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Traffic and Transport Assessment

Strategic Housing Development

Clonkeen College, Clonkeen Road, Blackrock, Co. Dublin

Client: Clonkeen Investments DAC

Job No. W012

August 2021

PAC/SHD/162/20

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TRAFFIC AND TRANSPORT ASSESSMENT

STRATEGIC HOUSING DEVELOPMENT

CLONKEEN COLLEGE, CLONKEEN ROAD, BLACKROCK, CO. DUBLIN

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BS 1192 FIELD	**W012-CSC-ZZ-XX-LT-C-0003-P5**

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W012	GF	NB	OS	12.08.2021	P5
W012	GF	NB	OS	21.12.2020	P4
W012	FB	GF	NB	16.10.2020	P3
W012	FB	NB	NB	02.07.2020	P2
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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Clonkeen Investments DAC to prepare a Traffic and Transport Assessment to accompany a planning application for a proposed 299-unit Strategic Housing Development at Clonkeen College, Clonkeen Road, Blackrock, Co. Dublin.

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

- Dún Laoghaire-Rathdown County Development Plan 2016–2022
- Deansgrange Local Area Plan 2010-2020
- TII Traffic and Transport Assessment Guidelines 2014
- TII Project Appraisal Guidelines 2011
- Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities) 2020
- Design Manual for Urban Roads and Streets 2019
- National Cycle Manual 2011
- Greater Dublin Area Cycle Network Plan
- Trip Rate Information Computer System (TRICS) database
- CSO 2016 Census data

1.1 Objective

The objective of this report is to examine the traffic implications associated with the proposed development, in terms of integration with existing traffic in the area. The report determines the impact of the proposed development on the existing road network, in particular through the operational assessment of 3no. key junctions on Meadow Vale and Clonkeen Road. The report also examines the proposed development's vehicular access arrangements, car and bicycle parking provision, site layout, public transport accessibility, and facilities for pedestrians and cyclists.

1.2 Study Methodology

Traffic and transport-related aspects of the proposed development have been discussed with representatives of Dún Laoghaire-Rathdown County Council in the course of Section 247 pre-application meetings conducted as part of the Strategic Housing Development application process.

The assessment methodology adopted for this report is summarised as follows:

- Traffic flow data – A 12-hour classified vehicular traffic count survey was undertaken on Thursday the 11th of April 2019 by Nationwide Data Collection, on behalf of CS Consulting. This survey was conducted between 07:00 and 19:00 at 5no. junctions on the surrounding road network. These traffic flow data were scaled up to 2021 baseline levels using TII growth factors.
- Trip generation – A development trip generation assessment has been carried out using TRICS data, to determine the potential vehicular trips to and from the proposed development site during peak hours.
- Trip distribution – Based upon existing traffic characteristics and the surrounding road network, an appropriate distribution has been assigned to site development vehicular trips across the road network, as described in sub-section 4.2.
- Existing junction assessment – A spreadsheet model was created which contains the baseline year do-nothing traffic count data described above. The traffic count data were used to develop a TRANSYT model of 3no. key junctions on Meadow Vale and Clonkeen Road.
- Future junction operation assessments – Future year traffic forecasts were derived from TII growth factors and development trip generation figures. These traffic flows were applied to the TRANSYT model. The performance of the modelled junctions was assessed for the baseline

year (2021), the proposed year of opening (2024), 5 years after opening (2029), and 15 years after opening (2039; the Design Year Assessment).

- Parking – Car and bicycle parking provisions within the proposed development have been assessed with reference to the parking standards set out in the Local Authority development plan, as well as to the recommendations of the 2020 *Design Standards for New Apartments*.

1.3 Structure of Report

As outlined above, this report seeks to establish the traffic impact generated by the proposed development on the surrounding road network and subsequently ascertain the future operational performance of the elements of this network with the potential to be affected.

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 traffic conditions and the local road network and identifies any existing or predicted issues related to traffic flow or road infrastructure of particular relevance to this transport appraisal.
- 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 assesses the proposed car and bicycle parking provision for the development, with reference to Local Authority standards and to

the 2018 *Design Standards for New Apartments (Guidelines for Planning Authorities)*.

- Section 7 examines the development's vehicular access arrangements, internal layout, servicing arrangements, public transport accessibility, and pedestrian and cyclist facilities.
- Section 8 provides an overview of the relevant opinions and recommendations received from An Bord Pleanála and from Dún Laoghaire-Rathdown County Council in the course of the Strategic Housing Development application process to date, and details the measures taken in response to these comments.
- Section 9 presents the conclusions of the report.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 Site Location

The proposed development site is located at Clonkeen College, Clonkeen Road, Blackrock, Co. Dublin. The site is located in the administrative jurisdiction of Dún Laoghaire-Rathdown County Council and has a total area of approximately 3.3ha.

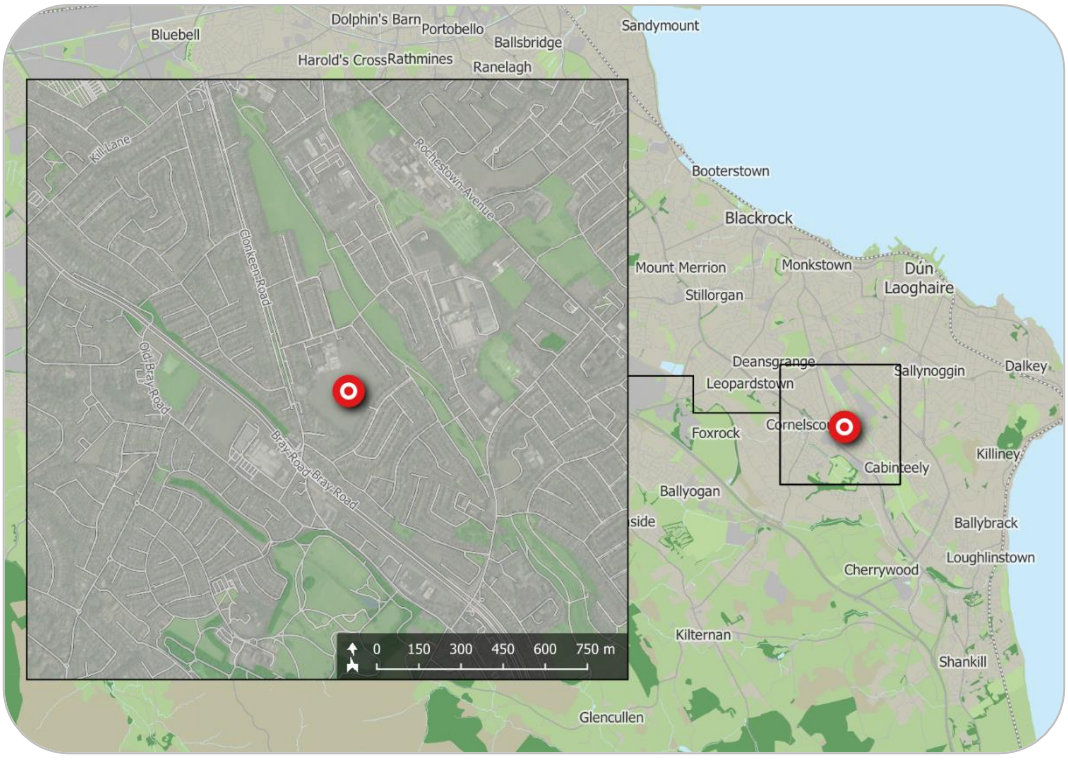


Figure 1 – Location of proposed development site
(*map data & imagery: EPA, OSM Contributors, Google*)

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

The site is bounded to the north-west by Clonkeen College, an existing filling station, and residential properties, to the north-east, south-east and south-

west by existing residential properties. The site has street frontage of approx. 23m on Meadow Vale, at its northernmost corner.

Figure 2 – Site extents and environs
(*map data & imagery: NTA, OSM Contributors, Google*)

2.2 Existing Land Use

The subject site is generally greenfield, having formed part of the grounds of Clonkeen College. Limited vehicular traffic is currently generated by Edmund Rice House, a school administration building that is located within the subject site. The remainder of the subject site does not currently generate any vehicular traffic.

2.3 Description of Proposed Development

The proposed Strategic Housing Development, with a total gross floor area of c 33,851 sq m, will provide 299 no. residential units and a 1 no. storey 353 sq m childcare facility with dedicated play area 231 sq m. The

development will consist of 18 no. ground floor 3 bedroom duplex apartments and 18 no. 2 bedroom apartments above and 12 no. ground floor 2 bedroom apartments with 12 no. 3 bedroom duplex apartments above. The 60 no. duplex units are arranged in 6 no. three storey blocks. The development will also consist of 239 no. apartment units (111 no. 1 bedroom apartments, 120 no. 2 bedroom apartments and 8 no. 3 bed apartments) arranged in 4 no. 6 storey blocks over 1 no. storey basement; public open space, communal open space and private open space (including all balconies, terraces and individual unit gardens at all levels); 614 sq m communal resident facilities including concierge and welcome area (195 sq m), residents' flexible work facility (219 sq m), residents' lounge (100 sq m) and residents' gym area (100 sq m).

The development will also provide for the demolition of the 2 no. storey office building ('St. Helen's', Meadow Vale - 470 sq m) to facilitate new vehicular, pedestrian and cyclist access to the site, to the north of the proposed development via Meadow Vale.

The development will also include the provision of 2 no. designated play areas; internal roads and pathways; bin stores; 248 no. car parking spaces, including 167 no. at basement level and 2 no. shared vehicle (GoCar) spaces, 388 no. bicycle parking spaces, and 10 no. motorcycle parking spaces at basement and surface level; hard and soft landscaping; plant; boundary treatments including the repair and replacement of some existing boundary treatments; the provision of new surface water and foul drainage pipes and any required pipe diversion works or build over works; internal foul pumping station; a new internal access road and paths; changes in level; services provision and related pipework, ducting and cabling; electric vehicle charging points; 4 no. stormwater attenuation tanks; 1 no. ESB substation; photovoltaic panels; SUDS including green roof provision; signage; provision for future pedestrian access to Monaloe Park to the east of the development, including the provision of a pedestrian

bridge, extending over the drainage ditch; public lighting and all site development and excavation works above and below ground. The application contains a statement setting out how the proposal will be consistent with the objectives of the Dún Laoghaire-Rathdown County Development Plan 2016-2022. The application contains a statement indicating why permission should be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act 2000, notwithstanding that the proposed development materially contravenes a relevant development plan or local area plan other than in relation to the zoning of the land.

For the purposes of the present assessment, it is assumed that the subject development shall be completed and occupied by the year 2024.

3.0 RECEIVING ENVIRONMENT

3.1 Existing Traffic Flows

Full turning movement classified traffic counts were carried out by Nationwide Data Collection (NDC) on behalf of CS Consulting, over a 12-hour period (07:00–19:00) on Thursday the 11th of April 2019. Count information was obtained at the following 5no. sites along Clonkeen Road and Meadow Vale.

J1. Meadow Vale (North/East/West) / Edmund Rice House
(4-arm priority-controlled junction)

J2. Meadow Vale (North/East/West) / Clonkeen College (SE/SW)
(staggered 5-arm priority-controlled junction)

J3. Clonkeen Road [R827] / Meadow Vale
(3-arm priority-controlled junction)

J4. Clonkeen Road [R827] / Bray Road [N11]
(4-arm signal-controlled junction)

J5. Deansgrange Road [R827] / Kill Lane [R830] / Clonkeen Road [R827]
(4-arm signal-controlled junction)

The peak traffic flows across all surveyed sites were found to occur between 08:00 and 09:00 (AM peak hour) and between 17:00 and 18:00 (PM peak hour).

Raw data from the traffic survey are provided in Appendix A. The 2019 traffic movements at each of the surveyed junctions during the peak hours have been isolated from the count data and have been scaled up to baseline levels for the year 2021 using standard TII growth factors (see sub-section 4.5). These total survey year and baseline year peak hour flows at the survey junctions are included in the traffic flow matrices given in Appendix C and are also given in Table 1.

Figure 3 – Locations of traffic survey sites
(*map data & imagery: OSM Contributors, Google*)

Table 1 – Total Peak Traffic at Surveyed Junctions

Time Period	Total Surveyed Junction Traffic Movements (in Passenger Car Units)				
	J1	J2	J3	J4	J5
2019 – Survey Year					
AM Peak (08:00-09:00)	78	240	1227	3699	2513
PM Peak (17:00-18:00)	60	129	931	3706	2216
2021 – Baseline Year					
AM Peak (08:00-09:00)	80	246	1267	3820	2595
PM Peak (17:00-18:00)	61	132	961	3826	2289

3.2 Existing Road Network Characteristics

3.2.1 Meadow Vale

- Single carriageway road with a pavement width of approx. 7m generally in the vicinity of its junction with Clonkeen Road.
- Residential cul-de-sac, terminating approx. 400m from its junction with Clonkeen Road.
- Subject to a 30km/h speed limit.
- Raised footpaths are present along both sides of Meadow Vale. No cycle tracks or bus lanes are present.
- On-street parking is permitted on Meadow Vale in the vicinity of its junction with Clonkeen Road.

3.2.2 Clonkeen Road

- Single carriageway road with a pavement width of approx. 9m.
- Regional road with a north-south alignment overall, connecting to Kill Lane (R830) to the north of the subject site, and to the N11 approx. 300m to the south-west of the subject site.
- Subject to a 50km/h speed limit.
- Raised footpaths are present along both sides of the street, along the length of Clonkeen Road. On-street cycle lanes are present in both directions on Clonkeen Road, no bus lanes are present.
- On-street parking is prohibited on Clonkeen Road.

3.3 Traffic Collision Data

Data on recorded road traffic collisions in the years 2005 to 2016, collated by the Road Safety Authority, show that 3no. minor collisions occurred during this period at the junction of Meadow Vale with Clonkeen Road. No collisions were recorded on Meadow Vale between this junction and the subject development's vehicular access. The locations of recorded

collisions in the wider area surrounding the development site are shown in Figure 4.

Figure 4 – Recorded road traffic collisions on surrounding road network
(*map data & imagery: RSA, OSM Contributors, Google*)

3.4 Proposed Local Infrastructure Improvements

The *Greater Dublin Area Cycle Network Plan* provides for the implementation of a primary cycle route along the N11 and a secondary cycle route along Clonkeen Road, directly adjacent to the subject development. It is also proposed to provide Carrickmines Greenway for cyclists, part of which runs through Clonkeen Park to the east of the subject development.

Additionally, a new permeability link is planned from Pottery Road to Rochestown Avenue which will cross Clonkeen Park and the National Rehabilitation Hospital Grounds linking Cornelscourt to Dún Laoghaire.

No further information is available at present regarding the delivery timeframe or detailed design for the remaining cycle network improvements proposed under the *Greater Dublin Area Cycle Network Plan*.

The NTA BusConnects Core Bus Corridor Project includes the implementation of Core Bus Corridor no. 13 along the N11 national road in the vicinity of the subject development. No land acquisition is proposed at the subject site location. Three rounds of Public Consultation have been conducted in respect of the Core Bus Corridor Project, and the NTA indicates that it will soon be presenting planning applications to An Bord Pleanála.

Under the BusConnects Dublin Area Revised Bus Network proposals, a new local bus route L26 (Kilternan - Cabinteely - Deansgrange - Blackrock) shall operate at intervals of 30 minutes via Clonkeen Road in proximity to the subject development. It is also proposed to implement high-frequency spine routes E1 and E2 along the N11 national road in the vicinity of the subject development. These routes will operate at intervals of 8 minutes during peak times.

No other relevant transport-related infrastructural objectives in the vicinity of the development site are given in either the *Dun Laoghaire-Rathdown County Development Plan 2016-2022* or the *Deansgrange Local Area Plan 2010-2020.*

3.5 Nearby Committed Developments

A review of planning applications in the vicinity of the subject development site has identified no permitted developments with the potential to generate significant additional vehicular traffic at the road junctions subject to detailed assessment in this report.

4.0 TRAFFIC GENERATION AND TRIP DISTRIBUTION

4.1 Subject Development Trip Generation

Trip generation factors from the TRICS database have been used to predict the trip generation to and from the proposed development, for both the AM and PM peak hour periods.

The subject development comprises the following elements:

- 239no. apartment units;
- 60no. duplex units; and
- a crèche with a gross floor area of 353m^2, accommodating 50no. children.

For the purposes of calculating the subject development's potential vehicular trip generation, the 60no. duplex units have been assessed as houses, rather than as apartments. The following TRICS sub-categories have been employed, being the most appropriate for the respective elements of this development:

- 03 Residential / C – Flats Privately Owned
- 03 Residential / A – Houses Privately Owned
- 04 Education / D – Nursery

These sub-categories are described in the TRICS land use category definitions as follows:

Flats Privately Owned

"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. Includes properties that are privately owned and then privately rented. Note that "Help to Buy" dwellings or any other where residents have equity in a property are considered to be

privately owned. Trip rates are calculated by Site Area, Dwellings, Housing Density, or Total Bedrooms."

Houses Privately Owned

"Housing developments where at least 75% of units are privately owned. Of the total number of units, 75% must also be houses (sum of "non-split" terraced, detached, semi-detached, bungalows, etc), with no more than 25% of the total units being flats. 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."

Nursery

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

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

- the population within 1 mile of the development site (30,000 approx.);
- the population within 5 miles of the development site (250,000 approx.);
- the aggregate mean car ownership rate within 5 miles of the development site (1.3 cars per household).

The selected peak hour trip rates are given in Table 2. Full details of the TRICS information used in the assessments are provided in Appendix B.

Table 2 – TRICS Peak Hour Trip Generation Rates

Element	Trip Type	AM Peak	PM Peak
Apartments *(trips per hour per dwelling)*	Arrivals	0.053	0.192
	Departures	0.177	0.077
Houses *(trips per hour per dwelling)*	Arrivals	0.185	0.294
	Departures	0.374	0.213
Crèche *(trips per hour per pupil)*	Arrivals	0.212	0.118
	Departures	0.196	0.157

The following trip generation figures are therefore calculated for the proposed development:

Table 3 – Development Peak Hour Trip Generation

Element	Trip Type	AM Peak	PM Peak
Apartments	Arrivals	13	46
	Departures	42	18
	Total Trips	55	64
Houses	Arrivals	11	18
	Departures	22	13
	Total Trips	33	31
Crèche	Arrivals	11	6
	Departures	10	8
	Total Trips	21	14
Development TOTALS	Arrivals	35	70
	Departures	74	39
	Total Trips	109	109

The development's proposed crèche facility is intended primarily to cater for residents of the subject development itself, and to a lesser extent also to residents of existing adjacent residential areas. For this reason, it is expected that a significant proportion of trips to and from the crèche shall be made on foot or by bicycle. Of those vehicular trips that are made to and from

the crèche during background traffic peak hours, it is expected that a majority shall be pass-by trips by residents (e.g. dropping off children on the way to work), which are already accounted for within the residential trip generation figure.

The true vehicular traffic generation of the proposed crèche is therefore likely to be lower than that given in Table 3. To ensure a robust assessment of traffic impact, however, crèche trip generation has been assessed as an independent development element and no discount has been applied.

4.2 Subject Development Trip Distribution

Vehicular access to the proposed development from the existing surrounding road network shall be via a single access junction on Meadow Vale, at the location of the existing access to Edmund Rice House (see Figure 2, page 6). For assessment purposes, it is assumed that all vehicular traffic to and from the subject development shall arrive from and depart to the west, travelling directly between the development access and the junction of Meadow Vale with Clonkeen Road.

Table 4 – Predicted Traffic Splits at Development Access
Meadow Vale (West/North/East) / Development Access (South)

Arrivals TO Development				
From	Meadow Vale West	Meadow Vale North	Meadow Vale East	TOTAL
AM Peak	100%	0%	0%	100%
PM Peak	100%	0%	0%	100%
Departures FROM Development				
To	Meadow Vale West	Meadow Vale North	Meadow Vale East	TOTAL
AM Peak	100%	0%	0%	100%
PM Peak	100%	0%	0%	100%

At the neighbouring Clonkeen College access (survey site J2), it is likewise assumed that all development-related traffic shall continue straight along Meadow Vale to/from the west, as shown in Table 5.

Table 5 – Predicted Development Traffic Splits at Survey Site J2
Meadow Vale (West/North/East) / Clonkeen College (SE/SW)

Arrivals TO Development (to Meadow Vale East)				
From	Meadow Vale West	Meadow Vale North	Clonkeen College	TOTAL
AM Peak	100%	0%	0%	100%
PM Peak	100%	0%	0%	100%
Departures FROM Development (from Meadow Vale East)				
To	Meadow Vale West	Meadow Vale North	Clonkeen College	TOTAL
AM Peak	100%	0%	0%	100%
PM Peak	100%	0%	0%	100%

At the surveyed junction site J3 (the junction of Meadow Vale with Clonkeen Road), as well as at survey sites J4 and J5 (the junctions of Clonkeen Road with the N11 and the R830, respectively), it has been assumed that all vehicular traffic to and from the subject development shall be distributed according to the directional splits currently observed at these junctions. These splits, for both the AM and PM peak periods, are given in Table 6 to Table 8.

Table 6 – Existing Surveyed Traffic Splits at Site J3

R827 Clonkeen Road / Meadow Vale

Arrivals TO Meadow Vale			
From	R827 North	R827 South	TOTAL
AM Peak	32%	68%	100%
PM Peak	41%	59%	100%
Departures FROM Meadow Vale			
To	R827 North	R827 South	TOTAL
AM Peak	39%	61%	100%
PM Peak	29%	71%	100%

Table 7 – Existing Surveyed Traffic Splits at Site J4

R827 Clonkeen Road (North/South) / N11 Bray Road (East/West)

Trips TO R827 North				
From	N11 East	R827 South	N11 West	TOTAL
AM Peak	64%	26%	10%	100%
PM Peak	48%	38%	14%	100%
Trips FROM R827 North				
To	N11 East	R827 South	N11 West	TOTAL
AM Peak	52%	36%	12%	100%
PM Peak	71%	24%	5%	100%

Table 8 – Existing Surveyed Traffic Splits at Site J5

R827 Deansgrange Road (N) / R830 Kill Lane (E/W) / R827 Clonkeen Road (S)

Trips TO R827 South				
From	R827 North	R830 East	R830 West	TOTAL
AM Peak	63%	32%	5%	100%
PM Peak	65%	30%	5%	100%
Trips FROM R827 South				
To	R827 North	R830 East	R830 West	TOTAL
AM Peak	67%	27%	6%	100%
PM Peak	52%	39%	9%	100%

4.3 Removal of Existing Traffic to and from Subject Site

As previously noted (sub-section 2.2), limited vehicular traffic is currently generated by Edmund Rice House, the access to which is on Meadow Vale at the location of the subject development's future access junction.

Table 9 – Existing Peak Hour Trips to/from Edmund Rice House

Arrivals TO Edmund Rice House				
From	Meadow Vale West	Meadow Vale North	Meadow Vale East	TOTAL
AM Peak	3	0	0	3
PM Peak	0	0	0	0
Departures FROM Edmund Rice House				
To	Meadow Vale West	Meadow Vale North	Meadow Vale East	TOTAL
AM Peak	0	0	1	1
PM Peak	1	0	0	1

To give an accurate representation of future vehicular movements at the development's access junction, the existing trips shown in Table 9 in have been removed from this specific junction location under all future year 'with development' assessment scenarios. As no assumptions can be made concerning the distribution of these trips across the wider road network, however, they have not been removed from the other existing junction locations considered in this assessment.

4.4 Proportional Changes in Traffic Flows

Table 10 gives the absolute and proportional changes in peak hour traffic flows that shall result from the subject development, at each of the 5no. existing surveyed road junctions. These include both vehicular trips generated by the subject development and the removal of existing vehicular trips to and from Edmund Rice House (as described in sub-section 4.3).

Table 10 – Changes in Traffic Flows at Junction Survey Sites

Junction Survey Site	Existing Traffic Flows at Junction [1]		Change in Flows Through Junction [2]		Proportional Increase	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
J1	80	61	105	107	131.3%	175.4%
J2	246	132	109	108	44.3%	81.8%
J3	1267	961	109	108	8.6%	11.2%
J4	3820	3826	69	70	1.8%	1.8%
J5	2595	2289	41	38	1.6%	1.7%

The TII *Traffic and Transport Assessment Guidelines* (PE-PDV-02045) advise that Transport Assessments should generally be applied where traffic to and from a development is predicted to exceed 10% of the existing background traffic on the adjoining road (or 5% at sensitive locations). Within the scope of this report, therefore, only the following junctions are considered to require detailed operational assessment:

- Development access junction (survey site J1)
- Clonkeen College access (survey site J2)
- Junction of Meadow Vale with Clonkeen Road (survey site J3)

The existing junctions at survey sites J4 and J5 are considered at negligible risk of detrimental effects resulting from the proposed development, given the minimal proportional increases in traffic flows that it shall give rise to at these locations.

[1] Total 2021 baseline year vehicle movements (PCU/hour), with no additional development traffic.
[2] Trips generated by subject development, as well as removal of existing trips to/from Edmund Rice House (at J1 only).

4.5 Future Year Background Traffic Growth

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

- 2021 Baseline year
- 2024 Proposed opening year
- 2029 5 years after opening
- 2039 Design year (15 years after opening)

Unit 5.3 of the TII *Project Appraisal Guidelines* (PE-PAG-02017 *Travel Demand Projections*) has been used to apply growth factors to the existing surveyed background traffic flows for the future year junction assessments. The TII annual growth rates applied are given in Table 11, and the resultant cumulative growth in background traffic for each assessment year is given in Table 12.

Table 11 – TII Central Growth Rates (Light Vehicles)

Geographic Area	Background Traffic Growth per Year		
	2016-2030	2030-2040	2040-2050
Dublin Metropolitan Area	+ 1.62%	+ 0.51%	+ 0.44%

Table 12 – Predicted Background Traffic Growth [3]

2021 Baseline year	2024 Year of opening	2029 Opening year +5	2039 Opening year +15
+ 3.3%	+ 8.3%	+ 17.4%	+ 24.9%

[3] Cumulative percentage increases over 2019 surveyed traffic levels.

5.0 OPERATIONAL ASSESSMENT

5.1 Introduction

To determine the likely traffic impact of the proposed development, operational assessments of 3no. key junctions have been undertaken using the industry-standard TRL computer program TRANSYT, for both the weekday AM peak hour (08:00-09:00) and the weekday PM peak hour (17:00-18:00).

Figure 5 – Modelled road junctions
(*map data & imagery: OSM Contributors, Google*)

The following junctions have been modelled and assessed:

J1. Meadow Vale (North/East/West) / Development Access (currently Edmund Rice House access)
(4-arm priority-controlled junction)

J2. Meadow Vale (North/East/West) / Clonkeen College (SE/SW)
(staggered 5-arm priority-controlled junction)

J3. Clonkeen Road [R827] / Meadow Vale
(3-arm priority-controlled junction)

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

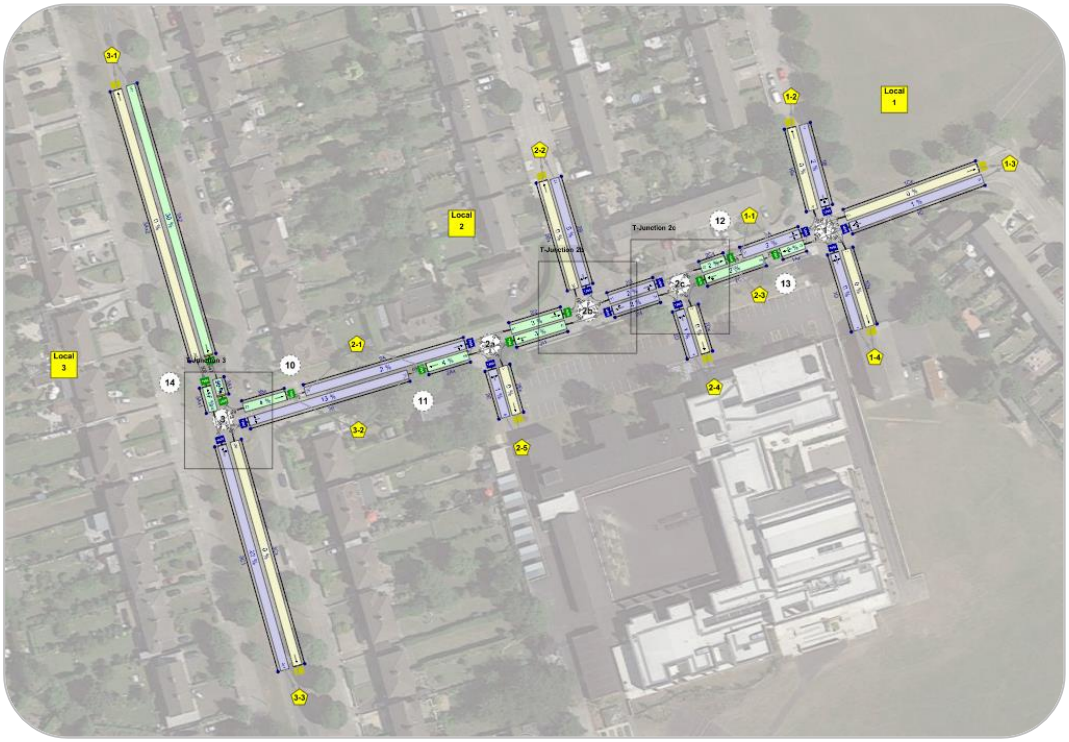


Figure 6 – TRANSYT model structure
(*background imagery: Google*)

5.2 Assessment Scenarios

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

- 2021 – existing baseline traffic conditions;
- 2024 (planned year of opening) – with & without subject development;
- 2029 – with & without subject development; and
- 2039 (design year) – with & without subject development.

5.3 Definitions

Degree of Saturation:

The ratio of current traffic flow to ultimate capacity (also known as RFC) on a junction approach.

Mean Maximum Queue

The highest estimated mean number of Passenger Car Units (PCUs) 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 give way at a priority-controlled junction.

Practical Reserve Capacity:

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

5.4 Junction 1 Assessment Results

The following table gives the TRANSYT modelling results, for each of the assessment scenarios, at the location of the future development access on Meadow Vale (currently the location of the access to Edmund Rice House).

- Arm A: Meadow Vale (to west)
- Arm B: Meadow Vale (to north)
- Arm C: Meadow Vale (to east)
- Arm D: Edmund Rice House / Development Access (to south)

The assessment results show that this junction currently operates well within its effective capacity on all approaches during both the AM and PM peak periods, with negligible vehicle queues and delays.

Table 13 – Junction Site J1 Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2021 – baseline year assessment								
A	4	2	0	0	0	0	2173	4689
B	2	2	0	0	0	0	5559	5059
C	2	1	0	0	0	0	4595	9429
D	0	0	0	0	0	0	56215	56500
2024 – opening year assessment – WITHOUT subject development								
A	4	2	0	0	0	0	2057	4421
B	2	2	0	0	0	0	5043	4625
C	2	1	0	0	0	0	4462	8900
D	0	0	0	0	0	0	56164	56435
2024 – opening year assessment – WITH subject development in place								
A	9	13	0	0	0	0	893	601
B	2	2	0	0	0	0	4818	4417
C	2	1	0	0	0	0	4462	8900
D	12	6	0	0	0	0	636	1291
2029 assessment – WITHOUT subject development								
A	4	2	0	0	0	0	1925	4182
B	2	2	0	0	0	0	4608	4258
C	2	1	0	0	0	0	4218	8426
D	0	0	0	0	0	0	56064	56371
2029 assessment – WITH subject development in place								
A	9	13	0	0	0	0	864	595
B	2	2	0	0	0	0	4402	4066
C	2	1	0	0	0	0	4218	8426
D	12	6	0	0	0	0	635	1289
2039 – design year assessment – WITHOUT subject development								
A	5	2	0	0	0	0	1831	3967
B	2	2	0	0	0	0	4242	4252
C	2	1	0	0	0	0	3999	7614
D	0	0	0	0	0	0	55989	56293
2039 – design year assessment – WITH subject development in place								
A	10	13	0	0	0	0	842	588
B	2	2	0	0	0	0	4052	4060
C	2	1	0	0	0	0	3999	7614
D	12	6	0	0	0	0	634	1287

All junction approaches are shown to continue operating well within their effective capacities past the year 2039, with vehicle queues and delays on all junction approaches essentially unchanged from those currently existing.

In each of the future years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a negligible impact on junction performance, having no discernible effect on either mean approach queue length or mean vehicle delay on any approach.

5.5 Junction 2 Assessment Results

The following tables give the TRANSYT modelling results, for each of the assessment scenarios, at the location of the existing Clonkeen College accesses on Meadow Vale.

- Arm A: Meadow Vale (to west)
- Arm B: Meadow Vale (to north)
- Arm C: Meadow Vale (to east)
- Arm D: Clonkeen College eastern gate (to south-east)
- Arm E: Clonkeen College western gate (to south-west)

The assessment results show that this junction currently operates well within its effective capacity on all approaches during both the AM and PM peak periods, with negligible vehicle queues and delays. All junction approaches are shown to continue operating well within their effective capacities past the year 2039, with vehicle queues and delays on all junction approaches essentially unchanged from those currently existing.

In each of the future years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a negligible impact on junction performance, having no discernible effect on either mean approach queue length or mean vehicle delay on any approach.

Table 14 – Junction Site J2 Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2021 – baseline year assessment								
A	3	2	0	0	0	0	2819	4790
B	17	5	0	0	1	0	440	1732
C	3	2	0	0	0	0	3347	5486
D	0	1	0	0	0	0	n/a	10297
E	1	1	0	0	0	0	9963	10197
2024 – opening year assessment – WITHOUT subject development								
A	3	2	0	0	0	0	2624	4348
B	18	5	0	0	1	0	411	1650
C	3	2	0	0	0	0	3140	5126
D	0	1	0	0	0	0	n/a	10289
E	1	1	0	0	0	0	9936	10185
2024 – opening year assessment – WITH subject development in place								
A	4	3	0	0	0	0	2326	3192
B	18	5	0	0	1	0	392	1577
C	7	4	0	0	0	0	1196	2214
D	0	1	0	0	0	0	-100	10140
E	1	1	0	0	0	0	9648	10036
2029 assessment – WITHOUT subject development								
A	4	2	0	0	0	0	2430	4215
B	19	6	0	0	1	0	372	1505
C	3	2	0	0	0	0	2957	4809
D	0	1	0	0	0	0	n/a	8551
E	1	1	0	0	0	0	8234	8455
2029 assessment – WITH subject development in place								
A	4	3	0	0	0	0	2168	3118
B	20	6	0	0	1	0	354	1438
C	7	4	0	0	0	0	1166	2150
D	0	1	0	0	0	0	-100	8427
E	1	1	0	0	0	0	7994	8330

Table 15 – Junction Site J2 Assessment Results (continued)

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2039 – design year assessment – WITHOUT subject development								
A	4	2	0	0	0	0	2273	3848
B	21	6	0	0	1	0	338	1440
C	3	2	0	0	0	0	2742	4400
D	0	1	0	0	0	0	n/a	8542
E	1	1	0	0	0	0	8202	8442
2039 – design year assessment – WITH subject development in place								
A	4	3	0	0	0	0	2038	2907
B	21	6	0	0	1	0	322	1375
C	7	4	0	0	0	0	1127	2060
D	0	1	0	0	0	0	-100	8417
E	1	1	0	0	0	0	7962	8317

5.6 Junction 3 Assessment Results

The following table gives the TRANSYT modelling results, for each of the assessment scenarios, at the existing junction of Meadow Vale with Clonkeen Road.

- Arm A: Clonkeen Road [R827] (to north)
- Arm B: Meadow Vale (to east)
- Arm C: Clonkeen Road [R827] (to south)

The assessment results show that this junction currently operates within its effective capacity on all approaches during both the AM and PM peak periods, with negligible vehicle queues and delays. All junction approaches are shown to continue operating within their effective capacities past the year 2039, with vehicle queues and delays similar to those currently existing.

In each of the future years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a negligible impact on junction performance, having no discernible effect on mean

approach queue length and adding no more than 2 seconds to the mean vehicle delay on any approach.

Table 16 – Junction Site J3 Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2021 – baseline year assessment								
A	26	31	0	0	0	0	248	191
B	27	13	0	0	1	0	234	596
C	47	23	0	0	1	0	90	287
2024 – opening year assessment – WITHOUT subject development								
A	27	32	0	0	0	0	232	177
B	29	14	0	0	1	1	213	551
C	50	25	0	0	1	0	80	265
2024 – opening year assessment – WITH subject development in place								
A	28	34	0	0	0	1	225	165
B	43	21	0	0	3	1	108	328
C	54	32	0	0	2	1	67	181
2029 assessment – WITHOUT subject development								
A	29	35	0	0	0	1	206	156
B	32	15	0	0	2	1	179	487
C	54	27	0	0	2	0	66	236
2029 assessment – WITH subject development in place								
A	30	37	0	0	0	1	200	145
B	47	23	0	0	3	1	90	295
C	58	34	0	0	2	1	54	163
2039 – design year assessment – WITHOUT subject development								
A	31	37	0	0	0	1	188	141
B	36	17	0	0	2	1	153	443
C	58	29	0	0	2	1	55	214
2039 – design year assessment – WITH subject development in place								
A	32	39	0	0	0	1	182	131
B	51	24	0	0	4	1	76	271
C	62	36	1	0	2	1	45	148

6.0 PARKING

The proposed development comprises the following elements:

- 111no. 1-bedroom apartments;
- 120no. 2-bedroom apartments;
- 8no. 3-bedroom apartments;
- 30no. 2-bedroom duplex units;
- 30no. 3-bedroom duplex units; and
- a crèche with a gross floor area of 353m^2, accommodating 50no. children and with a staff complement of approx. 4 members.

The development's proposed parking provision shall comprise 248no. car parking spaces, 388no. bicycle parking spaces, and 10no. motorcycle parking spaces. These include:

- 167no. internal (basement level) car parking spaces for residents

  (of which 7no. shall be disabled-accessible and 20no. shall be equipped with EV charging facilities);
- 69no. external (surface level) car parking spaces for residents

  (of which 5no. shall be disabled-accessible, 10no. shall be equipped with EV charging facilities, and 2no. shall be reserved for shared vehicles);
- 8no. external (surface level) car parking spaces for visitors

  (of which 2no. shall be disabled-accessible and 2no. shall be equipped with EV charging facilities);
- 4no. external (surface level) car parking spaces to serve the crèche;
- 314no. long-term bicycle parking spaces for residents;
- 64no. short-stay bicycle parking spaces for visitors;
- 10no. bicycle parking spaces to serve the crèche; and
- 10no. motorcycle parking spaces for residents.

Refer to CS Consulting drawing W012-CSC-ZZ-XX-DR-C-0019 for details of the locations and uses of all car, bicycle, and motorcycle parking spaces within the development.

6.1 Residential Car Parking Provision

The residential car parking provision of the proposed development has been assessed with respect to the *Design Standards for New Apartments (Guidelines for Planning Authorities)*, published in December 2020 by the Department of Housing, Planning and Local Government, which give the following recommendation for car parking provision in locations similar to the subject site:

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

Table 17 – Residential Car Parking Provision

Unit Type	Apt. Guidelines Recommendation	Proposed Quantum	Guideline Provision	Proposed Provision
Residents' Car Parking				
Apartment	1 space per unit	239 units	239 spaces	174 spaces
Duplex	1 space per unit	60 units	60 spaces	60 spaces
Sub-total			299 spaces	234 spaces
Visitor Car Parking				
All	1 space per 3-4 units	299 units	75-100 spaces	8 spaces
Shared Vehicle Parking				
All	n/a	n/a	n/a	2 spaces
Total Residential Car Parking				
TOTALS			374-399 spaces	244 spaces

Table 17 compares the development's proposed residential car parking provision to the above guideline recommendations.

The proposed development shall include a total of 244no. car parking spaces to serve the 299no. residential units. These shall include:

- 174no. residents' spaces at basement level and surface level to serve the 239no. apartment units (0.74 spaces per unit), including 7no. disabled-accessible spaces;
- 60no. residents' spaces at surface level to serve the 60no. duplex units (1 space per unit), including 5no. disabled-accessible spaces;
- 8no. visitor spaces at surface level (1 space per 37 residential units), including 2no. disabled-accessible spaces; and
- 2no. spaces at surface level to be reserved for shared vehicles as part of a residential car club scheme.

Including residents' spaces, visitor spaces, and shared vehicle spaces, the development's total residential car parking provision equates to 0.82 spaces per residential unit overall.

6.2 Crèche Car Parking Provision

The car parking provision serving the crèche within the proposed development has been assessed with respect to the *Dún Laoghaire-Rathdown Development Plan 2016–2022*, which defines maximum car parking provision rates for non-residential land uses in new developments. Table 18 below shows the car parking standard applicable to the proposed crèche.

Table 18 – Crèche Car Parking Provision

Land Use	Car Parking Maximum	Quantum	Maximum Provision	Proposed Provision
Crèche	1 space per staff member	4 staff members	4 spaces	4 spaces

The proposed crèche shall be served by 4no. car parking spaces, located at surface level. These include drop-off spaces. The proposed crèche car parking provision is therefore compliant with the standards set out in the Local Authority development plan.

6.3 Disabled-Accessible Car Parking Requirements

The *Dún Laoghaire-Rathdown Development Plan 2016-2022* requires that:

"For both residential and non-residential car parking, 4% of car parking spaces provided shall be suitable for use by disabled persons."

Table 19 and Table 20 apply this requirement to the proposed development, with reference to car parking use and location, respectively.

Table 19 – Accessible Car Parking Provision – by Use

Allocation	Proposed Car Parking Provision	Minimum Required Proportion	Accessible Spaces Required	Accessible Spaces Proposed
Apartment Residents	174 spaces	4%	7 spaces	7 spaces
Duplex Residents	60 spaces		2 spaces	5 spaces
Visitors	8 spaces		0 spaces	2 spaces
Crèche	4 spaces		0 spaces	0 spaces
Car Sharing	2 spaces		0 spaces	0 spaces
TOTALS			9 spaces	14 spaces

Table 20 – Accessible Car Parking Provision – by Location

Location	Proposed Car Parking Provision	Minimum Required Proportion	Accessible Spaces Required	Accessible Spaces Proposed
Internal Basement	167 spaces	4%	7 spaces	7 spaces
External Surface	81 spaces		3 spaces	7 spaces
TOTALS			10 spaces	14 spaces

The proposed development shall include a total of 14no. disabled-accessible car parking spaces, all of which all shall be located in proximity to building entrances or lift cores.

6.4 Electric Vehicle Charging Provision

The *Dún Laoghaire-Rathdown County Development Plan 2016–2022* requires that new residential developments provide a minimum of at least 1no. fully functional electric vehicle charging point (EVCP) per ten residential units, and 1no. EVCP per ten non-residential car parking spaces. Table 21 applies these requirements to the proposed development.

Table 21 – Electric Vehicle Charging Provision

Development Element	Applicable Quantum	Minimum Requirement	EV Spaces Required	EV Spaces Proposed
Residential	299 units	1 EVCP per 10 units	30 spaces	32 spaces
Crèche	4 parking spaces	1 EVCP per 10 parking spaces	0 spaces	0 spaces
TOTALS			30 spaces	32 spaces

A total of 32no. car parking spaces within the proposed development shall be equipped with functional EV charging points and shall be reserved for

the use of battery-powered electric vehicles. Of these, 20no. spaces shall be located internally at basement level and 12no. spaces (including 2no. visitor spaces) shall be located externally at surface level. Refer to the mechanical and electrical engineering consultant's documentation for the locations of individual EV charging-equipped parking spaces.

All other car parking spaces within the development shall be 'future-proofed' through the inclusion of ducting to allow the rapid future installation of additional EV charging points.

6.5 Motorcycle Parking Provision

The *Dún Laoghaire-Rathdown County Development Plan 2016–2022* requires that new developments include motorcycle parking spaces "at a minimum of four or more spaces per 100 car parking spaces". Table 22 applies this requirement to the proposed development.

Table 22 – Motorcycle Parking Provision

Location	Proposed Car Parking Provision	Minimum Required Proportion	Motorcycle Spaces Required	Motorcycle Spaces Proposed
Internal Basement	167 spaces	4 spaces per 100 car spaces	7 spaces	7 spaces
External Surface	81 spaces		3 spaces	3 spaces
TOTALS			10 spaces	10 spaces

A total of 10no. motorcycle parking spaces shall be located within the subject development, comprising:

- 7no. motorcycle spaces within the development's basement car park; and
- 3no. motorcycle spaces within a dedicated storage facility adjacent to apartment buildings and in proximity to duplex units.

The development's provision of motorcycle parking is therefore deemed adequate.

6.6 Bicycle Parking Provision

The bicycle parking provision of the proposed development has been assessed with respect to the Dún Laoghaire-Rathdown County Council policy document *Standards for Cycle Parking & Associated Cycling Facilities for New Developments* (January 2018), which defines the minimum standard bicycle parking provision for new developments by land use type. Table 23 shows the standards applicable to the proposed development.

Table 23 – Bicycle Parking Provision

Land Use	Cycle Parking Minimum	Quantum	Minimum Provision	Proposed Provision
Long-Term Cycle Parking Spaces				
Apartments	1 space per unit	239 units	239 spaces	244 spaces
Duplex Units	1 space per unit	60 units	60 spaces	70 spaces
Crèche	1 space per 5 staff members	4 staff members	1 space	3 spaces
Short Stay (Visitor) Cycle Parking Spaces				
Apartments & Duplexes	1 space per 5 units	299 units	60 spaces	64 spaces
Crèche	1 space per 10 children	50 children	5 spaces	7 spaces
Combined Cycle Parking Provision				
TOTALS			366 spaces	388 spaces

The proposed development shall include a total of 388no. bicycle parking spaces, comprising:

- 244no. long-term cycle storage spaces for apartment residents, located in 6no. dedicated secure bike stores adjacent to apartment buildings;
- 70no. long-term cycle storage spaces for duplex residents, located in small dedicated bike stores or accommodated within individual storage units and ground floor terraces;
- 64no. publicly accessible short-stay cycle parking spaces for apartment/duplex visitors, in the form of 32no. Sheffield stands dispersed in clusters through the development; and
- 10no. cycle parking spaces (5no. Sheffield stands) for crèche staff and visitors.

The development's proposed bicycle parking provision thereby meets the requirements of the Local Authority development plan.

6.7 Residential Car-Share Parking

It is proposed to establish a car-sharing club for residents of the development. 2no. dedicated shared vehicles shall be provided and maintained by GoCar, an external service provider, under agreement with the development's management company; 2no. surface-level external car parking spaces within the development shall be reserved for these vehicles. The locations of these car-share spaces are shown on CS Consulting drawing W012-CSC-ZZ-XX-DR-C-0019.

A recent study of car clubs in Scotland, commissioned and published by CoMoUK [4], concluded that a single shared car may replace ownership of 14 private cars. On this basis, the 2no. shared car parking spaces may

[4] *Car Club Annual Survey for Scotland 2019/2020*, available from https://como.org.uk/shared-mobility/shared-cars/why/

therefore be considered to reduce residential parking demand within the development by approximately 26no. spaces.

Further details of the proposed residential car club arrangements are provided in sub-section 7.9 of this report.

6.8 Car Parking Management

Access to the basement car parking area shall be regulated by means of barrier control systems. Authorised residents shall gain access by means of an RFID key fob or similar automated system.

Each of the 234no. residents' car parking spaces within the development (at both basement level and surface level) shall be permanently assigned to a specific apartment or duplex unit. None of these spaces shall be sold or let separately to the associated residential unit.

7.0 ACCESS, LAYOUT, PEDESTRIANS & CYCLISTS, SERVICING, PUBLIC TRANSPORT

7.1 Development Access

It is proposed to retain the existing Edmund Rice School Trust access from Meadow Vale, at the northernmost corner of the site, as the single vehicular access to the development. This shall remain in its current configuration of a simple priority-controlled junction, which allows two-way vehicle entry and exit to/from the development, but shall be improved with high-quality surface materials, placing an emphasis on pedestrian priority at grade across the mouth of the junction.

An unobstructed sight distance of 24m in both directions along Meadow Vale is achieved at the development access, 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* (DMURS).

Within the development, the principal development access road extends southward from the access junction on Meadow Vale leading to the apartments at the south of the subject development site.

An uncontrolled pedestrian crossing shall be provided across the development access at its junction with Meadow Vale, with buff-coloured tactile paving and dropped kerbs to either side. STOP road markings shall be placed at the exit from the development, and kerb radii at the development access junction shall be restricted to a maximum of 6m, to discourage high vehicle speeds on entrance or exit to/from the development.

7.2 Internal Site Layout

All internal roads shall be designed in accordance with DMURS with a carriageway width of 6.0m. For further details of the development's internal

road network design and compliance with DMURS, refer to the Road Infrastructure Design Report prepared by CS Consulting and submitted separately in support of this planning application.

7.3 Pedestrians & Cyclists

Pedestrian and cyclist access to the development shall be accommodated via the main access on Meadow Vale. Footpaths with a minimum width of 1.8m are to be provided along the extents of all internal roads. A segregated cycle/running track has been provided around the perimeter of the development. No on road cycle lanes have been provided within the development; cyclists will share the use of the internal access road with vehicles.

314no. secure and sheltered long-term bicycle parking spaces for apartment and duplex residents shall be provided within storage units and terraces. A further 74no. cycle parking spaces (in the form of 37no. Sheffield stands) shall be provided at suitable surface locations throughout the development, providing short-stay visitor cycle parking and cycle parking to serve the crèche.

The development site is within a 15-minute bicycle journey of several tram stops on the Luas Green Line, as well as being within a 20-minute bicycle journey of numerous railway stations. A number of existing and future employment hubs – including Sandyford, Dún Laoghaire, and Cherrywood – are within a 20-minute bicycle journey.

7.4 Additional Future Permeability Links

The applicant has sought to facilitate additional pedestrian and cyclist access points on Clonkeen Road (via the neighbouring Texaco filling station to the west) and/or on Monaloe Park Way (to the south-east), to facilitate

permeability through the site. To this end, the applicant has engaged in discussions with adjacent landowners.

Figure 7 – Provisions for future additional permeability links
(*map data & imagery: NTA, OSM Contributors, Google, Doyle & O'Troithigh*)

7.4.1 Potential north-western link to Clonkeen Road

The applicant conducted discussions with Texaco (owners of the adjacent filling station), as well as meetings with both Texaco and the board of Clonkeen College, with a view to improving the permeability of the site on its western boundary. Schematic designs for a permeability link via the adjacent filling station were produced as shown in Figure 8. These discussions ultimately concluded without agreement, as Texaco were not prepared to grant a footpath and right of way over their land; Texaco were at that time considering redeveloping the filling station site and felt that the granting of a right

of way over their land had potential to distort the future redesign of their premises.

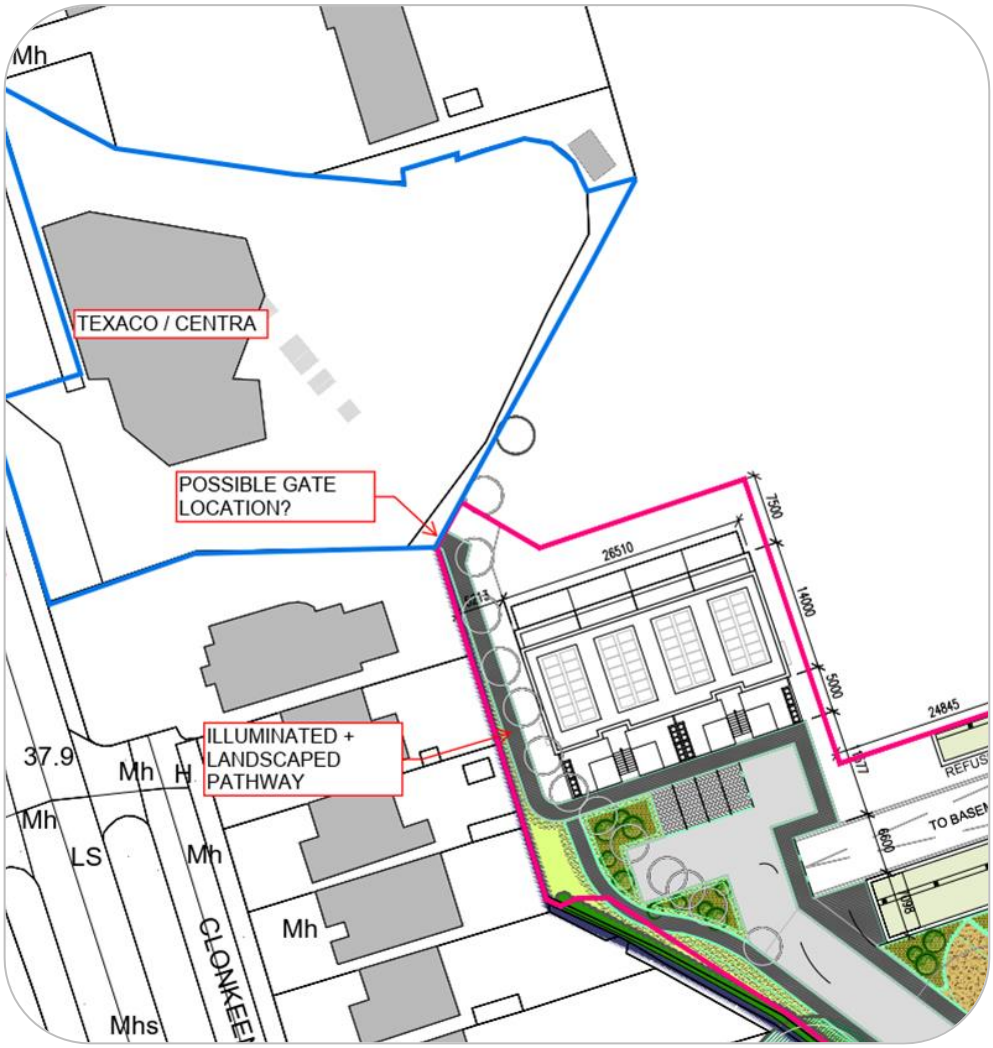


Figure 8 – Schematic of potential western permeability link

As shown in Figure 9, the final landscape design of the proposed development nevertheless maintains a clear corridor along the north-western boundary of the subject site. This allows for the implementation of a footpath and pedestrian/cyclist connection to the Texaco filling station site, should this become possible in the future.

Figure 9 – Final landscape design proposals at NW boundary
(*source: Doyle & O'Troithigh Landscape Architecture*)

7.4.2 Potential south-eastern link to Monaloe Park Way

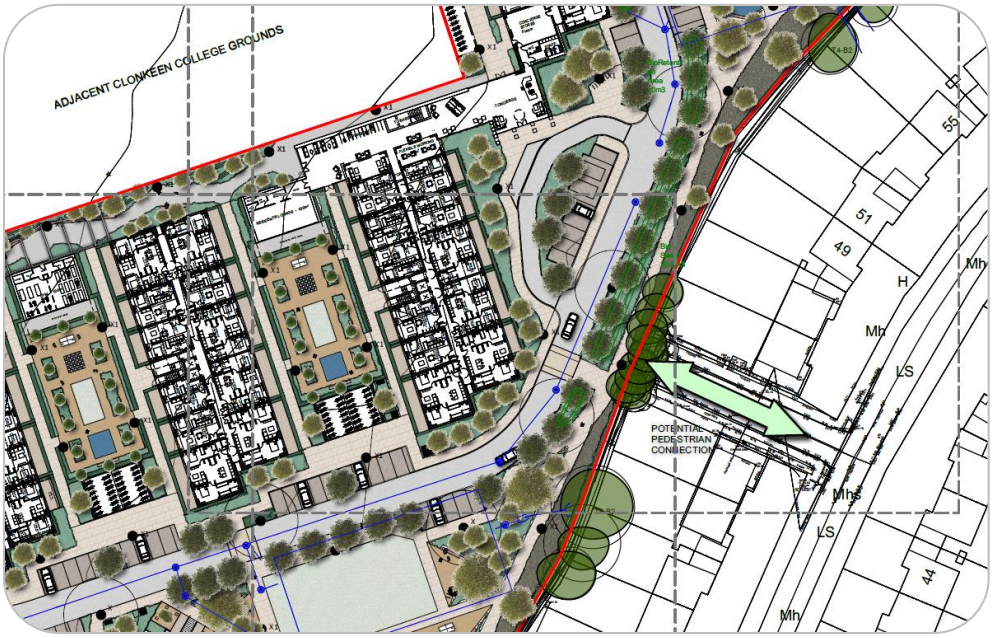


Figure 10 – Final landscape design proposals at SE boundary
(*source: Doyle & O'Troithigh Landscape Architecture*)

The applicant acknowledges that they own the land up to the watercourse bounding Monaloe Park Way. The road and block wall on the opposite side of this watercourse is taken in charge; there is however a strip of land between the block wall and the watercourse. DLRCC have offered assistance in procuring the title to this strip. The applicant has shown a footpath link to the watercourse and is happy for DLRCC to connect to this footpath link in the future.

7.5 Servicing and Waste Collection

The internal layout of the development allows both development servicing (such as deliveries) and waste collection to be conducted within the development itself, thereby avoiding the obstruction of either vehicular or pedestrian traffic on Meadow Vale.

7.6 Swept Path Analysis

Swept path analyses have been carried out for cars manoeuvring within the proposed development, as well as for a refuse vehicle and a fire tender. These analyses, provided on drawings W012-CSC-ZZ-XX-DR-C-0011 to W012-CSC-ZZ-XX-DR-C-0014 within this planning application, indicate that the design of the development accesses and internal layout can accommodate these vehicle movements where required.

7.7 Public Transport

Bus stops on Clonkeen Road within a 10-minute walk of the subject site are served by 2no. bus routes operated by Dublin Bus and Go Ahead Ireland (route nos. 63/63a and 84/84a). The development site is also located within a 15-minute walk of several bus stops on the N11 that are served by a further 5no. bus routes, including the high-frequency no. 145 route into Dublin city centre.

For further details of public transport services and accessibility in the vicinity of the development, refer to the Residential Travel Plan prepared by CS Consulting and submitted separately in support of this planning application.

7.8 Independent Quality Audit

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

- Stage 1/2 Road Safety Audit
- Accessibility & Walkability Audit
- Non-motorised User and Cycle Audit

The Quality Audit was completed in July 2021. Design changes have been made in response to the recommendations of the Quality Audit and the measures adopted have been accepted by the audit team. Refer to CS Consulting drawing W012-CSC-ZZ-XX-DR-C-0033 for details of these design changes.

The Quality Audit report document issued by PMCE, together with the audit response form, are provided as Appendix B to the accompanying Road Infrastructure Design Report prepared by CS Consulting and submitted separately in support of this planning application.

7.9 Residential Car-Share Scheme

A residential car sharing scheme shall be established for residents of the apartment building, allowing residents the common use of a small vehicle pool based permanently within the site. 2no. dedicated shared vehicles shall be provided, for which 2no. car parking spaces shall be reserved within the development.

An early model of residential car club entailed the purchase and maintenance of a vehicle pool by a development's management company; the high initial outlay and capital risk therefore restricted such schemes primarily to very large developments. With the advent of publicly-accessible car sharing schemes, residential and office developments now have the opportunity to 'host' a number of shared cars from a larger fleet, the use of which is restricted to development occupants. In this model, vehicle supply and maintenance, as well as driver insurance, are all organised by an external car-sharing company and do not need to be arranged by the development's management company.

GoCar, Ireland's largest and longest-established car-sharing service, has indicated a willingness to supply and manage the development's 2no. shared vehicles, operating them following the model described above. Refer to Appendix B for a supporting letter of intent provided by GoCar.

8.0 COMMENTS RECEIVED FROM PLANNING AUTHORITIES

Both An Bord Pleanála (ABP) and Dún Laoghaire-Rathdown County Council (DLRCC) have reviewed the planning documentation submitted in respect of the proposed development during the pre-application consultation phase of the SHD process (including a previous version of the present Traffic and Transport Assessment). A tripartite pre-application consultation meeting has also been held with An Bord Pleanála and Dún Laoghaire-Rathdown County Council.

An Bord Pleanála has issued an opinion enumerating the items of specific information that should be submitted with the final application for permission. In the case of the present application, however, no items among these are of relevance to this Traffic and Transport Assessment. This report section therefore addresses only the recommendations of Dún Laoghaire-Rathdown County Council's Transportation Planning Division, which were issued to An Bord Pleanála.

8.1 Recommendations of Dún Laoghaire-Rathdown County Council

The Transportation Planning Division of Dún Laoghaire-Rathdown County Council issued an internal report on the 19th of January 2021, making the following recommendations relating to transportation.

8.1.1 DLRCC Point 1.1 – residential car parking provision

"A total of 389 No. residential parking spaces to serve the proposed 389 No. apartment/duplex units is required. The Applicant shall submit drawings which demonstrate this level of provision. The submitted drawings should clearly demonstrate the (required) number and location of car parking spaces assigned to visitors, car sharing schemes, deliveries etc. The level of provision of disabled/ electric vehicle charging car parking shall also be proportionally increased.

Drawings shall also demonstrate creche parking provision in accordance with Table 8.2.4 of the current DLRCC County Development Plan. The car parking spaces shall be clearly marked as attaching to a particular apartment/duplex unit and allocated spaces shall not be sold or let to avoid non take up by residents who would then park elsewhere at adjoining residential estates where it will create a nuisance as well as undermining the demand management measures of parking constraint, The Applicants shall give an undertaking in this respect in writing."

Response to DLRCC Point 1.1

As described in Section 6.0 of this report, the proposed development shall include a total of 248no. car parking spaces, comprising:

- 234no. residents' spaces permanently assigned to specific units;
- 8no. spaces for visitor use;
- 2no. spaces for shared vehicles; and
- 4no. spaces for crèche use.

The provision of disabled-accessible car parking and EV charging facilities, both of which are included in the above totals, comply with the standards set out in the *Dún Laoghaire-Rathdown Development Plan 2016–2022*.

Refer to sub-section 6.8 for additional details of car parking management provisions.

8.1.2 DLRCC Point 1.2 – electric vehicle charging provision

"The Applicant shall submit revised drawings which demonstrate that all proposed residential car parking spaces should be constructed to be capable of accommodating future electric charging points for electrically operated vehicles (ducting, minipillars etc.). Details of the

proposed type of charging unit to be installed to the proposed operational vehicle charging spaces should also be included."

Response to DLRCC Point 1.2

As described in sub-section 6.4 of this report, 32no. car parking spaces within the proposed development shall be equipped with functional EV charging points and shall be reserved for the use of battery-powered electric vehicles. All other car parking spaces within the development shall be 'future-proofed' through the inclusion of ducting to allow the rapid future installation of additional EV charging points. Refer to the mechanical and electrical engineering consultant's documentation for the locations of individual EV charging-equipped parking spaces and for details of the provisions made for accommodating future additional charging points.

8.1.3 DLRCC Point 1.3 – bicycle parking design

"The Applicant shall submit further details which demonstrate the type of cover of all cycle parking at the site. Arrangements for access and security shall be clearly demonstrated."

Response to DLRCC Point 1.3

For design details of the proposed internal and external bicycle parking facilities, refer to documentation prepared by Scott Tallon Walker Architects and by Doyle & O'Troithigh Landscape Architecture, respectively.

8.1.4 DLRCC Point 1.4 – permeability discussions

"The Applicant shall furnish details of the extent of discussions with adjacent landowners to facilitate required permeability connections to Clonkeen Road and to Monaloe Park Road."

Response to DLRCC Point 1.4

As described in sub-section 7.4 of this report, discussions with Texaco (owners of the adjacent filling station at the subject site's western boundary) ultimately concluded without agreement, as Texaco were not prepared to grant a footpath and right of way over their land; Texaco were at that time considering redeveloping the filling station site and felt that the granting of a right of way had potential to distort the future redesign of their premises. The final landscape design of the proposed development nevertheless maintains a clear corridor along the north-western boundary of the subject site. This allows for the implementation of a footpath and pedestrian/cyclist connection to the Texaco filling station site, should this become possible in the future.

Regarding a potential link to Monaloe Park Way, the applicant acknowledges that they own the land up to the watercourse bounding Monaloe Park Way. The road and block wall on the opposite side of this watercourse is taken in charge; there is however a strip of land between the block wall and the watercourse. DLRCC have offered assistance in procuring the title to this strip. The applicant has shown a footpath link to the watercourse and is happy for DLRCC to connect to this footpath link in the future.

8.1.5 DLRCC Point 1.5 – future permeability provision

"The Applicant shall submit revised drawings which demonstrate the provision of Internal connections to facilitate connections through to Clonkeen Road (adjacent to existing Texaco service station) and Monaloe Park Road (at cul-de-sac). These drawings should be submitted irrespective of the provision access at this time."

Response to DLRCC Point 1.5

For details of provisions made to facilitate future additional pedestrian/cyclist connections to Clonkeen Road and to Monaloe Park Way, refer to sub-section 7.4 of this report, as well as to the landscaping design documentation prepared by Doyle & O'Troithigh Landscape Architecture (submitted separately with this planning application).

8.1.6 DLRCC Point 1.6 – Quality Audit

"A detailed quality audit carried out to by a suitably qualified and experienced engineering consultant shall be submitted by the applicant. The audit shall include a Road Safety Audit, Access Audit, Cycle Audit and a Walking Audit to demonstrate that appropriate consideration has been given to all relevant aspects of the proposed residential development in accordance with the Design Manual for Urban Roads & Streets (DMURS). The independent Audit Team shall be approved by the Planning Authority (Transportation Planning Section) and all measures recommended by the Auditor shall be undertaken. A feedback report should also be submitted which provides a response to each of the items. Transportation Planning consider that 2.5m wide footpaths should be provided in accordance with Figure 4.34 of DMURS 2019 and the provision of high-quality pedestrian facilities. The suitability of the use of the basement ramp to partially facilitate a turning area for Fire-Tender/Refuse Collection should be addressed."

Response to DLRCC Point 1.6

As described in sub-section 7.8 of this report, an independent Quality Audit of the proposed development layout and access arrangements has been conducted by PMCE Consulting Engineers on behalf of CS

Consulting. This incorporates a Stage 1/2 Road Safety Audit, an Accessibility & Walkability Audit, and a Non-motorised User and Cycle Audit. The Quality Audit report document issued by PMCE, together with the audit response form, are provided as Appendix B to the accompanying Road Infrastructure Design Report prepared by CS Consulting and submitted separately in support of this planning application. Refer to CS Consulting drawing W012-CSC-ZZ-XX-DR-C-0033 for details of the design changes made in response to the recommendations of the Quality Audit.

Other design changes made following issue of Dún Laoghaire-Rathdown County Council's opinion include:

- the provision of a dedicated turning area for large vehicles, obviating the need to use any part of the basement access ramp for this purpose; and
- widening of footpaths to provide a footpath with a minimum width of 2.5m along the development's main access road.

8.1.7 DLRCC Point 1.7 – Construction Management Plan

"The Applicant shall submit a detailed Construction Management Plan to the Planning Authority (Transportation Planning Section) indicating measures dealing with:

a) Traffic management plan including Construction vehicular access to site in particular to avoid conflict between construction activities and traffic on the Public Road.

b) How it will be intended to avoid conflict between construction activities and pedestrian/cyclist/vehicular movements.

c) Where it is intended to provide for site staff car parking during construction in that is not acceptable to have long term parking in the nearby residential areas."

Response to DLRCC Point 1.7

A Construction Environmental Management Plan (CEMP) has been prepared by AWN Consulting and is submitted under separate cover as part of this planning application.

9.0 SUMMARY & CONCLUSIONS

This report examines the impact of a proposed 299-unit Strategic Housing Development at Clonkeen College, Clonkeen Road, Blackrock, Co. Dublin on the performance of the surrounding road network, and assesses the development's internal layout, car and bicycle parking provision, cyclist and pedestrian facilities, servicing arrangements, and public transport availability.

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

- The proposed development shall not generate excessive vehicular traffic flows. Total vehicle trips (arrivals and departures combined) of 109 PCU are predicted during the AM peak hour (08:00-09:00), and total vehicle trips of 109 PCU in the PM peak hour (17:00-18:00).
- The development's proposed vehicular access junction on Meadow Vale shall operate within effective capacity on all approaches when the development is completed in 2024 and shall continue to do so beyond the year 2039 (15 years after development completion). Vehicle queues and delays at this junction shall be negligible.
- The 2no. modelled existing junctions closest to the development site on the public road network (located on Meadow Vale and Clonkeen Road) currently operate within their effective capacities on all approaches and shall continue to do so when the development is completed in 2024 and beyond the year 2039 (15 years after development completion). Traffic related to the proposed development shall have a negligible impact on the operation of these junctions, having no discernible effect on mean approach queue length and adding no more than 2 seconds to the mean vehicle delay on any junction approach.

- Vehicular traffic related to the proposed development shall result in a maximum increase of 1.8% in total traffic flows at any other road junction, in either peak hour period.
- The development shall include a total of 244no. car parking spaces to serve the 299no. residential units, equating to 0.82 spaces per residential unit overall. These shall include:
    - 174no. residents' spaces to serve the 239no. apartment units (0.74 spaces per apartment unit);
    - 60no. residents' spaces to serve the 60no. duplex units (1 space per duplex unit); and
    - 8no. visitor spaces (1 space per 37 residential units).
- The development's provision of disabled-accessible car parking, EV charging facilities, and motorcycle parking meet the requirements of the Local Authority development plan.
- Long-term secure bicycle parking for residents shall be provided at the rate of 1.05 spaces per residential unit, meeting the requirements of the Local Authority development plan.
- Short-stay visitor cycle parking shall be provided at the rate of 1 space per 4.7 residential units, meeting the requirements of the Local Authority development plan.
- Clear sightlines of 24m in both directions along Meadow Vale are achieved at the development's access junction, in accordance with the requirements of the *Design Manual for Urban Roads and Streets*.
- Swept path analyses have been conducted for cars manoeuvring within the proposed development, as well as for a refuse vehicle and a fire tender. These indicate that the design of the development access and its internal layout can accommodate these vehicle movements where required.

- An independent Quality Audit of the proposed development layout and access arrangements has been conducted by PMCE Consulting Engineers on behalf of CS Consulting. Design changes have been made in response to the recommendations of the Quality Audit and the measures adopted have been accepted by the audit team. Refer to CS Consulting drawing W012-CSC-ZZ-XX-DR-C-0033 for details of these design changes.

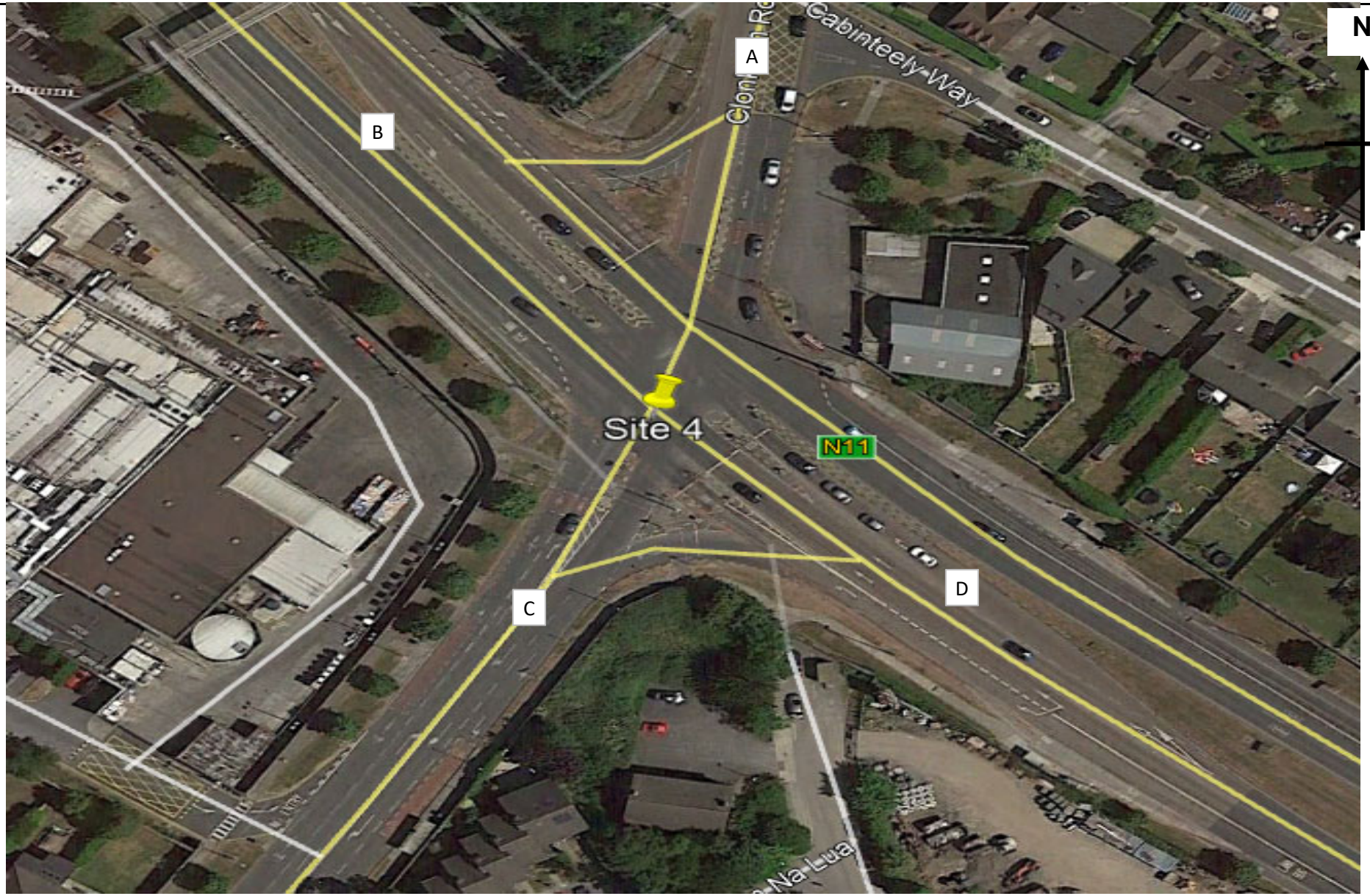
In summary, the assessment indicates that the proposed development can be supported by the existing road infrastructure, that the parking provision for the proposed development conforms to the applicable standards, and that the development's access arrangement and internal layout are fit for purpose and comply with the *Design Manual for Urban Roads and Streets*.

Appendix A

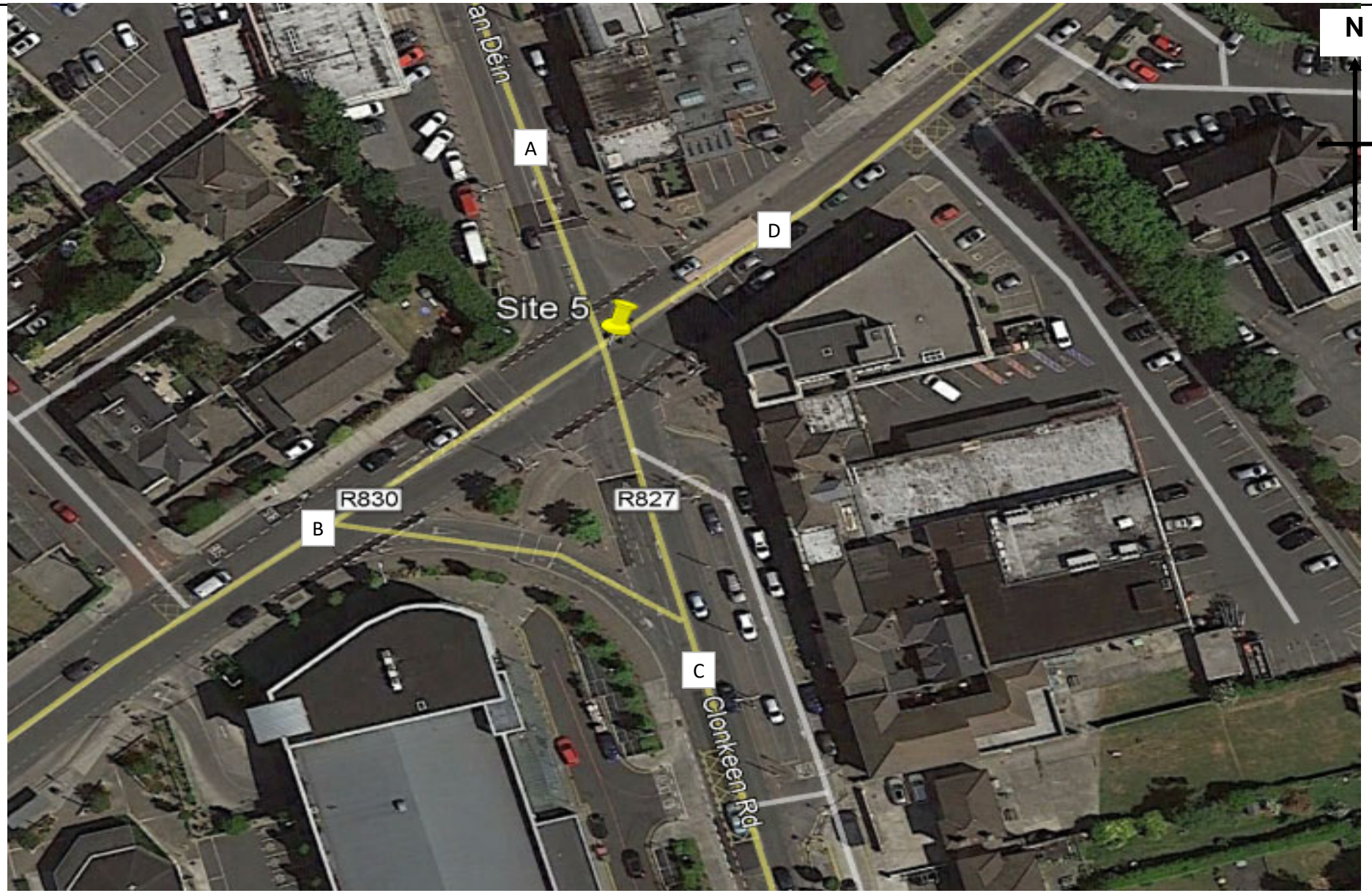
Traffic Survey Data

CS CONSULTING
GROUP

NDC NATIONWIDE DATA COLLECTION	**Sites / Location:**	1 to 3 / Blackrock	**Project No:**	9940	**Diagram No:**	9940-01	**Drawn By:**	AC
	Survey Date:	Thursday 11th April 2019	**Project Name:**	CLONKEEN COLLEGE, BLACKROCK				
	Survey Times:	07:00 to 19:00	**Diagram Title:**	General Location Plan				



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	4 / Blackrock	**Project No:**	9940	**Diagram No:**	9940-02	**Drawn By:**	AC
	Survey Date:	Thursday 11th April 2019	**Project Name:**	CLONKEEN COLLEGE, BLACKROCK				
	Survey Times:	07:00 to 19:00	**Diagram Title:**	General Location Plan				



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	5 / Blackrock	**Project No:**	9940	**Diagram No:**	9940-03	**Drawn By:**	AC
	Survey Date:	Thursday 11th April 2019	**Project Name:**	CLONKEEN COLLEGE, BLACKROCK				
	Survey Times:	07:00 to 19:00	**Diagram Title:**	General Location Plan				

Site No. 1
Location Meadow Vale(N) / Meadow Vale(W) / Access Road / Meadow Vale(E)
Date Thursday 11 April 2019

Time	A to D - Meadow Vale(N) to Meadow Vale(E)					Veh. Total	A to C - Meadow Vale(N) to Access Road					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	2	0	0	0	0	2	0	0	0	0	0	0
08:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	1	0	0	0	0	0	0
09:30	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
Hour	0	1	0	0	0	1	0	0	0	0	0	0
10:00	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	0
10:30	0	1	0	0	0	1	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	0	0	1	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	1	0	0	0	1	0	0	0	0	0	0
16:15	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	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	0	0	1	0	0	0	0	0	0
17:00	1	0	0	0	0	1	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	3	0	0	0	8	0	0	0	0	0	0

Site No. 1
Location Meadow Vale(N) / Meadow Vale(W) / Access Road / Meadow Vale(E)
Date Thursday 11 April 2019

Time	A to B - Meadow Vale(N) to Meadow Vale(W)					Veh. Total	A to A - Meadow Vale(N) to Meadow Vale(N)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
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07:15	1	0	0	0	0	1	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
08:00	1	0	0	0	0	1	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	3	0	0	0	0	3	0	0	0	0	0	0
08:45	2	1	0	0	0	3	0	0	0	0	0	0
Hour	6	1	0	0	0	7	0	0	0	0	0	0
09:00	1	0	0	0	0	1	0	0	0	0	0	0
09:15	2	0	0	0	0	2	0	0	0	0	0	0
09:30	1	0	1	0	0	2	0	0	0	0	0	0
09:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	5	0	1	0	0	6	0	0	0	0	0	0
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10:45	6	1	0	0	0	7	0	0	0	0	0	0
Hour	11	1	0	0	0	12	0	0	0	0	0	0
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Hour	8	0	0	0	0	8	0	0	0	0	0	0
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18:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	8	2	0	0	0	10	0	0	0	0	0	0
Total	82	10	1	0	0	93	0	0	0	0	0	0

Site No. 1
Location Meadow Vale(N) / Meadow Vale(W) / Access Road / Meadow Vale(E)
Date Thursday 11 April 2019

Time	B to A - Meadow Vale(W) to Meadow Vale(N)					Veh. Total	B to D - Meadow Vale(W) to Meadow Vale(E)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
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07:15	1	0	0	0	0	1	0	0	0	0	0	0
07:30	0	0	0	0	0	0	1	0	0	0	0	1
07:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	2	0	0	0	0	2	3	0	0	0	0	3
08:00	1	0	0	0	0	1	4	0	0	0	0	4
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Hour	5	1	0	0	0	6	15	1	0	0	0	16
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10:45	2	0	0	0	0	2	2	0	0	0	0	2
Hour	8	0	0	0	0	8	8	1	0	0	0	9
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11:30	4	2	0	0	0	6	2	1	0	0	0	3
11:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	7	2	0	0	0	9	9	2	0	0	0	11
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12:30	3	0	0	0	0	3	2	0	0	0	0	2
12:45	0	1	0	0	0	1	5	1	0	0	0	6
Hour	5	2	0	0	0	7	10	2	0	0	0	12
13:00	0	0	0	0	0	0	4	0	0	0	0	4
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13:30	1	0	0	0	0	1	6	0	0	0	0	6
13:45	3	0	0	0	0	3	8	0	0	0	0	8
Hour	4	0	0	0	0	4	22	0	0	0	0	22
14:00	3	2	0	0	0	5	5	1	0	0	0	6
14:15	1	1	0	0	0	2	1	1	0	0	0	2
14:30	2	0	0	0	0	2	2	0	0	0	0	2
14:45	3	0	0	0	0	3	6	2	0	0	0	8
Hour	9	3	0	0	0	12	14	4	0	0	0	18
15:00	0	0	0	0	0	0	1	0	0	0	0	1
15:15	1	0	0	0	0	1	5	0	0	0	0	5
15:30	1	0	0	0	0	1	3	0	0	0	0	3
15:45	3	1	0	0	0	4	0	1	0	0	0	1
Hour	5	1	0	0	0	6	9	1	0	0	0	10
16:00	2	0	0	0	0	2	7	0	0	0	0	7
16:15	2	0	0	0	0	2	2	0	0	0	0	2
16:30	2	0	0	0	0	2	7	0	0	0	0	7
16:45	2	0	0	0	0	2	2	0	1	0	0	3
Hour	8	0	0	0	0	8	18	0	1	0	0	19
17:00	2	0	0	0	0	2	5	1	0	0	0	6
17:15	2	0	0	0	0	2	5	1	0	0	0	6
17:30	2	0	0	0	0	2	5	0	0	0	0	5
17:45	4	0	0	0	0	4	3	0	0	0	0	3
Hour	10	0	0	0	0	10	18	2	0	0	0	20
18:00	0	0	0	0	0	0	5	0	0	0	0	5
18:15	0	2	0	0	0	2	5	0	0	0	0	5
18:30	1	0	0	0	0	1	4	0	0	0	0	4
18:45	3	0	0	0	0	3	5	0	0	0	0	5
Hour	4	2	0	0	0	6	19	0	0	0	0	19
Total	79	11	0	0	0	90	162	13	1	0	0	176

Site No. 1
Location Meadow Vale(N) / Meadow Vale(W) / Access Road / Meadow Vale(E)
Date Thursday 11 April 2019

Time	B to C - Meadow Vale(W) to Access Road					Veh. Total	B to B - Meadow Vale(W) to Meadow Vale(W)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	1	0	0	0	0	1
07:30	0	0	0	0	0	0	1	0	0	0	1	2
07:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	4	0	0	0	1	5
08:00	0	0	0	0	0	0	1	0	0	0	0	1
08:15	2	0	0	0	0	2	4	0	0	0	0	4
08:30	0	0	0	0	0	0	5	0	0	0	0	5
08:45	1	0	0	0	0	1	4	0	0	0	0	4
Hour	3	0	0	0	0	3	14	0	0	0	0	14
09:00	0	0	0	0	0	0	1	0	0	0	0	1
09:15	2	0	0	0	0	2	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	3	0	0	0	0	3	2	0	0	0	0	2
10:00	1	0	0	0	0	1	0	0	0	0	0	0
10:15	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
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	1	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	1	0	1	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	1	1	0	0	0	0	1
13:15	2	0	0	0	0	2	1	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	3	0	0	0	0	3	2	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	1	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	1	0	0	0	0	0	0
15:30	0	0	0	0	0	0	2	0	0	0	0	2
15:45	0	0	0	0	0	0	4	0	0	0	0	4
Hour	1	0	0	0	0	1	6	0	0	0	0	6
16:00	1	0	0	0	0	1	0	0	0	0	0	0
16:15	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	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
18:00	0	0	0	0	0	0	1	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
Total	12	0	0	0	0	12	32	0	1	0	1	34

Site No. 1
Location Meadow Vale(N) / Meadow Vale(W) / Access Road / Meadow Vale(E)
Date Thursday 11 April 2019

Time	C to B - Access Road to Meadow Vale(W)					Veh. Total	C to A - Access Road to Meadow Vale(N)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	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
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	1	0	0	0	0	0	0
09:30	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
Hour	1	0	0	0	0	1	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	2	0	0	0	0	2	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
12:00	1	0	0	0	0	1	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
13:00	1	0	0	0	0	1	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	1	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
16:00	1	0	0	0	0	1	0	0	0	0	0	0
16:15	2	0	0	0	0	2	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
17:00	1	0	0	0	0	1	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	0	0	0	0	10	0	0	0	0	0	0

Site No. 1
Location Meadow Vale(N) / Meadow Vale(W) / Access Road / Meadow Vale(E)
Date Thursday 11 April 2019

Time	C to D - Access Road to Meadow Vale(E)					Veh. Total	C to C - Access Road to Access Road					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	1	0	0	0	0	0	0
08:30	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
Hour	1	0	0	0	0	1	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0
10:00	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	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	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	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0

Site No. 1
Location Meadow Vale(N) / Meadow Vale(W) / Access Road / Meadow Vale(E)
Date Thursday 11 April 2019

Time	D to C - Meadow Vale(E) to Access Road					Veh. Total	D to B - Meadow Vale(E) to Meadow Vale(W)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	2	0	0	0	0	2
07:30	0	0	0	0	0	0	2	0	0	0	0	2
07:45	0	0	0	0	0	0	5	0	0	0	0	5
Hour	0	0	0	0	0	0	10	0	0	0	0	10
08:00	0	0	0	0	0	0	6	0	0	0	0	6
08:15	0	0	0	0	0	0	7	0	0	0	0	7
08:30	0	0	0	0	0	0	8	0	0	0	0	8
08:45	0	0	0	0	0	0	4	0	0	0	0	4
Hour	0	0	0	0	0	0	25	0	0	0	0	25
09:00	0	0	0	0	0	0	9	0	0	0	0	9
09:15	0	0	0	0	0	0	2	0	0	0	0	2
09:30	0	0	0	0	0	0	4	1	0	0	0	5
09:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	16	1	0	0	0	17
10:00	0	0	0	0	0	0	2	0	0	0	0	2
10:15	0	0	0	0	0	0	5	0	0	0	0	5
10:30	0	0	0	0	0	0	3	2	0	0	0	5
10:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	11	2	0	0	0	13
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	3	0	0	0	0	3
11:30	0	0	0	0	0	0	5	1	0	0	0	6
11:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	9	1	0	0	0	10
12:00	0	0	0	0	0	0	6	1	0	0	0	7
12:15	0	0	0	0	0	0	3	1	0	0	0	4
12:30	0	0	0	0	0	0	4	0	0	0	0	4
12:45	0	0	0	0	0	0	5	1	0	0	0	6
Hour	0	0	0	0	0	0	18	3	0	0	0	21
13:00	0	0	0	0	0	0	4	0	0	0	0	4
13:15	0	0	0	0	0	0	1	0	0	0	0	1
13:30	0	0	0	0	0	0	2	0	0	0	0	2
13:45	0	0	0	0	0	0	6	0	0	0	0	6
Hour	0	0	0	0	0	0	13	0	0	0	0	13
14:00	0	0	0	0	0	0	4	1	0	0	0	5
14:15	0	0	0	0	0	0	5	1	0	0	0	6
14:30	0	0	0	0	0	0	6	0	0	0	0	6
14:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	16	2	0	0	0	18
15:00	0	0	0	0	0	0	3	0	0	0	0	3
15:15	0	0	0	0	0	0	7	2	0	0	0	9
15:30	0	0	0	0	0	0	3	0	0	0	0	3
15:45	0	0	0	0	0	0	3	0	0	0	0	3
Hour	0	0	0	0	0	0	16	2	0	0	0	18
16:00	0	0	0	0	0	0	4	1	0	0	0	5
16:15	0	0	0	0	0	0	4	0	0	0	0	4
16:30	0	0	0	0	0	0	4	0	0	0	0	4
16:45	0	0	0	0	0	0	4	0	0	0	0	4
Hour	0	0	0	0	0	0	16	1	0	0	0	17
17:00	0	0	0	0	0	0	3	0	1	0	0	4
17:15	0	0	0	0	0	0	2	1	0	0	0	3
17:30	0	0	0	0	0	0	5	0	0	0	0	5
17:45	0	0	0	0	0	0	3	1	0	0	0	4
Hour	0	0	0	0	0	0	13	2	1	0	0	16
18:00	0	0	0	0	0	0	3	0	0	0	0	3
18:15	0	0	0	0	0	0	3	0	0	0	0	3
18:30	0	0	0	0	0	0	4	0	0	0	0	4
18:45	0	0	0	0	0	0	4	0	0	0	0	4
Hour	0	0	0	0	0	0	14	0	0	0	0	14
Total	0	0	0	0	0	0	177	14	1	0	0	192

Site No. 1
Location Meadow Vale(N) / Meadow Vale(W) / Access Road / Meadow Vale(E)
Date Thursday 11 April 2019

Time	D to A - Meadow Vale(E) to Meadow Vale(N)					Veh. Total	D to D - Meadow Vale(E) to Meadow Vale(E)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	1	0	0	0	0	0	0
08:30	1	0	0	0	0	1	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	1	0	0	2	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0
10:00	1	0	0	0	0	1	0	0	0	0	0	0
10:15	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
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	1	0	0	0	1	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	0	0	1	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	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	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	0	0	4	0	0	0	0	0	0

Site No. 1
Location Meadow Vale(N) / Meadow Vale(W) / Access Road / Meadow Vale(E)
Date Thursday 11 April 2019

Time	To Arm A - Meadow Vale(N)					Veh. Total	From Arm A - Meadow Vale(N)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	1	0	0	0	0	1
07:15	1	0	0	0	0	1	1	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	2	0	0	0	0	2	3	0	0	0	0	3
08:00	1	0	0	0	0	1	1	0	0	0	0	1
08:15	2	0	1	0	0	3	0	0	0	0	0	0
08:30	1	1	0	0	0	2	5	0	0	0	0	5
08:45	2	0	0	0	0	2	3	1	0	0	0	4
Hour	6	1	1	0	0	8	9	1	0	0	0	10
09:00	2	0	0	0	0	2	1	0	0	0	0	1
09:15	6	0	0	0	0	6	2	1	0	0	0	3
09:30	3	0	0	0	0	3	1	0	1	0	0	2
09:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	12	0	0	0	0	12	5	1	1	0	0	7
10:00	3	0	0	0	0	3	3	0	0	0	0	3
10:15	2	0	0	0	0	2	0	0	0	0	0	0
10:30	2	0	0	0	0	2	2	1	0	0	0	3
10:45	2	0	0	0	0	2	6	1	0	0	0	7
Hour	9	0	0	0	0	9	11	2	0	0	0	13
11:00	0	0	0	0	0	0	5	1	0	0	0	6
11:15	3	0	0	0	0	3	2	1	0	0	0	3
11:30	4	3	0	0	0	7	2	0	0	0	0	2
11:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	7	3	0	0	0	10	10	2	0	0	0	12
12:00	1	0	0	0	0	1	0	0	0	0	0	0
12:15	1	1	0	0	0	2	3	0	0	0	0	3
12:30	3	0	0	0	0	3	1	0	0	0	0	1
12:45	0	1	0	0	0	1	4	0	0	0	0	4
Hour	5	2	0	0	0	7	8	0	0	0	0	8
13:00	0	0	0	0	0	0	5	0	0	0	0	5
13:15	0	0	0	0	0	0	2	0	0	0	0	2
13:30	1	0	0	0	0	1	0	0	0	0	0	0
13:45	3	0	0	0	0	3	2	0	0	0	0	2
Hour	4	0	0	0	0	4	9	0	0	0	0	9
14:00	3	2	0	0	0	5	0	0	0	0	0	0
14:15	1	1	0	0	0	2	1	0	0	0	0	1
14:30	2	0	0	0	0	2	3	0	0	0	0	3
14:45	3	0	0	0	0	3	1	0	0	0	0	1
Hour	9	3	0	0	0	12	5	0	0	0	0	5
15:00	0	0	0	0	0	0	2	1	0	0	0	3
15:15	1	0	0	0	0	1	0	0	0	0	0	0
15:30	1	0	0	0	0	1	1	1	0	0	0	2
15:45	3	1	0	0	0	4	2	0	0	0	0	2
Hour	5	1	0	0	0	6	5	2	0	0	0	7
16:00	2	0	0	0	0	2	2	2	0	0	0	4
16:15	2	0	0	0	0	2	1	0	0	0	0	1
16:30	2	0	0	0	0	2	1	0	0	0	0	1
16:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	8	0	0	0	0	8	4	2	0	0	0	6
17:00	2	0	0	0	0	2	8	0	0	0	0	8
17:15	2	0	0	0	0	2	1	0	0	0	0	1
17:30	2	0	0	0	0	2	1	1	0	0	0	2
17:45	4	0	0	0	0	4	0	0	0	0	0	0
Hour	10	0	0	0	0	10	10	1	0	0	0	11
18:00	0	0	0	0	0	0	2	1	0	0	0	3
18:15	0	2	0	0	0	2	4	0	0	0	0	4
18:30	1	0	0	0	0	1	1	1	0	0	0	2
18:45	3	0	0	0	0	3	1	0	0	0	0	1
Hour	4	2	0	0	0	6	8	2	0	0	0	10
Total	81	12	1	0	0	94	87	13	1	0	0	101

Site No. 1
Location Meadow Vale(N) / Meadow Vale(W) / Access Road / Meadow Vale(E)
Date Thursday 11 April 2019

Time	To Arm B - Meadow Vale(W)					Veh. Total	From Arm B - Meadow Vale(W)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	3	0	0	0	0	3	1	0	0	0	0	1
07:15	4	0	0	0	0	4	2	0	0	0	0	2
07:30	3	0	0	0	1	4	2	0	0	0	1	3
07:45	6	0	0	0	0	6	4	0	0	0	0	4
Hour	16	0	0	0	1	17	9	0	0	0	1	10
08:00	8	0	0	0	0	8	6	0	0	0	0	6
08:15	11	0	0	0	0	11	9	0	0	0	0	9
08:30	16	0	0	0	0	16	8	2	0	0	0	10
08:45	10	1	0	0	0	11	14	0	0	0	0	14
Hour	45	1	0	0	0	46	37	2	0	0	0	39
09:00	11	0	0	0	0	11	10	0	0	0	0	10
09:15	5	0	0	0	0	5	9	0	0	0	0	9
09:30	5	1	1	0	0	7	6	0	0	0	0	6
09:45	3	0	0	0	0	3	9	0	0	0	0	9
Hour	24	1	1	0	0	26	34	0	0	0	0	34
10:00	5	0	0	0	0	5	5	0	0	0	0	5
10:15	7	0	0	0	0	7	5	0	0	0	0	5
10:30	5	2	0	0	0	7	3	1	0	0	0	4
10:45	7	1	0	0	0	8	4	0	0	0	0	4
Hour	24	3	0	0	0	27	17	1	0	0	0	18
11:00	5	1	1	0	0	7	4	0	1	0	0	5
11:15	5	1	0	0	0	6	4	1	0	0	0	5
11:30	7	1	0	0	0	8	6	3	0	0	0	9
11:45	3	0	0	0	0	3	3	0	0	0	0	3
Hour	20	3	1	0	0	24	17	4	1	0	0	22
12:00	7	1	0	0	0	8	3	0	0	0	0	3
12:15	6	1	0	0	0	7	2	2	0	0	0	4
12:30	5	0	0	0	0	5	5	0	0	0	0	5
12:45	9	1	0	0	0	10	5	2	0	0	0	7
Hour	27	3	0	0	0	30	15	4	0	0	0	19
13:00	11	0	0	0	0	11	6	0	0	0	0	6
13:15	4	0	0	0	0	4	7	0	0	0	0	7
13:30	2	0	0	0	0	2	7	0	0	0	0	7
13:45	8	0	0	0	0	8	11	0	0	0	0	11
Hour	25	0	0	0	0	25	31	0	0	0	0	31
14:00	4	1	0	0	0	5	8	3	0	0	0	11
14:15	6	1	0	0	0	7	2	2	0	0	0	4
14:30	10	0	0	0	0	10	5	0	0	0	0	5
14:45	2	0	0	0	0	2	9	2	0	0	0	11
Hour	22	2	0	0	0	24	24	7	0	0	0	31
15:00	5	1	0	0	0	6	1	0	0	0	0	1
15:15	7	2	0	0	0	9	7	0	0	0	0	7
15:30	7	1	0	0	0	8	6	0	0	0	0	6
15:45	9	0	0	0	0	9	7	2	0	0	0	9
Hour	28	4	0	0	0	32	21	2	0	0	0	23
16:00	7	2	0	0	0	9	10	0	0	0	0	10
16:15	7	0	0	0	0	7	4	0	0	0	0	4
16:30	5	0	0	0	0	5	9	0	0	0	0	9
16:45	4	0	0	0	0	4	4	0	1	0	0	5
Hour	23	2	0	0	0	25	27	0	1	0	0	28
17:00	11	0	1	0	0	12	7	1	0	0	0	8
17:15	3	1	0	0	0	4	7	1	0	0	0	8
17:30	7	1	0	0	0	8	8	0	0	0	0	8
17:45	3	1	0	0	0	4	7	0	0	0	0	7
Hour	24	3	1	0	0	28	29	2	0	0	0	31
18:00	6	1	0	0	0	7	6	0	0	0	0	6
18:15	7	0	0	0	0	7	5	2	0	0	0	7
18:30	5	1	0	0	0	6	5	0	0	0	0	5
18:45	5	0	0	0	0	5	8	0	0	0	0	8
Hour	23	2	0	0	0	25	24	2	0	0	0	26
Total	301	24	3	0	1	329	285	24	2	0	1	312

Site No. 1
Location Meadow Vale(N) / Meadow Vale(W) / Access Road / Meadow Vale(E)
Date Thursday 11 April 2019

Time	To Arm C - Access Road					Veh. Total	From Arm C - Access Road					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	2	1	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	3	0	0	0	0	3	1	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	2	0	0	0	0	2	1	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	3	0	0	0	0	3	1	0	0	0	0	1
10:00	1	0	0	0	0	1	0	0	0	0	0	0
10:15	0	0	0	0	0	0	2	0	0	0	0	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	2	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	1	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
13:00	1	0	0	0	0	1	1	0	0	0	0	1
13:15	2	0	0	0	0	2	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	3	0	0	0	0	3	1	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	1	0	0	0	0	0	0
15:30	0	0	0	0	0	0	1	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	1	0	0	0	0	1
16:00	1	0	0	0	0	1	1	0	0	0	0	1
16:15	0	0	0	0	0	0	2	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	3	0	0	0	0	3
17:00	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	0	0	0	0	12	11	0	0	0	0	11

Site No. 1
Location Meadow Vale(N) / Meadow Vale(W) / Access Road / Meadow Vale(E)
Date Thursday 11 April 2019

Time	To Arm D - Meadow Vale(E)					Veh. Total	From Arm D - Meadow Vale(E)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	2	0	0	0	0	2
07:30	1	0	0	0	0	1	2	0	0	0	0	2
07:45	3	0	0	0	0	3	5	0	0	0	0	5
Hour	4	0	0	0	0	4	10	0	0	0	0	10
08:00	4	0	0	0	0	4	6	0	0	0	0	6
08:15	2	0	0	0	0	2	7	0	1	0	0	8
08:30	5	1	0	0	0	6	9	0	0	0	0	9
08:45	8	0	0	0	0	8	4	0	0	0	0	4
Hour	19	1	0	0	0	20	26	0	1	0	0	27
09:00	7	0	0	0	0	7	9	0	0	0	0	9
09:15	1	1	0	0	0	2	2	0	0	0	0	2
09:30	3	0	0	0	0	3	4	1	0	0	0	5
09:45	6	0	0	0	0	6	1	0	0	0	0	1
Hour	17	1	0	0	0	18	16	1	0	0	0	17
10:00	2	0	0	0	0	2	3	0	0	0	0	3
10:15	3	0	0	0	0	3	5	0	0	0	0	5
10:30	1	2	0	0	0	3	3	2	0	0	0	5
10:45	2	0	0	0	0	2	1	0	0	0	0	1
Hour	8	2	0	0	0	10	12	2	0	0	0	14
11:00	4	0	0	0	0	4	0	0	0	0	0	0
11:15	1	1	0	0	0	2	3	0	0	0	0	3
11:30	2	1	0	0	0	3	5	2	0	0	0	7
11:45	2	0	0	0	0	2	1	0	0	0	0	1
Hour	9	2	0	0	0	11	9	2	0	0	0	11
12:00	2	0	0	0	0	2	6	1	0	0	0	7
12:15	1	1	0	0	0	2	3	1	0	0	0	4
12:30	2	0	0	0	0	2	4	0	0	0	0	4
12:45	5	1	0	0	0	6	5	1	0	0	0	6
Hour	10	2	0	0	0	12	18	3	0	0	0	21
13:00	4	0	0	0	0	4	4	0	0	0	0	4
13:15	4	0	0	0	0	4	1	0	0	0	0	1
13:30	6	0	0	0	0	6	2	0	0	0	0	2
13:45	8	0	0	0	0	8	6	0	0	0	0	6
Hour	22	0	0	0	0	22	13	0	0	0	0	13
14:00	5	1	0	0	0	6	4	1	0	0	0	5
14:15	1	1	0	0	0	2	5	1	0	0	0	6
14:30	2	0	0	0	0	2	6	0	0	0	0	6
14:45	6	2	0	0	0	8	1	0	0	0	0	1
Hour	14	4	0	0	0	18	16	2	0	0	0	18
15:00	1	0	0	0	0	1	3	0	0	0	0	3
15:15	5	0	0	0	0	5	7	2	0	0	0	9
15:30	3	0	0	0	0	3	3	0	0	0	0	3
15:45	0	1	0	0	0	1	3	0	0	0	0	3
Hour	9	1	0	0	0	10	16	2	0	0	0	18
16:00	7	1	0	0	0	8	4	1	0	0	0	5
16:15	2	0	0	0	0	2	4	0	0	0	0	4
16:30	7	0	0	0	0	7	4	0	0	0	0	4
16:45	2	0	1	0	0	3	4	0	0	0	0	4
Hour	18	1	1	0	0	20	16	1	0	0	0	17
17:00	6	1	0	0	0	7	3	0	1	0	0	4
17:15	5	1	0	0	0	6	2	1	0	0	0	3
17:30	5	0	0	0	0	5	5	0	0	0	0	5
17:45	3	0	0	0	0	3	3	1	0	0	0	4
Hour	19	2	0	0	0	21	13	2	1	0	0	16
18:00	5	0	0	0	0	5	3	0	0	0	0	3
18:15	5	0	0	0	0	5	3	0	0	0	0	3
18:30	4	0	0	0	0	4	4	0	0	0	0	4
18:45	5	0	0	0	0	5	4	0	0	0	0	4
Hour	19	0	0	0	0	19	14	0	0	0	0	14
Total	168	16	1	0	0	185	179	15	2	0	0	196

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	A to E - Meadow Vale(N) to Meadow Vale(E)					Veh. Total	A to D - Meadow Vale(N) to College Access(2)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	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
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
09:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
10:00	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	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	1	0	0	0	1	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	1	0	0	0	2	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	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	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	2	0	0	0	0	0	0

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	A to C - Meadow Vale(N) to College Access(1)					Veh. Total	A to B - Meadow Vale(N) to Meadow Vale(W)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	13	0	0	0	0	13
07:30	0	0	0	0	0	0	6	0	0	0	0	6
07:45	0	0	0	0	0	0	4	0	0	0	0	4
Hour	0	0	0	0	0	0	24	0	0	0	0	24
08:00	0	0	0	0	0	0	8	3	0	0	0	11
08:15	0	0	0	0	0	0	17	0	0	0	0	17
08:30	0	0	0	0	0	0	22	0	0	0	0	22
08:45	0	0	0	0	0	0	20	1	0	0	0	21
Hour	0	0	0	0	0	0	67	4	0	0	0	71
09:00	0	0	0	0	0	0	3	0	0	0	0	3
09:15	0	0	0	0	0	0	3	0	0	0	0	3
09:30	0	0	0	0	0	0	5	0	0	0	0	5
09:45	0	0	0	0	0	0	4	0	0	0	0	4
Hour	0	0	0	0	0	0	15	0	0	0	0	15
10:00	0	0	0	0	0	0	4	0	0	0	0	4
10:15	0	0	0	0	0	0	5	1	0	0	0	6
10:30	0	0	0	0	0	0	3	0	0	0	0	3
10:45	0	0	0	0	0	0	3	0	0	0	0	3
Hour	0	0	0	0	0	0	15	1	0	0	0	16
11:00	0	0	0	0	0	0	5	0	1	0	0	6
11:15	0	0	0	0	0	0	2	0	1	0	0	3
11:30	0	0	0	0	0	0	8	3	0	0	0	11
11:45	0	0	0	0	0	0	6	1	1	0	0	8
Hour	0	0	0	0	0	0	21	4	3	0	0	28
12:00	0	0	0	0	0	0	1	2	0	0	0	3
12:15	0	0	0	0	0	0	1	0	0	0	0	1
12:30	0	0	0	0	0	0	3	0	0	0	0	3
12:45	0	0	0	0	0	0	3	1	1	0	0	5
Hour	0	0	0	0	0	0	8	3	1	0	0	12
13:00	0	0	0	0	0	0	7	0	0	0	0	7
13:15	0	0	0	0	0	0	5	2	0	0	0	7
13:30	0	0	0	0	0	0	5	0	0	0	0	5
13:45	0	0	0	0	0	0	4	1	0	0	0	5
Hour	0	0	0	0	0	0	21	3	0	0	0	24
14:00	0	0	0	0	0	0	9	0	0	0	0	9
14:15	0	0	0	0	0	0	4	1	0	0	0	5
14:30	0	0	0	0	0	0	2	0	0	0	0	2
14:45	0	0	0	0	0	0	5	0	0	0	0	5
Hour	0	0	0	0	0	0	20	1	0	0	0	21
15:00	0	0	0	0	0	0	3	0	0	0	0	3
15:15	0	0	0	0	0	0	6	1	0	0	0	7
15:30	0	0	0	0	0	0	6	2	0	0	0	8
15:45	0	0	0	0	0	0	11	0	0	0	0	11
Hour	0	0	0	0	0	0	26	3	0	0	0	29
16:00	0	0	0	0	0	0	15	1	0	0	0	16
16:15	0	0	0	0	0	0	4	0	0	0	0	4
16:30	0	0	0	0	0	0	6	0	0	0	0	6
16:45	0	0	0	0	0	0	4	0	0	0	0	4
Hour	0	0	0	0	0	0	29	1	0	0	0	30
17:00	0	0	0	0	0	0	5	1	0	0	0	6
17:15	0	0	0	0	0	0	3	0	0	0	0	3
17:30	0	0	0	0	0	0	8	0	0	0	0	8
17:45	0	0	0	0	0	0	4	0	0	0	0	4
Hour	0	0	0	0	0	0	20	1	0	0	0	21
18:00	0	0	0	0	0	0	3	0	0	0	0	3
18:15	0	0	0	0	0	0	2	0	0	0	0	2
18:30	0	0	0	0	0	0	2	1	0	0	0	3
18:45	0	0	0	0	0	0	8	0	0	0	0	8
Hour	0	0	0	0	0	0	15	1	0	0	0	16
Total	0	0	0	0	0	0	281	22	4	0	0	307

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	A to A - Meadow Vale(N) to Meadow Vale(N)					Veh. Total	B to A - Meadow Vale(W) to Meadow Vale(N)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	2	0	0	0	0	2
07:15	0	0	0	0	0	0	1	0	0	0	0	1
07:30	0	0	0	0	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	0	3	2	0	0	0	5
Hour	0	0	0	0	0	0	7	2	0	0	0	9
08:00	0	0	0	0	0	0	3	0	0	0	0	3
08:15	0	0	0	0	0	0	6	0	0	0	0	6
08:30	0	0	0	0	0	0	14	1	0	0	0	15
08:45	0	0	0	0	0	0	14	0	0	0	0	14
Hour	0	0	0	0	0	0	37	1	0	0	0	38
09:00	0	0	0	0	0	0	3	0	0	0	0	3
09:15	0	0	0	0	0	0	2	1	0	0	0	3
09:30	0	0	0	0	0	0	1	0	0	0	0	1
09:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	8	1	0	0	0	9
10:00	0	0	0	0	0	0	3	0	0	0	0	3
10:15	0	0	0	0	0	0	2	3	0	0	0	5
10:30	0	0	0	0	0	0	2	0	0	0	0	2
10:45	0	0	0	0	0	0	6	1	0	0	0	7
Hour	0	0	0	0	0	0	13	4	0	0	0	17
11:00	0	0	0	0	0	0	3	1	0	0	0	4
11:15	0	0	0	0	0	0	2	0	2	0	0	4
11:30	0	1	0	0	0	1	4	1	0	0	0	5
11:45	0	0	0	0	0	0	4	0	0	0	0	4
Hour	0	1	0	0	0	1	13	2	2	0	0	17
12:00	0	0	0	0	0	0	1	1	0	0	0	2
12:15	0	0	0	0	0	0	8	0	0	0	0	8
12:30	0	0	0	0	0	0	7	1	1	0	0	9
12:45	0	0	0	0	0	0	6	0	0	0	0	6
Hour	0	0	0	0	0	0	22	2	1	0	0	25
13:00	0	0	0	0	0	0	9	0	0	0	0	9
13:15	0	0	0	0	0	0	9	1	0	0	0	10
13:30	0	0	0	0	0	0	1	1	0	0	0	2
13:45	0	0	0	0	0	0	4	0	0	0	0	4
Hour	0	0	0	0	0	0	23	2	0	0	0	25
14:00	0	0	0	0	0	0	2	0	0	0	0	2
14:15	0	0	0	0	0	0	1	0	0	0	0	1
14:30	0	0	0	0	0	0	8	0	0	0	0	8
14:45	0	0	0	0	0	0	3	1	0	0	0	4
Hour	0	0	0	0	0	0	14	1	0	0	0	15
15:00	0	0	0	0	0	0	7	0	0	0	0	7
15:15	0	0	0	0	0	0	1	0	0	0	0	1
15:30	0	0	0	0	0	0	4	3	0	0	0	7
15:45	0	0	0	0	0	0	13	0	0	0	0	13
Hour	0	0	0	0	0	0	25	3	0	0	0	28
16:00	0	0	0	0	0	0	11	0	0	0	0	11
16:15	0	0	0	0	0	0	10	0	0	0	0	10
16:30	0	0	0	0	0	0	5	0	0	0	0	5
16:45	0	0	0	0	0	0	9	0	0	0	0	9
Hour	0	0	0	0	0	0	35	0	0	0	0	35
17:00	0	0	0	0	0	0	6	1	0	0	0	7
17:15	0	0	0	0	0	0	5	1	0	0	0	6
17:30	0	0	0	0	0	0	11	1	0	0	0	12
17:45	0	0	0	0	0	0	5	0	0	0	0	5
Hour	0	0	0	0	0	0	27	3	0	0	0	30
18:00	0	0	0	0	0	0	4	1	0	0	0	5
18:15	0	0	0	0	0	0	5	1	0	0	0	6
18:30	0	0	0	0	0	0	6	1	0	0	0	7
18:45	0	0	0	0	0	0	7	0	0	0	0	7
Hour	0	0	0	0	0	0	22	3	0	0	0	25
Total	0	1	0	0	0	1	246	24	3	0	0	273

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	B to E - Meadow Vale(W) to Meadow Vale(E)					Veh. Total	B to D - Meadow Vale(W) to College Access(2)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	2	0	0	0	0	2	1	0	0	0	0	1
07:15	1	0	0	0	0	1	0	0	0	0	0	0
07:30	1	0	0	0	1	2	0	0	0	0	0	0
07:45	4	0	0	0	0	4	3	0	0	0	0	3
Hour	8	0	0	0	1	9	4	0	0	0	0	4
08:00	6	0	0	0	0	6	4	0	0	0	0	4
08:15	7	0	0	0	0	7	8	0	0	0	0	8
08:30	7	2	0	0	0	9	12	0	0	0	0	12
08:45	14	0	0	0	0	14	6	0	0	0	0	6
Hour	34	2	0	0	0	36	30	0	0	0	0	30
09:00	10	0	0	0	0	10	1	0	0	0	0	1
09:15	8	0	0	0	0	8	2	0	0	0	0	2
09:30	6	0	0	0	0	6	1	0	0	0	0	1
09:45	8	0	0	0	0	8	0	0	0	0	0	0
Hour	32	0	0	0	0	32	4	0	0	0	0	4
10:00	4	0	0	0	0	4	1	0	0	0	0	1
10:15	5	0	0	0	0	5	0	0	0	0	0	0
10:30	3	1	0	0	0	4	1	0	0	0	0	1
10:45	4	0	0	0	0	4	0	1	0	0	0	1
Hour	16	1	0	0	0	17	2	1	0	0	0	3
11:00	5	0	1	0	0	6	1	0	0	0	0	1
11:15	5	1	0	0	0	6	0	0	0	0	0	0
11:30	6	3	0	0	0	9	0	0	0	0	0	0
11:45	3	0	0	0	0	3	2	1	0	0	0	3
Hour	19	4	1	0	0	24	3	1	0	0	0	4
12:00	3	0	0	0	0	3	1	0	0	0	0	1
12:15	2	2	0	0	0	4	1	0	0	0	0	1
12:30	6	0	0	0	0	6	1	0	0	0	0	1
12:45	5	2	0	0	0	7	1	0	0	0	0	1
Hour	16	4	0	0	0	20	4	0	0	0	0	4
13:00	6	0	0	0	0	6	2	0	0	0	0	2
13:15	7	0	0	0	0	7	1	0	0	0	0	1
13:30	7	0	0	0	0	7	1	0	0	0	0	1
13:45	11	0	0	0	0	11	1	0	0	0	0	1
Hour	31	0	0	0	0	31	5	0	0	0	0	5
14:00	8	3	0	0	0	11	1	0	0	0	0	1
14:15	2	1	0	0	0	3	1	0	0	0	0	1
14:30	5	0	0	0	0	5	0	0	0	0	0	0
14:45	9	2	0	0	0	11	2	0	0	0	0	2
Hour	24	6	0	0	0	30	4	0	0	0	0	4
15:00	1	0	0	0	0	1	0	0	0	0	0	0
15:15	7	0	0	0	0	7	1	0	0	0	0	1
15:30	8	0	0	0	0	8	2	0	0	0	0	2
15:45	6	2	0	0	0	8	0	0	0	0	0	0
Hour	22	2	0	0	0	24	3	0	0	0	0	3
16:00	11	0	0	0	0	11	1	0	0	0	0	1
16:15	4	0	0	0	0	4	0	0	0	0	0	0
16:30	9	0	0	0	0	9	1	0	0	0	0	1
16:45	5	0	1	0	0	6	0	0	0	0	0	0
Hour	29	0	1	0	0	30	2	0	0	0	0	2
17:00	6	1	0	0	0	7	0	0	0	0	0	0
17:15	5	1	0	0	0	6	0	0	0	0	0	0
17:30	8	0	0	0	0	8	3	0	0	0	0	3
17:45	7	0	0	0	0	7	0	0	0	0	0	0
Hour	26	2	0	0	0	28	3	0	0	0	0	3
18:00	5	0	0	0	0	5	1	0	0	0	0	1
18:15	5	2	0	0	0	7	0	0	0	0	0	0
18:30	7	0	0	0	0	7	1	0	0	0	0	1
18:45	7	0	0	0	0	7	0	0	0	0	0	0
Hour	24	2	0	0	0	26	2	0	0	0	0	2
Total	281	23	2	0	1	307	66	2	0	0	0	68

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	B to C - Meadow Vale(W) to College Access(1)					Veh. Total	B to B - Meadow Vale(W) to Meadow Vale(W)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
08:00	0	0	0	0	0	0	1	0	0	0	0	1
08:15	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	4	0	0	0	0	4
08:45	0	0	0	0	0	0	5	0	0	0	1	6
Hour	0	0	0	0	0	0	11	0	0	0	1	12
09:00	0	0	0	0	0	0	0	1	0	0	0	1
09:15	1	0	0	0	0	1	1	0	0	0	0	1
09:30	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
Hour	1	0	0	0	0	1	1	1	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	1	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	1	1	0	0	0	0	1
11:30	0	0	0	0	0	0	1	0	0	0	0	1
11:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	1	0	0	0	0	1	3	0	0	0	0	3
12:00	0	0	0	0	0	0	1	0	0	0	0	1
12:15	1	0	0	0	0	1	1	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	2	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	1	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	1	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	7	0	0	0	0	7
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	7	0	0	0	0	7
16:00	0	0	0	0	0	0	4	0	0	0	0	4
16:15	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	7	0	0	0	0	7
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	4	0	0	0	1	5
17:30	0	0	0	0	0	0	2	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	6	0	0	0	1	7
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
Total	5	0	0	0	0	5	40	1	0	0	2	43

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	C to B - College Access(1) to Meadow Vale(W)					Veh. Total	C to A - College Access(1) to Meadow Vale(N)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	1	0	0	0	2	0	0	0	0	0	0
08:30	2	0	0	0	0	2	0	0	0	0	0	0
08:45	0	1	0	0	0	1	0	0	0	0	0	0
Hour	3	2	0	0	0	5	0	0	0	0	0	0
09:00	1	0	0	0	0	1	0	0	0	0	0	0
09:15	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
09:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	1	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	0	0	0	1	0	0	0	0	0	0
Hour	1	1	0	0	0	2	0	0	0	0	0	0
11:00	2	0	0	0	0	2	0	0	0	0	0	0
11:15	2	0	0	0	0	2	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	4	0	0	0	0	4	0	0	0	0	0	0
12:00	1	0	0	0	0	1	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	1	0	0	0	0	0	0
12:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	4	0	0	0	0	4	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	1	0	0	0	0	0	0
13:30	1	0	0	0	0	1	0	0	0	0	0	0
13:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
14:00	1	0	0	0	0	1	0	0	0	0	0	0
14:15	1	0	0	0	0	1	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	4	0	0	0	0	4	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	2	0	0	0	0	0	0
15:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
16:00	2	0	0	0	0	2	0	0	0	0	0	0
16:15	3	0	0	0	0	3	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	5	0	0	0	0	5	0	0	0	0	0	0
17:00	2	0	0	0	0	2	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	1	0	0	0	0	0	0
17:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	5	0	0	0	0	5	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	1	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
Total	35	3	0	0	0	38	0	0	0	0	0	0

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	C to E - College Access(1) to Meadow Vale(E)					Veh. Total	C to D - College Access(1) to College Access(2)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	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
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
09:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
10:00	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	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	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	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	1	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	C to C - College Access(1) to College Access(1)					Veh. Total	D to C - College Access(2) to College Access(1)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	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
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
09:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
10:00	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	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	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	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	D to B - College Access(2) to Meadow Vale(W)					Veh. Total	D to A - College Access(2) to Meadow Vale(N)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	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
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	1	0	0	0	0	0	0
09:15	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
09:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	1	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	1	0	0	0	0	0	0
12:30	1	0	0	0	0	1	0	0	0	0	0	0
12:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	4	0	0	0	0	4	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	1	0	0	0	1	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	0	0	1	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	3	0	0	0	0	3	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
15:00	2	0	0	0	0	2	0	0	0	0	0	0
15:15	1	0	0	0	0	1	0	0	0	0	0	0
15:30	1	0	0	0	0	1	0	0	0	0	0	0
15:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	6	0	0	0	0	6	0	0	0	0	0	0
16:00	6	0	0	0	0	6	0	0	0	0	0	0
16:15	2	0	0	0	0	2	0	0	0	0	0	0
16:30	2	0	0	0	0	2	0	0	0	0	0	0
16:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	11	0	0	0	0	11	0	0	0	0	0	0
17:00	1	0	0	0	0	1	0	0	0	0	0	0
17:15	1	0	0	0	0	1	0	0	0	0	0	0
17:30	2	0	0	0	0	2	0	0	0	0	0	0
17:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	5	0	0	0	0	5	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	1	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
Total	32	1	0	0	0	33	0	0	0	0	0	0

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	D to E - College Access(2) to Meadow Vale(E)					Veh. Total	D to D - College Access(2) to College Access(2)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	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
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
09:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
10:00	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	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	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	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	E to D - Meadow Vale(E) to College Access(2)					Veh. Total	E to C - Meadow Vale(E) to College Access(1)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	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
08:45	0	1	0	0	0	1	0	0	0	0	0	0
Hour	0	1	0	0	0	1	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0
10:00	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	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	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	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	E to B - Meadow Vale(E) to Meadow Vale(W)					Veh. Total	E to A - Meadow Vale(E) to Meadow Vale(N)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	2	0	0	0	0	2	0	0	0	0	0	0
07:15	4	0	0	0	0	4	0	0	0	0	0	0
07:30	3	0	0	0	1	4	0	0	0	0	0	0
07:45	5	0	0	0	0	5	0	0	0	0	0	0
Hour	14	0	0	0	1	15	0	0	0	0	0	0
08:00	6	0	0	0	0	6	0	0	0	0	0	0
08:15	11	0	0	0	0	11	0	0	0	0	0	0
08:30	15	0	0	0	0	15	1	0	0	0	0	1
08:45	11	0	0	0	0	11	1	0	0	0	0	1
Hour	43	0	0	0	0	43	2	0	0	0	0	2
09:00	10	0	0	0	0	10	0	0	0	0	0	0
09:15	6	0	0	0	0	6	0	0	0	0	0	0
09:30	5	1	1	0	0	7	0	0	0	0	0	0
09:45	3	0	0	0	0	3	0	0	0	0	0	0
Hour	24	1	1	0	0	26	0	0	0	0	0	0
10:00	4	0	0	0	0	4	0	0	0	0	0	0
10:15	7	0	0	0	0	7	0	0	0	0	0	0
10:30	5	2	0	0	0	7	0	0	0	0	0	0
10:45	7	1	0	0	0	8	0	0	0	0	0	0
Hour	23	3	0	0	0	26	0	0	0	0	0	0
11:00	5	1	0	0	0	6	0	0	1	0	0	1
11:15	6	1	0	0	0	7	0	0	0	0	0	0
11:30	6	1	0	0	0	7	0	0	0	0	0	0
11:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	19	3	0	0	0	22	0	0	1	0	0	1
12:00	7	1	0	0	0	8	0	0	0	0	0	0
12:15	7	1	0	0	0	8	0	0	0	0	0	0
12:30	6	0	0	0	0	6	0	0	0	0	0	0
12:45	7	1	0	0	0	8	2	0	0	0	0	2
Hour	27	3	0	0	0	30	2	0	0	0	0	2
13:00	10	0	0	0	0	10	0	0	0	0	0	0
13:15	5	0	0	0	0	5	0	0	0	0	0	0
13:30	2	0	0	0	0	2	0	0	0	0	0	0
13:45	8	0	0	0	0	8	0	0	0	0	0	0
Hour	25	0	0	0	0	25	0	0	0	0	0	0
14:00	5	1	0	0	0	6	0	0	0	0	0	0
14:15	6	1	0	0	0	7	0	0	0	0	0	0
14:30	9	0	0	0	0	9	0	0	0	0	0	0
14:45	3	0	0	0	0	3	0	0	0	0	0	0
Hour	23	2	0	0	0	25	0	0	0	0	0	0
15:00	5	1	0	0	0	6	0	0	0	0	0	0
15:15	7	2	0	0	0	9	0	0	0	0	0	0
15:30	8	1	0	0	0	9	0	0	0	0	0	0
15:45	6	0	0	0	0	6	0	0	0	0	0	0
Hour	26	4	0	0	0	30	0	0	0	0	0	0
16:00	8	1	0	0	0	9	1	0	0	0	0	1
16:15	7	1	0	0	0	8	0	0	0	0	0	0
16:30	5	0	0	0	0	5	0	0	0	0	0	0
16:45	4	0	0	0	0	4	0	0	0	0	0	0
Hour	24	2	0	0	0	26	1	0	0	0	0	1
17:00	10	0	1	0	0	11	0	0	0	0	0	0
17:15	4	1	0	0	0	5	0	0	0	0	0	0
17:30	7	1	0	0	0	8	0	0	0	0	0	0
17:45	3	1	0	0	0	4	0	0	0	0	0	0
Hour	24	3	1	0	0	28	0	0	0	0	0	0
18:00	5	1	0	0	0	6	0	0	0	0	0	0
18:15	7	0	0	0	0	7	0	0	0	0	0	0
18:30	5	1	0	0	0	6	0	0	0	0	0	0
18:45	5	0	0	0	0	5	0	0	0	0	0	0
Hour	22	2	0	0	0	24	0	0	0	0	0	0
Total	294	23	2	0	1	320	5	0	1	0	0	6

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	E to E - Meadow Vale(E) to Meadow Vale(E)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0
07:15	0	0	0	0	0	0
07:30	0	0	0	0	0	0
07:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
08:00	0	0	0	0	0	0
08:15	0	0	0	0	0	0
08:30	1	0	0	0	0	1
08:45	0	0	0	0	0	0
Hour	1	0	0	0	0	1
09:00	0	0	0	0	0	0
09:15	0	0	0	0	0	0
09:30	0	0	0	0	0	0
09:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
10:00	1	0	0	0	0	1
10:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0
Hour	1	0	0	0	0	1
11:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0
11:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
12:00	0	0	0	0	0	0
12:15	0	0	0	0	0	0
12:30	0	0	0	0	0	0
12:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
13:00	0	0	0	0	0	0
13:15	0	0	0	0	0	0
13:30	0	0	0	0	0	0
13:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
14:00	0	0	0	0	0	0
14:15	0	0	0	0	0	0
14:30	0	0	0	0	0	0
14:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
15:00	0	0	0	0	0	0
15:15	0	0	0	0	0	0
15:30	0	0	0	0	0	0
15:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
16:00	0	0	0	0	0	0
16:15	0	0	0	0	0	0
16:30	0	0	0	0	0	0
16:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
17:00	0	0	0	0	0	0
17:15	0	0	0	0	0	0
17:30	0	0	0	0	0	0
17:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
18:00	0	0	0	0	0	0
18:15	0	0	0	0	0	0
18:30	0	0	0	0	0	0
18:45	0	0	0	0	0	0
Hour	0	0	0	0	0	0
Total	2	0	0	0	0	2

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	To Arm A - Meadow Vale(N)					Veh. Total	From Arm A - Meadow Vale(N)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	2	0	0	0	0	2	1	0	0	0	0	1
07:15	1	0	0	0	0	1	13	0	0	0	0	13
07:30	1	0	0	0	0	1	6	0	0	0	0	6
07:45	3	2	0	0	0	5	4	0	0	0	0	4
Hour	7	2	0	0	0	9	24	0	0	0	0	24
08:00	3	0	0	0	0	3	8	3	0	0	0	11
08:15	6	0	0	0	0	6	17	0	0	0	0	17
08:30	15	1	0	0	0	16	22	0	0	0	0	22
08:45	15	0	0	0	0	15	20	1	0	0	0	21
Hour	39	1	0	0	0	40	67	4	0	0	0	71
09:00	3	0	0	0	0	3	3	0	0	0	0	3
09:15	2	1	0	0	0	3	3	0	0	0	0	3
09:30	1	0	0	0	0	1	5	0	0	0	0	5
09:45	2	0	0	0	0	2	4	0	0	0	0	4
Hour	8	1	0	0	0	9	15	0	0	0	0	15
10:00	3	0	0	0	0	3	4	0	0	0	0	4
10:15	2	3	0	0	0	5	5	1	0	0	0	6
10:30	2	0	0	0	0	2	3	0	0	0	0	3
10:45	6	1	0	0	0	7	3	0	0	0	0	3
Hour	13	4	0	0	0	17	15	1	0	0	0	16
11:00	3	1	1	0	0	5	5	0	1	0	0	6
11:15	2	0	2	0	0	4	2	0	1	0	0	3
11:30	4	2	0	0	0	6	8	4	0	0	0	12
11:45	4	0	0	0	0	4	6	1	1	0	0	8
Hour	13	3	3	0	0	19	21	5	3	0	0	29
12:00	1	1	0	0	0	2	1	2	0	0	0	3
12:15	8	0	0	0	0	8	1	0	0	0	0	1
12:30	7	1	1	0	0	9	3	0	0	0	0	3
12:45	8	0	0	0	0	8	3	1	1	0	0	5
Hour	24	2	1	0	0	27	8	3	1	0	0	12
13:00	9	0	0	0	0	9	7	0	0	0	0	7
13:15	9	1	0	0	0	10	5	2	0	0	0	7
13:30	1	1	0	0	0	2	5	0	0	0	0	5
13:45	4	0	0	0	0	4	4	1	0	0	0	5
Hour	23	2	0	0	0	25	21	3	0	0	0	24
14:00	2	0	0	0	0	2	9	0	0	0	0	9
14:15	1	0	0	0	0	1	4	2	0	0	0	6
14:30	8	0	0	0	0	8	2	0	0	0	0	2
14:45	3	1	0	0	0	4	6	0	0	0	0	6
Hour	14	1	0	0	0	15	21	2	0	0	0	23
15:00	7	0	0	0	0	7	3	0	0	0	0	3
15:15	1	0	0	0	0	1	6	1	0	0	0	7
15:30	4	3	0	0	0	7	6	2	0	0	0	8
15:45	13	0	0	0	0	13	11	0	0	0	0	11
Hour	25	3	0	0	0	28	26	3	0	0	0	29
16:00	12	0	0	0	0	12	15	1	0	0	0	16
16:15	10	0	0	0	0	10	4	0	0	0	0	4
16:30	5	0	0	0	0	5	6	0	0	0	0	6
16:45	9	0	0	0	0	9	4	0	0	0	0	4
Hour	36	0	0	0	0	36	29	1	0	0	0	30
17:00	6	1	0	0	0	7	5	1	0	0	0	6
17:15	5	1	0	0	0	6	3	0	0	0	0	3
17:30	11	1	0	0	0	12	8	0	0	0	0	8
17:45	5	0	0	0	0	5	4	0	0	0	0	4
Hour	27	3	0	0	0	30	20	1	0	0	0	21
18:00	4	1	0	0	0	5	3	0	0	0	0	3
18:15	5	1	0	0	0	6	2	0	0	0	0	2
18:30	6	1	0	0	0	7	2	1	0	0	0	3
18:45	7	0	0	0	0	7	8	0	0	0	0	8
Hour	22	3	0	0	0	25	15	1	0	0	0	16
Total	251	25	4	0	0	280	282	24	4	0	0	310

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	To Arm B - Meadow Vale(W)					Veh. Total	From Arm B - Meadow Vale(W)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	3	0	0	0	0	3	5	0	0	0	0	5
07:15	18	0	0	0	0	18	3	0	0	0	0	3
07:30	9	0	0	0	1	10	2	0	0	0	1	3
07:45	9	0	0	0	0	9	10	2	0	0	0	12
Hour	39	0	0	0	1	40	20	2	0	0	1	23
08:00	15	3	0	0	0	18	14	0	0	0	0	14
08:15	30	1	0	0	0	31	22	0	0	0	0	22
08:30	43	0	0	0	0	43	37	3	0	0	0	40
08:45	36	2	0	0	1	39	39	0	0	0	1	40
Hour	124	6	0	0	1	131	112	3	0	0	1	116
09:00	15	1	0	0	0	16	14	1	0	0	0	15
09:15	10	0	0	0	0	10	14	1	0	0	0	15
09:30	10	1	1	0	0	12	8	0	0	0	0	8
09:45	8	0	0	0	0	8	10	0	0	0	0	10
Hour	43	2	1	0	0	46	46	2	0	0	0	48
10:00	8	0	0	0	0	8	8	0	0	0	0	8
10:15	14	1	0	0	0	15	8	3	0	0	0	11
10:30	8	2	0	0	0	10	6	1	0	0	0	7
10:45	10	2	0	0	0	12	10	2	0	0	0	12
Hour	40	5	0	0	0	45	32	6	0	0	0	38
11:00	12	1	1	0	0	14	9	1	1	0	0	11
11:15	11	1	1	0	0	13	9	1	2	0	0	12
11:30	15	4	0	0	0	19	11	4	0	0	0	15
11:45	9	1	1	0	0	11	10	1	0	0	0	11
Hour	47	7	3	0	0	57	39	7	3	0	0	49
12:00	10	3	0	0	0	13	6	1	0	0	0	7
12:15	10	1	0	0	0	11	13	2	0	0	0	15
12:30	11	0	0	0	0	11	14	1	1	0	0	16
12:45	14	2	1	0	0	17	12	2	0	0	0	14
Hour	45	6	1	0	0	52	45	6	1	0	0	52
13:00	17	0	0	0	0	17	17	0	0	0	0	17
13:15	12	2	0	0	0	14	18	1	0	0	0	19
13:30	8	1	0	0	0	9	9	1	0	0	0	10
13:45	13	1	0	0	0	14	16	0	0	0	0	16
Hour	50	4	0	0	0	54	60	2	0	0	0	62
14:00	15	1	0	0	0	16	11	3	0	0	0	14
14:15	11	2	0	0	0	13	5	1	0	0	0	6
14:30	11	0	0	0	0	11	13	0	0	0	0	13
14:45	13	0	0	0	0	13	14	3	0	0	0	17
Hour	50	3	0	0	0	53	43	7	0	0	0	50
15:00	10	1	0	0	0	11	8	0	0	0	0	8
15:15	14	3	0	0	0	17	9	0	0	0	0	9
15:30	24	3	0	0	0	27	21	3	0	0	0	24
15:45	20	0	0	0	0	20	19	2	0	0	0	21
Hour	68	7	0	0	0	75	57	5	0	0	0	62
16:00	35	2	0	0	0	37	27	0	0	0	0	27
16:15	17	1	0	0	0	18	15	0	0	0	0	15
16:30	14	0	0	0	0	14	16	0	0	0	0	16
16:45	10	0	0	0	0	10	15	0	1	0	0	16
Hour	76	3	0	0	0	79	73	0	1	0	0	74
17:00	18	1	1	0	0	20	12	2	0	0	0	14
17:15	12	1	0	0	1	14	14	2	0	0	1	17
17:30	20	1	0	0	0	21	24	1	0	0	0	25
17:45	10	1	0	0	0	11	12	0	0	0	0	12
Hour	60	4	1	0	1	66	62	5	0	0	1	68
18:00	8	1	0	0	0	9	10	1	0	0	0	11
18:15	10	0	0	0	0	10	10	3	0	0	0	13
18:30	9	2	0	0	0	11	15	1	0	0	0	16
18:45	13	0	0	0	0	13	14	0	0	0	0	14
Hour	40	3	0	0	0	43	49	5	0	0	0	54
Total	682	50	6	0	3	741	638	50	5	0	3	696

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	To Arm C - College Access(1)					Veh. Total	From Arm C - College Access(1)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	1	1	0	0	0	2
08:30	0	0	0	0	0	0	2	0	0	0	0	2
08:45	0	0	0	0	0	0	0	1	0	0	0	1
Hour	0	0	0	0	0	0	3	2	0	0	0	5
09:00	0	0	0	0	0	0	1	0	0	0	0	1
09:15	1	0	0	0	0	1	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	1	0	0	0	0	1	2	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	1	1	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	1	0	0	0	1
Hour	1	0	0	0	0	1	1	1	0	0	0	2
11:00	0	0	0	0	0	0	2	0	0	0	0	2
11:15	1	0	0	0	0	1	2	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	4	0	0	0	0	4
12:00	0	0	0	0	0	0	1	0	0	0	0	1
12:15	1	0	0	0	0	1	0	0	0	0	0	0
12:30	0	0	0	0	0	0	1	0	0	0	0	1
12:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	1	0	0	0	0	1	4	0	0	0	0	4
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	1	0	0	0	0	1
13:30	0	0	0	0	0	0	1	0	0	0	0	1
13:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	3	0	0	0	0	3
14:00	0	0	0	0	0	0	1	0	0	0	0	1
14:15	1	0	0	0	0	1	1	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	1	0	0	0	0	1	4	0	0	0	0	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	2	0	0	0	0	2
15:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	3	0	0	0	0	3
16:00	0	0	0	0	0	0	2	0	0	0	0	2
16:15	0	0	0	0	0	0	3	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	5	0	0	0	0	5
17:00	0	0	0	0	0	0	2	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	5	0	0	0	0	5
18:00	0	0	0	0	0	0	1	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	2	0	0	0	0	2
Total	5	0	0	0	0	5	36	3	0	0	0	39

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	To Arm D - College Access(2)					Veh. Total	From Arm D - College Access(2)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	1	0	0	0	0	1	0	0	0	0	0	0
07:15	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
07:45	3	0	0	0	0	3	0	0	0	0	0	0
Hour	4	0	0	0	0	4	0	0	0	0	0	0
08:00	4	0	0	0	0	4	0	0	0	0	0	0
08:15	8	0	0	0	0	8	0	0	0	0	0	0
08:30	12	0	0	0	0	12	0	0	0	0	0	0
08:45	6	1	0	0	0	7	0	0	0	0	0	0
Hour	30	1	0	0	0	31	0	0	0	0	0	0
09:00	1	0	0	0	0	1	1	0	0	0	0	1
09:15	2	0	0	0	0	2	0	0	0	0	0	0
09:30	1	0	0	0	0	1	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	4	0	0	0	0	4	1	0	0	0	0	1
10:00	1	0	0	0	0	1	0	0	0	0	0	0
10:15	0	0	0	0	0	0	1	0	0	0	0	1
10:30	1	0	0	0	0	1	0	0	0	0	0	0
10:45	0	1	0	0	0	1	0	0	0	0	0	0
Hour	2	1	0	0	0	3	1	0	0	0	0	1
11:00	1	0	0	0	0	1	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	2	1	0	0	0	3	0	0	0	0	0	0
Hour	3	1	0	0	0	4	0	0	0	0	0	0
12:00	1	0	0	0	0	1	0	0	0	0	0	0
12:15	1	0	0	0	0	1	1	0	0	0	0	1
12:30	1	0	0	0	0	1	1	0	0	0	0	1
12:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	4	0	0	0	0	4	4	0	0	0	0	4
13:00	2	0	0	0	0	2	0	0	0	0	0	0
13:15	1	0	0	0	0	1	0	0	0	0	0	0
13:30	1	0	0	0	0	1	0	1	0	0	0	1
13:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	5	0	0	0	0	5	0	1	0	0	0	1
14:00	1	0	0	0	0	1	0	0	0	0	0	0
14:15	1	0	0	0	0	1	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	2	0	0	0	0	2	3	0	0	0	0	3
Hour	4	0	0	0	0	4	3	0	0	0	0	3
15:00	0	0	0	0	0	0	2	0	0	0	0	2
15:15	1	0	0	0	0	1	1	0	0	0	0	1
15:30	2	0	0	0	0	2	1	0	0	0	0	1
15:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	3	0	0	0	0	3	6	0	0	0	0	6
16:00	1	0	0	0	0	1	6	0	0	0	0	6
16:15	0	0	0	0	0	0	2	0	0	0	0	2
16:30	1	0	0	0	0	1	2	0	0	0	0	2
16:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	2	0	0	0	0	2	11	0	0	0	0	11
17:00	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	1	0	0	0	0	1
17:30	3	0	0	0	0	3	2	0	0	0	0	2
17:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	3	0	0	0	0	3	5	0	0	0	0	5
18:00	1	0	0	0	0	1	0	0	0	0	0	0
18:15	0	0	0	0	0	0	1	0	0	0	0	1
18:30	1	0	0	0	0	1	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	2	1	0	0	0	0	1
Total	66	3	0	0	0	69	32	1	0	0	0	33

Site No. 2
Location Meadow Vale(N) / Meadow Vale(W) / College Access(1) / College Access(2) / Meadow Vale(E)
Date Thursday 11 April 2019

Time	To Arm E - Meadow Vale(E)					Veh. Total	From Arm E - Meadow Vale(E)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	2	0	0	0	0	2	2	0	0	0	0	2
07:15	1	0	0	0	0	1	4	0	0	0	0	4
07:30	1	0	0	0	1	2	3	0	0	0	1	4
07:45	4	0	0	0	0	4	5	0	0	0	0	5
Hour	8	0	0	0	1	9	14	0	0	0	1	15
08:00	6	0	0	0	0	6	6	0	0	0	0	6
08:15	7	0	0	0	0	7	11	0	0	0	0	11
08:30	8	2	0	0	0	10	17	0	0	0	0	17
08:45	14	0	0	0	0	14	12	1	0	0	0	13
Hour	35	2	0	0	0	37	46	1	0	0	0	47
09:00	10	0	0	0	0	10	10	0	0	0	0	10
09:15	8	0	0	0	0	8	6	0	0	0	0	6
09:30	6	0	0	0	0	6	5	1	1	0	0	7
09:45	8	0	0	0	0	8	3	0	0	0	0	3
Hour	32	0	0	0	0	32	24	1	1	0	0	26
10:00	5	0	0	0	0	5	5	0	0	0	0	5
10:15	5	0	0	0	0	5	7	0	0	0	0	7
10:30	3	1	0	0	0	4	5	2	0	0	0	7
10:45	4	0	0	0	0	4	7	1	0	0	0	8
Hour	17	1	0	0	0	18	24	3	0	0	0	27
11:00	5	0	1	0	0	6	5	1	1	0	0	7
11:15	5	1	0	0	0	6	6	1	0	0	0	7
11:30	6	3	0	0	0	9	6	1	0	0	0	7
11:45	3	0	0	0	0	3	2	0	0	0	0	2
Hour	19	4	1	0	0	24	19	3	1	0	0	23
12:00	3	0	0	0	0	3	7	1	0	0	0	8
12:15	2	2	0	0	0	4	7	1	0	0	0	8
12:30	6	0	0	0	0	6	6	0	0	0	0	6
12:45	5	2	0	0	0	7	9	1	0	0	0	10
Hour	16	4	0	0	0	20	29	3	0	0	0	32
13:00	6	0	0	0	0	6	10	0	0	0	0	10
13:15	7	0	0	0	0	7	5	0	0	0	0	5
13:30	7	0	0	0	0	7	2	0	0	0	0	2
13:45	11	0	0	0	0	11	8	0	0	0	0	8
Hour	31	0	0	0	0	31	25	0	0	0	0	25
14:00	8	3	0	0	0	11	5	1	0	0	0	6
14:15	2	2	0	0	0	4	6	1	0	0	0	7
14:30	5	0	0	0	0	5	9	0	0	0	0	9
14:45	10	2	0	0	0	12	3	0	0	0	0	3
Hour	25	7	0	0	0	32	23	2	0	0	0	25
15:00	1	0	0	0	0	1	5	1	0	0	0	6
15:15	7	0	0	0	0	7	7	2	0	0	0	9
15:30	8	0	0	0	0	8	8	1	0	0	0	9
15:45	6	2	0	0	0	8	6	0	0	0	0	6
Hour	22	2	0	0	0	24	26	4	0	0	0	30
16:00	11	0	0	0	0	11	9	1	0	0	0	10
16:15	4	0	0	0	0	4	7	1	0	0	0	8
16:30	9	0	0	0	0	9	5	0	0	0	0	5
16:45	5	0	1	0	0	6	4	0	0	0	0	4
Hour	29	0	1	0	0	30	25	2	0	0	0	27
17:00	6	1	0	0	0	7	10	0	1	0	0	11
17:15	5	1	0	0	0	6	4	1	0	0	0	5
17:30	8	0	0	0	0	8	7	1	0	0	0	8
17:45	7	0	0	0	0	7	3	1	0	0	0	4
Hour	26	2	0	0	0	28	24	3	1	0	0	28
18:00	6	0	0	0	0	6	5	1	0	0	0	6
18:15	5	2	0	0	0	7	7	0	0	0	0	7
18:30	7	0	0	0	0	7	5	1	0	0	0	6
18:45	7	0	0	0	0	7	5	0	0	0	0	5
Hour	25	2	0	0	0	27	22	2	0	0	0	24
Total	285	24	2	0	1	312	301	24	3	0	1	329

Site No. 3
Location Clonkeen Road(N) / Clonkeen Road(S) / Meadow Vale
Date Thursday 11 April 2019

Time	A to C - Clonkeen Road(N) to Meadow Vale					Veh. Total	A to B - Clonkeen Road(N) to Clonkeen Road(S)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	2	0	0	0	0	2	22	2	0	1	0	25
07:15	3	0	0	0	0	3	29	2	0	1	1	33
07:30	0	0	0	0	0	0	42	2	4	3	1	52
07:45	2	0	0	0	0	2	64	3	0	1	2	70
Hour	7	0	0	0	0	7	157	9	4	6	4	180
08:00	4	0	0	0	0	4	80	7	4	2	1	94
08:15	7	0	0	0	0	7	90	9	0	2	0	101
08:30	21	3	0	0	0	24	96	3	1	0	1	101
08:45	10	0	0	0	0	10	85	9	1	1	1	97
Hour	42	3	0	0	0	45	351	28	6	5	3	393
09:00	9	0	0	0	0	9	74	6	0	0	1	81
09:15	4	0	0	0	0	4	65	3	2	0	1	71
09:30	3	0	0	0	0	3	60	5	1	0	1	67
09:45	4	0	0	0	0	4	57	9	4	0	0	70
Hour	20	0	0	0	0	20	256	23	7	0	3	289
10:00	4	0	0	0	0	4	48	6	2	0	1	57
10:15	5	0	0	0	0	5	57	3	2	1	0	63
10:30	5	1	0	0	0	6	70	6	3	0	2	81
10:45	6	2	0	0	0	8	54	6	2	0	0	62
Hour	20	3	0	0	0	23	229	21	9	1	3	263
11:00	5	0	1	0	0	6	71	6	4	0	1	82
11:15	7	1	1	0	0	9	53	6	0	0	0	59
11:30	3	1	0	0	0	4	71	8	3	1	0	83
11:45	6	0	0	0	0	6	74	5	7	0	0	86
Hour	21	2	2	0	0	25	269	25	14	1	1	310
12:00	2	1	0	0	0	3	69	8	5	0	1	83
12:15	7	0	0	0	0	7	81	4	1	1	0	87
12:30	8	0	0	0	0	8	81	10	2	2	0	95
12:45	7	1	0	0	0	8	82	4	3	0	1	90
Hour	24	2	0	0	0	26	313	26	11	3	2	355
13:00	7	0	0	0	0	7	75	5	1	0	1	82
13:15	12	1	0	0	0	13	81	5	2	0	0	88
13:30	3	0	0	0	0	3	72	4	2	0	0	78
13:45	7					7	86	5	0	1	0	92
Hour	29	1	0	0	0	30	314	19	5	1	1	340
14:00	4	1	0	0	0	5	90	11	1	1	1	104
14:15	0	1	0	0	0	1	85	9	2	0	1	97
14:30	4	0	0	0	0	4	102	5	1	1	0	109
14:45	6	3	0	0	0	9	100	10	0	0	2	112
Hour	14	5	0	0	0	19	377	35	4	2	4	422
15:00	3	0	0	0	0	3	100	9	3	0	1	113
15:15	5	0	0	0	0	5	92	15	0	0	0	107
15:30	7	1	0	0	0	8	122	10	0	1	0	133
15:45	9	1	0	0	0	10	108	15	1	1	0	125
Hour	24	2	0	0	0	26	422	49	4	2	1	478
16:00	13	0	0	0	0	13	118	15	1	1	0	135
16:15	9	0	0	0	0	9	126	10	0	0	1	137
16:30	8	0	0	0	0	8	110	16	0	1	1	128
16:45	8	0	0	0	0	8	101	11	1	0	0	113
Hour	38	0	0	0	0	38	455	52	2	2	2	513
17:00	8	1	0	0	0	9	124	8	1	0	1	134
17:15	4	1	0	0	0	5	123	3	1	0	0	127
17:30	9	0	0	0	0	9	110	9	3	0	1	123
17:45	6	0	0	0	0	6	115	5	1	0	0	121
Hour	27	2	0	0	0	29	472	25	6	0	2	505
18:00	5	1	0	0	0	6	113	4	0	0	2	119
18:15	3	1	0	0	0	4	97	6	1	0	1	105
18:30	4	0	0	0	0	4	103	5	0	1	0	109
18:45	7	0	0	0	0	7	101	7	0	0	0	108
Hour	19	2	0	0	0	21	414	22	1	1	3	441
Total	285	22	2	0	0	309	4029	334	73	24	29	4489

Site No. 3
Location Clonkeen Road(N) / Clonkeen Road(S) / Meadow Vale
Date Thursday 11 April 2019

Time	B to A - Clonkeen Road(S) to Clonkeen Road(N)					Veh. Total	B to C - Clonkeen Road(S) to Meadow Vale					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	85	10	1	0	2	98	3	0	0	0	0	3
07:15	80	10	2	0	1	93	0	0	0	0	0	0
07:30	86	6	0	0	0	92	2	0	0	0	1	3
07:45	96	10	1	0	3	110	8	2	0	0	1	11
Hour	347	36	4	0	6	393	13	2	0	0	2	17
08:00	115	7	0	0	0	122	11	0	0	0	0	11
08:15	149	5	1	1	1	157	20	0	0	0	0	20
08:30	108	9	4	0	1	122	41	2	0	0	0	43
08:45	118	7	2	0	1	128	23	0	0	0	0	23
Hour	490	28	7	1	3	529	95	2	0	0	0	97
09:00	104	8	2	0	1	115	6	0	0	0	0	6
09:15	90	13	2	0	1	106	9	1	0	0	0	10
09:30	100	8	2	1	0	111	5	0	0	0	0	5
09:45	90	5	1	3	0	99	6	0	0	0	0	6
Hour	384	34	7	4	2	431	26	1	0	0	0	27
10:00	55	7	1	0	2	65	4	0	0	0	0	4
10:15	78	7	1	1	1	88	4	3	0	0	0	7
10:30	70	5	1	2	1	79	0	0	0	0	0	0
10:45	80	7	1	0	1	89	4	0	0	0	0	4
Hour	283	26	4	3	5	321	12	3	0	0	0	15
11:00	57	7	4	0	0	68	4	1	0	0	0	5
11:15	76	6	2	0	1	85	3	1	1	0	0	5
11:30	84	5	1	0	0	90	7	2	0	0	0	9
11:45	56	5	2	0	0	63	4	1	0	0	0	5
Hour	273	23	9	0	1	306	18	5	1	0	0	24
12:00	69	5	0	0	0	74	4	0	0	0	0	4
12:15	63	4	0	1	1	69	6	2	0	0	0	8
12:30	75	6	3	0	0	84	6	1	1	0	0	8
12:45	68	6	1	1	0	76	5	1	0	0	0	6
Hour	275	21	4	2	1	303	21	4	1	0	0	26
13:00	64	7	1	0	1	73	10	0	0	0	0	10
13:15	73	5	1	0	0	79	6	0	0	0	0	6
13:30	72	4	2	1	0	79	6	1	0	0	0	7
13:45	83	5	1	0	0	89	9	0	0	0	0	9
Hour	292	21	5	1	1	320	31	1	0	0	0	32
14:00	90	4	1	0	1	96	7	2	0	0	0	9
14:15	78	5	1	0	0	84	7	0	0	0	0	7
14:30	64	8	2	0	0	74	9	0	0	0	0	9
14:45	71	5	1	1	0	78	6	1	0	0	0	7
Hour	303	22	5	1	1	332	29	3	0	0	0	32
15:00	63	3	0	0	1	67	5	0	0	0	0	5
15:15	64	4	1	0	0	69	5	0	0	0	0	5
15:30	78	5	0	0	0	83	8	2	0	0	0	10
15:45	74	6	0	0	0	80	22	1	0	0	0	23
Hour	279	18	1	0	1	299	40	3	0	0	0	43
16:00	64	3	0	0	2	69	14	0	0	0	0	14
16:15	73	4	0	0	1	78	5	0	0	0	0	5
16:30	79	2	1	0	0	82	9	0	0	0	0	9
16:45	73	1	0	0	1	75	8	0	1	0	0	9
Hour	289	10	1	0	4	304	36	0	1	0	0	37
17:00	63	2	0	0	0	65	7	0	0	0	0	7
17:15	53	0	0	0	1	54	10	1	0	0	1	12
17:30	84	2	0	0	0	86	15	1	0	0	0	16
17:45	65	4	0	0	1	70	6	0	0	0	0	6
Hour	265	8	0	0	2	275	38	2	0	0	1	41
18:00	79	8	0	0	1	88	6	0	0	0	0	6
18:15	71	7	0	0	0	78	8	2	0	0	0	10
18:30	62	1	0	0	1	64	12	1	0	0	0	13
18:45	56	0	1	0	1	58	6	0	0	0	0	6
Hour	268	16	1	0	3	288	32	3	0	0	0	35
Total	3748	263	48	12	30	4101	391	29	3	0	3	426

Site No. 3
Location Clonkeen Road(N) / Clonkeen Road(S) / Meadow Vale
Date Thursday 11 April 2019

Time	C to B - Meadow Vale to Clonkeen Road(S)					Veh. Total	C to A - Meadow Vale to Clonkeen Road(N)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	2	0	0	0	0	2	2	0	0	0	0	2
07:15	13	0	0	0	0	13	5	0	0	0	0	5
07:30	3	0	0	0	0	3	6	0	0	0	0	6
07:45	4	0	0	0	1	5	5	0	0	0	0	5
Hour	22	0	0	0	1	23	18	0	0	0	0	18
08:00	8	2	0	0	0	10	7	1	0	0	0	8
08:15	15	1	0	0	0	16	10	0	0	0	0	10
08:30	32	0	0	0	0	32	21	0	0	0	0	21
08:45	26	1	0	0	1	28	16	1	0	0	0	17
Hour	81	4	0	0	1	86	54	2	0	0	0	56
09:00	11	0	0	0	0	11	4	1	0	0	0	5
09:15	5	0	0	0	0	5	4	0	0	0	0	4
09:30	4	1	0	0	0	5	7	0	1	0	0	8
09:45	1	0	0	0	0	1	7	0	0	0	0	7
Hour	21	1	0	0	0	22	22	1	1	0	0	24
10:00	4	0	0	0	0	4	4	0	0	0	0	4
10:15	4	0	0	0	0	4	9	1	0	0	0	10
10:30	3	1	0	0	0	4	5	1	0	0	0	6
10:45	5	2	0	0	0	7	5	0	0	0	0	5
Hour	16	3	0	0	0	19	23	2	0	0	0	25
11:00	7	1	1	0	0	9	6	0	0	0	0	6
11:15	6	0	1	0	0	7	5	1	0	0	0	6
11:30	8	2	0	0	0	10	7	2	0	0	0	9
11:45	5	1	0	0	0	6	2	0	1	0	0	3
Hour	26	4	2	0	0	32	20	3	1	0	0	24
12:00	5	3	0	0	0	8	3	0	0	0	0	3
12:15	5	1	0	0	0	6	3	0	0	0	0	3
12:30	6	0	0	0	0	6	4	0	0	0	0	4
12:45	10	1	1	0	0	12	5	1	0	0	0	6
Hour	26	5	1	0	0	32	15	1	0	0	0	16
13:00	7	0	0	0	0	7	9	0	0	0	0	9
13:15	9	1	0	0	0	10	4	1	0	0	0	5
13:30	4	1	0	0	0	5	5	0	0	0	0	5
13:45	7	1	0	0	0	8	6	0	0	0	0	6
Hour	27	3	0	0	0	30	24	1	0	0	0	25
14:00	9	0	0	0	0	9	6	1	0	0	0	7
14:15	6	1	0	0	0	7	5	1	0	0	0	6
14:30	6	0	0	0	0	6	5	0	0	0	0	5
14:45	8	0	0	0	0	8	4	0	0	0	0	4
Hour	29	1	0	0	0	30	20	2	0	0	0	22
15:00	5	1	0	0	0	6	3	0	0	0	0	3
15:15	10	1	0	0	0	11	5	1	0	0	0	6
15:30	8	3	0	0	0	11	2	0	0	0	0	2
15:45	13	1	0	0	0	14	3	0	0	0	0	3
Hour	36	6	0	0	0	42	13	1	0	0	0	14
16:00	35	2	0	0	0	37	12	0	0	0	0	12
16:15	8	1	0	0	0	9	9	0	0	0	0	9
16:30	8	0	0	0	0	8	5	0	0	0	0	5
16:45	5	0	0	0	0	5	5	0	0	0	0	5
Hour	56	3	0	0	0	59	31	0	0	0	0	31
17:00	13	1	1	0	0	15	6	0	0	0	0	6
17:15	8	0	0	0	1	9	4	1	0	0	0	5
17:30	17	1	0	0	0	18	4	0	0	0	0	4
17:45	7	1	0	0	0	8	6	0	0	0	0	6
Hour	45	3	1	0	1	50	20	1	0	0	0	21
18:00	4	0	0	0	0	4	4	0	0	0	0	4
18:15	7	1	0	0	0	8	3	0	0	0	0	3
18:30	3	2	0	0	0	5	5	1	0	0	0	6
18:45	7	0	0	0	0	7	7	0	0	0	0	7
Hour	21	3	0	0	0	24	19	1	0	0	0	20
Total	406	36	4	0	3	449	279	15	2	0	0	296

Site No. 3
Location Clonkeen Road(N) / Clonkeen Road(S) / Meadow Vale
Date Thursday 11 April 2019

Time	To Arm A - Clonkeen Road(N)					Veh. Total	From Arm A - Clonkeen Road(N)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	87	10	1	0	2	100	24	2	0	1	0	27
07:15	85	10	2	0	1	98	32	2	0	1	1	36
07:30	92	6	0	0	0	98	42	2	4	3	1	52
07:45	101	10	1	0	3	115	66	3	0	1	2	72
Hour	365	36	4	0	6	411	164	9	4	6	4	187
08:00	122	8	0	0	0	130	84	7	4	2	1	98
08:15	159	5	1	1	1	167	97	9	0	2	0	108
08:30	129	9	4	0	1	143	117	6	1	0	1	125
08:45	134	8	2	0	1	145	95	9	1	1	1	107
Hour	544	30	7	1	3	585	393	31	6	5	3	438
09:00	108	9	2	0	1	120	83	6	0	0	1	90
09:15	94	13	2	0	1	110	69	3	2	0	1	75
09:30	107	8	3	1	0	119	63	5	1	0	1	70
09:45	97	5	1	3	0	106	61	9	4	0	0	74
Hour	406	35	8	4	2	455	276	23	7	0	3	309
10:00	59	7	1	0	2	69	52	6	2	0	1	61
10:15	87	8	1	1	1	98	62	3	2	1	0	68
10:30	75	6	1	2	1	85	75	7	3	0	2	87
10:45	85	7	1	0	1	94	60	8	2	0	0	70
Hour	306	28	4	3	5	346	249	24	9	1	3	286
11:00	63	7	4	0	0	74	76	6	5	0	1	88
11:15	81	7	2	0	1	91	60	7	1	0	0	68
11:30	91	7	1	0	0	99	74	9	3	1	0	87
11:45	58	5	3	0	0	66	80	5	7	0	0	92
Hour	293	26	10	0	1	330	290	27	16	1	1	335
12:00	72	5	0	0	0	77	71	9	5	0	1	86
12:15	66	4	0	1	1	72	88	4	1	1	0	94
12:30	79	6	3	0	0	88	89	10	2	2	0	103
12:45	73	7	1	1	0	82	89	5	3	0	1	98
Hour	290	22	4	2	1	319	337	28	11	3	2	381
13:00	73	7	1	0	1	82	82	5	1	0	1	89
13:15	77	6	1	0	0	84	93	6	2	0	0	101
13:30	77	4	2	1	0	84	75	4	2	0	0	81
13:45	89	5	1	0	0	95	93	5	0	1	0	99
Hour	316	22	5	1	1	345	343	20	5	1	1	370
14:00	96	5	1	0	1	103	94	12	1	1	1	109
14:15	83	6	1	0	0	90	85	10	2	0	1	98
14:30	69	8	2	0	0	79	106	5	1	1	0	113
14:45	75	5	1	1	0	82	106	13	0	0	2	121
Hour	323	24	5	1	1	354	391	40	4	2	4	441
15:00	66	3	0	0	1	70	103	9	3	0	1	116
15:15	69	5	1	0	0	75	97	15	0	0	0	112
15:30	80	5	0	0	0	85	129	11	0	1	0	141
15:45	77	6	0	0	0	83	117	16	1	1	0	135
Hour	292	19	1	0	1	313	446	51	4	2	1	504
16:00	76	3	0	0	2	81	131	15	1	1	0	148
16:15	82	4	0	0	1	87	135	10	0	0	1	146
16:30	84	2	1	0	0	87	118	16	0	1	1	136
16:45	78	1	0	0	1	80	109	11	1	0	0	121
Hour	320	10	1	0	4	335	493	52	2	2	2	551
17:00	69	2	0	0	0	71	132	9	1	0	1	143
17:15	57	1	0	0	1	59	127	4	1	0	0	132
17:30	88	2	0	0	0	90	119	9	3	0	1	132
17:45	71	4	0	0	1	76	121	5	1	0	0	127
Hour	285	9	0	0	2	296	499	27	6	0	2	534
18:00	83	8	0	0	1	92	118	5	0	0	2	125
18:15	74	7	0	0	0	81	100	7	1	0	1	109
18:30	67	2	0	0	1	70	107	5	0	1	0	113
18:45	63	0	1	0	1	65	108	7	0	0	0	115
Hour	287	17	1	0	3	308	433	24	1	1	3	462
Total	4027	278	50	12	30	4397	4314	356	75	24	29	4798

Site No. 3
Location Clonkeen Road(N) / Clonkeen Road(S) / Meadow Vale
Date Thursday 11 April 2019

Time	To Arm B - Clonkeen Road(S)					Veh. Total	From Arm B - Clonkeen Road(S)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	24	2	0	1	0	27	88	10	1	0	2	101
07:15	42	2	0	1	1	46	80	10	2	0	1	93
07:30	45	2	4	3	1	55	88	6	0	0	1	95
07:45	68	3	0	1	3	75	104	12	1	0	4	121
Hour	179	9	4	6	5	203	360	38	4	0	8	410
08:00	88	9	4	2	1	104	126	7	0	0	0	133
08:15	105	10	0	2	0	117	169	5	1	1	1	177
08:30	128	3	1	0	1	133	149	11	4	0	1	165
08:45	111	10	1	1	2	125	141	7	2	0	1	151
Hour	432	32	6	5	4	479	585	30	7	1	3	626
09:00	85	6	0	0	1	92	110	8	2	0	1	121
09:15	70	3	2	0	1	76	99	14	2	0	1	116
09:30	64	6	1	0	1	72	105	8	2	1	0	116
09:45	58	9	4	0	0	71	96	5	1	3	0	105
Hour	277	24	7	0	3	311	410	35	7	4	2	458
10:00	52	6	2	0	1	61	59	7	1	0	2	69
10:15	61	3	2	1	0	67	82	10	1	1	1	95
10:30	73	7	3	0	2	85	70	5	1	2	1	79
10:45	59	8	2	0	0	69	84	7	1	0	1	93
Hour	245	24	9	1	3	282	295	29	4	3	5	336
11:00	78	7	5	0	1	91	61	8	4	0	0	73
11:15	59	6	1	0	0	66	79	7	3	0	1	90
11:30	79	10	3	1	0	93	91	7	1	0	0	99
11:45	79	6	7	0	0	92	60	6	2	0	0	68
Hour	295	29	16	1	1	342	291	28	10	0	1	330
12:00	74	11	5	0	1	91	73	5	0	0	0	78
12:15	86	5	1	1	0	93	69	6	0	1	1	77
12:30	87	10	2	2	0	101	81	7	4	0	0	92
12:45	92	5	4	0	1	102	73	7	1	1	0	82
Hour	339	31	12	3	2	387	296	25	5	2	1	329
13:00	82	5	1	0	1	89	74	7	1	0	1	83
13:15	90	6	2	0	0	98	79	5	1	0	0	85
13:30	76	5	2	0	0	83	78	5	2	1	0	86
13:45	93	6	0	1	0	100	92	5	1	0	0	98
Hour	341	22	5	1	1	370	323	22	5	1	1	352
14:00	99	11	1	1	1	113	97	6	1	0	1	105
14:15	91	10	2	0	1	104	85	5	1	0	0	91
14:30	108	5	1	1	0	115	73	8	2	0	0	83
14:45	108	10	0	0	2	120	77	6	1	1	0	85
Hour	406	36	4	2	4	452	332	25	5	1	1	364
15:00	105	10	3	0	1	119	68	3	0	0	1	72
15:15	102	16	0	0	0	118	69	4	1	0	0	74
15:30	130	13	0	1	0	144	86	7	0	0	0	93
15:45	121	16	1	1	0	139	96	7	0	0	0	103
Hour	458	55	4	2	1	520	319	21	1	0	1	342
16:00	153	17	1	1	0	172	78	3	0	0	2	83
16:15	134	11	0	0	1	146	78	4	0	0	1	83
16:30	118	16	0	1	1	136	88	2	1	0	0	91
16:45	106	11	1	0	0	118	81	1	1	0	1	84
Hour	511	55	2	2	2	572	325	10	2	0	4	341
17:00	137	9	2	0	1	149	70	2	0	0	0	72
17:15	131	3	1	0	1	136	63	1	0	0	2	66
17:30	127	10	3	0	1	141	99	3	0	0	0	102
17:45	122	6	1	0	0	129	71	4	0	0	1	76
Hour	517	28	7	0	3	555	303	10	0	0	3	316
18:00	117	4	0	0	2	123	85	8	0	0	1	94
18:15	104	7	1	0	1	113	79	9	0	0	0	88
18:30	106	7	0	1	0	114	74	2	0	0	1	77
18:45	108	7	0	0	0	115	62	0	1	0	1	64
Hour	435	25	1	1	3	465	300	19	1	0	3	323
Total	4435	370	77	24	32	4938	4139	292	51	12	33	4527

Site No. 3
Location Clonkeen Road(N) / Clonkeen Road(S) / Meadow Vale
Date Thursday 11 April 2019

Time	To Arm C - Meadow Vale					Veh. Total	From Arm C - Meadow Vale					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	5	0	0	0	0	5	4	0	0	0	0	4
07:15	3	0	0	0	0	3	18	0	0	0	0	18
07:30	2	0	0	0	1	3	9	0	0	0	0	9
07:45	10	2	0	0	1	13	9	0	0	0	1	10
Hour	20	2	0	0	2	24	40	0	0	0	1	41
08:00	15	0	0	0	0	15	15	3	0	0	0	18
08:15	27	0	0	0	0	27	25	1	0	0	0	26
08:30	62	5	0	0	0	67	53	0	0	0	0	53
08:45	33	0	0	0	0	33	42	2	0	0	1	45
Hour	137	5	0	0	0	142	135	6	0	0	1	142
09:00	15	0	0	0	0	15	15	1	0	0	0	16
09:15	13	1	0	0	0	14	9	0	0	0	0	9
09:30	8	0	0	0	0	8	11	1	1	0	0	13
09:45	10	0	0	0	0	10	8	0	0	0	0	8
Hour	46	1	0	0	0	47	43	2	1	0	0	46
10:00	8	0	0	0	0	8	8	0	0	0	0	8
10:15	9	3	0	0	0	12	13	1	0	0	0	14
10:30	5	1	0	0	0	6	8	2	0	0	0	10
10:45	10	2	0	0	0	12	10	2	0	0	0	12
Hour	32	6	0	0	0	38	39	5	0	0	0	44
11:00	9	1	1	0	0	11	13	1	1	0	0	15
11:15	10	2	2	0	0	14	11	1	1	0	0	13
11:30	10	3	0	0	0	13	15	4	0	0	0	19
11:45	10	1	0	0	0	11	7	1	1	0	0	9
Hour	39	7	3	0	0	49	46	7	3	0	0	56
12:00	6	1	0	0	0	7	8	3	0	0	0	11
12:15	13	2	0	0	0	15	8	1	0	0	0	9
12:30	14	1	1	0	0	16	10	0	0	0	0	10
12:45	12	2	0	0	0	14	15	2	1	0	0	18
Hour	45	6	1	0	0	52	41	6	1	0	0	48
13:00	17	0	0	0	0	17	16	0	0	0	0	16
13:15	18	1	0	0	0	19	13	2	0	0	0	15
13:30	9	1	0	0	0	10	9	1	0	0	0	10
13:45	16	0	0	0	0	16	13	1	0	0	0	14
Hour	60	2	0	0	0	62	51	4	0	0	0	55
14:00	11	3	0	0	0	14	15	1	0	0	0	16
14:15	7	1	0	0	0	8	11	2	0	0	0	13
14:30	13	0	0	0	0	13	11	0	0	0	0	11
14:45	12	4	0	0	0	16	12	0	0	0	0	12
Hour	43	8	0	0	0	51	49	3	0	0	0	52
15:00	8	0	0	0	0	8	8	1	0	0	0	9
15:15	10	0	0	0	0	10	15	2	0	0	0	17
15:30	15	3	0	0	0	18	10	3	0	0	0	13
15:45	31	2	0	0	0	33	16	1	0	0	0	17
Hour	64	5	0	0	0	69	49	7	0	0	0	56
16:00	27	0	0	0	0	27	47	2	0	0	0	49
16:15	14	0	0	0	0	14	17	1	0	0	0	18
16:30	17	0	0	0	0	17	13	0	0	0	0	13
16:45	16	0	1	0	0	17	10	0	0	0	0	10
Hour	74	0	1	0	0	75	87	3	0	0	0	90
17:00	15	1	0	0	0	16	19	1	1	0	0	21
17:15	14	2	0	0	1	17	12	1	0	0	1	14
17:30	24	1	0	0	0	25	21	1	0	0	0	22
17:45	12	0	0	0	0	12	13	1	0	0	0	14
Hour	65	4	0	0	1	70	65	4	1	0	1	71
18:00	11	1	0	0	0	12	8	0	0	0	0	8
18:15	11	3	0	0	0	14	10	1	0	0	0	11
18:30	16	1	0	0	0	17	8	3	0	0	0	11
18:45	13	0	0	0	0	13	14	0	0	0	0	14
Hour	51	5	0	0	0	56	40	4	0	0	0	44
Total	676	51	5	0	3	735	685	51	6	0	3	745

Site No. 4
Location Clonkeen Road / N11(NW) / Unnamed Road / N11(SE)
Date Thursday 11 April 2019

Time	A to D - Clonkeen Road to N11(SE)					Veh. Total	A to C - Clonkeen Road to Unnamed Road					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	21	1	0	1	0	23	8	1	0	0	0	9
07:15	23	0	0	1	0	24	13	1	0	0	1	15
07:30	30	3	2	2	0	37	19	0	0	0	1	20
07:45	48	4	0	1	1	54	33	1	0	0	1	35
Hour	122	8	2	5	1	138	73	3	0	0	3	79
08:00	58	4	4	2	0	68	40	3	0	0	1	44
08:15	66	9	1	2	0	78	57	0	1	0	0	58
08:30	77	5	0	0	0	82	67	1	0	0	0	68
08:45	66	7	1	0	0	74	43	1	0	0	2	46
Hour	267	25	6	4	0	302	207	5	1	0	3	216
09:00	58	8	0	1	0	67	39	1	0	0	1	41
09:15	52	3	0	0	1	56	40	1	2	0	0	43
09:30	41	4	0	0	0	45	28	1	0	0	1	30
09:45	27	5	2	0	0	34	32	2	0	0	0	34
Hour	178	20	2	1	1	202	139	5	2	0	2	148
10:00	39	6	2	0	1	48	28	1	1	0	1	31
10:15	33	5	5	1	0	44	35	2	0	0	0	37
10:30	45	6	2	1	1	55	30	0	0	0	1	31
10:45	39	5	3	0	0	47	25	1	0	0	0	26
Hour	156	22	12	2	2	194	118	4	1	0	2	125
11:00	47	3	5	0	0	55	29	3	0	0	1	33
11:15	35	5	0	0	0	40	28	2	0	0	0	30
11:30	61	8	3	1	0	73	29	2	0	0	0	31
11:45	43	7	4	0	0	54	34	2	1	0	0	37
Hour	186	23	12	1	0	222	120	9	1	0	1	131
12:00	45	5	4	0	0	54	26	3	0	0	1	30
12:15	68	4	2	1	0	75	29	3	0	0	0	32
12:30	50	7	2	2	0	61	24	0	0	0	0	24
12:45	58	9	3	0	1	71	40	2	0	0	0	42
Hour	221	25	11	3	1	261	119	8	0	0	1	128
13:00	65	2	1	0	0	68	33	0	0	0	0	33
13:15	60	4	1	0	0	65	41	1	0	0	1	43
13:30	49	5	1	0	0	55	32	0	0	0	0	32
13:45	60	2	1	0	0	63	32	0	0	0	0	32
Hour	234	13	4	0	0	251	138	1	0	0	1	140
14:00	53	12	2	0	0	67	34	1	0	0	1	36
14:15	63	4	3	1	1	72	45	1	0	0	0	46
14:30	80	5	0	1	0	86	36	1	0	0	0	37
14:45	61	12	0	0	1	74	39	1	0	0	1	41
Hour	257	33	5	2	2	299	154	4	0	0	2	160
15:00	70	12	2	0	0	84	39	2	0	0	1	42
15:15	76	12	0	0	0	88	31	3	0	0	0	34
15:30	80	12	0	1	0	93	34	0	0	0	0	34
15:45	79	12	1	1	0	93	42	0	0	0	0	42
Hour	305	48	3	2	0	358	146	5	0	0	1	152
16:00	108	17	1	1	0	127	42	3	0	0	0	45
16:15	106	13	0	0	0	119	39	1	0	0	1	41
16:30	93	15	1	1	0	110	24	2	0	0	1	27
16:45	77	13	1	0	0	91	37	0	0	0	0	37
Hour	384	58	3	2	0	447	142	6	0	0	2	150
17:00	100	7	4	0	0	111	32	1	0	0	0	33
17:15	91	5	1	0	0	97	34	1	0	0	1	36
17:30	109	8	1	0	1	119	33	0	1	0	1	35
17:45	87	5	0	0	0	92	38	0	0	0	0	38
Hour	387	25	6	0	1	419	137	2	1	0	2	142
18:00	81	4	1	0	1	87	35	0	0	0	1	36
18:15	78	6	1	0	1	86	28	0	0	0	0	28
18:30	80	5	0	1	0	86	29	1	0	0	0	30
18:45	88	6	0	1	0	95	24	1	0	0	0	25
Hour	327	21	2	2	2	354	116	2	0	0	1	119
Total	3024	321	68	24	10	3447	1609	54	6	0	21	1690

Site No. 4
Location Clonkeen Road / N11(NW) / Unnamed Road / N11(SE)
Date Thursday 11 April 2019

Time	A to B - Clonkeen Road to N11(NW)					Veh. Total	A to A - Clonkeen Road to Clonkeen Road					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	5	0	0	0	0	5	0	0	0	0	0	0
07:15	17	0	0	0	0	17	0	0	0	0	0	0
07:30	13	1	0	0	0	14	0	0	0	0	0	0
07:45	12	0	0	1	1	14	0	0	0	0	0	0
Hour	47	1	0	1	1	50	0	0	0	0	0	0
08:00	15	1	0	0	0	16	0	0	0	0	0	0
08:15	17	0	0	0	0	17	0	0	0	0	0	0
08:30	16	0	0	0	0	16	0	0	0	0	0	0
08:45	19	0	0	0	1	20	0	0	0	0	0	0
Hour	67	1	0	0	1	69	0	0	0	0	0	0
09:00	14	0	0	0	0	14	0	0	0	0	0	0
09:15	9	0	0	0	0	9	0	0	0	0	0	0
09:30	10	0	0	0	0	10	0	0	0	0	0	0
09:45	4	0	0	0	0	4	0	0	0	0	0	0
Hour	37	0	0	0	0	37	0	0	0	0	0	0
10:00	10	2	0	0	0	12	0	0	0	0	0	0
10:15	3	1	0	0	0	4	0	0	0	0	0	0
10:30	3	3	1	0	0	7	0	0	0	0	0	0
10:45	4	1	0	0	0	5	0	0	0	0	0	0
Hour	20	7	1	0	0	28	0	0	0	0	0	0
11:00	8	0	0	0	0	8	0	0	0	0	0	0
11:15	10	2	1	0	0	13	0	0	0	0	0	0
11:30	6	2	0	0	0	8	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	24	4	1	0	0	29	0	0	0	0	0	0
12:00	6	1	0	0	0	7	0	0	0	0	0	0
12:15	7	3	1	0	0	11	0	0	0	0	0	0
12:30	7	0	0	0	0	7	0	0	0	0	0	0
12:45	7	0	0	0	0	7	0	0	0	0	0	0
Hour	27	4	1	0	0	32	0	0	0	0	0	0
13:00	5	0	0	0	0	5	0	0	0	0	0	0
13:15	9	1	0	0	0	10	0	0	0	0	0	0
13:30	2	1	0	0	0	3	0	0	0	0	0	0
13:45	7	2	1	0	0	10	0	0	0	0	0	0
Hour	23	4	1	0	0	28	0	0	0	0	0	0
14:00	8	1	0	0	0	9	0	0	0	0	0	0
14:15	10	2	0	0	0	12	0	0	0	0	0	0
14:30	5	1	0	0	0	6	0	0	0	0	0	0
14:45	7	0	0	0	0	7	0	0	0	0	0	0
Hour	30	4	0	0	0	34	0	0	0	0	0	0
15:00	5	0	0	0	0	5	0	0	0	0	0	0
15:15	7	0	0	0	0	7	0	0	0	0	0	0
15:30	6	0	0	0	0	6	0	0	0	0	0	0
15:45	14	0	0	0	0	14	0	0	0	0	0	0
Hour	32	0	0	0	0	32	0	0	0	0	0	0
16:00	9	0	0	0	0	9	0	0	0	0	0	0
16:15	5	0	0	0	0	5	0	0	0	0	0	0
16:30	9	2	0	0	0	11	0	0	0	0	0	0
16:45	7	1	0	0	0	8	0	0	0	0	0	0
Hour	30	3	0	0	0	33	0	0	0	0	0	0
17:00	4	0	0	0	0	4	0	0	0	0	0	0
17:15	6	1	0	0	0	7	0	0	0	0	0	0
17:30	7	1	1	0	0	9	0	0	0	0	0	0
17:45	10	0	0	0	0	10	0	0	0	0	0	0
Hour	27	2	1	0	0	30	0	0	0	0	0	0
18:00	8	1	0	0	0	9	0	0	0	0	0	0
18:15	10	0	0	0	0	10	0	0	0	0	0	0
18:30	2	0	0	0	0	2	1	0	0	0	0	1
18:45	4	0	0	0	0	4	0	0	0	0	0	0
Hour	24	1	0	0	0	25	1	0	0	0	0	1
Total	388	31	5	1	2	427	1	0	0	0	0	1

Site No. 4
Location Clonkeen Road / N11(NW) / Unnamed Road / N11(SE)
Date Thursday 11 April 2019

Time	B to A - N11(NW) to Clonkeen Road					Veh. Total	B to D - N11(NW) to N11(SE)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	2	0	0	0	0	2	39	6	2	1	7	55
07:15	2	0	0	0	0	2	57	7	1	1	6	72
07:30	6	0	0	0	0	6	73	11	0	2	10	96
07:45	4	4	0	0	1	9	124	16	0	2	11	153
Hour	14	4	0	0	1	19	293	40	3	6	34	376
08:00	10	0	1	0	0	11	119	3	1	1	6	130
08:15	17	1	0	0	0	18	155	12	0	1	3	171
08:30	19	4	0	0	0	23	141	8	7	2	5	163
08:45	17	0	0	0	0	17	178	16	1	1	5	201
Hour	63	5	1	0	0	69	593	39	9	5	19	665
09:00	15	1	0	0	0	16	137	6	5	1	4	153
09:15	6	1	0	0	0	7	114	9	3	1	8	135
09:30	5	1	0	0	0	6	93	11	3	0	7	114
09:45	9	1	0	0	0	10	106	15	4	3	7	135
Hour	35	4	0	0	0	39	450	41	15	5	26	537
10:00	3	0	1	0	0	4	96	11	0	3	9	119
10:15	7	1	0	0	0	8	105	11	5	2	2	125
10:30	9	2	0	0	0	11	93	16	3	0	9	121
10:45	5	3	0	0	0	8	137	15	1	1	3	157
Hour	24	6	1	0	0	31	431	53	9	6	23	522
11:00	3	2	0	0	0	5	97	18	3	2	4	124
11:15	4	0	0	0	0	4	117	23	3	2	6	151
11:30	9	0	0	0	0	9	147	11	1	3	5	167
11:45	10	0	0	0	0	10	153	12	1	1	4	171
Hour	26	2	0	0	0	28	514	64	8	8	19	613
12:00	8	0	1	0	0	9	129	20	4	1	4	158
12:15	6	3	0	0	0	9	129	30	6	2	4	171
12:30	8	2	0	0	0	10	155	25	3	1	5	189
12:45	8	2	0	0	0	10	136	17	4	1	4	162
Hour	30	7	1	0	0	38	549	92	17	5	17	680
13:00	9	1	0	0	0	10	146	14	4	2	0	166
13:15	12	1	0	0	0	13	147	19	2	0	4	172
13:30	11	2	1	0	0	14	164	24	1	0	4	193
13:45	12	0	0	0	0	12	154	12	0	1	2	169
Hour	44	4	1	0	0	49	611	69	7	3	10	700
14:00	10	1	0	0	0	11	185	18	4	1	7	215
14:15	5	0	0	0	0	5	130	18	2	0	1	151
14:30	15	2	0	0	0	17	174	28	3	1	5	211
14:45	12	1	1	0	0	14	201	24	4	0	10	239
Hour	42	4	1	0	0	47	690	88	13	2	23	816
15:00	13	2	1	0	0	16	196	26	4	5	2	233
15:15	6	1	1	0	0	8	187	21	3	2	2	215
15:30	8	2	0	0	0	10	205	28	1	1	7	242
15:45	10	3	0	0	0	13	177	41	3	0	4	225
Hour	37	8	2	0	0	47	765	116	11	8	15	915
16:00	14	1	0	0	0	15	240	56	5	2	6	309
16:15	8	3	0	0	0	11	260	48	2	3	8	321
16:30	9	0	0	0	0	9	252	39	1	1	3	296
16:45	11	0	0	0	0	11	267	45	2	1	5	320
Hour	42	4	0	0	0	46	1019	188	10	7	22	1246
17:00	7	1	0	0	0	8	271	38	1	1	7	318
17:15	15	2	0	0	1	18	323	30	0	0	11	364
17:30	19	0	0	0	0	19	288	27	2	1	8	326
17:45	10	0	0	0	0	10	268	28	0	3	7	306
Hour	51	3	0	0	1	55	1150	123	3	5	33	1314
18:00	10	0	0	0	0	10	258	18	0	0	5	281
18:15	16	1	0	0	0	17	243	22	1	0	9	275
18:30	14	0	0	0	0	14	281	19	0	2	17	319
18:45	9	0	1	0	0	10	251	13	0	0	2	266
Hour	49	1	1	0	0	51	1033	72	1	2	33	1141
Total	457	52	8	0	2	519	8098	985	106	62	274	9525

Site No. 4
Location Clonkeen Road / N11(NW) / Unnamed Road / N11(SE)
Date Thursday 11 April 2019

Time	B to C - N11(NW) to Unnamed Road					Veh. Total	B to B - N11(NW) to N11(NW)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	4	0	0	0	0	4	0	0	0	0	0	0
07:15	5	0	0	0	0	5	0	0	0	0	0	0
07:30	6	0	0	0	0	6	0	0	0	0	0	0
07:45	21	1	1	0	1	24	0	0	0	0	0	0
Hour	36	1	1	0	1	39	0	0	0	0	0	0
08:00	14	1	1	0	3	19	0	0	0	0	0	0
08:15	18	1	1	0	0	20	0	0	0	0	0	0
08:30	31	0	0	0	0	31	0	0	0	0	0	0
08:45	26	1	1	0	0	28	0	0	0	0	0	0
Hour	89	3	3	0	3	98	0	0	0	0	0	0
09:00	16	0	0	0	0	16	0	0	0	0	0	0
09:15	18	2	0	0	0	20	0	0	0	0	0	0
09:30	12	2	0	0	0	14	0	0	0	0	0	0
09:45	11	1	0	0	0	12	1	0	0	0	0	1
Hour	57	5	0	0	0	62	1	0	0	0	0	1
10:00	11	1	0	0	0	12	0	0	0	0	0	0
10:15	7	0	0	0	0	7	1	0	0	0	0	1
10:30	5	1	0	0	0	6	0	0	0	0	0	0
10:45	10	1	0	0	0	11	0	0	0	0	0	0
Hour	33	3	0	0	0	36	1	0	0	0	0	1
11:00	5	3	0	0	0	8	0	0	0	0	0	0
11:15	10	2	0	0	0	12	0	0	0	0	0	0
11:30	13	0	2	0	0	15	0	0	0	0	0	0
11:45	15	0	0	0	0	15	0	0	0	0	0	0
Hour	43	5	2	0	0	50	0	0	0	0	0	0
12:00	10	2	1	0	0	13	0	0	0	0	0	0
12:15	8	0	0	0	0	8	0	0	0	0	0	0
12:30	15	0	0	0	0	15	1	0	0	0	0	1
12:45	12	0	0	0	0	12	0	0	0	0	0	0
Hour	45	2	1	0	0	48	1	0	0	0	0	1
13:00	19	1	0	0	0	20	0	0	0	0	0	0
13:15	15	1	2	0	0	18	0	0	0	0	0	0
13:30	14	1	0	0	0	15	0	0	0	0	0	0
13:45	10	1	0	0	0	11	1	0	0	0	0	1
Hour	58	4	2	0	0	64	1	0	0	0	0	1
14:00	15	1	0	0	0	16	0	0	0	0	0	0
14:15	18	1	1	0	1	21	0	0	0	0	0	0
14:30	15	1	0	0	0	16	0	0	0	0	0	0
14:45	12	2	0	0	0	14	0	0	0	0	0	0
Hour	60	5	1	0	1	67	0	0	0	0	0	0
15:00	10	1	0	0	0	11	0	0	0	0	0	0
15:15	16	0	0	0	0	16	0	0	0	0	0	0
15:30	11	0	0	0	0	11	0	0	0	0	0	0
15:45	18	0	0	0	0	18	0	0	0	0	0	0
Hour	55	1	0	0	0	56	0	0	0	0	0	0
16:00	10	0	0	0	1	11	0	0	0	0	0	0
16:15	13	0	1	0	0	14	0	0	0	0	0	0
16:30	8	2	0	0	0	10	0	0	0	0	0	0
16:45	7	0	1	0	0	8	0	0	0	0	0	0
Hour	38	2	2	0	1	43	0	0	0	0	0	0
17:00	6	0	0	0	0	6	0	0	0	0	0	0
17:15	11	0	0	0	0	11	0	0	0	0	0	0
17:30	10	0	0	0	0	10	0	0	0	0	0	0
17:45	14	0	0	0	0	14	0	0	0	0	0	0
Hour	41	0	0	0	0	41	0	0	0	0	0	0
18:00	16	0	0	0	0	16	0	0	0	0	0	0
18:15	10	0	0	0	0	10	0	0	0	0	0	0
18:30	15	0	0	0	0	15	0	0	0	0	0	0
18:45	17	1	0	1	0	19	0	0	0	0	0	0
Hour	58	1	0	1	0	60	0	0	0	0	0	0
Total	613	32	12	1	6	664	4	0	0	0	0	4

Site No. 4
Location Clonkeen Road / N11(NW) / Unnamed Road / N11(SE)
Date Thursday 11 April 2019

Time	C to B - Unnamed Road to N11(NW)					Veh. Total	C to A - Unnamed Road to Clonkeen Road					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	2	0	0	0	0	2	14	0	0	0	1	15
07:15	1	0	0	0	1	2	13	0	1	0	1	15
07:30	1	0	0	0	0	1	24	0	0	0	0	24
07:45	3	2	0	0	0	5	29	6	0	0	2	37
Hour	7	2	0	0	1	10	80	6	1	0	4	91
08:00	7	0	0	0	0	7	37	1	0	0	0	38
08:15	3	0	0	1	0	4	45	1	0	0	1	47
08:30	3	0	0	0	0	3	36	5	3	0	0	44
08:45	6	1	0	0	0	7	46	2	0	0	1	49
Hour	19	1	0	1	0	21	164	9	3	0	2	178
09:00	4	1	0	0	1	6	31	0	1	0	1	33
09:15	5	0	0	0	0	5	22	3	0	0	1	26
09:30	7	0	0	0	0	7	34	3	0	0	0	37
09:45	8	1	0	0	0	9	21	3	0	0	0	24
Hour	24	2	0	0	1	27	108	9	1	0	2	120
10:00	3	0	0	0	0	3	25	0	0	0	1	26
10:15	8	1	1	0	0	10	35	1	0	0	1	37
10:30	5	1	0	0	0	6	16	1	0	0	0	17
10:45	5	2	0	0	0	7	34	3	0	0	1	38
Hour	21	4	1	0	0	26	110	5	0	0	3	118
11:00	4	0	0	0	0	4	20	2	0	0	0	22
11:15	8	1	0	0	0	9	34	0	2	0	1	37
11:30	9	1	0	0	0	10	29	2	0	0	0	31
11:45	5	1	0	0	0	6	27	1	0	0	0	28
Hour	26	3	0	0	0	29	110	5	2	0	1	118
12:00	9	0	0	0	0	9	41	2	0	0	0	43
12:15	4	0	0	0	1	5	38	2	1	0	1	42
12:30	10	0	0	0	0	10	34	1	0	0	0	35
12:45	12	0	1	1	0	14	27	1	0	0	0	28
Hour	35	0	1	1	1	38	140	6	1	0	1	148
13:00	9	2	0	0	0	11	33	2	1	0	1	37
13:15	5	0	0	0	0	5	25	1	0	0	0	26
13:30	5	1	0	0	0	6	37	2	0	0	0	39
13:45	11	1	0	0	0	12	40	0	0	0	0	40
Hour	30	4	0	0	0	34	135	5	1	0	1	142
14:00	5	0	0	0	0	5	43	1	0	0	1	45
14:15	9	1	2	0	0	12	26	0	0	0	0	26
14:30	12	0	1	0	0	13	39	2	0	0	0	41
14:45	12	0	0	0	0	12	41	2	0	0	0	43
Hour	38	1	3	0	0	42	149	5	0	0	1	155
15:00	6	1	0	0	0	7	33	0	0	0	1	34
15:15	9	0	0	0	0	9	32	2	0	0	0	34
15:30	11	1	0	0	0	12	46	1	0	0	0	47
15:45	8	0	1	0	0	9	51	2	0	0	0	53
Hour	34	2	1	0	0	37	162	5	0	0	1	168
16:00	4	0	0	0	0	4	33	1	0	0	1	35
16:15	10	0	0	0	0	10	50	2	0	0	1	53
16:30	3	0	0	0	0	3	49	0	0	0	0	49
16:45	11	0	0	0	0	11	39	1	0	0	1	41
Hour	28	0	0	0	0	28	171	4	0	0	3	178
17:00	9	2	1	0	0	12	39	0	0	0	0	39
17:15	8	0	0	0	0	8	31	0	0	0	1	32
17:30	8	0	0	0	0	8	40	0	0	0	0	40
17:45	4	0	0	0	0	4	41	1	0	0	0	42
Hour	29	2	1	0	0	32	151	1	0	0	1	153
18:00	6	0	0	0	0	6	43	2	0	0	1	46
18:15	5	0	0	0	0	5	47	1	0	0	0	48
18:30	1	0	0	0	0	1	27	1	0	0	1	29
18:45	7	0	0	0	0	7	34	0	0	0	1	35
Hour	19	0	0	0	0	19	151	4	0	0	3	158
Total	310	21	7	2	3	343	1631	64	9	0	23	1727

Site No. 4
Location Clonkeen Road / N11(NW) / Unnamed Road / N11(SE)
Date Thursday 11 April 2019

Time	C to D - Unnamed Road to N11(SE)					Veh. Total	C to C - Unnamed Road to Unnamed Road					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	12	1	0	0	0	13	0	0	0	0	0	0
07:15	1	0	0	0	0	1	0	0	0	0	0	0
07:30	10	1	0	0	1	12	0	0	0	0	0	0
07:45	12	3	1	0	1	17	0	0	0	0	0	0
Hour	35	5	1	0	2	43	0	0	0	0	0	0
08:00	18	1	3	0	0	22	0	0	0	0	0	0
08:15	21	3	1	0	0	25	0	0	0	0	0	0
08:30	17	0	0	1	0	18	0	0	0	0	0	0
08:45	29	1	0	0	1	31	0	0	0	0	0	0
Hour	85	5	4	1	1	96	0	0	0	0	0	0
09:00	37	4	1	0	0	42	0	0	0	0	0	0
09:15	20	1	0	0	1	22	0	0	0	0	0	0
09:30	18	2	0	0	0	20	0	0	0	0	0	0
09:45	41	2	1	0	1	45	0	0	0	0	0	0
Hour	116	9	2	0	2	129	0	0	0	0	0	0
10:00	31	1	0	0	0	32	0	0	0	0	0	0
10:15	33	4	0	0	1	38	0	0	0	0	0	0
10:30	45	2	1	0	1	49	0	0	0	0	0	0
10:45	36	1	2	0	0	39	0	0	0	0	0	0
Hour	145	8	3	0	2	158	0	0	0	0	0	0
11:00	37	0	0	0	0	37	0	0	0	0	0	0
11:15	57	3	0	0	1	61	0	0	0	0	0	0
11:30	45	0	0	0	0	45	0	0	0	0	0	0
11:45	58	5	2	0	1	66	0	0	0	0	0	0
Hour	197	8	2	0	2	209	0	0	0	0	0	0
12:00	54	0	1	0	0	55	0	0	0	0	0	0
12:15	51	2	0	0	1	54	0	0	0	0	0	0
12:30	61	2	0	0	0	63	0	0	0	0	0	0
12:45	59	2	0	0	1	62	0	0	0	0	0	0
Hour	225	6	1	0	2	234	0	0	0	0	0	0
13:00	49	4	0	0	0	53	0	0	0	0	0	0
13:15	60	1	0	0	1	62	0	0	0	0	0	0
13:30	59	1	0	0	0	60	0	0	0	0	0	0
13:45	63	1	1	0	0	65	0	0	0	0	0	0
Hour	231	7	1	0	1	240	0	0	0	0	0	0
14:00	48	1	0	0	1	50	0	0	0	0	0	0
14:15	55	2	0	0	1	58	0	0	0	0	0	0
14:30	52	3	0	0	0	55	0	0	0	0	0	0
14:45	70	2	0	0	1	73	0	0	0	0	0	0
Hour	225	8	0	0	3	236	0	0	0	0	0	0
15:00	61	2	0	0	0	63	0	0	0	0	0	0
15:15	64	5	0	0	1	70	0	0	0	0	0	0
15:30	50	1	2	1	0	54	0	0	0	0	0	0
15:45	79	3	0	0	1	83	0	0	0	0	0	0
Hour	254	11	2	1	2	270	0	0	0	0	0	0
16:00	47	3	0	0	0	50	0	0	0	0	0	0
16:15	69	2	0	0	0	71	0	0	0	0	0	0
16:30	68	0	0	0	1	69	0	0	0	0	0	0
16:45	88	1	1	0	1	91	0	0	0	0	0	0
Hour	272	6	1	0	2	281	0	0	0	0	0	0
17:00	60	1	0	0	0	61	0	0	0	0	0	0
17:15	67	6	0	0	0	73	0	0	0	0	0	0
17:30	60	2	0	0	1	63	0	0	0	0	0	0
17:45	74	6	0	0	0	80	0	0	0	0	0	0
Hour	261	15	0	0	1	277	0	0	0	0	0	0
18:00	46	3	0	0	1	50	0	0	0	0	0	0
18:15	69	2	0	0	0	71	0	0	0	0	0	0
18:30	38	2	0	0	1	41	0	0	0	0	0	0
18:45	56	2	0	0	0	58	0	0	0	0	0	0
Hour	209	9	0	0	2	220	0	0	0	0	0	0
Total	2255	97	17	2	22	2393	0	0	0	0	0	0

Site No. 4
Location Clonkeen Road / N11(NW) / Unnamed Road / N11(SE)
Date Thursday 11 April 2019

Time	D to C - N11(SE) to Unnamed Road					Veh. Total	D to B - N11(SE) to N11(NW)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	11	1	0	0	0	12	329	54	2	2	3	390
07:15	16	1	0	0	1	18	276	39	2	0	8	325
07:30	17	5	0	0	1	23	288	41	4	1	9	343
07:45	18	3	0	0	0	21	293	23	1	0	8	325
Hour	62	10	0	0	2	74	1186	157	9	3	28	1383
08:00	29	3	1	0	0	33	293	22	2	1	15	333
08:15	42	3	0	0	0	45	282	9	4	2	10	307
08:30	51	5	1	0	1	58	266	19	2	2	7	296
08:45	50	1	1	0	1	53	278	19	3	2	7	309
Hour	172	12	3	0	2	189	1119	69	11	7	39	1245
09:00	48	2	0	0	0	50	263	30	2	2	5	302
09:15	40	3	0	1	0	44	222	22	3	1	5	253
09:30	52	3	0	0	1	56	257	24	6	3	8	298
09:45	53	0	0	0	1	54	232	33	2	0	3	270
Hour	193	8	0	1	2	204	974	109	13	6	21	1123
10:00	53	3	0	0	0	56	212	32	8	4	6	262
10:15	51	1	0	1	1	54	221	31	1	4	4	261
10:30	45	0	0	0	0	45	202	25	4	7	5	243
10:45	46	2	0	0	0	48	163	19	8	3	3	196
Hour	195	6	0	1	1	203	798	107	21	18	18	962
11:00	55	2	0	0	1	58	170	13	4	1	5	193
11:15	43	2	1	0	0	46	152	20	2	4	6	184
11:30	45	1	0	0	1	47	168	18	3	0	7	196
11:45	40	2	1	0	0	43	143	18	5	2	2	170
Hour	183	7	2	0	2	194	633	69	14	7	20	743
12:00	35	3	0	0	1	39	151	18	1	0	5	175
12:15	30	2	0	0	0	32	152	21	6	3	4	186
12:30	38	3	1	0	1	43	140	18	4	1	7	170
12:45	33	4	0	0	0	37	165	19	5	1	4	194
Hour	136	12	1	0	2	151	608	76	16	5	20	725
13:00	48	4	0	0	1	53	154	13	1	2	5	175
13:15	46	0	0	0	0	46	183	23	4	2	6	218
13:30	58	0	0	0	1	59	161	20	1	2	3	187
13:45	45	1	0	0	1	47	148	26	4	0	5	183
Hour	197	5	0	0	3	205	646	82	10	6	19	763
14:00	49	2	0	0	0	51	146	16	3	1	3	169
14:15	52	0	0	0	1	53	215	21	5	2	5	248
14:30	39	6	0	0	1	46	173	17	3	0	7	200
14:45	56	0	0	0	0	56	127	18	4	0	3	152
Hour	196	8	0	0	2	206	661	72	15	3	18	769
15:00	46	3	1	0	1	51	158	15	2	1	5	181
15:15	41	11	1	0	0	53	158	11	4	1	8	182
15:30	41	1	0	0	1	43	138	16	1	1	4	160
15:45	48	1	0	0	0	49	142	8	2	1	3	156
Hour	176	16	2	0	2	196	596	50	9	4	20	679
16:00	54	2	0	0	1	57	160	13	0	0	4	177
16:15	42	0	0	0	0	42	112	12	2	1	5	132
16:30	38	3	1	0	1	43	156	16	1	0	8	181
16:45	25	2	0	0	0	27	151	14	1	2	5	173
Hour	159	7	1	0	2	169	579	55	4	3	22	663
17:00	44	2	0	0	1	47	147	10	1	0	6	164
17:15	52	1	0	0	0	53	178	10	1	0	6	195
17:30	41	0	0	0	1	42	193	10	1	0	7	211
17:45	42	0	0	0	0	42	195	5	1	1	8	210
Hour	179	3	0	0	2	184	713	35	4	1	27	780
18:00	30	0	0	0	1	31	153	6	0	0	3	162
18:15	29	2	0	0	0	31	162	9	0	0	10	181
18:30	29	2	0	0	1	32	150	7	0	0	11	168
18:45	39	1	0	0	0	40	135	3	0	1	9	148
Hour	127	5	0	0	2	134	600	25	0	1	33	659
Total	1975	99	9	2	24	2109	9113	906	126	64	285	10494

Site No. 4
Location Clonkeen Road / N11(NW) / Unnamed Road / N11(SE)
Date Thursday 11 April 2019

Time	D to A - N11(SE) to Clonkeen Road					Veh. Total	D to D - N11(SE) to N11(SE)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	76	9	1	0	0	86	0	0	0	0	0	0
07:15	57	8	1	0	0	66	0	0	0	0	0	0
07:30	71	8	1	0	1	81	0	0	0	0	0	0
07:45	61	7	0	0	1	69	0	0	0	0	0	0
Hour	265	32	3	0	2	302	0	0	0	0	0	0
08:00	103	9	0	0	0	112	0	0	0	0	0	0
08:15	108	4	0	1	0	113	0	0	0	0	0	0
08:30	116	4	1	0	1	122	0	0	0	0	0	0
08:45	76	8	2	0	0	86	0	0	0	0	0	0
Hour	403	25	3	1	1	433	0	0	0	0	0	0
09:00	83	7	3	0	0	93	0	0	0	0	0	0
09:15	73	5	2	0	0	80	0	0	0	0	0	0
09:30	79	4	1	2	0	86	0	0	0	0	0	0
09:45	63	5	0	2	0	70	0	1	0	0	0	1
Hour	298	21	6	4	0	329	0	1	0	0	0	1
10:00	41	11	0	0	1	53	1	0	1	0	0	2
10:15	49	11	1	1	0	62	0	0	0	0	0	0
10:30	63	4	0	2	1	70	0	0	0	0	0	0
10:45	45	2	1	0	0	48	2	0	0	0	0	2
Hour	198	28	2	3	2	233	3	0	1	0	0	4
11:00	41	2	4	0	0	47	0	0	0	0	0	0
11:15	51	8	0	0	0	59	0	0	0	0	0	0
11:30	56	6	1	0	0	63	0	0	0	0	0	0
11:45	39	5	1	0	0	45	0	0	0	0	0	0
Hour	187	21	6	0	0	214	0	0	0	0	0	0
12:00	41	3	0	0	0	44	0	0	0	0	0	0
12:15	43	3	0	0	0	46	0	0	0	0	0	0
12:30	38	6	4	0	0	48	0	0	0	0	0	0
12:45	54	5	0	1	0	60	1	0	0	0	0	1
Hour	176	17	4	1	0	198	1	0	0	0	0	1
13:00	43	6	1	0	0	50	0	0	0	0	0	0
13:15	57	3	1	0	0	61	0	0	0	0	0	0
13:30	38	1	1	1	0	41	0	0	0	0	0	0
13:45	56	3	1	0	0	60	0	0	0	0	0	0
Hour	194	13	4	1	0	212	0	0	0	0	0	0
14:00	50	3	1	0	0	54	0	0	0	0	0	0
14:15	54	3	1	0	0	58	0	0	0	0	0	0
14:30	46	3	3	0	0	52	0	0	0	0	0	0
14:45	35	4	0	1	0	40	0	0	0	0	0	0
Hour	185	13	5	1	0	204	0	0	0	0	0	0
15:00	34	3	1	0	0	38	0	0	0	0	0	0
15:15	51	5	0	0	0	56	0	0	0	0	0	0
15:30	41	5	0	0	0	46	0	0	0	0	0	0
15:45	60	2	0	0	0	62	0	0	0	0	0	0
Hour	186	15	1	0	0	202	0	0	0	0	0	0
16:00	47	3	0	0	1	51	0	0	0	0	0	0
16:15	39	3	0	0	0	42	0	0	0	0	0	0
16:30	45	2	0	0	0	47	0	0	0	0	0	0
16:45	50	1	1	0	0	52	0	0	0	0	0	0
Hour	181	9	1	0	1	192	0	0	0	0	0	0
17:00	37	1	0	0	0	38	0	0	0	0	0	0
17:15	51	1	0	0	0	52	0	0	0	0	0	0
17:30	55	1	0	0	0	56	0	0	0	0	0	0
17:45	45	2	0	0	1	48	0	0	0	0	0	0
Hour	188	5	0	0	1	194	0	0	0	0	0	0
18:00	52	4	0	0	0	56	0	0	0	0	0	0
18:15	43	5	0	0	0	48	0	0	0	0	0	0
18:30	34	1	0	0	0	35	0	0	0	0	0	0
18:45	39	0	0	0	0	39	0	0	0	0	0	0
Hour	168	10	0	0	0	178	0	0	0	0	0	0
Total	2629	209	35	11	7	2891	4	1	1	0	0	6

Site No. 4
Location Clonkeen Road / N11(NW) / Unnamed Road / N11(SE)
Date Thursday 11 April 2019

Time	To Arm A - Clonkeen Road					Veh. Total	From Arm A - Clonkeen Road					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	92	9	1	0	1	103	34	2	0	1	0	37
07:15	72	8	2	0	1	83	53	1	0	1	1	56
07:30	101	8	1	0	1	111	62	4	2	2	1	71
07:45	94	17	0	0	4	115	93	5	0	2	3	103
Hour	359	42	4	0	7	412	242	12	2	6	5	267
08:00	150	10	1	0	0	161	113	8	4	2	1	128
08:15	170	6	0	1	1	178	140	9	2	2	0	153
08:30	171	13	4	0	1	189	160	6	0	0	0	166
08:45	139	10	2	0	1	152	128	8	1	0	3	140
Hour	630	39	7	1	3	680	541	31	7	4	4	587
09:00	129	8	4	0	1	142	111	9	0	1	1	122
09:15	101	9	2	0	1	113	101	4	2	0	1	108
09:30	118	8	1	2	0	129	79	5	0	0	1	85
09:45	93	9	0	2	0	104	63	7	2	0	0	72
Hour	441	34	7	4	2	488	354	25	4	1	3	387
10:00	69	11	1	0	2	83	77	9	3	0	2	91
10:15	91	13	1	1	1	107	71	8	5	1	0	85
10:30	88	7	0	2	1	98	78	9	3	1	2	93
10:45	84	8	1	0	1	94	68	7	3	0	0	78
Hour	332	39	3	3	5	382	294	33	14	2	4	347
11:00	64	6	4	0	0	74	84	6	5	0	1	96
11:15	89	8	2	0	1	100	73	9	1	0	0	83
11:30	94	8	1	0	0	103	96	12	3	1	0	112
11:45	76	6	1	0	0	83	77	9	5	0	0	91
Hour	323	28	8	0	1	360	330	36	14	1	1	382
12:00	90	5	1	0	0	96	77	9	4	0	1	91
12:15	87	8	1	0	1	97	104	10	3	1	0	118
12:30	80	9	4	0	0	93	81	7	2	2	0	92
12:45	89	8	0	1	0	98	105	11	3	0	1	120
Hour	346	30	6	1	1	384	367	37	12	3	2	421
13:00	85	9	2	0	1	97	103	2	1	0	0	106
13:15	94	5	1	0	0	100	110	6	1	0	1	118
13:30	86	5	2	1	0	94	83	6	1	0	0	90
13:45	108	3	1	0	0	112	99	4	2	0	0	105
Hour	373	22	6	1	1	403	395	18	5	0	1	419
14:00	103	5	1	0	1	110	95	14	2	0	1	112
14:15	85	3	1	0	0	89	118	7	3	1	1	130
14:30	100	7	3	0	0	110	121	7	0	1	0	129
14:45	88	7	1	1	0	97	107	13	0	0	2	122
Hour	376	22	6	1	1	406	441	41	5	2	4	493
15:00	80	5	2	0	1	88	114	14	2	0	1	131
15:15	89	8	1	0	0	98	114	15	0	0	0	129
15:30	95	8	0	0	0	103	120	12	0	1	0	133
15:45	121	7	0	0	0	128	135	12	1	1	0	149
Hour	385	28	3	0	1	417	483	53	3	2	1	542
16:00	94	5	0	0	2	101	159	20	1	1	0	181
16:15	97	8	0	0	1	106	150	14	0	0	1	165
16:30	103	2	0	0	0	105	126	19	1	1	1	148
16:45	100	2	1	0	1	104	121	14	1	0	0	136
Hour	394	17	1	0	4	416	556	67	3	2	2	630
17:00	83	2	0	0	0	85	136	8	4	0	0	148
17:15	97	3	0	0	2	102	131	7	1	0	1	140
17:30	114	1	0	0	0	115	149	9	3	0	2	163
17:45	96	3	0	0	1	100	135	5	0	0	0	140
Hour	390	9	0	0	3	402	551	29	8	0	3	591
18:00	105	6	0	0	1	112	124	5	1	0	2	132
18:15	106	7	0	0	0	113	116	6	1	0	1	124
18:30	76	2	0	0	1	79	112	6	0	1	0	119
18:45	82	0	1	0	1	84	116	7	0	1	0	124
Hour	369	15	1	0	3	388	468	24	2	2	3	499
Total	4718	325	52	11	32	5138	5022	406	79	25	33	5565

Site No. 4
Location Clonkeen Road / N11(NW) / Unnamed Road / N11(SE)
Date Thursday 11 April 2019

Time	To Arm B - N11(NW)					Veh. Total	From Arm B - N11(NW)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	336	54	2	2	3	397	45	6	2	1	7	61
07:15	294	39	2	0	9	344	64	7	1	1	6	79
07:30	302	42	4	1	9	358	85	11	0	2	10	108
07:45	308	25	1	1	9	344	149	21	1	2	13	186
Hour	1240	160	9	4	30	1443	343	45	4	6	36	434
08:00	315	23	2	1	15	356	143	4	3	1	9	160
08:15	302	9	4	3	10	328	190	14	1	1	3	209
08:30	285	19	2	2	7	315	191	12	7	2	5	217
08:45	303	20	3	2	8	336	221	17	2	1	5	246
Hour	1205	71	11	8	40	1335	745	47	13	5	22	832
09:00	281	31	2	2	6	322	168	7	5	1	4	185
09:15	236	22	3	1	5	267	138	12	3	1	8	162
09:30	274	24	6	3	8	315	110	14	3	0	7	134
09:45	245	34	2	0	3	284	127	17	4	3	7	158
Hour	1036	111	13	6	22	1188	543	50	15	5	26	639
10:00	225	34	8	4	6	277	110	12	1	3	9	135
10:15	233	33	2	4	4	276	120	12	5	2	2	141
10:30	210	29	5	7	5	256	107	19	3	0	9	138
10:45	172	22	8	3	3	208	152	19	1	1	3	176
Hour	840	118	23	18	18	1017	489	62	10	6	23	590
11:00	182	13	4	1	5	205	105	23	3	2	4	137
11:15	170	23	3	4	6	206	131	25	3	2	6	167
11:30	183	21	3	0	7	214	169	11	3	3	5	191
11:45	148	19	5	2	2	176	178	12	1	1	4	196
Hour	683	76	15	7	20	801	583	71	10	8	19	691
12:00	166	19	1	0	5	191	147	22	6	1	4	180
12:15	163	24	7	3	5	202	143	33	6	2	4	188
12:30	158	18	4	1	7	188	179	27	3	1	5	215
12:45	184	19	6	2	4	215	156	19	4	1	4	184
Hour	671	80	18	6	21	796	625	101	19	5	17	767
13:00	168	15	1	2	5	191	174	16	4	2	0	196
13:15	197	24	4	2	6	233	174	21	4	0	4	203
13:30	168	22	1	2	3	196	189	27	2	0	4	222
13:45	167	29	5	0	5	206	177	13	0	1	2	193
Hour	700	90	11	6	19	826	714	77	10	3	10	814
14:00	159	17	3	1	3	183	210	20	4	1	7	242
14:15	234	24	7	2	5	272	153	19	3	0	2	177
14:30	190	18	4	0	7	219	204	31	3	1	5	244
14:45	146	18	4	0	3	171	225	27	5	0	10	267
Hour	729	77	18	3	18	845	792	97	15	2	24	930
15:00	169	16	2	1	5	193	219	29	5	5	2	260
15:15	174	11	4	1	8	198	209	22	4	2	2	239
15:30	155	17	1	1	4	178	224	30	1	1	7	263
15:45	164	8	3	1	3	179	205	44	3	0	4	256
Hour	662	52	10	4	20	748	857	125	13	8	15	1018
16:00	173	13	0	0	4	190	264	57	5	2	7	335
16:15	127	12	2	1	5	147	281	51	3	3	8	346
16:30	168	18	1	0	8	195	269	41	1	1	3	315
16:45	169	15	1	2	5	192	285	45	3	1	5	339
Hour	637	58	4	3	22	724	1099	194	12	7	23	1335
17:00	160	12	2	0	6	180	284	39	1	1	7	332
17:15	192	11	1	0	6	210	349	32	0	0	12	393
17:30	208	11	2	0	7	228	317	27	2	1	8	355
17:45	209	5	1	1	8	224	292	28	0	3	7	330
Hour	769	39	6	1	27	842	1242	126	3	5	34	1410
18:00	167	7	0	0	3	177	284	18	0	0	5	307
18:15	177	9	0	0	10	196	269	23	1	0	9	302
18:30	153	7	0	0	11	171	310	19	0	2	17	348
18:45	146	3	0	1	9	159	277	14	1	1	2	295
Hour	643	26	0	1	33	703	1140	74	2	3	33	1252
Total	9815	958	138	67	290	11268	9172	1069	126	63	282	10712

Site No. 4
Location Clonkeen Road / N11(NW) / Unnamed Road / N11(SE)
Date Thursday 11 April 2019

Time	To Arm C - Unnamed Road					Veh. Total	From Arm C - Unnamed Road					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	23	2	0	0	0	25	28	1	0	0	1	30
07:15	34	2	0	0	2	38	15	0	1	0	2	18
07:30	42	5	0	0	2	49	35	1	0	0	1	37
07:45	72	5	1	0	2	80	44	11	1	0	3	59
Hour	171	14	1	0	6	192	122	13	2	0	7	144
08:00	83	7	2	0	4	96	62	2	3	0	0	67
08:15	117	4	2	0	0	123	69	4	1	1	1	76
08:30	149	6	1	0	1	157	56	5	3	1	0	65
08:45	119	3	2	0	3	127	81	4	0	0	2	87
Hour	468	20	7	0	8	503	268	15	7	2	3	295
09:00	103	3	0	0	1	107	72	5	2	0	2	81
09:15	98	6	2	1	0	107	47	4	0	0	2	53
09:30	92	6	0	0	2	100	59	5	0	0	0	64
09:45	96	3	0	0	1	100	70	6	1	0	1	78
Hour	389	18	2	1	4	414	248	20	3	0	5	276
10:00	92	5	1	0	1	99	59	1	0	0	1	61
10:15	93	3	0	1	1	98	76	6	1	0	2	85
10:30	80	1	0	0	1	82	66	4	1	0	1	72
10:45	81	4	0	0	0	85	75	6	2	0	1	84
Hour	346	13	1	1	3	364	276	17	4	0	5	302
11:00	89	8	0	0	2	99	61	2	0	0	0	63
11:15	81	6	1	0	0	88	99	4	2	0	2	107
11:30	87	3	2	0	1	93	83	3	0	0	0	86
11:45	89	4	2	0	0	95	90	7	2	0	1	100
Hour	346	21	5	0	3	375	333	16	4	0	3	356
12:00	71	8	1	0	2	82	104	2	1	0	0	107
12:15	67	5	0	0	0	72	93	4	1	0	3	101
12:30	77	3	1	0	1	82	105	3	0	0	0	108
12:45	85	6	0	0	0	91	98	3	1	1	1	104
Hour	300	22	2	0	3	327	400	12	3	1	4	420
13:00	100	5	0	0	1	106	91	8	1	0	1	101
13:15	102	2	2	0	1	107	90	2	0	0	1	93
13:30	104	1	0	0	1	106	101	4	0	0	0	105
13:45	87	2	0	0	1	90	114	2	1	0	0	117
Hour	393	10	2	0	4	409	396	16	2	0	2	416
14:00	98	4	0	0	1	103	96	2	0	0	2	100
14:15	115	2	1	0	2	120	90	3	2	0	1	96
14:30	90	8	0	0	1	99	103	5	1	0	0	109
14:45	107	3	0	0	1	111	123	4	0	0	1	128
Hour	410	17	1	0	5	433	412	14	3	0	4	433
15:00	95	6	1	0	2	104	100	3	0	0	1	104
15:15	88	14	1	0	0	103	105	7	0	0	1	113
15:30	86	1	0	0	1	88	107	3	2	1	0	113
15:45	108	1	0	0	0	109	138	5	1	0	1	145
Hour	377	22	2	0	3	404	450	18	3	1	3	475
16:00	106	5	0	0	2	113	84	4	0	0	1	89
16:15	94	1	1	0	1	97	129	4	0	0	1	134
16:30	70	7	1	0	2	80	120	0	0	0	1	121
16:45	69	2	1	0	0	72	138	2	1	0	2	143
Hour	339	15	3	0	5	362	471	10	1	0	5	487
17:00	82	3	0	0	1	86	108	3	1	0	0	112
17:15	97	2	0	0	1	100	106	6	0	0	1	113
17:30	84	0	1	0	2	87	108	2	0	0	1	111
17:45	94	0	0	0	0	94	119	7	0	0	0	126
Hour	357	5	1	0	4	367	441	18	1	0	2	462
18:00	81	0	0	0	2	83	95	5	0	0	2	102
18:15	67	2	0	0	0	69	121	3	0	0	0	124
18:30	73	3	0	0	1	77	66	3	0	0	2	71
18:45	80	3	0	1	0	84	97	2	0	0	1	100
Hour	301	8	0	1	3	313	379	13	0	0	5	397
Total	4197	185	27	3	51	4463	4196	182	33	4	48	4463

Site No. 4
Location Clonkeen Road / N11(NW) / Unnamed Road / N11(SE)
Date Thursday 11 April 2019

Time	To Arm D - N11(SE)					Veh. Total	From Arm D - N11(SE)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	72	8	2	2	7	91	416	64	3	2	3	488
07:15	81	7	1	2	6	97	349	48	3	0	9	409
07:30	113	15	2	4	11	145	376	54	5	1	11	447
07:45	184	23	1	3	13	224	372	33	1	0	9	415
Hour	450	53	6	11	37	557	1513	199	12	3	32	1759
08:00	195	8	8	3	6	220	425	34	3	1	15	478
08:15	242	24	2	3	3	274	432	16	4	3	10	465
08:30	235	13	7	3	5	263	433	28	4	2	9	476
08:45	273	24	2	1	6	306	404	28	6	2	8	448
Hour	945	69	19	10	20	1063	1694	106	17	8	42	1867
09:00	232	18	6	2	4	262	394	39	5	2	5	445
09:15	186	13	3	1	10	213	335	30	5	2	5	377
09:30	152	17	3	0	7	179	388	31	7	5	9	440
09:45	174	23	7	3	8	215	348	39	2	2	4	395
Hour	744	71	19	6	29	869	1465	139	19	11	23	1657
10:00	167	18	3	3	10	201	307	46	9	4	7	373
10:15	171	20	10	3	3	207	321	43	2	6	5	377
10:30	183	24	6	1	11	225	310	29	4	9	6	358
10:45	214	21	6	1	3	245	256	23	9	3	3	294
Hour	735	83	25	8	27	878	1194	141	24	22	21	1402
11:00	181	21	8	2	4	216	266	17	8	1	6	298
11:15	209	31	3	2	7	252	246	30	3	4	6	289
11:30	253	19	4	4	5	285	269	25	4	0	8	306
11:45	254	24	7	1	5	291	222	25	7	2	2	258
Hour	897	95	22	9	21	1044	1003	97	22	7	22	1151
12:00	228	25	9	1	4	267	227	24	1	0	6	258
12:15	248	36	8	3	5	300	225	26	6	3	4	264
12:30	266	34	5	3	5	313	216	27	9	1	8	261
12:45	254	28	7	1	6	296	253	28	5	2	4	292
Hour	996	123	29	8	20	1176	921	105	21	6	22	1075
13:00	260	20	5	2	0	287	245	23	2	2	6	278
13:15	267	24	3	0	5	299	286	26	5	2	6	325
13:30	272	30	2	0	4	308	257	21	2	3	4	287
13:45	277	15	2	1	2	297	249	30	5	0	6	290
Hour	1076	89	12	3	11	1191	1037	100	14	7	22	1180
14:00	286	31	6	1	8	332	245	21	4	1	3	274
14:15	248	24	5	1	3	281	321	24	6	2	6	359
14:30	306	36	3	2	5	352	258	26	6	0	8	298
14:45	332	38	4	0	12	386	218	22	4	1	3	248
Hour	1172	129	18	4	28	1351	1042	93	20	4	20	1179
15:00	327	40	6	5	2	380	238	21	4	1	6	270
15:15	327	38	3	2	3	373	250	27	5	1	8	291
15:30	335	41	3	3	7	389	220	22	1	1	5	249
15:45	335	56	4	1	5	401	250	11	2	1	3	267
Hour	1324	175	16	11	17	1543	958	81	12	4	22	1077
16:00	395	76	6	3	6	486	261	18	0	0	6	285
16:15	435	63	2	3	8	511	193	15	2	1	5	216
16:30	413	54	2	2	4	475	239	21	2	0	9	271
16:45	432	59	4	1	6	502	226	17	2	2	5	252
Hour	1675	252	14	9	24	1974	919	71	6	3	25	1024
17:00	431	46	5	1	7	490	228	13	1	0	7	249
17:15	481	41	1	0	11	534	281	12	1	0	6	300
17:30	457	37	3	1	10	508	289	11	1	0	8	309
17:45	429	39	0	3	7	478	282	7	1	1	9	300
Hour	1798	163	9	5	35	2010	1080	43	4	1	30	1158
18:00	385	25	1	0	7	418	235	10	0	0	4	249
18:15	390	30	2	0	10	432	234	16	0	0	10	260
18:30	399	26	0	3	18	446	213	10	0	0	12	235
18:45	395	21	0	1	2	419	213	4	0	1	9	227
Hour	1569	102	3	4	37	1715	895	40	0	1	35	971
Total	13381	1404	192	88	306	15371	13721	1215	171	77	316	15500

Site No. 5
Location R827(N) / Kill Lane(SW) / R827(S) / Kill Lane(NE)
Date Thursday 11 April 2019

Time	A to D - R827(N) to Kill Lane(NE)					Veh. Total	A to C - R827(N) to R827(S)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	4	0	0	0	0	4	19	1	0	2	0	22
07:15	4	0	0	0	1	5	24	0	0	0	1	25
07:30	5	0	0	0	0	5	31	5	2	2	1	41
07:45	10	1	1	0	0	12	47	3	0	0	1	51
Hour	23	1	1	0	1	26	121	9	2	4	3	139
08:00	10	0	0	0	0	10	57	3	3	2	1	66
08:15	12	2	0	0	0	14	51	7	0	2	0	60
08:30	21	1	0	0	0	22	69	4	1	0	1	75
08:45	13	4	0	0	0	17	57	4	2	1	1	65
Hour	56	7	0	0	0	63	234	18	6	5	3	266
09:00	15	2	0	0	0	17	44	5	0	0	1	50
09:15	19	4	0	0	0	23	34	2	0	0	0	36
09:30	9	2	0	0	0	11	32	4	0	0	1	37
09:45	17	1	0	0	0	18	27	9	1	0	0	37
Hour	60	9	0	0	0	69	137	20	1	0	2	160
10:00	13	4	1	0	0	18	29	2	1	0	2	34
10:15	8	2	0	0	0	10	24	3	0	2	1	30
10:30	15	2	0	0	0	17	33	2	0	0	1	36
10:45	20	1	0	0	0	21	36	3	3	0	0	42
Hour	56	9	1	0	0	66	122	10	4	2	4	142
11:00	10	4	0	0	0	14	42	7	1	0	1	51
11:15	13	3	0	0	0	16	33	5	1	0	0	39
11:30	8	3	0	0	0	11	49	10	0	1	0	60
11:45	10	2	2	0	0	14	51	8	4	0	0	63
Hour	41	12	2	0	0	55	175	30	6	1	1	213
12:00	21	4	1	0	0	26	55	6	3	0	1	65
12:15	16	3	0	0	0	19	50	4	0	1	0	55
12:30	12	1	0	0	0	13	42	4	2	2	0	50
12:45	11	1	0	0	0	12	46	4	3	0	1	54
Hour	60	9	1	0	0	70	193	18	8	3	2	224
13:00	21	1	0	0	0	22	50	1	1	0	1	53
13:15	11	1	0	0	0	12	51	5	3	0	0	59
13:30	14	6	0	0	0	20	46	3	1	1	0	51
13:45	15	0	0	0	0	15	64	1	0	0	0	65
Hour	61	8	0	0	0	69	211	10	5	1	1	228
14:00	18	0	0	0	0	18	53	8	1	1	1	64
14:15	17	1	1	0	0	19	67	4	1	0	1	73
14:30	12	0	0	0	0	12	71	4	0	1	1	77
14:45	19	3	0	0	0	22	75	8	0	0	1	84
Hour	66	4	1	0	0	71	266	24	2	2	4	298
15:00	18	1	0	0	0	19	66	8	3	0	1	78
15:15	12	3	0	0	0	15	71	11	0	0	0	82
15:30	13	2	0	0	0	15	80	10	0	1	0	91
15:45	9	2	0	0	0	11	66	12	1	2	0	81
Hour	52	8	0	0	0	60	283	41	4	3	1	332
16:00	10	0	0	0	0	10	82	11	1	0	0	94
16:15	9	1	0	0	0	10	90	8	0	0	0	98
16:30	10	1	0	0	0	11	77	13	0	1	1	92
16:45	10	1	0	0	0	11	75	7	0	0	0	82
Hour	39	3	0	0	0	42	324	39	1	1	1	366
17:00	7	1	0	0	0	8	84	6	1	0	0	91
17:15	10	2	0	0	0	12	80	5	2	0	0	87
17:30	17	2	0	0	0	19	73	6	1	0	1	81
17:45	14	0	0	0	0	14	81	2	1	0	0	84
Hour	48	5	0	0	0	53	318	19	5	0	1	343
18:00	12	0	0	0	0	12	63	8	0	0	2	73
18:15	12	0	0	0	0	12	76	8	1	0	1	86
18:30	6	1	0	0	0	7	69	2	0	1	0	72
18:45	12	0	0	0	0	12	78	1	1	1	0	81
Hour	42	1	0	0	0	43	286	19	2	2	3	312
Total	604	76	6	0	1	687	2670	257	46	24	26	3023

Site No. 5
Location R827(N) / Kill Lane(SW) / R827(S) / Kill Lane(NE)
Date Thursday 11 April 2019

Time	A to B - R827(N) to Kill Lane(SW)					Veh. Total	A to A - R827(N) to R827(N)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	5	0	0	0	1	6	0	0	0	0	0	0
07:15	9	1	0	1	1	12	0	0	0	0	0	0
07:30	12	1	0	0	0	13	0	0	0	0	0	0
07:45	31	1	1	0	0	33	0	0	0	0	0	0
Hour	57	3	1	1	2	64	0	0	0	0	0	0
08:00	38	0	0	0	0	38	0	0	0	0	0	0
08:15	31	0	1	0	0	32	0	0	0	0	0	0
08:30	45	2	0	1	0	48	0	0	0	0	0	0
08:45	23	4	0	0	0	27	0	0	0	0	0	0
Hour	137	6	1	1	0	145	0	0	0	0	0	0
09:00	24	1	0	1	0	26	0	0	0	0	0	0
09:15	13	1	0	0	0	14	0	0	0	0	0	0
09:30	16	2	1	0	0	19	0	0	0	0	0	0
09:45	22	1	0	0	0	23	0	0	0	0	0	0
Hour	75	5	1	1	0	82	0	0	0	0	0	0
10:00	18	4	0	0	0	22	0	0	0	0	0	0
10:15	21	0	0	0	0	21	0	0	0	0	0	0
10:30	19	4	0	0	0	23	0	0	0	0	0	0
10:45	19	2	1	0	0	22	0	0	0	0	0	0
Hour	77	10	1	0	0	88	0	0	0	0	0	0
11:00	21	4	1	0	0	26	0	0	0	0	0	0
11:15	13	6	0	0	0	19	0	0	0	0	0	0
11:30	22	2	0	0	0	24	0	0	0	0	0	0
11:45	13	0	0	0	0	13	0	0	0	0	0	0
Hour	69	12	1	0	0	82	0	0	0	0	0	0
12:00	18	2	0	0	0	20	0	0	0	0	0	0
12:15	9	1	0	0	0	10	0	0	0	0	0	0
12:30	19	2	0	0	0	21	0	0	0	0	0	0
12:45	22	5	2	0	0	29	0	0	0	0	0	0
Hour	68	10	2	0	0	80	0	0	0	0	0	0
13:00	19	0	1	0	0	20	0	0	0	0	0	0
13:15	15	3	0	0	0	18	0	0	0	0	0	0
13:30	25	0	0	0	0	25	0	0	0	0	0	0
13:45	25	2	0	0	0	27	0	0	0	0	0	0
Hour	84	5	1	0	0	90	0	0	0	0	0	0
14:00	23	2	0	0	0	25	0	0	0	0	0	0
14:15	33	2	1	0	0	36	0	0	0	0	0	0
14:30	24	1	1	0	0	26	0	0	0	0	0	0
14:45	24	2	0	0	0	26	0	0	0	0	0	0
Hour	104	7	2	0	0	113	0	0	0	0	0	0
15:00	25	5	1	0	0	31	0	0	0	0	0	0
15:15	26	4	0	0	0	30	0	0	0	0	0	0
15:30	19	1	0	0	0	20	0	0	0	0	0	0
15:45	23	2	0	0	0	25	0	0	0	0	0	0
Hour	93	12	1	0	0	106	0	0	0	0	0	0
16:00	26	9	1	0	0	36	0	0	0	0	0	0
16:15	42	3	0	0	0	45	0	0	0	0	0	0
16:30	23	3	0	0	0	26	0	0	0	0	0	0
16:45	40	0	0	0	0	40	0	0	0	0	0	0
Hour	131	15	1	0	0	147	0	0	0	0	0	0
17:00	30	6	0	0	0	36	0	0	0	0	0	0
17:15	40	5	1	0	0	46	0	0	0	0	0	0
17:30	31	0	0	0	0	31	0	0	0	0	0	0
17:45	24	1	0	0	0	25	0	0	0	0	0	0
Hour	125	12	1	0	0	138	0	0	0	0	0	0
18:00	26	1	0	0	0	27	0	0	0	0	0	0
18:15	26	2	0	0	0	28	0	0	0	0	0	0
18:30	22	3	0	0	0	25	0	0	0	0	0	0
18:45	13	0	0	0	0	13	0	0	0	0	0	0
Hour	87	6	0	0	0	93	0	0	0	0	0	0
Total	1107	103	13	3	2	1228	0	0	0	0	0	0

Site No. 5
Location R827(N) / Kill Lane(SW) / R827(S) / Kill Lane(NE)
Date Thursday 11 April 2019

Time	B to A - Kill Lane(SW) to R827(N)					Veh. Total	B to D - Kill Lane(SW) to Kill Lane(NE)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	14	2	0	0	0	16	80	6	1	1	2	90
07:15	16	2	1	0	0	19	79	10	3	0	1	93
07:30	24	8	1	0	0	33	73	14	0	2	4	93
07:45	21	2	1	0	0	24	96	11	2	0	1	110
Hour	75	14	3	0	0	92	328	41	6	3	8	386
08:00	36	0	0	1	0	37	108	7	2	0	4	121
08:15	45	3	0	0	0	48	102	6	1	0	1	110
08:30	42	3	0	0	0	45	119	8	2	0	4	133
08:45	42	2	0	1	0	45	129	11	4	0	3	147
Hour	165	8	0	2	0	175	458	32	9	0	12	511
09:00	40	2	0	0	0	42	117	10	3	0	4	134
09:15	23	3	0	0	0	26	105	8	1	0	1	115
09:30	10	2	1	0	0	13	84	14	3	0	4	105
09:45	21	2	1	0	0	24	91	7	5	2	5	110
Hour	94	9	2	0	0	105	397	39	12	2	14	464
10:00	16	5	0	0	0	21	84	13	2	2	3	104
10:15	18	3	0	0	0	21	92	9	2	0	3	106
10:30	15	2	1	0	0	18	93	17	9	0	4	123
10:45	18	3	1	0		22	89	12	5	0	1	107
Hour	67	13	2	0	0	82	358	51	18	2	11	440
11:00	20	3	0	1	0	24	69	20	4	0	3	96
11:15	20	2	0	0	0	22	65	15	2	0	0	82
11:30	20	1	0	0	0	21	87	10	2	1	2	102
11:45	13	3	0	0	0	16	73	7	5	0	3	88
Hour	73	9	0	1	0	83	294	52	13	1	8	368
12:00	16	2	0	0	0	18	78	9	3	1	2	93
12:15	20	1	1	1	0	23	91	10	2	0	3	106
12:30	23	3	1	0	0	27	87	11	3	0	3	104
12:45	19	3	0	0	0	22	72	15	1	0	3	91
Hour	78	9	2	1	0	90	328	45	9	1	11	394
13:00	21	7	0	0	0	28	101	14	5	1	2	123
13:15	34	2	0	0	0	36	105	13	2	1	0	121
13:30	26	3	0	0	0	29	102	8	2	1	3	116
13:45	23	2	0	0	0	25	92	14	2	0	1	109
Hour	104	14	0	0	0	118	400	49	11	3	6	469
14:00	24	1	0	0	0	25	91	9	1	0	4	105
14:15	25	0	1	0	1	27	89	10	1	0	2	102
14:30	34	1	0	0	0	35	92	12	2	0	4	110
14:45	26	2	0	0	0	28	91	12	0	0	2	105
Hour	109	4	1	0	1	115	363	43	4	0	12	422
15:00	19	1	1	0	0	21	81	7	1	0	4	93
15:15	18	3	0	0	0	21	96	11	0	0	2	109
15:30	16	1	0	0	0	17	83	9	2	0	3	97
15:45	26	0	1	0	0	27	89	15	1	0	4	109
Hour	79	5	2	0	0	86	349	42	4	0	13	408
16:00	15	3	0	0	0	18	88	5	3	0	1	97
16:15	26	2	0	0	0	28	87	14	0	0	1	102
16:30	18	0	0	0	0	18	89	6	0	1	3	99
16:45	18	1	0	0	0	19	84	9	0	0	3	96
Hour	77	6	0	0	0	83	348	34	3	1	8	394
17:00	25	3	0	0	0	28	106	10	1	0	3	120
17:15	30	1	0	0	0	31	112	5	1	0	2	120
17:30	24	0	0	0	0	24	105	3	1	1	4	114
17:45	22	1	1	0	0	24	132	4	0	0	1	137
Hour	101	5	1	0	0	107	455	22	3	1	10	491
18:00	19	1	0	0	0	20	115	3	0	0	4	122
18:15	27	1	0	0	0	28	93	6	1	0	2	102
18:30	29	2	0	0	0	31	91	5	1	0	4	101
18:45	27	1	0	0	0	28	89	8	0	0	1	98
Hour	102	5	0	0	0	107	388	22	2	0	11	423
Total	1124	101	13	4	1	1243	4466	472	94	14	124	5170

Site No. 5
Location R827(N) / Kill Lane(SW) / R827(S) / Kill Lane(NE)
Date Thursday 11 April 2019

Time	B to C - Kill Lane(SW) to R827(S)					Veh. Total	B to B - Kill Lane(SW) to Kill Lane(SW)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	3	1	0	0	0	4	0	0	0	0	0	0
07:15	5	2	0	0	0	7	0	0	0	0	0	0
07:30	5	0	0	0	0	5	0	0	0	0	0	0
07:45	5	1	1	0	1	8	0	0	0	0	0	0
Hour	18	4	1	0	1	24	0	0	0	0	0	0
08:00	7	2	0	0	0	9	0	0	0	0	0	0
08:15	5	1	0	0	0	6	0	0	0	0	0	0
08:30	4	0	1	0	0	5	0	0	0	0	0	0
08:45	2	1	0	0	0	3	0	0	0	0	0	0
Hour	18	4	1	0	0	23	0	0	0	0	0	0
09:00	7	0	0	0	0	7	0	0	0	0	0	0
09:15	3	0	0	0	1	4	0	0	0	0	0	0
09:30	4	1	0	0	0	5	0	0	0	0	0	0
09:45	4	1	0	0	0	5	0	0	0	0	0	0
Hour	18	2	0	0	1	21	0	0	0	0	0	0
10:00	3	0	0	0	0	3	0	0	0	0	0	0
10:15	3	0	0	0	0	3	0	0	0	0	0	0
10:30	4	0	0	0	0	4	0	0	0	0	0	0
10:45	3	0	0	0	0	3	0	0	0	0	0	0
Hour	13	0	0	0	0	13	0	0	0	0	0	0
11:00	3	0	0	0	0	3	0	0	0	0	0	0
11:15	9	0	0	0	0	9	1	0	0	0	0	1
11:30	3	1	0	0	0	4	0	0	0	0	0	0
11:45	5	0	0	0	0	5	0	0	0	0	0	0
Hour	20	1	0	0	0	21	1	0	0	0	0	1
12:00	7	1	0	0	0	8	0	0	0	0	0	0
12:15	3	1	0	0	0	4	0	0	0	0	0	0
12:30	4	2	0	0	0	6	0	0	0	0	0	0
12:45	5	0	0	0	0	5	0	0	0	0	0	0
Hour	19	4	0	0	0	23	0	0	0	0	0	0
13:00	4	0	0	0	0	4	0	0	0	0	0	0
13:15	6	1	0	0	0	7	0	0	0	0	0	0
13:30	8	3	0	0	0	11	0	0	0	0	0	0
13:45	3	1	0	0	0	4	0	0	0	0	0	0
Hour	21	5	0	0	0	26	0	0	0	0	0	0
14:00	6	2	0	0	0	8	0	0	0	0	0	0
14:15	2	1	0	0	0	3	0	0	0	0	0	0
14:30	6	0	0	0	0	6	0	0	0	0	0	0
14:45	6	0	0	0	0	6	0	0	0	0	0	0
Hour	20	3	0	0	0	23	0	0	0	0	0	0
15:00	3	0	0	0	0	3	0	0	0	0	0	0
15:15	11	0	0	0	0	11	0	0	0	0	0	0
15:30	4	1	0	0	0	5	0	0	0	0	0	0
15:45	11	1	0	0	0	12	0	0	0	0	0	0
Hour	29	2	0	0	0	31	0	0	0	0	0	0
16:00	6	1	0	0	0	7	0	0	0	0	0	0
16:15	6	0	0	0	0	6	0	0	0	0	0	0
16:30	5	1	0	0	0	6	0	0	0	0	0	0
16:45	7	1	0	0	0	8	0	0	0	0	0	0
Hour	24	3	0	0	0	27	0	0	0	0	0	0
17:00	8	1	0	0	0	9	0	0	0	0	0	0
17:15	7	0	0	0	0	7	0	0	0	0	0	0
17:30	5	2	0	0	0	7	0	0	0	0	0	0
17:45	6	0	0	0	0	6	0	0	0	0	0	0
Hour	26	3	0	0	0	29	0	0	0	0	0	0
18:00	5	0	0	0	0	5	0	0	0	0	0	0
18:15	9	1	0	0	0	10	0	0	0	0	0	0
18:30	9	0	0	0	0	9	0	0	0	0	0	0
18:45	7	0	0	0	0	7	0	0	0	0	0	0
Hour	30	1	0	0	0	31	0	0	0	0	0	0
Total	256	32	2	0	2	292	1	0	0	0	0	1

Site No. 5
Location R827(N) / Kill Lane(SW) / R827(S) / Kill Lane(NE)
Date Thursday 11 April 2019

Time	C to B - R827(S) to Kill Lane(SW)					Veh. Total	C to A - R827(S) to R827(N)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	5	1	0	0	0	6	81	10	1	0	1	93
07:15	5	0	0	0	0	5	68	6	1	0	1	76
07:30	3	0	0	0	0	3	66	10	0	0	0	76
07:45	3	1	0	0	0	4	75	4	0	0	2	81
Hour	16	2	0	0	0	18	290	30	2	0	4	326
08:00	9	1	0	0	0	10	80	7	0	0	1	88
08:15	7	0	0	0	0	7	93	7	0	0	1	101
08:30	9	0	0	0	0	9	82	4	3	1	1	91
08:45	6	1	0	0	0	7	81	4	4	0	1	90
Hour	31	2	0	0	0	33	336	22	7	1	4	370
09:00	8	0	0	0	0	8	59	4	2	0	1	66
09:15	12	0	0	0	0	12	73	6	2	0	0	81
09:30	11	0	0	0	0	11	68	7	2	1	1	79
09:45	12	0	0	0	0	12	54	4	1	3	0	62
Hour	43	0	0	0	0	43	254	21	7	4	2	288
10:00	7	2	0	0	0	9	50	7	0	0	1	58
10:15	8	0	0	0	0	8	52	5	2	0	1	60
10:30	7	0	0	0	0	7	56	5	1	3	1	66
10:45	14	2	0	0	0	16	56	1	1	0	1	59
Hour	36	4	0	0	0	40	214	18	4	3	4	243
11:00	12	1	1	0	0	14	38	6	3	0	0	47
11:15	13	0	1	0	0	14	49	2	1	0	1	53
11:30	15	2	0	0	0	17	47	5	1	0	0	53
11:45	14	1	1	0	0	16	34	4	2	0	0	40
Hour	54	4	3	0	0	61	168	17	7	0	1	193
12:00	15	2	0	0	0	17	40	2	1	0	0	43
12:15	19	0	0	0	0	19	36	3	1	1	1	42
12:30	10	1	0	0	0	11	42	4	3	0	0	49
12:45	22	5	2	0	0	29	44	6	1	1	0	52
Hour	66	8	2	0	0	76	162	15	6	2	1	186
13:00	14	0	0	0	0	14	31	4	1	0	0	36
13:15	11	3	0	0	0	14	50	4	0	0	1	55
13:30	10	1	0	0	0	11	47	2	2	1	0	52
13:45	11	0	0	0	0	11	49	3	1	0	0	53
Hour	46	4	0	0	0	50	177	13	4	1	1	196
14:00	15	1	0	0	0	16	61	3	0	0	0	64
14:15	10	1	0	0	0	11	48	4	2	0	1	55
14:30	14	0	0	0	0	14	38	3	2	0	0	43
14:45	15	1	0	0	0	16	36	5	1	1	0	43
Hour	54	3	0	0	0	57	183	15	5	1	1	205
15:00	11	0	0	0	0	11	43	3	0	0	1	47
15:15	15	0	0	0	0	15	36	5	1	0	0	42
15:30	14	2	0	0	0	16	49	2	0	0	0	51
15:45	10	0	0	0	0	10	36	3	0	0	0	39
Hour	50	2	0	0	0	52	164	13	1	0	1	179
16:00	11	1	0	0	0	12	51	1	0	0	1	53
16:15	9	0	0	0	0	9	41	0	0	0	1	42
16:30	19	2	0	0	0	21	45	2	0	0	0	47
16:45	10	2	0	0	0	12	45	2	0	0	1	48
Hour	49	5	0	0	0	54	182	5	0	0	3	190
17:00	10	0	0	0	0	10	34	0	0	0	0	34
17:15	3	0	0	0	0	3	39	1	0	0	1	41
17:30	11	0	0	0	0	11	44	3	0	0	0	47
17:45	7	0	0	0	0	7	45	2	0	0	1	48
Hour	31	0	0	0	0	31	162	6	0	0	2	170
18:00	5	0	0	0	0	5	54	5	0	0	1	60
18:15	10	4	0	0	0	14	44	3	0	0	0	47
18:30	11	0	0	0	0	11	49	1	0	0	1	51
18:45	16	0	0	0	0	16	27	0	0	0	1	28
Hour	42	4	0	0	0	46	174	9	0	0	3	186
Total	518	38	5	0	0	561	2466	184	43	12	27	2732

Site No. 5
Location R827(N) / Kill Lane(SW) / R827(S) / Kill Lane(NE)
Date Thursday 11 April 2019

Time	C to D - R827(S) to Kill Lane(NE)					Veh. Total	C to C - R827(S) to R827(S)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	9	0	0	0	1	10	0	0	0	0	0	0
07:15	25	3	1	0	0	29	0	0	0	0	0	0
07:30	16	0	0	0	0	16	0	0	0	0	0	0
07:45	29	3	0	0	0	32	0	0	0	0	0	0
Hour	79	6	1	0	1	87	0	0	0	0	0	0
08:00	33	1	0	0	0	34	0	0	0	0	0	0
08:15	41	0	0	0	0	41	0	0	0	0	0	0
08:30	39	4	0	0	0	43	0	0	0	0	0	0
08:45	31	5	0	0	0	36	1	0	0	0	0	1
Hour	144	10	0	0	0	154	1	0	0	0	0	1
09:00	42	2	0	0	0	44	0	0	0	0	0	0
09:15	41	3	2	0	0	46	4	0	0	0	0	4
09:30	34	7	1	0	0	42	5	1	0	0	0	6
09:45	26	4	0	0	0	30	5	0	0	0	0	5
Hour	143	16	3	0	0	162	14	1	0	0	0	15
10:00	22	2	0	0	1	25	1	1	0	0	0	2
10:15	27	3	0	0	0	30	2	0	0	0	0	2
10:30	31	1	0	0	0	32	2	0	0	0	0	2
10:45	21	6	0	0	0	27	5	0	0	0	0	5
Hour	101	12	0	0	1	114	10	1	0	0	0	11
11:00	32	5	1	0	0	38	5	0	0	0	0	5
11:15	18	4	0	0	0	22	4	0	0	0	0	4
11:30	29	4	0	0	0	33	4	0	0	0	0	4
11:45	22	0	0	0	0	22	4	0	0	0	0	4
Hour	101	13	1	0	0	115	17	0	0	0	0	17
12:00	25	1	0	0	0	26	1	0	0	0	0	1
12:15	31	1	1	0	0	33	2	0	0	0	0	2
12:30	25	4	0	0	0	29	1	0	0	0	0	1
12:45	32	3	0	0	0	35	1	1	0	0	0	2
Hour	113	9	1	0	0	123	5	1	0	0	0	6
13:00	23	1	0	0	0	24	3	0	0	0	0	3
13:15	37	4	0	0	0	41	3	0	0	0	0	3
13:30	34	2	0	0	0	36	5	0	1	0	0	6
13:45	29	3	0	0	0	32	3	0	0	0	0	3
Hour	123	10	0	0	0	133	14	0	1	0	0	15
14:00	35	0	0	0	0	35	4	0	0	0	0	4
14:15	22	2	0	0	0	24	4	0	0	0	0	4
14:30	25	4	0	0	0	29	5	0	0	0	0	5
14:45	25	0	0	0	0	25	4	0	0	0	0	4
Hour	107	6	0	0	0	113	17	0	0	0	0	17
15:00	24	1	0	0	0	25	2	0	0	0	0	2
15:15	26	0	2	0	0	28	1	0	0	0	0	1
15:30	29	0	0	0	0	29	3	0	0	0	0	3
15:45	25	5	0	0	0	30	3	0	0	0	0	3
Hour	104	6	2	0	0	112	9	0	0	0	0	9
16:00	39	2	0	0	0	41	5	0	0	0	0	5
16:15	27	5	0	0	0	32	3	0	0	0	0	3
16:30	23	0	0	0	0	23	4	0	0	0	0	4
16:45	32	0	0	0	0	32	3	0	0	0	0	3
Hour	121	7	0	0	0	128	15	0	0	0	0	15
17:00	35	2	0	0	0	37	1	0	0	0	0	1
17:15	23	2	0	0	0	25	2	0	0	0	0	2
17:30	35	1	0	0	0	36	1	0	0	0	0	1
17:45	29	2	0	0	0	31	2	0	0	0	0	2
Hour	122	7	0	0	0	129	6	0	0	0	0	6
18:00	19	2	0	0	0	21	4	0	0	0	0	4
18:15	32	1	0	0	0	33	5	0	0	0	0	5
18:30	33	5	2	0	0	40	1	0	0	0	0	1
18:45	34	0	0	0	0	34	7	0	0	0	0	7
Hour	118	8	2	0	0	128	17	0	0	0	0	17
Total	1376	110	10	0	2	1498	125	3	1	0	0	129

Site No. 5
Location R827(N) / Kill Lane(SW) / R827(S) / Kill Lane(NE)
Date Thursday 11 April 2019

Time	D to C - Kill Lane(NE) to R827(S)					Veh. Total	D to B - Kill Lane(NE) to Kill Lane(SW)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	6	0	0	0	0	6	79	9	0	0	3	91
07:15	9	1	0	0	0	10	83	7	1	0	2	93
07:30	12	1	2	0	0	15	113	8	0	0	3	124
07:45	20	0	0	0	0	20	129	8	0	1	4	142
Hour	47	2	2	0	0	51	404	32	1	1	12	450
08:00	19	3	1	0	0	23	152	8	1	0	2	163
08:15	35	3	0	0	0	38	140	9	0	2	2	153
08:30	38	5	0	0	0	43	123	8	0	1	2	134
08:45	34	3	0	0	0	37	116	6	1	0	2	125
Hour	126	14	1	0	0	141	531	31	2	3	8	575
09:00	26	1	0	0	0	27	85	8	4	0	3	100
09:15	19	4	1	0	0	24	113	13	4	0	4	134
09:30	28	3	0	0	0	31	105	8	2	0	3	118
09:45	29	4	0	0	0	33	101	13	4	0	1	119
Hour	102	12	1	0	0	115	404	42	14	0	11	471
10:00	26	3	1	0	0	30	83	10	2	0	4	99
10:15	27	2	1	0	0	30	99	15	6	0	1	121
10:30	38	1	2	0	0	41	113	12	1	1	4	131
10:45	23	6	0	0	0	29	99	11	3	1	3	117
Hour	114	12	4	0	0	130	394	48	12	2	12	468
11:00	34	1	1	0	0	36	91	19	5	3	2	120
11:15	16	1	0	0	0	17	97	14	3	1	2	117
11:30	25	3	1	0	0	29	80	12	1	0	2	95
11:45	30	1	2	0	0	33	80	13	3	0	3	99
Hour	105	6	4	0	0	115	348	58	12	4	9	431
12:00	25	2	1	0	0	28	95	11	6	0	4	116
12:15	32	1	1	0	0	34	117	19	3	0	3	142
12:30	36	7	0	0	0	43	109	13	1	1	2	126
12:45	34	4	0	0	0	38	91	22	4	0	2	119
Hour	127	14	2	0	0	143	412	65	14	1	11	503
13:00	33	1	0	0	0	34	107	18	1	0	3	129
13:15	30	4	0	0	0	34	78	14	3	0	1	96
13:30	22	1	0	0	0	23	77	10	4	1	2	94
13:45	26	1	0	0	0	27	98	7	6	1	2	114
Hour	111	7	0	0	0	118	360	49	14	2	8	433
14:00	24	3	0	0	0	27	105	8	3	0	0	116
14:15	20	2	0	0	0	22	115	15	4	0	2	136
14:30	34	2	0	0	0	36	101	21	3	1	1	127
14:45	22	4	0	0	0	26	102	18	0	0	4	124
Hour	100	11	0	0	0	111	423	62	10	1	7	503
15:00	36	2	0	0	0	38	98	16	4	0	3	121
15:15	32	2	1	0	0	35	104	20	1	0	2	127
15:30	40	4	0	0	0	44	123	13	0	0	2	138
15:45	44	2	0	0	0	46	121	11	2	0	6	140
Hour	152	10	1	0	0	163	446	60	7	0	13	526
16:00	28	2	0	0	0	30	130	12	2	0	0	144
16:15	36	1	0	0	0	37	90	15	1	0	4	110
16:30	30	4	0	0	0	34	114	15	1	0	4	134
16:45	42	2	0	0	0	44	109	16	0	0	2	127
Hour	136	9	0	0	0	145	443	58	4	0	10	515
17:00	38	4	0	0	0	42	121	8	2	1	2	134
17:15	35	0	0	0	0	35	135	9	1	0	0	145
17:30	44	2	1	0	0	47	116	10	0	0	4	130
17:45	34	2	0	0	0	36	111	4	0	1	2	118
Hour	151	8	1	0	0	160	483	31	3	2	8	527
18:00	42	2	0	0	0	44	125	5	0	0	3	133
18:15	22	1	0	0	0	23	107	4	0	0	2	113
18:30	29	1	0	1	0	31	133	12	0	0	3	148
18:45	32	2	0	0	0	34	91	10	0	0	3	104
Hour	125	6	0	1	0	132	456	31	0	0	11	498
Total	1396	111	16	1	0	1524	5104	567	93	16	120	5900

Site No. 5
Location R827(N) / Kill Lane(SW) / R827(S) / Kill Lane(NE)
Date Thursday 11 April 2019

Time	D to A - Kill Lane(NE) to R827(N)					Veh. Total	D to D - Kill Lane(NE) to Kill Lane(NE)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	0	1	0	0	0	1	0	0	0	0	0	0
07:15	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
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	0	0	1	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	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
09:45	0	1	0	0	0	1	0	0	0	0	0	0
Hour	0	1	0	0	0	1	0	0	0	0	0	0
10:00	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	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	1	0	0	1	0	2	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	1	0	2	0	0	0	0	0	0
12:00	1	0	0	0	0	1	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	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	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	1	0	5	0	0	0	0	0	0

Site No. 5
Location R827(N) / Kill Lane(SW) / R827(S) / Kill Lane(NE)
Date Thursday 11 April 2019

Time	To Arm A - R827(N)					Veh. Total	From Arm A - R827(N)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	95	13	1	0	1	110	28	1	0	2	1	32
07:15	84	8	2	0	1	95	37	1	0	1	3	42
07:30	90	18	1	0	0	109	48	6	2	2	1	59
07:45	96	6	1	0	2	105	88	5	2	0	1	96
Hour	365	45	5	0	4	419	201	13	4	5	6	229
08:00	116	7	0	1	1	125	105	3	3	2	1	114
08:15	138	10	0	0	1	149	94	9	1	2	0	106
08:30	124	7	3	1	1	136	135	7	1	1	1	145
08:45	123	6	4	1	1	135	93	12	2	1	1	109
Hour	501	30	7	3	4	545	427	31	7	6	3	474
09:00	99	6	2	0	1	108	83	8	0	1	1	93
09:15	96	9	2	0	0	107	66	7	0	0	0	73
09:30	78	9	3	1	1	92	57	8	1	0	1	67
09:45	75	7	2	3	0	87	66	11	1	0	0	78
Hour	348	31	9	4	2	394	272	34	2	1	2	311
10:00	66	12	0	0	1	79	60	10	2	0	2	74
10:15	70	8	2	0	1	81	53	5	0	2	1	61
10:30	71	7	2	3	1	84	67	8	0	0	1	76
10:45	74	4	2	0	1	81	75	6	4	0	0	85
Hour	281	31	6	3	4	325	255	29	6	2	4	296
11:00	58	9	3	1	0	71	73	15	2	0	1	91
11:15	69	4	1	0	1	75	59	14	1	0	0	74
11:30	68	6	1	1	0	76	79	15	0	1	0	95
11:45	47	7	2	0	0	56	74	10	6	0	0	90
Hour	242	26	7	2	1	278	285	54	9	1	1	350
12:00	57	4	1	0	0	62	94	12	4	0	1	111
12:15	56	4	2	2	1	65	75	8	0	1	0	84
12:30	65	7	4	0	0	76	73	7	2	2	0	84
12:45	63	9	1	1	0	74	79	10	5	0	1	95
Hour	241	24	8	3	1	277	321	37	11	3	2	374
13:00	52	11	1	0	0	64	90	2	2	0	1	95
13:15	84	6	0	0	1	91	77	9	3	0	0	89
13:30	73	5	2	1	0	81	85	9	1	1	0	96
13:45	72	5	1	0	0	78	104	3	0	0	0	107
Hour	281	27	4	1	1	314	356	23	6	1	1	387
14:00	85	4	0	0	0	89	94	10	1	1	1	107
14:15	73	4	3	0	2	82	117	7	3	0	1	128
14:30	72	4	2	0	0	78	107	5	1	1	1	115
14:45	62	7	1	1	0	71	118	13	0	0	1	132
Hour	292	19	6	1	2	320	436	35	5	2	4	482
15:00	62	4	1	0	1	68	109	14	4	0	1	128
15:15	54	8	1	0	0	63	109	18	0	0	0	127
15:30	65	3	0	0	0	68	112	13	0	1	0	126
15:45	62	3	1	0	0	66	98	16	1	2	0	117
Hour	243	18	3	0	1	265	428	61	5	3	1	498
16:00	66	4	0	0	1	71	118	20	2	0	0	140
16:15	67	2	0	0	1	70	141	12	0	0	0	153
16:30	63	2	0	0	0	65	110	17	0	1	1	129
16:45	63	3	0	0	1	67	125	8	0	0	0	133
Hour	259	11	0	0	3	273	494	57	2	1	1	555
17:00	59	3	0	0	0	62	121	13	1	0	0	135
17:15	69	2	0	0	1	72	130	12	3	0	0	145
17:30	68	3	0	0	0	71	121	8	1	0	1	131
17:45	67	3	1	0	1	72	119	3	1	0	0	123
Hour	263	11	1	0	2	277	491	36	6	0	1	534
18:00	73	6	0	0	1	80	101	9	0	0	2	112
18:15	71	4	0	0	0	75	114	10	1	0	1	126
18:30	78	3	0	0	1	82	97	6	0	1	0	104
18:45	54	1	0	0	1	56	103	1	1	1	0	106
Hour	276	14	0	0	3	293	415	26	2	2	3	448
Total	3592	287	56	17	28	3980	4381	436	65	27	29	4938

Site No. 5
Location R827(N) / Kill Lane(SW) / R827(S) / Kill Lane(NE)
Date Thursday 11 April 2019

Time	To Arm B - Kill Lane(SW)					Veh. Total	From Arm B - Kill Lane(SW)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	89	10	0	0	4	103	97	9	1	1	2	110
07:15	97	8	1	1	3	110	100	14	4	0	1	119
07:30	128	9	0	0	3	140	102	22	1	2	4	131
07:45	163	10	1	1	4	179	122	14	4	0	2	142
Hour	477	37	2	2	14	532	421	59	10	3	9	502
08:00	199	9	1	0	2	211	151	9	2	1	4	167
08:15	178	9	1	2	2	192	152	10	1	0	1	164
08:30	177	10	0	2	2	191	165	11	3	0	4	183
08:45	145	11	1	0	2	159	173	14	4	1	3	195
Hour	699	39	3	4	8	753	641	44	10	2	12	709
09:00	117	9	4	1	3	134	164	12	3	0	4	183
09:15	138	14	4	0	4	160	131	11	1	0	2	145
09:30	132	10	3	0	3	148	98	17	4	0	4	123
09:45	135	14	4	0	1	154	116	10	6	2	5	139
Hour	522	47	15	1	11	596	509	50	14	2	15	590
10:00	108	16	2	0	4	130	103	18	2	2	3	128
10:15	128	15	6	0	1	150	113	12	2	0	3	130
10:30	139	16	1	1	4	161	112	19	10	0	4	145
10:45	132	15	4	1	3	155	110	15	6	0	1	132
Hour	507	62	13	2	12	596	438	64	20	2	11	535
11:00	124	24	7	3	2	160	92	23	4	1	3	123
11:15	124	20	4	1	2	151	95	17	2	0	0	114
11:30	117	16	1	0	2	136	110	12	2	1	2	127
11:45	107	14	4	0	3	128	91	10	5	0	3	109
Hour	472	74	16	4	9	575	388	62	13	2	8	473
12:00	128	15	6	0	4	153	101	12	3	1	2	119
12:15	145	20	3	0	3	171	114	12	3	1	3	133
12:30	138	16	1	1	2	158	114	16	4	0	3	137
12:45	135	32	8	0	2	177	96	18	1	0	3	118
Hour	546	83	18	1	11	659	425	58	11	2	11	507
13:00	140	18	2	0	3	163	126	21	5	1	2	155
13:15	104	20	3	0	1	128	145	16	2	1	0	164
13:30	112	11	4	1	2	130	136	14	2	1	3	156
13:45	134	9	6	1	2	152	118	17	2	0	1	138
Hour	490	58	15	2	8	573	525	68	11	3	6	613
14:00	143	11	3	0	0	157	121	12	1	0	4	138
14:15	158	18	5	0	2	183	116	11	2	0	3	132
14:30	139	22	4	1	1	167	132	13	2	0	4	151
14:45	141	21	0	0	4	166	123	14	0	0	2	139
Hour	581	72	12	1	7	673	492	50	5	0	13	560
15:00	134	21	5	0	3	163	103	8	2	0	4	117
15:15	145	24	1	0	2	172	125	14	0	0	2	141
15:30	156	16	0	0	2	174	103	11	2	0	3	119
15:45	154	13	2	0	6	175	126	16	2	0	4	148
Hour	589	74	8	0	13	684	457	49	6	0	13	525
16:00	167	22	3	0	0	192	109	9	3	0	1	122
16:15	141	18	1	0	4	164	119	16	0	0	1	136
16:30	156	20	1	0	4	181	112	7	0	1	3	123
16:45	159	18	0	0	2	179	109	11	0	0	3	123
Hour	623	78	5	0	10	716	449	43	3	1	8	504
17:00	161	14	2	1	2	180	139	14	1	0	3	157
17:15	178	14	2	0	0	194	149	6	1	0	2	158
17:30	158	10	0	0	4	172	134	5	1	1	4	145
17:45	142	5	0	1	2	150	160	5	1	0	1	167
Hour	639	43	4	2	8	696	582	30	4	1	10	627
18:00	156	6	0	0	3	165	139	4	0	0	4	147
18:15	143	10	0	0	2	155	129	8	1	0	2	140
18:30	166	15	0	0	3	184	129	7	1	0	4	141
18:45	120	10	0	0	3	133	123	9	0	0	1	133
Hour	585	41	0	0	11	637	520	28	2	0	11	561
Total	6730	708	111	19	122	7690	5847	605	109	18	127	6706

Site No. 5
Location R827(N) / Kill Lane(SW) / R827(S) / Kill Lane(NE)
Date Thursday 11 April 2019

Time	To Arm C - R827(S)					Veh. Total	From Arm C - R827(S)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	28	2	0	2	0	32	95	11	1	0	2	109
07:15	38	3	0	0	1	42	98	9	2	0	1	110
07:30	48	6	4	2	1	61	85	10	0	0	0	95
07:45	72	4	1	0	2	79	107	8	0	0	2	117
Hour	186	15	5	4	4	214	385	38	3	0	5	431
08:00	83	8	4	2	1	98	122	9	0	0	1	132
08:15	91	11	0	2	0	104	141	7	0	0	1	149
08:30	111	9	2	0	1	123	130	8	3	1	1	143
08:45	94	8	2	1	1	106	119	10	4	0	1	134
Hour	379	36	8	5	3	431	512	34	7	1	4	558
09:00	77	6	0	0	1	84	109	6	2	0	1	118
09:15	60	6	1	0	1	68	130	9	4	0	0	143
09:30	69	9	0	0	1	79	118	15	3	1	1	138
09:45	65	14	1	0	0	80	97	8	1	3	0	109
Hour	271	35	2	0	3	311	454	38	10	4	2	508
10:00	59	6	2	0	2	69	80	12	0	0	2	94
10:15	56	5	1	2	1	65	89	8	2	0	1	100
10:30	77	3	2	0	1	83	96	6	1	3	1	107
10:45	67	9	3	0	0	79	96	9	1	0	1	107
Hour	259	23	8	2	4	296	361	35	4	3	5	408
11:00	84	8	2	0	1	95	87	12	5	0	0	104
11:15	62	6	1	0	0	69	84	6	2	0	1	93
11:30	81	14	1	1	0	97	95	11	1	0	0	107
11:45	90	9	6	0	0	105	74	5	3	0	0	82
Hour	317	37	10	1	1	366	340	34	11	0	1	386
12:00	88	9	4	0	1	102	81	5	1	0	0	87
12:15	87	6	1	1	0	95	88	4	2	1	1	96
12:30	83	13	2	2	0	100	78	9	3	0	0	90
12:45	86	9	3	0	1	99	99	15	3	1	0	118
Hour	344	37	10	3	2	396	346	33	9	2	1	391
13:00	90	2	1	0	1	94	71	5	1	0	0	77
13:15	90	10	3	0	0	103	101	11	0	0	1	113
13:30	81	7	2	1	0	91	96	5	3	1	0	105
13:45	96	3	0	0	0	99	92	6	1	0	0	99
Hour	357	22	6	1	1	387	360	27	5	1	1	394
14:00	87	13	1	1	1	103	115	4	0	0	0	119
14:15	93	7	1	0	1	102	84	7	2	0	1	94
14:30	116	6	0	1	1	124	82	7	2	0	0	91
14:45	107	12	0	0	1	120	80	6	1	1	0	88
Hour	403	38	2	2	4	449	361	24	5	1	1	392
15:00	107	10	3	0	1	121	80	4	0	0	1	85
15:15	115	13	1	0	0	129	78	5	3	0	0	86
15:30	127	15	0	1	0	143	95	4	0	0	0	99
15:45	124	15	1	2	0	142	74	8	0	0	0	82
Hour	473	53	5	3	1	535	327	21	3	0	1	352
16:00	121	14	1	0	0	136	106	4	0	0	1	111
16:15	135	9	0	0	0	144	80	5	0	0	1	86
16:30	116	18	0	1	1	136	91	4	0	0	0	95
16:45	127	10	0	0	0	137	90	4	0	0	1	95
Hour	499	51	1	1	1	553	367	17	0	0	3	387
17:00	131	11	1	0	0	143	80	2	0	0	0	82
17:15	124	5	2	0	0	131	67	3	0	0	1	71
17:30	123	10	2	0	1	136	91	4	0	0	0	95
17:45	123	4	1	0	0	128	83	4	0	0	1	88
Hour	501	30	6	0	1	538	321	13	0	0	2	336
18:00	114	10	0	0	2	126	82	7	0	0	1	90
18:15	112	10	1	0	1	124	91	8	0	0	0	99
18:30	108	3	0	2	0	113	94	6	2	0	1	103
18:45	124	3	1	1	0	129	84	0	0	0	1	85
Hour	458	26	2	3	3	492	351	21	2	0	3	377
Total	4447	403	65	25	28	4968	4485	335	59	12	29	4920

Site No. 5
Location R827(N) / Kill Lane(SW) / R827(S) / Kill Lane(NE)
Date Thursday 11 April 2019

Time	To Arm D - Kill Lane(NE)					Veh. Total	From Arm D - Kill Lane(NE)					Veh. Total
	CAR	LGV	OGV1	OGV2	PSV		CAR	LGV	OGV1	OGV2	PSV	
07:00	93	6	1	1	3	104	85	10	0	0	3	98
07:15	108	13	4	0	2	127	92	8	1	0	2	103
07:30	94	14	0	2	4	114	125	9	2	0	3	139
07:45	135	15	3	0	1	154	149	8	0	1	4	162
Hour	430	48	8	3	10	499	451	35	3	1	12	502
08:00	151	8	2	0	4	165	171	11	2	0	2	186
08:15	155	8	1	0	1	165	175	12	0	2	2	191
08:30	179	13	2	0	4	198	161	13	0	1	2	177
08:45	173	20	4	0	3	200	150	9	1	0	2	162
Hour	658	49	9	0	12	728	657	45	3	3	8	716
09:00	174	14	3	0	4	195	111	9	4	0	3	127
09:15	165	15	3	0	1	184	132	17	5	0	4	158
09:30	127	23	4	0	4	158	133	11	2	0	3	149
09:45	134	12	5	2	5	158	130	18	4	0	1	153
Hour	600	64	15	2	14	695	506	55	15	0	11	587
10:00	119	19	3	2	4	147	109	13	3	0	4	129
10:15	127	14	2	0	3	146	126	17	7	0	1	151
10:30	139	20	9	0	4	172	151	13	3	1	4	172
10:45	130	19	5	0	1	155	122	17	3	1	3	146
Hour	515	72	19	2	12	620	508	60	16	2	12	598
11:00	111	29	5	0	3	148	125	20	6	3	2	156
11:15	96	22	2	0	0	120	113	15	3	1	2	134
11:30	124	17	2	1	2	146	106	15	2	1	2	126
11:45	105	9	7	0	3	124	110	14	5	0	3	132
Hour	436	77	16	1	8	538	454	64	16	5	9	548
12:00	124	14	4	1	2	145	121	13	7	0	4	145
12:15	138	14	3	0	3	158	149	20	4	0	3	176
12:30	124	16	3	0	3	146	145	20	1	1	2	169
12:45	115	19	1	0	3	138	125	26	4	0	2	157
Hour	501	63	11	1	11	587	540	79	16	1	11	647
13:00	145	16	5	1	2	169	140	19	1	0	3	163
13:15	153	18	2	1	0	174	108	18	3	0	1	130
13:30	150	16	2	1	3	172	99	11	4	1	2	117
13:45	136	17	2	0	1	156	124	8	6	1	2	141
Hour	584	67	11	3	6	671	471	56	14	2	8	551
14:00	144	9	1	0	4	158	129	11	3	0	0	143
14:15	128	13	2	0	2	145	135	17	4	0	2	158
14:30	129	16	2	0	4	151	135	23	3	1	1	163
14:45	135	15	0	0	2	152	124	22	0	0	4	150
Hour	536	53	5	0	12	606	523	73	10	1	7	614
15:00	123	9	1	0	4	137	134	18	4	0	3	159
15:15	134	14	2	0	2	152	136	22	2	0	2	162
15:30	125	11	2	0	3	141	163	17	0	0	2	182
15:45	123	22	1	0	4	150	165	13	2	0	6	186
Hour	505	56	6	0	13	580	598	70	8	0	13	689
16:00	137	7	3	0	1	148	158	14	2	0	0	174
16:15	123	20	0	0	1	144	126	16	1	0	4	147
16:30	122	7	0	1	3	133	144	19	1	0	4	168
16:45	126	10	0	0	3	139	151	18	0	0	2	171
Hour	508	44	3	1	8	564	579	67	4	0	10	660
17:00	148	13	1	0	3	165	159	12	2	1	2	176
17:15	145	9	1	0	2	157	170	9	1	0	0	180
17:30	157	6	1	1	4	169	160	12	1	0	4	177
17:45	175	6	0	0	1	182	145	6	0	1	2	154
Hour	625	34	3	1	10	673	634	39	4	2	8	687
18:00	146	5	0	0	4	155	167	7	0	0	3	177
18:15	137	7	1	0	2	147	129	5	0	0	2	136
18:30	130	11	3	0	4	148	162	13	0	1	3	179
18:45	135	8	0	0	1	144	123	12	0	0	3	138
Hour	548	31	4	0	11	594	581	37	0	1	11	630
Total	6446	658	110	14	127	7355	6502	680	109	18	120	7429

Appendix B

TRICS Data

CS CONSULTING
GROUP

Calculation Reference: AUDIT-656801-201208-1253

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HO	HOUNSLOW	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 22 to 203 (units:)
Range Selected by User: 6 to 493 (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: 01/01/12 to 06/03/20

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
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	3
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.

Secondary Filtering selection:

Use Class:

C3	4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	4 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	2 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:

0.6 to 1.0	3 days
1.1 to 1.5	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:

Yes	1 days
No	3 days

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

PTAL Rating:

No PTAL Present	3 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1	AN-03-C-02	BLOCK OF FLATS		ANTRIM
	SUMMERHILL AVENUE			
	BELFAST			
	KNOCK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		22	
	Survey date: FRIDAY		*28/11/14*	*Survey Type: MANUAL*
2	CA-03-C-03	BLOCKS OF FLATS		CAMBRIDGESHIRE
	CROMWELL ROAD			
	CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:		82	
	Survey date: MONDAY		*18/09/17*	*Survey Type: MANUAL*
3	EB-03-C-01	BLOCKS OF FLATS		CITY OF EDINBURGH
	MYRESIDE ROAD			
	EDINBURGH			
	CRAIGLOCKHART			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		32	
	Survey date: TUESDAY		*26/05/15*	*Survey Type: MANUAL*
4	HO-03-C-04	BLOCKS OF FLATS		HOUNSLOW
	LONDON ROAD			
	ISLEWORTH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:		203	
	Survey date: TUESDAY		*03/07/18*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	85	0.027	4	85	0.109	4	85	0.136
08:00 - 09:00	4	85	0.053	4	85	0.177	4	85	0.230
09:00 - 10:00	4	85	0.080	4	85	0.091	4	85	0.171
10:00 - 11:00	4	85	0.074	4	85	0.097	4	85	0.171
11:00 - 12:00	4	85	0.068	4	85	0.065	4	85	0.133
12:00 - 13:00	4	85	0.056	4	85	0.086	4	85	0.142
13:00 - 14:00	4	85	0.041	4	85	0.074	4	85	0.115
14:00 - 15:00	4	85	0.077	4	85	0.074	4	85	0.151
15:00 - 16:00	4	85	0.106	4	85	0.077	4	85	0.183
16:00 - 17:00	4	85	0.121	4	85	0.083	4	85	0.204
17:00 - 18:00	4	85	0.192	4	85	0.077	4	85	0.269
18:00 - 19:00	4	85	0.133	4	85	0.109	4	85	0.242
19:00 - 20:00	1	203	0.113	1	203	0.064	1	203	0.177
20:00 - 21:00	1	203	0.069	1	203	0.049	1	203	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.210			1.232			2.442

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

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

Parameter summary

Trip rate parameter range selected:	22 - 203 (units:)
Survey date date range:	01/01/12 - 06/03/20
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	85	0.003	4	85	0.003	4	85	0.006
08:00 - 09:00	4	85	0.003	4	85	0.003	4	85	0.006
09:00 - 10:00	4	85	0.009	4	85	0.006	4	85	0.015
10:00 - 11:00	4	85	0.000	4	85	0.003	4	85	0.003
11:00 - 12:00	4	85	0.003	4	85	0.003	4	85	0.006
12:00 - 13:00	4	85	0.006	4	85	0.003	4	85	0.009
13:00 - 14:00	4	85	0.000	4	85	0.003	4	85	0.003
14:00 - 15:00	4	85	0.000	4	85	0.000	4	85	0.000
15:00 - 16:00	4	85	0.003	4	85	0.003	4	85	0.006
16:00 - 17:00	4	85	0.000	4	85	0.000	4	85	0.000
17:00 - 18:00	4	85	0.003	4	85	0.003	4	85	0.006
18:00 - 19:00	4	85	0.003	4	85	0.003	4	85	0.006
19:00 - 20:00	1	203	0.005	1	203	0.005	1	203	0.010
20:00 - 21:00	1	203	0.000	1	203	0.000	1	203	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.038			0.076

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
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	85	0.000	4	85	0.000	4	85	0.000
08:00 - 09:00	4	85	0.003	4	85	0.000	4	85	0.003
09:00 - 10:00	4	85	0.006	4	85	0.003	4	85	0.009
10:00 - 11:00	4	85	0.015	4	85	0.009	4	85	0.024
11:00 - 12:00	4	85	0.003	4	85	0.012	4	85	0.015
12:00 - 13:00	4	85	0.000	4	85	0.003	4	85	0.003
13:00 - 14:00	4	85	0.000	4	85	0.000	4	85	0.000
14:00 - 15:00	4	85	0.000	4	85	0.000	4	85	0.000
15:00 - 16:00	4	85	0.003	4	85	0.000	4	85	0.003
16:00 - 17:00	4	85	0.003	4	85	0.006	4	85	0.009
17:00 - 18:00	4	85	0.000	4	85	0.000	4	85	0.000
18:00 - 19:00	4	85	0.000	4	85	0.000	4	85	0.000
19:00 - 20:00	1	203	0.000	1	203	0.000	1	203	0.000
20:00 - 21:00	1	203	0.000	1	203	0.000	1	203	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.033			0.066

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
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	85	0.000	4	85	0.000	4	85	0.000
08:00 - 09:00	4	85	0.000	4	85	0.000	4	85	0.000
09:00 - 10:00	4	85	0.000	4	85	0.000	4	85	0.000
10:00 - 11:00	4	85	0.000	4	85	0.000	4	85	0.000
11:00 - 12:00	4	85	0.000	4	85	0.000	4	85	0.000
12:00 - 13:00	4	85	0.000	4	85	0.000	4	85	0.000
13:00 - 14:00	4	85	0.000	4	85	0.000	4	85	0.000
14:00 - 15:00	4	85	0.003	4	85	0.003	4	85	0.006
15:00 - 16:00	4	85	0.000	4	85	0.000	4	85	0.000
16:00 - 17:00	4	85	0.003	4	85	0.003	4	85	0.006
17:00 - 18:00	4	85	0.000	4	85	0.000	4	85	0.000
18:00 - 19:00	4	85	0.000	4	85	0.000	4	85	0.000
19:00 - 20:00	1	203	0.000	1	203	0.000	1	203	0.000
20:00 - 21:00	1	203	0.000	1	203	0.000	1	203	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	85	0.000	4	85	0.015	4	85	0.015
08:00 - 09:00	4	85	0.000	4	85	0.018	4	85	0.018
09:00 - 10:00	4	85	0.000	4	85	0.000	4	85	0.000
10:00 - 11:00	4	85	0.000	4	85	0.000	4	85	0.000
11:00 - 12:00	4	85	0.012	4	85	0.003	4	85	0.015
12:00 - 13:00	4	85	0.000	4	85	0.003	4	85	0.003
13:00 - 14:00	4	85	0.000	4	85	0.003	4	85	0.003
14:00 - 15:00	4	85	0.006	4	85	0.003	4	85	0.009
15:00 - 16:00	4	85	0.003	4	85	0.003	4	85	0.006
16:00 - 17:00	4	85	0.003	4	85	0.003	4	85	0.006
17:00 - 18:00	4	85	0.009	4	85	0.006	4	85	0.015
18:00 - 19:00	4	85	0.009	4	85	0.000	4	85	0.009
19:00 - 20:00	1	203	0.000	1	203	0.000	1	203	0.000
20:00 - 21:00	1	203	0.005	1	203	0.000	1	203	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.057			0.104

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
CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	85	0.015	4	85	0.094	4	85	0.109
08:00 - 09:00	4	85	0.038	4	85	0.168	4	85	0.206
09:00 - 10:00	4	85	0.053	4	85	0.068	4	85	0.121
10:00 - 11:00	4	85	0.053	4	85	0.068	4	85	0.121
11:00 - 12:00	4	85	0.053	4	85	0.032	4	85	0.085
12:00 - 13:00	4	85	0.029	4	85	0.059	4	85	0.088
13:00 - 14:00	4	85	0.032	4	85	0.047	4	85	0.079
14:00 - 15:00	4	85	0.062	4	85	0.059	4	85	0.121
15:00 - 16:00	4	85	0.088	4	85	0.071	4	85	0.159
16:00 - 17:00	4	85	0.097	4	85	0.062	4	85	0.159
17:00 - 18:00	4	85	0.174	4	85	0.065	4	85	0.239
18:00 - 19:00	4	85	0.112	4	85	0.094	4	85	0.206
19:00 - 20:00	1	203	0.084	1	203	0.044	1	203	0.128
20:00 - 21:00	1	203	0.059	1	203	0.044	1	203	0.103
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.949			0.975			1.924

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
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	85	0.009	4	85	0.012	4	85	0.021
08:00 - 09:00	4	85	0.009	4	85	0.006	4	85	0.015
09:00 - 10:00	4	85	0.012	4	85	0.015	4	85	0.027
10:00 - 11:00	4	85	0.006	4	85	0.015	4	85	0.021
11:00 - 12:00	4	85	0.006	4	85	0.018	4	85	0.024
12:00 - 13:00	4	85	0.018	4	85	0.015	4	85	0.033
13:00 - 14:00	4	85	0.003	4	85	0.018	4	85	0.021
14:00 - 15:00	4	85	0.009	4	85	0.012	4	85	0.021
15:00 - 16:00	4	85	0.012	4	85	0.003	4	85	0.015
16:00 - 17:00	4	85	0.012	4	85	0.009	4	85	0.021
17:00 - 18:00	4	85	0.012	4	85	0.009	4	85	0.021
18:00 - 19:00	4	85	0.015	4	85	0.006	4	85	0.021
19:00 - 20:00	1	203	0.015	1	203	0.010	1	203	0.025
20:00 - 21:00	1	203	0.010	1	203	0.000	1	203	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.148			0.148			0.296

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
MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	85	0.000	4	85	0.000	4	85	0.000
08:00 - 09:00	4	85	0.000	4	85	0.000	4	85	0.000
09:00 - 10:00	4	85	0.000	4	85	0.000	4	85	0.000
10:00 - 11:00	4	85	0.000	4	85	0.003	4	85	0.003
11:00 - 12:00	4	85	0.003	4	85	0.000	4	85	0.003
12:00 - 13:00	4	85	0.003	4	85	0.006	4	85	0.009
13:00 - 14:00	4	85	0.006	4	85	0.006	4	85	0.012
14:00 - 15:00	4	85	0.003	4	85	0.000	4	85	0.003
15:00 - 16:00	4	85	0.000	4	85	0.000	4	85	0.000
16:00 - 17:00	4	85	0.006	4	85	0.003	4	85	0.009
17:00 - 18:00	4	85	0.003	4	85	0.000	4	85	0.003
18:00 - 19:00	4	85	0.003	4	85	0.006	4	85	0.009
19:00 - 20:00	1	203	0.010	1	203	0.005	1	203	0.015
20:00 - 21:00	1	203	0.000	1	203	0.005	1	203	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.034			0.071

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-656801-201208-1239

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 27 to 73 (units:)
Range Selected by User: 4 to 4334 (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: 01/01/12 to 19/11/19

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	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)	3
Edge of Town	1
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.

Secondary Filtering selection:

Use Class:

C3	5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	5 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	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	5 days

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

Travel Plan:

Yes	1 days
No	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	5 days

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

LIST OF SITES relevant to selection parameters

1	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD			
	BOURNEMOUTH			
	CASTLE LANE WEST			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		28	
	Survey date: MONDAY		*24/03/14*	*Survey Type: MANUAL*
2	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD			
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		37	
	Survey date: WEDNESDAY		*30/09/15*	*Survey Type: MANUAL*
3	SF-03-A-07	MIXED HOUSES		SUFFOLK
	FOXHALL ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		73	
	Survey date: THURSDAY		*09/05/19*	*Survey Type: MANUAL*
4	WL-03-A-02	SEMI DETACHED		WILTSHIRE
	HEADLANDS GROVE			
	SWINDON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		27	
	Survey date: THURSDAY		*22/09/16*	*Survey Type: MANUAL*
5	WY-03-A-01	MIXED HOUSING		WEST YORKSHIRE
	SPRING VALLEY CRESCENT			
	LEEDS			
	BRAMLEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:		46	
	Survey date: WEDNESDAY		*21/09/16*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.095	5	42	0.227	5	42	0.322
08:00 - 09:00	5	42	0.185	5	42	0.374	5	42	0.559
09:00 - 10:00	5	42	0.161	5	42	0.209	5	42	0.370
10:00 - 11:00	5	42	0.190	5	42	0.137	5	42	0.327
11:00 - 12:00	5	42	0.204	5	42	0.237	5	42	0.441
12:00 - 13:00	5	42	0.175	5	42	0.209	5	42	0.384
13:00 - 14:00	5	42	0.204	5	42	0.194	5	42	0.398
14:00 - 15:00	5	42	0.190	5	42	0.213	5	42	0.403
15:00 - 16:00	5	42	0.270	5	42	0.204	5	42	0.474
16:00 - 17:00	5	42	0.299	5	42	0.185	5	42	0.484
17:00 - 18:00	5	42	0.294	5	42	0.213	5	42	0.507
18:00 - 19:00	5	42	0.209	5	42	0.147	5	42	0.356
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.476			2.549			5.025

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

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

Parameter summary

Trip rate parameter range selected:	27 - 73 (units:)
Survey date date range:	01/01/12 - 19/11/19
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.009	5	42	0.009	5	42	0.018
09:00 - 10:00	5	42	0.009	5	42	0.009	5	42	0.018
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.009	5	42	0.009	5	42	0.018
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.005	5	42	0.000	5	42	0.005
14:00 - 15:00	5	42	0.000	5	42	0.000	5	42	0.000
15:00 - 16:00	5	42	0.000	5	42	0.005	5	42	0.005
16:00 - 17:00	5	42	0.005	5	42	0.005	5	42	0.010
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.005	5	42	0.005	5	42	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.005	5	42	0.005	5	42	0.010
09:00 - 10:00	5	42	0.005	5	42	0.005	5	42	0.010
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.005	5	42	0.000	5	42	0.005
12:00 - 13:00	5	42	0.000	5	42	0.005	5	42	0.005
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.000	5	42	0.000	5	42	0.000
15:00 - 16:00	5	42	0.005	5	42	0.005	5	42	0.010
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.009	5	42	0.009	5	42	0.018
09:00 - 10:00	5	42	0.000	5	42	0.000	5	42	0.000
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.000	5	42	0.000	5	42	0.000
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.005	5	42	0.005	5	42	0.010
15:00 - 16:00	5	42	0.009	5	42	0.009	5	42	0.018
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

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/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.014	5	42	0.028	5	42	0.042
08:00 - 09:00	5	42	0.000	5	42	0.014	5	42	0.014
09:00 - 10:00	5	42	0.000	5	42	0.009	5	42	0.009
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.009	5	42	0.000	5	42	0.009
12:00 - 13:00	5	42	0.000	5	42	0.009	5	42	0.009
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.005	5	42	0.005	5	42	0.010
15:00 - 16:00	5	42	0.038	5	42	0.005	5	42	0.043
16:00 - 17:00	5	42	0.009	5	42	0.000	5	42	0.009
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.005	5	42	0.005	5	42	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.075			0.155

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/A - HOUSES PRIVATELY OWNED
CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.071	5	42	0.194	5	42	0.265
08:00 - 09:00	5	42	0.114	5	42	0.303	5	42	0.417
09:00 - 10:00	5	42	0.085	5	42	0.118	5	42	0.203
10:00 - 11:00	5	42	0.123	5	42	0.090	5	42	0.213
11:00 - 12:00	5	42	0.128	5	42	0.133	5	42	0.261
12:00 - 13:00	5	42	0.085	5	42	0.133	5	42	0.218
13:00 - 14:00	5	42	0.100	5	42	0.109	5	42	0.209
14:00 - 15:00	5	42	0.114	5	42	0.142	5	42	0.256
15:00 - 16:00	5	42	0.213	5	42	0.142	5	42	0.355
16:00 - 17:00	5	42	0.223	5	42	0.118	5	42	0.341
17:00 - 18:00	5	42	0.261	5	42	0.171	5	42	0.432
18:00 - 19:00	5	42	0.175	5	42	0.128	5	42	0.303
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.692			1.781			3.473

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/A - HOUSES PRIVATELY OWNED
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.009	5	42	0.009	5	42	0.018
08:00 - 09:00	5	42	0.033	5	42	0.038	5	42	0.071
09:00 - 10:00	5	42	0.047	5	42	0.047	5	42	0.094
10:00 - 11:00	5	42	0.038	5	42	0.028	5	42	0.066
11:00 - 12:00	5	42	0.019	5	42	0.019	5	42	0.038
12:00 - 13:00	5	42	0.047	5	42	0.043	5	42	0.090
13:00 - 14:00	5	42	0.066	5	42	0.057	5	42	0.123
14:00 - 15:00	5	42	0.038	5	42	0.047	5	42	0.085
15:00 - 16:00	5	42	0.028	5	42	0.028	5	42	0.056
16:00 - 17:00	5	42	0.028	5	42	0.038	5	42	0.066
17:00 - 18:00	5	42	0.014	5	42	0.024	5	42	0.038
18:00 - 19:00	5	42	0.024	5	42	0.005	5	42	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.391			0.383			0.774

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/A - HOUSES PRIVATELY OWNED
MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.005	5	42	0.005
08:00 - 09:00	5	42	0.000	5	42	0.000	5	42	0.000
09:00 - 10:00	5	42	0.000	5	42	0.000	5	42	0.000
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.000	5	42	0.000	5	42	0.000
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.000	5	42	0.005	5	42	0.005
15:00 - 16:00	5	42	0.000	5	42	0.000	5	42	0.000
16:00 - 17:00	5	42	0.005	5	42	0.005	5	42	0.010
17:00 - 18:00	5	42	0.005	5	42	0.000	5	42	0.005
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	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			0.015			0.025

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-656801-201208-1214

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	RB	REDBRIDGE	1 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	MM	MONMOUTHSHIRE	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: 50 to 210 (units:)
Range Selected by User: 18 to 450 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/19

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	1 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Commercial Zone	1
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.

Secondary Filtering selection:

Use Class:

D1	6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	6 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	3 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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	6 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
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1 CA-04-D-02 NURSERY CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 50
Survey date: TUESDAY *18/10/16* *Survey Type: MANUAL*

2 DS-04-D-02 NURSERY DERBYSHIRE
MAXWELL AVENUE
DERBY
DARLEY ABBEY
Edge of Town
Residential Zone
Total Number of pupils: 54
Survey date: THURSDAY *12/07/18* *Survey Type: MANUAL*

3 MM-04-D-01 NURSERY MONMOUTHSHIRE
SPOONER CLOSE
NEWPORT
COEDKERNEW
Edge of Town
Commercial Zone
Total Number of pupils: 210
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

4 RB-04-D-02 NURSERY REDBRIDGE
RAY LODGE ROAD
WOODFORD GREEN

Edge of Town
Residential Zone
Total Number of pupils: 67
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

5 TW-04-D-02 NURSERY TYNE & WEAR
ETTRICK GROVE
SUNDERLAND
HIGH BARNES
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 110
Survey date: WEDNESDAY *28/11/12* *Survey Type: MANUAL*

6 WL-04-D-01 NURSERY WILTSHIRE
SHREWSBURY ROAD
SWINDON
WALCOT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 75
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TOTAL 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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	94	0.155	6	94	0.069	6	94	0.224
08:00 - 09:00	6	94	0.212	6	94	0.196	6	94	0.408
09:00 - 10:00	6	94	0.074	6	94	0.051	6	94	0.125
10:00 - 11:00	6	94	0.032	6	94	0.018	6	94	0.050
11:00 - 12:00	6	94	0.035	6	94	0.042	6	94	0.077
12:00 - 13:00	6	94	0.104	6	94	0.072	6	94	0.176
13:00 - 14:00	6	94	0.060	6	94	0.097	6	94	0.157
14:00 - 15:00	6	94	0.028	6	94	0.032	6	94	0.060
15:00 - 16:00	6	94	0.076	6	94	0.090	6	94	0.166
16:00 - 17:00	6	94	0.097	6	94	0.138	6	94	0.235
17:00 - 18:00	6	94	0.118	6	94	0.157	6	94	0.275
18:00 - 19:00	6	94	0.012	6	94	0.030	6	94	0.042
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.003			0.992			1.995

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

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

Parameter summary

Trip rate parameter range selected:	50 - 210 (units:)
Survey date date range:	01/01/12 - 27/09/19
Number of weekdays (Monday-Friday):	6
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
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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	94	0.005	6	94	0.005	6	94	0.010
08:00 - 09:00	6	94	0.002	6	94	0.002	6	94	0.004
09:00 - 10:00	6	94	0.000	6	94	0.000	6	94	0.000
10:00 - 11:00	6	94	0.004	6	94	0.004	6	94	0.008
11:00 - 12:00	6	94	0.000	6	94	0.000	6	94	0.000
12:00 - 13:00	6	94	0.002	6	94	0.002	6	94	0.004
13:00 - 14:00	6	94	0.000	6	94	0.000	6	94	0.000
14:00 - 15:00	6	94	0.004	6	94	0.002	6	94	0.006
15:00 - 16:00	6	94	0.000	6	94	0.002	6	94	0.002
16:00 - 17:00	6	94	0.000	6	94	0.000	6	94	0.000
17:00 - 18:00	6	94	0.002	6	94	0.002	6	94	0.004
18:00 - 19:00	6	94	0.000	6	94	0.000	6	94	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

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
OGVS
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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	94	0.002	6	94	0.002	6	94	0.004
08:00 - 09:00	6	94	0.000	6	94	0.000	6	94	0.000
09:00 - 10:00	6	94	0.002	6	94	0.002	6	94	0.004
10:00 - 11:00	6	94	0.000	6	94	0.000	6	94	0.000
11:00 - 12:00	6	94	0.002	6	94	0.002	6	94	0.004
12:00 - 13:00	6	94	0.000	6	94	0.000	6	94	0.000
13:00 - 14:00	6	94	0.000	6	94	0.000	6	94	0.000
14:00 - 15:00	6	94	0.000	6	94	0.000	6	94	0.000
15:00 - 16:00	6	94	0.000	6	94	0.000	6	94	0.000
16:00 - 17:00	6	94	0.000	6	94	0.000	6	94	0.000
17:00 - 18:00	6	94	0.000	6	94	0.000	6	94	0.000
18:00 - 19:00	6	94	0.000	6	94	0.000	6	94	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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
PSVS
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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	94	0.000	6	94	0.000	6	94	0.000
08:00 - 09:00	6	94	0.002	6	94	0.002	6	94	0.004
09:00 - 10:00	6	94	0.000	6	94	0.000	6	94	0.000
10:00 - 11:00	6	94	0.000	6	94	0.000	6	94	0.000
11:00 - 12:00	6	94	0.000	6	94	0.000	6	94	0.000
12:00 - 13:00	6	94	0.000	6	94	0.000	6	94	0.000
13:00 - 14:00	6	94	0.000	6	94	0.000	6	94	0.000
14:00 - 15:00	6	94	0.000	6	94	0.000	6	94	0.000
15:00 - 16:00	6	94	0.000	6	94	0.000	6	94	0.000
16:00 - 17:00	6	94	0.000	6	94	0.000	6	94	0.000
17:00 - 18:00	6	94	0.000	6	94	0.000	6	94	0.000
18:00 - 19:00	6	94	0.000	6	94	0.000	6	94	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
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 04 - EDUCATION/D - NURSERY
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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	94	0.007	6	94	0.000	6	94	0.007
08:00 - 09:00	6	94	0.014	6	94	0.005	6	94	0.019
09:00 - 10:00	6	94	0.007	6	94	0.004	6	94	0.011
10:00 - 11:00	6	94	0.000	6	94	0.004	6	94	0.004
11:00 - 12:00	6	94	0.005	6	94	0.002	6	94	0.007
12:00 - 13:00	6	94	0.004	6	94	0.004	6	94	0.008
13:00 - 14:00	6	94	0.004	6	94	0.005	6	94	0.009
14:00 - 15:00	6	94	0.000	6	94	0.000	6	94	0.000
15:00 - 16:00	6	94	0.000	6	94	0.007	6	94	0.007
16:00 - 17:00	6	94	0.000	6	94	0.002	6	94	0.002
17:00 - 18:00	6	94	0.000	6	94	0.007	6	94	0.007
18:00 - 19:00	6	94	0.002	6	94	0.004	6	94	0.006
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00	1	50	0.000	1	50	0.000	1	50	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.044			0.087

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

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

Appendix C

Traffic Flow Matrices

CS CONSULTING
GROUP

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

2019 AM Peak (08:00-09:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	14	6	16	3	39
Meadow Vale North	7	0	3	0	10
Meadow Vale East	25	3	0	0	28
Edmund Rice House	0	0	1	0	1
TOTALS	46	9	20	3	78

2019 PM Peak (17:00-18:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	1	10	20	0	31
Meadow Vale North	10	0	1	0	11
Meadow Vale East	17	0	0	0	17
Edmund Rice House	1	0	0	0	1
TOTALS	29	10	21	0	60

2021 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	14	6	17	3	40
Meadow Vale North	7	0	3	0	10
Meadow Vale East	26	3	0	0	29
Edmund Rice House	0	0	1	0	1
TOTALS	47	9	21	3	80

2021 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	1	10	21	0	32
Meadow Vale North	10	0	1	0	11
Meadow Vale East	17	0	0	0	17
Edmund Rice House	1	0	0	0	1
TOTALS	29	10	22	0	61

2024 AM Peak — **Other committed development flows**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West					0
Meadow Vale North					0
Meadow Vale East					0
Edmund Rice House					0
TOTALS	0	0	0	0	0

2024 PM Peak — **Other committed development flows**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West					0
Meadow Vale North					0
Meadow Vale East					0
Edmund Rice House					0
TOTALS	0	0	0	0	0

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	15	7	17	3	42
Meadow Vale North	8	0	3	0	11
Meadow Vale East	27	3	0	0	30
Edmund Rice House	0	0	1	0	1
TOTALS	50	10	21	3	84

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	1	11	22	0	34
Meadow Vale North	11	0	1	0	12
Meadow Vale East	18	0	0	0	18
Edmund Rice House	1	0	0	0	1
TOTALS	31	11	23	0	65

2024 AM Peak — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	0	0	0	31	31
Meadow Vale North	0	0	0	0	0
Meadow Vale East	0	0	0	0	0
Development Access	75	0	-1	0	74
TOTALS	75	0	-1	31	105

2024 PM Peak — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	0	0	0	69	69
Meadow Vale North	0	0	0	0	0
Meadow Vale East	0	0	0	0	0
Development Access	38	0	0	0	38
TOTALS	38	0	0	69	107

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	15	7	17	34	73
Meadow Vale North	8	0	3	0	11
Meadow Vale East	27	3	0	0	30
Development Access	75	0	0	0	75
TOTALS	125	10	20	34	189

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	1	11	22	69	103
Meadow Vale North	11	0	1	0	12
Meadow Vale East	18	0	0	0	18
Development Access	39	0	0	0	39
TOTALS	69	11	23	69	172

2029 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	16	7	19	3	45
Meadow Vale North	8	0	4	0	12
Meadow Vale East	29	3	0	0	32
Edmund Rice House	0	0	1	0	1
TOTALS	53	10	24	3	90

2029 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	1	12	23	0	36
Meadow Vale North	12	0	1	0	13
Meadow Vale East	19	0	0	0	19
Edmund Rice House	1	0	0	0	1
TOTALS	33	12	24	0	69

2029 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	16	7	19	34	76
Meadow Vale North	8	0	4	0	12
Meadow Vale East	29	3	0	0	32
Development Access	75	0	0	0	75
TOTALS	128	10	23	34	195

2029 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	1	12	23	69	105
Meadow Vale North	12	0	1	0	13
Meadow Vale East	19	0	0	0	19
Development Access	39	0	0	0	39
TOTALS	71	12	24	69	176

2039 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	17	7	20	3	47
Meadow Vale North	9	0	4	0	13
Meadow Vale East	31	3	0	0	34
Edmund Rice House	0	0	1	0	1
TOTALS	57	10	25	3	95

2039 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	1	12	25	0	38
Meadow Vale North	12	0	1	0	13
Meadow Vale East	21	0	0	0	21
Edmund Rice House	1	0	0	0	1
TOTALS	35	12	26	0	73

2039 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	17	7	20	34	78
Meadow Vale North	9	0	4	0	13
Meadow Vale East	31	3	0	0	34
Development Access	75	0	0	0	75
TOTALS	132	10	24	34	200

2039 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	1	12	25	69	107
Meadow Vale North	12	0	1	0	13
Meadow Vale East	21	0	0	0	21
Development Access	39	0	0	0	39
TOTALS	73	12	26	69	180

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

2019 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	37	105	204	14	360
Meadow Vale North	107	0	9	0	116
Meadow Vale East	223	3	0	0	226
Edmund Rice House	12	0	1	0	13
TOTALS	379	108	214	14	715

2019 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	2	0	1	0	3
Meadow Vale North	1	0	0	0	1
Meadow Vale East	1	1	0	0	2
Edmund Rice House	0	0	0	0	0
TOTALS	4	1	1	0	6

2021 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	38	108	211	14	371
Meadow Vale North	110	0	9	0	119
Meadow Vale East	230	3	0	0	233
Edmund Rice House	12	0	1	0	13
TOTALS	390	111	221	14	736

2021 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	2	0	1	0	3
Meadow Vale North	1	0	0	0	1
Meadow Vale East	1	1	0	0	2
Edmund Rice House	0	0	0	0	0
TOTALS	4	1	1	0	6

2024 Light Vehicles — **Other committed development flows**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West					0
Meadow Vale North					0
Meadow Vale East					0
Edmund Rice House					0
TOTALS	0	0	0	0	0

2024 Heavy Vehicles — **Other committed development flows**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West					0
Meadow Vale North					0
Meadow Vale East					0
Edmund Rice House					0
TOTALS	0	0	0	0	0

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	40	114	221	14	389
Meadow Vale North	116	0	10	0	126
Meadow Vale East	242	3	0	0	245
Edmund Rice House	12	0	1	0	13
TOTALS	410	117	232	14	773

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	2	0	1	0	3
Meadow Vale North	1	0	0	0	1
Meadow Vale East	1	1	0	0	2
Edmund Rice House	0	0	0	0	0
TOTALS	4	1	1	0	6

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	0	0	0	559	559
Meadow Vale North	0	0	0	0	0
Meadow Vale East	0	0	0	0	0
Development Access	561	0	-1	0	560
TOTALS	561	0	-1	559	1119

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	0	0	0	15	15
Meadow Vale North	0	0	0	0	0
Meadow Vale East	0	0	0	0	0
Development Access	15	0	0	0	15
TOTALS	15	0	0	15	30

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	40	114	221	573	948
Meadow Vale North	116	0	10	0	126
Meadow Vale East	242	3	0	0	245
Development Access	573	0	0	0	573
TOTALS	971	117	231	573	1892

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	2	0	1	15	18
Meadow Vale North	1	0	0	0	1
Meadow Vale East	1	1	0	0	2
Development Access	15	0	0	0	15
TOTALS	19	1	1	15	36

2029 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	43	123	240	14	420
Meadow Vale North	126	0	11	0	137
Meadow Vale East	262	4	0	0	266
Edmund Rice House	12	0	1	0	13
TOTALS	443	127	252	14	836

2029 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	2	0	1	0	3
Meadow Vale North	1	0	0	0	1
Meadow Vale East	1	1	0	0	2
Edmund Rice House	0	0	0	0	0
TOTALS	4	1	1	0	6

2029 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	43	123	240	573	979
Meadow Vale North	126	0	11	0	137
Meadow Vale East	262	4	0	0	266
Development Access	573	0	0	0	573
TOTALS	1004	127	251	573	1955

2029 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	2	0	1	15	18
Meadow Vale North	1	0	0	0	1
Meadow Vale East	1	1	0	0	2
Development Access	15	0	0	0	15
TOTALS	19	1	1	15	36

2039 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	46	131	255	14	446
Meadow Vale North	134	0	11	0	145
Meadow Vale East	279	4	0	0	283
Edmund Rice House	12	0	1	0	13
TOTALS	471	135	267	14	887

2039 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Edmund Rice House	TOTALS
Meadow Vale West	2	0	1	0	3
Meadow Vale North	1	0	0	0	1
Meadow Vale East	1	1	0	0	2
Edmund Rice House	0	0	0	0	0
TOTALS	4	1	1	0	6

2039 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	46	131	255	573	1005
Meadow Vale North	134	0	11	0	145
Meadow Vale East	279	4	0	0	283
Development Access	573	0	0	0	573
TOTALS	1032	135	266	573	2006

2039 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Development Access	TOTALS
Meadow Vale West	2	0	1	15	18
Meadow Vale North	1	0	0	0	1
Meadow Vale East	1	1	0	0	2
Development Access	15	0	0	0	15
TOTALS	19	1	1	15	36

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

2019 Weekday AM Peak (08:00-09:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	13	38	36	30	0	**117**
Meadow Vale North	71	0	0	0	0	**71**
Meadow Vale East	43	2	1	1	0	**47**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	5	0	0	0	0	**5**
TOTALS	**132**	**40**	**37**	**31**	**0**	**240**

2019 Weekday PM Peak (17:00-18:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	8	30	28	3	0	**69**
Meadow Vale North	21	0	0	0	0	**21**
Meadow Vale East	29	0	0	0	0	**29**
Clonkeen College East Access	5	0	0	0	0	**5**
Clonkeen College West Access	5	0	0	0	0	**5**
TOTALS	**68**	**30**	**28**	**3**	**0**	**129**

2021 Weekday AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	13	39	37	31	0	**120**
Meadow Vale North	73	0	0	0	0	**73**
Meadow Vale East	44	2	1	1	0	**48**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	5	0	0	0	0	**5**
TOTALS	**135**	**41**	**38**	**32**	**0**	**246**

2021 Weekday PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	8	31	29	3	0	**71**
Meadow Vale North	22	0	0	0	0	**22**
Meadow Vale East	29	0	0	0	0	**29**
Clonkeen College East Access	5	0	0	0	0	**5**
Clonkeen College West Access	5	0	0	0	0	**5**
TOTALS	**69**	**31**	**29**	**3**	**0**	**132**

2024 Weekday AM Peak — **Other committed development flows**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West						**0**
Meadow Vale North						**0**
Meadow Vale East						**0**
Clonkeen College East Access						**0**
Clonkeen College West Access						**0**
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**

2024 Weekday PM Peak — **Other committed development flows**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West						**0**
Meadow Vale North						**0**
Meadow Vale East						**0**
Clonkeen College East Access						**0**
Clonkeen College West Access						**0**
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	14	41	39	33	0	**127**
Meadow Vale North	77	0	0	0	0	**77**
Meadow Vale East	47	2	1	1	0	**51**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	5	0	0	0	0	**5**
TOTALS	**143**	**43**	**40**	**34**	**0**	**260**

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	9	33	30	3	0	**75**
Meadow Vale North	23	0	0	0	0	**23**
Meadow Vale East	31	0	0	0	0	**31**
Clonkeen College East Access	5	0	0	0	0	**5**
Clonkeen College West Access	5	0	0	0	0	**5**
TOTALS	**73**	**33**	**30**	**3**	**0**	**139**

2024 Weekday AM Peak — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	0	0	34	0	0	**34**
Meadow Vale North	0	0	0	0	0	**0**
Meadow Vale East	75	0	0	0	0	**75**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	0	0	0	0	0	**0**
TOTALS	**75**	**0**	**34**	**0**	**0**	**109**

2024 Weekday PM Peak — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	0	0	69	0	0	**69**
Meadow Vale North	0	0	0	0	0	**0**
Meadow Vale East	39	0	0	0	0	**39**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	0	0	0	0	0	**0**
TOTALS	**39**	**0**	**69**	**0**	**0**	**108**

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	14	41	73	33	0	**161**
Meadow Vale North	77	0	0	0	0	**77**
Meadow Vale East	122	2	1	1	0	**126**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	5	0	0	0	0	**5**
TOTALS	**218**	**43**	**74**	**34**	**0**	**369**

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	9	33	99	3	0	**144**
Meadow Vale North	23	0	0	0	0	**23**
Meadow Vale East	70	0	0	0	0	**70**
Clonkeen College East Access	5	0	0	0	0	**5**
Clonkeen College West Access	5	0	0	0	0	**5**
TOTALS	**112**	**33**	**99**	**3**	**0**	**247**

2029 Weekday AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	15	45	42	35	0	**137**
Meadow Vale North	83	0	0	0	0	**83**
Meadow Vale East	50	2	1	1	0	**54**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	6	0	0	0	0	**6**
TOTALS	**154**	**47**	**43**	**36**	**0**	**280**

2029 Weekday PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	9	35	33	4	0	**81**
Meadow Vale North	25	0	0	0	0	**25**
Meadow Vale East	33	0	0	0	0	**33**
Clonkeen College East Access	6	0	0	0	0	**6**
Clonkeen College West Access	6	0	0	0	0	**6**
TOTALS	**79**	**35**	**33**	**4**	**0**	**151**

2029 Weekday AM Peak — **WITH SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	15	45	76	35	0	**171**
Meadow Vale North	83	0	0	0	0	**83**
Meadow Vale East	125	2	1	1	0	**129**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	6	0	0	0	0	**6**
TOTALS	**229**	**47**	**77**	**36**	**0**	**389**

2029 Weekday PM Peak — **WITH SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	9	35	102	4	0	**150**
Meadow Vale North	25	0	0	0	0	**25**
Meadow Vale East	72	0	0	0	0	**72**
Clonkeen College East Access	6	0	0	0	0	**6**
Clonkeen College West Access	6	0	0	0	0	**6**
TOTALS	**118**	**35**	**102**	**4**	**0**	**259**

2039 Weekday AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	16	47	45	37	0	**145**
Meadow Vale North	89	0	0	0	0	**89**
Meadow Vale East	54	2	1	1	0	**58**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	6	0	0	0	0	**6**
TOTALS	**165**	**49**	**46**	**38**	**0**	**298**

2039 Weekday PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	10	37	35	4	0	**86**
Meadow Vale North	26	0	0	0	0	**26**
Meadow Vale East	36	0	0	0	0	**36**
Clonkeen College East Access	6	0	0	0	0	**6**
Clonkeen College West Access	6	0	0	0	0	**6**
TOTALS	**84**	**37**	**35**	**4**	**0**	**160**

2039 Weekday AM Peak — **WITH SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	16	47	79	37	0	**179**
Meadow Vale North	89	0	0	0	0	**89**
Meadow Vale East	129	2	1	1	0	**133**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	6	0	0	0	0	**6**
TOTALS	**240**	**49**	**80**	**38**	**0**	**407**

2039 Weekday PM Peak — **WITH SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	10	37	104	4	0	**155**
Meadow Vale North	26	0	0	0	0	**26**
Meadow Vale East	75	0	0	0	0	**75**
Clonkeen College East Access	6	0	0	0	0	**6**
Clonkeen College West Access	6	0	0	0	0	**6**
TOTALS	**123**	**37**	**104**	**4**	**0**	**268**

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

2019 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	48	315	354	79	6	**802**
Meadow Vale North	353	1	2	0	0	**356**
Meadow Vale East	370	6	2	1	0	**379**
Clonkeen College East Access	38	0	0	0	0	**38**
Clonkeen College West Access	44	0	1	0	0	**45**
TOTALS	**853**	**322**	**359**	**80**	**6**	**1620**

2019 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	2	3	3	0	0	**8**
Meadow Vale North	5	0	0	0	0	**5**
Meadow Vale East	3	1	0	0	0	**4**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	0	0	0	0	0	**0**
TOTALS	**10**	**4**	**3**	**0**	**0**	**17**

2021 Weekday AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	50	325	366	82	6	**829**
Meadow Vale North	365	1	2	0	0	**368**
Meadow Vale East	382	6	2	1	0	**391**
Clonkeen College East Access	39	0	0	0	0	**39**
Clonkeen College West Access	45	0	1	0	0	**46**
TOTALS	**881**	**332**	**371**	**83**	**6**	**1673**

2021 Weekday PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	2	3	3	0	0	**8**
Meadow Vale North	5	0	0	0	0	**5**
Meadow Vale East	3	1	0	0	0	**4**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	0	0	0	0	0	**0**
TOTALS	**10**	**4**	**3**	**0**	**0**	**17**

2024 Weekday AM Peak — **Other committed development flows**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West						**0**
Meadow Vale North						**0**
Meadow Vale East						**0**
Clonkeen College East Access						**0**
Clonkeen College West Access						**0**
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**

2024 Weekday PM Peak — **Other committed development flows**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West						**0**
Meadow Vale North						**0**
Meadow Vale East						**0**
Clonkeen College East Access						**0**
Clonkeen College West Access						**0**
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	52	341	384	86	7	**870**
Meadow Vale North	383	1	2	0	0	**386**
Meadow Vale East	401	7	2	1	0	**411**
Clonkeen College East Access	41	0	0	0	0	**41**
Clonkeen College West Access	48	0	1	0	0	**49**
TOTALS	**925**	**349**	**389**	**87**	**7**	**1757**

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	2	3	3	0	0	**8**
Meadow Vale North	6	0	0	0	0	**6**
Meadow Vale East	3	1	0	0	0	**4**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	0	0	0	0	0	**0**
TOTALS	**11**	**4**	**3**	**0**	**0**	**18**

2024 Weekday AM Peak — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	0	0	573	0	0	**573**
Meadow Vale North	0	0	0	0	0	**0**
Meadow Vale East	573	0	0	0	0	**573**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	0	0	0	0	0	**0**
TOTALS	**573**	**0**	**573**	**0**	**0**	**1146**

2024 Weekday PM Peak — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	0	0	15	0	0	**15**
Meadow Vale North	0	0	0	0	0	**0**
Meadow Vale East	15	0	0	0	0	**15**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	0	0	0	0	0	**0**
TOTALS	**15**	**0**	**15**	**0**	**0**	**30**

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	52	341	957	86	7	**1443**
Meadow Vale North	383	1	2	0	0	**386**
Meadow Vale East	974	7	2	1	0	**984**
Clonkeen College East Access	41	0	0	0	0	**41**
Clonkeen College West Access	48	0	1	0	0	**49**
TOTALS	**1498**	**349**	**962**	**87**	**7**	**2903**

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

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	2	3	18	0	0	**23**
Meadow Vale North	6	0	0	0	0	**6**
Meadow Vale East	18	1	0	0	0	**19**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	0	0	0	0	0	**0**
TOTALS	**26**	**4**	**18**	**0**	**0**	**48**

2029 Weekday AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	56	370	416	93	7	**942**
Meadow Vale North	415	1	2	0	0	**418**
Meadow Vale East	435	7	2	1	0	**445**
Clonkeen College East Access	45	0	0	0	0	**45**
Clonkeen College West Access	52	0	1	0	0	**53**
TOTALS	**1003**	**378**	**421**	**94**	**7**	**1903**

2029 Weekday PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	3	4	4	0	0	**11**
Meadow Vale North	7	0	0	0	0	**7**
Meadow Vale East	4	1	0	0	0	**5**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	0	0	0	0	0	**0**
TOTALS	**14**	**5**	**4**	**0**	**0**	**23**

2029 Weekday AM Peak — **WITH SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	56	370	989	93	7	**1515**
Meadow Vale North	415	1	2	0	0	**418**
Meadow Vale East	1008	7	2	1	0	**1018**
Clonkeen College East Access	45	0	0	0	0	**45**
Clonkeen College West Access	52	0	1	0	0	**53**
TOTALS	**1576**	**378**	**994**	**94**	**7**	**3049**

2029 Weekday PM Peak — **WITH SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	3	4	19	0	0	**26**
Meadow Vale North	7	0	0	0	0	**7**
Meadow Vale East	19	1	0	0	0	**20**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	0	0	0	0	0	**0**
TOTALS	**29**	**5**	**19**	**0**	**0**	**53**

2039 Weekday AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	60	394	442	99	7	**1002**
Meadow Vale North	441	1	2	0	0	**444**
Meadow Vale East	462	7	2	1	0	**472**
Clonkeen College East Access	47	0	0	0	0	**47**
Clonkeen College West Access	55	0	1	0	0	**56**
TOTALS	**1065**	**402**	**447**	**100**	**7**	**2021**

2039 Weekday PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	3	5	5	0	0	**13**
Meadow Vale North	8	0	0	0	0	**8**
Meadow Vale East	5	2	0	0	0	**7**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	0	0	0	0	0	**0**
TOTALS	**16**	**7**	**5**	**0**	**0**	**28**

2039 Weekday AM Peak — **WITH SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	60	394	1015	99	7	**1575**
Meadow Vale North	441	1	2	0	0	**444**
Meadow Vale East	1035	7	2	1	0	**1045**
Clonkeen College East Access	47	0	0	0	0	**47**
Clonkeen College West Access	55	0	1	0	0	**56**
TOTALS	**1638**	**402**	**1020**	**100**	**7**	**3167**

2039 Weekday PM Peak — **WITH SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	Meadow Vale West	Meadow Vale North	Meadow Vale East	Clonkeen College East Access	Clonkeen College West Access	TOTALS
Meadow Vale West	3	5	20	0	0	**28**
Meadow Vale North	8	0	0	0	0	**8**
Meadow Vale East	20	2	0	0	0	**22**
Clonkeen College East Access	0	0	0	0	0	**0**
Clonkeen College West Access	0	0	0	0	0	**0**
TOTALS	**31**	**7**	**20**	**0**	**0**	**58**

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

2019 AM Peak (08:00-09:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	45	406	**451**
Meadow Vale	56	0	87	**143**
Clonkeen Road South	537	97	0	**634**
TOTALS	**593**	**142**	**493**	**1227**

2019 PM Peak (17:00-18:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	29	510	**539**
Meadow Vale	21	0	52	**73**
Clonkeen Road South	277	42	0	**319**
TOTALS	**298**	**71**	**562**	**931**

2021 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	46	419	**465**
Meadow Vale	58	0	90	**148**
Clonkeen Road South	554	100	0	**654**
TOTALS	**612**	**146**	**509**	**1267**

2021 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	30	527	**557**
Meadow Vale	22	0	53	**75**
Clonkeen Road South	286	43	0	**329**
TOTALS	**308**	**73**	**580**	**961**

2024 AM Peak — **Other committed development flows**

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North				**0**
Meadow Vale				**0**
Clonkeen Road South				**0**
TOTALS	**0**	**0**	**0**	**0**

2024 PM Peak — **Other committed development flows**

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North				**0**
Meadow Vale				**0**
Clonkeen Road South				**0**
TOTALS	**0**	**0**	**0**	**0**

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

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	49	439	**488**
Meadow Vale	61	0	94	**155**
Clonkeen Road South	582	105	0	**687**
TOTALS	**643**	**154**	**533**	**1330**

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

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	31	553	**584**
Meadow Vale	23	0	56	**79**
Clonkeen Road South	300	46	0	**346**
TOTALS	**323**	**77**	**609**	**1009**

2024 AM Peak — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	11	0	**11**
Meadow Vale	29	0	46	**75**
Clonkeen Road South	0	23	0	**23**
TOTALS	**29**	**34**	**46**	**109**

2024 PM Peak — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	28	0	**28**
Meadow Vale	11	0	28	**39**
Clonkeen Road South	0	41	0	**41**
TOTALS	**11**	**69**	**28**	**108**

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

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	60	439	**499**
Meadow Vale	90	0	140	**230**
Clonkeen Road South	582	128	0	**710**
TOTALS	**672**	**188**	**579**	**1439**

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

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	59	553	**612**
Meadow Vale	34	0	84	**118**
Clonkeen Road South	300	87	0	**387**
TOTALS	**334**	**146**	**637**	**1117**

2029 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	53	476	**529**
Meadow Vale	66	0	102	**168**
Clonkeen Road South	630	114	0	**744**
TOTALS	**696**	**167**	**578**	**1441**

2029 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	34	599	**633**
Meadow Vale	25	0	60	**85**
Clonkeen Road South	325	49	0	**374**
TOTALS	**350**	**83**	**659**	**1092**

2029 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	64	476	**540**
Meadow Vale	95	0	148	**243**
Clonkeen Road South	630	137	0	**767**
TOTALS	**725**	**201**	**624**	**1550**

2029 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	62	599	**661**
Meadow Vale	36	0	88	**124**
Clonkeen Road South	325	90	0	**415**
TOTALS	**361**	**152**	**687**	**1200**

2039 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	56	507	**563**
Meadow Vale	70	0	109	**179**
Clonkeen Road South	671	121	0	**792**
TOTALS	**741**	**177**	**616**	**1534**

2039 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	36	637	**673**
Meadow Vale	26	0	64	**90**
Clonkeen Road South	346	52	0	**398**
TOTALS	**372**	**88**	**701**	**1161**

2039 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	67	507	**574**
Meadow Vale	99	0	155	**254**
Clonkeen Road South	671	144	0	**815**
TOTALS	**770**	**211**	**662**	**1643**

2039 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	64	637	**701**
Meadow Vale	37	0	92	**129**
Clonkeen Road South	346	93	0	**439**
TOTALS	**383**	**157**	**729**	**1269**

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

2019 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	358	5086	**5444**
Meadow Vale	343	0	515	**858**
Clonkeen Road South	4676	490	0	**5166**
TOTALS	**5019**	**848**	**5601**	**11468**

2019 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	2	147	**149**
Meadow Vale	2	0	8	**10**
Clonkeen Road South	105	7	0	**112**
TOTALS	**107**	**9**	**155**	**271**

2021 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	370	5252	**5622**
Meadow Vale	354	0	532	**886**
Clonkeen Road South	4829	506	0	**5335**
TOTALS	**5183**	**876**	**5784**	**11843**

2021 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	2	156	**158**
Meadow Vale	2	0	8	**10**
Clonkeen Road South	111	7	0	**118**
TOTALS	**113**	**9**	**164**	**286**

2024 Light Vehicles — **Other committed development flows**

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North				**0**
Meadow Vale				**0**
Clonkeen Road South				**0**
TOTALS	**0**	**0**	**0**	**0**

2024 Heavy Vehicles — **Other committed development flows**

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North				**0**
Meadow Vale				**0**
Clonkeen Road South				**0**
TOTALS	**0**	**0**	**0**	**0**

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

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	388	5512	**5900**
Meadow Vale	372	0	558	**930**
Clonkeen Road South	5067	531	0	**5598**
TOTALS	**5439**	**919**	**6070**	**12428**

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

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	2	170	**172**
Meadow Vale	2	0	9	**11**
Clonkeen Road South	121	8	0	**129**
TOTALS	**123**	**10**	**179**	**312**

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	242	0	**242**
Meadow Vale	229	0	344	**573**
Clonkeen Road South	0	331	0	**331**
TOTALS	**229**	**573**	**344**	**1146**

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	3	0	**3**
Meadow Vale	3	0	12	**15**
Clonkeen Road South	0	12	0	**12**
TOTALS	**3**	**15**	**12**	**30**

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

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	630	5512	**6142**
Meadow Vale	601	0	902	**1503**
Clonkeen Road South	5067	862	0	**5929**
TOTALS	**5668**	**1492**	**6414**	**13574**

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

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	5	170	**175**
Meadow Vale	5	0	21	**26**
Clonkeen Road South	121	20	0	**141**
TOTALS	**126**	**25**	**191**	**342**

2029 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	420	5973	**6393**
Meadow Vale	403	0	605	**1008**
Clonkeen Road South	5491	575	0	**6066**
TOTALS	**5894**	**995**	**6578**	**13467**

2029 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	3	197	**200**
Meadow Vale	3	0	11	**14**
Clonkeen Road South	140	9	0	**149**
TOTALS	**143**	**12**	**208**	**363**

2029 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	662	5973	**6635**
Meadow Vale	632	0	949	**1581**
Clonkeen Road South	5491	906	0	**6397**
TOTALS	**6123**	**1568**	**6922**	**14613**

2029 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	6	197	**203**
Meadow Vale	6	0	23	**29**
Clonkeen Road South	140	21	0	**161**
TOTALS	**146**	**27**	**220**	**393**

2039 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	447	6354	**6801**
Meadow Vale	428	0	643	**1071**
Clonkeen Road South	5842	612	0	**6454**
TOTALS	**6270**	**1059**	**6997**	**14326**

2039 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	3	229	**232**
Meadow Vale	3	0	12	**15**
Clonkeen Road South	163	11	0	**174**
TOTALS	**166**	**14**	**241**	**421**

2039 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	689	6354	**7043**
Meadow Vale	657	0	987	**1644**
Clonkeen Road South	5842	943	0	**6785**
TOTALS	**6499**	**1632**	**7341**	**15472**

2039 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Road North	Meadow Vale	Clonkeen Road South	TOTALS
Clonkeen Road North	0	6	229	**235**
Meadow Vale	6	0	24	**30**
Clonkeen Road South	163	23	0	**186**
TOTALS	**169**	**29**	**253**	**451**

Junction 4 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2019 AM Peak (08:00-09:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	310	220	70	600
Bray Road [N11] East	437	0	193	1299	1928
Clonkeen Rd [R827] South	182	100	0	22	304
Bray Road [N11] West	70	695	103	0	867
TOTALS	688	1106	515	1391	3699

2019 PM Peak (17:00-18:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	423	145	31	598
Bray Road [N11] East	195	0	186	810	1191
Clonkeen Rd [R827] South	154	278	0	33	465
Bray Road [N11] West	56	1355	41	0	1452
TOTALS	405	2056	372	873	3706

2021 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	320	227	72	619
Bray Road [N11] East	451	0	199	1341	1991
Clonkeen Rd [R827] South	187	104	0	23	314
Bray Road [N11] West	72	718	106	0	896
TOTALS	710	1142	532	1436	3820

2021 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	437	149	31	617
Bray Road [N11] East	201	0	192	837	1230
Clonkeen Rd [R827] South	159	287	0	34	480
Bray Road [N11] West	58	1399	42	0	1499
TOTALS	418	2123	383	902	3826

2024 AM Peak — **Other committed development flows**

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North					0
Bray Road [N11] East					0
Clonkeen Rd [R827] South					0
Bray Road [N11] West					0
TOTALS	0	0	0	0	0

2024 PM Peak — **Other committed development flows**

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North					0
Bray Road [N11] East					0
Clonkeen Rd [R827] South					0
Bray Road [N11] West					0
TOTALS	0	0	0	0	0

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

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	336	238	76	650
Bray Road [N11] East	473	0	209	1407	2089
Clonkeen Rd [R827] South	197	109	0	24	330
Bray Road [N11] West	75	753	111	0	939
TOTALS	745	1198	558	1507	4008

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

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	458	157	33	648
Bray Road [N11] East	211	0	202	878	1291
Clonkeen Rd [R827] South	167	301	0	35	503
Bray Road [N11] West	61	1468	44	0	1573
TOTALS	439	2227	403	946	4015

2024 AM Peak — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	24	17	5	46
Bray Road [N11] East	15	0	0	0	15
Clonkeen Rd [R827] South	6	0	0	0	6
Bray Road [N11] West	2	0	0	0	2
TOTALS	23	24	17	5	69

2024 PM Peak — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	20	7	1	28
Bray Road [N11] East	20	0	0	0	20
Clonkeen Rd [R827] South	16	0	0	0	16
Bray Road [N11] West	6	0	0	0	6
TOTALS	42	20	7	1	70

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

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	360	255	81	696
Bray Road [N11] East	488	0	209	1407	2104
Clonkeen Rd [R827] South	203	109	0	24	336
Bray Road [N11] West	77	753	111	0	941
TOTALS	768	1222	575	1512	4077

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

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	478	164	34	676
Bray Road [N11] East	231	0	202	878	1311
Clonkeen Rd [R827] South	183	301	0	35	519
Bray Road [N11] West	67	1468	44	0	1579
TOTALS	481	2247	410	947	4085

2029 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	364	258	82	704
Bray Road [N11] East	513	0	226	1525	2264
Clonkeen Rd [R827] South	213	118	0	26	357
Bray Road [N11] West	82	816	120	0	1018
TOTALS	808	1298	604	1633	4343

2029 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	497	170	36	703
Bray Road [N11] East	229	0	218	952	1399
Clonkeen Rd [R827] South	181	326	0	38	545
Bray Road [N11] West	66	1591	48	0	1705
TOTALS	476	2414	436	1026	4352

2029 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	388	275	87	750
Bray Road [N11] East	528	0	226	1525	2279
Clonkeen Rd [R827] South	219	118	0	26	363
Bray Road [N11] West	84	816	120	0	1020
TOTALS	831	1322	621	1638	4412

2029 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	517	177	37	731
Bray Road [N11] East	249	0	218	952	1419
Clonkeen Rd [R827] South	197	326	0	38	561
Bray Road [N11] West	72	1591	48	0	1711
TOTALS	518	2434	443	1027	4422

2039 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	388	274	87	749
Bray Road [N11] East	546	0	240	1622	2408
Clonkeen Rd [R827] South	227	125	0	28	380
Bray Road [N11] West	87	868	128	0	1083
TOTALS	860	1381	642	1737	4620

2039 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	528	181	38	747
Bray Road [N11] East	244	0	232	1012	1488
Clonkeen Rd [R827] South	192	347	0	41	580
Bray Road [N11] West	70	1693	51	0	1814
TOTALS	506	2568	464	1091	4629

2039 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	412	291	92	795
Bray Road [N11] East	561	0	240	1622	2423
Clonkeen Rd [R827] South	233	125	0	28	386
Bray Road [N11] West	89	868	128	0	1085
TOTALS	883	1405	659	1742	4689

2039 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	548	188	39	775
Bray Road [N11] East	264	0	232	1012	1508
Clonkeen Rd [R827] South	208	347	0	41	596
Bray Road [N11] West	76	1693	51	0	1820
TOTALS	548	2588	471	1092	4699

Junction 4 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2019 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	1	3899	1939	488	**6327**
Bray Road [N11] East	3308	6	2418	11679	**17411**
Clonkeen Rd [R827] South	1976	2742	0	386	**5104**
Bray Road [N11] West	593	10588	752	5	**11938**
TOTALS	**5878**	**17235**	**5109**	**12558**	**40780**

2019 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	119	31	9	**159**
Bray Road [N11] East	62	1	41	554	**658**
Clonkeen Rd [R827] South	37	48	0	14	**99**
Bray Road [N11] West	12	515	22	0	**549**
TOTALS	**111**	**683**	**94**	**577**	**1465**

2021 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	1	4026	2002	504	**6533**
Bray Road [N11] East	3416	6	2497	12060	**17979**
Clonkeen Rd [R827] South	2041	2832	0	399	**5272**
Bray Road [N11] West	612	10934	777	5	**12328**
TOTALS	**6070**	**17798**	**5276**	**12968**	**42112**

2021 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	126	33	10	**169**
Bray Road [N11] East	66	1	43	587	**697**
Clonkeen Rd [R827] South	39	51	0	15	**105**
Bray Road [N11] West	13	546	23	0	**582**
TOTALS	**118**	**724**	**99**	**612**	**1553**

2024 Light Vehicles — **Other committed development flows**

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North					**0**
Bray Road [N11] East					**0**
Clonkeen Rd [R827] South					**0**
Bray Road [N11] West					**0**
TOTALS	**0**	**0**	**0**	**0**	**0**

2024 Heavy Vehicles — **Other committed development flows**

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North					**0**
Bray Road [N11] East					**0**
Clonkeen Rd [R827] South					**0**
Bray Road [N11] West					**0**
TOTALS	**0**	**0**	**0**	**0**	**0**

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

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	1	4225	2101	529	**6856**
Bray Road [N11] East	3585	7	2620	12656	**18868**
Clonkeen Rd [R827] South	2141	2971	0	418	**5530**
Bray Road [N11] West	643	11474	815	5	**12937**
TOTALS	**6370**	**18677**	**5536**	**13608**	**44191**

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

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	138	36	10	**184**
Bray Road [N11] East	72	1	47	641	**761**
Clonkeen Rd [R827] South	43	56	0	16	**115**
Bray Road [N11] West	14	596	25	0	**635**
TOTALS	**129**	**791**	**108**	**667**	**1695**

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	212	105	27	**344**
Bray Road [N11] East	186	0	0	0	**186**
Clonkeen Rd [R827] South	111	0	0	0	**111**
Bray Road [N11] West	33	0	0	0	**33**
TOTALS	**330**	**212**	**105**	**27**	**674**

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	9	2	1	**12**
Bray Road [N11] East	7	0	0	0	**7**
Clonkeen Rd [R827] South	4	0	0	0	**4**
Bray Road [N11] West	1	0	0	0	**1**
TOTALS	**12**	**9**	**2**	**1**	**24**

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

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	1	4437	2206	556	**7200**
Bray Road [N11] East	3771	7	2620	12656	**19054**
Clonkeen Rd [R827] South	2252	2971	0	418	**5641**
Bray Road [N11] West	676	11474	815	5	**12970**
TOTALS	**6700**	**18889**	**5641**	**13635**	**44865**

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

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	147	38	11	**196**
Bray Road [N11] East	79	1	47	641	**768**
Clonkeen Rd [R827] South	47	56	0	16	**119**
Bray Road [N11] West	15	596	25	0	**636**
TOTALS	**141**	**800**	**110**	**668**	**1719**

2029 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	1	4579	2277	573	**7430**
Bray Road [N11] East	3885	7	2840	13715	**20447**
Clonkeen Rd [R827] South	2320	3220	0	453	**5993**
Bray Road [N11] West	696	12434	883	6	**14019**
TOTALS	**6902**	**20240**	**6000**	**14747**	**47889**

2029 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	159	41	12	**212**
Bray Road [N11] East	83	1	55	741	**880**
Clonkeen Rd [R827] South	49	64	0	19	**132**
Bray Road [N11] West	16	689	29	0	**734**
TOTALS	**148**	**913**	**125**	**772**	**1958**

2029 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	1	4791	2382	600	**7774**
Bray Road [N11] East	4071	7	2840	13715	**20633**
Clonkeen Rd [R827] South	2431	3220	0	453	**6104**
Bray Road [N11] West	729	12434	883	6	**14052**
TOTALS	**7232**	**20452**	**6105**	**14774**	**48563**

2029 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	168	43	13	**224**
Bray Road [N11] East	90	1	55	741	**887**
Clonkeen Rd [R827] South	53	64	0	19	**136**
Bray Road [N11] West	17	689	29	0	**735**
TOTALS	**160**	**922**	**127**	**773**	**1982**

2039 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	1	4871	2422	610	**7904**
Bray Road [N11] East	4133	7	3021	14590	**21751**
Clonkeen Rd [R827] South	2469	3425	0	482	**6376**
Bray Road [N11] West	741	13227	939	6	**14913**
TOTALS	**7344**	**21530**	**6382**	**15688**	**50944**

2039 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	185	48	14	**247**
Bray Road [N11] East	96	2	64	861	**1023**
Clonkeen Rd [R827] South	58	75	0	22	**155**
Bray Road [N11] West	19	801	34	0	**854**
TOTALS	**173**	**1063**	**146**	**897**	**2279**

2039 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	1	5083	2527	637	**8248**
Bray Road [N11] East	4319	7	3021	14590	**21937**
Clonkeen Rd [R827] South	2580	3425	0	482	**6487**
Bray Road [N11] West	774	13227	939	6	**14946**
TOTALS	**7674**	**21742**	**6487**	**15715**	**51618**

2039 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Clonkeen Rd [R827] North	Bray Road [N11] East	Clonkeen Rd [R827] South	Bray Road [N11] West	TOTALS
Clonkeen Rd [R827] North	0	194	50	15	**259**
Bray Road [N11] East	103	2	64	861	**1030**
Clonkeen Rd [R827] South	62	75	0	22	**159**
Bray Road [N11] West	20	801	34	0	**855**
TOTALS	**185**	**1072**	**148**	**898**	**2303**

Junction 5 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2019 AM Peak (08:00-09:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	63	279	147	488
Kill Lane [R830] East	0	0	142	588	729
Clonkeen Rd [R827] South	379	154	1	33	567
Kill Lane [R830] West	178	528	24	0	729
TOTALS	556	745	445	768	2513

2019 PM Peak (17:00-18:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	53	347	139	538
Kill Lane [R830] East	0	0	161	539	700
Clonkeen Rd [R827] South	172	129	6	31	338
Kill Lane [R830] West	108	504	29	0	640
TOTALS	280	686	542	709	2216

2021 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	65	288	152	505
Kill Lane [R830] East	0	0	146	607	753
Clonkeen Rd [R827] South	391	159	1	34	585
Kill Lane [R830] West	183	545	24	0	752
TOTALS	574	769	459	793	2595

2021 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	55	358	143	556
Kill Lane [R830] East	0	0	166	557	723
Clonkeen Rd [R827] South	178	133	6	32	349
Kill Lane [R830] West	111	520	30	0	661
TOTALS	289	708	560	732	2289

2024 AM Peak — **Other committed development flows**

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North					0
Kill Lane [R830] East					0
Clonkeen Rd [R827] South					0
Kill Lane [R830] West					0
TOTALS	0	0	0	0	0

2024 PM Peak — **Other committed development flows**

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North					0
Kill Lane [R830] East					0
Clonkeen Rd [R827] South					0
Kill Lane [R830] West					0
TOTALS	0	0	0	0	0

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

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	68	302	159	529
Kill Lane [R830] East	0	0	153	637	790
Clonkeen Rd [R827] South	410	167	1	36	614
Kill Lane [R830] West	192	572	25	0	789
TOTALS	602	807	481	832	2722

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

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	57	375	150	582
Kill Lane [R830] East	0	0	174	584	758
Clonkeen Rd [R827] South	186	140	7	34	367
Kill Lane [R830] West	116	546	31	0	693
TOTALS	302	743	587	768	2400

2024 AM Peak — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	0	7	0	7
Kill Lane [R830] East	0	0	4	0	4
Clonkeen Rd [R827] South	19	8	0	2	29
Kill Lane [R830] West	0	0	1	0	1
TOTALS	19	8	12	2	41

2024 PM Peak — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	0	18	0	18
Kill Lane [R830] East	0	0	8	0	8
Clonkeen Rd [R827] South	6	4	0	1	11
Kill Lane [R830] West	0	0	1	0	1
TOTALS	6	4	27	1	38

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

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	68	309	159	536
Kill Lane [R830] East	0	0	157	637	794
Clonkeen Rd [R827] South	429	175	1	38	643
Kill Lane [R830] West	192	572	26	0	790
TOTALS	621	815	493	834	2763

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

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	57	393	150	600
Kill Lane [R830] East	0	0	182	584	766
Clonkeen Rd [R827] South	192	144	7	35	378
Kill Lane [R830] West	116	546	32	0	694
TOTALS	308	747	614	769	2438

2029 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	74	327	172	573
Kill Lane [R830] East	0	0	166	690	856
Clonkeen Rd [R827] South	445	181	1	39	666
Kill Lane [R830] West	209	619	28	0	856
TOTALS	654	874	522	901	2951

2029 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	62	407	163	632
Kill Lane [R830] East	0	0	188	633	821
Clonkeen Rd [R827] South	202	151	7	36	396
Kill Lane [R830] West	126	592	34	0	752
TOTALS	328	805	636	832	2601

2029 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	74	334	172	580
Kill Lane [R830] East	0	0	170	690	860
Clonkeen Rd [R827] South	464	189	1	41	695
Kill Lane [R830] West	209	619	29	0	857
TOTALS	673	882	534	903	2992

2029 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	62	425	163	650
Kill Lane [R830] East	0	0	196	633	829
Clonkeen Rd [R827] South	208	155	7	37	407
Kill Lane [R830] West	126	592	35	0	753
TOTALS	334	809	663	833	2639

2039 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	79	348	183	610
Kill Lane [R830] East	0	0	177	734	911
Clonkeen Rd [R827] South	473	192	1	41	707
Kill Lane [R830] West	222	659	29	0	910
TOTALS	695	930	555	958	3138

2039 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	66	433	173	672
Kill Lane [R830] East	0	0	201	673	874
Clonkeen Rd [R827] South	215	161	7	39	422
Kill Lane [R830] West	134	629	36	0	799
TOTALS	349	856	677	885	2767

2039 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	79	355	183	617
Kill Lane [R830] East	0	0	181	734	915
Clonkeen Rd [R827] South	492	200	1	43	736
Kill Lane [R830] West	222	659	30	0	911
TOTALS	714	938	567	960	3179

2039 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	66	451	173	690
Kill Lane [R830] East	0	0	209	673	882
Clonkeen Rd [R827] South	221	165	7	40	433
Kill Lane [R830] West	134	629	37	0	800
TOTALS	355	860	704	886	2805

Junction 5 - AADT Traffic Flow Matrices (Light and Heavy Vehicles)

2019 Light Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	793	3412	1410	**5615**
Kill Lane [R830] East	5	0	1757	6611	**8373**
Clonkeen Rd [R827] South	3089	1732	149	648	**5618**
Kill Lane [R830] West	1428	5756	336	1	**7521**
TOTALS	**4522**	**8281**	**5654**	**8670**	**27127**

2019 Heavy Vehicles AADT — **SURVEYED TRAFFIC FLOWS**

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	8	112	21	**141**
Kill Lane [R830] East	1	0	20	267	**288**
Clonkeen Rd [R827] South	96	14	1	6	**117**
Kill Lane [R830] West	21	270	5	0	**296**
TOTALS	**118**	**292**	**138**	**294**	**842**

2021 Light Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	819	3523	1456	**5798**
Kill Lane [R830] East	5	0	1814	6827	**8646**
Clonkeen Rd [R827] South	3190	1789	154	669	**5802**
Kill Lane [R830] West	1475	5944	347	1	**7767**
TOTALS	**4670**	**8552**	**5838**	**8953**	**28013**

2021 Heavy Vehicles — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	8	119	22	**149**
Kill Lane [R830] East	1	0	21	283	**305**
Clonkeen Rd [R827] South	102	15	1	6	**124**
Kill Lane [R830] West	22	286	5	0	**313**
TOTALS	**125**	**309**	**146**	**311**	**891**

2024 Light Vehicles — **Other committed development flows**

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North					**0**
Kill Lane [R830] East					**0**
Clonkeen Rd [R827] South					**0**
Kill Lane [R830] West					**0**
TOTALS	**0**	**0**	**0**	**0**	**0**

2024 Heavy Vehicles — **Other committed development flows**

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North					**0**
Kill Lane [R830] East					**0**
Clonkeen Rd [R827] South					**0**
Kill Lane [R830] West					**0**
TOTALS	**0**	**0**	**0**	**0**	**0**

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

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	859	3697	1528	**6084**
Kill Lane [R830] East	5	0	1904	7164	**9073**
Clonkeen Rd [R827] South	3347	1877	161	702	**6087**
Kill Lane [R830] West	1547	6238	364	1	**8150**
TOTALS	**4899**	**8974**	**6126**	**9395**	**29394**

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

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	9	130	24	**163**
Kill Lane [R830] East	1	0	23	309	**333**
Clonkeen Rd [R827] South	111	16	1	7	**135**
Kill Lane [R830] West	24	312	6	0	**342**
TOTALS	**136**	**337**	**160**	**340**	**973**

2024 Light Vehicles — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	0	146	0	**146**
Kill Lane [R830] East	0	0	75	0	**75**
Clonkeen Rd [R827] South	126	71	12	26	**235**
Kill Lane [R830] West	0	0	14	0	**14**
TOTALS	**126**	**71**	**247**	**26**	**470**

2024 Heavy Vehicles — **SUBJECT DEVELOPMENT FLOWS**

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	0	2	0	**2**
Kill Lane [R830] East	0	0	0	0	**0**
Clonkeen Rd [R827] South	2	0	0	0	**2**
Kill Lane [R830] West	0	0	0	0	**0**
TOTALS	**2**	**0**	**2**	**0**	**4**

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

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	859	3843	1528	**6230**
Kill Lane [R830] East	5	0	1979	7164	**9148**
Clonkeen Rd [R827] South	3473	1948	173	728	**6322**
Kill Lane [R830] West	1547	6238	378	1	**8164**
TOTALS	**5025**	**9045**	**6373**	**9421**	**29864**

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

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	9	132	24	**165**
Kill Lane [R830] East	1	0	23	309	**333**
Clonkeen Rd [R827] South	113	16	1	7	**137**
Kill Lane [R830] West	24	312	6	0	**342**
TOTALS	**138**	**337**	**162**	**340**	**977**

2029 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	931	4007	1656	**6594**
Kill Lane [R830] East	6	0	2063	7764	**9833**
Clonkeen Rd [R827] South	3628	2034	175	761	**6598**
Kill Lane [R830] West	1677	6759	395	1	**8832**
TOTALS	**5311**	**9724**	**6640**	**10182**	**31857**

2029 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	11	150	28	**189**
Kill Lane [R830] East	1	0	27	357	**385**
Clonkeen Rd [R827] South	128	19	1	8	**156**
Kill Lane [R830] West	28	361	7	0	**396**
TOTALS	**157**	**391**	**185**	**393**	**1126**

2029 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	931	4153	1656	**6740**
Kill Lane [R830] East	6	0	2138	7764	**9908**
Clonkeen Rd [R827] South	3754	2105	187	787	**6833**
Kill Lane [R830] West	1677	6759	409	1	**8846**
TOTALS	**5437**	**9795**	**6887**	**10208**	**32327**

2029 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	11	152	28	**191**
Kill Lane [R830] East	1	0	27	357	**385**
Clonkeen Rd [R827] South	130	19	1	8	**158**
Kill Lane [R830] West	28	361	7	0	**396**
TOTALS	**159**	**391**	**187**	**393**	**1130**

2039 Light Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	991	4262	1761	**7014**
Kill Lane [R830] East	6	0	2195	8259	**10460**
Clonkeen Rd [R827] South	3859	2164	186	810	**7019**
Kill Lane [R830] West	1784	7191	420	1	**9396**
TOTALS	**5649**	**10346**	**7063**	**10831**	**33889**

2039 Heavy Vehicles — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	12	174	33	**219**
Kill Lane [R830] East	2	0	31	415	**448**
Clonkeen Rd [R827] South	149	22	2	9	**182**
Kill Lane [R830] West	33	420	8	0	**461**
TOTALS	**184**	**454**	**215**	**457**	**1310**

2039 Light Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	991	4408	1761	**7160**
Kill Lane [R830] East	6	0	2270	8259	**10535**
Clonkeen Rd [R827] South	3985	2235	198	836	**7254**
Kill Lane [R830] West	1784	7191	434	1	**9410**
TOTALS	**5775**	**10417**	**7310**	**10857**	**34359**

2039 Heavy Vehicles — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Deansgrange Rd [R827] North	Kill Lane [R830] East	Clonkeen Rd [R827] South	Kill Lane [R830] West	TOTALS
Deansgrange Rd [R827] North	0	12	176	33	**221**
Kill Lane [R830] East	2	0	31	415	**448**
Clonkeen Rd [R827] South	151	22	2	9	**184**
Kill Lane [R830] West	33	420	8	0	**461**
TOTALS	**186**	**454**	**217**	**457**	**1314**

Appendix D

TRANSYT Results

CS CONSULTING
GROUP

TRANSYT 16

Version: 16.0.1.8473

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

Filename: W012 TRANSYT Model J1 J2 J3 20210612.t16
Path: J:\W_JOBS\Job-W012\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 22/07/2021 14:18:25

Summary of network performance

	AM				PM			
	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	2021 Baseline							
Network	D1	0.47	47% (TS 3C1/1)	0 (0%)	D2	0.21	31% (TS 3A1/1)	0 (0%)
	2024 No Dev							
Network	D3	0.54	50% (TS 3C1/1)	0 (0%)	D4	0.23	32% (TS 3A1/1)	0 (0%)
	2024 With Dev							
Network	D5	0.77	54% (TS 3C1/1)	0 (0%)	D6	0.33	34% (TS 3A1/1)	0 (0%)
	2029 No Dev							
Network	D7	0.69	54% (TS 3C1/1)	0 (0%)	D8	0.28	35% (TS 3A1/1)	0 (0%)
	2029 With Dev							
Network	D9	0.97	58% (TS 3C1/1)	0 (0%)	D10	0.39	37% (TS 3A1/1)	0 (0%)
	2039 No Dev							
Network	D11	0.84	58% (TS 3C1/1)	0 (0%)	D12	0.33	37% (TS 3A1/1)	0 (0%)
	2039 With Dev							
Network	D13	1.18	62% (TS 3C1/1)	0 (0%)	D14	0.45	39% (TS 3A1/1)	0 (0%)

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

File summary

File description

File title	Clonkeen SHD
Location	Co. Dublin
Site number	
UTCRegion	
Driving side	Left
Date	12/06/2021
Version	
Status	
Identifier	
Client	
Jobnumber	W012
Enumerator	GF
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display OD matrix distances	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber	Display controller phase minimums
			✓			✓	✓	✓	✓	✓	✓	✓			

Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	PCU	PCU	perHour	s	-Hour	perHour

Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Numerical		ID	Normal	Normal	✓

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	3.00	999	200	-1	3	60	✓			0	0	0.00

A1 -
D1 - 2021 Baseline, AM

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Warning	OD Matrix Flows	Local Matrix 3	Flow Inconsistency between OD Matrix 3 and OD Matrix 3. (Traffic Stream 3Bx/1)
Warning	OD Matrix Flows	Local Matrix 2	Flow Inconsistency between OD Matrix 3 and OD Matrix 2.
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	22/07/2021 14:13:02	22/07/2021 14:13:03	1.68	08:00	120	6.70	0.47	47.32	3C1/1	0	0		2D/1	2D/1	✓

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2021 Baseline	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Meadow Vale		1
1Ax			13
1B	Meadow Vale		1
1Bx			
1C	Meadow Vale		1
1Cx			
1D	Edmund Rice House / Development Access		1
1Dx			
2A	Meadow Vale		2a
2Ax			11
2B	Meadow Vale		2b
2Bx			
2C	Meadow Vale		2c
2Cx			12
2D	Clonkeen College (E)		2c
2Dx			
2E	Clonkeen College (W)		2a
2Ex			
3B	Meadow Vale		3
3Bx			10
3Cx			
2I1	Meadow Vale		2a
2I2	Meadow Vale		2b
2I3	Meadow Vale		2c
2I4	Meadow Vale		2b
3A1	Clonkeen Road		3
3Ax1			14
3C1	Clonkeen Road		3
3A2	Clonkeen Road		14
3Ax2			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			20.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				8.00	✓	Sum of lanes	1800			Normal	
1B	1	S / L / R			27.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				27.00						Normal	
1C	1	S / L / R			45.00	✓	Sum of lanes	1800		✓	Normal	
1Cx	1				45.00						Normal	
1D	1	S / L / R			26.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				26.00						Normal	

2A	1	S / R			54.00	✓	Sum of lanes	9999		✓	Normal	
2Ax	1				14.00	✓	Sum of lanes	1800			Normal	
2B	1	L / R			36.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				36.00						Normal	
2C	1	S / L			20.00	✓	Sum of lanes	1800			Normal	
2Cx	1				8.00	✓	Sum of lanes	1800			Normal	
2D	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				16.00						Normal	
2E	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Ex	1				16.00						Normal	
3B	1	L / R			54.00	✓	Sum of lanes	1800		✓	Normal	
3Bx	1				14.00	✓	Sum of lanes	1800			Normal	
3Cx	1				76.00						Normal	
2I1	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I2	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I3	1	S / R			15.00	✓	Directly entered	1800		✓	Normal	
2I4	1	S / R			15.00	✓	Sum of lanes	1800		✓	Normal	
3A1	1	S / L			5.00	✓	Sum of lanes	1800			Normal	
3Ax1	1				8.00	✓	Sum of lanes	1800			Normal	
3C1	1	S / R			77.00	✓	Sum of lanes	1800		✓	Normal	
3A2	1				92.00	✓	Sum of lanes	1800			Normal	
3Ax2	1				92.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
1Ax	1	1	(untitled)			1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
2A	1	1				9999
2Ax	1	1	(untitled)			1800
2B	1	1				1800
2Bx	1	1				
2C	1	1	(untitled)			1800
2Cx	1	1	(untitled)			1800
2D	1	1	(untitled)			1800
2Dx	1	1	(untitled)			
2E	1	1	(untitled)			1800
2Ex	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			1800
3Cx	1	1	(untitled)			
2I1	1	1	(untitled)			1800
2I2	1	1	(untitled)			1800
2I3	1	1				
2I4	1	1				1800
3A1	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
3C1	1	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		2-1	2-2	2-3	2-4	2-5
From	2-1	13	39	37	31	0
	2-2	73	0	0	0	0
	2-3	44	2	1	1	0
	2-4	0	0	0	0	0
	2-5	5	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1		2A/1	2Ax/1	#FF0000
	2-2		2B/1	2Bx/1	#00FF00
	2-3		2C/1	2Cx/1	#0000FF
	2-4	(untitled)	2D/1	2Dx/1	#FFFF00
	2-5	(untitled)	2E/1	2Ex/1	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-3	2-2	2C/1, 2I4/1, 2Bx/1	Normal	2
	2		2-3	2-5	2C/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	3		2-3	2-1	2C/1, 2I4/1, 2I1/1, 2Ax/1	Normal	44
	4		2-3	2-4	2C/1, 2Dx/1	Normal	1
	5		2-1	2-2	2A/1, 2I2/1, 2Bx/1	Normal	39
	6		2-1	2-3	2A/1, 2I2/1, 2I3/1, 2Cx/1	Normal	37
	7		2-1	2-4	2A/1, 2I2/1, 2I3/1, 2Dx/1	Normal	31
	8		2-1	2-5	2A/1, 2Ex/1	Normal	0
	9		2-1	2-1	2A/1, 2Ax/1	Normal	13
	10		2-2	2-3	2B/1, 2I3/1, 2Cx/1	Normal	0
	11		2-2	2-4	2B/1, 2I3/1, 2Dx/1	Normal	0
	12		2-2	2-5	2B/1, 2I1/1, 2Ex/1	Normal	0
	13		2-2	2-1	2B/1, 2I1/1, 2Ax/1	Normal	73
	14		2-4	2-2	2D/1, 2I4/1, 2Bx/1	Normal	0
	15		2-4	2-5	2D/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	16		2-4	2-1	2D/1, 2I4/1, 2I1/1, 2Ax/1	Normal	0
	17		2-4	2-3	2D/1, 2Cx/1	Normal	0
	18		2-5	2-2	2E/1, 2I2/1, 2Bx/1	Normal	0
	19		2-5	2-3	2E/1, 2I2/1, 2I3/1, 2Cx/1	Normal	0
	20		2-5	2-4	2E/1, 2I2/1, 2I3/1, 2Dx/1	Normal	0
	21		2-5	2-1	2E/1, 2Ax/1	Normal	5

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		1-1	1-2	1-3	1-4
From	1-1	14	6	17	3
	1-2	7	0	3	0
	1-3	26	3	0	0
	1-4	0	0	1	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	(untitled)	1A/1	1Ax/1	#FF00FF
	1-2	(untitled)	1B/1	1Bx/1	#008000
	1-3	(untitled)	1C/1	1Cx/1	#FFA500
	1-4	(untitled)	1D/1	1Dx/1	#A52A2A

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-4	1A/1, 1Dx/1	Normal	3
	2		1-1	1-3	1A/1, 1Cx/1	Normal	17
	3		1-1	1-2	1A/1, 1Bx/1	Normal	6
	4		1-1	1-1	1A/1, 1Ax/1	Normal	14
	5		1-2	1-4	1B/1, 1Dx/1	Normal	0
	6		1-2	1-3	1B/1, 1Cx/1	Normal	3
	7		1-2	1-1	1B/1, 1Ax/1	Normal	7
	8		1-3	1-4	1C/1, 1Dx/1	Normal	0
	9		1-3	1-2	1C/1, 1Bx/1	Normal	3
	10		1-3	1-1	1C/1, 1Ax/1	Normal	26
	11		1-4	1-3	1D/1, 1Cx/1	Normal	1
	12		1-4	1-2	1D/1, 1Bx/1	Normal	0
	13		1-4	1-1	1D/1, 1Ax/1	Normal	0

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
3	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	46	419
	3-2	58	0	90
	3-3	554	100	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1		3A2/1	3Ax2/1	#8A2BE2
	3-2	(untitled)	3B/1	3Bx/1	#9ACD32
	3-3	(untitled)	3C1/1	3Cx/1	#6495ED

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-1	3-3	3A2/1, 3A1/1, 3Cx/1	Normal	419
	2		3-1	3-2	3A2/1, 3A1/1, 3Bx/1	Normal	46
	3		3-2	3-1	3B/1, 3Ax1/1, 3Ax2/1	Normal	58
	4		3-2	3-3	3B/1, 3Cx/1	Normal	90
	5		3-3	3-1	3C1/1, 3Ax1/1, 3Ax2/1	Normal	554
	6		3-3	3-2	3C1/1, 3Bx/1	Normal	100

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
Arm	Traffic Stream	Name	Traffic node	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1A	1	S / L / R	1	40	1010	120	120.00	4	2173	2.47	0.07	0.00	0.00		100	100	0.00	0.01
1Ax	1		13	47	1800	120	120.00	3	3347	1.03	0.03	0.00	0.00		100	100	0.00	0.00
1B	1	S / L / R	1	10	629	120	120.00	2	5559	3.29	0.05	0.00	0.00		100	100	0.00	0.00
1Bx	1			9	Unrestricted	120	120.00	0	Unrestricted	3.24	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S / L / R	1	29	1513	120	120.00	2	4595	5.42	0.02	0.00	0.00		100	100	0.00	0.00
1Cx	1			21	Unrestricted	120	120.00	0	Unrestricted	5.40	0.00	0.00	0.00		100	100	0.00	0.00
1D	1	S / L / R	1	1	626	120	120.00	0	56215	3.12	0.00	0.00	0.00		100	100	0.00	0.00
1Dx	1			3	Unrestricted	120	120.00	0	Unrestricted	3.12	0.00	0.00	0.00		100	100	0.00	0.00
2A	1	S / R	2a	120	3892	120	0.00	3	2819	6.49	0.01	0.00	0.00		100	100	0.00	0.01
2Ax	1		11	135	1800	120	0.00	8	1100	1.76	0.08	0.00	0.00		100	100	0.00	0.04
2B	1	L / R	2b	73	438	120	0.00	17	440	5.14	0.82	0.00	0.02		100	100	0.00	0.24
2Bx	1			41	Unrestricted	120	120.00	0	Unrestricted	4.32	0.00	0.00	0.00		100	100	0.00	0.00
2C	1	S / L	2c	47	1800	120	120.00	3	3347	2.43	0.03	0.00	0.00		100	100	0.00	0.00
2Cx	1		12	37	1800	120	120.00	2	4278	1.02	0.02	0.00	0.00		100	100	0.00	0.00
2D	1	L / R	2c	0	0	120	120.00	0	-100	0.00	0.00	0.00	0.00		100	100	0.00	0.00
2Dx	1			32	Unrestricted	120	120.00	0	Unrestricted	1.92	0.00	0.00	0.00		100	100	0.00	0.00
2E	1	L / R	2a	5	559	120	120.00	1	9963	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Ex	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	L / R	3	148	550	120	0.00	27	234	7.68	1.20	0.00	0.05		100	100	0.00	0.70
3Bx	1		10	146	1800	120	0.00	8	1010	1.77	0.09	0.00	0.00		100	100	0.00	0.05
3Cx	1			509	Unrestricted	120	0.00	0	Unrestricted	9.12	0.00	0.00	0.00		100	100	0.00	0.00
2I1	1	S / L	2a	117	1800	120	0.00	7	1285	2.11	0.07	0.00	0.00		100	100	0.00	0.03
2I2	1	S / L	2b	107	1800	120	0.00	6	1414	2.10	0.06	0.00	0.00		100	100	0.00	0.03
2I3	1	S / R	2c	68	971	120	0.00	7	1185	1.94	0.14	0.00	0.00		100	100	0.00	0.04
2I4	1	S / R	2b	46	1662	120	120.00	3	3152	1.83	0.03	0.00	0.00		100	100	0.00	0.01
3A1	1	S / L	3	465	1800	120	0.00	26	248	1.35	0.35	0.00	0.04		100	100	0.00	0.64
3Ax1	1		14	612	1800	120	0.00	34	165	1.51	0.51	0.00	0.09		100	100	0.00	1.24
3C1	1	S / R	3	654	1382	120	0.00	47	90	10.41	1.17	0.00	0.21		100	100	0.00	3.01
3A2	1		14	465	1800	120	0.00	26	248	11.39	0.35	0.00	0.04		100	100	0.00	0.64
3Ax2	1			612	Unrestricted	120	0.00	0	Unrestricted	11.04	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	229.25	8.17	28.05	0.00	0.47	6.70	0.00	0.00	6.70
Bus									
Tram									

Pedestrians									
TOTAL	229.25	8.17	28.05	0.00	0.47	6.70	0.00	0.00	6.70

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 -
D2 - 2021 Baseline, PM

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Warning	OD Matrix Flows	Local Matrix 2	Flow Inconsistency between OD Matrix 2 and OD Matrix 2. (Traffic Stream 2Cx/1)
Warning	OD Matrix Flows	Local Matrix 1	Flow Inconsistency between OD Matrix 2 and OD Matrix 1.
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	22/07/2021 14:13:03	22/07/2021 14:13:04	1.88	17:00	120	2.93	0.21	30.94	3A1/1	0	0		3A1/1	3A1/1	✓

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2021 Baseline	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Meadow Vale		1
1Ax			13
1B	Meadow Vale		1
1Bx			
1C	Meadow Vale		1
1Cx			
1D	Edmund Rice House / Development Access		1
1Dx			
2A	Meadow Vale		2a
2Ax			11
2B	Meadow Vale		2b
2Bx			
2C	Meadow Vale		2c
2Cx			12
2D	Clonkeen College (E)		2c
2Dx			
2E	Clonkeen College (W)		2a
2Ex			
3B	Meadow Vale		3
3Bx			10
3Cx			
2I1	Meadow Vale		2a
2I2	Meadow Vale		2b
2I3	Meadow Vale		2c
2I4	Meadow Vale		2b
3A1	Clonkeen Road		3
3Ax1			14
3C1	Clonkeen Road		3
3A2	Clonkeen Road		14
3Ax2			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			20.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				8.00	✓	Sum of lanes	1800			Normal	
1B	1	S / L / R			27.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				27.00						Normal	
1C	1	S / L / R			45.00	✓	Sum of lanes	1800		✓	Normal	
1Cx	1				45.00						Normal	
1D	1	S / L / R			26.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				26.00						Normal	

2A	**1**	S / R			54.00	✓	Sum of lanes	9999		✓	Normal	
2Ax	**1**				14.00	✓	Sum of lanes	1800			Normal	
2B	**1**	L / R			36.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	**1**				36.00						Normal	
2C	**1**	S / L			20.00	✓	Sum of lanes	1800			Normal	
2Cx	**1**				8.00	✓	Sum of lanes	1800			Normal	
2D	**1**	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	**1**				16.00						Normal	
2E	**1**	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Ex	**1**				16.00						Normal	
3B	**1**	L / R			54.00	✓	Sum of lanes	1800		✓	Normal	
3Bx	**1**				14.00	✓	Sum of lanes	1800			Normal	
3Cx	**1**				76.00						Normal	
2I1	**1**	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I2	**1**	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I3	**1**	S / R			15.00	✓	Directly entered	1800		✓	Normal	
2I4	**1**	S / R			15.00	✓	Sum of lanes	1800		✓	Normal	
3A1	**1**	S / L			5.00	✓	Sum of lanes	1800			Normal	
3Ax1	**1**				8.00	✓	Sum of lanes	1800			Normal	
3C1	**1**	S / R			77.00	✓	Sum of lanes	1800		✓	Normal	
3A2	**1**				92.00	✓	Sum of lanes	1800			Normal	
3Ax2	**1**				92.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	**1**	**1**	(untitled)			1800
1Ax	**1**	**1**	(untitled)			1800
1B	**1**	**1**	(untitled)			1800
1Bx	**1**	**1**	(untitled)			
1C	**1**	**1**	(untitled)			1800
1Cx	**1**	**1**	(untitled)			
1D	**1**	**1**	(untitled)			1800
1Dx	**1**	**1**	(untitled)			
2A	**1**	**1**				9999
2Ax	**1**	**1**	(untitled)			1800
2B	**1**	**1**				1800
2Bx	**1**	**1**				
2C	**1**	**1**	(untitled)			1800
2Cx	**1**	**1**	(untitled)			1800
2D	**1**	**1**	(untitled)			1800
2Dx	**1**	**1**	(untitled)			
2E	**1**	**1**	(untitled)			1800
2Ex	**1**	**1**	(untitled)			
3B	**1**	**1**	(untitled)			1800
3Bx	**1**	**1**	(untitled)			1800
3Cx	**1**	**1**	(untitled)			
2I1	**1**	**1**	(untitled)			1800
2I2	**1**	**1**	(untitled)			1800
2I3	**1**	**1**				
2I4	**1**	**1**				1800
3A1	**1**	**1**	(untitled)			1800
3Ax1	**1**	**1**	(untitled)			1800
3C1	**1**	**1**	(untitled)			1800
3A2	**1**	**1**	(untitled)			1800
3Ax2	**1**	**1**	(untitled)			

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		2-1	**2-2**	**2-3**	**2-4**	**2-5**
From	**2-1**	8	31	29	3	0
	2-2	22	0	0	0	0
	2-3	29	0	0	0	0
	2-4	5	0	0	0	0
	2-5	5	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1		2A/1	2Ax/1	#FF0000
	2-2		2B/1	2Bx/1	#00FF00
	2-3		2C/1	2Cx/1	#0000FF
	2-4	(untitled)	2D/1	2Dx/1	#FFFF00
	2-5	(untitled)	2E/1	2Ex/1	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-3	2-2	2C/1, 2I4/1, 2Bx/1	Normal	0
	2		2-3	2-5	2C/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	3		2-3	2-1	2C/1, 2I4/1, 2I1/1, 2Ax/1	Normal	29
	4		2-3	2-4	2C/1, 2Dx/1	Normal	0
	5		2-1	2-2	2A/1, 2I2/1, 2Bx/1	Normal	31
	6		2-1	2-3	2A/1, 2I2/1, 2I3/1, 2Cx/1	Normal	29
	7		2-1	2-4	2A/1, 2I2/1, 2I3/1, 2Dx/1	Normal	3
	8		2-1	2-5	2A/1, 2Ex/1	Normal	0
	9		2-1	2-1	2A/1, 2Ax/1	Normal	8
	10		2-2	2-3	2B/1, 2I3/1, 2Cx/1	Normal	0
	11		2-2	2-4	2B/1, 2I3/1, 2Dx/1	Normal	0
	12		2-2	2-5	2B/1, 2I1/1, 2Ex/1	Normal	0
	13		2-2	2-1	2B/1, 2I1/1, 2Ax/1	Normal	22
	14		2-4	2-2	2D/1, 2I4/1, 2Bx/1	Normal	0
	15		2-4	2-5	2D/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	16		2-4	2-1	2D/1, 2I4/1, 2I1/1, 2Ax/1	Normal	5
	17		2-4	2-3	2D/1, 2Cx/1	Normal	0
	18		2-5	2-2	2E/1, 2I2/1, 2Bx/1	Normal	0
	19		2-5	2-3	2E/1, 2I2/1, 2I3/1, 2Cx/1	Normal	0
	20		2-5	2-4	2E/1, 2I2/1, 2I3/1, 2Dx/1	Normal	0
	21		2-5	2-1	2E/1, 2Ax/1	Normal	5

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		1-1	1-2	1-3	1-4
From	1-1	1	10	21	0
	1-2	10	0	1	0
	1-3	17	0	0	0
	1-4	1	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	(untitled)	1A/1	1Ax/1	#FF00FF
	1-2	(untitled)	1B/1	1Bx/1	#008000
	1-3	(untitled)	1C/1	1Cx/1	#FFA500
	1-4	(untitled)	1D/1	1Dx/1	#A52A2A

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-4	1A/1, 1Dx/1	Normal	0
	2		1-1	1-3	1A/1, 1Cx/1	Normal	21
	3		1-1	1-2	1A/1, 1Bx/1	Normal	10
	4		1-1	1-1	1A/1, 1Ax/1	Normal	1
	5		1-2	1-4	1B/1, 1Dx/1	Normal	0
	6		1-2	1-3	1B/1, 1Cx/1	Normal	1
	7		1-2	1-1	1B/1, 1Ax/1	Normal	10
	8		1-3	1-4	1C/1, 1Dx/1	Normal	0
	9		1-3	1-2	1C/1, 1Bx/1	Normal	0
	10		1-3	1-1	1C/1, 1Ax/1	Normal	17
	11		1-4	1-3	1D/1, 1Cx/1	Normal	0
	12		1-4	1-2	1D/1, 1Bx/1	Normal	0
	13		1-4	1-1	1D/1, 1Ax/1	Normal	1

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
3	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	30	527
	3-2	22	0	53
	3-3	286	43	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1		3A2/1	3Ax2/1	#8A2BE2
	3-2	(untitled)	3B/1	3Bx/1	#9ACD32
	3-3	(untitled)	3C1/1	3Cx/1	#6495ED

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-1	3-3	3A2/1, 3A1/1, 3Cx/1	Normal	527
	2		3-1	3-2	3A2/1, 3A1/1, 3Bx/1	Normal	30
	3		3-2	3-1	3B/1, 3Ax1/1, 3Ax2/1	Normal	22
	4		3-2	3-3	3B/1, 3Cx/1	Normal	53
	5		3-3	3-1	3C1/1, 3Ax1/1, 3Ax2/1	Normal	286
	6		3-3	3-2	3C1/1, 3Bx/1	Normal	43

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
Arm	Traffic Stream	Name	Traffic node	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1A	1	S / L / R	1	32	1703	120	120.00	2	4689	2.42	0.02	0.00	0.00		100	100	0.00	0.00
1Ax	1		13	29	1800	120	120.00	2	5486	1.02	0.02	0.00	0.00		100	100	0.00	0.00
1B	1	S / L / R	1	11	631	120	120.00	2	5059	3.29	0.05	0.00	0.00		100	100	0.00	0.00
1Bx	1			10	Unrestricted	120	120.00	0	Unrestricted	3.24	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S / L / R	1	17	1800	120	120.00	1	9429	5.41	0.01	0.00	0.00		100	100	0.00	0.00
1Cx	1			22	Unrestricted	120	120.00	0	Unrestricted	5.40	0.00	0.00	0.00		100	100	0.00	0.00
1D	1	S / L / R	1	1	629	120	120.00	0	56500	3.12	0.00	0.00	0.00		100	100	0.00	0.00
1Dx	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
2A	1	S / R	2a	71	3858	120	0.00	2	4790	6.49	0.01	0.00	0.00		100	100	0.00	0.00
2Ax	1		11	69	1800	120	0.00	4	2248	1.72	0.04	0.00	0.00		100	100	0.00	0.01
2B	1	L / R	2b	22	448	120	120.00	5	1732	4.53	0.21	0.00	0.00		100	100	0.00	0.02
2Bx	1			31	Unrestricted	120	120.00	0	Unrestricted	4.32	0.00	0.00	0.00		100	100	0.00	0.00
2C	1	S / L	2c	29	1800	120	120.00	2	5486	2.42	0.02	0.00	0.00		100	100	0.00	0.00
2Cx	1		12	29	1800	120	120.00	2	5486	1.02	0.02	0.00	0.00		100	100	0.00	0.00
2D	1	L / R	2c	5	578	120	120.00	1	10297	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Dx	1			3	Unrestricted	120	120.00	0	Unrestricted	1.92	0.00	0.00	0.00		100	100	0.00	0.00
2E	1	L / R	2a	5	572	120	120.00	1	10197	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Ex	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	L / R	3	75	580	120	0.00	13	596	6.94	0.46	0.00	0.01		100	100	0.00	0.14
3Bx	1		10	73	1800	120	0.00	4	2119	1.72	0.04	0.00	0.00		100	100	0.00	0.01
3Cx	1			580	Unrestricted	120	0.00	0	Unrestricted	9.12	0.00	0.00	0.00		100	100	0.00	0.00
2I1	1	S / L	2a	56	1800	120	120.00	3	2793	2.07	0.03	0.00	0.00		100	100	0.00	0.01
2I2	1	S / L	2b	63	1800	120	0.00	4	2471	2.08	0.04	0.00	0.00		100	100	0.00	0.01
2I3	1	S / R	2c	32	1534	120	120.00	2	4213	1.83	0.03	0.00	0.00		100	100	0.00	0.00
2I4	1	S / R	2b	34	1800	120	120.00	2	4665	1.82	0.02	0.00	0.00		100	100	0.00	0.00
3A1	1	S / L	3	557	1800	120	0.00	31	191	1.45	0.45	0.00	0.07		100	100	0.00	0.98
3Ax1	1		14	308	1800	120	0.00	17	426	1.21	0.21	0.00	0.02		100	100	0.00	0.25
3C1	1	S / R	3	329	1413	120	0.00	23	287	9.63	0.39	0.00	0.04		100	100	0.00	0.50
3A2	1		14	557	1800	120	0.00	31	191	11.49	0.45	0.00	0.07		100	100	0.00	0.98
3Ax2	1			308	Unrestricted	120	0.00	0	Unrestricted	11.04	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	173.28	6.05	28.65	0.00	0.21	2.93	0.00	0.00	2.93
Bus									
Tram									

Pedestrians									
TOTAL	173.28	6.05	28.65	0.00	0.21	2.93	0.00	0.00	2.93

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 -
D3 - 2024 No Dev, AM

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Warning	OD Matrix Flows	Local Matrix 3	Flow Inconsistency between OD Matrix 3 and OD Matrix 3. (Traffic Stream 3Bx/1)
Warning	OD Matrix Flows	Local Matrix 2	Flow Inconsistency between OD Matrix 3 and OD Matrix 2.
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	22/07/2021 14:13:04	22/07/2021 14:13:06	2.18	08:00	120	7.71	0.54	49.87	3C1/1	0	0		2D/1	2D/1	✓

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2024 No Dev	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Meadow Vale		1
1Ax			13
1B	Meadow Vale		1
1Bx			
1C	Meadow Vale		1
1Cx			
1D	Edmund Rice House / Development Access		1
1Dx			
2A	Meadow Vale		2a
2Ax			11
2B	Meadow Vale		2b
2Bx			
2C	Meadow Vale		2c
2Cx			12
2D	Clonkeen College (E)		2c
2Dx			
2E	Clonkeen College (W)		2a
2Ex			
3B	Meadow Vale		3
3Bx			10
3Cx			
2I1	Meadow Vale		2a
2I2	Meadow Vale		2b
2I3	Meadow Vale		2c
2I4	Meadow Vale		2b
3A1	Clonkeen Road		3
3Ax1			14
3C1	Clonkeen Road		3
3A2	Clonkeen Road		14
3Ax2			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			20.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				8.00	✓	Sum of lanes	1800			Normal	
1B	1	S / L / R			27.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				27.00						Normal	
1C	1	S / L / R			45.00	✓	Sum of lanes	1800		✓	Normal	
1Cx	1				45.00						Normal	
1D	1	S / L / R			26.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				26.00						Normal	

2A	**1**	S / R			54.00	✓	Sum of lanes	9999		✓	Normal	
2Ax	**1**				14.00	✓	Sum of lanes	1800			Normal	
2B	**1**	L / R			36.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	**1**				36.00						Normal	
2C	**1**	S / L			20.00	✓	Sum of lanes	1800			Normal	
2Cx	**1**				8.00	✓	Sum of lanes	1800			Normal	
2D	**1**	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	**1**				16.00						Normal	
2E	**1**	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Ex	**1**				16.00						Normal	
3B	**1**	L / R			54.00	✓	Sum of lanes	1800		✓	Normal	
3Bx	**1**				14.00	✓	Sum of lanes	1800			Normal	
3Cx	**1**				76.00						Normal	
2I1	**1**	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I2	**1**	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I3	**1**	S / R			15.00	✓	Directly entered	1800		✓	Normal	
2I4	**1**	S / R			15.00	✓	Sum of lanes	1800		✓	Normal	
3A1	**1**	S / L			5.00	✓	Sum of lanes	1800			Normal	
3Ax1	**1**				8.00	✓	Sum of lanes	1800			Normal	
3C1	**1**	S / R			77.00	✓	Sum of lanes	1800		✓	Normal	
3A2	**1**				92.00	✓	Sum of lanes	1800			Normal	
3Ax2	**1**				92.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	**1**	**1**	(untitled)			1800
1Ax	**1**	**1**	(untitled)			1800
1B	**1**	**1**	(untitled)			1800
1Bx	**1**	**1**	(untitled)			
1C	**1**	**1**	(untitled)			1800
1Cx	**1**	**1**	(untitled)			
1D	**1**	**1**	(untitled)			1800
1Dx	**1**	**1**	(untitled)			
2A	**1**	**1**				9999
2Ax	**1**	**1**	(untitled)			1800
2B	**1**	**1**				1800
2Bx	**1**	**1**				
2C	**1**	**1**	(untitled)			1800
2Cx	**1**	**1**	(untitled)			1800
2D	**1**	**1**	(untitled)			1800
2Dx	**1**	**1**	(untitled)			
2E	**1**	**1**	(untitled)			1800
2Ex	**1**	**1**	(untitled)			
3B	**1**	**1**	(untitled)			1800
3Bx	**1**	**1**	(untitled)			1800
3Cx	**1**	**1**	(untitled)			
2I1	**1**	**1**	(untitled)			1800
2I2	**1**	**1**	(untitled)			1800
2I3	**1**	**1**				
2I4	**1**	**1**				1800
3A1	**1**	**1**	(untitled)			1800
3Ax1	**1**	**1**	(untitled)			1800
3C1	**1**	**1**	(untitled)			1800
3A2	**1**	**1**	(untitled)			1800
3Ax2	**1**	**1**	(untitled)			

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		2-1	**2-2**	**2-3**	**2-4**	**2-5**
From	**2-1**	14	41	39	33	0
	2-2	77	0	0	0	0
	2-3	47	2	1	1	0
	2-4	0	0	0	0	0
	2-5	5	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1		2A/1	2Ax/1	#FF0000
	2-2		2B/1	2Bx/1	#00FF00
	2-3		2C/1	2Cx/1	#0000FF
	2-4	(untitled)	2D/1	2Dx/1	#FFFF00
	2-5	(untitled)	2E/1	2Ex/1	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-3	2-2	2C/1, 2I4/1, 2Bx/1	Normal	2
	2		2-3	2-5	2C/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	3		2-3	2-1	2C/1, 2I4/1, 2I1/1, 2Ax/1	Normal	47
	4		2-3	2-4	2C/1, 2Dx/1	Normal	1
	5		2-1	2-2	2A/1, 2I2/1, 2Bx/1	Normal	41
	6		2-1	2-3	2A/1, 2I2/1, 2I3/1, 2Cx/1	Normal	39
	7		2-1	2-4	2A/1, 2I2/1, 2I3/1, 2Dx/1	Normal	33
	8		2-1	2-5	2A/1, 2Ex/1	Normal	0
	9		2-1	2-1	2A/1, 2Ax/1	Normal	14
	10		2-2	2-3	2B/1, 2I3/1, 2Cx/1	Normal	0
	11		2-2	2-4	2B/1, 2I3/1, 2Dx/1	Normal	0
	12		2-2	2-5	2B/1, 2I1/1, 2Ex/1	Normal	0
	13		2-2	2-1	2B/1, 2I1/1, 2Ax/1	Normal	77
	14		2-4	2-2	2D/1, 2I4/1, 2Bx/1	Normal	0
	15		2-4	2-5	2D/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	16		2-4	2-1	2D/1, 2I4/1, 2I1/1, 2Ax/1	Normal	0
	17		2-4	2-3	2D/1, 2Cx/1	Normal	0
	18		2-5	2-2	2E/1, 2I2/1, 2Bx/1	Normal	0
	19		2-5	2-3	2E/1, 2I2/1, 2I3/1, 2Cx/1	Normal	0
	20		2-5	2-4	2E/1, 2I2/1, 2I3/1, 2Dx/1	Normal	0
	21		2-5	2-1	2E/1, 2Ax/1	Normal	5

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		1-1	1-2	1-3	1-4
From	1-1	15	7	17	3
	1-2	8	0	3	0
	1-3	27	3	0	0
	1-4	0	0	1	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	(untitled)	1A/1	1Ax/1	#FF00FF
	1-2	(untitled)	1B/1	1Bx/1	#008000
	1-3	(untitled)	1C/1	1Cx/1	#FFA500
	1-4	(untitled)	1D/1	1Dx/1	#A52A2A

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-4	1A/1, 1Dx/1	Normal	3
	2		1-1	1-3	1A/1, 1Cx/1	Normal	17
	3		1-1	1-2	1A/1, 1Bx/1	Normal	7
	4		1-1	1-1	1A/1, 1Ax/1	Normal	15
	5		1-2	1-4	1B/1, 1Dx/1	Normal	0
	6		1-2	1-3	1B/1, 1Cx/1	Normal	3
	7		1-2	1-1	1B/1, 1Ax/1	Normal	8
	8		1-3	1-4	1C/1, 1Dx/1	Normal	0
	9		1-3	1-2	1C/1, 1Bx/1	Normal	3
	10		1-3	1-1	1C/1, 1Ax/1	Normal	27
	11		1-4	1-3	1D/1, 1Cx/1	Normal	1
	12		1-4	1-2	1D/1, 1Bx/1	Normal	0
	13		1-4	1-1	1D/1, 1Ax/1	Normal	0

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
3	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	49	439
	3-2	61	0	94
	3-3	582	105	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1		3A2/1	3Ax2/1	#8A2BE2
	3-2	(untitled)	3B/1	3Bx/1	#9ACD32
	3-3	(untitled)	3C1/1	3Cx/1	#6495ED

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-1	3-3	3A2/1, 3A1/1, 3Cx/1	Normal	439
	2		3-1	3-2	3A2/1, 3A1/1, 3Bx/1	Normal	49
	3		3-2	3-1	3B/1, 3Ax1/1, 3Ax2/1	Normal	61
	4		3-2	3-3	3B/1, 3Cx/1	Normal	94
	5		3-3	3-1	3C1/1, 3Ax1/1, 3Ax2/1	Normal	582
	6		3-3	3-2	3C1/1, 3Bx/1	Normal	105

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
Arm	Traffic Stream	Name	Traffic node	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1A	1	S / L / R	1	42	1006	120	120.00	4	2057	2.48	0.08	0.00	0.00		100	100	0.00	0.01
1Ax	1		13	50	1800	120	120.00	3	3140	1.03	0.03	0.00	0.00		100	100	0.00	0.01
1B	1	S / L / R	1	11	629	120	120.00	2	5043	3.29	0.05	0.00	0.00		100	100	0.00	0.00
1Bx	1			10	Unrestricted	120	120.00	0	Unrestricted	3.24	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S / L / R	1	30	1521	120	120.00	2	4462	5.42	0.02	0.00	0.00		100	100	0.00	0.00
1Cx	1			21	Unrestricted	120	120.00	0	Unrestricted	5.40	0.00	0.00	0.00		100	100	0.00	0.00
1D	1	S / L / R	1	1	625	120	120.00	0	56164	3.12	0.00	0.00	0.00		100	100	0.00	0.00
1Dx	1			3	Unrestricted	120	120.00	0	Unrestricted	3.12	0.00	0.00	0.00		100	100	0.00	0.00
2A	1	S / R	2a	127	3844	120	0.00	3	2624	6.50	0.02	0.00	0.00		100	100	0.00	0.01
2Ax	1		11	143	1800	120	0.00	8	1033	1.77	0.09	0.00	0.00		100	100	0.00	0.05
2B	1	L / R	2b	77	437	120	0.00	18	411	5.20	0.88	0.00	0.02		100	100	0.00	0.27
2Bx	1			43	Unrestricted	120	120.00	0	Unrestricted	4.32	0.00	0.00	0.00		100	100	0.00	0.00
2C	1	S / L	2c	50	1800	120	120.00	3	3140	2.43	0.03	0.00	0.00		100	100	0.00	0.01
2Cx	1		12	39	1800	120	120.00	2	4054	1.02	0.02	0.00	0.00		100	100	0.00	0.00
2D	1	L / R	2c	0	0	120	120.00	0	-100	0.00	0.00	0.00	0.00		100	100	0.00	0.00
2Dx	1			34	Unrestricted	120	120.00	0	Unrestricted	1.92	0.00	0.00	0.00		100	100	0.00	0.00
2E	1	L / R	2a	5	558	120	120.00	1	9936	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Ex	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	L / R	3	155	539	120	0.00	29	213	7.83	1.35	0.00	0.06		100	100	0.00	0.82
3Bx	1		10	154	1800	120	0.00	9	952	1.77	0.09	0.00	0.00		100	100	0.00	0.06
3Cx	1			533	Unrestricted	120	0.00	0	Unrestricted	9.12	0.00	0.00	0.00		100	100	0.00	0.00
2I1	1	S / L	2a	124	1800	120	0.00	7	1206	2.11	0.07	0.00	0.00		100	100	0.00	0.04
2I2	1	S / L	2b	113	1800	120	0.00	6	1334	2.11	0.07	0.00	0.00		100	100	0.00	0.03
2I3	1	S / R	2c	72	968	120	0.00	7	1110	1.95	0.15	0.00	0.00		100	100	0.00	0.04
2I4	1	S / R	2b	49	1669	120	120.00	3	2966	1.83	0.03	0.00	0.00		100	100	0.00	0.01
3A1	1	S / L	3	488	1800	120	0.00	27	232	1.37	0.37	0.00	0.05		100	100	0.00	0.72
3Ax1	1		14	643	1800	120	0.00	36	152	1.56	0.56	0.00	0.10		100	100	0.00	1.41
3C1	1	S / R	3	687	1378	120	0.00	50	80	10.54	1.30	0.00	0.25		100	100	0.00	3.51
3A2	1		14	488	1800	120	0.00	27	232	11.41	0.37	0.00	0.05		100	100	0.00	0.72
3Ax2	1			643	Unrestricted	120	0.00	0	Unrestricted	11.04	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	240.74	8.63	27.90	0.00	0.54	7.71	0.00	0.00	7.71
Bus									
Tram									

Pedestrians									
TOTAL	240.74	8.63	27.90	0.00	0.54	7.71	0.00	0.00	7.71

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - D4 - 2024 No Dev, PM

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Warning	OD Matrix Flows	Local Matrix 2	Flow Inconsistency between OD Matrix 2 and OD Matrix 2. (Traffic Stream 2Cx/1)
Warning	OD Matrix Flows	Local Matrix 1	Flow Inconsistency between OD Matrix 2 and OD Matrix 1.
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	22/07/2021 14:13:06	22/07/2021 14:13:07	1.35	17:00	120	3.31	0.23	32.44	3A1/1	0	0		3A1/1	3A1/1	✓

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2024 No Dev	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Meadow Vale		1
1Ax			13
1B	Meadow Vale		1
1Bx			
1C	Meadow Vale		1
1Cx			
1D	Edmund Rice House / Development Access		1
1Dx			
2A	Meadow Vale		2a
2Ax			11
2B	Meadow Vale		2b
2Bx			
2C	Meadow Vale		2c
2Cx			12
2D	Clonkeen College (E)		2c
2Dx			
2E	Clonkeen College (W)		2a
2Ex			
3B	Meadow Vale		3
3Bx			10
3Cx			
2I1	Meadow Vale		2a
2I2	Meadow Vale		2b
2I3	Meadow Vale		2c
2I4	Meadow Vale		2b
3A1	Clonkeen Road		3
3Ax1			14
3C1	Clonkeen Road		3
3A2	Clonkeen Road		14
3Ax2			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			20.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				8.00	✓	Sum of lanes	1800			Normal	
1B	1	S / L / R			27.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				27.00						Normal	
1C	1	S / L / R			45.00	✓	Sum of lanes	1800		✓	Normal	
1Cx	1				45.00						Normal	
1D	1	S / L / R			26.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				26.00						Normal	

2A	1	S / R			54.00	✓	Sum of lanes	9999		✓	Normal	
2Ax	1				14.00	✓	Sum of lanes	1800			Normal	
2B	1	L / R			36.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				36.00						Normal	
2C	1	S / L			20.00	✓	Sum of lanes	1800			Normal	
2Cx	1				8.00	✓	Sum of lanes	1800			Normal	
2D	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				16.00						Normal	
2E	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Ex	1				16.00						Normal	
3B	1	L / R			54.00	✓	Sum of lanes	1800		✓	Normal	
3Bx	1				14.00	✓	Sum of lanes	1800			Normal	
3Cx	1				76.00						Normal	
2I1	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I2	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I3	1	S / R			15.00	✓	Directly entered	1800		✓	Normal	
2I4	1	S / R			15.00	✓	Sum of lanes	1800		✓	Normal	
3A1	1	S / L			5.00	✓	Sum of lanes	1800			Normal	
3Ax1	1				8.00	✓	Sum of lanes	1800			Normal	
3C1	1	S / R			77.00	✓	Sum of lanes	1800		✓	Normal	
3A2	1				92.00	✓	Sum of lanes	1800			Normal	
3Ax2	1				92.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
1Ax	1	1	(untitled)			1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
2A	1	1				9999
2Ax	1	1	(untitled)			1800
2B	1	1				1800
2Bx	1	1				
2C	1	1	(untitled)			1800
2Cx	1	1	(untitled)			1800
2D	1	1	(untitled)			1800
2Dx	1	1	(untitled)			
2E	1	1	(untitled)			1800
2Ex	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			1800
3Cx	1	1	(untitled)			
2I1	1	1	(untitled)			1800
2I2	1	1	(untitled)			1800
2I3	1	1				
2I4	1	1				1800
3A1	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
3C1	1	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		2-1	2-2	2-3	2-4	2-5
From	2-1	9	33	30	3	0
	2-2	23	0	0	0	0
	2-3	31	0	0	0	0
	2-4	5	0	0	0	0
	2-5	5	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1		2A/1	2Ax/1	#FF0000
	2-2		2B/1	2Bx/1	#00FF00
	2-3		2C/1	2Cx/1	#0000FF
	2-4	(untitled)	2D/1	2Dx/1	#FFFF00
	2-5	(untitled)	2E/1	2Ex/1	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-3	2-2	2C/1, 2I4/1, 2Bx/1	Normal	0
	2		2-3	2-5	2C/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	3		2-3	2-1	2C/1, 2I4/1, 2I1/1, 2Ax/1	Normal	31
	4		2-3	2-4	2C/1, 2Dx/1	Normal	0
	5		2-1	2-2	2A/1, 2I2/1, 2Bx/1	Normal	33
	6		2-1	2-3	2A/1, 2I2/1, 2I3/1, 2Cx/1	Normal	30
	7		2-1	2-4	2A/1, 2I2/1, 2I3/1, 2Dx/1	Normal	3
	8		2-1	2-5	2A/1, 2Ex/1	Normal	0
	9		2-1	2-1	2A/1, 2Ax/1	Normal	9
	10		2-2	2-3	2B/1, 2I3/1, 2Cx/1	Normal	0
	11		2-2	2-4	2B/1, 2I3/1, 2Dx/1	Normal	0
	12		2-2	2-5	2B/1, 2I1/1, 2Ex/1	Normal	0
	13		2-2	2-1	2B/1, 2I1/1, 2Ax/1	Normal	23
	14		2-4	2-2	2D/1, 2I4/1, 2Bx/1	Normal	0
	15		2-4	2-5	2D/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	16		2-4	2-1	2D/1, 2I4/1, 2I1/1, 2Ax/1	Normal	5
	17		2-4	2-3	2D/1, 2Cx/1	Normal	0
	18		2-5	2-2	2E/1, 2I2/1, 2Bx/1	Normal	0
	19		2-5	2-3	2E/1, 2I2/1, 2I3/1, 2Cx/1	Normal	0
	20		2-5	2-4	2E/1, 2I2/1, 2I3/1, 2Dx/1	Normal	0
	21		2-5	2-1	2E/1, 2Ax/1	Normal	5

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		1-1	1-2	1-3	1-4
From	1-1	1	11	22	0
	1-2	11	0	1	0
	1-3	18	0	0	0
	1-4	1	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	(untitled)	1A/1	1Ax/1	#FF00FF
	1-2	(untitled)	1B/1	1Bx/1	#008000
	1-3	(untitled)	1C/1	1Cx/1	#FFA500
	1-4	(untitled)	1D/1	1Dx/1	#A52A2A

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-4	1A/1, 1Dx/1	Normal	0
	2		1-1	1-3	1A/1, 1Cx/1	Normal	22
	3		1-1	1-2	1A/1, 1Bx/1	Normal	11
	4		1-1	1-1	1A/1, 1Ax/1	Normal	1
	5		1-2	1-4	1B/1, 1Dx/1	Normal	0
	6		1-2	1-3	1B/1, 1Cx/1	Normal	1
	7		1-2	1-1	1B/1, 1Ax/1	Normal	11
	8		1-3	1-4	1C/1, 1Dx/1	Normal	0
	9		1-3	1-2	1C/1, 1Bx/1	Normal	0
	10		1-3	1-1	1C/1, 1Ax/1	Normal	18
	11		1-4	1-3	1D/1, 1Cx/1	Normal	0
	12		1-4	1-2	1D/1, 1Bx/1	Normal	0
	13		1-4	1-1	1D/1, 1Ax/1	Normal	1

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
3	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	31	553
	3-2	23	0	56
	3-3	300	46	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1		3A2/1	3Ax2/1	#8A2BE2
	3-2	(untitled)	3B/1	3Bx/1	#9ACD32
	3-3	(untitled)	3C1/1	3Cx/1	#6495ED

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-1	3-3	3A2/1, 3A1/1, 3Cx/1	Normal	553
	2		3-1	3-2	3A2/1, 3A1/1, 3Bx/1	Normal	31
	3		3-2	3-1	3B/1, 3Ax1/1, 3Ax2/1	Normal	23
	4		3-2	3-3	3B/1, 3Cx/1	Normal	56
	5		3-3	3-1	3C1/1, 3Ax1/1, 3Ax2/1	Normal	300
	6		3-3	3-2	3C1/1, 3Bx/1	Normal	46

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
Arm	Traffic Stream	Name	Traffic node	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1A	1	S / L / R	1	34	1708	120	120.00	2	4421	2.42	0.02	0.00	0.00		100	100	0.00	0.00
1Ax	1		13	31	1800	120	120.00	2	5126	1.02	0.02	0.00	0.00		100	100	0.00	0.00
1B	1	S / L / R	1	12	630	120	120.00	2	4625	3.30	0.06	0.00	0.00		100	100	0.00	0.00
1Bx	1			11	Unrestricted	120	120.00	0	Unrestricted	3.24	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S / L / R	1	18	1800	120	120.00	1	8900	5.41	0.01	0.00	0.00		100	100	0.00	0.00
1Cx	1			23	Unrestricted	120	120.00	0	Unrestricted	5.40	0.00	0.00	0.00		100	100	0.00	0.00
1D	1	S / L / R	1	1	628	120	120.00	0	56435	3.12	0.00	0.00	0.00		100	100	0.00	0.00
1Dx	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
2A	1	S / R	2a	75	3707	120	0.00	2	4348	6.49	0.01	0.00	0.00		100	100	0.00	0.00
2Ax	1		11	73	1800	120	0.00	4	2119	1.72	0.04	0.00	0.00		100	100	0.00	0.01
2B	1	L / R	2b	23	447	120	120.00	5	1650	4.54	0.22	0.00	0.00		100	100	0.00	0.02
2Bx	1			33	Unrestricted	120	120.00	0	Unrestricted	4.32	0.00	0.00	0.00		100	100	0.00	0.00
2C	1	S / L	2c	31	1800	120	120.00	2	5126	2.42	0.02	0.00	0.00		100	100	0.00	0.00
2Cx	1		12	30	1800	120	120.00	2	5300	1.02	0.02	0.00	0.00		100	100	0.00	0.00
2D	1	L / R	2c	5	577	120	120.00	1	10289	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Dx	1			3	Unrestricted	120	120.00	0	Unrestricted	1.92	0.00	0.00	0.00		100	100	0.00	0.00
2E	1	L / R	2a	5	571	120	120.00	1	10185	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Ex	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	L / R	3	79	571	120	0.00	14	551	6.99	0.51	0.00	0.01		100	100	0.00	0.16
3Bx	1		10	77	1800	120	0.00	4	2004	1.72	0.04	0.00	0.00		100	100	0.00	0.01
3Cx	1			609	Unrestricted	120	0.00	0	Unrestricted	9.12	0.00	0.00	0.00		100	100	0.00	0.00
2I1	1	S / L	2a	59	1800	120	120.00	3	2646	2.07	0.03	0.00	0.00		100	100	0.00	0.01
2I2	1	S / L	2b	66	1800	120	0.00	4	2355	2.08	0.04	0.00	0.00		100	100	0.00	0.01
2I3	1	S / R	2c	33	1540	120	120.00	2	4101	1.83	0.03	0.00	0.00		100	100	0.00	0.00
2I4	1	S / R	2b	36	1800	120	120.00	2	4400	1.82	0.02	0.00	0.00		100	100	0.00	0.00
3A1	1	S / L	3	584	1800	120	0.00	32	177	1.48	0.48	0.00	0.08		100	100	0.00	1.11
3Ax1	1		14	323	1800	120	0.00	18	402	1.22	0.22	0.00	0.02		100	100	0.00	0.28
3C1	1	S / R	3	346	1403	120	0.00	25	265	9.66	0.42	0.00	0.04		100	100	0.00	0.57
3A2	1		14	584	1800	120	0.00	32	177	11.52	0.48	0.00	0.08		100	100	0.00	1.11
3Ax2	1			323	Unrestricted	120	0.00	0	Unrestricted	11.04	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	181.95	6.37	28.58	0.00	0.23	3.31	0.00	0.00	3.31
Bus									
Tram									

Pedestrians									
TOTAL	181.95	6.37	28.58	0.00	0.23	3.31	0.00	0.00	3.31

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 -
D5 - 2024 With Dev, AM

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Warning	OD Matrix Flows	Local Matrix 3	Flow Inconsistency between OD Matrix 3 and OD Matrix 3. (Traffic Stream 3Bx/1)
Warning	OD Matrix Flows	Local Matrix 2	Flow Inconsistency between OD Matrix 3 and OD Matrix 2.
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	22/07/2021 14:13:07	22/07/2021 14:13:08	1.60	08:00	120	10.89	0.77	53.81	3C1/1	0	0		2D/1	2D/1	✓

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2024 With Dev	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Meadow Vale		1
1Ax			13
1B	Meadow Vale		1
1Bx			
1C	Meadow Vale		1
1Cx			
1D	Edmund Rice House / Development Access		1
1Dx			
2A	Meadow Vale		2a
2Ax			11
2B	Meadow Vale		2b
2Bx			
2C	Meadow Vale		2c
2Cx			12
2D	Clonkeen College (E)		2c
2Dx			
2E	Clonkeen College (W)		2a
2Ex			
3B	Meadow Vale		3
3Bx			10
3Cx			
2I1	Meadow Vale		2a
2I2	Meadow Vale		2b
2I3	Meadow Vale		2c
2I4	Meadow Vale		2b
3A1	Clonkeen Road		3
3Ax1			14
3C1	Clonkeen Road		3
3A2	Clonkeen Road		14
3Ax2			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			20.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				8.00	✓	Sum of lanes	1800			Normal	
1B	1	S / L / R			27.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				27.00						Normal	
1C	1	S / L / R			45.00	✓	Sum of lanes	1800		✓	Normal	
1Cx	1				45.00						Normal	
1D	1	S / L / R			26.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				26.00						Normal	

2A	1	S / R			54.00	✓	Sum of lanes	9999		✓	Normal	
2Ax	1				14.00	✓	Sum of lanes	1800			Normal	
2B	1	L / R			36.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				36.00						Normal	
2C	1	S / L			20.00	✓	Sum of lanes	1800			Normal	
2Cx	1				8.00	✓	Sum of lanes	1800			Normal	
2D	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				16.00						Normal	
2E	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Ex	1				16.00						Normal	
3B	1	L / R			54.00	✓	Sum of lanes	1800		✓	Normal	
3Bx	1				14.00	✓	Sum of lanes	1800			Normal	
3Cx	1				76.00						Normal	
2I1	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I2	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I3	1	S / R			15.00	✓	Directly entered	1800		✓	Normal	
2I4	1	S / R			15.00	✓	Sum of lanes	1800		✓	Normal	
3A1	1	S / L			5.00	✓	Sum of lanes	1800			Normal	
3Ax1	1				8.00	✓	Sum of lanes	1800			Normal	
3C1	1	S / R			77.00	✓	Sum of lanes	1800		✓	Normal	
3A2	1				92.00	✓	Sum of lanes	1800			Normal	
3Ax2	1				92.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
1Ax	1	1	(untitled)			1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
2A	1	1				9999
2Ax	1	1	(untitled)			1800
2B	1	1				1800
2Bx	1	1				
2C	1	1	(untitled)			1800
2Cx	1	1	(untitled)			1800
2D	1	1	(untitled)			1800
2Dx	1	1	(untitled)			
2E	1	1	(untitled)			1800
2Ex	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			1800
3Cx	1	1	(untitled)			
2I1	1	1	(untitled)			1800
2I2	1	1	(untitled)			1800
2I3	1	1				
2I4	1	1				1800
3A1	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
3C1	1	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		2-1	2-2	2-3	2-4	2-5
From	2-1	14	41	73	33	0
	2-2	77	0	0	0	0
	2-3	122	2	1	1	0
	2-4	0	0	0	0	0
	2-5	5	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1		2A/1	2Ax/1	#FF0000
	2-2		2B/1	2Bx/1	#00FF00
	2-3		2C/1	2Cx/1	#0000FF
	2-4	(untitled)	2D/1	2Dx/1	#FFFF00
	2-5	(untitled)	2E/1	2Ex/1	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-3	2-2	2C/1, 2I4/1, 2Bx/1	Normal	2
	2		2-3	2-5	2C/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	3		2-3	2-1	2C/1, 2I4/1, 2I1/1, 2Ax/1	Normal	122
	4		2-3	2-4	2C/1, 2Dx/1	Normal	1
	5		2-1	2-2	2A/1, 2I2/1, 2Bx/1	Normal	41
	6		2-1	2-3	2A/1, 2I2/1, 2I3/1, 2Cx/1	Normal	73
	7		2-1	2-4	2A/1, 2I2/1, 2I3/1, 2Dx/1	Normal	33
	8		2-1	2-5	2A/1, 2Ex/1	Normal	0
	9		2-1	2-1	2A/1, 2Ax/1	Normal	14
	10		2-2	2-3	2B/1, 2I3/1, 2Cx/1	Normal	0
	11		2-2	2-4	2B/1, 2I3/1, 2Dx/1	Normal	0
	12		2-2	2-5	2B/1, 2I1/1, 2Ex/1	Normal	0
	13		2-2	2-1	2B/1, 2I1/1, 2Ax/1	Normal	77
	14		2-4	2-2	2D/1, 2I4/1, 2Bx/1	Normal	0
	15		2-4	2-5	2D/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	16		2-4	2-1	2D/1, 2I4/1, 2I1/1, 2Ax/1	Normal	0
	17		2-4	2-3	2D/1, 2Cx/1	Normal	0
	18		2-5	2-2	2E/1, 2I2/1, 2Bx/1	Normal	0
	19		2-5	2-3	2E/1, 2I2/1, 2I3/1, 2Cx/1	Normal	0
	20		2-5	2-4	2E/1, 2I2/1, 2I3/1, 2Dx/1	Normal	0
	21		2-5	2-1	2E/1, 2Ax/1	Normal	5

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		1-1	1-2	1-3	1-4
From	1-1	15	7	17	34
	1-2	8	0	3	0
	1-3	27	3	0	0
	1-4	75	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	(untitled)	1A/1	1Ax/1	#FF00FF
	1-2	(untitled)	1B/1	1Bx/1	#008000
	1-3	(untitled)	1C/1	1Cx/1	#FFA500
	1-4	(untitled)	1D/1	1Dx/1	#A52A2A

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-4	1A/1, 1Dx/1	Normal	34
	2		1-1	1-3	1A/1, 1Cx/1	Normal	17
	3		1-1	1-2	1A/1, 1Bx/1	Normal	7
	4		1-1	1-1	1A/1, 1Ax/1	Normal	15
	5		1-2	1-4	1B/1, 1Dx/1	Normal	0
	6		1-2	1-3	1B/1, 1Cx/1	Normal	3
	7		1-2	1-1	1B/1, 1Ax/1	Normal	8
	8		1-3	1-4	1C/1, 1Dx/1	Normal	0
	9		1-3	1-2	1C/1, 1Bx/1	Normal	3
	10		1-3	1-1	1C/1, 1Ax/1	Normal	27
	11		1-4	1-3	1D/1, 1Cx/1	Normal	0
	12		1-4	1-2	1D/1, 1Bx/1	Normal	0
	13		1-4	1-1	1D/1, 1Ax/1	Normal	75

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
3	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	60	439
	3-2	90	0	140
	3-3	582	128	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1		3A2/1	3Ax2/1	#8A2BE2
	3-2	(untitled)	3B/1	3Bx/1	#9ACD32
	3-3	(untitled)	3C1/1	3Cx/1	#6495ED

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-1	3-3	3A2/1, 3A1/1, 3Cx/1	Normal	439
	2		3-1	3-2	3A2/1, 3A1/1, 3Bx/1	Normal	60
	3		3-2	3-1	3B/1, 3Ax1/1, 3Ax2/1	Normal	90
	4		3-2	3-3	3B/1, 3Cx/1	Normal	140
	5		3-3	3-1	3C1/1, 3Ax1/1, 3Ax2/1	Normal	582
	6		3-3	3-2	3C1/1, 3Bx/1	Normal	128

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
Arm	Traffic Stream	Name	Traffic node	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1A	1	S / L / R	1	73	805	120	0.00	9	893	2.62	0.22	0.00	0.00		100	100	0.00	0.06
1Ax	1		13	125	1800	120	0.00	7	1196	1.07	0.07	0.00	0.00		100	100	0.00	0.04
1B	1	S / L / R	1	11	601	120	120.00	2	4818	3.30	0.06	0.00	0.00		100	100	0.00	0.00
1Bx	1			10	Unrestricted	120	120.00	0	Unrestricted	3.24	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S / L / R	1	30	1521	120	120.00	2	4462	5.42	0.02	0.00	0.00		100	100	0.00	0.00
1Cx	1			20	Unrestricted	120	120.00	0	Unrestricted	5.40	0.00	0.00	0.00		100	100	0.00	0.00
1D	1	S / L / R	1	75	614	120	0.00	12	636	3.53	0.41	0.00	0.01		100	100	0.00	0.12
1Dx	1			34	Unrestricted	120	120.00	0	Unrestricted	3.12	0.00	0.00	0.00		100	100	0.00	0.00
2A	1	S / R	2a	161	4340	120	0.00	4	2326	6.50	0.02	0.00	0.00		100	100	0.00	0.01
2Ax	1		11	218	1800	120	0.00	12	643	1.82	0.14	0.00	0.01		100	100	0.00	0.12
2B	1	L / R	2b	77	421	120	0.00	18	392	5.28	0.96	0.00	0.02		100	100	0.00	0.29
2Bx	1			43	Unrestricted	120	120.00	0	Unrestricted	4.32	0.00	0.00	0.00		100	100	0.00	0.00
2C	1	S / L	2c	125	1800	120	0.00	7	1196	2.47	0.07	0.00	0.00		100	100	0.00	0.04
2Cx	1		12	73	1800	120	0.00	4	2119	1.04	0.04	0.00	0.00		100	100	0.00	0.01
2D	1	L / R	2c	0	0	120	120.00	0	-100	0.00	0.00	0.00	0.00		100	100	0.00	0.00
2Dx	1			34	Unrestricted	120	120.00	0	Unrestricted	1.92	0.00	0.00	0.00		100	100	0.00	0.00
2E	1	L / R	2a	5	542	120	120.00	1	9648	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Ex	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	L / R	3	230	532	120	0.00	43	108	9.04	2.56	0.00	0.16		100	100	0.00	2.33
3Bx	1		10	188	1800	120	0.00	10	762	1.80	0.12	0.00	0.01		100	100	0.00	0.09
3Cx	1			579	Unrestricted	120	0.00	0	Unrestricted	9.12	0.00	0.00	0.00		100	100	0.00	0.00
2I1	1	S / L	2a	199	1800	120	0.00	11	714	2.16	0.12	0.00	0.01		100	100	0.00	0.10
2I2	1	S / L	2b	147	1800	120	0.00	8	1002	2.13	0.09	0.00	0.00		100	100	0.00	0.05
2I3	1	S / R	2c	106	1118	120	0.00	9	850	1.97	0.17	0.00	0.00		100	100	0.00	0.07
2I4	1	S / R	2b	124	1745	120	0.00	7	1166	1.88	0.08	0.00	0.00		100	100	0.00	0.04
3A1	1	S / L	3	499	1800	120	0.00	28	225	1.38	0.38	0.00	0.05		100	100	0.00	0.75
3Ax1	1		14	672	1800	120	0.00	37	141	1.60	0.60	0.00	0.11		100	100	0.00	1.58
3C1	1	S / R	3	710	1320	120	0.00	54	67	10.82	1.58	0.00	0.31		100	100	0.00	4.44
3A2	1		14	499	1800	120	0.00	28	225	11.42	0.38	0.00	0.05		100	100	0.00	0.75
3Ax2	1			672	Unrestricted	120	0.00	0	Unrestricted	11.04	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	266.55	9.72	27.43	0.00	0.77	10.89	0.00	0.00	10.89
Bus									
Tram									

Pedestrians									
TOTAL	266.55	9.72	27.43	0.00	0.77	10.89	0.00	0.00	10.89

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - D6 - 2024 With Dev, PM

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	22/07/2021 14:13:08	22/07/2021 14:13:09	1.84	17:00	120	4.68	0.33	34.00	3A1/1	0	0		3A1/1	3A1/1	✓

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2024 With Dev	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Meadow Vale		1
1Ax			13
1B	Meadow Vale		1
1Bx			
1C	Meadow Vale		1
1Cx			
1D	Edmund Rice House / Development Access		1
1Dx			
2A	Meadow Vale		2a
2Ax			11
2B	Meadow Vale		2b
2Bx			
2C	Meadow Vale		2c
2Cx			12
2D	Clonkeen College (E)		2c
2Dx			
2E	Clonkeen College (W)		2a
2Ex			
3B	Meadow Vale		3
3Bx			10
3Cx			
2I1	Meadow Vale		2a
2I2	Meadow Vale		2b
2I3	Meadow Vale		2c
2I4	Meadow Vale		2b
3A1	Clonkeen Road		3
3Ax1			14
3C1	Clonkeen Road		3
3A2	Clonkeen Road		14
3Ax2			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			20.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				8.00	✓	Sum of lanes	1800			Normal	
1B	1	S / L / R			27.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				27.00						Normal	
1C	1	S / L / R			45.00	✓	Sum of lanes	1800		✓	Normal	
1Cx	1				45.00						Normal	
1D	1	S / L / R			26.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				26.00						Normal	
2A	1	S / R			54.00	✓	Sum of lanes	9999		✓	Normal	
2Ax	1				14.00	✓	Sum of lanes	1800			Normal	

2B	1	L / R			36.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				36.00						Normal	
2C	1	S / L			20.00	✓	Sum of lanes	1800			Normal	
2Cx	1				8.00	✓	Sum of lanes	1800			Normal	
2D	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				16.00						Normal	
2E	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Ex	1				16.00						Normal	
3B	1	L / R			54.00	✓	Sum of lanes	1800		✓	Normal	
3Bx	1				14.00	✓	Sum of lanes	1800			Normal	
3Cx	1				76.00						Normal	
2I1	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I2	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I3	1	S / R			15.00	✓	Directly entered	1800		✓	Normal	
2I4	1	S / R			15.00	✓	Sum of lanes	1800		✓	Normal	
3A1	1	S / L			5.00	✓	Sum of lanes	1800			Normal	
3Ax1	1				8.00	✓	Sum of lanes	1800			Normal	
3C1	1	S / R			77.00	✓	Sum of lanes	1800		✓	Normal	
3A2	1				92.00	✓	Sum of lanes	1800			Normal	
3Ax2	1				92.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
1Ax	1	1	(untitled)			1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
2A	1	1				9999
2Ax	1	1	(untitled)			1800
2B	1	1				1800
2Bx	1	1				
2C	1	1	(untitled)			1800
2Cx	1	1	(untitled)			1800
2D	1	1	(untitled)			1800
2Dx	1	1	(untitled)			
2E	1	1	(untitled)			1800
2Ex	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			1800
3Cx	1	1	(untitled)			
2I1	1	1	(untitled)			1800
2I2	1	1	(untitled)			1800
2I3	1	1				
2I4	1	1				1800
3A1	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
3C1	1	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		2-1	2-2	2-3	2-4	2-5
From	2-1	9	33	99	3	0
	2-2	23	0	0	0	0
	2-3	70	0	0	0	0
	2-4	5	0	0	0	0
	2-5	5	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
	2-1		2A/1	2Ax/1	#FF0000

2	2-2		2B/1	2Bx/1	#00FF00
	2-3		2C/1	2Cx/1	#0000FF
	2-4	(untitled)	2D/1	2Dx/1	#FFFF00
	2-5	(untitled)	2E/1	2Ex/1	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-3	2-2	2C/1, 2I4/1, 2Bx/1	Normal	0
	2		2-3	2-5	2C/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	3		2-3	2-1	2C/1, 2I4/1, 2I1/1, 2Ax/1	Normal	70
	4		2-3	2-4	2C/1, 2Dx/1	Normal	0
	5		2-1	2-2	2A/1, 2I2/1, 2Bx/1	Normal	33
	6		2-1	2-3	2A/1, 2I2/1, 2I3/1, 2Cx/1	Normal	99
	7		2-1	2-4	2A/1, 2I2/1, 2I3/1, 2Dx/1	Normal	3
	8		2-1	2-5	2A/1, 2Ex/1	Normal	0
	9		2-1	2-1	2A/1, 2Ax/1	Normal	9
	10		2-2	2-3	2B/1, 2I3/1, 2Cx/1	Normal	0
	11		2-2	2-4	2B/1, 2I3/1, 2Dx/1	Normal	0
	12		2-2	2-5	2B/1, 2I1/1, 2Ex/1	Normal	0
	13		2-2	2-1	2B/1, 2I1/1, 2Ax/1	Normal	23
	14		2-4	2-2	2D/1, 2I4/1, 2Bx/1	Normal	0
	15		2-4	2-5	2D/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	16		2-4	2-1	2D/1, 2I4/1, 2I1/1, 2Ax/1	Normal	5
	17		2-4	2-3	2D/1, 2Cx/1	Normal	0
	18		2-5	2-2	2E/1, 2I2/1, 2Bx/1	Normal	0
	19		2-5	2-3	2E/1, 2I2/1, 2I3/1, 2Cx/1	Normal	0
	20		2-5	2-4	2E/1, 2I2/1, 2I3/1, 2Dx/1	Normal	0
	21		2-5	2-1	2E/1, 2Ax/1	Normal	5

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		1-1	1-2	1-3	1-4
From	1-1	1	11	22	69
	1-2	11	0	1	0
	1-3	18	0	0	0
	1-4	39	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	(untitled)	1A/1	1Ax/1	#FF00FF
	1-2	(untitled)	1B/1	1Bx/1	#008000
	1-3	(untitled)	1C/1	1Cx/1	#FFA500
	1-4	(untitled)	1D/1	1Dx/1	#A52A2A

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-4	1A/1, 1Dx/1	Normal	69
	2		1-1	1-3	1A/1, 1Cx/1	Normal	22
	3		1-1	1-2	1A/1, 1Bx/1	Normal	11
	4		1-1	1-1	1A/1, 1Ax/1	Normal	1
	5		1-2	1-4	1B/1, 1Dx/1	Normal	0
	6		1-2	1-3	1B/1, 1Cx/1	Normal	1
	7		1-2	1-1	1B/1, 1Ax/1	Normal	11
	8		1-3	1-4	1C/1, 1Dx/1	Normal	0
	9		1-3	1-2	1C/1, 1Bx/1	Normal	0
	10		1-3	1-1	1C/1, 1Ax/1	Normal	18
	11		1-4	1-3	1D/1, 1Cx/1	Normal	0
	12		1-4	1-2	1D/1, 1Bx/1	Normal	0
	13		1-4	1-1	1D/1, 1Ax/1	Normal	39

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point	Auto calculate	Allocation mode	Allow paths past exit	Allow looped paths on	Allow looped paths on	Copy flows	Matrix to copy flows	Limit paths by	Path length limit	Limit paths by	Path number	Limit paths	Low path flow

		table			locations	arms	traffic nodes		from	length	multiplier	number	limit	by flow	threshold
3	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	59	553
	3-2	34	0	84
	3-3	300	87	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1		3A2/1	3Ax2/1	#8A2BE2
	3-2	(untitled)	3B/1	3Bx/1	#9ACD32
	3-3	(untitled)	3C1/1	3Cx/1	#6495ED

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-1	3-3	3A2/1, 3A1/1, 3Cx/1	Normal	553
	2		3-1	3-2	3A2/1, 3A1/1, 3Bx/1	Normal	59
	3		3-2	3-1	3B/1, 3Ax1/1, 3Ax2/1	Normal	34
	4		3-2	3-3	3B/1, 3Cx/1	Normal	84
	5		3-3	3-1	3C1/1, 3Ax1/1, 3Ax2/1	Normal	300
	6		3-3	3-2	3C1/1, 3Bx/1	Normal	87

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
Arm	Traffic Stream	Name	Traffic node	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1A	1	S / L / R	1	103	802	120	0.00	13	601	2.73	0.33	0.00	0.01		100	100	0.00	0.13
1Ax	1		13	69	1800	120	0.00	4	2248	1.04	0.04	0.00	0.00		100	100	0.00	0.01
1B	1	S / L / R	1	12	602	120	120.00	2	4417	3.30	0.06	0.00	0.00		100	100	0.00	0.00
1Bx	1			11	Unrestricted	120	120.00	0	Unrestricted	3.24	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S / L / R	1	18	1800	120	120.00	1	8900	5.41	0.01	0.00	0.00		100	100	0.00	0.00
1Cx	1			23	Unrestricted	120	120.00	0	Unrestricted	5.40	0.00	0.00	0.00		100	100	0.00	0.00
1D	1	S / L / R	1	39	603	120	120.00	6	1291	3.33	0.21	0.00	0.00		100	100	0.00	0.03
1Dx	1			69	Unrestricted	120	0.00	0	Unrestricted	3.12	0.00	0.00	0.00		100	100	0.00	0.00
2A	1	S / R	2a	144	5268	120	0.00	3	3192	6.49	0.01	0.00	0.00		100	100	0.00	0.01
2Ax	1		11	112	1800	120	0.00	6	1346	1.75	0.07	0.00	0.00		100	100	0.00	0.03
2B	1	L / R	2b	23	429	120	120.00	5	1577	4.56	0.24	0.00	0.00		100	100	0.00	0.02
2Bx	1			33	Unrestricted	120	120.00	0	Unrestricted	4.32	0.00	0.00	0.00		100	100	0.00	0.00
2C	1	S / L	2c	70	1800	120	0.00	4	2214	2.44	0.04	0.00	0.00		100	100	0.00	0.01
2Cx	1		12	99	1800	120	0.00	6	1536	1.06	0.06	0.00	0.00		100	100	0.00	0.02
2D	1	L / R	2c	5	569	120	120.00	1	10140	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Dx	1			3	Unrestricted	120	120.00	0	Unrestricted	1.92	0.00	0.00	0.00		100	100	0.00	0.00
2E	1	L / R	2a	5	563	120	120.00	1	10036	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Ex	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	L / R	3	118	561	120	0.00	21	328	7.33	0.85	0.00	0.03		100	100	0.00	0.40
3Bx	1		10	146	1800	120	0.00	8	1010	1.77	0.09	0.00	0.00		100	100	0.00	0.05
3Cx	1			637	Unrestricted	120	0.00	0	Unrestricted	9.12	0.00	0.00	0.00		100	100	0.00	0.00
2I1	1	S / L	2a	98	1800	120	0.00	5	1553	2.10	0.06	0.00	0.00		100	100	0.00	0.02
2I2	1	S / L	2b	135	1800	120	0.00	8	1100	2.12	0.08	0.00	0.00		100	100	0.00	0.04
2I3	1	S / R	2c	102	1705	120	0.00	6	1404	1.87	0.07	0.00	0.00		100	100	0.00	0.03
2I4	1	S / R	2b	75	1800	120	0.00	4	2060	1.84	0.04	0.00	0.00		100	100	0.00	0.01
3A1	1	S / L	3	612	1800	120	0.00	34	165	1.51	0.51	0.00	0.09		100	100	0.00	1.24
3Ax1	1		14	334	1800	120	0.00	19	385	1.23	0.23	0.00	0.02		100	100	0.00	0.30
3C1	1	S / R	3	387	1210	120	0.00	32	181	9.94	0.70	0.00	0.08		100	100	0.00	1.07
3A2	1		14	612	1800	120	0.00	34	165	11.55	0.51	0.00	0.09		100	100	0.00	1.24
3Ax2	1			334	Unrestricted	120	0.00	0	Unrestricted	11.04	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	207.65	7.32	28.35	0.00	0.33	4.68	0.00	0.00	4.68
Bus									
Tram									
Pedestrians									
TOTAL	207.65	7.32	28.35	0.00	0.33	4.68	0.00	0.00	4.68

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 -
D7 - 2029 No Dev, AM

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Warning	OD Matrix Flows	Local Matrix 3	Flow Inconsistency between OD Matrix 3 and OD Matrix 3. (Traffic Stream 3Bx/1)
Warning	OD Matrix Flows	Local Matrix 2	Flow Inconsistency between OD Matrix 3 and OD Matrix 2.
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	22/07/2021 14:13:09	22/07/2021 14:13:10	1.93	08:00	120	9.77	0.69	54.36	3C1/1	0	0		2D/1	2D/1	✓

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2029 No Dev	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Meadow Vale		1
1Ax			13
1B	Meadow Vale		1
1Bx			
1C	Meadow Vale		1
1Cx			
1D	Edmund Rice House / Development Access		1
1Dx			
2A	Meadow Vale		2a
2Ax			11
2B	Meadow Vale		2b
2Bx			
2C	Meadow Vale		2c
2Cx			12
2D	Clonkeen College (E)		2c
2Dx			
2E	Clonkeen College (W)		2a
2Ex			
3B	Meadow Vale		3
3Bx			10
3Cx			
2I1	Meadow Vale		2a
2I2	Meadow Vale		2b
2I3	Meadow Vale		2c
2I4	Meadow Vale		2b
3A1	Clonkeen Road		3
3Ax1			14
3C1	Clonkeen Road		3
3A2	Clonkeen Road		14
3Ax2			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			20.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				8.00	✓	Sum of lanes	1800			Normal	
1B	1	S / L / R			27.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				27.00						Normal	
1C	1	S / L / R			45.00	✓	Sum of lanes	1800		✓	Normal	
1Cx	1				45.00						Normal	
1D	1	S / L / R			26.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				26.00						Normal	

2A	1	S / R			54.00	✓	Sum of lanes	9999		✓	Normal	
2Ax	1				14.00	✓	Sum of lanes	1800			Normal	
2B	1	L / R			36.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				36.00						Normal	
2C	1	S / L			20.00	✓	Sum of lanes	1800			Normal	
2Cx	1				8.00	✓	Sum of lanes	1800			Normal	
2D	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				16.00						Normal	
2E	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Ex	1				16.00						Normal	
3B	1	L / R			54.00	✓	Sum of lanes	1800		✓	Normal	
3Bx	1				14.00	✓	Sum of lanes	1800			Normal	
3Cx	1				76.00						Normal	
2I1	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I2	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I3	1	S / R			15.00	✓	Directly entered	1800		✓	Normal	
2I4	1	S / R			15.00	✓	Sum of lanes	1800		✓	Normal	
3A1	1	S / L			5.00	✓	Sum of lanes	1800			Normal	
3Ax1	1				8.00	✓	Sum of lanes	1800			Normal	
3C1	1	S / R			77.00	✓	Sum of lanes	1800		✓	Normal	
3A2	1				92.00	✓	Sum of lanes	1800			Normal	
3Ax2	1				92.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
1Ax	1	1	(untitled)			1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
2A	1	1				9999
2Ax	1	1	(untitled)			1800
2B	1	1				1800
2Bx	1	1				
2C	1	1	(untitled)			1800
2Cx	1	1	(untitled)			1800
2D	1	1	(untitled)			1800
2Dx	1	1	(untitled)			
2E	1	1	(untitled)			1800
2Ex	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			1800
3Cx	1	1	(untitled)			
2I1	1	1	(untitled)			1800
2I2	1	1	(untitled)			1800
2I3	1	1				
2I4	1	1				1800
3A1	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
3C1	1	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		2-1	2-2	2-3	2-4	2-5
From	2-1	15	45	42	35	0
	2-2	83	0	0	0	0
	2-3	50	2	1	1	0
	2-4	0	0	0	0	0
	2-5	6	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1		2A/1	2Ax/1	#FF0000
	2-2		2B/1	2Bx/1	#00FF00
	2-3		2C/1	2Cx/1	#0000FF
	2-4	(untitled)	2D/1	2Dx/1	#FFFF00
	2-5	(untitled)	2E/1	2Ex/1	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-3	2-2	2C/1, 2I4/1, 2Bx/1	Normal	2
	2		2-3	2-5	2C/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	3		2-3	2-1	2C/1, 2I4/1, 2I1/1, 2Ax/1	Normal	50
	4		2-3	2-4	2C/1, 2Dx/1	Normal	1
	5		2-1	2-2	2A/1, 2I2/1, 2Bx/1	Normal	45
	6		2-1	2-3	2A/1, 2I2/1, 2I3/1, 2Cx/1	Normal	42
	7		2-1	2-4	2A/1, 2I2/1, 2I3/1, 2Dx/1	Normal	35
	8		2-1	2-5	2A/1, 2Ex/1	Normal	0
	9		2-1	2-1	2A/1, 2Ax/1	Normal	15
	10		2-2	2-3	2B/1, 2I3/1, 2Cx/1	Normal	0
	11		2-2	2-4	2B/1, 2I3/1, 2Dx/1	Normal	0
	12		2-2	2-5	2B/1, 2I1/1, 2Ex/1	Normal	0
	13		2-2	2-1	2B/1, 2I1/1, 2Ax/1	Normal	83
	14		2-4	2-2	2D/1, 2I4/1, 2Bx/1	Normal	0
	15		2-4	2-5	2D/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	16		2-4	2-1	2D/1, 2I4/1, 2I1/1, 2Ax/1	Normal	0
	17		2-4	2-3	2D/1, 2Cx/1	Normal	0
	18		2-5	2-2	2E/1, 2I2/1, 2Bx/1	Normal	0
	19		2-5	2-3	2E/1, 2I2/1, 2I3/1, 2Cx/1	Normal	0
	20		2-5	2-4	2E/1, 2I2/1, 2I3/1, 2Dx/1	Normal	0
	21		2-5	2-1	2E/1, 2Ax/1	Normal	6

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		1-1	1-2	1-3	1-4
From	1-1	16	7	19	3
	1-2	8	0	4	0
	1-3	29	3	0	0
	1-4	0	0	1	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	(untitled)	1A/1	1Ax/1	#FF00FF
	1-2	(untitled)	1B/1	1Bx/1	#008000
	1-3	(untitled)	1C/1	1Cx/1	#FFA500
	1-4	(untitled)	1D/1	1Dx/1	#A52A2A

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-4	1A/1, 1Dx/1	Normal	3
	2		1-1	1-3	1A/1, 1Cx/1	Normal	19
	3		1-1	1-2	1A/1, 1Bx/1	Normal	7
	4		1-1	1-1	1A/1, 1Ax/1	Normal	16
	5		1-2	1-4	1B/1, 1Dx/1	Normal	0
	6		1-2	1-3	1B/1, 1Cx/1	Normal	4
	7		1-2	1-1	1B/1, 1Ax/1	Normal	8
	8		1-3	1-4	1C/1, 1Dx/1	Normal	0
	9		1-3	1-2	1C/1, 1Bx/1	Normal	3
	10		1-3	1-1	1C/1, 1Ax/1	Normal	29
	11		1-4	1-3	1D/1, 1Cx/1	Normal	1
	12		1-4	1-2	1D/1, 1Bx/1	Normal	0
	13		1-4	1-1	1D/1, 1Ax/1	Normal	0

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
3	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	53	476
	3-2	66	0	102
	3-3	630	114	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1		3A2/1	3Ax2/1	#8A2BE2
	3-2	(untitled)	3B/1	3Bx/1	#9ACD32
	3-3	(untitled)	3C1/1	3Cx/1	#6495ED

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-1	3-3	3A2/1, 3A1/1, 3Cx/1	Normal	476
	2		3-1	3-2	3A2/1, 3A1/1, 3Bx/1	Normal	53
	3		3-2	3-1	3B/1, 3Ax1/1, 3Ax2/1	Normal	66
	4		3-2	3-3	3B/1, 3Cx/1	Normal	102
	5		3-3	3-1	3C1/1, 3Ax1/1, 3Ax2/1	Normal	630
	6		3-3	3-2	3C1/1, 3Bx/1	Normal	114

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
Arm	Traffic Stream	Name	Traffic node	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1A	1	S / L / R	1	45	1012	120	120.00	4	1925	2.48	0.08	0.00	0.00		100	100	0.00	0.01
1Ax	1		13	53	1800	120	120.00	3	2957	1.03	0.03	0.00	0.00		100	100	0.00	0.01
1B	1	S / L / R	1	12	628	120	120.00	2	4608	3.30	0.06	0.00	0.00		100	100	0.00	0.00
1Bx	1			10	Unrestricted	120	120.00	0	Unrestricted	3.24	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S / L / R	1	32	1535	120	120.00	2	4218	5.42	0.02	0.00	0.00		100	100	0.00	0.00
1Cx	1			24	Unrestricted	120	120.00	0	Unrestricted	5.40	0.00	0.00	0.00		100	100	0.00	0.00
1D	1	S / L / R	1	1	624	120	120.00	0	56064	3.12	0.00	0.00	0.00		100	100	0.00	0.00
1Dx	1			3	Unrestricted	120	120.00	0	Unrestricted	3.12	0.00	0.00	0.00		100	100	0.00	0.00
2A	1	S / R	2a	137	3851	120	0.00	4	2430	6.50	0.02	0.00	0.00		100	100	0.00	0.01
2Ax	1		11	154	1800	120	0.00	9	952	1.77	0.09	0.00	0.00		100	100	0.00	0.06
2B	1	L / R	2b	83	435	120	0.00	19	372	5.29	0.97	0.00	0.02		100	100	0.00	0.32
2Bx	1			47	Unrestricted	120	120.00	0	Unrestricted	4.32	0.00	0.00	0.00		100	100	0.00	0.00
2C	1	S / L	2c	53	1800	120	120.00	3	2957	2.43	0.03	0.00	0.00		100	100	0.00	0.01
2Cx	1		12	42	1800	120	120.00	2	3757	1.02	0.02	0.00	0.00		100	100	0.00	0.00
2D	1	L / R	2c	0	0	120	120.00	0	-100	0.00	0.00	0.00	0.00		100	100	0.00	0.00
2Dx	1			36	Unrestricted	120	120.00	0	Unrestricted	1.92	0.00	0.00	0.00		100	100	0.00	0.00
2E	1	L / R	2a	6	556	120	120.00	1	8234	1.96	0.04	0.00	0.00		100	100	0.00	0.00
2Ex	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	L / R	3	168	520	120	0.00	32	179	8.13	1.65	0.00	0.08		100	100	0.00	1.09
3Bx	1		10	167	1800	120	0.00	9	870	1.78	0.10	0.00	0.00		100	100	0.00	0.07
3Cx	1			578	Unrestricted	120	0.00	0	Unrestricted	9.12	0.00	0.00	0.00		100	100	0.00	0.00
2I1	1	S / L	2a	133	1800	120	0.00	7	1118	2.12	0.08	0.00	0.00		100	100	0.00	0.04
2I2	1	S / L	2b	122	1800	120	0.00	7	1228	2.11	0.07	0.00	0.00		100	100	0.00	0.03
2I3	1	S / R	2c	77	971	120	0.00	8	1035	1.96	0.16	0.00	0.00		100	100	0.00	0.05
2I4	1	S / R	2b	52	1676	120	120.00	3	2800	1.83	0.03	0.00	0.00		100	100	0.00	0.01
3A1	1	S / L	3	529	1800	120	0.00	29	206	1.42	0.42	0.00	0.06		100	100	0.00	0.87
3Ax1	1		14	696	1800	120	0.00	39	133	1.63	0.63	0.00	0.12		100	100	0.00	1.73
3C1	1	S / R	3	744	1369	120	0.00	54	66	10.80	1.56	0.00	0.32		100	100	0.00	4.59
3A2	1		14	529	1800	120	0.00	29	206	11.46	0.42	0.00	0.06		100	100	0.00	0.87
3Ax2	1			696	Unrestricted	120	0.00	0	Unrestricted	11.04	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	260.65	9.44	27.60	0.00	0.69	9.77	0.00	0.00	9.77
Bus									
Tram									

Pedestrians									
TOTAL	260.65	9.44	27.60	0.00	0.69	9.77	0.00	0.00	9.77

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 -
D8 - 2029 No Dev, PM

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	22/07/2021 14:13:11	22/07/2021 14:13:12	1.16	17:00	120	4.03	0.28	35.17	3A1/1	0	0		3A1/1	3A1/1	✓

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2029 No Dev	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Meadow Vale		1
1Ax			13
1B	Meadow Vale		1
1Bx			
1C	Meadow Vale		1
1Cx			
1D	Edmund Rice House / Development Access		1
1Dx			
2A	Meadow Vale		2a
2Ax			11
2B	Meadow Vale		2b
2Bx			
2C	Meadow Vale		2c
2Cx			12
2D	Clonkeen College (E)		2c
2Dx			
2E	Clonkeen College (W)		2a
2Ex			
3B	Meadow Vale		3
3Bx			10
3Cx			
2I1	Meadow Vale		2a
2I2	Meadow Vale		2b
2I3	Meadow Vale		2c
2I4	Meadow Vale		2b
3A1	Clonkeen Road		3
3Ax1			14
3C1	Clonkeen Road		3
3A2	Clonkeen Road		14
3Ax2			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			20.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				8.00	✓	Sum of lanes	1800			Normal	
1B	1	S / L / R			27.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				27.00						Normal	
1C	1	S / L / R			45.00	✓	Sum of lanes	1800		✓	Normal	
1Cx	1				45.00						Normal	
1D	1	S / L / R			26.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				26.00						Normal	
2A	1	S / R			54.00	✓	Sum of lanes	9999		✓	Normal	
2Ax	1				14.00	✓	Sum of lanes	1800			Normal	

2B	1	L / R			36.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				36.00						Normal	
2C	1	S / L			20.00	✓	Sum of lanes	1800			Normal	
2Cx	1				8.00	✓	Sum of lanes	1800			Normal	
2D	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				16.00						Normal	
2E	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Ex	1				16.00						Normal	
3B	1	L / R			54.00	✓	Sum of lanes	1800		✓	Normal	
3Bx	1				14.00	✓	Sum of lanes	1800			Normal	
3Cx	1				76.00						Normal	
2I1	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I2	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I3	1	S / R			15.00	✓	Directly entered	1800		✓	Normal	
2I4	1	S / R			15.00	✓	Sum of lanes	1800		✓	Normal	
3A1	1	S / L			5.00	✓	Sum of lanes	1800			Normal	
3Ax1	1				8.00	✓	Sum of lanes	1800			Normal	
3C1	1	S / R			77.00	✓	Sum of lanes	1800		✓	Normal	
3A2	1				92.00	✓	Sum of lanes	1800			Normal	
3Ax2	1				92.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
1Ax	1	1	(untitled)			1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
2A	1	1				9999
2Ax	1	1	(untitled)			1800
2B	1	1				1800
2Bx	1	1				
2C	1	1	(untitled)			1800
2Cx	1	1	(untitled)			1800
2D	1	1	(untitled)			1800
2Dx	1	1	(untitled)			
2E	1	1	(untitled)			1800
2Ex	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			1800
3Cx	1	1	(untitled)			
2I1	1	1	(untitled)			1800
2I2	1	1	(untitled)			1800
2I3	1	1				
2I4	1	1				1800
3A1	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
3C1	1	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		2-1	2-2	2-3	2-4	2-5
From	2-1	9	35	33	4	0
	2-2	25	0	0	0	0
	2-3	33	0	0	0	0
	2-4	6	0	0	0	0
	2-5	6	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
	2-1		2A/1	2Ax/1	#FF0000

2	2-2		2B/1	2Bx/1	#00FF00
	2-3		2C/1	2Cx/1	#0000FF
	2-4	(untitled)	2D/1	2Dx/1	#FFFF00
	2-5	(untitled)	2E/1	2Ex/1	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-3	2-2	2C/1, 2I4/1, 2Bx/1	Normal	0
	2		2-3	2-5	2C/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	3		2-3	2-1	2C/1, 2I4/1, 2I1/1, 2Ax/1	Normal	33
	4		2-3	2-4	2C/1, 2Dx/1	Normal	0
	5		2-1	2-2	2A/1, 2I2/1, 2Bx/1	Normal	35
	6		2-1	2-3	2A/1, 2I2/1, 2I3/1, 2Cx/1	Normal	33
	7		2-1	2-4	2A/1, 2I2/1, 2I3/1, 2Dx/1	Normal	4
	8		2-1	2-5	2A/1, 2Ex/1	Normal	0
	9		2-1	2-1	2A/1, 2Ax/1	Normal	9
	10		2-2	2-3	2B/1, 2I3/1, 2Cx/1	Normal	0
	11		2-2	2-4	2B/1, 2I3/1, 2Dx/1	Normal	0
	12		2-2	2-5	2B/1, 2I1/1, 2Ex/1	Normal	0
	13		2-2	2-1	2B/1, 2I1/1, 2Ax/1	Normal	25
	14		2-4	2-2	2D/1, 2I4/1, 2Bx/1	Normal	0
	15		2-4	2-5	2D/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	16		2-4	2-1	2D/1, 2I4/1, 2I1/1, 2Ax/1	Normal	6
	17		2-4	2-3	2D/1, 2Cx/1	Normal	0
	18		2-5	2-2	2E/1, 2I2/1, 2Bx/1	Normal	0
	19		2-5	2-3	2E/1, 2I2/1, 2I3/1, 2Cx/1	Normal	0
	20		2-5	2-4	2E/1, 2I2/1, 2I3/1, 2Dx/1	Normal	0
	21		2-5	2-1	2E/1, 2Ax/1	Normal	6

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		1-1	1-2	1-3	1-4
From	1-1	1	12	23	0
	1-2	12	0	1	0
	1-3	19	0	0	0
	1-4	1	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	(untitled)	1A/1	1Ax/1	#FF00FF
	1-2	(untitled)	1B/1	1Bx/1	#008000
	1-3	(untitled)	1C/1	1Cx/1	#FFA500
	1-4	(untitled)	1D/1	1Dx/1	#A52A2A

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-4	1A/1, 1Dx/1	Normal	0
	2		1-1	1-3	1A/1, 1Cx/1	Normal	23
	3		1-1	1-2	1A/1, 1Bx/1	Normal	12
	4		1-1	1-1	1A/1, 1Ax/1	Normal	1
	5		1-2	1-4	1B/1, 1Dx/1	Normal	0
	6		1-2	1-3	1B/1, 1Cx/1	Normal	1
	7		1-2	1-1	1B/1, 1Ax/1	Normal	12
	8		1-3	1-4	1C/1, 1Dx/1	Normal	0
	9		1-3	1-2	1C/1, 1Bx/1	Normal	0
	10		1-3	1-1	1C/1, 1Ax/1	Normal	19
	11		1-4	1-3	1D/1, 1Cx/1	Normal	0
	12		1-4	1-2	1D/1, 1Bx/1	Normal	0
	13		1-4	1-1	1D/1, 1Ax/1	Normal	1

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point	Auto calculate	Allocation mode	Allow paths past exit	Allow looped paths on	Allow looped paths on	Copy flows	Matrix to copy flows	Limit paths by	Path length limit	Limit paths by	Path number	Limit paths	Low path flow

		table			locations	arms	traffic nodes		from	length	multiplier	number	limit	by flow	threshold
3	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	34	599
	3-2	25	0	60
	3-3	325	49	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1		3A2/1	3Ax2/1	#8A2BE2
	3-2	(untitled)	3B/1	3Bx/1	#9ACD32
	3-3	(untitled)	3C1/1	3Cx/1	#6495ED

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-1	3-3	3A2/1, 3A1/1, 3Cx/1	Normal	599
	2		3-1	3-2	3A2/1, 3A1/1, 3Bx/1	Normal	34
	3		3-2	3-1	3B/1, 3Ax1/1, 3Ax2/1	Normal	25
	4		3-2	3-3	3B/1, 3Cx/1	Normal	60
	5		3-3	3-1	3C1/1, 3Ax1/1, 3Ax2/1	Normal	325
	6		3-3	3-2	3C1/1, 3Bx/1	Normal	49

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
Arm	Traffic Stream	Name	Traffic node	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1A	1	S / L / R	1	36	1713	120	120.00	2	4182	2.42	0.02	0.00	0.00		100	100	0.00	0.00
1Ax	1		13	33	1800	120	120.00	2	4809	1.02	0.02	0.00	0.00		100	100	0.00	0.00
1B	1	S / L / R	1	13	630	120	120.00	2	4258	3.30	0.06	0.00	0.00		100	100	0.00	0.00
1Bx	1			12	Unrestricted	120	120.00	0	Unrestricted	3.24	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S / L / R	1	19	1800	120	120.00	1	8426	5.41	0.01	0.00	0.00		100	100	0.00	0.00
1Cx	1			24	Unrestricted	120	120.00	0	Unrestricted	5.40	0.00	0.00	0.00		100	100	0.00	0.00
1D	1	S / L / R	1	1	627	120	120.00	0	56371	3.12	0.00	0.00	0.00		100	100	0.00	0.00
1Dx	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
2A	1	S / R	2a	81	3883	120	0.00	2	4215	6.49	0.01	0.00	0.00		100	100	0.00	0.00
2Ax	1		11	79	1800	120	0.00	4	1951	1.73	0.05	0.00	0.00		100	100	0.00	0.01
2B	1	L / R	2b	25	446	120	120.00	6	1505	4.56	0.24	0.00	0.00		100	100	0.00	0.02
2Bx	1			35	Unrestricted	120	120.00	0	Unrestricted	4.32	0.00	0.00	0.00		100	100	0.00	0.00
2C	1	S / L	2c	33	1800	120	120.00	2	4809	2.42	0.02	0.00	0.00		100	100	0.00	0.00
2Cx	1		12	33	1800	120	120.00	2	4809	1.02	0.02	0.00	0.00		100	100	0.00	0.00
2D	1	L / R	2c	6	577	120	120.00	1	8551	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Dx	1			4	Unrestricted	120	120.00	0	Unrestricted	1.92	0.00	0.00	0.00		100	100	0.00	0.00
2E	1	L / R	2a	6	570	120	120.00	1	8455	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Ex	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	L / R	3	85	555	120	0.00	15	487	7.07	0.59	0.00	0.01		100	100	0.00	0.20
3Bx	1		10	83	1800	120	0.00	5	1852	1.73	0.05	0.00	0.00		100	100	0.00	0.02
3Cx	1			659	Unrestricted	120	0.00	0	Unrestricted	9.12	0.00	0.00	0.00		100	100	0.00	0.00
2I1	1	S / L	2a	64	1800	120	0.00	4	2431	2.08	0.04	0.00	0.00		100	100	0.00	0.01
2I2	1	S / L	2b	72	1800	120	0.00	4	2150	2.08	0.04	0.00	0.00		100	100	0.00	0.01
2I3	1	S / R	2c	37	1499	120	120.00	2	3546	1.83	0.03	0.00	0.00		100	100	0.00	0.00
2I4	1	S / R	2b	39	1800	120	120.00	2	4054	1.82	0.02	0.00	0.00		100	100	0.00	0.00
3A1	1	S / L	3	633	1800	120	0.00	35	156	1.54	0.54	0.00	0.10		100	100	0.00	1.35
3Ax1	1		14	350	1800	120	0.00	19	363	1.24	0.24	0.00	0.02		100	100	0.00	0.33
3C1	1	S / R	3	374	1398	120	0.00	27	236	9.71	0.47	0.00	0.05		100	100	0.00	0.69
3A2	1		14	633	1800	120	0.00	35	156	11.58	0.54	0.00	0.10		100	100	0.00	1.35
3Ax2	1			350	Unrestricted	120	0.00	0	Unrestricted	11.04	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	196.93	6.92	28.44	0.00	0.28	4.03	0.00	0.00	4.03
Bus									
Tram									
Pedestrians									
TOTAL	196.93	6.92	28.44	0.00	0.28	4.03	0.00	0.00	4.03

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - D9 - 2029 With Dev, AM

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Warning	OD Matrix Flows	Local Matrix 3	Flow Inconsistency between OD Matrix 3 and OD Matrix 3. (Traffic Stream 3Bx/1)
Warning	OD Matrix Flows	Local Matrix 2	Flow Inconsistency between OD Matrix 3 and OD Matrix 2.
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	22/07/2021 14:13:12	22/07/2021 14:13:13	1.50	08:00	120	13.72	0.97	58.38	3C1/1	0	0		2D/1	2D/1	✓

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2029 With Dev	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Meadow Vale		1
1Ax			13
1B	Meadow Vale		1
1Bx			
1C	Meadow Vale		1
1Cx			
1D	Edmund Rice House / Development Access		1
1Dx			
2A	Meadow Vale		2a
2Ax			11
2B	Meadow Vale		2b
2Bx			
2C	Meadow Vale		2c
2Cx			12
2D	Clonkeen College (E)		2c
2Dx			
2E	Clonkeen College (W)		2a
2Ex			
3B	Meadow Vale		3
3Bx			10
3Cx			
2I1	Meadow Vale		2a
2I2	Meadow Vale		2b
2I3	Meadow Vale		2c
2I4	Meadow Vale		2b
3A1	Clonkeen Road		3
3Ax1			14
3C1	Clonkeen Road		3
3A2	Clonkeen Road		14
3Ax2			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			20.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				8.00	✓	Sum of lanes	1800			Normal	
1B	1	S / L / R			27.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				27.00						Normal	
1C	1	S / L / R			45.00	✓	Sum of lanes	1800		✓	Normal	
1Cx	1				45.00						Normal	
1D	1	S / L / R			26.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				26.00						Normal	

2A	1	S / R			54.00	✓	Sum of lanes	9999		✓	Normal	
2Ax	1				14.00	✓	Sum of lanes	1800			Normal	
2B	1	L / R			36.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				36.00						Normal	
2C	1	S / L			20.00	✓	Sum of lanes	1800			Normal	
2Cx	1				8.00	✓	Sum of lanes	1800			Normal	
2D	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				16.00						Normal	
2E	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Ex	1				16.00						Normal	
3B	1	L / R			54.00	✓	Sum of lanes	1800		✓	Normal	
3Bx	1				14.00	✓	Sum of lanes	1800			Normal	
3Cx	1				76.00						Normal	
2I1	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I2	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I3	1	S / R			15.00	✓	Directly entered	1800		✓	Normal	
2I4	1	S / R			15.00	✓	Sum of lanes	1800		✓	Normal	
3A1	1	S / L			5.00	✓	Sum of lanes	1800			Normal	
3Ax1	1				8.00	✓	Sum of lanes	1800			Normal	
3C1	1	S / R			77.00	✓	Sum of lanes	1800		✓	Normal	
3A2	1				92.00	✓	Sum of lanes	1800			Normal	
3Ax2	1				92.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
1Ax	1	1	(untitled)			1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
2A	1	1				9999
2Ax	1	1	(untitled)			1800
2B	1	1				1800
2Bx	1	1				
2C	1	1	(untitled)			1800
2Cx	1	1	(untitled)			1800
2D	1	1	(untitled)			1800
2Dx	1	1	(untitled)			
2E	1	1	(untitled)			1800
2Ex	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			1800
3Cx	1	1	(untitled)			
2I1	1	1	(untitled)			1800
2I2	1	1	(untitled)			1800
2I3	1	1				
2I4	1	1				1800
3A1	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
3C1	1	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		2-1	2-2	2-3	2-4	2-5
From	2-1	15	45	76	35	0
	2-2	83	0	0	0	0
	2-3	125	2	1	1	0
	2-4	0	0	0	0	0
	2-5	6	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1		2A/1	2Ax/1	#FF0000
	2-2		2B/1	2Bx/1	#00FF00
	2-3		2C/1	2Cx/1	#0000FF
	2-4	(untitled)	2D/1	2Dx/1	#FFFF00
	2-5	(untitled)	2E/1	2Ex/1	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-3	2-2	2C/1, 2I4/1, 2Bx/1	Normal	2
	2		2-3	2-5	2C/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	3		2-3	2-1	2C/1, 2I4/1, 2I1/1, 2Ax/1	Normal	125
	4		2-3	2-4	2C/1, 2Dx/1	Normal	1
	5		2-1	2-2	2A/1, 2I2/1, 2Bx/1	Normal	45
	6		2-1	2-3	2A/1, 2I2/1, 2I3/1, 2Cx/1	Normal	76
	7		2-1	2-4	2A/1, 2I2/1, 2I3/1, 2Dx/1	Normal	35
	8		2-1	2-5	2A/1, 2Ex/1	Normal	0
	9		2-1	2-1	2A/1, 2Ax/1	Normal	15
	10		2-2	2-3	2B/1, 2I3/1, 2Cx/1	Normal	0
	11		2-2	2-4	2B/1, 2I3/1, 2Dx/1	Normal	0
	12		2-2	2-5	2B/1, 2I1/1, 2Ex/1	Normal	0
	13		2-2	2-1	2B/1, 2I1/1, 2Ax/1	Normal	83
	14		2-4	2-2	2D/1, 2I4/1, 2Bx/1	Normal	0
	15		2-4	2-5	2D/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	16		2-4	2-1	2D/1, 2I4/1, 2I1/1, 2Ax/1	Normal	0
	17		2-4	2-3	2D/1, 2Cx/1	Normal	0
	18		2-5	2-2	2E/1, 2I2/1, 2Bx/1	Normal	0
	19		2-5	2-3	2E/1, 2I2/1, 2I3/1, 2Cx/1	Normal	0
	20		2-5	2-4	2E/1, 2I2/1, 2I3/1, 2Dx/1	Normal	0
	21		2-5	2-1	2E/1, 2Ax/1	Normal	6

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		1-1	1-2	1-3	1-4
From	1-1	16	7	19	34
	1-2	8	0	4	0
	1-3	29	3	0	0
	1-4	75	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	(untitled)	1A/1	1Ax/1	#FF00FF
	1-2	(untitled)	1B/1	1Bx/1	#008000
	1-3	(untitled)	1C/1	1Cx/1	#FFA500
	1-4	(untitled)	1D/1	1Dx/1	#A52A2A

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-4	1A/1, 1Dx/1	Normal	34
	2		1-1	1-3	1A/1, 1Cx/1	Normal	19
	3		1-1	1-2	1A/1, 1Bx/1	Normal	7
	4		1-1	1-1	1A/1, 1Ax/1	Normal	16
	5		1-2	1-4	1B/1, 1Dx/1	Normal	0
	6		1-2	1-3	1B/1, 1Cx/1	Normal	4
	7		1-2	1-1	1B/1, 1Ax/1	Normal	8
	8		1-3	1-4	1C/1, 1Dx/1	Normal	0
	9		1-3	1-2	1C/1, 1Bx/1	Normal	3
	10		1-3	1-1	1C/1, 1Ax/1	Normal	29
	11		1-4	1-3	1D/1, 1Cx/1	Normal	0
	12		1-4	1-2	1D/1, 1Bx/1	Normal	0
	13		1-4	1-1	1D/1, 1Ax/1	Normal	75

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
3	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	64	476
	3-2	95	0	148
	3-3	630	137	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1		3A2/1	3Ax2/1	#8A2BE2
	3-2	(untitled)	3B/1	3Bx/1	#9ACD32
	3-3	(untitled)	3C1/1	3Cx/1	#6495ED

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-1	3-3	3A2/1, 3A1/1, 3Cx/1	Normal	476
	2		3-1	3-2	3A2/1, 3A1/1, 3Bx/1	Normal	64
	3		3-2	3-1	3B/1, 3Ax1/1, 3Ax2/1	Normal	95
	4		3-2	3-3	3B/1, 3Cx/1	Normal	148
	5		3-3	3-1	3C1/1, 3Ax1/1, 3Ax2/1	Normal	630
	6		3-3	3-2	3C1/1, 3Bx/1	Normal	137

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
Arm	Traffic Stream	Name	Traffic node	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1A	1	S / L / R	1	76	814	120	0.00	9	864	2.63	0.23	0.00	0.00		100	100	0.00	0.07
1Ax	1		13	128	1800	120	0.00	7	1166	1.08	0.08	0.00	0.00		100	100	0.00	0.04
1B	1	S / L / R	1	12	600	120	120.00	2	4402	3.30	0.06	0.00	0.00		100	100	0.00	0.00
1Bx	1			10	Unrestricted	120	120.00	0	Unrestricted	3.24	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S / L / R	1	32	1535	120	120.00	2	4218	5.42	0.02	0.00	0.00		100	100	0.00	0.00
1Cx	1			23	Unrestricted	120	120.00	0	Unrestricted	5.40	0.00	0.00	0.00		100	100	0.00	0.00
1D	1	S / L / R	1	75	613	120	0.00	12	635	3.53	0.41	0.00	0.01		100	100	0.00	0.12
1Dx	1			34	Unrestricted	120	120.00	0	Unrestricted	3.12	0.00	0.00	0.00		100	100	0.00	0.00
2A	1	S / R	2a	171	4310	120	0.00	4	2168	6.50	0.02	0.00	0.00		100	100	0.00	0.01
2Ax	1		11	229	1800	120	0.00	13	607	1.83	0.15	0.00	0.01		100	100	0.00	0.13
2B	1	L / R	2b	83	419	120	0.00	20	354	5.38	1.06	0.00	0.02		100	100	0.00	0.35
2Bx	1			47	Unrestricted	120	120.00	0	Unrestricted	4.32	0.00	0.00	0.00		100	100	0.00	0.00
2C	1	S / L	2c	128	1800	120	0.00	7	1166	2.48	0.08	0.00	0.00		100	100	0.00	0.04
2Cx	1		12	76	1800	120	0.00	4	2032	1.04	0.04	0.00	0.00		100	100	0.00	0.01
2D	1	L / R	2c	0	0	120	120.00	0	-100	0.00	0.00	0.00	0.00		100	100	0.00	0.00
2Dx	1			36	Unrestricted	120	120.00	0	Unrestricted	1.92	0.00	0.00	0.00		100	100	0.00	0.00
2E	1	L / R	2a	6	540	120	120.00	1	7994	1.96	0.04	0.00	0.00		100	100	0.00	0.00
2Ex	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	L / R	3	243	513	120	0.00	47	90	9.63	3.15	0.00	0.21		100	100	0.00	3.01
3Bx	1		10	201	1800	120	0.00	11	706	1.81	0.13	0.00	0.01		100	100	0.00	0.10
3Cx	1			624	Unrestricted	120	0.00	0	Unrestricted	9.12	0.00	0.00	0.00		100	100	0.00	0.00
2I1	1	S / L	2a	208	1800	120	0.00	12	679	2.17	0.13	0.00	0.01		100	100	0.00	0.11
2I2	1	S / L	2b	156	1800	120	0.00	9	938	2.13	0.09	0.00	0.00		100	100	0.00	0.06
2I3	1	S / R	2c	111	1112	120	0.00	10	802	1.98	0.18	0.00	0.01		100	100	0.00	0.08
2I4	1	S / R	2b	127	1746	120	0.00	7	1137	1.88	0.08	0.00	0.00		100	100	0.00	0.04
3A1	1	S / L	3	540	1800	120	0.00	30	200	1.43	0.43	0.00	0.06		100	100	0.00	0.91
3Ax1	1		14	725	1800	120	0.00	40	123	1.67	0.67	0.00	0.14		100	100	0.00	1.93
3C1	1	S / R	3	767	1314	120	0.00	58	54	11.15	1.91	0.00	0.41		100	100	0.00	5.79
3A2	1		14	540	1800	120	0.00	30	200	11.47	0.43	0.00	0.06		100	100	0.00	0.91
3Ax2	1			725	Unrestricted	120	0.00	0	Unrestricted	11.04	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	286.46	10.59	27.06	0.00	0.97	13.72	0.00	0.00	13.72
Bus									
Tram									

Pedestrians									
TOTAL	286.46	10.59	27.06	0.00	0.97	13.72	0.00	0.00	13.72

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 -
D10 - 2029 With Dev, PM

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	22/07/2021 14:13:13	22/07/2021 14:13:14	1.54	17:00	120	5.58	0.39	36.72	3A1/1	0	0		3A1/1	3A1/1	✓

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2029 With Dev	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Meadow Vale		1
1Ax			13
1B	Meadow Vale		1
1Bx			
1C	Meadow Vale		1
1Cx			
1D	Edmund Rice House / Development Access		1
1Dx			
2A	Meadow Vale		2a
2Ax			11
2B	Meadow Vale		2b
2Bx			
2C	Meadow Vale		2c
2Cx			12
2D	Clonkeen College (E)		2c
2Dx			
2E	Clonkeen College (W)		2a
2Ex			
3B	Meadow Vale		3
3Bx			10
3Cx			
2I1	Meadow Vale		2a
2I2	Meadow Vale		2b
2I3	Meadow Vale		2c
2I4	Meadow Vale		2b
3A1	Clonkeen Road		3
3Ax1			14
3C1	Clonkeen Road		3
3A2	Clonkeen Road		14
3Ax2			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			20.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				8.00	✓	Sum of lanes	1800			Normal	
1B	1	S / L / R			27.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				27.00						Normal	
1C	1	S / L / R			45.00	✓	Sum of lanes	1800		✓	Normal	
1Cx	1				45.00						Normal	
1D	1	S / L / R			26.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				26.00						Normal	
2A	1	S / R			54.00	✓	Sum of lanes	9999		✓	Normal	
2Ax	1				14.00	✓	Sum of lanes	1800			Normal	

2B	1	L / R			36.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				36.00						Normal	
2C	1	S / L			20.00	✓	Sum of lanes	1800			Normal	
2Cx	1				8.00	✓	Sum of lanes	1800			Normal	
2D	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				16.00						Normal	
2E	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Ex	1				16.00						Normal	
3B	1	L / R			54.00	✓	Sum of lanes	1800		✓	Normal	
3Bx	1				14.00	✓	Sum of lanes	1800			Normal	
3Cx	1				76.00						Normal	
2I1	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I2	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I3	1	S / R			15.00	✓	Directly entered	1800		✓	Normal	
2I4	1	S / R			15.00	✓	Sum of lanes	1800		✓	Normal	
3A1	1	S / L			5.00	✓	Sum of lanes	1800			Normal	
3Ax1	1				8.00	✓	Sum of lanes	1800			Normal	
3C1	1	S / R			77.00	✓	Sum of lanes	1800		✓	Normal	
3A2	1				92.00	✓	Sum of lanes	1800			Normal	
3Ax2	1				92.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
1Ax	1	1	(untitled)			1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
2A	1	1				9999
2Ax	1	1	(untitled)			1800
2B	1	1				1800
2Bx	1	1				
2C	1	1	(untitled)			1800
2Cx	1	1	(untitled)			1800
2D	1	1	(untitled)			1800
2Dx	1	1	(untitled)			
2E	1	1	(untitled)			1800
2Ex	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			1800
3Cx	1	1	(untitled)			
2I1	1	1	(untitled)			1800
2I2	1	1	(untitled)			1800
2I3	1	1				
2I4	1	1				1800
3A1	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
3C1	1	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		2-1	2-2	2-3	2-4	2-5
From	2-1	9	35	102	4	0
	2-2	25	0	0	0	0
	2-3	72	0	0	0	0
	2-4	6	0	0	0	0
	2-5	6	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
	2-1		2A/1	2Ax/1	#FF0000

2	2-2		2B/1	2Bx/1	#00FF00
	2-3		2C/1	2Cx/1	#0000FF
	2-4	(untitled)	2D/1	2Dx/1	#FFFF00
	2-5	(untitled)	2E/1	2Ex/1	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-3	2-2	2C/1, 2I4/1, 2Bx/1	Normal	0
	2		2-3	2-5	2C/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	3		2-3	2-1	2C/1, 2I4/1, 2I1/1, 2Ax/1	Normal	72
	4		2-3	2-4	2C/1, 2Dx/1	Normal	0
	5		2-1	2-2	2A/1, 2I2/1, 2Bx/1	Normal	35
	6		2-1	2-3	2A/1, 2I2/1, 2I3/1, 2Cx/1	Normal	102
	7		2-1	2-4	2A/1, 2I2/1, 2I3/1, 2Dx/1	Normal	4
	8		2-1	2-5	2A/1, 2Ex/1	Normal	0
	9		2-1	2-1	2A/1, 2Ax/1	Normal	9
	10		2-2	2-3	2B/1, 2I3/1, 2Cx/1	Normal	0
	11		2-2	2-4	2B/1, 2I3/1, 2Dx/1	Normal	0
	12		2-2	2-5	2B/1, 2I1/1, 2Ex/1	Normal	0
	13		2-2	2-1	2B/1, 2I1/1, 2Ax/1	Normal	25
	14		2-4	2-2	2D/1, 2I4/1, 2Bx/1	Normal	0
	15		2-4	2-5	2D/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	16		2-4	2-1	2D/1, 2I4/1, 2I1/1, 2Ax/1	Normal	6
	17		2-4	2-3	2D/1, 2Cx/1	Normal	0
	18		2-5	2-2	2E/1, 2I2/1, 2Bx/1	Normal	0
	19		2-5	2-3	2E/1, 2I2/1, 2I3/1, 2Cx/1	Normal	0
	20		2-5	2-4	2E/1, 2I2/1, 2I3/1, 2Dx/1	Normal	0
	21		2-5	2-1	2E/1, 2Ax/1	Normal	6

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		1-1	1-2	1-3	1-4
From	1-1	1	12	23	69
	1-2	12	0	1	0
	1-3	19	0	0	0
	1-4	39	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	(untitled)	1A/1	1Ax/1	#FF00FF
	1-2	(untitled)	1B/1	1Bx/1	#008000
	1-3	(untitled)	1C/1	1Cx/1	#FFA500
	1-4	(untitled)	1D/1	1Dx/1	#A52A2A

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-4	1A/1, 1Dx/1	Normal	69
	2		1-1	1-3	1A/1, 1Cx/1	Normal	23
	3		1-1	1-2	1A/1, 1Bx/1	Normal	12
	4		1-1	1-1	1A/1, 1Ax/1	Normal	1
	5		1-2	1-4	1B/1, 1Dx/1	Normal	0
	6		1-2	1-3	1B/1, 1Cx/1	Normal	1
	7		1-2	1-1	1B/1, 1Ax/1	Normal	12
	8		1-3	1-4	1C/1, 1Dx/1	Normal	0
	9		1-3	1-2	1C/1, 1Bx/1	Normal	0
	10		1-3	1-1	1C/1, 1Ax/1	Normal	19
	11		1-4	1-3	1D/1, 1Cx/1	Normal	0
	12		1-4	1-2	1D/1, 1Bx/1	Normal	0
	13		1-4	1-1	1D/1, 1Ax/1	Normal	39

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point	Auto calculate	Allocation mode	Allow paths past exit	Allow looped paths on	Allow looped paths on	Copy flows	Matrix to copy flows	Limit paths by	Path length limit	Limit paths by	Path number	Limit paths	Low path flow

		table			locations	arms	traffic nodes		from	length	multiplier	number	limit	by flow	threshold
3	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	62	599
	3-2	36	0	88
	3-3	325	90	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1		3A2/1	3Ax2/1	#8A2BE2
	3-2	(untitled)	3B/1	3Bx/1	#9ACD32
	3-3	(untitled)	3C1/1	3Cx/1	#6495ED

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-1	3-3	3A2/1, 3A1/1, 3Cx/1	Normal	599
	2		3-1	3-2	3A2/1, 3A1/1, 3Bx/1	Normal	62
	3		3-2	3-1	3B/1, 3Ax1/1, 3Ax2/1	Normal	36
	4		3-2	3-3	3B/1, 3Cx/1	Normal	88
	5		3-3	3-1	3C1/1, 3Ax1/1, 3Ax2/1	Normal	325
	6		3-3	3-2	3C1/1, 3Bx/1	Normal	90

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
Arm	Traffic Stream	Name	Traffic node	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1A	1	S / L / R	1	105	810	120	0.00	13	595	2.73	0.33	0.00	0.01		100	100	0.00	0.14
1Ax	1		13	71	1800	120	0.00	4	2182	1.04	0.04	0.00	0.00		100	100	0.00	0.01
1B	1	S / L / R	1	13	602	120	120.00	2	4066	3.31	0.07	0.00	0.00		100	100	0.00	0.00
1Bx	1			12	Unrestricted	120	120.00	0	Unrestricted	3.24	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S / L / R	1	19	1800	120	120.00	1	8426	5.41	0.01	0.00	0.00		100	100	0.00	0.00
1Cx	1			24	Unrestricted	120	120.00	0	Unrestricted	5.40	0.00	0.00	0.00		100	100	0.00	0.00
1D	1	S / L / R	1	39	602	120	120.00	6	1289	3.33	0.21	0.00	0.00		100	100	0.00	0.03
1Dx	1			69	Unrestricted	120	0.00	0	Unrestricted	3.12	0.00	0.00	0.00		100	100	0.00	0.00
2A	1	S / R	2a	150	5364	120	0.00	3	3118	6.49	0.01	0.00	0.00		100	100	0.00	0.01
2Ax	1		11	118	1800	120	0.00	7	1273	1.75	0.07	0.00	0.00		100	100	0.00	0.03
2B	1	L / R	2b	25	427	120	120.00	6	1438	4.58	0.26	0.00	0.00		100	100	0.00	0.03
2Bx	1			35	Unrestricted	120	120.00	0	Unrestricted	4.32	0.00	0.00	0.00		100	100	0.00	0.00
2C	1	S / L	2c	72	1800	120	0.00	4	2150	2.44	0.04	0.00	0.00		100	100	0.00	0.01
2Cx	1		12	102	1800	120	0.00	6	1488	1.06	0.06	0.00	0.00		100	100	0.00	0.02
2D	1	L / R	2c	6	568	120	120.00	1	8427	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Dx	1			4	Unrestricted	120	120.00	0	Unrestricted	1.92	0.00	0.00	0.00		100	100	0.00	0.00
2E	1	L / R	2a	6	562	120	120.00	1	8330	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Ex	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	L / R	3	124	545	120	0.00	23	295	7.45	0.97	0.00	0.03		100	100	0.00	0.48
3Bx	1		10	152	1800	120	0.00	8	966	1.77	0.09	0.00	0.00		100	100	0.00	0.06
3Cx	1			687	Unrestricted	120	0.00	0	Unrestricted	9.12	0.00	0.00	0.00		100	100	0.00	0.00
2I1	1	S / L	2a	103	1800	120	0.00	6	1473	2.10	0.06	0.00	0.00		100	100	0.00	0.02
2I2	1	S / L	2b	141	1800	120	0.00	8	1049	2.12	0.08	0.00	0.00		100	100	0.00	0.05
2I3	1	S / R	2c	106	1680	120	0.00	6	1326	1.87	0.07	0.00	0.00		100	100	0.00	0.03
2I4	1	S / R	2b	78	1800	120	0.00	4	1977	1.85	0.05	0.00	0.00		100	100	0.00	0.01
3A1	1	S / L	3	661	1800	120	0.00	37	145	1.58	0.58	0.00	0.11		100	100	0.00	1.51
3Ax1	1		14	361	1800	120	0.00	20	349	1.25	0.25	0.00	0.03		100	100	0.00	0.36
3C1	1	S / R	3	415	1212	120	0.00	34	163	10.01	0.77	0.00	0.09		100	100	0.00	1.26
3A2	1		14	661	1800	120	0.00	37	145	11.62	0.58	0.00	0.11		100	100	0.00	1.51
3Ax2	1			361	Unrestricted	120	0.00	0	Unrestricted	11.04	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	222.63	7.89	28.21	0.00	0.39	5.58	0.00	0.00	5.58
Bus									
Tram									
Pedestrians									
TOTAL	222.63	7.89	28.21	0.00	0.39	5.58	0.00	0.00	5.58

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 -
D11 - 2039 No Dev, AM

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Warning	OD Matrix Flows	Local Matrix 3	Flow Inconsistency between OD Matrix 3 and OD Matrix 3. (Traffic Stream 3Bx/1)
Warning	OD Matrix Flows	Local Matrix 2	Flow Inconsistency between OD Matrix 3 and OD Matrix 2.
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	22/07/2021 14:13:14	22/07/2021 14:13:15	1.70	08:00	120	11.88	0.84	58.13	3C1/1	0	0		2D/1	2D/1	✓

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2039 No Dev	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Meadow Vale		1
1Ax			13
1B	Meadow Vale		1
1Bx			
1C	Meadow Vale		1
1Cx			
1D	Edmund Rice House / Development Access		1
1Dx			
2A	Meadow Vale		2a
2Ax			11
2B	Meadow Vale		2b
2Bx			
2C	Meadow Vale		2c
2Cx			12
2D	Clonkeen College (E)		2c
2Dx			
2E	Clonkeen College (W)		2a
2Ex			
3B	Meadow Vale		3
3Bx			10
3Cx			
2I1	Meadow Vale		2a
2I2	Meadow Vale		2b
2I3	Meadow Vale		2c
2I4	Meadow Vale		2b
3A1	Clonkeen Road		3
3Ax1			14
3C1	Clonkeen Road		3
3A2	Clonkeen Road		14
3Ax2			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			20.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				8.00	✓	Sum of lanes	1800			Normal	
1B	1	S / L / R			27.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				27.00						Normal	
1C	1	S / L / R			45.00	✓	Sum of lanes	1800		✓	Normal	
1Cx	1				45.00						Normal	
1D	1	S / L / R			26.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				26.00						Normal	

2A	1	S / R			54.00	✓	Sum of lanes	9999		✓	Normal	
2Ax	1				14.00	✓	Sum of lanes	1800			Normal	
2B	1	L / R			36.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				36.00						Normal	
2C	1	S / L			20.00	✓	Sum of lanes	1800			Normal	
2Cx	1				8.00	✓	Sum of lanes	1800			Normal	
2D	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				16.00						Normal	
2E	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Ex	1				16.00						Normal	
3B	1	L / R			54.00	✓	Sum of lanes	1800		✓	Normal	
3Bx	1				14.00	✓	Sum of lanes	1800			Normal	
3Cx	1				76.00						Normal	
2I1	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I2	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I3	1	S / R			15.00	✓	Directly entered	1800		✓	Normal	
2I4	1	S / R			15.00	✓	Sum of lanes	1800		✓	Normal	
3A1	1	S / L			5.00	✓	Sum of lanes	1800			Normal	
3Ax1	1				8.00	✓	Sum of lanes	1800			Normal	
3C1	1	S / R			77.00	✓	Sum of lanes	1800		✓	Normal	
3A2	1				92.00	✓	Sum of lanes	1800			Normal	
3Ax2	1				92.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
1Ax	1	1	(untitled)			1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
2A	1	1				9999
2Ax	1	1	(untitled)			1800
2B	1	1				1800
2Bx	1	1				
2C	1	1	(untitled)			1800
2Cx	1	1	(untitled)			1800
2D	1	1	(untitled)			1800
2Dx	1	1	(untitled)			
2E	1	1	(untitled)			1800
2Ex	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			1800
3Cx	1	1	(untitled)			
2I1	1	1	(untitled)			1800
2I2	1	1	(untitled)			1800
2I3	1	1				
2I4	1	1				1800
3A1	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
3C1	1	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		2-1	2-2	2-3	2-4	2-5
From	2-1	16	47	45	37	0
	2-2	89	0	0	0	0
	2-3	54	2	1	1	0
	2-4	0	0	0	0	0
	2-5	6	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1		2A/1	2Ax/1	#FF0000
	2-2		2B/1	2Bx/1	#00FF00
	2-3		2C/1	2Cx/1	#0000FF
	2-4	(untitled)	2D/1	2Dx/1	#FFFF00
	2-5	(untitled)	2E/1	2Ex/1	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-3	2-2	2C/1, 2I4/1, 2Bx/1	Normal	2
	2		2-3	2-5	2C/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	3		2-3	2-1	2C/1, 2I4/1, 2I1/1, 2Ax/1	Normal	54
	4		2-3	2-4	2C/1, 2Dx/1	Normal	1
	5		2-1	2-2	2A/1, 2I2/1, 2Bx/1	Normal	47
	6		2-1	2-3	2A/1, 2I2/1, 2I3/1, 2Cx/1	Normal	45
	7		2-1	2-4	2A/1, 2I2/1, 2I3/1, 2Dx/1	Normal	37
	8		2-1	2-5	2A/1, 2Ex/1	Normal	0
	9		2-1	2-1	2A/1, 2Ax/1	Normal	16
	10		2-2	2-3	2B/1, 2I3/1, 2Cx/1	Normal	0
	11		2-2	2-4	2B/1, 2I3/1, 2Dx/1	Normal	0
	12		2-2	2-5	2B/1, 2I1/1, 2Ex/1	Normal	0
	13		2-2	2-1	2B/1, 2I1/1, 2Ax/1	Normal	89
	14		2-4	2-2	2D/1, 2I4/1, 2Bx/1	Normal	0
	15		2-4	2-5	2D/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	16		2-4	2-1	2D/1, 2I4/1, 2I1/1, 2Ax/1	Normal	0
	17		2-4	2-3	2D/1, 2Cx/1	Normal	0
	18		2-5	2-2	2E/1, 2I2/1, 2Bx/1	Normal	0
	19		2-5	2-3	2E/1, 2I2/1, 2I3/1, 2Cx/1	Normal	0
	20		2-5	2-4	2E/1, 2I2/1, 2I3/1, 2Dx/1	Normal	0
	21		2-5	2-1	2E/1, 2Ax/1	Normal	6

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		1-1	1-2	1-3	1-4
From	1-1	17	7	20	3
	1-2	9	0	4	0
	1-3	31	3	0	0
	1-4	0	0	1	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	(untitled)	1A/1	1Ax/1	#FF00FF
	1-2	(untitled)	1B/1	1Bx/1	#008000
	1-3	(untitled)	1C/1	1Cx/1	#FFA500
	1-4	(untitled)	1D/1	1Dx/1	#A52A2A

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-4	1A/1, 1Dx/1	Normal	3
	2		1-1	1-3	1A/1, 1Cx/1	Normal	20
	3		1-1	1-2	1A/1, 1Bx/1	Normal	7
	4		1-1	1-1	1A/1, 1Ax/1	Normal	17
	5		1-2	1-4	1B/1, 1Dx/1	Normal	0
	6		1-2	1-3	1B/1, 1Cx/1	Normal	4
	7		1-2	1-1	1B/1, 1Ax/1	Normal	9
	8		1-3	1-4	1C/1, 1Dx/1	Normal	0
	9		1-3	1-2	1C/1, 1Bx/1	Normal	3
	10		1-3	1-1	1C/1, 1Ax/1	Normal	31
	11		1-4	1-3	1D/1, 1Cx/1	Normal	1
	12		1-4	1-2	1D/1, 1Bx/1	Normal	0
	13		1-4	1-1	1D/1, 1Ax/1	Normal	0

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
3	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	56	507
	3-2	70	0	109
	3-3	671	121	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1		3A2/1	3Ax2/1	#8A2BE2
	3-2	(untitled)	3B/1	3Bx/1	#9ACD32
	3-3	(untitled)	3C1/1	3Cx/1	#6495ED

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-1	3-3	3A2/1, 3A1/1, 3Cx/1	Normal	507
	2		3-1	3-2	3A2/1, 3A1/1, 3Bx/1	Normal	56
	3		3-2	3-1	3B/1, 3Ax1/1, 3Ax2/1	Normal	70
	4		3-2	3-3	3B/1, 3Cx/1	Normal	109
	5		3-3	3-1	3C1/1, 3Ax1/1, 3Ax2/1	Normal	671
	6		3-3	3-2	3C1/1, 3Bx/1	Normal	121

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
Arm	Traffic Stream	Name	Traffic node	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1A	1	S / L / R	1	47	1009	120	120.00	5	1831	2.49	0.09	0.00	0.00		100	100	0.00	0.02
1Ax	1		13	57	1800	120	120.00	3	2742	1.03	0.03	0.00	0.00		100	100	0.00	0.01
1B	1	S / L / R	1	13	627	120	120.00	2	4242	3.30	0.06	0.00	0.00		100	100	0.00	0.00
1Bx	1			10	Unrestricted	120	120.00	0	Unrestricted	3.24	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S / L / R	1	34	1549	120	120.00	2	3999	5.43	0.03	0.00	0.00		100	100	0.00	0.00
1Cx	1			25	Unrestricted	120	120.00	0	Unrestricted	5.40	0.00	0.00	0.00		100	100	0.00	0.00
1D	1	S / L / R	1	1	623	120	120.00	0	55989	3.12	0.00	0.00	0.00		100	100	0.00	0.00
1Dx	1			3	Unrestricted	120	120.00	0	Unrestricted	3.12	0.00	0.00	0.00		100	100	0.00	0.00
2A	1	S / R	2a	145	3823	120	0.00	4	2273	6.50	0.02	0.00	0.00		100	100	0.00	0.01
2Ax	1		11	165	1800	120	0.00	9	882	1.78	0.10	0.00	0.00		100	100	0.00	0.07
2B	1	L / R	2b	89	433	120	0.00	21	338	5.39	1.07	0.00	0.03		100	100	0.00	0.38
2Bx	1			49	Unrestricted	120	120.00	0	Unrestricted	4.32	0.00	0.00	0.00		100	100	0.00	0.00
2C	1	S / L	2c	57	1800	120	120.00	3	2742	2.43	0.03	0.00	0.00		100	100	0.00	0.01
2Cx	1		12	45	1800	120	120.00	3	3500	1.03	0.03	0.00	0.00		100	100	0.00	0.00
2D	1	L / R	2c	0	0	120	120.00	0	-100	0.00	0.00	0.00	0.00		100	100	0.00	0.00
2Dx	1			38	Unrestricted	120	120.00	0	Unrestricted	1.92	0.00	0.00	0.00		100	100	0.00	0.00
2E	1	L / R	2a	6	553	120	120.00	1	8202	1.96	0.04	0.00	0.00		100	100	0.00	0.00
2Ex	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	L / R	3	179	504	120	0.00	36	153	8.44	1.96	0.00	0.10		100	100	0.00	1.39
3Bx	1		10	177	1800	120	0.00	10	815	1.79	0.11	0.00	0.01		100	100	0.00	0.08
3Cx	1			616	Unrestricted	120	0.00	0	Unrestricted	9.12	0.00	0.00	0.00		100	100	0.00	0.00
2I1	1	S / L	2a	143	1800	120	0.00	8	1033	2.13	0.09	0.00	0.00		100	100	0.00	0.05
2I2	1	S / L	2b	129	1800	120	0.00	7	1156	2.12	0.08	0.00	0.00		100	100	0.00	0.04
2I3	1	S / R	2c	82	973	120	0.00	8	968	1.97	0.17	0.00	0.00		100	100	0.00	0.06
2I4	1	S / R	2b	56	1684	120	120.00	3	2606	1.84	0.04	0.00	0.00		100	100	0.00	0.01
3A1	1	S / L	3	563	1800	120	0.00	31	188	1.45	0.45	0.00	0.07		100	100	0.00	1.01
3Ax1	1		14	741	1800	120	0.00	41	119	1.70	0.70	0.00	0.14		100	100	0.00	2.04
3C1	1	S / R	3	792	1363	120	0.00	58	55	11.07	1.83	0.00	0.40		100	100	0.00	5.71
3A2	1		14	563	1800	120	0.00	31	188	11.49	0.45	0.00	0.07		100	100	0.00	1.01
3Ax2	1			741	Unrestricted	120	0.00	0	Unrestricted	11.04	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	277.44	10.16	27.32	0.00	0.84	11.88	0.00	0.00	11.88
Bus									
Tram									

Pedestrians									
TOTAL	277.44	10.16	27.32	0.00	0.84	11.88	0.00	0.00	11.88

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 -
D12 - 2039 No Dev, PM

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	22/07/2021 14:13:16	22/07/2021 14:13:16	0.93	17:00	120	4.71	0.33	37.39	3A1/1	0	0		3A1/1	3A1/1	✓

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2039 No Dev	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Meadow Vale		1
1Ax			13
1B	Meadow Vale		1
1Bx			
1C	Meadow Vale		1
1Cx			
1D	Edmund Rice House / Development Access		1
1Dx			
2A	Meadow Vale		2a
2Ax			11
2B	Meadow Vale		2b
2Bx			
2C	Meadow Vale		2c
2Cx			12
2D	Clonkeen College (E)		2c
2Dx			
2E	Clonkeen College (W)		2a
2Ex			
3B	Meadow Vale		3
3Bx			10
3Cx			
2I1	Meadow Vale		2a
2I2	Meadow Vale		2b
2I3	Meadow Vale		2c
2I4	Meadow Vale		2b
3A1	Clonkeen Road		3
3Ax1			14
3C1	Clonkeen Road		3
3A2	Clonkeen Road		14
3Ax2			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			20.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				8.00	✓	Sum of lanes	1800			Normal	
1B	1	S / L / R			27.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				27.00						Normal	
1C	1	S / L / R			45.00	✓	Sum of lanes	1800		✓	Normal	
1Cx	1				45.00						Normal	
1D	1	S / L / R			26.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				26.00						Normal	
2A	1	S / R			54.00	✓	Sum of lanes	9999		✓	Normal	
2Ax	1				14.00	✓	Sum of lanes	1800			Normal	

2B	1	L / R			36.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				36.00						Normal	
2C	1	S / L			20.00	✓	Sum of lanes	1800			Normal	
2Cx	1				8.00	✓	Sum of lanes	1800			Normal	
2D	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				16.00						Normal	
2E	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Ex	1				16.00						Normal	
3B	1	L / R			54.00	✓	Sum of lanes	1800		✓	Normal	
3Bx	1				14.00	✓	Sum of lanes	1800			Normal	
3Cx	1				76.00						Normal	
2I1	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I2	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I3	1	S / R			15.00	✓	Directly entered	1800		✓	Normal	
2I4	1	S / R			15.00	✓	Sum of lanes	1800		✓	Normal	
3A1	1	S / L			5.00	✓	Sum of lanes	1800			Normal	
3Ax1	1				8.00	✓	Sum of lanes	1800			Normal	
3C1	1	S / R			77.00	✓	Sum of lanes	1800		✓	Normal	
3A2	1				92.00	✓	Sum of lanes	1800			Normal	
3Ax2	1				92.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
1Ax	1	1	(untitled)			1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
2A	1	1				9999
2Ax	1	1	(untitled)			1800
2B	1	1				1800
2Bx	1	1				
2C	1	1	(untitled)			1800
2Cx	1	1	(untitled)			1800
2D	1	1	(untitled)			1800
2Dx	1	1	(untitled)			
2E	1	1	(untitled)			1800
2Ex	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			1800
3Cx	1	1	(untitled)			
2I1	1	1	(untitled)			1800
2I2	1	1	(untitled)			1800
2I3	1	1				
2I4	1	1				1800
3A1	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
3C1	1	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		2-1	2-2	2-3	2-4	2-5
From	2-1	10	37	35	4	0
	2-2	26	0	0	0	0
	2-3	36	0	0	0	0
	2-4	6	0	0	0	0
	2-5	6	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
	2-1		2A/1	2Ax/1	#FF0000

2	2-2		2B/1	2Bx/1	#00FF00
	2-3		2C/1	2Cx/1	#0000FF
	2-4	(untitled)	2D/1	2Dx/1	#FFFF00
	2-5	(untitled)	2E/1	2Ex/1	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-3	2-2	2C/1, 2I4/1, 2Bx/1	Normal	0
	2		2-3	2-5	2C/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	3		2-3	2-1	2C/1, 2I4/1, 2I1/1, 2Ax/1	Normal	36
	4		2-3	2-4	2C/1, 2Dx/1	Normal	0
	5		2-1	2-2	2A/1, 2I2/1, 2Bx/1	Normal	37
	6		2-1	2-3	2A/1, 2I2/1, 2I3/1, 2Cx/1	Normal	35
	7		2-1	2-4	2A/1, 2I2/1, 2I3/1, 2Dx/1	Normal	4
	8		2-1	2-5	2A/1, 2Ex/1	Normal	0
	9		2-1	2-1	2A/1, 2Ax/1	Normal	10
	10		2-2	2-3	2B/1, 2I3/1, 2Cx/1	Normal	0
	11		2-2	2-4	2B/1, 2I3/1, 2Dx/1	Normal	0
	12		2-2	2-5	2B/1, 2I1/1, 2Ex/1	Normal	0
	13		2-2	2-1	2B/1, 2I1/1, 2Ax/1	Normal	26
	14		2-4	2-2	2D/1, 2I4/1, 2Bx/1	Normal	0
	15		2-4	2-5	2D/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	16		2-4	2-1	2D/1, 2I4/1, 2I1/1, 2Ax/1	Normal	6
	17		2-4	2-3	2D/1, 2Cx/1	Normal	0
	18		2-5	2-2	2E/1, 2I2/1, 2Bx/1	Normal	0
	19		2-5	2-3	2E/1, 2I2/1, 2I3/1, 2Cx/1	Normal	0
	20		2-5	2-4	2E/1, 2I2/1, 2I3/1, 2Dx/1	Normal	0
	21		2-5	2-1	2E/1, 2Ax/1	Normal	6

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		1-1	1-2	1-3	1-4
From	1-1	1	12	25	0
	1-2	12	0	1	0
	1-3	21	0	0	0
	1-4	1	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	(untitled)	1A/1	1Ax/1	#FF00FF
	1-2	(untitled)	1B/1	1Bx/1	#008000
	1-3	(untitled)	1C/1	1Cx/1	#FFA500
	1-4	(untitled)	1D/1	1Dx/1	#A52A2A

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-4	1A/1, 1Dx/1	Normal	0
	2		1-1	1-3	1A/1, 1Cx/1	Normal	25
	3		1-1	1-2	1A/1, 1Bx/1	Normal	12
	4		1-1	1-1	1A/1, 1Ax/1	Normal	1
	5		1-2	1-4	1B/1, 1Dx/1	Normal	0
	6		1-2	1-3	1B/1, 1Cx/1	Normal	1
	7		1-2	1-1	1B/1, 1Ax/1	Normal	12
	8		1-3	1-4	1C/1, 1Dx/1	Normal	0
	9		1-3	1-2	1C/1, 1Bx/1	Normal	0
	10		1-3	1-1	1C/1, 1Ax/1	Normal	21
	11		1-4	1-3	1D/1, 1Cx/1	Normal	0
	12		1-4	1-2	1D/1, 1Bx/1	Normal	0
	13		1-4	1-1	1D/1, 1Ax/1	Normal	1

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point	Auto calculate	Allocation mode	Allow paths past exit	Allow looped paths on	Allow looped paths on	Copy flows	Matrix to copy flows	Limit paths by	Path length limit	Limit paths by	Path number	Limit paths	Low path flow

		table			locations	arms	traffic nodes		from	length	multiplier	number	limit	by flow	threshold
3	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	36	637
	3-2	26	0	64
	3-3	346	52	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1		3A2/1	3Ax2/1	#8A2BE2
	3-2	(untitled)	3B/1	3Bx/1	#9ACD32
	3-3	(untitled)	3C1/1	3Cx/1	#6495ED

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-1	3-3	3A2/1, 3A1/1, 3Cx/1	Normal	637
	2		3-1	3-2	3A2/1, 3A1/1, 3Bx/1	Normal	36
	3		3-2	3-1	3B/1, 3Ax1/1, 3Ax2/1	Normal	26
	4		3-2	3-3	3B/1, 3Cx/1	Normal	64
	5		3-3	3-1	3C1/1, 3Ax1/1, 3Ax2/1	Normal	346
	6		3-3	3-2	3C1/1, 3Bx/1	Normal	52

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
Arm	Traffic Stream	Name	Traffic node	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1A	1	S / L / R	1	38	1717	120	120.00	2	3967	2.42	0.02	0.00	0.00		100	100	0.00	0.00
1Ax	1		13	35	1800	120	120.00	2	4529	1.02	0.02	0.00	0.00		100	100	0.00	0.00
1B	1	S / L / R	1	13	629	120	120.00	2	4252	3.30	0.06	0.00	0.00		100	100	0.00	0.00
1Bx	1			12	Unrestricted	120	120.00	0	Unrestricted	3.24	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S / L / R	1	21	1800	120	120.00	1	7614	5.41	0.01	0.00	0.00		100	100	0.00	0.00
1Cx	1			26	Unrestricted	120	120.00	0	Unrestricted	5.40	0.00	0.00	0.00		100	100	0.00	0.00
1D	1	S / L / R	1	1	627	120	120.00	0	56293	3.12	0.00	0.00	0.00		100	100	0.00	0.00
1Dx	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
2A	1	S / R	2a	86	3772	120	0.00	2	3848	6.49	0.01	0.00	0.00		100	100	0.00	0.00
2Ax	1		11	84	1800	120	0.00	5	1829	1.73	0.05	0.00	0.00		100	100	0.00	0.02
2B	1	L / R	2b	26	445	120	120.00	6	1440	4.57	0.25	0.00	0.00		100	100	0.00	0.03
2Bx	1			37	Unrestricted	120	120.00	0	Unrestricted	4.32	0.00	0.00	0.00		100	100	0.00	0.00
2C	1	S / L	2c	36	1800	120	120.00	2	4400	2.42	0.02	0.00	0.00		100	100	0.00	0.00
2Cx	1		12	35	1800	120	120.00	2	4529	1.02	0.02	0.00	0.00		100	100	0.00	0.00
2D	1	L / R	2c	6	576	120	120.00	1	8542	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Dx	1			4	Unrestricted	120	120.00	0	Unrestricted	1.92	0.00	0.00	0.00		100	100	0.00	0.00
2E	1	L / R	2a	6	569	120	120.00	1	8442	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Ex	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	L / R	3	90	543	120	0.00	17	443	7.14	0.66	0.00	0.02		100	100	0.00	0.23
3Bx	1		10	88	1800	120	0.00	5	1741	1.73	0.05	0.00	0.00		100	100	0.00	0.02
3Cx	1			701	Unrestricted	120	0.00	0	Unrestricted	9.12	0.00	0.00	0.00		100	100	0.00	0.00
2I1	1	S / L	2a	68	1800	120	0.00	4	2282	2.08	0.04	0.00	0.00		100	100	0.00	0.01
2I2	1	S / L	2b	76	1800	120	0.00	4	2032	2.08	0.04	0.00	0.00		100	100	0.00	0.01
2I3	1	S / R	2c	39	1512	120	120.00	3	3388	1.83	0.03	0.00	0.00		100	100	0.00	0.00
2I4	1	S / R	2b	42	1800	120	120.00	2	3757	1.82	0.02	0.00	0.00		100	100	0.00	0.00
3A1	1	S / L	3	673	1800	120	0.00	37	141	1.60	0.60	0.00	0.11		100	100	0.00	1.58
3Ax1	1		14	372	1800	120	0.00	21	335	1.26	0.26	0.00	0.03		100	100	0.00	0.38
3C1	1	S / R	3	398	1391	120	0.00	29	214	9.76	0.52	0.00	0.06		100	100	0.00	0.81
3A2	1		14	673	1800	120	0.00	37	141	11.64	0.60	0.00	0.11		100	100	0.00	1.58
3Ax2	1			372	Unrestricted	120	0.00	0	Unrestricted	11.04	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	209.36	7.39	28.33	0.00	0.33	4.71	0.00	0.00	4.71
Bus									
Tram									
Pedestrians									
TOTAL	209.36	7.39	28.33	0.00	0.33	4.71	0.00	0.00	4.71

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - D13 - 2039 With Dev, AM

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Warning	OD Matrix Flows	Local Matrix 3	Flow Inconsistency between OD Matrix 3 and OD Matrix 3. (Traffic Stream 3Bx/1)
Warning	OD Matrix Flows	Local Matrix 2	Flow Inconsistency between OD Matrix 3 and OD Matrix 2.
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	22/07/2021 14:13:17	22/07/2021 14:13:18	1.06	08:00	120	16.69	1.18	62.21	3C1/1	0	0		2D/1	2D/1	✓

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2039 With Dev	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Meadow Vale		1
1Ax			13
1B	Meadow Vale		1
1Bx			
1C	Meadow Vale		1
1Cx			
1D	Edmund Rice House / Development Access		1
1Dx			
2A	Meadow Vale		2a
2Ax			11
2B	Meadow Vale		2b
2Bx			
2C	Meadow Vale		2c
2Cx			12
2D	Clonkeen College (E)		2c
2Dx			
2E	Clonkeen College (W)		2a
2Ex			
3B	Meadow Vale		3
3Bx			10
3Cx			
2I1	Meadow Vale		2a
2I2	Meadow Vale		2b
2I3	Meadow Vale		2c
2I4	Meadow Vale		2b
3A1	Clonkeen Road		3
3Ax1			14
3C1	Clonkeen Road		3
3A2	Clonkeen Road		14
3Ax2			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			20.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				8.00	✓	Sum of lanes	1800			Normal	
1B	1	S / L / R			27.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				27.00						Normal	
1C	1	S / L / R			45.00	✓	Sum of lanes	1800		✓	Normal	
1Cx	1				45.00						Normal	
1D	1	S / L / R			26.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				26.00						Normal	

2A	1	S / R			54.00	✓	Sum of lanes	9999		✓	Normal	
2Ax	1				14.00	✓	Sum of lanes	1800			Normal	
2B	1	L / R			36.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				36.00						Normal	
2C	1	S / L			20.00	✓	Sum of lanes	1800			Normal	
2Cx	1				8.00	✓	Sum of lanes	1800			Normal	
2D	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				16.00						Normal	
2E	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Ex	1				16.00						Normal	
3B	1	L / R			54.00	✓	Sum of lanes	1800		✓	Normal	
3Bx	1				14.00	✓	Sum of lanes	1800			Normal	
3Cx	1				76.00						Normal	
2I1	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I2	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I3	1	S / R			15.00	✓	Directly entered	1800		✓	Normal	
2I4	1	S / R			15.00	✓	Sum of lanes	1800		✓	Normal	
3A1	1	S / L			5.00	✓	Sum of lanes	1800			Normal	
3Ax1	1				8.00	✓	Sum of lanes	1800			Normal	
3C1	1	S / R			77.00	✓	Sum of lanes	1800		✓	Normal	
3A2	1				92.00	✓	Sum of lanes	1800			Normal	
3Ax2	1				92.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
1Ax	1	1	(untitled)			1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
2A	1	1				9999
2Ax	1	1	(untitled)			1800
2B	1	1				1800
2Bx	1	1				
2C	1	1	(untitled)			1800
2Cx	1	1	(untitled)			1800
2D	1	1	(untitled)			1800
2Dx	1	1	(untitled)			
2E	1	1	(untitled)			1800
2Ex	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			1800
3Cx	1	1	(untitled)			
2I1	1	1	(untitled)			1800
2I2	1	1	(untitled)			1800
2I3	1	1				
2I4	1	1				1800
3A1	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
3C1	1	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		2-1	2-2	2-3	2-4	2-5
From	2-1	16	47	79	37	0
	2-2	89	0	0	0	0
	2-3	129	2	1	1	0
	2-4	0	0	0	0	0
	2-5	6	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1		2A/1	2Ax/1	#FF0000
	2-2		2B/1	2Bx/1	#00FF00
	2-3		2C/1	2Cx/1	#0000FF
	2-4	(untitled)	2D/1	2Dx/1	#FFFF00
	2-5	(untitled)	2E/1	2Ex/1	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-3	2-2	2C/1, 2I4/1, 2Bx/1	Normal	2
	2		2-3	2-5	2C/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	3		2-3	2-1	2C/1, 2I4/1, 2I1/1, 2Ax/1	Normal	129
	4		2-3	2-4	2C/1, 2Dx/1	Normal	1
	5		2-1	2-2	2A/1, 2I2/1, 2Bx/1	Normal	47
	6		2-1	2-3	2A/1, 2I2/1, 2I3/1, 2Cx/1	Normal	79
	7		2-1	2-4	2A/1, 2I2/1, 2I3/1, 2Dx/1	Normal	37
	8		2-1	2-5	2A/1, 2Ex/1	Normal	0
	9		2-1	2-1	2A/1, 2Ax/1	Normal	16
	10		2-2	2-3	2B/1, 2I3/1, 2Cx/1	Normal	0
	11		2-2	2-4	2B/1, 2I3/1, 2Dx/1	Normal	0
	12		2-2	2-5	2B/1, 2I1/1, 2Ex/1	Normal	0
	13		2-2	2-1	2B/1, 2I1/1, 2Ax/1	Normal	89
	14		2-4	2-2	2D/1, 2I4/1, 2Bx/1	Normal	0
	15		2-4	2-5	2D/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	16		2-4	2-1	2D/1, 2I4/1, 2I1/1, 2Ax/1	Normal	0
	17		2-4	2-3	2D/1, 2Cx/1	Normal	0
	18		2-5	2-2	2E/1, 2I2/1, 2Bx/1	Normal	0
	19		2-5	2-3	2E/1, 2I2/1, 2I3/1, 2Cx/1	Normal	0
	20		2-5	2-4	2E/1, 2I2/1, 2I3/1, 2Dx/1	Normal	0
	21		2-5	2-1	2E/1, 2Ax/1	Normal	6

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		1-1	1-2	1-3	1-4
From	1-1	17	7	20	34
	1-2	9	0	4	0
	1-3	31	3	0	0
	1-4	75	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	(untitled)	1A/1	1Ax/1	#FF00FF
	1-2	(untitled)	1B/1	1Bx/1	#008000
	1-3	(untitled)	1C/1	1Cx/1	#FFA500
	1-4	(untitled)	1D/1	1Dx/1	#A52A2A

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-4	1A/1, 1Dx/1	Normal	34
	2		1-1	1-3	1A/1, 1Cx/1	Normal	20
	3		1-1	1-2	1A/1, 1Bx/1	Normal	7
	4		1-1	1-1	1A/1, 1Ax/1	Normal	17
	5		1-2	1-4	1B/1, 1Dx/1	Normal	0
	6		1-2	1-3	1B/1, 1Cx/1	Normal	4
	7		1-2	1-1	1B/1, 1Ax/1	Normal	9
	8		1-3	1-4	1C/1, 1Dx/1	Normal	0
	9		1-3	1-2	1C/1, 1Bx/1	Normal	3
	10		1-3	1-1	1C/1, 1Ax/1	Normal	31
	11		1-4	1-3	1D/1, 1Cx/1	Normal	0
	12		1-4	1-2	1D/1, 1Bx/1	Normal	0
	13		1-4	1-1	1D/1, 1Ax/1	Normal	75

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
3	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	67	507
	3-2	99	0	155
	3-3	671	144	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1		3A2/1	3Ax2/1	#8A2BE2
	3-2	(untitled)	3B/1	3Bx/1	#9ACD32
	3-3	(untitled)	3C1/1	3Cx/1	#6495ED

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-1	3-3	3A2/1, 3A1/1, 3Cx/1	Normal	507
	2		3-1	3-2	3A2/1, 3A1/1, 3Bx/1	Normal	67
	3		3-2	3-1	3B/1, 3Ax1/1, 3Ax2/1	Normal	99
	4		3-2	3-3	3B/1, 3Cx/1	Normal	155
	5		3-3	3-1	3C1/1, 3Ax1/1, 3Ax2/1	Normal	671
	6		3-3	3-2	3C1/1, 3Bx/1	Normal	144

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
Arm	Traffic Stream	Name	Traffic node	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1A	1	S / L / R	1	78	816	120	0.00	10	842	2.63	0.23	0.00	0.01		100	100	0.00	0.07
1Ax	1		13	132	1800	120	0.00	7	1127	1.08	0.08	0.00	0.00		100	100	0.00	0.04
1B	1	S / L / R	1	13	600	120	120.00	2	4052	3.31	0.07	0.00	0.00		100	100	0.00	0.00
1Bx	1			10	Unrestricted	120	120.00	0	Unrestricted	3.24	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S / L / R	1	34	1549	120	120.00	2	3999	5.43	0.03	0.00	0.00		100	100	0.00	0.00
1Cx	1			24	Unrestricted	120	120.00	0	Unrestricted	5.40	0.00	0.00	0.00		100	100	0.00	0.00
1D	1	S / L / R	1	75	612	120	0.00	12	634	3.53	0.41	0.00	0.01		100	100	0.00	0.12
1Dx	1			34	Unrestricted	120	120.00	0	Unrestricted	3.12	0.00	0.00	0.00		100	100	0.00	0.00
2A	1	S / R	2a	179	4253	120	0.00	4	2038	6.50	0.02	0.00	0.00		100	100	0.00	0.01
2Ax	1		11	240	1800	120	0.00	13	575	1.83	0.15	0.00	0.01		100	100	0.00	0.15
2B	1	L / R	2b	89	417	120	0.00	21	322	5.49	1.17	0.00	0.03		100	100	0.00	0.41
2Bx	1			49	Unrestricted	120	120.00	0	Unrestricted	4.32	0.00	0.00	0.00		100	100	0.00	0.00
2C	1	S / L	2c	132	1800	120	0.00	7	1127	2.48	0.08	0.00	0.00		100	100	0.00	0.04
2Cx	1		12	79	1800	120	0.00	4	1951	1.05	0.05	0.00	0.00		100	100	0.00	0.01
2D	1	L / R	2c	0	0	120	120.00	0	-100	0.00	0.00	0.00	0.00		100	100	0.00	0.00
2Dx	1			38	Unrestricted	120	120.00	0	Unrestricted	1.92	0.00	0.00	0.00		100	100	0.00	0.00
2E	1	L / R	2a	6	537	120	120.00	1	7962	1.96	0.04	0.00	0.00		100	100	0.00	0.00
2Ex	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	L / R	3	254	496	120	0.00	51	76	10.25	3.77	0.00	0.27		100	100	0.00	3.78
3Bx	1		10	211	1800	120	0.00	12	668	1.81	0.13	0.00	0.01		100	100	0.00	0.11
3Cx	1			662	Unrestricted	120	0.00	0	Unrestricted	9.12	0.00	0.00	0.00		100	100	0.00	0.00
2I1	1	S / L	2a	218	1800	120	0.00	12	643	2.18	0.14	0.00	0.01		100	100	0.00	0.12
2I2	1	S / L	2b	163	1800	120	0.00	9	894	2.14	0.10	0.00	0.00		100	100	0.00	0.06
2I3	1	S / R	2c	116	1106	120	0.00	10	758	1.99	0.19	0.00	0.01		100	100	0.00	0.09
2I4	1	S / R	2b	131	1747	120	0.00	7	1100	1.88	0.08	0.00	0.00		100	100	0.00	0.04
3A1	1	S / L	3	574	1800	120	0.00	32	182	1.47	0.47	0.00	0.07		100	100	0.00	1.06
3Ax1	1		14	770	1800	120	0.00	43	110	1.75	0.75	0.00	0.16		100	100	0.00	2.27
3C1	1	S / R	3	815	1310	120	0.00	62	45	11.49	2.25	0.00	0.51		100	100	0.00	7.24
3A2	1		14	574	1800	120	0.00	32	182	11.51	0.47	0.00	0.07		100	100	0.00	1.06
3Ax2	1			770	Unrestricted	120	0.00	0	Unrestricted	11.04	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	303.25	11.36	26.70	0.00	1.18	16.69	0.00	0.00	16.69
Bus									
Tram									

Pedestrians									
TOTAL	303.25	11.36	26.70	0.00	1.18	16.69	0.00	0.00	16.69

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 -
D14 - 2039 With Dev, PM

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Advanced	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	22/07/2021 14:13:18	22/07/2021 14:13:19	1.45	17:00	120	6.42	0.45	38.94	3A1/1	0	0		3A1/1	3A1/1	✓

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Optimise specific Demand Set(s)	Include in report	Locked
					✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2039 With Dev	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Meadow Vale		1
1Ax			13
1B	Meadow Vale		1
1Bx			
1C	Meadow Vale		1
1Cx			
1D	Edmund Rice House / Development Access		1
1Dx			
2A	Meadow Vale		2a
2Ax			11
2B	Meadow Vale		2b
2Bx			
2C	Meadow Vale		2c
2Cx			12
2D	Clonkeen College (E)		2c
2Dx			
2E	Clonkeen College (W)		2a
2Ex			
3B	Meadow Vale		3
3Bx			10
3Cx			
2I1	Meadow Vale		2a
2I2	Meadow Vale		2b
2I3	Meadow Vale		2c
2I4	Meadow Vale		2b
3A1	Clonkeen Road		3
3Ax1			14
3C1	Clonkeen Road		3
3A2	Clonkeen Road		14
3Ax2			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			20.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				8.00	✓	Sum of lanes	1800			Normal	
1B	1	S / L / R			27.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				27.00						Normal	
1C	1	S / L / R			45.00	✓	Sum of lanes	1800		✓	Normal	
1Cx	1				45.00						Normal	
1D	1	S / L / R			26.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				26.00						Normal	
2A	1	S / R			54.00	✓	Sum of lanes	9999		✓	Normal	
2Ax	1				14.00	✓	Sum of lanes	1800			Normal	

2B	1	L / R			36.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				36.00						Normal	
2C	1	S / L			20.00	✓	Sum of lanes	1800			Normal	
2Cx	1				8.00	✓	Sum of lanes	1800			Normal	
2D	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				16.00						Normal	
2E	1	L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
2Ex	1				16.00						Normal	
3B	1	L / R			54.00	✓	Sum of lanes	1800		✓	Normal	
3Bx	1				14.00	✓	Sum of lanes	1800			Normal	
3Cx	1				76.00						Normal	
2I1	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I2	1	S / L			17.00	✓	Sum of lanes	1800			Normal	
2I3	1	S / R			15.00	✓	Directly entered	1800		✓	Normal	
2I4	1	S / R			15.00	✓	Sum of lanes	1800		✓	Normal	
3A1	1	S / L			5.00	✓	Sum of lanes	1800			Normal	
3Ax1	1				8.00	✓	Sum of lanes	1800			Normal	
3C1	1	S / R			77.00	✓	Sum of lanes	1800		✓	Normal	
3A2	1				92.00	✓	Sum of lanes	1800			Normal	
3Ax2	1				92.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1	(untitled)			1800
1Ax	1	1	(untitled)			1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
2A	1	1				9999
2Ax	1	1	(untitled)			1800
2B	1	1				1800
2Bx	1	1				
2C	1	1	(untitled)			1800
2Cx	1	1	(untitled)			1800
2D	1	1	(untitled)			1800
2Dx	1	1	(untitled)			
2E	1	1	(untitled)			1800
2Ex	1	1	(untitled)			
3B	1	1	(untitled)			1800
3Bx	1	1	(untitled)			1800
3Cx	1	1	(untitled)			
2I1	1	1	(untitled)			1800
2I2	1	1	(untitled)			1800
2I3	1	1				
2I4	1	1				1800
3A1	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
3C1	1	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		2-1	2-2	2-3	2-4	2-5
From	2-1	10	37	104	4	0
	2-2	26	0	0	0	0
	2-3	75	0	0	0	0
	2-4	6	0	0	0	0
	2-5	6	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
	2-1		2A/1	2Ax/1	#FF0000

2	2-2		2B/1	2Bx/1	#00FF00
	2-3		2C/1	2Cx/1	#0000FF
	2-4	(untitled)	2D/1	2Dx/1	#FFFF00
	2-5	(untitled)	2E/1	2Ex/1	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-3	2-2	2C/1, 2I4/1, 2Bx/1	Normal	0
	2		2-3	2-5	2C/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	3		2-3	2-1	2C/1, 2I4/1, 2I1/1, 2Ax/1	Normal	75
	4		2-3	2-4	2C/1, 2Dx/1	Normal	0
	5		2-1	2-2	2A/1, 2I2/1, 2Bx/1	Normal	37
	6		2-1	2-3	2A/1, 2I2/1, 2I3/1, 2Cx/1	Normal	104
	7		2-1	2-4	2A/1, 2I2/1, 2I3/1, 2Dx/1	Normal	4
	8		2-1	2-5	2A/1, 2Ex/1	Normal	0
	9		2-1	2-1	2A/1, 2Ax/1	Normal	10
	10		2-2	2-3	2B/1, 2I3/1, 2Cx/1	Normal	0
	11		2-2	2-4	2B/1, 2I3/1, 2Dx/1	Normal	0
	12		2-2	2-5	2B/1, 2I1/1, 2Ex/1	Normal	0
	13		2-2	2-1	2B/1, 2I1/1, 2Ax/1	Normal	26
	14		2-4	2-2	2D/1, 2I4/1, 2Bx/1	Normal	0
	15		2-4	2-5	2D/1, 2I4/1, 2I1/1, 2Ex/1	Normal	0
	16		2-4	2-1	2D/1, 2I4/1, 2I1/1, 2Ax/1	Normal	6
	17		2-4	2-3	2D/1, 2Cx/1	Normal	0
	18		2-5	2-2	2E/1, 2I2/1, 2Bx/1	Normal	0
	19		2-5	2-3	2E/1, 2I2/1, 2I3/1, 2Cx/1	Normal	0
	20		2-5	2-4	2E/1, 2I2/1, 2I3/1, 2Dx/1	Normal	0
	21		2-5	2-1	2E/1, 2Ax/1	Normal	6

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		1-1	1-2	1-3	1-4
From	1-1	1	12	25	69
	1-2	12	0	1	0
	1-3	21	0	0	0
	1-4	39	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	(untitled)	1A/1	1Ax/1	#FF00FF
	1-2	(untitled)	1B/1	1Bx/1	#008000
	1-3	(untitled)	1C/1	1Cx/1	#FFA500
	1-4	(untitled)	1D/1	1Dx/1	#A52A2A

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-4	1A/1, 1Dx/1	Normal	69
	2		1-1	1-3	1A/1, 1Cx/1	Normal	25
	3		1-1	1-2	1A/1, 1Bx/1	Normal	12
	4		1-1	1-1	1A/1, 1Ax/1	Normal	1
	5		1-2	1-4	1B/1, 1Dx/1	Normal	0
	6		1-2	1-3	1B/1, 1Cx/1	Normal	1
	7		1-2	1-1	1B/1, 1Ax/1	Normal	12
	8		1-3	1-4	1C/1, 1Dx/1	Normal	0
	9		1-3	1-2	1C/1, 1Bx/1	Normal	0
	10		1-3	1-1	1C/1, 1Ax/1	Normal	21
	11		1-4	1-3	1D/1, 1Cx/1	Normal	0
	12		1-4	1-2	1D/1, 1Bx/1	Normal	0
	13		1-4	1-1	1D/1, 1Ax/1	Normal	39

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point	Auto calculate	Allocation mode	Allow paths past exit	Allow looped paths on	Allow looped paths on	Copy flows	Matrix to copy flows	Limit paths by	Path length limit	Limit paths by	Path number	Limit paths	Low path flow

		table			locations	arms	traffic nodes		from	length	multiplier	number	limit	by flow	threshold
3	(untitled)	✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To		
		3-1	3-2	3-3
From	3-1	0	64	637
	3-2	37	0	92
	3-3	346	93	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1		3A2/1	3Ax2/1	#8A2BE2
	3-2	(untitled)	3B/1	3Bx/1	#9ACD32
	3-3	(untitled)	3C1/1	3Cx/1	#6495ED

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-1	3-3	3A2/1, 3A1/1, 3Cx/1	Normal	637
	2		3-1	3-2	3A2/1, 3A1/1, 3Bx/1	Normal	64
	3		3-2	3-1	3B/1, 3Ax1/1, 3Ax2/1	Normal	37
	4		3-2	3-3	3B/1, 3Cx/1	Normal	92
	5		3-3	3-1	3C1/1, 3Ax1/1, 3Ax2/1	Normal	346
	6		3-3	3-2	3C1/1, 3Bx/1	Normal	93

Final Prediction Table

Traffic Stream Results

				FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
Arm	Traffic Stream	Name	Traffic node	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1A	1	S / L / R	1	107	818	120	0.00	13	588	2.73	0.33	0.00	0.01		100	100	0.00	0.14
1Ax	1		13	73	1800	120	0.00	4	2119	1.04	0.04	0.00	0.00		100	100	0.00	0.01
1B	1	S / L / R	1	13	601	120	120.00	2	4060	3.31	0.07	0.00	0.00		100	100	0.00	0.00
1Bx	1			12	Unrestricted	120	120.00	0	Unrestricted	3.24	0.00	0.00	0.00		100	100	0.00	0.00
1C	1	S / L / R	1	21	1800	120	120.00	1	7614	5.41	0.01	0.00	0.00		100	100	0.00	0.00
1Cx	1			26	Unrestricted	120	120.00	0	Unrestricted	5.40	0.00	0.00	0.00		100	100	0.00	0.00
1D	1	S / L / R	1	39	601	120	120.00	6	1287	3.33	0.21	0.00	0.00		100	100	0.00	0.03
1Dx	1			69	Unrestricted	120	0.00	0	Unrestricted	3.12	0.00	0.00	0.00		100	100	0.00	0.00
2A	1	S / R	2a	155	5179	120	0.00	3	2907	6.49	0.01	0.00	0.00		100	100	0.00	0.01
2Ax	1		11	123	1800	120	0.00	7	1217	1.75	0.07	0.00	0.00		100	100	0.00	0.04
2B	1	L / R	2b	26	426	120	120.00	6	1375	4.59	0.27	0.00	0.00		100	100	0.00	0.03
2Bx	1			37	Unrestricted	120	120.00	0	Unrestricted	4.32	0.00	0.00	0.00		100	100	0.00	0.00
2C	1	S / L	2c	75	1800	120	0.00	4	2060	2.44	0.04	0.00	0.00		100	100	0.00	0.01
2Cx	1		12	104	1800	120	0.00	6	1458	1.06	0.06	0.00	0.00		100	100	0.00	0.03
2D	1	L / R	2c	6	568	120	120.00	1	8417	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Dx	1			4	Unrestricted	120	120.00	0	Unrestricted	1.92	0.00	0.00	0.00		100	100	0.00	0.00
2E	1	L / R	2a	6	561	120	120.00	1	8317	1.95	0.03	0.00	0.00		100	100	0.00	0.00
2Ex	1			0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00		100	100	0.00	0.00
3B	1	L / R	3	129	532	120	0.00	24	271	7.56	1.08	0.00	0.04		100	100	0.00	0.55
3Bx	1		10	157	1800	120	0.00	9	932	1.78	0.10	0.00	0.00		100	100	0.00	0.06
3Cx	1			729	Unrestricted	120	0.00	0	Unrestricted	9.12	0.00	0.00	0.00		100	100	0.00	0.00
2I1	1	S / L	2a	107	1800	120	0.00	6	1414	2.10	0.06	0.00	0.00		100	100	0.00	0.03
2I2	1	S / L	2b	145	1800	120	0.00	8	1017	2.13	0.09	0.00	0.00		100	100	0.00	0.05
2I3	1	S / R	2c	108	1682	120	0.00	6	1301	1.87	0.07	0.00	0.00		100	100	0.00	0.03
2I4	1	S / R	2b	81	1800	120	0.00	5	1900	1.85	0.05	0.00	0.00		100	100	0.00	0.02
3A1	1	S / L	3	701	1800	120	0.00	39	131	1.64	0.64	0.00	0.12		100	100	0.00	1.76
3Ax1	1		14	383	1800	120	0.00	21	323	1.27	0.27	0.00	0.03		100	100	0.00	0.41
3C1	1	S / R	3	439	1211	120	0.00	36	148	10.08	0.84	0.00	0.10		100	100	0.00	1.46
3A2	1		14	701	1800	120	0.00	39	131	11.68	0.64	0.00	0.12		100	100	0.00	1.76
3Ax2	1			383	Unrestricted	120	0.00	0	Unrestricted	11.04	0.00	0.00	0.00		100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	235.06	8.37	28.08	0.00	0.45	6.42	0.00	0.00	6.42
Bus									
Tram									
Pedestrians									
TOTAL	235.06	8.37	28.08	0.00	0.45	6.42	0.00	0.00	6.42

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

Appendix E

GoCar Letter of Intent

CS CONSULTING
GROUP

Clonkeen Investments DAC,
3rd Floor Donnybrook House,
36-42 Donnybrook Road,
Dublin 4

Dublin, 24th June 2021

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide 2 (two) shared car sharing vehicles in the proposed residential development at grounds behind Clonkeen College in Deansgrange. GoCar representatives have discussed the project with representatives of CS Consulting, who are the Engineers for the Project, and are excited to provide a car sharing service at this location.

It is understood that these vehicles will be provided exclusively for use by residents of the new development. GoCar will work with the eventual managers of the property to make these arrangements and to promote the service within the development.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 800 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars. The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

Carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary, and walk and use public transport more often than car owners.

By having GoCar car sharing vehicles in a development such as this, the residents therein will have access to pay-as-you-go driving, in close proximity to their homes, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

Rob Kearns
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