173	177.9	0	0	1	0	0	0	0	0	1	1	0	0	5	1	0	0	0	6	6	1	2	197	20	4	1	0	225	226.3
13:00	0	0	0	0	0	0	0	0	0	2	2	38	2	0	0	2	46	45.2	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	1	10	11	0	2	32	4	0	0	3	41	42.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	1	1	59	4	1	0	0	66	65.1
13:15	0	0	0	0	0	0	0	0	0	0	1	36	1	0	0	1	39	39.4	0	0	0	0	0	0	0	0	0	0	1	7	1	0	0	0	9	8.4	1	0	33	2	1	0	1	38	38.7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	1	0	53	3	1	0	0	58	57.7
13:30	0	0	0	0	0	0	0	0	0	0	0	23	5	1	0	2	31	33.5	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	2	0	44	5	0	0	1	52	51.4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	6	5.2	2	0	60	7	0	0	0	69	67.4
13:45	0	0	0	0	0	0	0	0	0	1	0	38	6	1	0	1	47	47.7	0	0	0	1	0	0	0	1	1	0	0	9	1	0	0	0	10	10	0	1	40	3	0	0	1	45	45.4	0	0	1	0	0	0	0	0	1	1	0	0	7	0	0	0	0	7	7	1	0	52	3	3	0	0	59	59.7
H/TOT	0	0	0	0	0	0	0	0	0	3	3	135	14	2	0	6	163	165.8	0	0	0	1	0	0	0	1	1	0	1	33	3	0	0	1	38	38.4	3	3	149	14	1	0	6	176	178.3	0	0	1	0	0	0	0	0	1	1	1	0	15	0	0	0	0	16	15.2	5	1	224	17	5	0	0	252	249.9
14:00	0	0	0	0	0	0	0	0	0	1	1	42	2	1	0	1	48	48.1	0	0	0	1	0	0	0	1	1	0	0	12	0	0	0	0	12	12	1	1	43	0	0	0	3	48	49.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	0	0	51	6	1	0	0	58	58.5
14:15	0	0	0	0	0	0	0	0	0	2	0	44	1	0	0	2	49	49.4	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	13	1	0	29	3	0	0	2	35	36.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	7	0	62	0	1	0	0	70	64.9
14:30	0	0	0	0	0	0	0	0	0	1	0	37	3	0	0	3	44	46.2	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	11	10.2	7	0	65	5	0	0	0	77	71.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4	0	0	50	3	1	0	0	54	54.5
14:45	0	0	0	0	0	0	0	0	0	0	0	43	2	2	0	1	48	50	0	0	0	1	0	0	0	1	1	1	0	6	0	0	0	1	8	8.2	4	0	54	5	0	1	2	66	66.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	2	0	54	6	1	0	0	63	61.9
H/TOT	0	0	0	0	0	0	0	0	0	4	1	166	8	3	0	7	189	193.7	0	0	0	2	0	0	0	2	2	2	0	39	2	0	0	1	44	43.4	13	1	191	13	0	1	7	226	223.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	15	15	9	0	217	15	4	0	0	245	239.8
15:00	1	0	0	0	0	0	1	0.2	1	1	42	4	2	0	2	52	53.6	0	0	0	1	0	0	0	1	1	0	0	10	0	0	0	0	10	10	1	0	39	2	2	0	1	45	46.2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	4	0	45	9	0	0	1	59	56.8
15:15	0	0	0	0	0	0	0	0	0	1	0	38	6	1	1	0	47	48.2	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	8.5	2	1	40	3	1	0	3	50	51.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	5	1	0	51	8	1	0	0	61	60.7
15:30	0	0	0	0	0	0	0	0	0	4	1	40	4	0	0	3	52	51.2	0	0	0	2	0	0	0	2	2	3	0	12	0	0	0	0	15	14.2	1	0	58	2	0	0	1	63	62.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	4	0	60	4	0	0	0	68	64.8
15:45	0	0	0	0	0	0	0	0	0	3	0	55	3	0	0	1	62	60.6	0	0	0	0	0	0	0	0	0	2	0	11	1	0	0	0	14	12.4	2	0	38	8	0	0	1	49	48.4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	1.2	6	0	53	3	2	1	2	67	66.5
H/TOT	1	0	0	0	0	0	1	0.2	8	3	175	17	3	1	6	213



IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 7
Location: Hole in the Wall Road / Main Street
Date: Thu 11-Apr-2024
AM Peak: 07:45 — 08:45 **Total:** 1070
PM Peak: 18:30 — 19:30 **Total:** 1325
15 Min Peak: 19:00 — 19:15 **Total:** 344

Arm A - Main Street
Arm B - Hole in the Wall Road
Arm C - Main Street
Arm D - Hole in the Wall Road

	C => A								C => B								C => C								C => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	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	1	0	0	0	0	1	0.2
06:15	0	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	1	1	0	0	0	0	2	2
06:30	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	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	2	0	13	3	0	0	0	18	16.4	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	2.2
07:00	0	0	2	0	0	0	0	2	2	0	0	5	1	0	0	0	6	6	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	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
07:30	0	0	1	1	0	0	0	2	2	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.4
07:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
H/TOT	0	0	3	1	0	0	0	4	4	0	0	16	2	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	7	6.4
08:00	0	0	1	0	0	0	0	1	1	1	0	9	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
08:15	0	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	5	0	0	0	0	5	5
08:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
08:45	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	1	0	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	1	1	2	0	25	0	0	0	0	27	25.4	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12
09:00	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:15	0	0	0	1	0	0	0	1	1	0	0	5	0	1	0	0	6	6.5	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	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	1	0	0	0	0	0	0	1	0.2	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
H/TOT	1	0	1	1	0	0	0	3	2.2	0	0	11	0	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
10:00	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	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	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	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	0	1	0	0	0	0	1	1	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
11:00	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	3.5
11:15	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	0	1	0	0	0	0	1	1
11:30	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	0	2	0	0	0	0	2	2
11:45	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	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	7.2	0	0	0	1	0	0	0	0	1	1	0	0	2	1	0	0	0	4	4.5
12:00	0	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
12:15	0	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
12:30	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	0	2	0	0	0	0	2	2
12:45	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	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
13:00	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	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	3	0	0	0	0	3	3	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	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
13:45	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	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	13	1	1	0	0	16	15.7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:00	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
14:15	0	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	0	0	0	0	0	0	0
14:30	0	0	1	0	0	0	0	1	1	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
14:45	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4	3.4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	2	0	0	0	0	2	2	0	1	12	2	0	0	0	15	14.4	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6
15:00	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	1	0	0	0	0	1	1
15:15	0	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
15:30	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
15:45	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	0	2	0	0	0	0	2	2
H/TOT	0	0	1	0	0	0	0	1	1	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7
16:00	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
16:15	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	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
16:45	0	0	0	1	0	0	0	1	1	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	1	1	0	0	0	2	2	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
17:00	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	0	2	0	0	0	0	2	2
17:15	0	0	3	0	0	0	0	3	3	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
17:30	0	0	2	0	0	0	0	2	2	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
17:45	0	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	0	0	0	0	0	0	0
H/TOT	0	0	5	0	0	0	0	5	5	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
18:00	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	0	0	0	0	0	0	0	0
18:15	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
18:30	0	0	1	0	0	0	0	1	1	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
18:45	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	2	0	0	0	0	2	2
H/TOT	0	0	2	0	0	0	0	2	2	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
19:00	0	0	1	0	0	0	0	1	1	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
19:15	0	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	0	0	0	0	0	0	0
19:30	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	0	1	0	0	0	0	1	1
19:45	0	0	1	0	0	0	0	1	1	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	0	2	0	0	0	0	2	2	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
14 TOT	1	0	18	4	0	0	0	23	22.2	6	1	185	13	3	0	0	208	204.1	0	0	1	0	0	0	0	1	1	0	1	64	7	1	0	0	73	72.9

	C => D								D => A								D => B								D => C								D => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	1	1	0	0	0	2	2	1	0	2	0	0	0	0	3	2.2	1	0	14	5	2	0	0	22	22.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	20	4	0	0	0	25	24.2	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2.5	0	0	7	3	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	2	0	0	0	3	3	1	0	4	1	1	0	0	7	6.7	2	0	51	13	2	0	0	68	67.4	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	1	1	16	2	0	0	0	20	18.6	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
07:15	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	1	0	30	3	0	0	0	34	33.2	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	2	0	0	0	0	2	2	0	0	5	2.6	2	0	41	4	0	0	0	1	48	47.4	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
07:45	0	0	7	1	0	0	0	8	8.4	1	0	70	6	1	1	4	83	88	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
H/TOT	0	0	11	3	0	0	0	14	14.4	2	0	77	10	3	0	0	92	94.6	2	0	85	7	2	0	0	96	96.8	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	6	0	0	0	0	6	6	0	0	7	6.2	6	0	63	7	1	0	0	77	72.7	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
08:15	0	0	11	1	0	0	0	12	12	0	0	11	10.7	11	1	39	2	1	0	0	54	45.1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	9	0	1	0	0	11	10.7	11	1	39	2	1	0	0	54	45.1	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	0
08:45	0	0	13	1	0	0	0	14	15.5	6	0	47	0	1	0	0	54	49.7	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	39	2	2	0	0	45	44.4	34	2	196	16	3	0	0	251	224.1	0	0	6	0	0	0	0	6	6	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	14	0	2	0	0	16	17	2	0	50	6	0	0	0	58	56.4	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
09:15	0	0	6	0	1	0	0	7	7.5	1	0	44	5	2	0	0	52	52.2	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
09:30	0	0	7	0	0	0	0	7	7	0	0	54	4	3	0	0	61	62.5	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
09:45	0	0	5	0	0	0	0	5	5	1	0	41	5	1	0	0	48	47.7	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



IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 8
Location: Hole in the Wall Road / Clongriffin Avenue / Marrsfield Avenue
Date: Thu 11-Apr-2024
AM Peak: 08:00 — 09:00 **Total:** 1327
PM Peak: 17:00 — 18:00 **Total:** 1161
15 Min Peak: 08:15 — 08:30 **Total:** 358

Arm A - Hole in the Wall Road
Arm B - Marrsfield Avenue
Arm C - Hole in the Wall Road
Arm D - Clongriffin Avenue

	A => A								A => B								A => C								A => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	8	0	0	0	0	8	8	0	1	4	1	0	0	0	6	5.4
06:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	9	4	1	0	0	14	14.5	0	0	7	1	0	0	0	8	8
06:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	9	2	0	0	0	11	11	0	0	4	1	0	0	0	5	5
06:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	7	2	1	0	0	10	10.5	0	0	7	3	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	33	8	2	0	0	43	44	0	1	22	6	0	0	0	29	28.4
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	1	8	2	0	0	0	11	10.4	0	0	11	1	0	0	0	12	12
07:15	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	21	2	0	0	0	23	23	0	0	22	1	0	0	0	23	23
07:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	2	0	23	4	1	1	1	32	33.2	0	0	23	2	0	0	0	25	25
07:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	48	6	0	0	4	59	62.2	0	0	22	0	0	0	1	23	24
H/TOT	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18	3	1	100	14	1	1	5	125	128.8	0	0	78	4	0	0	1	83	84
08:00	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	43	7	1	0	0	51	51.5	0	0	37	1	0	0	0	38	38
08:15	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	1	0	28	4	0	0	0	33	32.2	1	0	39	2	0	0	0	42	41.2
08:30	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	2	0	37	2	1	0	0	42	40.9	0	0	35	1	0	0	0	36	36
08:45	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	37	3	1	0	0	41	41.5	0	0	25	1	0	0	0	26	26
H/TOT	0	0	0	0	0	0	0	0	0	0	0	44	3	0	0	0	47	47	3	0	145	16	3	0	0	167	166.1	1	0	136	5	0	0	0	142	141.2
09:00	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	39	4	1	0	0	44	44.5	0	0	26	0	0	0	0	26	26
09:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	34	2	2	0	0	39	39.2	0	0	24	2	0	0	0	26	26
09:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	44	2	2	0	0	48	49	0	0	9	0	0	0	0	9	9
09:45	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	36	5	0	0	0	41	41	0	0	12	0	1	0	0	13	13.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	30	2	0	0	0	32	32	1	0	153	13	5	0	0	172	173.7	0	0	71	2	1	0	0	74	74.5
10:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	34	3	0	0	0	37	37	0	0	11	0	1	0	0	12	12.5
10:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	29	5	2	0	0	36	37	0	0	10	0	0	0	0	10	10
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	32	5	2	0	0	39	40	1	0	5	3	0	0	0	9	8.2
10:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	31	7	1	0	0	39	39.5	0	0	15	0	1	0	0	16	16.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	126	20	5	0	0	151	153.5	1	0	41	3	2	0	0	47	47.2
11:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	27	2	2	0	0	31	32	0	0	14	0	0	0	0	14	14
11:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	1	0	30	4	3	0	0	38	38.7	0	0	13	0	0	0	0	13	13
11:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	26	3	0	0	0	29	29	0	0	8	0	0	0	0	8	8
11:45	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	4	1	39	3	1	0	0	48	44.7	0	0	13	2	0	0	0	15	15
H/TOT	0	0	0	0	0	0	0	0	0	0	0	18	3	0	0	0	21	21	5	1	122	12	6	0	0	146	144.4	0	0	48	2	0	0	0	50	50
12:00	0	0	0	0	0	0	0	0	0	0	0	5	1	0	1	0	7	8.3	0	0	34	1	0	0	0	35	35	0	0	8	4	0	0	0	12	12
12:15	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	1	0	46	1	4	0	0	52	53.2	0	0	6	0	0	0	0	6	6
12:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	39	2	0	0	0	41	41	0	0	6	1	0	0	0	7	7
12:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	33	1	0	0	1	35	36	0	0	14	0	0	0	0	14	14
H/TOT	0	0	0	0	0	0	0	0	0	0	0	21	3	0	1	0	25	26.3	1	0	152	5	4	0	1	163	165.2	0	0	34	5	0	0	0	39	39
13:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	34	1	0	0	0	36	35.2	0	0	11	0	1	0	0	12	12.5
13:15	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	0	0	47	4	0	0	0	51	51	0	0	12	0	1	0	0	13	13.5
13:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	42	4	1	1	0	48	49.8	0	0	15	1	0	0	0	16	16
13:45	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	10	9.4	0	0	40	5	0	0	0	45	45	0	0	14	2	0	0	0	16	16
H/TOT	0	0	0	0	0	0	0	0	0	0	1	25	0	1	0	0	27	26.9	1	0	163	14	1	1	0	180	181	0	0	52	3	2	0	0	57	58
14:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	52	2	3	1	0	58	60.8	1	0	18	0	0	0	0	19	18.2
14:15	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	46	3	3	0	0	52	53.5	0	0	20	1	0	0	0	21	21
14:30	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	1	0	38	5	0	0	0	44	43.2	0	0	19	3	0	0	0	22	22
14:45	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	45	4	0	0	0	49	49	0	1	18	0	0	0	1	20	20.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	35	1	0	0	0	36	36	1	0	181	14	6	1	0	203	206.5	1	1	75	4	0	0	1	82	81.6
15:00	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	1	17	18	1	2	58	4	3	0	0	68	67.5	0	0	17	1	0	0	0	18	18
15:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	52	5	0	0	0	57	57	0	0	15	1	0	0	0	16	16
15:30	0	0	0	0	0	0	0	0	0	1	0	9	0	1	0	0	11	10.7	0	0	42	4	0	1	0	47	48.3	0	1	14	4	0	0	0	19	18.4
15:45	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	38	3	0	0	0	41	41	0	0	26	2	0	0	0	28	28
H/TOT	0	0	0	0	0	0	0	0	0	1	0	47	2	1	0	1	52	52.7	1	2	190	16	3	1	0	213	213.8	0	1	72	8	0	0	0	81	80.4
16:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	50	3	0	0	0	53	53	0	0	19	0	0	0	0	19	19
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	45	7	1	0	0	53	53.5	0	0	23	2	0	0	0	25	25
16:30	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	1	0	31	2	1	0	0	35	34.7	0	0	16	1	0	0	0	17	17
16:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	35	1	1	1	0	38	39.8	0	0	13	1	0	0	0	14	14
H/TOT	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	26	26	1	0	161	13	3	1	0	179	181	0	0	71	4	0	0	0	75	75
17:00	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	58	4	0	0	1	63	64	0	0	25	0	0	0	0	25	25
17:15	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	54	1	0	0	0	55	55	0	0	18	0	0	0	0	18	18
17:30	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	1	0	54	4	0	0	0	59	58.2	0	1	20	2	1	0	0	24	23.9
17:45	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	0	0	51	2	0	0	0	53	53	0	0	14	0	0	0	0	14	14
H/TOT	0	0	0	0	0	0	0	0	0	0	0	54	2	0	0	0	54	54	1	0	217	11	0	0	1	230	230.2	0	1	77	2	1	0	0	81	80.9
18:00	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	1	1	42	2	0	0	0	46	44.6	0	0	14	1	0	0	0	15	15
18:15	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	5	4.4	1	0	30	3	0	0	0	34	33.2	0	0	10	1	0	0	0	11	11
18:30	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	47	2	0	0	0	49	49	0	0	17	1	0	0	0	18	18
18:45	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	13.2	1	0	47	1	0	0	0	49	48.2	0	1	10	1	0	0	0	12	11.4
H/TOT	0	0	0	0	0	0	0	0	0	1	1	33	2	0	0	0	37	35.6	3	1	166	8	0	0	0	178	175	0	1	51	4	0	0	0	56	55.4
19:00	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	4	4.2	1	0	53	1	0	0	0	55	54.2	1	1	15	2	0	0	0	19	17.6
19:15	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	35	1	0	0	0	36	36	0	0	12	0	0	0	0	12	12
19:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	29	1	0	0	0	30	30	0	1	17	1	0	0	0	19	18.4
19:45	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	28	1	0	0	0	29	29	0	0	9	0	1	0	0	10	10.5
H/TOT	0	0	0	0	0	0	0	0	0	1	0	23	1	0	0	1	26	26.2	1	0	145	4	0	0	0	150	149.2	1	2	53	3	1	0	0	60	58.5
14 TOT	0	0	0	0	0	0	0	0	3	2	387	22	2	1	2	419	419.7	22	5	2054	168	39	5	7	2300	2312.4	4	7	881	55	7	0	2	956	954.1

	B => A								B => B								B => C								B => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	7	0	0	0	0	7	7
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	0	0	11	4	2	0	0	17	18
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	6	1	0	0	0	7	7
06:45	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	13	4	1	0	0	18	18.5
H/TOT	1	0	4	0	1	0	0	6	5.7	0	0	0	0	0	0	0	0	0	1	0	9	2	0	0	0	12	11.2	0	0	37	9	3	0	0	49	50.5
07:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	15	5	0	0	0	20	20
07:15	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	22	1	0	0	0	23	23
07:30	0	0	2	0	0	0	0	2	2.2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	1	25	2	0	0	0	28	27.4
07:45	0	0	7	0	0	0	0	7	7.2	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	1	0	24	0	0	0	0	25	24.2
H/TOT	3	1	15	1	0	0	0	20	20.4	0	0	0	0	0	0	0	0	0	1	0	18	0	0	0	0	19	18	1	1	86	8	0	0	0	96	94.6
08:00	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6.2	0	1	47	1	0	0	0	49	48.4
08:15	1	1	12	2	0	0	0	16	14.6	0	0	0	0	0	0	0	0	0	3	1	7	0	0	0	0	11	8	3	0	64	4	1	0	0	72	70.1
08:30	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	47	1	0	0	0	48	48
08:45	0	0	8	0	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	7.2	1	1	39	2	1	0	0	43	41.6
H/TOT	2	1	52	4	0	0	0	59	56.8	0	0	0	0	0	0	0	0	0	5	1	25	0	0	0	0	31	26.4	4	2	197	8	1	0	0	212	208.1
09:00	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	1	13	0	0	0	0	14	13.4
09:15	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	1	14	1	0	0	0	16	15.4
09:30	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	7	7.5	0	0	16	1	0	0	0	17	17
09:45	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	14	0	1	0	0	15	15.5
H/TOT	4	1	17	2	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	18	1	1	0	0	20	20.5	0	2	57	2	1	0	0	62	61.3
10:00	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	12	0	1	0	0	13	13.5
10:15	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	15	3	0	0	0	18	18
10:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	7	4	0	0	0	11	11
10:45	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	12	1	0	0	0	13	13
H/TOT	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	46	8	1	0	0	55	55.5
11:00	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	9	0	0	0	0	9	9
11:15	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	6

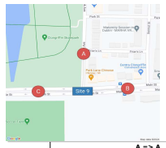


IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 8
Location: Hole in the Wall Road / Clongriffin Avenue / Marrsfield Avenue
Date: Thu 11-Apr-2024
AM Peak: 08:00 — 09:00 **Total:** 1327
PM Peak: 17:00 — 18:00 **Total:** 1161
15 Min Peak: 08:15 — 08:30 **Total:** 358

Arm A - Hole in the Wall Road
Arm B - Marrsfield Avenue
Arm C - Hole in the Wall Road
Arm D - Clongriffin Avenue

	C => A								C => B								C => C								C => D								D => A								D => B								D => C								D => D							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
06:00	0	0	5	1	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	1	0	0	0	0	2	1.2	0	0	2	0	0	0	0	2	2	0	0	5	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0
06:15	0	0	6	1	1	0	0	8	8.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	10	10	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
06:30	0	0	5	1	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4	3.2	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0
06:45	0	0	7	3	1	1	0	12	13.8	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	0	5	5	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	23	6	2	1	0	32	34.3	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	18	6	0	0	0	24	24	1	0	4	0	0	0	0	5	4.2	1	0	12	2	0	0	0	15	14.2	0	0	16	5	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0
07:00	0	0	7	2	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	1	0	0	11	11.5	0	0	6	1	0	0	0	7	7	1	0	13	0	0	0	0	14	13.2	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
07:15	0	0	15	4	2	0	0	21	22	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	14	14	0	0	3	1	0	0	0	4	4	0	0	17	2	0	0	0	19	19	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
07:30	1	0	18	3	0	1	0	23	23.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	16	1	0	0	1	19	19.4	0	0	8	0	0	0	0	8	8	0	0	20	0	2	0	0	22	23	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0
07:45	1	0	30	3	2	0	0	36	36.2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	29	3	0	0	1	33	34	0	0	12	1	0	0	0	13	13	0	0	23	1	0	0	0	24	24	1	0	18	2	0	0	0	21	20.2	0	0	0	0	0	0	0	0	0
H/TOT	2	0	70	12	5	1	0	90	92.2	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	1	64	9	1	0	2	77	78.9	0	0	29	3	0	0	0	32	32	1	0	73	3	2	0	0	79	79.2	1	0	47	4	0	0	0	52	51.2	0	0	0	0	0	0	0	0	0
08:00	0	0	29	1	2	0	0	32	33	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25	25	0	0	18	0	0	0	0	18	18	0	0	23	3	0	0	0	26	26	1	0	26	0	0	0	0	27	26.2	0	0	0	0	0	0	0	0	0
08:15	2	0	39	4	1	0	0	46	44.9	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	45	0	0	0	0	45	45	0	0	31	2	0	0	0	33	33	0	0	26	2	0	0	0	28	28	0	0	16	2	0	0	0	18	18	0	0	0	0	0	0	0	0	0
08:30	1	0	47	2	2	0	0	52	52.2	0	1	8	0	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0	0	0	48	2	0	0	0	50	50	0	0	32	2	0	0	0	34	34	0	0	29	1	0	0	0	30	30	0	1	13	0	1	0	0	15	14.9	0	0	0	0	0	0	0	0	0
08:45	0	1	32	4	0	0	0	37	36.4	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	38	1	0	0	0	39	39	0	1	15	3	2	0	0	21	21.4	0	0	48	3	0	0	0	51	51	3	0	18	0	0	0	0	21	18.6	0	0	0	0	0	0	0	0	0
H/TOT	3	1	147	11	5	0	0	167	166.5	0	1	19	1	0	0	0	21	20.4	0	0	0	0	0	0	0	0	0	0	0	154	5	0	0	0	159	159	0	1	96	7	2	0	0	106	106.4	0	0	126	9	0	0	0	135	135	4	1	73	2	1	0	0	81	77.7	0	0	0	0	0	0	0	0	0
09:00	0	0	35	3	0	0	0	38	38	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	26	26	0	0	10	0	0	0	1	11	12	0	0	20	4	0	0	0	24	24	0	0	15	1	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0
09:15	0	0	31	3	2	0	0	36	37	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25	25	0	0	12	0	0	0	0	12	12	1	0	14	1	1	0	0	17	16.7	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
09:30	0	0	23	6	1	0	0	30	30.5	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	0	9	2	0	0	0	11	11	1	0	14	0	0	0	0	15	14.2	0	0	11	1	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0
09:45	0	0	27	7	1	0	0	35	35.5	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	13	0	0	5	1	0	0	0	6	6	0	0	13	0	0	0	0	13	13	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	116	19	4	0	0	139	141	0	0	23	4	0	0	0	27	27	0	0	0	0	0	0	0	0	0	0	0	74	5	0	0	0	79	79	0	0	36	3	0	0	1	40	41	2	0	61	5	1	0	0	69	67.9	0	0	47	4	2	0	0	53	54	0	0	0	0	0	0	0	0	0
10:00	0	0	22	2	0	0	0	24	24	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	7	0	0	0	0	7	7	0	0	14	2	0	0	0	16	16	0	0	6	3	0	0	0	9	9	0	0	0	0	0	0	0	0	0
10:15	0	0	20	3	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	0	11	2	0	0	0	13	13	0	0	10	0	0	0	0	10	10	0	0	11	0	1	0	0	12	11	0	0	1	0	0	0	0	1	1
10:30	0	0	32	5	0	0	0	37	37	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	1	6	0	0	0	0	7	6.4	0	0	7	3	0	0	0	10	10	0	0	12	0	1	0	1	14	15.5	0	0	0	0	0	0	0	0	0
10:45	0	0	30	3	1	0	0	34	34.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	9	0	1	0	0	10	10.5	0	0	13	2	0	0	0	15	15	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	104	13	1	0	0	118	118.5	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	47	2	0	0	0	49	49	0	1	33	2	1	0	0	37	36.9	0	0	44	7	0	0	0	51	51	0	0	34	4	1	0	1	40	41.5	0	0	1	0	0	0	0	1	1
11:00	0	0	33	5	0	0	0	38	38	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	23	1	1	0	0	25	25.5	0	0	6	0	1	0	0	7	7.5	0	0	9	1	0	0	0	10	10	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
11:15	0	0	24	8	2	0	0	34	35	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	9	0	0	0	0	9	9	0	0	11	2	1	0	0	14	14.5	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
11:30	0	0	24	6	1	0	0	31	31.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	27	1	0	0	0	28	28	0	0	12	0	1	0	0	13	13.5	1	0	13	1	0	0	0	15	14.2	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
11:45	0	0	29	5	1	0	0	35	35.5	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	16	0	0	4	0	0	0	0	4	4	0	0	13	1	0	0	0	14	14	0	0	20	2	0	0	0	22	22	0	0	0	0	0	0	0	0	0
H/TOT	0	0	110	24	4	0	0	138	140	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	75	5	1	0	0	81	81.5	0	0	31	0	2	0	0	33	34	1	0	46	5	1	0	0	53	52.7	0	0	49	2	0	0	0	51	51	0	0	0	0	0	0	0	0	0
12:00	0	0	30	4	0	0	0	34	34	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	4	2	0	0	0	6	6	1	0	15	1	3	0	0	20	20.7	1	0	12	0	1	0	0	14	13.7	0	0	0	0	0	0	0	0	0
12:15	0	0	43	7	0	0	0	50	50	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	16	2	1	0	0	19	19.5	0	0	6	1	0	0	0	7	7	1	0	9	4	0	0	0	14	13.2	0	0	19	0	0	0	0	19	19	0	0	0	0	0	0	0	0	0
12:30	0	0	30	3	2	1	0	36	38.3	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	1	6	0	0	0	0	7	6.4	0	1	11	2	0	0	0	14	13.4	0	0	7	0	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0
12:45	1	1	40	2	1	0	0	45	44.1	0	1	1	0	0	0	0	2	1.4	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	30	30	0	0	10	0	0	0	0	10	10	0	0	11	1	0	0	0	12	12	1	1	10	2	0	0	0	14	12.6	0	0	0	0	0	0	0	0	0
H/TOT	1	1	143	16	3	1	0	165	166.4	0	1	14	1	0	0	0	16	15.4	0	0	0	0	0	0	0	0	0	0	0	67	3	2	0	0	72	73	0	1	26	3	0	0	0	30	29.4	2	1	46	8	3	0	0	60	59.3	2	1	48	2	2	0	0	55	53.8	0	0	0	0	0	0	0	0	0
13:00	0	0	46	4	1	0	1	52	53.5	0	1	4	0	0	0	0	5	4.4	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	22	20.4	0	0	11	1	0	0	0	12	12	0	0	12	0	0	0	0	12	12	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0
13:15	0	0	37	2	1	0	0	40	40.5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	15	0	0	0	0	17	15.6	0	0	7	1	0	0	0	8	8	0	0	6	1	0	0	0	7	7	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0
13:30	0	0	29	5	0	0	0	34	34	0	0	8	0	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	27	27	0	0	4	1	0	0	0	5	5	0	0	19	0	1	0	0	20	20.5	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
13:45	0	0	33	1	1	0	0	35	35.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	18	2	1	0	0	21	21.5	1	0	7	1	0	0	0	9	8.2	1	0	7	2	0	0	0	10	9.2	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0
H/TOT	0	0	145	12	3	0	1	161	163.5	0	1	21	0	1	0	0	23	22.9	0	0	0	0	0	0	0	0	0	0	3	1	78	4	1	0	0	87	84.5	1	0	29	4	0	0	0	34	33.2	1	0	44	3	1	0	0	49	48.7	0	0	58	3	0	0	0	61	61	0	0	0	0	0	0	0	0	0
14:00	0	0	34	2	0	0	0	36	36	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	22	1	1	0	0	24	24.5	0	0	7	0	0	0	0	7	7	0	0	11	2	1	0	1	15	16.5	0	0	31	2	0	0	0	33	33	0	0	0	0	0	0	0	0	0
14:15	0	0	36	2	0	0	0	38	38	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	31	0	2	0	0	33	34	0	0	10	1	0	0	0	11	11	3	1	16	2	0	0	0	22	19	0	0	22	0	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0
14:30	0	0	43	5	1	0	0	49	49.5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	28	28	0	0	15	1	0	0	0	16	16	1	0	20	2	0	0	0	23	22.2	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0
14:45	0	0	33	2	0	0	0	35	35	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	1	24	25	0	0	7	0	0	0	0	7	7	1	0	22	2	0	0	0	25	24.2	0	0	25	1	2	0	0	28	29	0	0	0	0	0	0	0	0	0
H/TOT	0	0	146	11	1	0	0	158	158.5	0	0	19	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	102	3	3	0	1	109	111.5	0	0	39	2	0	0	0	41	41	5	1	69	8	1	0	1	85	81.9	0	0	94	4	3	0	0	101	102.5	0	0	0	0	0	0	0	0	0
15:00	0	0	34	8	0	0	1	43	44	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	19	3	0	0	0	22	22	0	0	7	1	0	0	0	8	8	0	0	15	2	1	0	2	20	22.5	0	0	8	3	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0
15:15	0	0	34	4	2	0	0	40	41	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	12	3	1	0	0	16	16.5	0	0	16	1	0	0	0	17	17	0	0	16	3	0	0	0	19	19	0	0	15	3	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0
15:30	0	0	57	3	0	0	2	62	64	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	2	17	19	0	1	9	0	0	0	0	10	9.4	0	0	30	0	0	0	0	30	30	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0
15:45	2	0	37	4	1	1	0	45	45.2	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	30	0	1	0	2	33	35.5	0	0	14	0	0	0	0	14	14	0	0	19	2	0	0	0	21	21	0	0	19	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0
H/TOT	2	0	162	19	3	1	3	190	194.2	0	0	19	2	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	74	8	2	0	4	88	93	0	1	46	2	0	0	0	49	48.4	0	0	80	7	1	0	2	90	92.5	0	0	58	7	2	0	0	67	68	0	0	0	0	0	0	0	0	0
16:00	0	0	35	2	1	0	0	38	38.5	0	0	3	0	0	0	0	3	3	0	0	0	0



IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 9
Location: Main Street / Park Avenue
Date: Thu 11-Apr-2024
AM Peak: 08:15 — 09:15 **Total:** 536
PM Peak: 17:00 — 18:00 **Total:** 624
15 Min Peak: 19:00 — 19:15 **Total:** 171

Arm A - Park Avenue
Arm B - Main Street
Arm C - Main Street

| | A => A | | | | | | | | | A => B | | | | | | | | | A => C | | | | | | | | | B => A | | | | | | | | | B => B | | | | | | | | | B => C | | | | | | | | | C => A | | | | | | | | | C => B | | | | | | | | | C => C | | | | | | | | |
|---|---|---



IDASO

Survey Name: 24260 - Belmayne and Clongriffin
Site: Site 10
Location: Marrsfield Avenue / Park Avenue
Date: Thu 11-Apr-2024
AM Peak: 08:00 — 09:00 **Total:** 432
PM Peak: 17:30 — 18:30 **Total:** 316
15 Min Peak: 08:15 — 08:30 **Total:** 130

Arm A - Marrsfield Avenue
Arm B - Park Avenue
Arm C - Belmayne

| | A => A | | | | | | | | | A => B | | | | | | | | | A => C | | | | | | | | | B => A | | | | | | | | | B => B | | | | | | | | | B => C | | | | | | | | | C => A | | | | | | | | | C => B | | | | | | | | | C => C | | | | | | | | |
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CS CONSULTING

Civil, Structural & Traffic Engineering

APPENDIX B

TRICS TRIP RATES

Calculation Reference: AUDIT-656801-240417-0436

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	3 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
09	NORTH		
	TW	TYNE & WEAR	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: Total Bedrooms
Actual Range: 36 to 152 (units:)
Range Selected by User: 10 to 1231 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 13/09/23

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	29 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	7 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	5 days
25,001 to 50,000	2 days

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

Population within 5 miles:

125,001 to 250,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	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	3 days
No	4 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	7 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Total Bedrooms:	152	
	Survey date: MONDAY	*18/09/17*	*Survey Type: MANUAL*
2	HF-03-C-06	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	45	
	Survey date: THURSDAY	*08/06/23*	*Survey Type: MANUAL*
3	HF-03-C-07	BLOCKS OF FLATS	HERTFORDSHIRE
	OXHEY DRIVE		
	WATFORD		
	SOUTH OXHEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Total Bedrooms:	139	
	Survey date: WEDNESDAY	*07/06/23*	*Survey Type: MANUAL*
4	HF-03-C-08	BLOCKS OF FLATS	HERTFORDSHIRE
	HAYLING ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	38	
	Survey date: TUESDAY	*06/06/23*	*Survey Type: MANUAL*
5	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	143	
	Survey date: MONDAY	*18/11/19*	*Survey Type: MANUAL*
6	TW-03-C-01	BLOCKS OF FLATS	TYNE & WEAR
	CAULDWELL AVENUE		
	WHITLEY BAY		
	MONKESEATON		
	Edge of Town		
	Residential Zone		
	Total Total Bedrooms:	90	
	Survey date: FRIDAY	*15/10/21*	*Survey Type: MANUAL*
7	WS-03-C-01	BLOCKS OF FLATS	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Total Bedrooms:	36	
	Survey date: WEDNESDAY	*11/05/22*	*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/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.34

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	92	0.011	7	92	0.104	7	92	0.115
08:00 - 09:00	7	92	0.048	7	92	0.121	7	92	0.169
09:00 - 10:00	7	92	0.053	7	92	0.058	7	92	0.111
10:00 - 11:00	7	92	0.042	7	92	0.061	7	92	0.103
11:00 - 12:00	7	92	0.054	7	92	0.053	7	92	0.107
12:00 - 13:00	7	92	0.051	7	92	0.048	7	92	0.099
13:00 - 14:00	7	92	0.050	7	92	0.070	7	92	0.120
14:00 - 15:00	7	92	0.062	7	92	0.050	7	92	0.112
15:00 - 16:00	7	92	0.103	7	92	0.054	7	92	0.157
16:00 - 17:00	7	92	0.078	7	92	0.059	7	92	0.137
17:00 - 18:00	7	92	0.117	7	92	0.053	7	92	0.170
18:00 - 19:00	7	92	0.076	7	92	0.036	7	92	0.112
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.745			0.767			1.512

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

Parameter summary

Trip rate parameter range selected:	36 - 152 (units:)
Survey date date range:	01/01/16 - 13/09/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	92	0.000	7	92	0.000	7	92	0.000
08:00 - 09:00	7	92	0.000	7	92	0.000	7	92	0.000
09:00 - 10:00	7	92	0.000	7	92	0.000	7	92	0.000
10:00 - 11:00	7	92	0.000	7	92	0.000	7	92	0.000
11:00 - 12:00	7	92	0.000	7	92	0.000	7	92	0.000
12:00 - 13:00	7	92	0.000	7	92	0.000	7	92	0.000
13:00 - 14:00	7	92	0.000	7	92	0.000	7	92	0.000
14:00 - 15:00	7	92	0.000	7	92	0.000	7	92	0.000
15:00 - 16:00	7	92	0.000	7	92	0.000	7	92	0.000
16:00 - 17:00	7	92	0.002	7	92	0.000	7	92	0.002
17:00 - 18:00	7	92	0.000	7	92	0.002	7	92	0.002
18:00 - 19:00	7	92	0.000	7	92	0.000	7	92	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.34

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	92	0.016	7	92	0.255	7	92	0.271
08:00 - 09:00	7	92	0.089	7	92	0.383	7	92	0.472
09:00 - 10:00	7	92	0.100	7	92	0.151	7	92	0.251
10:00 - 11:00	7	92	0.079	7	92	0.134	7	92	0.213
11:00 - 12:00	7	92	0.118	7	92	0.128	7	92	0.246
12:00 - 13:00	7	92	0.114	7	92	0.118	7	92	0.232
13:00 - 14:00	7	92	0.112	7	92	0.149	7	92	0.261
14:00 - 15:00	7	92	0.140	7	92	0.114	7	92	0.254
15:00 - 16:00	7	92	0.255	7	92	0.103	7	92	0.358
16:00 - 17:00	7	92	0.188	7	92	0.112	7	92	0.300
17:00 - 18:00	7	92	0.281	7	92	0.123	7	92	0.404
18:00 - 19:00	7	92	0.201	7	92	0.076	7	92	0.277
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.693			1.846			3.539

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	92	0.002	7	92	0.005	7	92	0.007
08:00 - 09:00	7	92	0.005	7	92	0.008	7	92	0.013
09:00 - 10:00	7	92	0.006	7	92	0.003	7	92	0.009
10:00 - 11:00	7	92	0.006	7	92	0.008	7	92	0.014
11:00 - 12:00	7	92	0.006	7	92	0.005	7	92	0.011
12:00 - 13:00	7	92	0.006	7	92	0.003	7	92	0.009
13:00 - 14:00	7	92	0.003	7	92	0.008	7	92	0.011
14:00 - 15:00	7	92	0.006	7	92	0.005	7	92	0.011
15:00 - 16:00	7	92	0.008	7	92	0.002	7	92	0.010
16:00 - 17:00	7	92	0.003	7	92	0.008	7	92	0.011
17:00 - 18:00	7	92	0.003	7	92	0.000	7	92	0.003
18:00 - 19:00	7	92	0.003	7	92	0.003	7	92	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.058			0.115

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-656801-240417-0452

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
09	NORTH		
	TW	TYNE & WEAR	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:	Number of pupils
Actual Range:	45 to 111 (units:)
Range Selected by User:	37 to 138 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 07/06/22

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	3 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:

Suburban Area (PPS6 Out of Centre)	4
Neighbourhood Centre (PPS6 Local Centre)	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	5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

E(f)	5 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	2 days
2.1 to 2.5	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.

LIST OF SITES relevant to selection parameters

1 BH-04-D-01 NURSERY BRIGHTON & HOVE
CONNAUGHT ROAD
BRIGHTON
HOVE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of pupils: 45
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

2 DR-04-D-01 NURSERY DONCASTER
BAWTRY ROAD
DONCASTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 111
Survey date: FRIDAY *13/05/22* *Survey Type: MANUAL*

3 LN-04-D-01 NURSERY LINCOLNSHIRE
NEWARK ROAD
LINCOLN
SWALLOW BECK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 49
Survey date: TUESDAY *31/10/17* *Survey Type: MANUAL*

4 NN-04-D-01 NURSERY NORTH NORTHAMPTONSHIRE
ROCKINGHAM ROAD
KETTERING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 90
Survey date: TUESDAY *07/06/22* *Survey Type: MANUAL*

5 TW-04-D-03 NURSERY TYNE & WEAR
JUBILEE ROAD
NEWCASTLE UPON TYNE
GOSFORTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 108
Survey date: TUESDAY *21/05/19* *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 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.44

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	81	0.114	5	81	0.032	5	81	0.146
08:00 - 09:00	5	81	0.181	5	81	0.114	5	81	0.295
09:00 - 10:00	5	81	0.060	5	81	0.047	5	81	0.107
10:00 - 11:00	5	81	0.007	5	81	0.005	5	81	0.012
11:00 - 12:00	5	81	0.002	5	81	0.002	5	81	0.004
12:00 - 13:00	5	81	0.065	5	81	0.084	5	81	0.149
13:00 - 14:00	5	81	0.067	5	81	0.087	5	81	0.154
14:00 - 15:00	5	81	0.012	5	81	0.020	5	81	0.032
15:00 - 16:00	5	81	0.037	5	81	0.035	5	81	0.072
16:00 - 17:00	5	81	0.055	5	81	0.057	5	81	0.112
17:00 - 18:00	5	81	0.119	5	81	0.181	5	81	0.300
18:00 - 19:00	5	81	0.010	5	81	0.065	5	81	0.075
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.729			0.729			1.458

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:	45 - 111 (units:)
Survey date date range:	01/01/16 - 07/06/22
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 04 - EDUCATION/D - NURSERY
MULTI-MODAL TAXIS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	81	0.000	5	81	0.000	5	81	0.000
08:00 - 09:00	5	81	0.002	5	81	0.002	5	81	0.004
09:00 - 10:00	5	81	0.000	5	81	0.000	5	81	0.000
10:00 - 11:00	5	81	0.000	5	81	0.000	5	81	0.000
11:00 - 12:00	5	81	0.000	5	81	0.000	5	81	0.000
12:00 - 13:00	5	81	0.007	5	81	0.007	5	81	0.014
13:00 - 14:00	5	81	0.000	5	81	0.000	5	81	0.000
14:00 - 15:00	5	81	0.000	5	81	0.000	5	81	0.000
15:00 - 16:00	5	81	0.000	5	81	0.000	5	81	0.000
16:00 - 17:00	5	81	0.000	5	81	0.000	5	81	0.000
17:00 - 18:00	5	81	0.002	5	81	0.002	5	81	0.004
18:00 - 19:00	5	81	0.000	5	81	0.000	5	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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 04 - EDUCATION/D - NURSERY
MULTI-MODAL CYCLISTS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	81	0.005	5	81	0.000	5	81	0.005
08:00 - 09:00	5	81	0.002	5	81	0.000	5	81	0.002
09:00 - 10:00	5	81	0.000	5	81	0.000	5	81	0.000
10:00 - 11:00	5	81	0.000	5	81	0.000	5	81	0.000
11:00 - 12:00	5	81	0.000	5	81	0.000	5	81	0.000
12:00 - 13:00	5	81	0.007	5	81	0.002	5	81	0.009
13:00 - 14:00	5	81	0.002	5	81	0.005	5	81	0.007
14:00 - 15:00	5	81	0.000	5	81	0.000	5	81	0.000
15:00 - 16:00	5	81	0.000	5	81	0.005	5	81	0.005
16:00 - 17:00	5	81	0.000	5	81	0.000	5	81	0.000
17:00 - 18:00	5	81	0.000	5	81	0.002	5	81	0.002
18:00 - 19:00	5	81	0.000	5	81	0.000	5	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.014			0.030

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 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.44

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	81	0.318	5	81	0.062	5	81	0.380
08:00 - 09:00	5	81	0.489	5	81	0.169	5	81	0.658
09:00 - 10:00	5	81	0.146	5	81	0.062	5	81	0.208
10:00 - 11:00	5	81	0.015	5	81	0.007	5	81	0.022
11:00 - 12:00	5	81	0.020	5	81	0.057	5	81	0.077
12:00 - 13:00	5	81	0.221	5	81	0.236	5	81	0.457
13:00 - 14:00	5	81	0.164	5	81	0.199	5	81	0.363
14:00 - 15:00	5	81	0.030	5	81	0.040	5	81	0.070
15:00 - 16:00	5	81	0.074	5	81	0.139	5	81	0.213
16:00 - 17:00	5	81	0.082	5	81	0.184	5	81	0.266
17:00 - 18:00	5	81	0.199	5	81	0.447	5	81	0.646
18:00 - 19:00	5	81	0.017	5	81	0.189	5	81	0.206
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.775			1.791			3.566

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 04 - EDUCATION/D - NURSERY
MULTI-MODAL CARS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	81	0.114	5	81	0.032	5	81	0.146
08:00 - 09:00	5	81	0.176	5	81	0.109	5	81	0.285
09:00 - 10:00	5	81	0.060	5	81	0.047	5	81	0.107
10:00 - 11:00	5	81	0.005	5	81	0.005	5	81	0.010
11:00 - 12:00	5	81	0.000	5	81	0.000	5	81	0.000
12:00 - 13:00	5	81	0.055	5	81	0.072	5	81	0.127
13:00 - 14:00	5	81	0.065	5	81	0.087	5	81	0.152
14:00 - 15:00	5	81	0.010	5	81	0.017	5	81	0.027
15:00 - 16:00	5	81	0.037	5	81	0.032	5	81	0.069
16:00 - 17:00	5	81	0.052	5	81	0.057	5	81	0.109
17:00 - 18:00	5	81	0.117	5	81	0.176	5	81	0.293
18:00 - 19:00	5	81	0.010	5	81	0.065	5	81	0.075
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.701			0.699			1.400

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 04 - EDUCATION/D - NURSERY
MULTI-MODAL LGVS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	81	0.000	5	81	0.000	5	81	0.000
08:00 - 09:00	5	81	0.002	5	81	0.002	5	81	0.004
09:00 - 10:00	5	81	0.000	5	81	0.000	5	81	0.000
10:00 - 11:00	5	81	0.002	5	81	0.000	5	81	0.002
11:00 - 12:00	5	81	0.002	5	81	0.002	5	81	0.004
12:00 - 13:00	5	81	0.002	5	81	0.005	5	81	0.007
13:00 - 14:00	5	81	0.002	5	81	0.000	5	81	0.002
14:00 - 15:00	5	81	0.002	5	81	0.002	5	81	0.004
15:00 - 16:00	5	81	0.000	5	81	0.002	5	81	0.002
16:00 - 17:00	5	81	0.002	5	81	0.000	5	81	0.002
17:00 - 18:00	5	81	0.000	5	81	0.002	5	81	0.002
18:00 - 19:00	5	81	0.000	5	81	0.000	5	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.015			0.029

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 04 - EDUCATION/D - NURSERY
MULTI-MODAL Servicing Vehicles
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	81	0.000	5	81	0.000	5	81	0.000
08:00 - 09:00	5	81	0.002	5	81	0.002	5	81	0.004
09:00 - 10:00	5	81	0.000	5	81	0.000	5	81	0.000
10:00 - 11:00	5	81	0.002	5	81	0.000	5	81	0.002
11:00 - 12:00	5	81	0.002	5	81	0.002	5	81	0.004
12:00 - 13:00	5	81	0.002	5	81	0.005	5	81	0.007
13:00 - 14:00	5	81	0.002	5	81	0.000	5	81	0.002
14:00 - 15:00	5	81	0.000	5	81	0.000	5	81	0.000
15:00 - 16:00	5	81	0.000	5	81	0.002	5	81	0.002
16:00 - 17:00	5	81	0.000	5	81	0.000	5	81	0.000
17:00 - 18:00	5	81	0.000	5	81	0.000	5	81	0.000
18:00 - 19:00	5	81	0.000	5	81	0.000	5	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.011			0.021

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.*



CS CONSULTING

Civil, Structural & Traffic Engineering

APPENDIX C

JUNCTIONS 8 MODELLING RESULTS

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]
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Filename: L106 J9 PICADY Model_20260203.arc8
Path: J:\L_JOBS\Job-L106\C_CALCULATIONS\B_TRAFFIC\Modelling\Modelling
Report generation date: 05/02/2026 10:02:11

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Standard - 2026 Baseline									
Stream B-AC	0.26	8.83	0.21	A	235 % [Stream B-AC]	0.22	9.25	0.18	A	220 % [Stream B-AC]
Stream C-AB	0.04	4.92	0.04	A		0.05	5.19	0.05	A	
Stream C-A	-	-	-	-		-	-	-	-	
Stream A-B	-	-	-	-		-	-	-	-	
Stream A-C	-	-	-	-		-	-	-	-	
	Standard - 2027 Do-Nothing									
Stream B-AC	0.61	11.85	0.38	B	107 % [Stream B-AC]	0.37	10.66	0.27	B	147 % [Stream B-AC]
Stream C-AB	0.04	4.97	0.04	A		0.05	5.30	0.05	A	
Stream C-A	-	-	-	-		-	-	-	-	
Stream A-B	-	-	-	-		-	-	-	-	
Stream A-C	-	-	-	-		-	-	-	-	
	Standard - 2027 With Development									
Stream B-AC	0.62	12.02	0.39	B	104 % [Stream B-AC]	0.37	10.78	0.27	B	143 % [Stream B-AC]
Stream C-AB	0.04	5.00	0.04	A		0.05	5.33	0.05	A	
Stream C-A	-	-	-	-		-	-	-	-	
Stream A-B	-	-	-	-		-	-	-	-	
Stream A-C	-	-	-	-		-	-	-	-	
	Standard - 2028 Do-Nothing									
Stream B-AC	0.63	12.03	0.39	B		0.38	10.81	0.28	B	
Stream C-AB	0.05	4.99	0.04	A		0.05	5.33	0.05	A	

Stream C-A	-	-	-	-	103 % [Stream B-AC]	-	-	-	-	142 % [Stream B-AC]
Stream A-B	-	-	-	-		-	-	-	-	
Stream A-C	-	-	-	-		-	-	-	-	
	Standard - 2028 With Development									
Stream B-AC	0.68	12.87	0.41	B	89 % [Stream B-AC]	0.41	11.55	0.29	B	120 % [Stream B-AC]
Stream C-AB	0.05	5.06	0.04	A		0.05	5.51	0.05	A	
Stream C-A	-	-	-	-		-	-	-	-	
Stream A-B	-	-	-	-		-	-	-	-	
Stream A-C	-	-	-	-		-	-	-	-	
	Standard - 2033 Do-Nothing									
Stream B-AC	0.68	12.49	0.41	B	94 % [Stream B-AC]	0.41	11.22	0.30	B	128 % [Stream B-AC]
Stream C-AB	0.05	5.02	0.05	A		0.06	5.40	0.05	A	
Stream C-A	-	-	-	-		-	-	-	-	
Stream A-B	-	-	-	-		-	-	-	-	
Stream A-C	-	-	-	-		-	-	-	-	
	Standard - 2033 With Development									
Stream B-AC	0.73	13.39	0.43	B	81 % [Stream B-AC]	0.44	12.02	0.31	B	109 % [Stream B-AC]
Stream C-AB	0.05	5.10	0.05	A		0.06	5.58	0.06	A	
Stream C-A	-	-	-	-		-	-	-	-	
Stream A-B	-	-	-	-		-	-	-	-	
Stream A-C	-	-	-	-		-	-	-	-	
	Standard - 2043 Do-Nothing									
Stream B-AC	0.76	13.15	0.43	B	84 % [Stream B-AC]	0.46	11.71	0.32	B	115 % [Stream B-AC]
Stream C-AB	0.05	5.07	0.05	A		0.06	5.47	0.06	A	
Stream C-A	-	-	-	-		-	-	-	-	
Stream A-B	-	-	-	-		-	-	-	-	
Stream A-C	-	-	-	-		-	-	-	-	
	Standard - 2043 Do-Nothing Cumulative									
Stream B-AC	0.35	9.65	0.26	A	174 % [Stream B-AC]	0.30	10.15	0.23	B	163 % [Stream B-AC]
Stream C-AB	0.05	5.02	0.05	A		0.06	5.37	0.06	A	
Stream C-A	-	-	-	-		-	-	-	-	
Stream A-B	-	-	-	-		-	-	-	-	
Stream A-C	-	-	-	-		-	-	-	-	
	Standard - 2043 With Development									

Stream B-AC	0.82	14.16	0.45	B	72 % [Stream B-AC]	0.49	12.59	0.33	B	98 % [Stream B-AC]
Stream C-AB	0.05	5.14	0.05	A		0.06	5.66	0.06	A	
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 - 2026 Baseline, AM " model duration: 07:45 - 09:15
"D2 - 2026 Baseline, PM" model duration: 16:45 - 18:15
"D3 - 2027 Do-Nothing, AM" model duration: 07:45 - 09:15
"D4 - 2027 Do-Nothing, PM" model duration: 16:45 - 18:15
"D5 - 2027 With Development, AM" model duration: 07:45 - 09:15
"D6 - 2027 With Development, PM" model duration: 16:45 - 18:15
"D7 - 2028 Do-Nothing, AM" model duration: 07:45 - 09:15
"D8 - 2028 Do-Nothing, PM" model duration: 16:45 - 18:15
"D9 - 2028 With Development, AM" model duration: 07:45 - 09:15
"D10 - 2028 With Development, PM" model duration: 16:45 - 18:15
"D11 - 2033 Do-Nothing, AM" model duration: 07:45 - 09:15
"D12 - 2033 Do-Nothing, PM" model duration: 16:45 - 18:15
"D13 - 2033 With Development, AM" model duration: 07:45 - 09:15
"D14 - 2033 With Development, PM" model duration: 16:45 - 18:15
"D15 - 2043 Do-Nothing, AM" model duration: 07:45 - 09:15
"D16 - 2043 Do-Nothing, PM" model duration: 16:45 - 18:15
"D17 - 2043 With Development, AM" model duration: 07:45 - 09:15
"D18 - 2043 With Development, PM" model duration: 16:45 - 18:15
"D19 - 2043 Do-Nothing Cumulative, AM" model duration: 07:45 - 09:15
"D20 - 2043 Do-Nothing Cumulative, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 05/02/2026 10:01:58

File summary

File Description

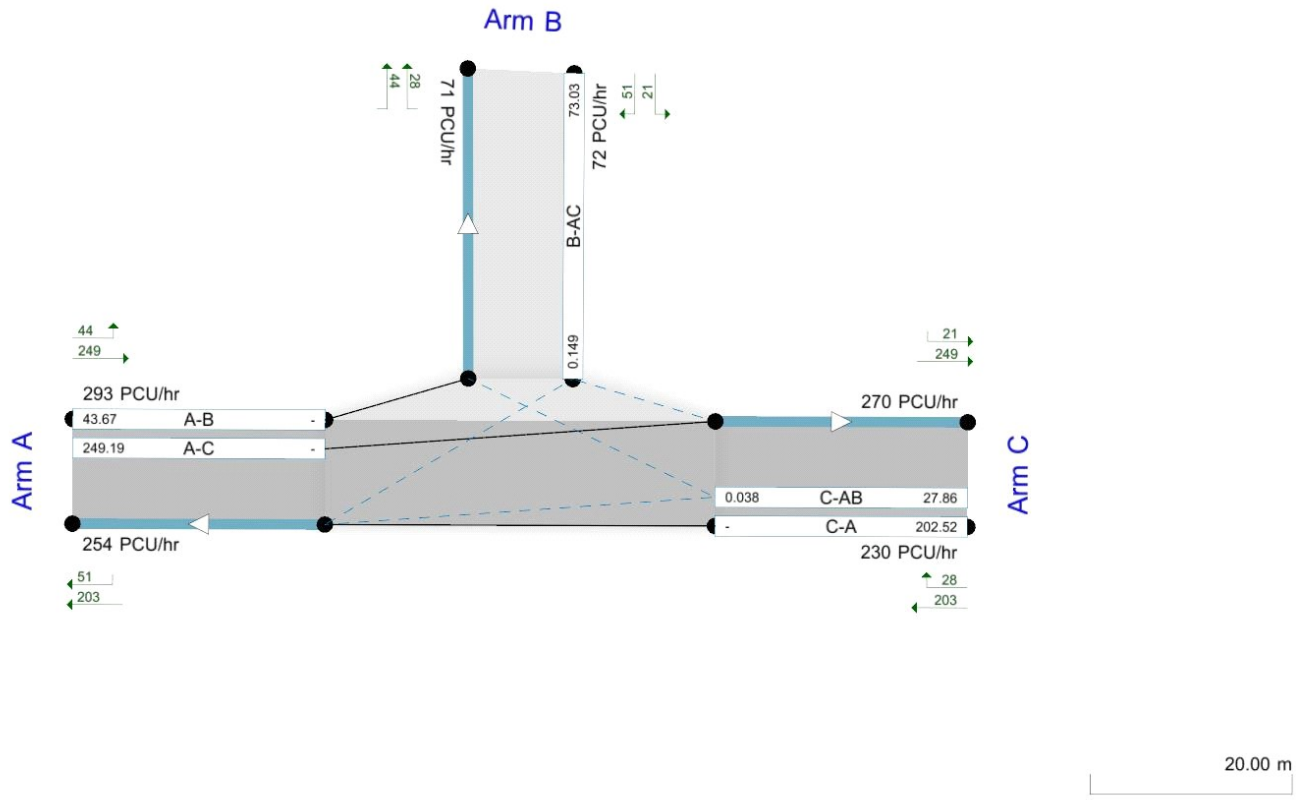
Title	Clongriffin Phase 2
Location	Dublin 13
Site Number	9
Date	05/02/2026
Version	
Status	
Identifier	
Client	
Jobnumber	L106
Enumerator	FB
Description	

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



Text overlays show modelled flow through the junction (entry and exit flows, PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC ()
Time Segment: (07:45-08:00)
Showing Analysis Set "A1 - Standard "; Demand Set "D1 - 2026 Baseline, AM "

The junction diagram reflects the last run of ARCADY.

Standard - 2026 Baseline, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			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
2026 Baseline, AM	2026 Baseline	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	7.96	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	235	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	155.00	100.000
B	ONE HOUR	✓	98.00	100.000
C	ONE HOUR	✓	279.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	30.000	125.000
	B	58.000	0.000	40.000
	C	251.000	28.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.19	0.81
	B	0.59	0.00	0.41
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.21	8.83	0.26	A
C-AB	0.04	4.92	0.04	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	73.78	73.14	0.00	530.25	0.139	0.16	7.864	A
C-AB	21.08	20.97	0.00	773.47	0.027	0.03	4.784	A
C-A	188.97	188.97	0.00	-	-	-	-	-
A-B	22.59	22.59	0.00	-	-	-	-	-
A-C	94.11	94.11	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	88.10	87.94	0.00	524.16	0.168	0.20	8.250	A
C-AB	25.17	25.15	0.00	768.91	0.033	0.03	4.839	A
C-A	225.64	225.64	0.00	-	-	-	-	-
A-B	26.97	26.97	0.00	-	-	-	-	-
A-C	112.37	112.37	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	107.90	107.65	0.00	515.73	0.209	0.26	8.816	A
C-AB	30.83	30.80	0.00	762.61	0.040	0.04	4.919	A
C-A	276.36	276.36	0.00	-	-	-	-	-
A-B	33.03	33.03	0.00	-	-	-	-	-
A-C	137.63	137.63	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	107.90	107.89	0.00	515.72	0.209	0.26	8.827	A
C-AB	30.83	30.83	0.00	762.61	0.040	0.04	4.919	A
C-A	276.36	276.36	0.00	-	-	-	-	-
A-B	33.03	33.03	0.00	-	-	-	-	-
A-C	137.63	137.63	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	88.10	88.34	0.00	524.16	0.168	0.20	8.266	A
C-AB	25.17	25.20	0.00	768.91	0.033	0.03	4.840	A
C-A	225.64	225.64	0.00	-	-	-	-	-
A-B	26.97	26.97	0.00	-	-	-	-	-
A-C	112.37	112.37	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	73.78	73.94	0.00	530.23	0.139	0.16	7.892	A
C-AB	21.08	21.10	0.00	773.47	0.027	0.03	4.786	A
C-A	188.97	188.97	0.00	-	-	-	-	-
A-B	22.59	22.59	0.00	-	-	-	-	-
A-C	94.11	94.11	0.00	-	-	-	-	-

Standard - 2026 Baseline, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			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
2026 Baseline, PM	2026 Baseline	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	8.14	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	220	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	318.00	100.000
B	ONE HOUR	✓	80.00	100.000
C	ONE HOUR	✓	251.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	47.000	271.000
	B	57.000	0.000	23.000
	C	221.000	30.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.15	0.85
	B	0.71	0.00	0.29
	C	0.88	0.12	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.18	9.25	0.22	A
C-AB	0.05	5.19	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	60.23	59.69	0.00	500.20	0.120	0.14	8.162	A
C-AB	22.59	22.46	0.00	748.77	0.030	0.03	4.956	A
C-A	166.38	166.38	0.00	-	-	-	-	-
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	204.02	204.02	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	71.92	71.78	0.00	490.62	0.147	0.17	8.592	A
C-AB	26.97	26.94	0.00	739.41	0.036	0.04	5.052	A
C-A	198.67	198.67	0.00	-	-	-	-	-
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	243.62	243.62	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	88.08	87.87	0.00	477.36	0.185	0.22	9.238	A
C-AB	33.03	32.99	0.00	726.48	0.045	0.05	5.190	A
C-A	243.33	243.33	0.00	-	-	-	-	-
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	298.38	298.38	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	88.08	88.08	0.00	477.35	0.185	0.22	9.247	A
C-AB	33.03	33.03	0.00	726.48	0.045	0.05	5.190	A
C-A	243.33	243.33	0.00	-	-	-	-	-
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	298.38	298.38	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	71.92	72.12	0.00	490.61	0.147	0.17	8.608	A
C-AB	26.97	27.01	0.00	739.41	0.036	0.04	5.053	A
C-A	198.67	198.67	0.00	-	-	-	-	-
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	243.62	243.62	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	60.23	60.37	0.00	500.18	0.120	0.14	8.189	A
C-AB	22.59	22.61	0.00	748.77	0.030	0.03	4.957	A
C-A	166.38	166.38	0.00	-	-	-	-	-
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	204.02	204.02	0.00	-	-	-	-	-

Standard - 2027 Do-Nothing, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			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
2027 Do-Nothing, AM	2027 Do-Nothing	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	10.86	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	107	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	187.00	100.000
B	ONE HOUR	✓	171.00	100.000
C	ONE HOUR	✓	286.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	59.000	128.000
	B	130.000	0.000	41.000
	C	257.000	29.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.32	0.68
	B	0.76	0.00	0.24
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.38	11.85	0.61	B
C-AB	0.04	4.97	0.04	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	128.74	127.40	0.00	508.64	0.253	0.33	9.410	A
C-AB	21.83	21.72	0.00	768.62	0.028	0.03	4.820	A
C-A	193.48	193.48	0.00	-	-	-	-	-
A-B	44.42	44.42	0.00	-	-	-	-	-
A-C	96.37	96.37	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	153.73	153.32	0.00	501.60	0.306	0.44	10.323	B
C-AB	26.07	26.05	0.00	763.12	0.034	0.04	4.883	A
C-A	231.04	231.04	0.00	-	-	-	-	-
A-B	53.04	53.04	0.00	-	-	-	-	-
A-C	115.07	115.07	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	188.27	187.58	0.00	491.87	0.383	0.61	11.804	B
C-AB	31.93	31.89	0.00	755.52	0.042	0.04	4.974	A
C-A	282.96	282.96	0.00	-	-	-	-	-
A-B	64.96	64.96	0.00	-	-	-	-	-
A-C	140.93	140.93	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	188.27	188.25	0.00	491.86	0.383	0.61	11.855	B
C-AB	31.93	31.93	0.00	755.52	0.042	0.04	4.974	A
C-A	282.96	282.96	0.00	-	-	-	-	-
A-B	64.96	64.96	0.00	-	-	-	-	-
A-C	140.93	140.93	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	153.73	154.38	0.00	501.59	0.306	0.45	10.388	B
C-AB	26.07	26.10	0.00	763.12	0.034	0.04	4.886	A
C-A	231.04	231.04	0.00	-	-	-	-	-
A-B	53.04	53.04	0.00	-	-	-	-	-
A-C	115.07	115.07	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	128.74	129.16	0.00	508.62	0.253	0.34	9.497	A
C-AB	21.83	21.86	0.00	768.62	0.028	0.03	4.820	A
C-A	193.48	193.48	0.00	-	-	-	-	-
A-B	44.42	44.42	0.00	-	-	-	-	-
A-C	96.37	96.37	0.00	-	-	-	-	-

Standard - 2027 Do-Nothing, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			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
2027 Do-Nothing, PM	2027 Do-Nothing	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	9.52	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	147	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	380.00	100.000
B	ONE HOUR	✓	114.00	100.000
C	ONE HOUR	✓	257.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	B	C
From	A	0.000	102.000	278.000
	B	90.000	0.000	24.000
	C	226.000	31.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	B	C
From	A	0.00	0.27	0.73
	B	0.79	0.00	0.21
	C	0.88	0.12	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.27	10.66	0.37	B
C-AB	0.05	5.30	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.83	84.98	0.00	488.12	0.176	0.21	8.911	A
C-AB	23.34	23.21	0.00	739.37	0.032	0.03	5.027	A
C-A	170.14	170.14	0.00	-	-	-	-	-
A-B	76.79	76.79	0.00	-	-	-	-	-
A-C	209.29	209.29	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	102.48	102.25	0.00	477.63	0.215	0.27	9.584	A
C-AB	27.87	27.84	0.00	728.19	0.038	0.04	5.139	A
C-A	203.17	203.17	0.00	-	-	-	-	-
A-B	91.70	91.70	0.00	-	-	-	-	-
A-C	249.92	249.92	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	125.52	125.13	0.00	463.14	0.271	0.37	10.642	B
C-AB	34.13	34.09	0.00	712.74	0.048	0.05	5.304	A
C-A	248.83	248.83	0.00	-	-	-	-	-
A-B	112.30	112.30	0.00	-	-	-	-	-
A-C	306.08	306.08	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	125.52	125.51	0.00	463.13	0.271	0.37	10.662	B
C-AB	34.13	34.13	0.00	712.74	0.048	0.05	5.304	A
C-A	248.83	248.83	0.00	-	-	-	-	-
A-B	112.30	112.30	0.00	-	-	-	-	-
A-C	306.08	306.08	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	102.48	102.85	0.00	477.62	0.215	0.28	9.615	A
C-AB	27.87	27.91	0.00	728.19	0.038	0.04	5.142	A
C-A	203.17	203.17	0.00	-	-	-	-	-
A-B	91.70	91.70	0.00	-	-	-	-	-
A-C	249.92	249.92	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.83	86.07	0.00	488.09	0.176	0.22	8.961	A
C-AB	23.34	23.37	0.00	739.37	0.032	0.03	5.027	A
C-A	170.14	170.14	0.00	-	-	-	-	-
A-B	76.79	76.79	0.00	-	-	-	-	-
A-C	209.29	209.29	0.00	-	-	-	-	-

Standard - 2027 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
Standard			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
2027 With Development, AM	2027 With Development	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	11.00	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	104	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	205.00	100.000
B	ONE HOUR	✓	171.00	100.000
C	ONE HOUR	✓	299.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	59.000	146.000
	B	130.000	0.000	41.000
	C	270.000	29.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.29	0.71
	B	0.76	0.00	0.24
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.39	12.02	0.62	B
C-AB	0.04	5.00	0.04	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	128.74	127.39	0.00	505.84	0.255	0.34	9.480	A
C-AB	21.83	21.72	0.00	765.89	0.029	0.03	4.837	A
C-A	203.27	203.27	0.00	-	-	-	-	-
A-B	44.42	44.42	0.00	-	-	-	-	-
A-C	109.92	109.92	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	153.73	153.32	0.00	498.25	0.309	0.44	10.424	B
C-AB	26.07	26.05	0.00	759.86	0.034	0.04	4.905	A
C-A	242.72	242.72	0.00	-	-	-	-	-
A-B	53.04	53.04	0.00	-	-	-	-	-
A-C	131.25	131.25	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	188.27	187.57	0.00	487.75	0.386	0.62	11.963	B
C-AB	31.93	31.89	0.00	751.53	0.042	0.04	5.002	A
C-A	297.28	297.28	0.00	-	-	-	-	-
A-B	64.96	64.96	0.00	-	-	-	-	-
A-C	160.75	160.75	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	188.27	188.25	0.00	487.74	0.386	0.62	12.018	B
C-AB	31.93	31.93	0.00	751.53	0.042	0.04	5.002	A
C-A	297.28	297.28	0.00	-	-	-	-	-
A-B	64.96	64.96	0.00	-	-	-	-	-
A-C	160.75	160.75	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	153.73	154.40	0.00	498.24	0.309	0.45	10.492	B
C-AB	26.07	26.10	0.00	759.86	0.034	0.04	4.906	A
C-A	242.72	242.72	0.00	-	-	-	-	-
A-B	53.04	53.04	0.00	-	-	-	-	-
A-C	131.25	131.25	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	128.74	129.17	0.00	505.81	0.255	0.35	9.568	A
C-AB	21.83	21.86	0.00	765.89	0.029	0.03	4.840	A
C-A	203.27	203.27	0.00	-	-	-	-	-
A-B	44.42	44.42	0.00	-	-	-	-	-
A-C	109.92	109.92	0.00	-	-	-	-	-

Standard - 2027 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
Standard			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
2027 With Development, PM	2027 With Development	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	9.62	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	143	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	393.00	100.000
B	ONE HOUR	✓	114.00	100.000
C	ONE HOUR	✓	275.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	102.000	291.000
	B	90.000	0.000	24.000
	C	244.000	31.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.26	0.74
	B	0.79	0.00	0.21
	C	0.89	0.11	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.27	10.78	0.37	B
C-AB	0.05	5.33	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.83	84.98	0.00	485.56	0.177	0.21	8.968	A
C-AB	23.34	23.21	0.00	737.40	0.032	0.03	5.041	A
C-A	183.70	183.70	0.00	-	-	-	-	-
A-B	76.79	76.79	0.00	-	-	-	-	-
A-C	219.08	219.08	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	102.48	102.24	0.00	474.57	0.216	0.27	9.663	A
C-AB	27.87	27.84	0.00	725.84	0.038	0.04	5.157	A
C-A	219.35	219.35	0.00	-	-	-	-	-
A-B	91.70	91.70	0.00	-	-	-	-	-
A-C	261.60	261.60	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	125.52	125.12	0.00	459.38	0.273	0.37	10.757	B
C-AB	34.13	34.09	0.00	709.86	0.048	0.05	5.327	A
C-A	268.65	268.65	0.00	-	-	-	-	-
A-B	112.30	112.30	0.00	-	-	-	-	-
A-C	320.40	320.40	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	125.52	125.50	0.00	459.37	0.273	0.37	10.782	B
C-AB	34.13	34.13	0.00	709.86	0.048	0.05	5.327	A
C-A	268.65	268.65	0.00	-	-	-	-	-
A-B	112.30	112.30	0.00	-	-	-	-	-
A-C	320.40	320.40	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	102.48	102.86	0.00	474.56	0.216	0.28	9.694	A
C-AB	27.87	27.91	0.00	725.84	0.038	0.04	5.159	A
C-A	219.35	219.35	0.00	-	-	-	-	-
A-B	91.70	91.70	0.00	-	-	-	-	-
A-C	261.60	261.60	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.83	86.07	0.00	485.53	0.177	0.22	9.017	A
C-AB	23.34	23.37	0.00	737.40	0.032	0.03	5.043	A
C-A	183.70	183.70	0.00	-	-	-	-	-
A-B	76.79	76.79	0.00	-	-	-	-	-
A-C	219.08	219.08	0.00	-	-	-	-	-

Standard - 2028 Do-Nothing, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			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
2028 Do-Nothing, AM	2028 Do-Nothing	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	11.00	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	103	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	191.00	100.000
B	ONE HOUR	✓	174.00	100.000
C	ONE HOUR	✓	294.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	60.000	131.000
	B	132.000	0.000	42.000
	C	264.000	30.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.31	0.69
	B	0.76	0.00	0.24
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.39	12.03	0.63	B
C-AB	0.04	4.99	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	131.00	129.63	0.00	507.89	0.258	0.34	9.484	A
C-AB	22.59	22.47	0.00	768.02	0.029	0.03	4.828	A
C-A	198.75	198.75	0.00	-	-	-	-	-
A-B	45.17	45.17	0.00	-	-	-	-	-
A-C	98.62	98.62	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	156.42	156.00	0.00	500.68	0.312	0.45	10.432	B
C-AB	26.97	26.94	0.00	762.40	0.035	0.04	4.894	A
C-A	237.33	237.33	0.00	-	-	-	-	-
A-B	53.94	53.94	0.00	-	-	-	-	-
A-C	117.77	117.77	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	191.58	190.86	0.00	490.69	0.390	0.63	11.976	B
C-AB	33.03	32.99	0.00	754.63	0.044	0.05	4.988	A
C-A	290.67	290.67	0.00	-	-	-	-	-
A-B	66.06	66.06	0.00	-	-	-	-	-
A-C	144.23	144.23	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	191.58	191.55	0.00	490.68	0.390	0.63	12.032	B
C-AB	33.03	33.03	0.00	754.63	0.044	0.05	4.988	A
C-A	290.67	290.67	0.00	-	-	-	-	-
A-B	66.06	66.06	0.00	-	-	-	-	-
A-C	144.23	144.23	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	156.42	157.11	0.00	500.66	0.312	0.46	10.499	B
C-AB	26.97	27.00	0.00	762.40	0.035	0.04	4.897	A
C-A	237.33	237.33	0.00	-	-	-	-	-
A-B	53.94	53.94	0.00	-	-	-	-	-
A-C	117.77	117.77	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	131.00	131.43	0.00	507.87	0.258	0.35	9.574	A
C-AB	22.59	22.61	0.00	768.02	0.029	0.03	4.831	A
C-A	198.75	198.75	0.00	-	-	-	-	-
A-B	45.17	45.17	0.00	-	-	-	-	-
A-C	98.62	98.62	0.00	-	-	-	-	-

Standard - 2028 Do-Nothing, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			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
2028 Do-Nothing, PM	2028 Do-Nothing	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	9.62	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	142	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	388.00	100.000
B	ONE HOUR	✓	116.00	100.000
C	ONE HOUR	✓	264.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	104.000	284.000
	B	92.000	0.000	24.000
	C	232.000	32.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.27	0.73
	B	0.79	0.00	0.21
	C	0.88	0.12	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.28	10.81	0.38	B
C-AB	0.05	5.33	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	87.33	86.47	0.00	486.46	0.180	0.22	8.982	A
C-AB	24.09	23.96	0.00	738.16	0.033	0.03	5.041	A
C-A	174.66	174.66	0.00	-	-	-	-	-
A-B	78.30	78.30	0.00	-	-	-	-	-
A-C	213.81	213.81	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.28	104.04	0.00	475.72	0.219	0.28	9.680	A
C-AB	28.77	28.74	0.00	726.75	0.040	0.04	5.157	A
C-A	208.56	208.56	0.00	-	-	-	-	-
A-B	93.49	93.49	0.00	-	-	-	-	-
A-C	255.31	255.31	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	127.72	127.32	0.00	460.86	0.277	0.38	10.780	B
C-AB	35.23	35.19	0.00	710.96	0.050	0.05	5.327	A
C-A	255.44	255.44	0.00	-	-	-	-	-
A-B	114.51	114.51	0.00	-	-	-	-	-
A-C	312.69	312.69	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	127.72	127.71	0.00	460.86	0.277	0.38	10.805	B
C-AB	35.23	35.23	0.00	710.96	0.050	0.05	5.327	A
C-A	255.44	255.44	0.00	-	-	-	-	-
A-B	114.51	114.51	0.00	-	-	-	-	-
A-C	312.69	312.69	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.28	104.66	0.00	475.70	0.219	0.28	9.714	A
C-AB	28.77	28.81	0.00	726.75	0.040	0.04	5.159	A
C-A	208.56	208.56	0.00	-	-	-	-	-
A-B	93.49	93.49	0.00	-	-	-	-	-
A-C	255.31	255.31	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	87.33	87.58	0.00	486.43	0.180	0.22	9.031	A
C-AB	24.09	24.12	0.00	738.16	0.033	0.03	5.041	A
C-A	174.66	174.66	0.00	-	-	-	-	-
A-B	78.30	78.30	0.00	-	-	-	-	-
A-C	213.81	213.81	0.00	-	-	-	-	-

Standard - 2028 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
Standard			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
2028 With Development, AM	2028 With Development	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	11.72	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	89	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	237.00	100.000
B	ONE HOUR	✓	174.00	100.000
C	ONE HOUR	✓	430.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	60.000	177.000
	B	132.000	0.000	42.000
	C	400.000	30.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.25	0.75
	B	0.76	0.00	0.24
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.41	12.87	0.68	B
C-AB	0.04	5.06	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	131.00	129.58	0.00	494.66	0.265	0.35	9.823	A
C-AB	22.59	22.46	0.00	761.04	0.030	0.03	4.874	A
C-A	301.14	301.14	0.00	-	-	-	-	-
A-B	45.17	45.17	0.00	-	-	-	-	-
A-C	133.25	133.25	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	156.42	155.97	0.00	484.82	0.323	0.47	10.931	B
C-AB	26.97	26.94	0.00	754.07	0.036	0.04	4.950	A
C-A	359.59	359.59	0.00	-	-	-	-	-
A-B	53.94	53.94	0.00	-	-	-	-	-
A-C	159.12	159.12	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	191.58	190.77	0.00	471.17	0.407	0.67	12.799	B
C-AB	33.03	32.99	0.00	744.43	0.044	0.05	5.059	A
C-A	440.41	440.41	0.00	-	-	-	-	-
A-B	66.06	66.06	0.00	-	-	-	-	-
A-C	194.88	194.88	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	191.58	191.55	0.00	471.17	0.407	0.68	12.870	B
C-AB	33.03	33.03	0.00	744.43	0.044	0.05	5.059	A
C-A	440.41	440.41	0.00	-	-	-	-	-
A-B	66.06	66.06	0.00	-	-	-	-	-
A-C	194.88	194.88	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	156.42	157.19	0.00	484.80	0.323	0.48	11.014	B
C-AB	26.97	27.01	0.00	754.07	0.036	0.04	4.953	A
C-A	359.59	359.59	0.00	-	-	-	-	-
A-B	53.94	53.94	0.00	-	-	-	-	-
A-C	159.12	159.12	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	131.00	131.47	0.00	494.63	0.265	0.37	9.927	A
C-AB	22.59	22.61	0.00	761.04	0.030	0.03	4.876	A
C-A	301.14	301.14	0.00	-	-	-	-	-
A-B	45.17	45.17	0.00	-	-	-	-	-
A-C	133.25	133.25	0.00	-	-	-	-	-

Standard - 2028 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
Standard			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
2028 With Development, PM	2028 With Development	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	10.24	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	120	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	487.00	100.000
B	ONE HOUR	✓	116.00	100.000
C	ONE HOUR	✓	320.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	104.000	383.000
	B	92.000	0.000	24.000
	C	288.000	32.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.21	0.79
	B	0.79	0.00	0.21
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.29	11.55	0.41	B
C-AB	0.05	5.51	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	87.33	86.43	0.00	471.87	0.185	0.22	9.319	A
C-AB	24.09	23.95	0.00	723.15	0.033	0.03	5.149	A
C-A	216.82	216.82	0.00	-	-	-	-	-
A-B	78.30	78.30	0.00	-	-	-	-	-
A-C	288.34	288.34	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.28	104.02	0.00	458.28	0.228	0.29	10.155	B
C-AB	28.77	28.74	0.00	708.83	0.041	0.04	5.293	A
C-A	258.91	258.91	0.00	-	-	-	-	-
A-B	93.49	93.49	0.00	-	-	-	-	-
A-C	344.31	344.31	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	127.72	127.27	0.00	439.46	0.291	0.40	11.513	B
C-AB	35.23	35.19	0.00	689.02	0.051	0.05	5.505	A
C-A	317.09	317.09	0.00	-	-	-	-	-
A-B	114.51	114.51	0.00	-	-	-	-	-
A-C	421.69	421.69	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	127.72	127.70	0.00	439.45	0.291	0.41	11.547	B
C-AB	35.23	35.23	0.00	689.02	0.051	0.05	5.505	A
C-A	317.09	317.09	0.00	-	-	-	-	-
A-B	114.51	114.51	0.00	-	-	-	-	-
A-C	421.69	421.69	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.28	104.71	0.00	458.26	0.228	0.30	10.194	B
C-AB	28.77	28.81	0.00	708.83	0.041	0.04	5.293	A
C-A	258.91	258.91	0.00	-	-	-	-	-
A-B	93.49	93.49	0.00	-	-	-	-	-
A-C	344.31	344.31	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	87.33	87.61	0.00	471.84	0.185	0.23	9.375	A
C-AB	24.09	24.12	0.00	723.15	0.033	0.03	5.151	A
C-A	216.82	216.82	0.00	-	-	-	-	-
A-B	78.30	78.30	0.00	-	-	-	-	-
A-C	288.34	288.34	0.00	-	-	-	-	-

Standard - 2033 Do-Nothing, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			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
2033 Do-Nothing, AM	2033 Do-Nothing	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	11.37	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	94	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	205.00	100.000
B	ONE HOUR	✓	181.00	100.000
C	ONE HOUR	✓	316.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	63.000	142.000
	B	136.000	0.000	45.000
	C	284.000	32.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.31	0.69
	B	0.75	0.00	0.25
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.41	12.49	0.68	B
C-AB	0.05	5.02	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	136.27	134.81	0.00	505.89	0.269	0.36	9.664	A
C-AB	24.09	23.96	0.00	765.89	0.031	0.03	4.852	A
C-A	213.81	213.81	0.00	-	-	-	-	-
A-B	47.43	47.43	0.00	-	-	-	-	-
A-C	106.91	106.91	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	162.72	162.26	0.00	498.14	0.327	0.48	10.702	B
C-AB	28.77	28.74	0.00	759.86	0.038	0.04	4.923	A
C-A	255.31	255.31	0.00	-	-	-	-	-
A-B	56.64	56.64	0.00	-	-	-	-	-
A-C	127.66	127.66	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	199.28	198.49	0.00	487.41	0.409	0.68	12.425	B
C-AB	35.23	35.19	0.00	751.53	0.047	0.05	5.025	A
C-A	312.69	312.69	0.00	-	-	-	-	-
A-B	69.36	69.36	0.00	-	-	-	-	-
A-C	156.34	156.34	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	199.28	199.26	0.00	487.40	0.409	0.68	12.488	B
C-AB	35.23	35.23	0.00	751.53	0.047	0.05	5.025	A
C-A	312.69	312.69	0.00	-	-	-	-	-
A-B	69.36	69.36	0.00	-	-	-	-	-
A-C	156.34	156.34	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	162.72	163.48	0.00	498.13	0.327	0.49	10.783	B
C-AB	28.77	28.81	0.00	759.86	0.038	0.04	4.926	A
C-A	255.31	255.31	0.00	-	-	-	-	-
A-B	56.64	56.64	0.00	-	-	-	-	-
A-C	127.66	127.66	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	136.27	136.74	0.00	505.87	0.269	0.37	9.767	A
C-AB	24.09	24.12	0.00	765.89	0.031	0.03	4.852	A
C-A	213.81	213.81	0.00	-	-	-	-	-
A-B	47.43	47.43	0.00	-	-	-	-	-
A-C	106.91	106.91	0.00	-	-	-	-	-

Standard - 2033 Do-Nothing, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			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
2033 Do-Nothing, PM	2033 Do-Nothing	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	9.92	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	128	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	415.00	100.000
B	ONE HOUR	✓	122.00	100.000
C	ONE HOUR	✓	285.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	108.000	307.000
	B	96.000	0.000	26.000
	C	250.000	35.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.26	0.74
	B	0.79	0.00	0.21
	C	0.88	0.12	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.30	11.22	0.41	B
C-AB	0.05	5.40	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.85	90.92	0.00	482.85	0.190	0.23	9.165	A
C-AB	26.35	26.20	0.00	734.07	0.036	0.04	5.084	A
C-A	188.21	188.21	0.00	-	-	-	-	-
A-B	81.31	81.31	0.00	-	-	-	-	-
A-C	231.13	231.13	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	109.68	109.41	0.00	471.29	0.233	0.30	9.941	A
C-AB	31.46	31.43	0.00	721.86	0.044	0.05	5.213	A
C-A	224.74	224.74	0.00	-	-	-	-	-
A-B	97.09	97.09	0.00	-	-	-	-	-
A-C	275.99	275.99	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	134.32	133.88	0.00	455.28	0.295	0.41	11.185	B
C-AB	38.54	38.49	0.00	704.98	0.055	0.06	5.401	A
C-A	275.26	275.26	0.00	-	-	-	-	-
A-B	118.91	118.91	0.00	-	-	-	-	-
A-C	338.01	338.01	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	134.32	134.31	0.00	455.28	0.295	0.41	11.216	B
C-AB	38.54	38.54	0.00	704.98	0.055	0.06	5.401	A
C-A	275.26	275.26	0.00	-	-	-	-	-
A-B	118.91	118.91	0.00	-	-	-	-	-
A-C	338.01	338.01	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	109.68	110.11	0.00	471.27	0.233	0.31	9.981	A
C-AB	31.46	31.51	0.00	721.86	0.044	0.05	5.216	A
C-A	224.74	224.74	0.00	-	-	-	-	-
A-B	97.09	97.09	0.00	-	-	-	-	-
A-C	275.99	275.99	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.85	92.13	0.00	482.82	0.190	0.24	9.220	A
C-AB	26.35	26.38	0.00	734.07	0.036	0.04	5.088	A
C-A	188.21	188.21	0.00	-	-	-	-	-
A-B	81.31	81.31	0.00	-	-	-	-	-
A-C	231.13	231.13	0.00	-	-	-	-	-

Standard - 2033 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
Standard			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
2033 With Development, AM	2033 With Development	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	12.15	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	81	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	251.00	100.000
B	ONE HOUR	✓	181.00	100.000
C	ONE HOUR	✓	452.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	63.000	188.000
	B	136.000	0.000	45.000
	C	420.000	32.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.25	0.75
	B	0.75	0.00	0.25
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.43	13.39	0.73	B
C-AB	0.05	5.10	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	136.27	134.76	0.00	492.69	0.277	0.38	10.017	B
C-AB	24.09	23.96	0.00	758.92	0.032	0.03	4.898	A
C-A	316.20	316.20	0.00	-	-	-	-	-
A-B	47.43	47.43	0.00	-	-	-	-	-
A-C	141.54	141.54	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	162.72	162.22	0.00	482.31	0.337	0.50	11.228	B
C-AB	28.77	28.74	0.00	751.54	0.038	0.04	4.980	A
C-A	377.57	377.57	0.00	-	-	-	-	-
A-B	56.64	56.64	0.00	-	-	-	-	-
A-C	169.01	169.01	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	199.28	198.39	0.00	467.92	0.426	0.72	13.311	B
C-AB	35.23	35.19	0.00	741.33	0.048	0.05	5.097	A
C-A	462.43	462.43	0.00	-	-	-	-	-
A-B	69.36	69.36	0.00	-	-	-	-	-
A-C	206.99	206.99	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	199.28	199.25	0.00	467.92	0.426	0.73	13.395	B
C-AB	35.23	35.23	0.00	741.33	0.048	0.05	5.097	A
C-A	462.43	462.43	0.00	-	-	-	-	-
A-B	69.36	69.36	0.00	-	-	-	-	-
A-C	206.99	206.99	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	162.72	163.57	0.00	482.30	0.337	0.52	11.325	B
C-AB	28.77	28.81	0.00	751.54	0.038	0.04	4.982	A
C-A	377.57	377.57	0.00	-	-	-	-	-
A-B	56.64	56.64	0.00	-	-	-	-	-
A-C	169.01	169.01	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	136.27	136.79	0.00	492.66	0.277	0.39	10.132	B
C-AB	24.09	24.12	0.00	758.92	0.032	0.03	4.900	A
C-A	316.20	316.20	0.00	-	-	-	-	-
A-B	47.43	47.43	0.00	-	-	-	-	-
A-C	141.54	141.54	0.00	-	-	-	-	-

Standard - 2033 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
Standard			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
2033 With Development, PM	2033 With Development	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	10.58	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	109	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	514.00	100.000
B	ONE HOUR	✓	122.00	100.000
C	ONE HOUR	✓	341.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	108.000	406.000
	B	96.000	0.000	26.000
	C	306.000	35.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.21	0.79
	B	0.79	0.00	0.21
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.31	12.02	0.44	B
C-AB	0.06	5.58	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.85	90.88	0.00	468.27	0.196	0.24	9.516	A
C-AB	26.35	26.20	0.00	719.06	0.037	0.04	5.194	A
C-A	230.37	230.37	0.00	-	-	-	-	-
A-B	81.31	81.31	0.00	-	-	-	-	-
A-C	305.66	305.66	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	109.68	109.38	0.00	453.84	0.242	0.31	10.443	B
C-AB	31.46	31.43	0.00	703.94	0.045	0.05	5.352	A
C-A	275.09	275.09	0.00	-	-	-	-	-
A-B	97.09	97.09	0.00	-	-	-	-	-
A-C	364.99	364.99	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	134.32	133.82	0.00	433.87	0.310	0.44	11.977	B
C-AB	38.54	38.48	0.00	683.04	0.056	0.06	5.585	A
C-A	336.91	336.91	0.00	-	-	-	-	-
A-B	118.91	118.91	0.00	-	-	-	-	-
A-C	447.01	447.01	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	134.32	134.31	0.00	433.86	0.310	0.44	12.015	B
C-AB	38.54	38.53	0.00	683.04	0.056	0.06	5.585	A
C-A	336.91	336.91	0.00	-	-	-	-	-
A-B	118.91	118.91	0.00	-	-	-	-	-
A-C	447.01	447.01	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	109.68	110.16	0.00	453.83	0.242	0.32	10.491	B
C-AB	31.46	31.51	0.00	703.94	0.045	0.05	5.353	A
C-A	275.09	275.09	0.00	-	-	-	-	-
A-B	97.09	97.09	0.00	-	-	-	-	-
A-C	364.99	364.99	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.85	92.15	0.00	468.24	0.196	0.25	9.581	A
C-AB	26.35	26.39	0.00	719.06	0.037	0.04	5.199	A
C-A	230.37	230.37	0.00	-	-	-	-	-
A-B	81.31	81.31	0.00	-	-	-	-	-
A-C	305.66	305.66	0.00	-	-	-	-	-

Standard - 2043 Do-Nothing, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			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
2043 Do-Nothing, AM	2043 Do-Nothing	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	11.90	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	84	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	218.00	100.000
B	ONE HOUR	✓	191.00	100.000
C	ONE HOUR	✓	342.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	65.000	153.000
	B	142.000	0.000	49.000
	C	307.000	35.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.30	0.70
	B	0.74	0.00	0.26
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.43	13.15	0.76	B
C-AB	0.05	5.07	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	143.79	142.22	0.00	503.73	0.285	0.39	9.917	A
C-AB	26.35	26.21	0.00	763.92	0.034	0.04	4.880	A
C-A	231.13	231.13	0.00	-	-	-	-	-
A-B	48.94	48.94	0.00	-	-	-	-	-
A-C	115.19	115.19	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	171.71	171.19	0.00	495.39	0.347	0.52	11.086	B
C-AB	31.46	31.43	0.00	757.51	0.042	0.04	4.957	A
C-A	275.99	275.99	0.00	-	-	-	-	-
A-B	58.43	58.43	0.00	-	-	-	-	-
A-C	137.54	137.54	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.29	209.38	0.00	483.85	0.435	0.75	13.069	B
C-AB	38.54	38.49	0.00	748.64	0.051	0.05	5.069	A
C-A	338.01	338.01	0.00	-	-	-	-	-
A-B	71.57	71.57	0.00	-	-	-	-	-
A-C	168.46	168.46	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.29	210.26	0.00	483.84	0.435	0.76	13.154	B
C-AB	38.54	38.54	0.00	748.64	0.051	0.05	5.069	A
C-A	338.01	338.01	0.00	-	-	-	-	-
A-B	71.57	71.57	0.00	-	-	-	-	-
A-C	168.46	168.46	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	171.71	172.58	0.00	495.38	0.347	0.54	11.184	B
C-AB	31.46	31.51	0.00	757.51	0.042	0.04	4.960	A
C-A	275.99	275.99	0.00	-	-	-	-	-
A-B	58.43	58.43	0.00	-	-	-	-	-
A-C	137.54	137.54	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	143.79	144.33	0.00	503.70	0.285	0.41	10.034	B
C-AB	26.35	26.38	0.00	763.92	0.034	0.04	4.882	A
C-A	231.13	231.13	0.00	-	-	-	-	-
A-B	48.94	48.94	0.00	-	-	-	-	-
A-C	115.19	115.19	0.00	-	-	-	-	-

Standard - 2043 Do-Nothing, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			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
2043 Do-Nothing, PM	2043 Do-Nothing	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	10.32	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	115	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	443.00	100.000
B	ONE HOUR	✓	129.00	100.000
C	ONE HOUR	✓	306.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	112.000	331.000
	B	101.000	0.000	28.000
	C	269.000	37.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.25	0.75
	B	0.78	0.00	0.22
	C	0.88	0.12	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.32	11.71	0.46	B
C-AB	0.06	5.47	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.12	96.11	0.00	478.97	0.203	0.25	9.379	A
C-AB	27.86	27.70	0.00	729.82	0.038	0.04	5.125	A
C-A	202.52	202.52	0.00	-	-	-	-	-
A-B	84.32	84.32	0.00	-	-	-	-	-
A-C	249.19	249.19	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	115.97	115.67	0.00	466.57	0.249	0.33	10.249	B
C-AB	33.26	33.23	0.00	716.79	0.046	0.05	5.266	A
C-A	241.83	241.83	0.00	-	-	-	-	-
A-B	100.69	100.69	0.00	-	-	-	-	-
A-C	297.56	297.56	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	142.03	141.52	0.00	449.40	0.316	0.45	11.672	B
C-AB	40.74	40.69	0.00	698.77	0.058	0.06	5.470	A
C-A	296.17	296.17	0.00	-	-	-	-	-
A-B	123.31	123.31	0.00	-	-	-	-	-
A-C	364.44	364.44	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	142.03	142.02	0.00	449.39	0.316	0.46	11.709	B
C-AB	40.74	40.74	0.00	698.77	0.058	0.06	5.470	A
C-A	296.17	296.17	0.00	-	-	-	-	-
A-B	123.31	123.31	0.00	-	-	-	-	-
A-C	364.44	364.44	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	115.97	116.46	0.00	466.55	0.249	0.34	10.297	B
C-AB	33.26	33.31	0.00	716.79	0.046	0.05	5.269	A
C-A	241.83	241.83	0.00	-	-	-	-	-
A-B	100.69	100.69	0.00	-	-	-	-	-
A-C	297.56	297.56	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.12	97.43	0.00	478.94	0.203	0.26	9.443	A
C-AB	27.86	27.89	0.00	729.82	0.038	0.04	5.128	A
C-A	202.52	202.52	0.00	-	-	-	-	-
A-B	84.32	84.32	0.00	-	-	-	-	-
A-C	249.19	249.19	0.00	-	-	-	-	-

Standard - 2043 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
Standard			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
2043 With Development, AM	2043 With Development	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	12.76	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	72	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	264.00	100.000
B	ONE HOUR	✓	191.00	100.000
C	ONE HOUR	✓	478.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	65.000	199.000
	B	142.000	0.000	49.000
	C	443.000	35.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.25	0.75
	B	0.74	0.00	0.26
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.45	14.16	0.82	B
C-AB	0.05	5.14	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	143.79	142.16	0.00	490.56	0.293	0.41	10.285	B
C-AB	26.35	26.21	0.00	756.95	0.035	0.04	4.926	A
C-A	333.51	333.51	0.00	-	-	-	-	-
A-B	48.94	48.94	0.00	-	-	-	-	-
A-C	149.82	149.82	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	171.71	171.15	0.00	479.60	0.358	0.55	11.648	B
C-AB	31.46	31.43	0.00	749.19	0.042	0.04	5.015	A
C-A	398.25	398.25	0.00	-	-	-	-	-
A-B	58.43	58.43	0.00	-	-	-	-	-
A-C	178.90	178.90	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.29	209.26	0.00	464.39	0.453	0.81	14.050	B
C-AB	38.54	38.49	0.00	738.45	0.052	0.05	5.142	A
C-A	487.75	487.75	0.00	-	-	-	-	-
A-B	71.57	71.57	0.00	-	-	-	-	-
A-C	219.10	219.10	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.29	210.25	0.00	464.38	0.453	0.82	14.159	B
C-AB	38.54	38.54	0.00	738.45	0.052	0.05	5.142	A
C-A	487.75	487.75	0.00	-	-	-	-	-
A-B	71.57	71.57	0.00	-	-	-	-	-
A-C	219.10	219.10	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	171.71	172.70	0.00	479.58	0.358	0.57	11.768	B
C-AB	31.46	31.51	0.00	749.19	0.042	0.04	5.017	A
C-A	398.25	398.25	0.00	-	-	-	-	-
A-B	58.43	58.43	0.00	-	-	-	-	-
A-C	178.90	178.90	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	143.79	144.38	0.00	490.52	0.293	0.42	10.418	B
C-AB	26.35	26.38	0.00	756.95	0.035	0.04	4.927	A
C-A	333.51	333.51	0.00	-	-	-	-	-
A-B	48.94	48.94	0.00	-	-	-	-	-
A-C	149.82	149.82	0.00	-	-	-	-	-

Standard - 2043 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
Standard			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
2043 With Development, PM	2043 With Development	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	11.04	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	98	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	542.00	100.000
B	ONE HOUR	✓	129.00	100.000
C	ONE HOUR	✓	362.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	112.000	430.000
	B	101.000	0.000	28.000
	C	325.000	37.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.21	0.79
	B	0.78	0.00	0.22
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.33	12.59	0.49	B
C-AB	0.06	5.66	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.12	96.07	0.00	464.39	0.209	0.26	9.747	A
C-AB	27.86	27.69	0.00	714.82	0.039	0.04	5.237	A
C-A	244.68	244.68	0.00	-	-	-	-	-
A-B	84.32	84.32	0.00	-	-	-	-	-
A-C	323.73	323.73	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	115.97	115.64	0.00	449.12	0.258	0.34	10.784	B
C-AB	33.26	33.22	0.00	698.87	0.048	0.05	5.408	A
C-A	292.17	292.17	0.00	-	-	-	-	-
A-B	100.69	100.69	0.00	-	-	-	-	-
A-C	386.56	386.56	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	142.03	141.45	0.00	427.97	0.332	0.49	12.537	B
C-AB	40.74	40.68	0.00	676.83	0.060	0.06	5.658	A
C-A	357.83	357.83	0.00	-	-	-	-	-
A-B	123.31	123.31	0.00	-	-	-	-	-
A-C	473.44	473.44	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	142.03	142.01	0.00	427.96	0.332	0.49	12.587	B
C-AB	40.74	40.74	0.00	676.83	0.060	0.06	5.658	A
C-A	357.83	357.83	0.00	-	-	-	-	-
A-B	123.31	123.31	0.00	-	-	-	-	-
A-C	473.44	473.44	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	115.97	116.52	0.00	449.10	0.258	0.35	10.842	B
C-AB	33.26	33.32	0.00	698.87	0.048	0.05	5.408	A
C-A	292.17	292.17	0.00	-	-	-	-	-
A-B	100.69	100.69	0.00	-	-	-	-	-
A-C	386.56	386.56	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.12	97.46	0.00	464.35	0.209	0.27	9.822	A
C-AB	27.86	27.89	0.00	714.82	0.039	0.04	5.242	A
C-A	244.68	244.68	0.00	-	-	-	-	-
A-B	84.32	84.32	0.00	-	-	-	-	-
A-C	323.73	323.73	0.00	-	-	-	-	-

Standard - 2043 Do-Nothing Cumulative, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			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
2043 Do-Nothing Cumulative, AM	2043 Do-Nothing Cumulative	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	8.60	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	174	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	190.00	100.000
B	ONE HOUR	✓	120.00	100.000
C	ONE HOUR	✓	342.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	37.000	153.000
	B	71.000	0.000	49.000
	C	307.000	35.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.19	0.81
	B	0.59	0.00	0.41
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.26	9.65	0.35	A
C-AB	0.05	5.02	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	90.34	89.52	0.00	523.18	0.173	0.21	8.286	A
C-AB	26.35	26.21	0.00	768.17	0.034	0.04	4.852	A
C-A	231.13	231.13	0.00	-	-	-	-	-
A-B	27.86	27.86	0.00	-	-	-	-	-
A-C	115.19	115.19	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	107.88	107.66	0.00	515.67	0.209	0.26	8.818	A
C-AB	31.46	31.43	0.00	762.58	0.041	0.04	4.923	A
C-A	275.99	275.99	0.00	-	-	-	-	-
A-B	33.26	33.26	0.00	-	-	-	-	-
A-C	137.54	137.54	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	132.12	131.77	0.00	505.26	0.261	0.35	9.630	A
C-AB	38.54	38.49	0.00	754.85	0.051	0.05	5.025	A
C-A	338.01	338.01	0.00	-	-	-	-	-
A-B	40.74	40.74	0.00	-	-	-	-	-
A-C	168.46	168.46	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	132.12	132.11	0.00	505.25	0.262	0.35	9.647	A
C-AB	38.54	38.54	0.00	754.85	0.051	0.05	5.025	A
C-A	338.01	338.01	0.00	-	-	-	-	-
A-B	40.74	40.74	0.00	-	-	-	-	-
A-C	168.46	168.46	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	107.88	108.21	0.00	515.66	0.209	0.27	8.844	A
C-AB	31.46	31.51	0.00	762.58	0.041	0.04	4.924	A
C-A	275.99	275.99	0.00	-	-	-	-	-
A-B	33.26	33.26	0.00	-	-	-	-	-
A-C	137.54	137.54	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	90.34	90.57	0.00	523.15	0.173	0.21	8.327	A
C-AB	26.35	26.38	0.00	768.17	0.034	0.04	4.852	A
C-A	231.13	231.13	0.00	-	-	-	-	-
A-B	27.86	27.86	0.00	-	-	-	-	-
A-C	115.19	115.19	0.00	-	-	-	-	-

Standard - 2043 Do-Nothing Cumulative, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Standard			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
2043 Do-Nothing Cumulative, PM	2043 Do-Nothing Cumulative	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Main Street / Park Avenue	T-Junction	Two-way	A,B,C	8.83	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	163	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street (West)		Major
B	Park Avenue (North)		Minor
C	Main Street (East)		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	14.00	✓	2.90	✓	3.20	250.00	✓	6.00

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	2.80										29	28

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
9	B-A	522.495	0.058	0.147	0.093	0.210
9	B-C	628.717	0.063	0.159	-	-
9	C-B	796.964	0.201	0.201	-	-

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	✓	389.00	100.000
B	ONE HOUR	✓	97.00	100.000
C	ONE HOUR	✓	306.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	58.000	331.000
	B	69.000	0.000	28.000
	C	269.000	37.000	0.000

Turning Proportions (PCU) - Junction 9 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.15	0.85
	B	0.71	0.00	0.29
	C	0.88	0.12	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 9 (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 9 (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-AC	0.23	10.15	0.30	B
C-AB	0.06	5.37	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	73.03	72.33	0.00	489.41	0.149	0.17	8.618	A
C-AB	27.86	27.70	0.00	738.01	0.038	0.04	5.066	A
C-A	202.52	202.52	0.00	-	-	-	-	-
A-B	43.67	43.67	0.00	-	-	-	-	-
A-C	249.19	249.19	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	87.20	87.01	0.00	477.67	0.183	0.22	9.210	A
C-AB	33.26	33.23	0.00	726.56	0.046	0.05	5.192	A
C-A	241.83	241.83	0.00	-	-	-	-	-
A-B	52.14	52.14	0.00	-	-	-	-	-
A-C	297.56	297.56	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	106.80	106.49	0.00	461.42	0.231	0.30	10.133	B
C-AB	40.74	40.69	0.00	710.74	0.057	0.06	5.372	A
C-A	296.17	296.17	0.00	-	-	-	-	-
A-B	63.86	63.86	0.00	-	-	-	-	-
A-C	364.44	364.44	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	106.80	106.79	0.00	461.41	0.231	0.30	10.151	B
C-AB	40.74	40.74	0.00	710.74	0.057	0.06	5.372	A
C-A	296.17	296.17	0.00	-	-	-	-	-
A-B	63.86	63.86	0.00	-	-	-	-	-
A-C	364.44	364.44	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	87.20	87.49	0.00	477.65	0.183	0.23	9.235	A
C-AB	33.26	33.31	0.00	726.56	0.046	0.05	5.194	A
C-A	241.83	241.83	0.00	-	-	-	-	-
A-B	52.14	52.14	0.00	-	-	-	-	-
A-C	297.56	297.56	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	73.03	73.22	0.00	489.37	0.149	0.18	8.656	A
C-AB	27.86	27.89	0.00	738.01	0.038	0.04	5.069	A
C-A	202.52	202.52	0.00	-	-	-	-	-
A-B	43.67	43.67	0.00	-	-	-	-	-
A-C	249.19	249.19	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]
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Filename: L106 J12 PICADY Model 2026.03.27.arc8
Path: J:\L_JOBS\Job-L106\C_CALCULATIONS\B_TRAFFIC\Modelling\Modelling
Report generation date: 27/03/2026 14:43:31

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
A1 - 2028 With Dev								
Stream B-AC	0.64	11.28	0.39	95 % [Stream B-AC]	0.22	8.79	0.18	217 % [Stream B-AC]
Stream C-A	-	-	-		-	-	-	
Stream C-B	0.00	0.00	0.00		0.00	0.00	0.00	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
A1 - 2033 With Dev								
Stream B-AC	0.64	11.34	0.39	93 % [Stream B-AC]	0.22	8.86	0.18	210 % [Stream B-AC]
Stream C-A	-	-	-		-	-	-	
Stream C-B	0.00	0.00	0.00		0.00	0.00	0.00	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
A1 - 2043 With Dev								
Stream B-AC	0.65	11.41	0.39	92 % [Stream B-AC]	0.23	8.93	0.18	203 % [Stream B-AC]
Stream C-A	-	-	-		-	-	-	
Stream C-B	0.00	0.00	0.00		0.00	0.00	0.00	
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 - 2028 With Dev, AM " model duration: 08:00 - 09:30
"D2 - 2028 With Dev, PM" model duration: 17:00 - 18:30
"D3 - 2033 With Dev, AM" model duration: 08:00 - 09:30
"D4 - 2033 With Dev, PM" model duration: 17:00 - 18:30
"D5 - 2043 With Dev, AM" model duration: 08:00 - 09:30
"D6 - 2043 With Dev, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.3.332 at 27/03/2026 14:43:28

File summary

File Description

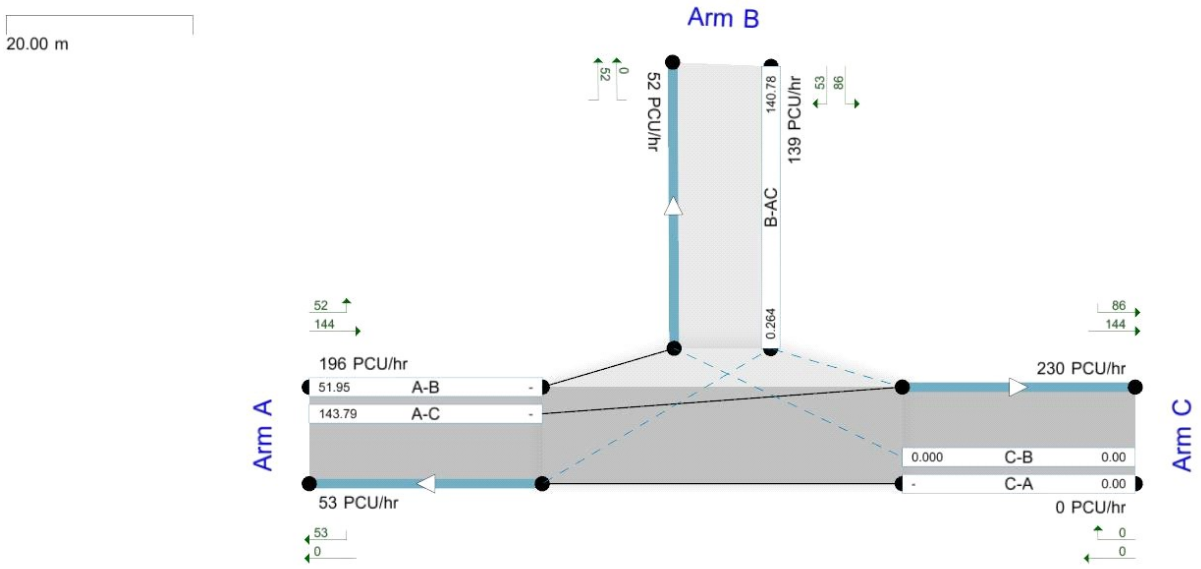
Title	Clongriffin Wider Lands
Location	Main Street, Clongriffin, Dublin 13
Site Number	12
Date	27/03/2026
Version	P1
Status	Proposed junction
Identifier	FB
Client	LDA
Jobnumber	L106
Enumerator	HY
Description	

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		✓	Delay	0.85	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



The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2028 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2028 With Dev, AM	2028 With Dev	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	11.28	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	95	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street West		Major
B	Proposed Access Arm 1		Minor
C	Main Street East		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	17.00	✓	2.60		2.20	105.00		

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	2.25										33	34

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
1	B-A	494.195	0.044	0.112	0.071	0.160
1	B-C	596.883	0.048	0.121	-	-
1	C-B	634.770	0.128	0.128	-	-

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	✓	260.00	100.000
B	ONE HOUR	✓	187.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	69.000	191.000
	B	71.000	0.000	116.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.27	0.73
	B	0.38	0.00	0.62
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 1 (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-AC	0.39	11.28	0.64	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	140.78	139.37	0.00	533.90	0.264	0.35	9.090	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	609.67	0.000	0.00	0.000	A
A-B	51.95	51.95	0.00	-	-	-	-	-
A-C	143.79	143.79	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	168.11	167.69	0.00	530.15	0.317	0.46	9.919	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	604.79	0.000	0.00	0.000	A
A-B	62.03	62.03	0.00	-	-	-	-	-
A-C	171.71	171.71	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.89	205.19	0.00	524.96	0.392	0.63	11.231	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	598.06	0.000	0.00	0.000	A
A-B	75.97	75.97	0.00	-	-	-	-	-
A-C	210.29	210.29	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.89	205.87	0.00	524.96	0.392	0.64	11.279	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	598.06	0.000	0.00	0.000	A
A-B	75.97	75.97	0.00	-	-	-	-	-
A-C	210.29	210.29	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	168.11	168.78	0.00	530.15	0.317	0.47	9.980	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	604.79	0.000	0.00	0.000	A
A-B	62.03	62.03	0.00	-	-	-	-	-
A-C	171.71	171.71	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	140.78	141.22	0.00	533.90	0.264	0.36	9.177	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	609.67	0.000	0.00	0.000	A
A-B	51.95	51.95	0.00	-	-	-	-	-
A-C	143.79	143.79	0.00	-	-	-	-	-

(Default Analysis Set) - 2028 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2028 With Dev, PM	2028 With Dev	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
(untitled)	T-Junction	Two-way	A,B,C	8.79	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	217	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street West		Major
B	Proposed Access Arm 1		Minor
C	Main Street East		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	17.00	✓	2.60		2.20	105.00		

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	2.25										33	34

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
1	B-A	494.195	0.044	0.112	0.071	0.160
1	B-C	596.883	0.048	0.121	-	-
1	C-B	634.770	0.128	0.128	-	-

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	✓	484.00	100.000
B	ONE HOUR	✓	83.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	139.000	345.000
	B	32.000	0.000	51.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.29	0.71
	B	0.39	0.00	0.61
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 1 (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-AC	0.18	8.79	0.22	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.49	61.94	0.00	517.20	0.121	0.14	7.898	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	588.04	0.000	0.00	0.000	A
A-B	104.65	104.65	0.00	-	-	-	-	-
A-C	259.73	259.73	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	74.62	74.48	0.00	510.33	0.146	0.17	8.257	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	578.97	0.000	0.00	0.000	A
A-B	124.96	124.96	0.00	-	-	-	-	-
A-C	310.15	310.15	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.38	91.18	0.00	500.82	0.182	0.22	8.783	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.43	0.000	0.00	0.000	A
A-B	153.04	153.04	0.00	-	-	-	-	-
A-C	379.85	379.85	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.38	91.38	0.00	500.82	0.182	0.22	8.792	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.43	0.000	0.00	0.000	A
A-B	153.04	153.04	0.00	-	-	-	-	-
A-C	379.85	379.85	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	74.62	74.81	0.00	510.33	0.146	0.17	8.269	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	578.97	0.000	0.00	0.000	A
A-B	124.96	124.96	0.00	-	-	-	-	-
A-C	310.15	310.15	0.00	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.49	62.62	0.00	517.20	0.121	0.14	7.923	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	588.04	0.000	0.00	0.000	A
A-B	104.65	104.65	0.00	-	-	-	-	-
A-C	259.73	259.73	0.00	-	-	-	-	-

(Default Analysis Set) - 2033 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2033 With Dev, AM	2033 With Dev	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	11.34	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	93	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street West		Major
B	Proposed Access Arm 1		Minor
C	Main Street East		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	17.00	✓	2.60		2.20	105.00		

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	2.25										33	34

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
1	B-A	494.195	0.044	0.112	0.071	0.160
1	B-C	596.883	0.048	0.121	-	-
1	C-B	634.770	0.128	0.128	-	-

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	✓	274.00	100.000
B	ONE HOUR	✓	187.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	69.000	205.000
	B	71.000	0.000	116.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.38	0.00	0.62
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 1 (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-AC	0.39	11.34	0.64	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	140.78	139.37	0.00	532.66	0.264	0.35	9.121	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	608.32	0.000	0.00	0.000	A
A-B	51.95	51.95	0.00	-	-	-	-	-
A-C	154.33	154.33	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	168.11	167.69	0.00	528.67	0.318	0.46	9.960	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	603.18	0.000	0.00	0.000	A
A-B	62.03	62.03	0.00	-	-	-	-	-
A-C	184.29	184.29	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.89	205.18	0.00	523.15	0.394	0.64	11.295	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	596.08	0.000	0.00	0.000	A
A-B	75.97	75.97	0.00	-	-	-	-	-
A-C	225.71	225.71	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.89	205.87	0.00	523.15	0.394	0.64	11.344	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	596.08	0.000	0.00	0.000	A
A-B	75.97	75.97	0.00	-	-	-	-	-
A-C	225.71	225.71	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	168.11	168.79	0.00	528.67	0.318	0.47	10.023	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	603.18	0.000	0.00	0.000	A
A-B	62.03	62.03	0.00	-	-	-	-	-
A-C	184.29	184.29	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	140.78	141.22	0.00	532.66	0.264	0.36	9.208	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	608.32	0.000	0.00	0.000	A
A-B	51.95	51.95	0.00	-	-	-	-	-
A-C	154.33	154.33	0.00	-	-	-	-	-

(Default Analysis Set) - 2033 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2033 With Dev, PM	2033 With Dev	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
(untitled)	T-Junction	Two-way	A,B,C	8.86	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	210	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street West		Major
B	Proposed Access Arm 1		Minor
C	Main Street East		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	17.00	✓	2.60		2.20	105.00		

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	2.25										33	34

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
1	B-A	494.195	0.044	0.112	0.071	0.160
1	B-C	596.883	0.048	0.121	-	-
1	C-B	634.770	0.128	0.128	-	-

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	✓	508.00	100.000
B	ONE HOUR	✓	83.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	139.000	369.000
	B	32.000	0.000	51.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.27	0.73
	B	0.39	0.00	0.61
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 1 (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-AC	0.18	8.86	0.22	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.49	61.94	0.00	515.08	0.121	0.14	7.935	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	585.72	0.000	0.00	0.000	A
A-B	104.65	104.65	0.00	-	-	-	-	-
A-C	277.80	277.80	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	74.62	74.48	0.00	507.79	0.147	0.17	8.305	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	576.20	0.000	0.00	0.000	A
A-B	124.96	124.96	0.00	-	-	-	-	-
A-C	331.72	331.72	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.38	91.18	0.00	497.71	0.184	0.22	8.850	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	563.04	0.000	0.00	0.000	A
A-B	153.04	153.04	0.00	-	-	-	-	-
A-C	406.28	406.28	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.38	91.38	0.00	497.71	0.184	0.22	8.859	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	563.04	0.000	0.00	0.000	A
A-B	153.04	153.04	0.00	-	-	-	-	-
A-C	406.28	406.28	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	74.62	74.81	0.00	507.79	0.147	0.17	8.319	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	576.20	0.000	0.00	0.000	A
A-B	124.96	124.96	0.00	-	-	-	-	-
A-C	331.72	331.72	0.00	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.49	62.63	0.00	515.08	0.121	0.14	7.960	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	585.72	0.000	0.00	0.000	A
A-B	104.65	104.65	0.00	-	-	-	-	-
A-C	277.80	277.80	0.00	-	-	-	-	-

(Default Analysis Set) - 2043 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2043 With Dev, AM	2043 With Dev	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	11.41	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	92	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street West		Major
B	Proposed Access Arm 1		Minor
C	Main Street East		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	17.00	✓	2.60		2.20	105.00		

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	2.25										33	34

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
1	B-A	494.195	0.044	0.112	0.071	0.160
1	B-C	596.883	0.048	0.121	-	-
1	C-B	634.770	0.128	0.128	-	-

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	✓	288.00	100.000
B	ONE HOUR	✓	187.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	69.000	219.000
	B	71.000	0.000	116.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.24	0.76
	B	0.38	0.00	0.62
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 1 (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-AC	0.39	11.41	0.65	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	140.78	139.36	0.00	531.42	0.265	0.36	9.150	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	606.96	0.000	0.00	0.000	A
A-B	51.95	51.95	0.00	-	-	-	-	-
A-C	164.87	164.87	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	168.11	167.69	0.00	527.19	0.319	0.46	10.001	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	601.57	0.000	0.00	0.000	A
A-B	62.03	62.03	0.00	-	-	-	-	-
A-C	196.88	196.88	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.89	205.18	0.00	521.34	0.395	0.64	11.360	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	594.10	0.000	0.00	0.000	A
A-B	75.97	75.97	0.00	-	-	-	-	-
A-C	241.12	241.12	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.89	205.87	0.00	521.34	0.395	0.65	11.409	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	594.10	0.000	0.00	0.000	A
A-B	75.97	75.97	0.00	-	-	-	-	-
A-C	241.12	241.12	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	168.11	168.79	0.00	527.19	0.319	0.48	10.063	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	601.57	0.000	0.00	0.000	A
A-B	62.03	62.03	0.00	-	-	-	-	-
A-C	196.88	196.88	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	140.78	141.22	0.00	531.42	0.265	0.37	9.236	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	606.96	0.000	0.00	0.000	A
A-B	51.95	51.95	0.00	-	-	-	-	-
A-C	164.87	164.87	0.00	-	-	-	-	-

(Default Analysis Set) - 2043 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2043 With Dev, PM	2043 With Dev	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
(untitled)	T-Junction	Two-way	A,B,C	8.93	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	203	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street West		Major
B	Proposed Access Arm 1		Minor
C	Main Street East		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	17.00	✓	2.60		2.20	105.00		

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	2.25										33	34

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
1	B-A	494.195	0.044	0.112	0.071	0.160
1	B-C	596.883	0.048	0.121	-	-
1	C-B	634.770	0.128	0.128	-	-

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	✓	534.00	100.000
B	ONE HOUR	✓	83.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	139.000	395.000
	B	32.000	0.000	51.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.39	0.00	0.61
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 1 (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-AC	0.18	8.93	0.23	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.49	61.94	0.00	512.77	0.122	0.14	7.975	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	583.21	0.000	0.00	0.000	A
A-B	104.65	104.65	0.00	-	-	-	-	-
A-C	297.38	297.38	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	74.62	74.48	0.00	505.04	0.148	0.17	8.358	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.21	0.000	0.00	0.000	A
A-B	124.96	124.96	0.00	-	-	-	-	-
A-C	355.10	355.10	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.38	91.17	0.00	494.34	0.185	0.22	8.924	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	559.37	0.000	0.00	0.000	A
A-B	153.04	153.04	0.00	-	-	-	-	-
A-C	434.90	434.90	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.38	91.38	0.00	494.34	0.185	0.23	8.933	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	559.37	0.000	0.00	0.000	A
A-B	153.04	153.04	0.00	-	-	-	-	-
A-C	434.90	434.90	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	74.62	74.82	0.00	505.04	0.148	0.18	8.373	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.21	0.000	0.00	0.000	A
A-B	124.96	124.96	0.00	-	-	-	-	-
A-C	355.10	355.10	0.00	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.49	62.63	0.00	512.77	0.122	0.14	7.999	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	583.21	0.000	0.00	0.000	A
A-B	104.65	104.65	0.00	-	-	-	-	-
A-C	297.38	297.38	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]
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Filename: L106 J13 PICADY Model 2026.03.27.arc8
Path: J:\L_JOBS\Job-L106\C_CALCULATIONS\B_TRAFFIC\Modelling\Modelling
Report generation date: 27/03/2026 14:40:40

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
	A1 - 2028 With Dev							
Stream B-AC	0.37	10.04	0.27	151 % [Stream B-AC]	0.14	8.56	0.12	293 % [Stream B-AC]
Stream C-A	-	-	-		-	-	-	
Stream C-B	0.00	0.00	0.00		0.00	0.00	0.00	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	A1 - 2033 With Dev							
Stream B-AC	0.37	10.09	0.27	149 % [Stream B-AC]	0.14	8.62	0.12	282 % [Stream B-AC]
Stream C-A	-	-	-		-	-	-	
Stream C-B	0.00	0.00	0.00		0.00	0.00	0.00	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	A1 - 2043 With Dev							
Stream B-AC	0.37	10.14	0.27	146 % [Stream B-AC]	0.14	8.69	0.13	271 % [Stream B-AC]
Stream C-A	-	-	-		-	-	-	
Stream C-B	0.00	0.00	0.00		0.00	0.00	0.00	
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 - 2028 With Dev, AM " model duration: 08:00 - 09:30
"D2 - 2028 With Dev, PM" model duration: 17:00 - 18:30
"D3 - 2033 With Dev, AM" model duration: 08:00 - 09:30
"D4 - 2033 With Dev, PM" model duration: 17:00 - 18:30
"D5 - 2043 With Dev, AM" model duration: 08:00 - 09:30
"D6 - 2043 With Dev, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.3.332 at 27/03/2026 14:40:37

File summary

File Description

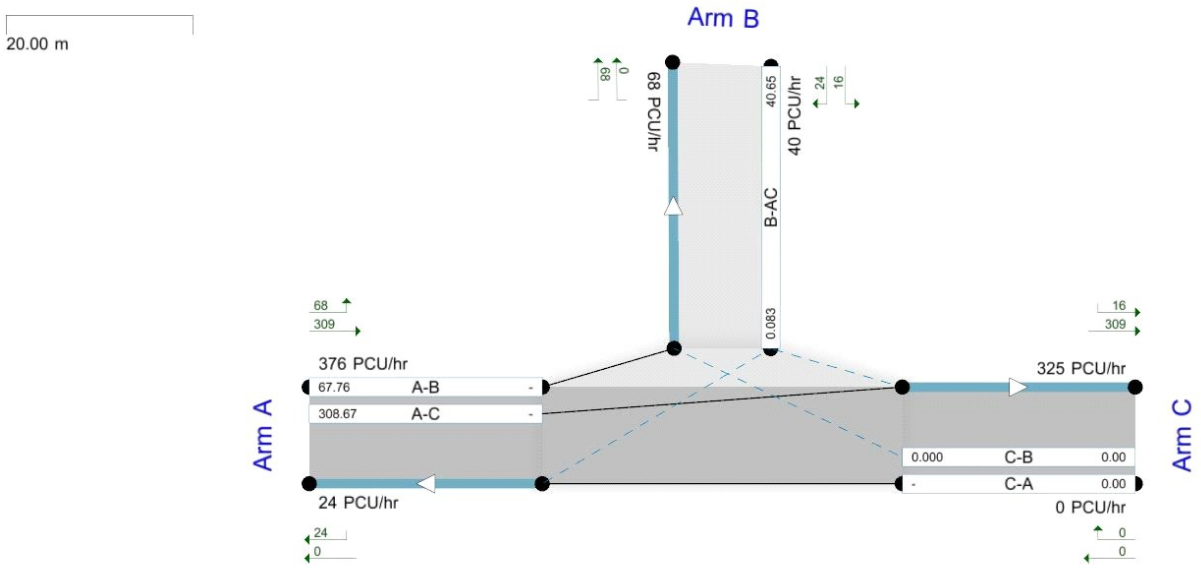
Title	Clongriffin Wider Lands
Location	Main Street, Clongriffin, Dublin 13
Site Number	13
Date	27/03/2026
Version	P1
Status	Proposed junction
Identifier	FB
Client	LDA
Jobnumber	L106
Enumerator	HY
Description	

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		✓	Delay	0.85	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



The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2028 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2028 With Dev, AM	2028 With Dev	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	10.04	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	151	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street West		Major
B	Proposed Access Arm 2		Minor
C	Main Street East		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	17.00	✓	2.80		2.20	105.00		

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	2.25										35	28

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
1	B-A	494.013	0.044	0.112	0.070	0.159
1	B-C	593.390	0.047	0.120	-	-
1	C-B	634.770	0.128	0.128	-	-

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	✓	335.00	100.000
B	ONE HOUR	✓	121.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	46.000	289.000
	B	71.000	0.000	50.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.14	0.86
	B	0.59	0.00	0.41
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 1 (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-AC	0.27	10.04	0.37	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.10	90.22	0.00	504.09	0.181	0.22	8.680	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	602.43	0.000	0.00	0.000	A
A-B	34.63	34.63	0.00	-	-	-	-	-
A-C	217.57	217.57	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	108.78	108.55	0.00	498.92	0.218	0.28	9.216	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	596.15	0.000	0.00	0.000	A
A-B	41.35	41.35	0.00	-	-	-	-	-
A-C	259.81	259.81	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	133.22	132.86	0.00	491.76	0.271	0.37	10.020	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	587.47	0.000	0.00	0.000	A
A-B	50.65	50.65	0.00	-	-	-	-	-
A-C	318.19	318.19	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	133.22	133.21	0.00	491.76	0.271	0.37	10.040	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	587.47	0.000	0.00	0.000	A
A-B	50.65	50.65	0.00	-	-	-	-	-
A-C	318.19	318.19	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	108.78	109.12	0.00	498.92	0.218	0.28	9.243	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	596.15	0.000	0.00	0.000	A
A-B	41.35	41.35	0.00	-	-	-	-	-
A-C	259.81	259.81	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.10	91.33	0.00	504.09	0.181	0.22	8.728	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	602.43	0.000	0.00	0.000	A
A-B	34.63	34.63	0.00	-	-	-	-	-
A-C	217.57	217.57	0.00	-	-	-	-	-

(Default Analysis Set) - 2028 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2028 With Dev, PM	2028 With Dev	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
(untitled)	T-Junction	Two-way	A,B,C	8.56	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	293	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street West		Major
B	Proposed Access Arm 2		Minor
C	Main Street East		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	17.00	✓	2.80		2.20	105.00		

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	2.25										35	28

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
1	B-A	494.013	0.044	0.112	0.070	0.159
1	B-C	593.390	0.047	0.120	-	-
1	C-B	634.770	0.128	0.128	-	-

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	✓	450.00	100.000
B	ONE HOUR	✓	54.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	90.000	360.000
	B	32.000	0.000	22.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.20	0.80
	B	0.59	0.00	0.41
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 1 (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-AC	0.12	8.56	0.14	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.65	40.30	0.00	495.88	0.082	0.09	7.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	591.32	0.000	0.00	0.000	A
A-B	67.76	67.76	0.00	-	-	-	-	-
A-C	271.03	271.03	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.54	48.46	0.00	489.22	0.099	0.11	8.168	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	582.89	0.000	0.00	0.000	A
A-B	80.91	80.91	0.00	-	-	-	-	-
A-C	323.63	323.63	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.46	59.33	0.00	480.01	0.124	0.14	8.554	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.23	0.000	0.00	0.000	A
A-B	99.09	99.09	0.00	-	-	-	-	-
A-C	396.37	396.37	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.46	59.45	0.00	480.01	0.124	0.14	8.559	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.23	0.000	0.00	0.000	A
A-B	99.09	99.09	0.00	-	-	-	-	-
A-C	396.37	396.37	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.54	48.66	0.00	489.22	0.099	0.11	8.175	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	582.89	0.000	0.00	0.000	A
A-B	80.91	80.91	0.00	-	-	-	-	-
A-C	323.63	323.63	0.00	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.65	40.74	0.00	495.88	0.082	0.09	7.912	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	591.32	0.000	0.00	0.000	A
A-B	67.76	67.76	0.00	-	-	-	-	-
A-C	271.03	271.03	0.00	-	-	-	-	-

(Default Analysis Set) - 2033 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2033 With Dev, AM	2033 With Dev	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	10.09	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	149	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street West		Major
B	Proposed Access Arm 2		Minor
C	Main Street East		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	17.00	✓	2.80		2.20	105.00		

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	2.25										35	28

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
1	B-A	494.013	0.044	0.112	0.070	0.159
1	B-C	593.390	0.047	0.120	-	-
1	C-B	634.770	0.128	0.128	-	-

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	✓	349.00	100.000
B	ONE HOUR	✓	121.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	46.000	303.000
	B	71.000	0.000	50.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	0.59	0.00	0.41
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 1 (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-AC	0.27	10.09	0.37	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.10	90.22	0.00	502.88	0.181	0.22	8.706	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	601.07	0.000	0.00	0.000	A
A-B	34.63	34.63	0.00	-	-	-	-	-
A-C	228.11	228.11	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	108.78	108.55	0.00	497.47	0.219	0.28	9.250	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	594.53	0.000	0.00	0.000	A
A-B	41.35	41.35	0.00	-	-	-	-	-
A-C	272.39	272.39	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	133.22	132.86	0.00	489.98	0.272	0.37	10.070	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	585.49	0.000	0.00	0.000	A
A-B	50.65	50.65	0.00	-	-	-	-	-
A-C	333.61	333.61	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	133.22	133.21	0.00	489.98	0.272	0.37	10.090	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	585.49	0.000	0.00	0.000	A
A-B	50.65	50.65	0.00	-	-	-	-	-
A-C	333.61	333.61	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	108.78	109.13	0.00	497.47	0.219	0.28	9.280	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	594.53	0.000	0.00	0.000	A
A-B	41.35	41.35	0.00	-	-	-	-	-
A-C	272.39	272.39	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.10	91.33	0.00	502.88	0.181	0.22	8.752	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	601.07	0.000	0.00	0.000	A
A-B	34.63	34.63	0.00	-	-	-	-	-
A-C	228.11	228.11	0.00	-	-	-	-	-

(Default Analysis Set) - 2033 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2033 With Dev, PM	2033 With Dev	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
(untitled)	T-Junction	Two-way	A,B,C	8.62	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	282	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street West		Major
B	Proposed Access Arm 2		Minor
C	Main Street East		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	17.00	✓	2.80		2.20	105.00		

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	2.25										35	28

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
1	B-A	494.013	0.044	0.112	0.070	0.159
1	B-C	593.390	0.047	0.120	-	-
1	C-B	634.770	0.128	0.128	-	-

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	✓	474.00	100.000
B	ONE HOUR	✓	54.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	90.000	384.000
	B	32.000	0.000	22.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.19	0.81
	B	0.59	0.00	0.41
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 1 (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-AC	0.12	8.62	0.14	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.65	40.30	0.00	493.80	0.082	0.09	7.938	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	589.01	0.000	0.00	0.000	A
A-B	67.76	67.76	0.00	-	-	-	-	-
A-C	289.10	289.10	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.54	48.46	0.00	486.73	0.100	0.11	8.211	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	580.12	0.000	0.00	0.000	A
A-B	80.91	80.91	0.00	-	-	-	-	-
A-C	345.21	345.21	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.46	59.33	0.00	476.96	0.125	0.14	8.617	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	567.84	0.000	0.00	0.000	A
A-B	99.09	99.09	0.00	-	-	-	-	-
A-C	422.79	422.79	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.46	59.45	0.00	476.96	0.125	0.14	8.622	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	567.84	0.000	0.00	0.000	A
A-B	99.09	99.09	0.00	-	-	-	-	-
A-C	422.79	422.79	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.54	48.66	0.00	486.73	0.100	0.11	8.221	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	580.12	0.000	0.00	0.000	A
A-B	80.91	80.91	0.00	-	-	-	-	-
A-C	345.21	345.21	0.00	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.65	40.74	0.00	493.80	0.082	0.09	7.948	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	589.01	0.000	0.00	0.000	A
A-B	67.76	67.76	0.00	-	-	-	-	-
A-C	289.10	289.10	0.00	-	-	-	-	-

(Default Analysis Set) - 2043 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2043 With Dev, AM	2043 With Dev	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	10.14	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	146	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street West		Major
B	Proposed Access Arm 2		Minor
C	Main Street East		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	17.00	✓	2.80		2.20	105.00		

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	2.25										35	28

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
1	B-A	494.013	0.044	0.112	0.070	0.159
1	B-C	593.390	0.047	0.120	-	-
1	C-B	634.770	0.128	0.128	-	-

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	✓	363.00	100.000
B	ONE HOUR	✓	121.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	46.000	317.000
	B	71.000	0.000	50.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	0.59	0.00	0.41
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 1 (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-AC	0.27	10.14	0.37	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.10	90.22	0.00	501.66	0.182	0.22	8.732	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	599.72	0.000	0.00	0.000	A
A-B	34.63	34.63	0.00	-	-	-	-	-
A-C	238.65	238.65	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	108.78	108.54	0.00	496.01	0.219	0.28	9.285	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	592.92	0.000	0.00	0.000	A
A-B	41.35	41.35	0.00	-	-	-	-	-
A-C	284.98	284.98	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	133.22	132.85	0.00	488.21	0.273	0.37	10.121	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	583.51	0.000	0.00	0.000	A
A-B	50.65	50.65	0.00	-	-	-	-	-
A-C	349.02	349.02	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	133.22	133.21	0.00	488.21	0.273	0.37	10.140	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	583.51	0.000	0.00	0.000	A
A-B	50.65	50.65	0.00	-	-	-	-	-
A-C	349.02	349.02	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	108.78	109.13	0.00	496.01	0.219	0.28	9.315	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	592.92	0.000	0.00	0.000	A
A-B	41.35	41.35	0.00	-	-	-	-	-
A-C	284.98	284.98	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	91.10	91.34	0.00	501.66	0.182	0.22	8.780	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	599.72	0.000	0.00	0.000	A
A-B	34.63	34.63	0.00	-	-	-	-	-
A-C	238.65	238.65	0.00	-	-	-	-	-

(Default Analysis Set) - 2043 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2043 With Dev, PM	2043 With Dev	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
(untitled)	T-Junction	Two-way	A,B,C	8.69	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	271	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Main Street West		Major
B	Proposed Access Arm 2		Minor
C	Main Street East		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	17.00	✓	2.80		2.20	105.00		

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	2.25										35	28

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
1	B-A	494.013	0.044	0.112	0.070	0.159
1	B-C	593.390	0.047	0.120	-	-
1	C-B	634.770	0.128	0.128	-	-

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	✓	500.00	100.000
B	ONE HOUR	✓	54.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	90.000	410.000
	B	32.000	0.000	22.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.59	0.00	0.41
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (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 1 (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-AC	0.13	8.69	0.14	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.65	40.30	0.00	491.54	0.083	0.09	7.966	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	586.50	0.000	0.00	0.000	A
A-B	67.76	67.76	0.00	-	-	-	-	-
A-C	308.67	308.67	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.54	48.46	0.00	484.04	0.100	0.11	8.262	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	577.13	0.000	0.00	0.000	A
A-B	80.91	80.91	0.00	-	-	-	-	-
A-C	368.58	368.58	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.46	59.33	0.00	473.66	0.126	0.14	8.685	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.17	0.000	0.00	0.000	A
A-B	99.09	99.09	0.00	-	-	-	-	-
A-C	451.42	451.42	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.46	59.45	0.00	473.66	0.126	0.14	8.690	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.17	0.000	0.00	0.000	A
A-B	99.09	99.09	0.00	-	-	-	-	-
A-C	451.42	451.42	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.54	48.67	0.00	484.04	0.100	0.11	8.272	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	577.13	0.000	0.00	0.000	A
A-B	80.91	80.91	0.00	-	-	-	-	-
A-C	368.58	368.58	0.00	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.65	40.74	0.00	491.54	0.083	0.09	7.987	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	586.50	0.000	0.00	0.000	A
A-B	67.76	67.76	0.00	-	-	-	-	-
A-C	308.67	308.67	0.00	-	-	-	-	-