Traffic and Transport Assessment

Proposed Large Residential Development (LRD) at Old Slane Road, Mell/Tullyallen, Drogheda, Co. Louth

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Waterman Moylan Consulting Engineers Limited

Block S, East Point Business Park, Alfie Byrne Road, Dublin D03 H3F4
www.waterman-moylan.ie

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Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
1	8 May 2024	Fernando J. De Maio	Stephen Dent-Neville	Mark Deignan

Comments

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1. Introduction

1.1 Context

This Traffic and Transport Assessment (TTA) has been prepared by Waterman Moylan as part of the documentation in support of a planning application for a proposed Large Residential Development (LRD) located off the Slane Road, east of Drogheda, in Mell/Tullyallen, Drogheda, Co. Louth.

The site is bounded to the west by the M1 motorway, to the north by the N51 (R168), to the south by Slane Road and to the east by a stream. The proposed development, of 4.8ha, consists of 207 no. residential units, in addition to the permitted 30 no. units already under construction, as set out in the schedule of accommodation below:

Description	1-Bed	2-Bed	3-Bed	4-Bed	Total Units m2
Permitted Development (Under Construction) (unit.)	-	-	27	3	30
Proposed Development (unit.)	21	49	115	22	207
Creche (m2) (58 children and 11 Staff)					352.3
Total	**21**	**49**	**142**	**25**	**237 unit 352.3 m2**

Table 1 | *Schedule of Accommodation*

The proposed development includes the construction of a pedestrian and cycle link on the southbound side of the N51 (R168) to the M1 Retail Park. Additionally, it entails the establishment of a childcare facility in conjunction with a network of public and private open spaces. The project also encompasses the construction of roads, footpaths, car parking spaces, bicycle parking areas, storage facilities, and utility infrastructure. Furthermore, it includes the implementation of landscaping, boundary treatments, and public lighting.

1.2 Background

A Strategic Housing Development was granted planning permission by An Bord Pleanála in February 2022 (reference no. ABP-311678-21 as amended by P. A. Ref. 2360368). The first 30 no. units of the permitted development are under construction under that planning grant. This application proposes a revised site layout for the remainder of the site, with roads, drainage, watermains and other utilities to tie into the infrastructure currently under construction as part of the first 30 no. units.

1.3 Scope

This TTA forms a comprehensive review of the potential transport impacts of the overall development (237 no. dwellings), including a detailed assessment of the public transportation network and the impact of the proposed development on the surrounding environment and road network.

This TTA also discusses the accessibility of the site for vehicles, pedestrian, cyclist, and local public transportation to achieve sustainable travel targets.

1.4 Standards

This Traffic and Transport Assessment has been prepared in accordance with the requirements of the Traffic and Transport Assessment Guidelines published by National Roads Authority in May 2014.

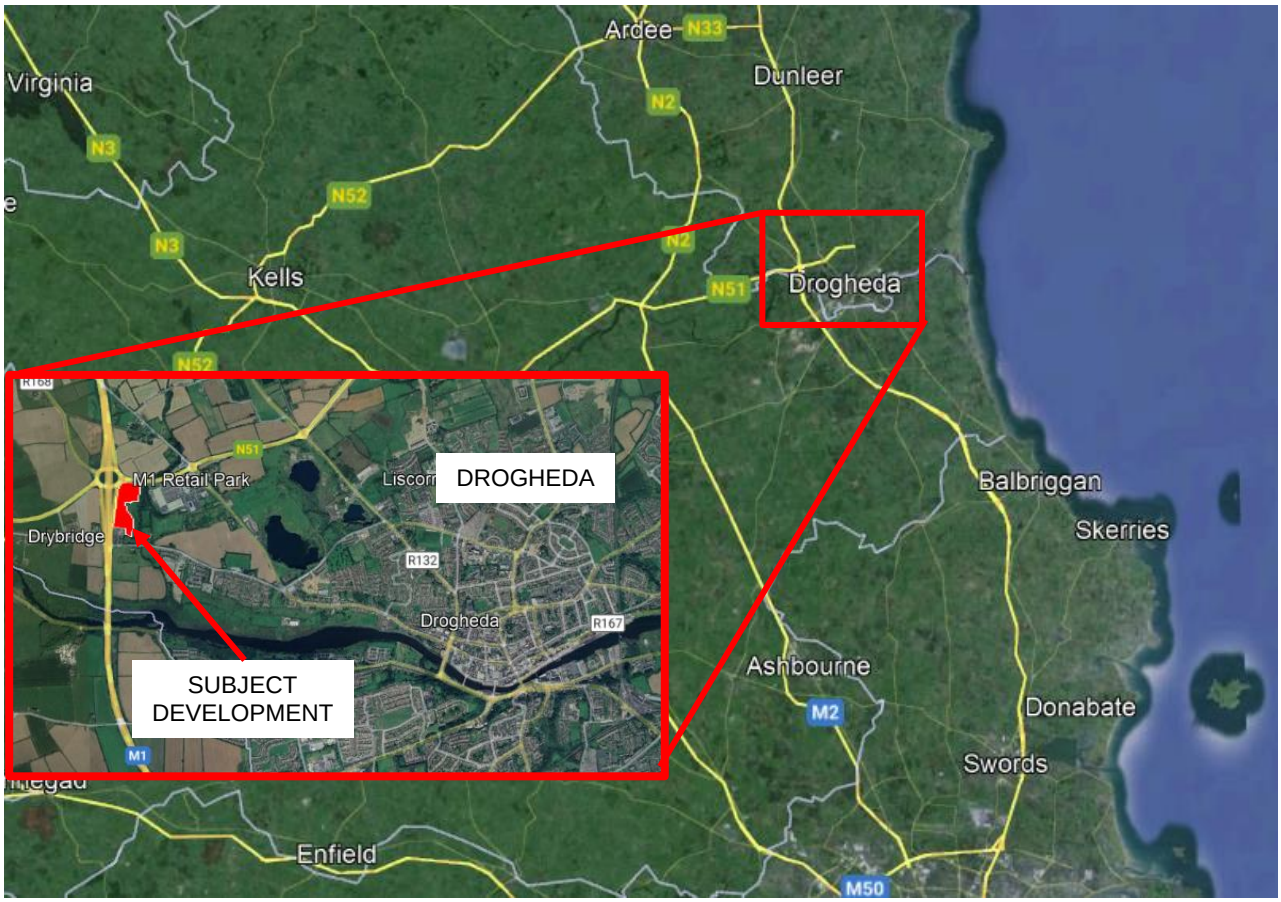
1.5 Threshold for Transport Assessment

Section 2.1 of the Traffic and Transport Assessment Guidelines (May 2014) states that a Transport Assessment is required where a proposed development meets one or more of the following criteria:

1. Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.
2. Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive.
3. Residential development in excess of 200 dwellings.
4. Retail and leisure development in excess of 1,000sqm.
5. Office, education and hospital development in excess of 2,500sqm.
6. Industrial development in excess of 5,000sqm.
7. Distribution and warehousing in excess of 10,000sqm.

1.6 Site Location

The planning application for the proposed development off the Slane Road to the northwest of Drogheda Town Centre in County Louth.



1.7 Programme

Based on the existing programme, it is estimated that the construction period of the works will be 24 months, with an estimated start date in the first quarter of 2025.

1.8 Assessment Years

In line with the 'Transport Assessment Guidelines (May 2014)' the years assessed in this TTA are as follows:

Base Year: 2024

Opening Year (With / Without Development): 2027

Opening Year + 5 Years Forecast (With / Without Development): 2032

Opening Year + 15 Years Forecast (With / Without Development): 2042

1.9 Documents Consulted

The following documents inter alia were consulted during the preparation of this Traffic and Transport Assessment:

Traffic and Transport Assessment Guidelines, TII/NRA, May 2014.

National Planning Framework

Smarter Travel

Sustainable Urban Housing: Design Standards for New Apartments, December 2022.

GDA Cycle Network Plan, NTA, 2022.

Census Mapping 2022 of Central Statics office

Eastern and Midland Regional Spatial and Economic Strategy (RSES) 2019-2031

Meath County Development Plan 2021-2027

Louth County Development Plan 2021-2027

1.10 Contents of the Transport Assessment

In accordance with Section 3.3 of the Traffic and Transport Assessment Guidelines (May 2014), the contents of this TTA include:

- **Policy Framework:** Latest Development Plans and Land Area Plans to guide the delivery and management of a package of integrated initiatives which ultimately seek to encourage sustainable travel practices of all residents and visitors travelling to/from the proposed development at Slane Road, Co. Louth.
- **Site Assessment:** A description of the proposed development, description of the existing and proposed traffic/transportation conditions including information on the current traffic, critical junctions, pedestrians, cycle, and public transport facilities.
- **Travel Characteristics:** Review of existing local travel characteristics and modal split.
- **Transport Improvements:** Description of proposed transportation improvements to local roads, junctions, public transport, cycle, and pedestrian facilities.
- **Transportation Infrastructure:** Assessment of all potential impacts on transport infrastructure (road cycling, walking public transport), based on construction proposals and demand forecasts.

The development impact upon any committed transport schemes should also be appraised. Design details should be incorporated where a proposal may have a direct impact upon transport infrastructure.

- **Trip Assignments and Distribution:** The traffic and transportation implications of the development including consideration of trip generation/attraction, mode choice and trip distribution; as well as an analysis of under construction, permitted and future developments in the area.
- **Cumulative Impact:** The impact of the development on the surrounding road network including analysis of junction's capacity.
- **Parking Strategy:** Description of car and cycle parking requirements and provisions.

2. Policy Framework

2.1 National Planning Framework

The National Planning Framework (NPF) was published in December 2020 and last updated in February 2023. It is the Government's strategic plan for shaping future growth and development in the country. To deliver the NPF vision and the ten National Strategic Outcomes, it is critical to integrate land use and transport planning and promote sustainable transport.

Over a period of 20 years, the National Planning Framework (NPF) provides a central planning policy strategy that guides future development and investment decisions and informs regional strategies and county development plans. The NPF adopts a strategic approach that promotes sustainable land use and transport strategies in both urban and rural areas. The aim of this approach is to reduce emissions, address the necessity of adapting to climate change, and protect the environment and its amenities.

The NPF aims to alleviate the environmental pressure caused by urban sprawl and its negative impact on key infrastructures and facilities. It encourages the development of compact, higher density infill and brownfield sites that are well-served by existing facilities, amenities, and public transport services.

Facilitating smart and sustainable growth within existing settlements can improve the liveability of urban areas. The physical format of urban development affects the public realm, traffic and parking, access to amenities, and public transport.

2.2 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The Guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

These Guidelines replace the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities issued as Ministerial guidelines under Section 28 of the Act in 2009, which in turn replaced the Residential Density Guidelines issued in 1999.

They build on and update previous guidance to take account of current Government policy and economic, social, and environmental considerations. There is a renewed focus in the Guidelines on the renewal of existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth.

The policies and objectives set out in the Guidelines are intended as a tool to guide the appropriate scale of development at different locations, rather than as a prescriptive methodology. Flexibility is offered so that planning authorities can operate a plan led approach and take the circumstances of a plan area or a site into account as part of the decision-making process.

2.3 Smarter Travel

The Smarter Travel Policy, published in February 2009, outlined the Governments vision for achieving a sustainable transport system for Ireland by 2020. Smarter travel is currently outside its target period; however, it is a good reference for developments seeking to improve transport options. The document outlines a number of key policies to encourage a modal shift away from private car use and promote alternative travel modes such as public transport, walking and cycling.

Smarter Travel is a government policy which seeks to reduce the share of travel demand which is car dependant thus reducing reliance on fossils fuels and maximising the efficiency of the transport network. Its main objective is to promote a significant modal shift from private transport to public transport and

sustainable transport modes. The policy sets out a target of 55% mode share for walking, cycling and public transport which it aims to achieve through several actions themed around the following:

- Encouraging Smarter Travel.
- Delivering Alternative Ways of Travelling.
- Improving the Efficiency of Motorised Transport.
- Ensuring Integrated Delivery of the Policy.

Aligning spatial planning and transport to address urban sprawl and urban-generated one-off housing in peri-urban areas is identified as a key area to encourage smarter travel. Specifically, the policy encourages good public transport connections with safe routes for walking and cycling to access and the use of local area plans and Strategic Development Zones (SDZs) within major urban areas as a way of improving the land use-transport integration.

2.4 Cycle Design Manual (2023)

The Cycle Design Manual (CDM) has been prepared by the National Transport Authority (NTA) and overseen by the Department of Transport. It replaces the previous National Cycle Manual, published by the NTA in 2011, which is now withdrawn.

The CDM draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.

The new manual places more emphasis on the range of cycles that cycle infrastructure will have to accommodate and the recommendations focus on segregating cyclists from traffic where speeds and volumes make roads unsuitable for sharing. There is also a general presumption towards segregating pedestrians and cyclists where possible.

The CDM includes a number of new types of infrastructure such as protected junctions, Dutch style cycle-friendly roundabouts, and parallel crossings which are commonly used in other countries, and will now become an option for cycle infrastructure in Ireland. It should be noted that some newer features will require amendments to supporting Regulations and the Traffic Sign Manual so designers should consult with the relevant approving authority prior to installing any of the newer features to ensure applicability of designs/solutions.

It is intended that manual will be a live document which will be updated and expanded as required to reflect emerging best practice and feedback from user experience of the manual. For this reason, the latest version of the guidance should always be accessed through the NTA website.

2.5 Eastern and Midland Regional Spatial and Economic Strategy (RSES) 2019-2031

The elected members of the Eastern and Midland Regional Assembly (EMRA) agreed to make the Regional Spatial and Economic Strategy (RSES) 2019-2031, on June 28th 2019.

The RSES is a strategic plan which identifies regional assets, opportunities and pressures and provides appropriate policy responses in the form of Regional Policy Objectives. At this strategic level it provides a framework for investment to better manage spatial planning and economic development to sustainably grow the Region to 2031 and beyond. The RSES provides a:

- **Spatial Strategy**: to manage future growth and ensure the creation of healthy and attractive places to live, work, study, visit and invest in.

- **Economic Strategy**: that builds on our strengths to sustain a strong economy and support the creation of quality jobs that ensure a good living standard for all.
- **Metropolitan Plan**: to ensure a supply of strategic development areas for the sustainable growth and continued success and competitiveness of the Dublin Metropolitan Area.
- **Investment Framework**: to prioritise the delivery of key enabling infrastructure and services by government and state agencies.
- **Climate Action Strategy**: to accelerate climate action, ensure a clean and healthy environment and to promote sustainable transport and strategic green infrastructure.

The principal statutory purpose of the RSES is to support the implementation of Project Ireland 2040 – National Planning Framework and National Development Plan 2019-2027 and the economic policies of the Government by providing a long-term strategic planning and economic framework for the development of the Regions.

The RSES will be implemented by way of a review by local authorities of all development plans and Local Economic and Community Plans (LECPs). Key state agencies and sectoral bodies will also consider their strategies and investment plans, post adoption of RSES, to support the achievement of National and Regional Strategic Outcomes set out in the NPF and RSES.

The RSES notes the rapid growth in Drogheda in the most recent inter-census period, and that Drogheda has developed a strong and broad employment base as well as offering a wide range of community services and amenities. The Strategy envisions a target population for Drogheda of 50,000 by 2031.

The development of the site to provide 237 residential units on a site that provides for sustainable mobility choices will meet the aims of the RSES.

2.6 Louth County Development Plan 2021-2027

The Louth County Development Plan 2021-2027 sets out the Council's overall strategy for the proper planning and sustainable development of County Louth in accordance with the Planning and Development Act 2000 (as amended). It is a blueprint for development in County Louth and is the over-arching strategic framework for sustainable development in spatial, economic, social, and environmental terms.

The Development Plan offers clear guidance on sustainable development policies and objectives over a range of issues including, but not limited to; settlement, sustainable communities, movement and transport, heritage and climate action.

In relation to the subject development site and the proposed residential scheme some pertinent policies include:

2.6.1 Strategic Objectives

Strategic Objective SO1, set out in Section 1.6.1 of the Plan, is to "*Realise the potential and promote the development and growth of County Louth through harnessing the economic and employment potential of the competitive advantages of the County. This includes its strategic location, connectivity and accessibility to external markets and having regard in particular to the role of Drogheda and Dundalk as Regional Growth Centres located on the Dublin-Belfast Economic Corridor.*"

Strategic Objective S15 is to "*Ensure the proper integration of transportation and land use planning through the increased use of sustainable transport modes and the minimisation of travel demand to achieve a sustainable, integrated and low carbon transport system with excellent connectivity both within and beyond the County.*"

2.6.2 Movement Policy Objectives

Policy Objective MOV4, set out in Section 7.5.1 of the Plan, is "*To promote sustainable higher density development along public transport corridors.*"

Policy Objective MOV7 is "*to support a modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking and the attainment of any national targets relating to modal change published during the life of this Plan*".

Policy Objective MOV8 is "*to set modal share targets in each new Local Area Plan in cooperation with the NTA, CARO, EMRA and other relevant stakeholders in accordance with any relevant Guidelines or targets published during the life of this Plan*".

Policy Objective MOV9 is "*to support investment in sustainable transport infrastructure that will make walking, cycling or public transport more attractive and appealing, and facilitates accessibility for all, regardless of age, physical mobility, or social disadvantage*".

Policy Objective MOV14 is "*to encourage a modal shift from use of the private car towards more sustainable modes of transport including walking, cycling, and public transport*".

Policy Objective MOV25 is "*to support the retrospective provision of walking and cycling infrastructure in existing settlements, where feasible, to achieve growth in sustainable mobility and strengthen and improve the walking and cycling network*".

Policy Objective MOV26 is "*to improve pedestrian and cycle connectivity to schools, third level colleges, major employment areas, bus and rail stations, and other public transport hubs*".

Policy Objective MOV27 is "*to review the feasibility and implementation (where deemed necessary) of the 30km/h zones in Drogheda and Dundalk in creating attractive, low speed environments*".

Policy Objective MOV28 is "*to promote walking and cycling as a safe, convenient, healthy, efficient, and environmentally friendly mode of transport for all age groups*".

Policy Objective MOV30 is "*to provide, where possible traffic free pedestrian and cyclist routes particularly where such routes would provide a more direct, safer, and more attractive alternative to the car*".

Policy Objective MOV47 is "*to require the preparation of Transport and Traffic Assessments for new developments in accordance with the requirements set out in the TII Traffic and Transport Assessment Guidelines*".

2.6.3 Car Parking

Section 13.16.6 of the Development Plan notes that, whilst the Plan promotes a modal shift away from the car will continue to private car to more sustainable modes of transport, the be an important mode of transport. There will therefore typically be a requirement to provide car parking as part of a development.

Section 13.16.9 states that in all car parking areas, provision shall be made for charging points for electric vehicles. This shall include the necessary wiring and ducting. The Development Plan notes that applicants should strive to provide these charging points in a minimum of 20% of the total spaces, pending the publication of guidance on the minimum requirement of these spaces.

3. Receiving Environment

In this section, a review of the existing transport network was undertaken. Studying the environment where the project is being developed is important to understand the needs and movements of people.

3.1 Land use

In the Louth County Development Plan 2021-2027, the subject site is zoned “A2 New Residential”, as shown in the extract below:

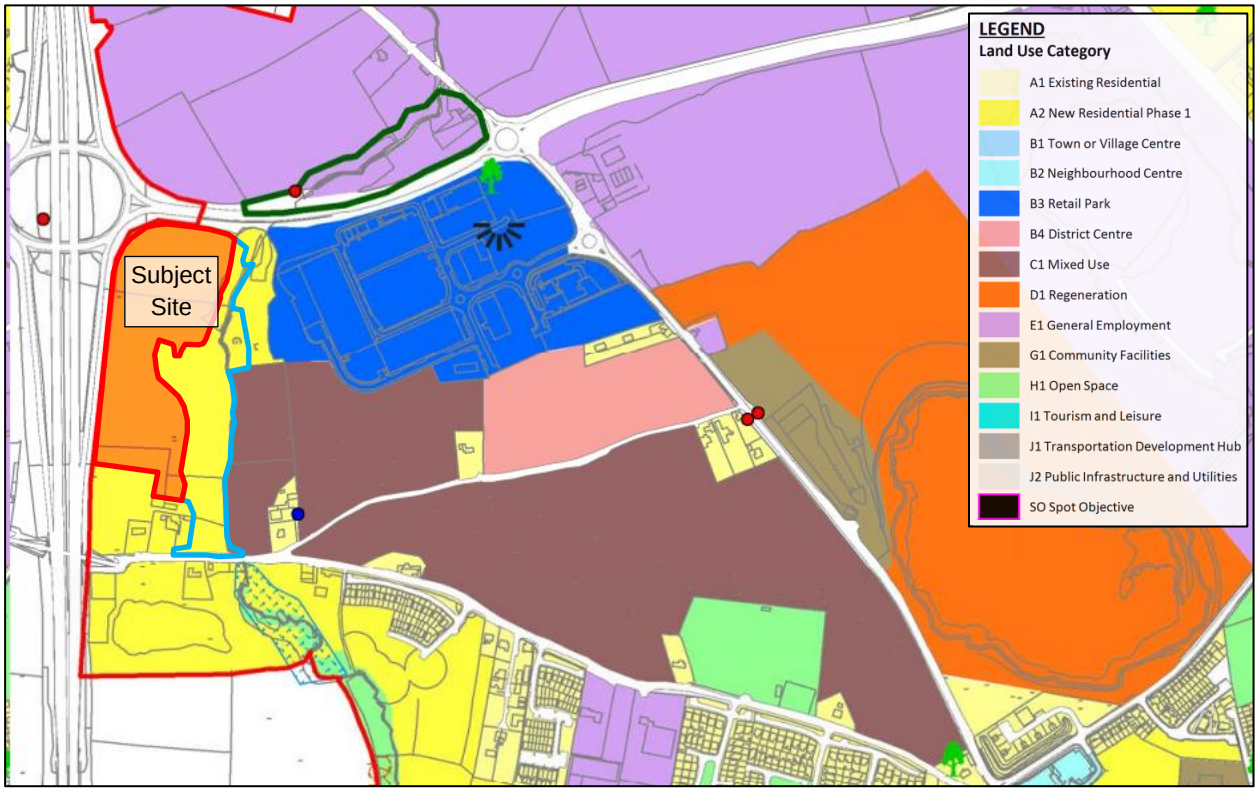


Figure 1 *| Louth Development Plan Zoning Map (Source: Louth County Development Plan 2021-2027)*

3.2 Site Location and Description

The subject site is located in Mell/Tullyallen, Drogheda, Co. Louth. The site location is indicated on the Figure below:

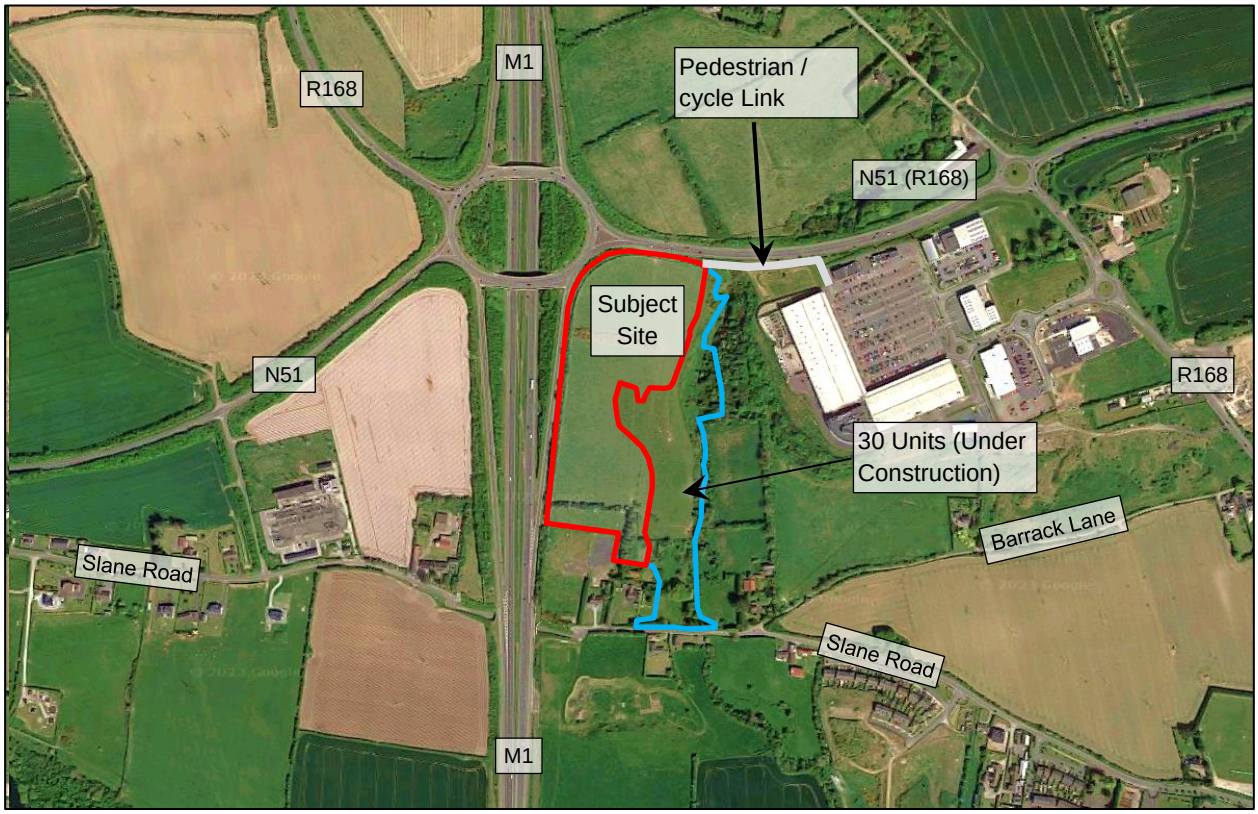


***Figure 2** | Site Location (Source: Google Maps)*

The site is currently greenfield.

Topographic survey data indicates that the site falls generally from north-west to south-east, with a high point of approximately 32.8m OD Malin at the north-west corner of the site of the site and a low point of approximately 18.8m OD Malin at the south-east of the site.

The lands continue to fall towards the south-east beyond the redline and within the 30-units development currently under construction, to a low point of approximately 10.0m OD Malin.

There is a stream flowing in a southerly direction along the eastern boundary of the site, draining land to the north and crossing under the R168 Road. The stream crosses the Slane Road at Dry Bridge, discharging into the Boyne River approximately 650m south of the site.

Vehicular access will be via the Old Slane Road to the south of the application site.

3.3 Existing Roads and Junctions

3.3.1 Roads

The subject site is located adjacent to a comprehensive road network consisting of national roads, regional roads, and local roads.

The proposed development will be accessed from Slane Road via the ongoing permitted development.

Slane Road runs directly into Drogheda town centre, it is a single carriageway local road with no facilities for pedestrians or cyclists on either side of the road until the Tullybrook development, approximately 400m east of the subject development. From there a footpath runs along the southern boundary of the road.

The M1 Motorway runs adjacent the western boundary of the proposed development site. The M1 runs from Dublin to Belfast serving towns including Dundalk, Balbriggan, and Skerries.

The northern boundary of the development is defined by the N51, which between the Junction 5 and Junction 6 (see ***Figure 4***) coincides with the R168.

The N51 runs from Delvin, County Westmeath, through Athboy, Navan and Slane, before crossing the M1 Motorway to the north-west of the site and terminating near Drogheda at a roundabout on the R132.

The R168 runs to the east of the site between the N51 and Drogheda Town Centre. From Drogheda Town Centre, the R152 Regional Road runs south, by Duleek, before joining the national road N2 towards to Ashbourne. The R108 Regional Road also runs south from Drogheda Town Centre, leading directly through Ballymun before intersecting with the M50 in Dublin.

The R132 Regional Road runs north from Drogheda, continuing through Dunleer and Castlebellingham to Dundalk, where it joins the N52. The R132 is the former N1 route (now by-passed by the M1 motorway).

As the Slane Road continues east, it intersects Trinity Street (R168), which leads directly into the Drogheda Town Centre.

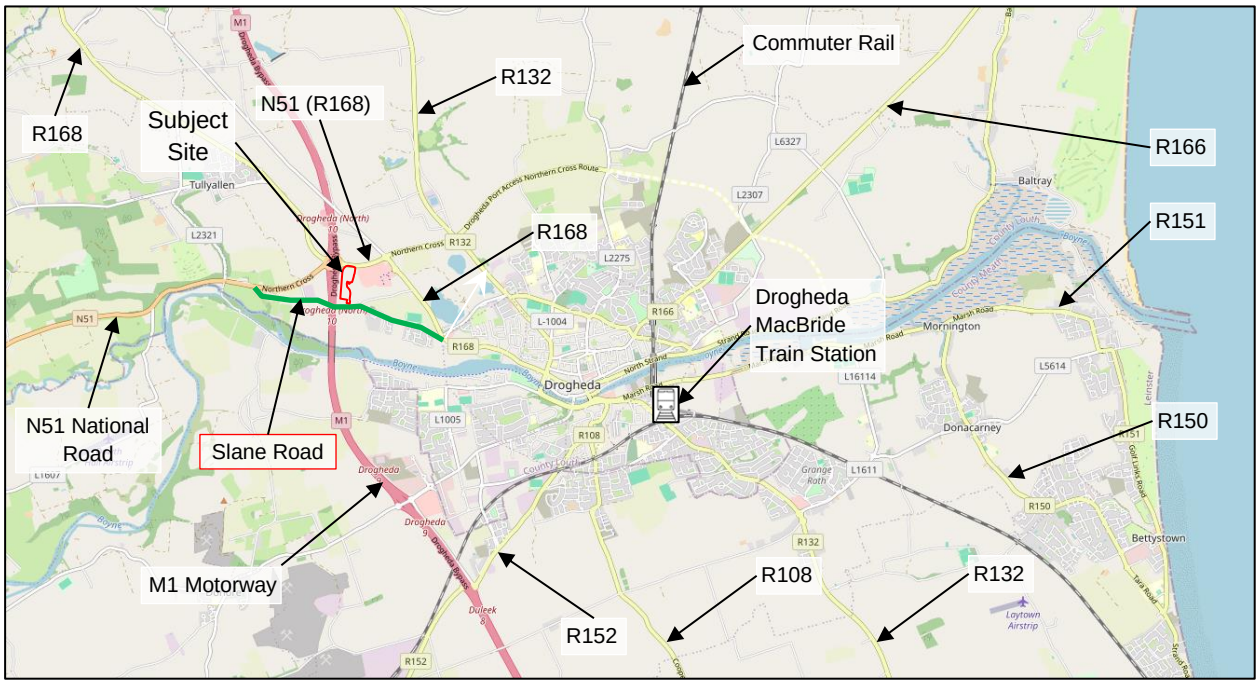


Figure 3 | *Existing Road Network (Source: Openstreetmap)*

3.3.2 Junctions

The local primary junctions which currently provide access to proposed development site at Estuary West masterplan lands are:

- **Junction 1 (Existing Priority T-Junction)**: Barrack Lane / Slane Road: The Slane Road is a single carriageway. There are no Pedestrian or cycling facilities provided on either road. Driver visibility is also limited when accessing the Slane Road from the Barrack Lane along with minimal road markings in place. However, upgraded pedestrian and cycling facilities will be implemented along the surrounding road network to enhance these modes of transport.
- **Junction 2 (Left Right Stagger):** Slane Road / Cement Road / R168 (Trinity Street): It operates under priority control with the Cement Road and the Slane Road being the Minor arms. There are currently

no pedestrian crossing facilities or cycling facilities along the Slane Road or R168. Dropped kerbs is all that is currently present along the Cement Road arm but has no accompanying zebra crossing. Footpaths are present on each arm of the junction.

- **Junction 3 (Priority T-Junction)**: Barrack Lane / R168 (Trinity Street): It operates under priority control with the Barrack Lane being the minor arm. There are currently no pedestrian crossing facilities provided other than dropped kerbs in vicinity of the Barrack Lane. There are also no cycling facilities present on either road. A footpath runs along the western side of the R168 Trinity Street for its duration.
- **Junction 4 (3-Armed Roundabout):** Access Road to M1 Retail Park / R168 (Trinity Street): Dropped kerbs with tactile paving are currently the only form of pedestrian crossing provided on each of the approach arms. A cycle lane commences approximately 50m from the roundabout along the west side of the R168 Trinity Street.
- **Junction 5 (4-Armed Roundabout):** R168 (Trinity Street) / R166: Single Lane approaches are provided on all arms. There is currently no pedestrian or cycling facilities located on any arm of the roundabout.
- **Junction 6 (5-Armed Roundabout):** Interchange along the M1 motorway, connecting the N51, R168 and R166 respectively.
- **Junction 7 (Priority T-Junction):** Local Road / N51: The local road being the minor arm respectively. There are currently no pedestrian crossing facilities or cycling facilities along the N51 or the local road.
- **Junction 8 (Priority T-Junction):** Local Road / Slane Road: the local road being the minor arm respectively. There are currently no pedestrian crossing facilities or cycling facilities along the Slane Road.
- **Junction 9 (Priority T-Junction):** Access Road Subject Development / Slane Road: The local road being the minor arm respectively. There are currently no pedestrian crossing facilities or cycling facilities along the Slane Road. The development of the 30 units (under construction) will provide the pedestrian access to the development from Slane Road.

The existing local road network and location of the listed primary junctions in relation to the proposed development site is illustrated in the figure below.

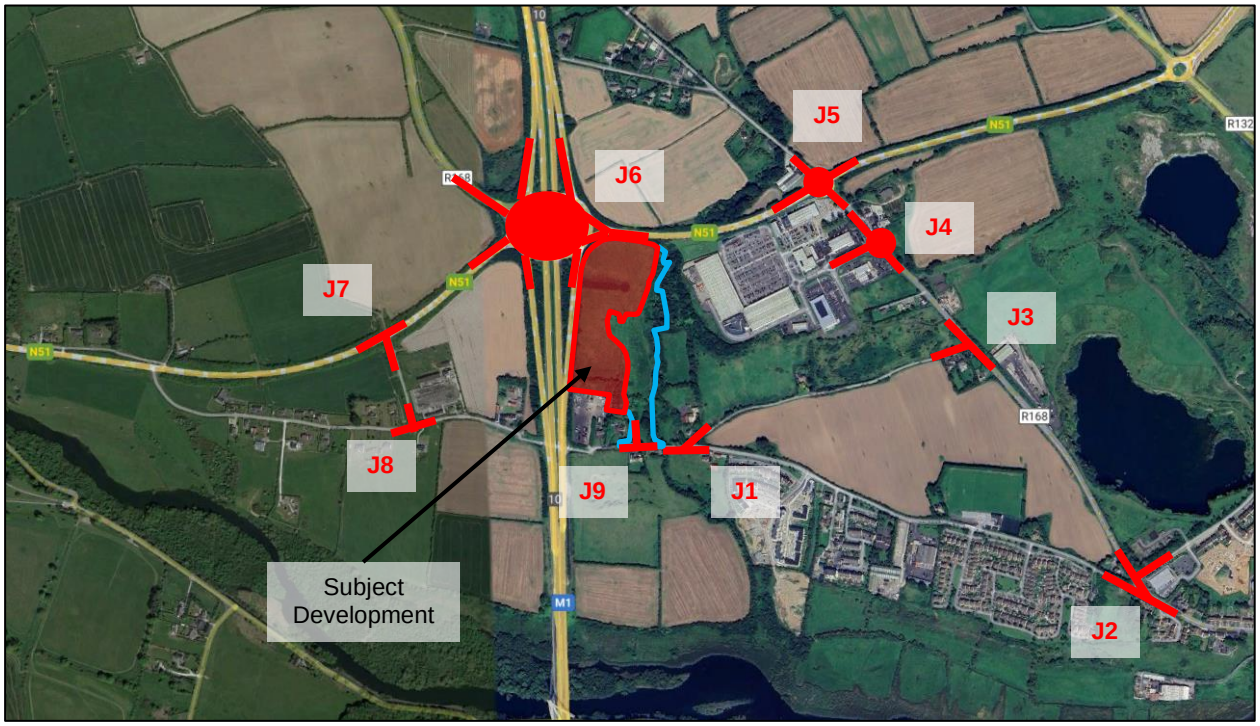


Figure 4 | *Existing Junction*

3.4 Existing Traffic condition

To measure traffic volume at important junctions near the development site, one classified turning movement traffic survey was conducted at the junction shown in ***Figure 4***. The survey was conducted by 'IDASO' on Thursday 18th January 2024, lasting 24 hours.

The surveys were carried out on the above date to ensure that the flows were representative of a normal term and therefore not affected by school holidays or other public holidays or events. As such, they provide a reasonable representation of a neutral month during a period of normal school and work activity. The surveys are designed to provide representative values covering morning and evening periods during normal traffic conditions.

The survey results showed that the highest traffic levels at the junctions were between 8:00-9:00 AM and 5:00-6:00 PM, except for Junction 3 where the peak hour was between 4:00-5:00 PM.

The next figure shows the results of the surveyed Junctions. The same figure can be seen in ***Appendix E***, ***Figure A***.

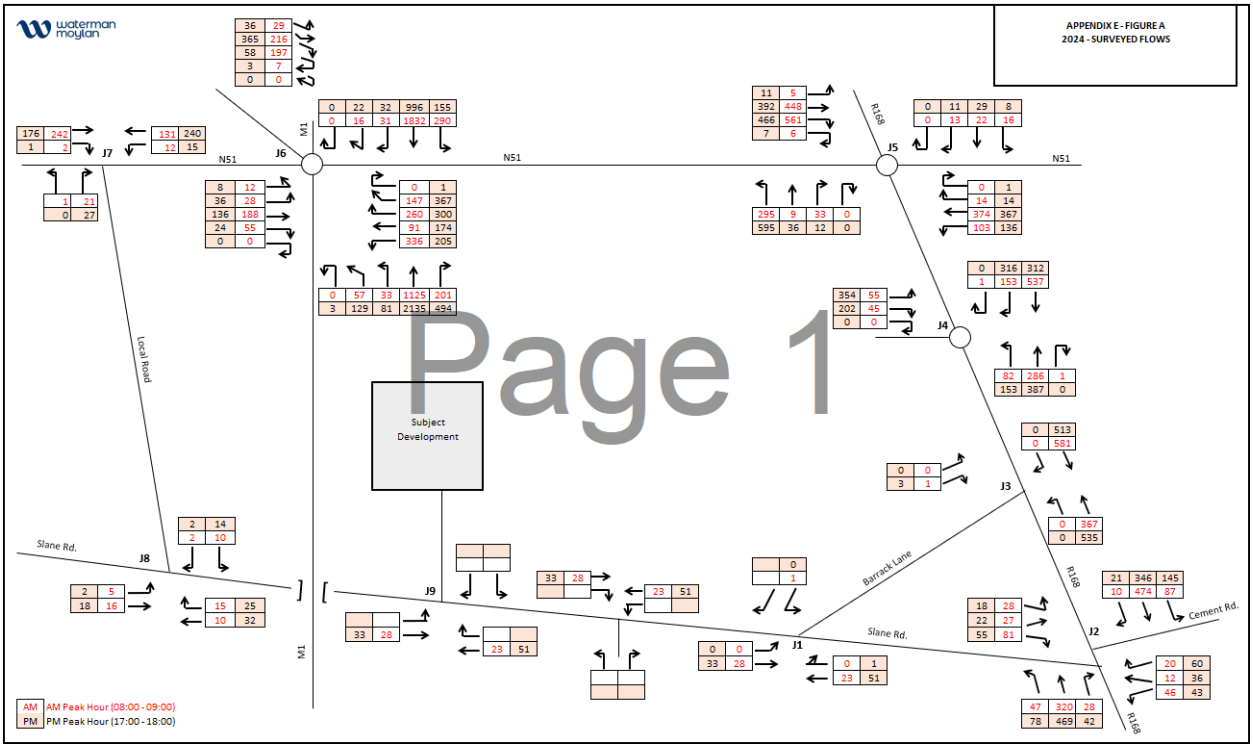


Figure 5 | *2024 Surveyed Flows*

To determine the existing operational capacity of each of the surveyed junctions during the AM and PM peak hours, they were modelled based on their current layout and surveyed traffic levels and the results are presented in **Section 7.4** of this TTA.

3.5 Multi-modal access to the site

3.5.1 Walking Accessibility

The key to pedestrian accessibility is short, convenient and safe links. Walking is the most widely used form of transport. Nearly all journeys involve some walking, therefore better pedestrian facilities can have a wide impact. The existing pedestrian facilities in the surrounding area comprise of an inter-connected network of footways linking the various neighbourhoods to each other, to the existing schools and to the surrounding public network.

The Figure below indicates the typical walkable catchments from the subject site for 10-minute, 20-minute, and 40-minute walking times. Areas of Drogheda Town Centre are accessible within 15-minute and 30-minute walks, with most of the Town Centre falling within a 40-minute walking catchment.

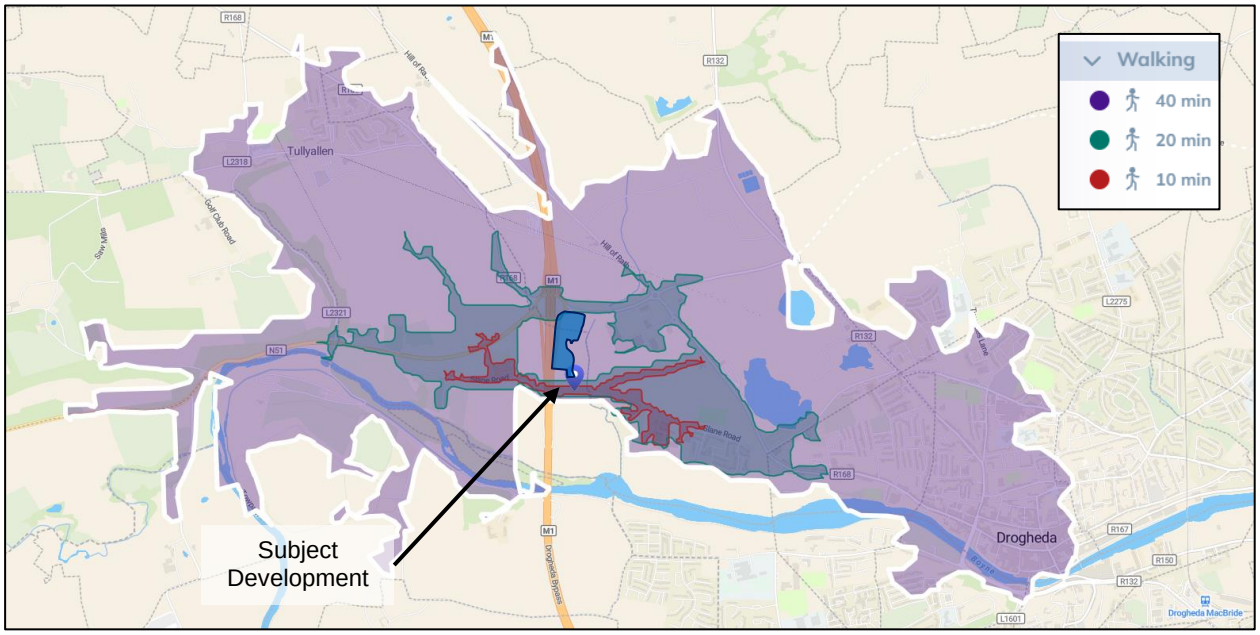


***Figure 6** | Site Accessibility – Isochrone map indicating walking accessibility (Source: Smappen)*

As can be seen from the above, Drogheda centre and associated facilities are reached within the 40-minute walking buffer.

3.5.2 Cycling Accessibility

There are no dedicated cycle facilities in the vicinity of the site, with cyclists sharing the carriageway with other road vehicles.

The Figure below indicates the typical cycling catchments from the subject site for 10-minute, 20-minute, and 40-minute cycling times:

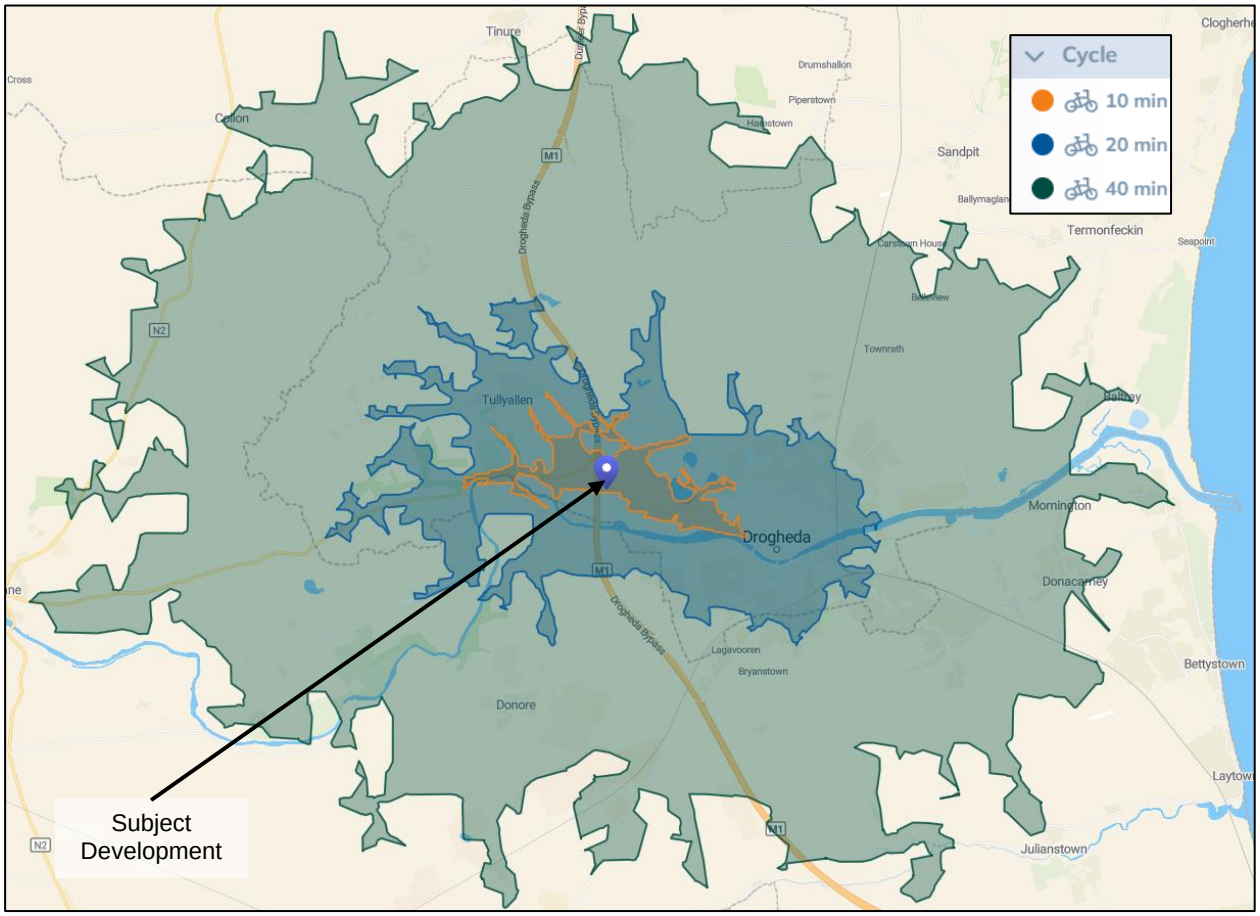


Figure 7 | *Site Accessibility – Isochrone map indicating cycling accessibility (Source: Smappen)*

Much of Drogheda Town Centre is accessible from the site within a 20-minute cycle, with the entirety of the Town Centre falling within the 20-minute catchment.

3.5.3 Existing Bus Network

There are several existing public transport facilities available in vicinity of the proposed development site ranging from bus services to rail services. The ***Figure 8*** illustrates these in the local context and a summary of the frequency of these routes is shown in ***Table 2***. Full timetables are contained in ***Appendix B.***

- Bus Stop 135941: Is the closet to the subject development, situated at the entrance to M1 Retail Park is a c. 1,3km or 17-minute walk (see ***Figure 8***). Once the pedestrian / cycle link is completed, the distance between the subject development and the bus stop will be reduced to c.0.6km or 8-minute walk, as can be seen in figure below. This bus stop is served by Bus Eireann Routes 173 and 190, and by Local Link Route 188.
- Bus Stop 109411: Located at St. Joseph's Terrace is a 1,4km or 21-minute walk. This bus stop is served by Bus Eireann Route 173.
- Bus Stop 139151: The bus stop is located on North Road in the northern direction, and it is a 2.4km walk or a 33-minute walk. It is served by Bus Eireann Route 100, 100x D4 and D5, Matthews Bus Route 901, 901d and 904, and Streamline Coaches route UM03.

- Bus Stop 100601: is located on North Road in the southern direction, and is a 2.4km or 33-minute walk away. It is served by Bus Eireann Route 100, 100x D4 and D5, Matthews Bus Route 901, 901d and 904, and Streamline Coaches route UM03.
- The Drogheda Bus Station and its surroundings are located at Donore Rd. and George's St. It is a 3.3 km or a 45-minute walk, or a 12-minute cycle away. This bus stop is served by various Bus Eireann routes, including 100, 100x, 101, 10x, 105, 168, 182, 182a, 190, D1, D2, D4, and D5, as well as Local Link LMF routes 163 and 188.

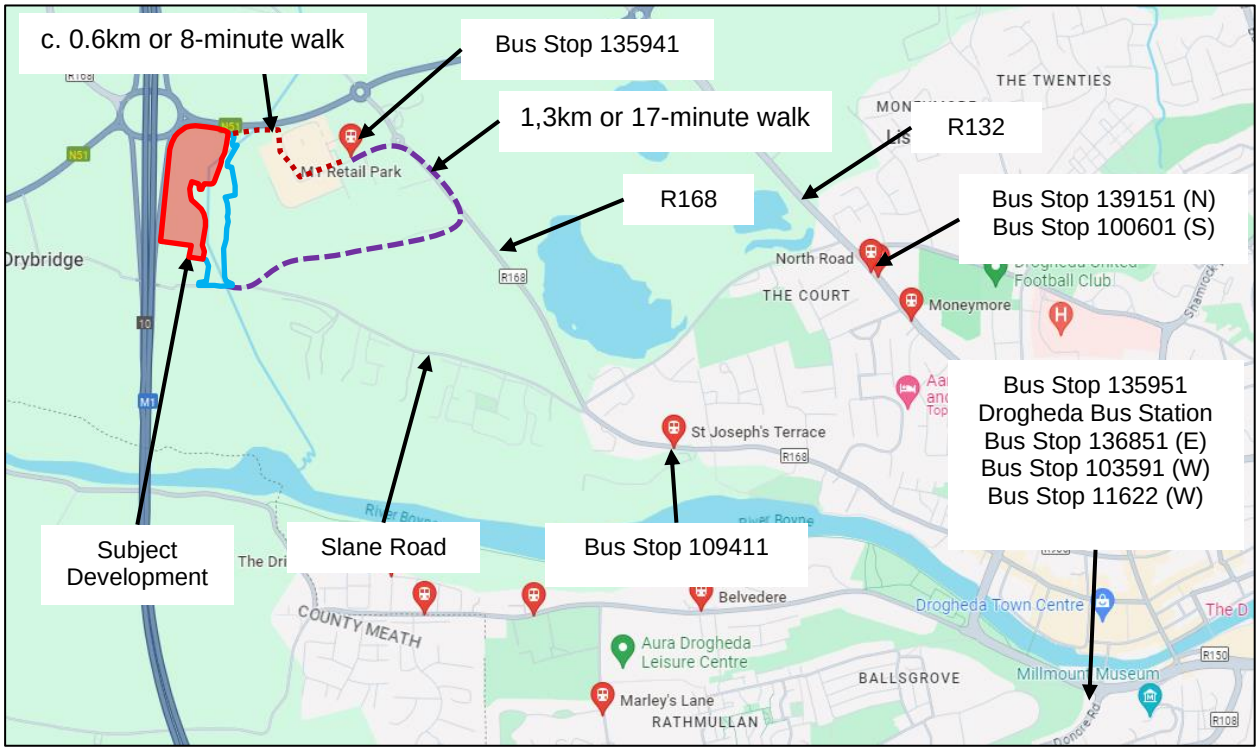


Figure 8 *| Location of Closest Bus Stops (Source: Transport for Ireland)*

Route No.	Route Name	Frequency
Bus Stop 135941		
173	Drogheda West St - Dominick St.	8 service every hour between 12:00 and 19:00.
190	Drogheda - Navan - Trim	Every Hour between 5:40 and 23:40
188	Drogheda, Hospital - Kildalkey Road, Athboy Church Car Park	Every Hour between 5:40 and 23:40
Bus Stop 109411		
173	Drogheda West St - Dominick St.	11 service every hour between 9:00 and 19:00
Bus Stop 139151		
100	Drogheda - Dundalk - Newry	2 services 6:48 and 7:48

100X	Wilton Tce - Airport - Dundalk	7 services every hour between 18:00 and 01:00
D4	Southgate SC - Ballymakenny	Every 20-30 Minutes between 06:00 and 20:00, and every hour between 20:00 and 23:00
D5	Colpe Road - Termonabbey	Every 20-30 Minutes between 06:20 and 19:30, and every hour between 20:00 and 23:00
901	Dublin - Dundalk	Every hour between 7:20 and 0:20, with 3 additional services at 8:45, 16:50 and 17:50
901d	The Helix - Marshes Shopping Centre	1 service at 17:55
904	Belfield, Campus - Marshes Shopping Centre	2 services at 17:15 and 18:20
UM03	University Campus - Hill Street Dundalk	2 services at 16:45 and 18:45
Bus Stop 100601		
100	Newry - Dundalk - Drogheda	2 services 6:40 and 7:40
100X	Dundalk - Airport - Wilton Tce	4 services at 18:04, 19:04, 20:04 and 21:02.
D4	Ballymakenny - Southgate SC	Every 20-30 Minutes between 06:40 and 19:50, and every hour between 20:10 and 00:00
D5	Termonabbey - Colpe Road	Every 20-30 Minutes between 06:20 and 20:00, and every hour between 20:40 and 22:40
901	Dundalk - Dublin	Every hour between 6:00 and 22:00, with 5 additional services at 6:55, 7:55, 8:55, 8:45, and 21:55
901d	Marshes Shopping Centre - The Helix	1 service at 7:40
904	Marshes Shopping Centre - Belfield, Campus	3 services at 6:25, 6:55 and 7:25
UM03	University Campus - Hill Street Dundalk	2 services at 7:25 and 10:25
Bus Stop 135941		
188	Drogheda, Hospital - Kildalkey Road, Athboy Church Car Park	8 services 6:30, 8:00, 11:00, 13:00, 15L00, 19:00 and 21:00
100	Drogheda - Dundalk - Newry	Every hour between 06:45 and 18:00
100X	Wilton Tce - Airport - Dundalk	Every hour between 06:40 and 0:55
100X	Dundalk - Airport - Wilton Tce	Every hour between 6:00 and 22:10

101	Drogheda - Dublin - Airport	Every 20-30 Minutes between 05:20 and 23:00 and every hour between 23:00 and 5:00.
101X	Termon Abbey - Drogheda - Wilton Tce	5 services 5:54, 6:22, 6:42, 6:57 and 7:12
101X	Wilton Tce - Drogheda - Termon Abbey	4 services 17:44, 18:24, 18:54 and 19:14
105	Drogheda - Ashbourne - Blanchardstown	Every hour between 5:30 and 20:30
168	Annagassan - Dundalk	10 services between 7:00 and 23:30
182	Drogheda - Collon - Ardee - Monaghan	Every two hours between 8:10 and 20:10
182a	Drogheda - Hosptial - Ardee	Every two hours between 7:10 and 17:10
190	Drogheda - Navan - Trim	Every hour between 5:30 and 23:30
D1	Drogheda - Laytown	Every 30 minutes between 5:30 and 0:00
D2	Drogheda - Laytown via coast Road	Every 30 minutes between 5:30 and 23:30
Bus Stop 136851		
163	Donore - Drogheda	5 services 8:43, 10:50, 12:50, 16:10 and 17:29
Bus Stop 11622		
163	Drogheda - Donore	5 services 9:07, 11:27, 13:27, 16:37 and 17:52
D4	Ballymakenny - Southgate SC	Every 20-30 minutes between 6:10 and 23:14
D5	Termonabbey - Colpe Road	Every 30 minutes between 6:30 and 22:40
Bus Stop 11622		
168	Kildalkey Road, Athboy Church Car Park - Drogheda, Hospital	8 services 7:35, 9:00, 12:00, 14:00, 16:00, 18:00, 20:00 and 22:00
D4	Southgate SC - Ballymakenny	Every 20-30 minutes between 6:10 and 23:14
D5	Colpe Road - Termonabbey	Every 30 minutes between 6:30 and 22:40

***Table 2** | Bus Routes – Frequency Table (source: Transport for Ireland)*

In the previous table, for bus stop 135941 (Drogheda bus station), only buses that start at or pass through this bus station have been considered. Buses terminating at the bus station have not been included. More detailed information on frequencies can be found in ***Appendix B***.

As can be seen from the table above, the town of Drogheda is well served by a bus system which links it to the surrounding area, including the coast, Northern Ireland, Dublin City, and Ireland's international airport. Some examples of possible routes are given below:

Here are some examples of time travel from Drogheda to:

Dublin Airports:

- Route 101: 70 minutes.
- Route 100x: 30 minutes.

Dublin City:

- Route 101: 120-minute.
- Route 100x: 75 minutes.

Navan:

- Route 188: 40-50 minutes.
- Route 190: 40-50 minutes.

Dundalk:

- Route 100x: 35 minutes.
- Route 100: 45 minutes.
- Route 168: 110 minutes.

Lawtown:

- Route D2: 16 minutes.
- Route D1: 20 minutes.

3.5.4 Existing Rail Network

The nearest rail station to the subject site is the Drogheda MacBride Train Station, is a 4.3km or 60-minute walk or 16-minute cycle, to the east of the proposed development (see ***Figure 9***), served by Commuter Rail services with connections to the Dart (see ***Figure 10***).

Figure 9 | *Location of Rail Station (Source: google maps)*

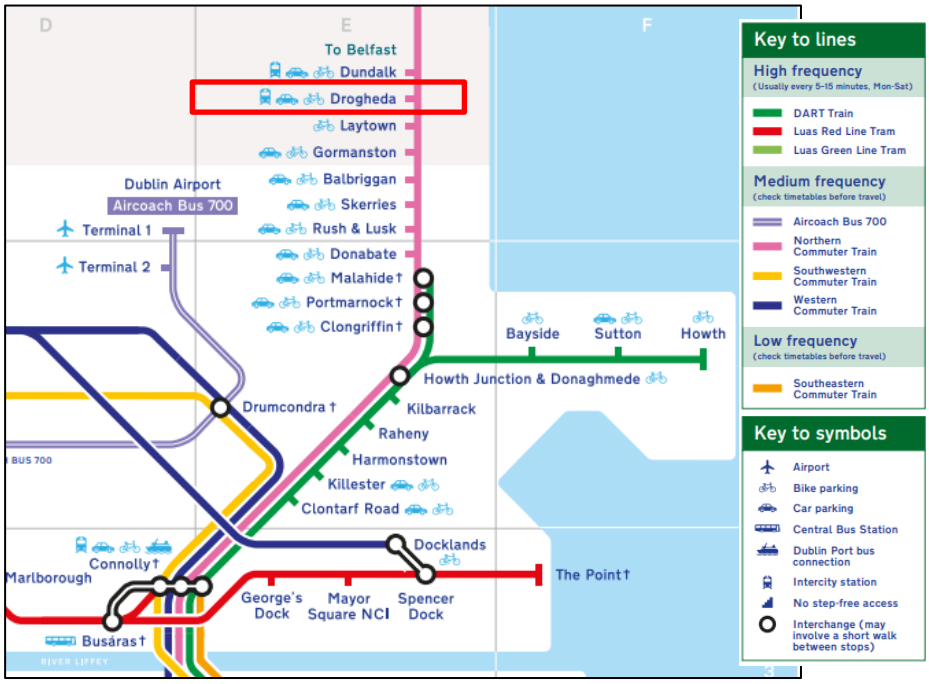


Figure 10 *| Location of Bus Station (Source: google maps)*

The trains from this station facilitate services that allow for good connection to other onward destinations both north and south. Services generally operate with 30-minute frequencies during the peak hour morning and evening commuter periods.

The train routes serving Donabate are outlined below:

- Belfast – Dublin Connolly
- Dublin Connolly - Belfast
- Drogheda/Dundalk – Dublin Commuter (S)
- Dublin - Drogheda/Dundalk Commuter (N)
- Rosslare Europort – Gorey – Dublin Connolly (NW)

The table below indicates the main routes to and from Drogheda Train Station.

Route	Frequency
Belfast - Dublin Connolly	8 services 7:21, 8:22, 12:07, 14:07, 15:40, 17:41, 19:41 and 21:41
Dublin Connolly - Belfast	8 services 8:12, 10:06, 11:55, 13:56, 15:55, 18:21, 19:34 and 21:29
Drogheda/Dundalk – Dublin Commuter (S)	Every 30 minutes between 8:50 and 22:05
Dublin - Drogheda/Dundalk Commuter (N)	Every 30 minutes between 5:50 and 00:50
Rosslare Europort – Gorey – Dublin Connolly (NW)	2 services 5:03 and 9:52

Table 3 | *Train through Drogheda Train Station (Source: Transport for Ireland and Irish Rail)*

From Drogheda station there are good connections to both Dublin to the south and Belfast to the north.

The travel time from Drogheda Railway Station to Connolly Railway Station (Dublin) is approximately 30 minutes on the intercity Belfast-Connolly service and approximately 1 hour on the commuter service.

The travel time from Drogheda Railway Station to Belfast Lanyon Place is approximately 70 minutes on the intercity Connolly – Belfast.

3.5.5 GoCar Facilities

There is a GoCar station in the vicinity of the proposed development located in M1 Retail Park is a 1,3km or 17-minute walk as shown in figure below. Once the pedestrian / cycle link is completed, the distance between the subject development and the bus stop will be reduced to c.0.6km or 8-minute walk, as can be seen in figure below.

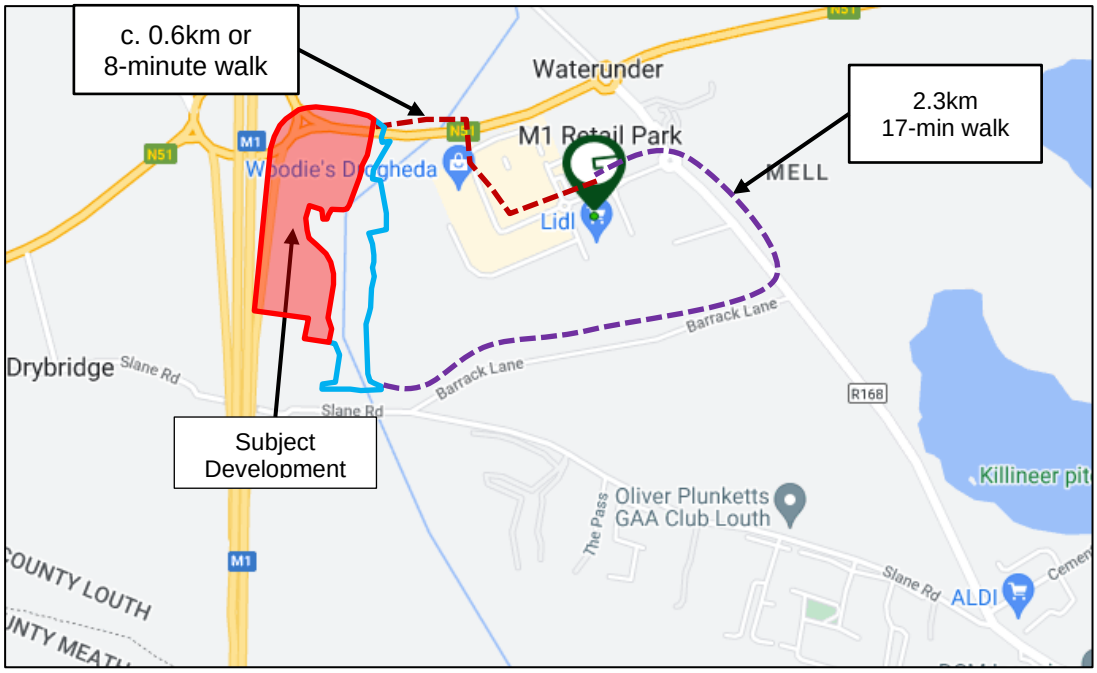


Figure 11 | *Location of Bus Station (Source: google maps)*

3.6 Proximity to Amenities

The town of Drogheda has several facilities (see ***Figure 12***) which are within walking distance and others which are further afield but may take longer or can be reached by bicycle.

The closest is the M1 Retail Park, which is a shopping centre with a variety of facilities such as an electronics store, a grocery store, and others. Located at the entrance to M1 Retail Park is the Bus Stop 135941 which is served by Bus Eireann Route 173 and 190, and by Local Link Route 188 (see ***Section 3.5.3***).

M1 Retal Park is a 1,8km or 20-minute walk from the subject development walking by Slane Road / Barrack Lane and R168 (see ***Figure 8***). This distance will be reduced when the pedestrian link parallel to the N51 will be built (see ***Figure 15***), which will allow the M1 Retail Park to be reached from this development in less than 8 minutes.

The next figure shows the different amenities in the area around the subject development.

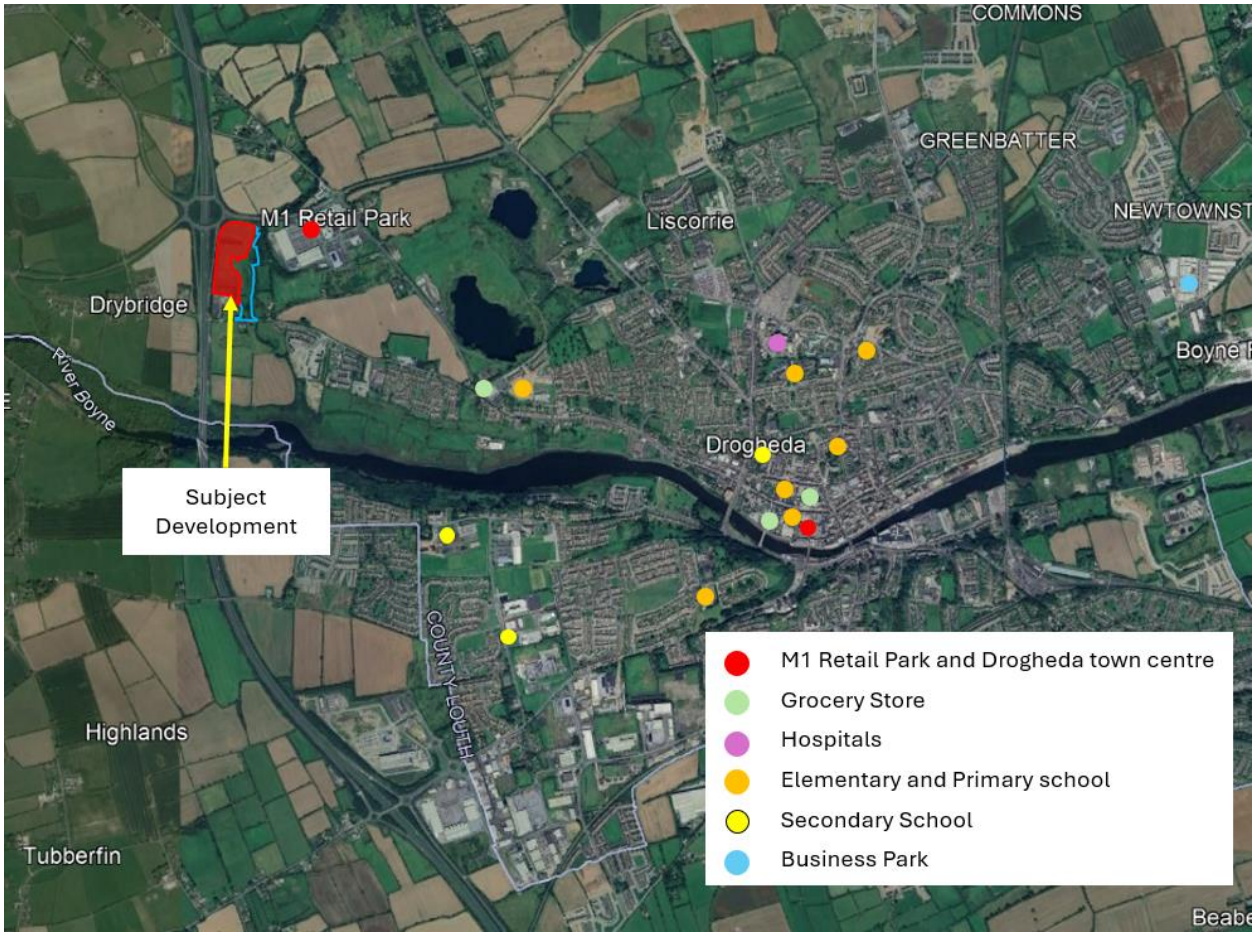


Figure 12 | *Amenities (Source: google maps)*

3.7 Proximity to Employment Areas

3.7.1 Dublin Airport

The site is approximately 40 km from the Dublin Airport, with an average travel time of 30-minutes by vehicle.

In terms of public transport, there are two options to get to Dublin airports: Route 100X every hour and Route 101 every 20-30 minutes. The former takes 30 minutes and the latter 70 minutes to reach Dublin Airport.

3.7.2 M1 Retail Park

The development is located close to the M1 Retail Park area which provides a range of employment opportunities. The adjacent development to the north-west of the site is a shopping centre with a variety of facilities including an electronics store, food store and others.

3.7.3 Business Parks

To the east of Drogheda there is a business park with several businesses or employment opportunities (see ***Figure 12*** above). The site is located 5.7km from the subject development site and it takes 14 minutes by car or 20 minutes by cycle to reach this area. Walking is another option, and it takes 140 minutes to reach the business park from the subject development.

In terms of public transport, the route 173 can be used from the M1 Retail Park and takes approximately 30 minutes to arrive.

3.7.4 City Centre & Shopping District

Approximately 3km to the east of the development is the centre of Drogheda, which includes a number of small and medium-sized businesses such as discount stores, banks, food outlets, clothing stores, grocery stores and shopping mall centres.

The shopping mall centre is located approximately 3.1km to the east of the development, and it takes approximately 40 minutes by walking or 10 minutes by bicycle to reach this area. The M1 Retail Park is situated approximately 3.1km to the east of the development, and the route 190 can be used to reach it from there. This route takes approximately 20 minutes to complete.

4. Transportation Improvements

4.1 Permitted Transport Network

4.1.1 Road Access

The permitted development is served by a single main access junction located along the site frontage onto Slane Road, which is currently under construction as part of the Phase 1 of the permitted development (permitted development with 30 dwelling units). This is a priority junction and is designed in accordance with DMURS. The internal road layout for the permitted development includes local roads and shared surface home zones.

4.1.2 Pedestrian Network Upgrades

As part of the permitted development, 30-unit currently construction, it is proposed to provide new footpath along Slane Road.

The proposed new footpath extends west along Slane Road from the site entrance as far as the M1 underpass (approximately 110m), and to the east from the site entrance approximately 220m to connect to the existing footpath in front of the Tullybrook development, with additional footpath to be provided at the entrance to The Pass along Slane Road.

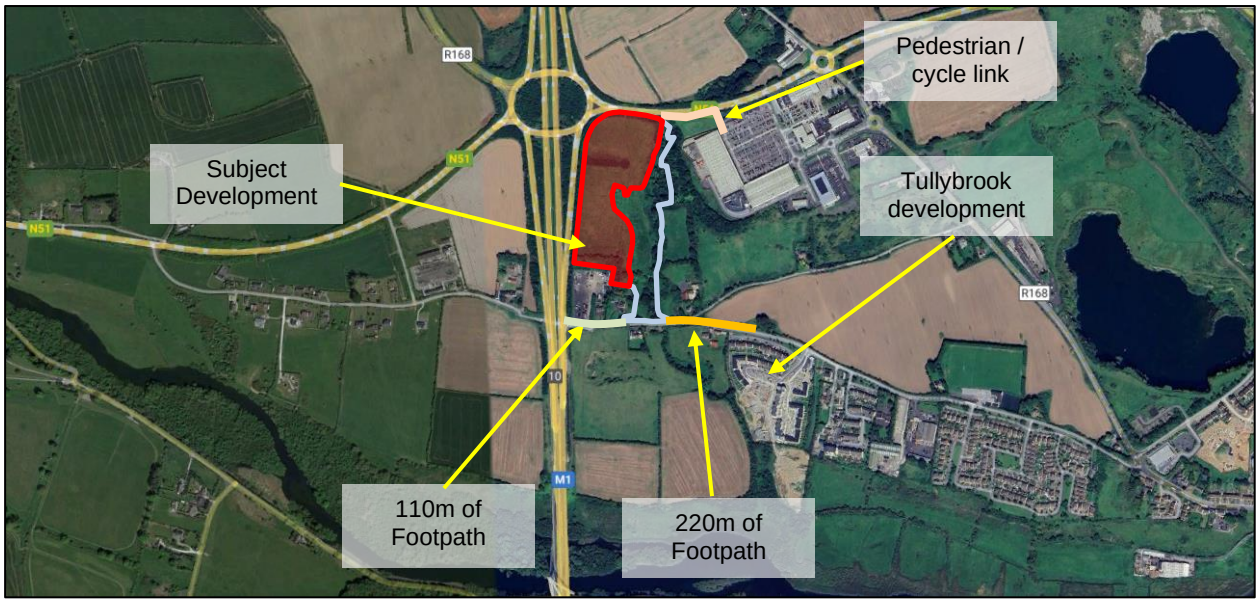


Figure 13 | *Pedestrian Network Upgrades (Source: google maps)*

The proposed development includes the construction of a pedestrian and cycle link on the southbound side of the N51 (R168) to the M1 Retail Park. This section was walked by representatives from the design team, along with Aaron Lynch and Patrick Rodgers from Louth County Council on 25 September 2023. During that site visit, the extent of footpaths that could be provided was agreed in principle.

The subject proposal includes a minimum 4.3m wide sterile section of land between the existing N51 carriageway and the Subject Development. This section of land has been left to facilitate the future provision of pedestrian and cycle infrastructure along the N51 (R168) towards the Port Access Northern Cross Route. This is in accordance with the Louth County Council's Stage 2 Opinion Report, in which the Transportation Division requested that the Applicant provide a sterile section of land on the boundary adjacent to the public road to facilitate the subsequent provision of pedestrian and cycle infrastructure. Also, the report indicates

that the sterile section of land should allow for the provision of a DMURS-compliant footpath and cycleway to the widths set out in Section 2.6 and Table 2.2 of 'The Cycle Design Manual'. In accordance with the DMURS guidelines, a minimum footpath width of 1.8 metres is required. The Cycle Design Manual stipulates a cycle path width of 2 metres and a buffer zone of 0.5 metres, resulting in a total width of 4.3 metres.

4.2 Infrastructure, Cycle and Pedestrian

The Louth County Development Plan 2021-2027 (Section 7.8.4) outlines the objectives for road traffic and management. In the vicinity of the subject development, the Louth County Development Plan 2021-2027 has identified the following interventions as necessary:

- Old Slane Road: Widening to facilitate footpaths.
- Drogheda Cycleways: Implementation of elements of the Drogheda Cycle Strategy
- Leonards Cross (Junction 2 – see ***Figure 4***) Road realignment.

The restricted nature of the existing Slane Road corridor prevents the provision of segregated cycle facilities or a shared path. Traffic surveys have shown that the 85% speed on Slane Road, adjacent to the development site, is in the order of 75km/h.

Considering that Slane Road is a single carriageway local road with no facilities for pedestrians or cyclists on either side of the road. The absence of footpaths and cycleways increases the vulnerability of users. Future developments will need to provide the necessary infrastructure to ensure a safe environment for pedestrians and cyclists. The future footpath proposed with the Subject Development is in line with the Louth County Development Plan.

On the other hand, the delivery of improvements Leonard's Cross junction (indicated in the Louth County Development Plan 2021-2027) would require the realignment of Slane Road to generate either a compliant priority-controlled stagger junction or a signalised crossroads junction. Both of these options would require land in private ownership outside of the control of the applicant.

4.3 Public Transport

4.3.1 DART

Drogheda Rail Station is located approximately 4300 metres east of the proposed development site (see ***Figure 9***) and is part of the northern route of the future DART Expansion Programme which see the DART extended to locations along the east coast of Ireland such as Donabate, Rush and Lusk, Skerries, Balbriggan and finally on to Drogheda (see ***Figure 14***).

The DART+ Programme aims to modernise and provide an electrified, more frequent, and reliable rail service, enhancing capacity on the rail corridor across Dublin City and Greater Dublin. DART+ offers several benefits, including:

- Increase peak passenger capacity and increase train frequency between Dublin City Centre and Drogheda MacBride Station - inclusive of the Howth Branch - facilitating frequent and reliable transport to the surrounding communities.
- Facilitate the development and future growth of existing and new communities that will greatly benefit from the connectivity that the DART+ Coastal North project will deliver.
- Build a sustainable and connected city region, supporting the transition to a low carbon and climate resilient society.

- Facilitate people to make sustainable travel choices by encouraging a move away from private cars to a reliable, efficient and safer public transport network.
- Improve multi-modal transport connectivity through the development of the wider DART+ Programme.

The DART train currently stops at Malahide station. It is expected that the new service will be in operation at Drogheda Railway Station within the next few years. According to the website, the latest updates are:

- Larnród Éireann has completed the second phase of the non-statutory public consultation on the 'Preferred Option' for the DART+ Coastal North project.
- The feedback and submissions received during this consultation will be thoroughly reviewed and assessed.
- Based on this feedback, a public consultation report will be prepared to support the development of the Railway Order (RO) application to be submitted to An Bord Pleanála.
- The intention is to lodge the Railway Order in summer 2024.

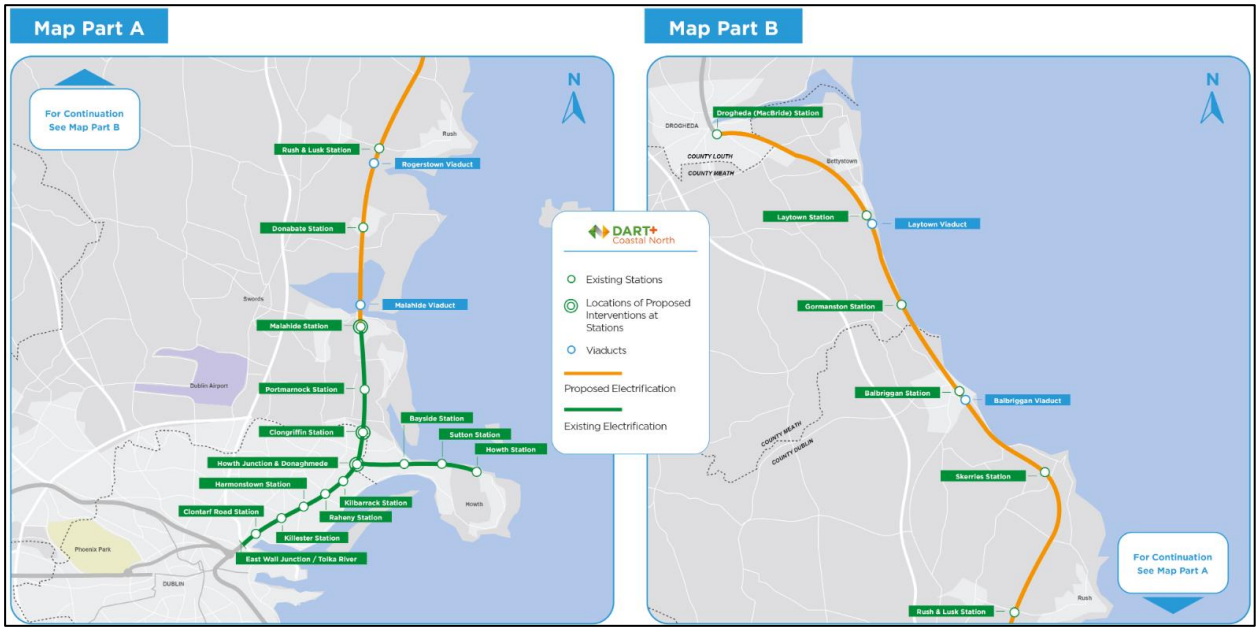


Figure 14 | *Dart Expansion Programme (source DART+).*

5. Proposed Development

5.1 Development description

5.1.1 Phase 1 (30 Units, Under Construction)

A previous proposal by the Applicant to develop the subject site received a decision to grant permission from An Bord Pleanála in February 2022 (reference no. ABP-311678-21 as amended by P. A. Ref. 2360368). Although that permission is for 237 no. units, only the first 30 no. units are under construction under that planning grant. The subject planning application proposes revisions to the remainder of the site, with the overall number of units remaining at 237.

As part of the Phase 1 30-unit works, the entrance road from Slane Road and the footpath upgrade works along Slane Road are to be carried out.

5.1.2 Phase 2 (Subject Application)

The proposed development of Phase 2 will comprise a total of 207 no. residential units to be developed on 4.8Ha site. The development incorporates a Creche and is developed to the north and west of the 30 units currently under construction.

The site is bordered to the west by the M1 motorway, to the north by the N51 (R168), to the south by Slane Road and to the east by a stream.

This report considers the impact of the proposed development in the context of the surrounding area.

The overall schedule of accommodation, including the permitted Phase 1 and the subject Phase 2, is tabulated below:

Description	1-Bed	2-Bed	3-Bed	4-Bed	Total Units m2
Proposed Development (unit.)	21	49	115	22	207
Creche (m2) (58 children and 11 Staff)					352.3
Total	**21**	**49**	**142**	**25**	**237 unit 352.3 m2**

Table 4 | *Schedule of Accommodation*

5.2 Pedestrian Facilities

The permitted development includes the provision of walking and cycling facilities shared path adjacent to N51 (R168) to connect the development with the M1 Retail Park.

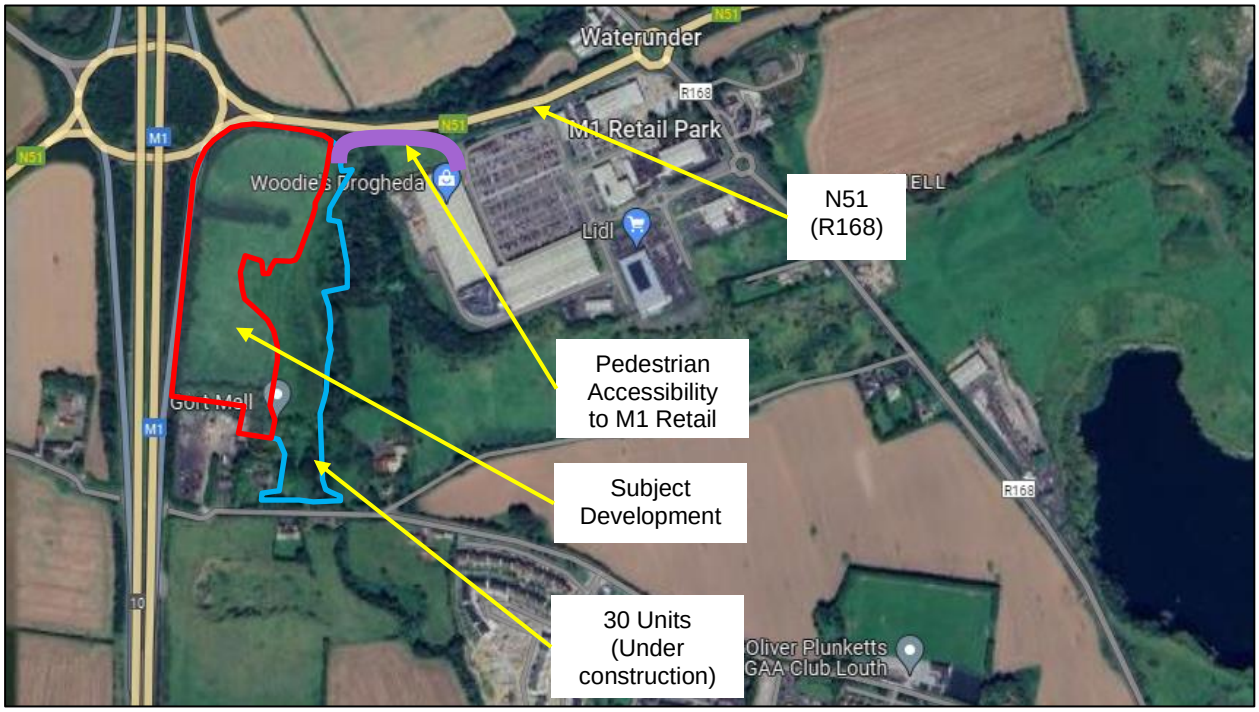


Figure 15 | *Accessibility to M1 Retail Park.*

The proposed improvements to the N51 (R158) include the provision of a 3m shared use path on the southern section of the N51 (R158) which will provide a link from the development to the M1 Retail Park. This route will provide a pedestrian and cycle link to a number of shops and services within the M1 Retail Park, as well as providing a direct route to bus stop 135941 (see ***Figure 8***) and bus services operating from the Retail Park.

5.3 Internal Road Layout

The internal roads have been designed to comply with DMURS as required by the County Development Plan. The internal roads generally vary between 4.8m and 5.5m in width. All footpaths are 2.0m wide and connect the internal spaces.

To generate a safer environment, shared use surfaces (vehicular and pedestrian) have been generated with a differentiated rolling surface (in texture and level) so that it is easily identifiable by the driver. This was done following section 4.3.4, where indicate:

- *Use a variety of materials and finishes that indicate that the carriageway is an extension of the pedestrian domain.* A different finish to the rest of the pavement has been chosen to identify these areas.
- *Avoid raised kerb lines. Any Kerb line should be fully embedded within the street surface.* The shared areas have been raised from the remaining pavements using small ramps to start and end the shared areas.
- *Minimise the width of the vehicular carriageway and /or corner radii.* A reduction in the width of the carriageway has been implemented, from 5.50 m to 4.80 m.

All internal roads within the proposed development are designed for a speed limit of 30km/h. The speed limit on the shared road will be 20km/h. All junctions within the development itself will be priority junctions with raised tables where appropriate.

The low design speeds and traffic calming measures will ensure the safe operation of these junctions and a safe/secure environment for pedestrians and cyclists.

The design and layout of the proposal has been prepared to fully comply with the current relevant design standards and specifications applicable to this form of development.

Sufficient parallel and perpendicular parking spaces have been reserved in accordance with local guidelines (see ***chapter 8***).

The following figure shows the layout of the development with the access points and connections with adjacent approved development.

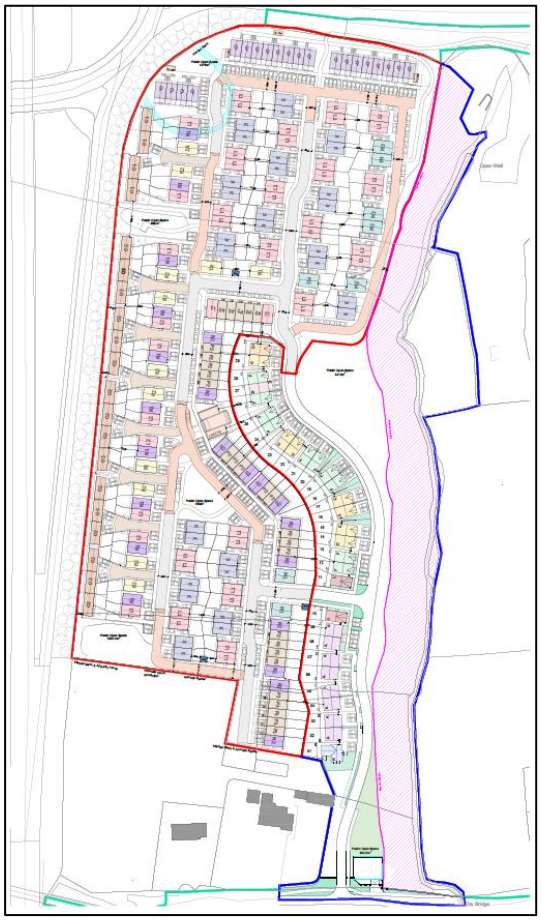


Figure 16 | *Proposed Site Access Points and Internal Road Layout*

5.4 Site Access Points

The application proposes a revised site layout for the remainder of the site, with roads, drainage, watermains and other utilities to be linked to the infrastructure currently under construction as part of the first 30 no. units. The SHD received a decision to grant permission from An Bord Pleanála in February 2022 (reference no. ABP-311678-21) and the first 30 no. units of the approved development are under construction.

The access point from the Slane Road is a priority T-junction and has been constructed as permitted.

The link between the first and the second part of the development is an internal road as shown on ***Figure 16***.

5.5 DMURS

Waterman Moylan Consulting Engineers considers that the proposed development is consistent with the principles and guidance outlined in the Design Manual for Urban Roads and Streets (DMURS). Outlined below are some of the specific design features that have been incorporated within the proposed scheme with the objective of delivering a design that is in full compliance with DMURS.

In order of importance, DMURS prioritises pedestrians, cyclists, public transport and private cars. The proposed development has been designed with pedestrians and cyclists taking precedence over other modes of transport. In this regard, footpaths are provided throughout the development, with the required pedestrian and cyclist linkages onto the facilities in the close proximity of the site.

DMURS recommends using active edges to enliven the street and create a more engaging environment. This is achieved through frequent entrances and openings that overlook the street and generate pedestrian activity. The roads in the development have regular junctions and driveways in accordance with this recommendation.

On-street parking is proposed at several locations. On-street parking separates pedestrians from the vehicle roadway and, as per DMURS Section 4.4.9, can calm traffic by increasing driver caution, contribute to pedestrian comfort by providing a buffer between the vehicular carriageway and footpath and provide good levels of passive security.

Streets have been designed in accordance with the alignment and curvature recommendations set out in DMURS Section 4.4.6. The road layout is generally orthogonal. Section 3.3.1 of DMURS notes that street networks that are generally orthogonal in nature are the most effective in terms of permeability (and legibility). Regular junctions along with raised pedestrian tables/crossings at main pedestrian desire lines will encourage reduced driving speeds.

The proposed 'home zones' are designed to prioritise the needs of pedestrians, cyclists, children and residents, and to reduce the speed and dominance of cars. The home zones consist of a shared roadway. Entrance treatment to home zones is in the form of a ramp, which helps to indicate that a driver is entering a home zone and intends to use a different road surface colour in the local zones.

Suitable sightlines will be provided throughout the development, ensuring that localised planting does not obscure visibility as cars make turning manoeuvres, improving the pedestrian safety at crossing points.

Public areas fronting and within the proposed development will be designed by a multidisciplinary design team to accommodate pedestrians and cyclists in accordance with the appropriate principles and guidelines set out in DMURS. In particular, the vehicular access and public footways within the remit of the development will incorporate the relevant DMURS requirements and guidelines as set out above.

5.6 Refuse, Delivery and Emergency Vehicle Access

Refuse collection and deliveries will be facilitated via the vehicular access from Slane Road. Emergency vehicle access to the site is also via the main entrance from Slane Road. Swept path analysis has been carried out for a fire tender using AutoTrack software, confirming that a fire tender can safely navigate the site if required. The design incorporates appropriate access on all streets for fire tender and ambulance access.

5.7 Travel Characteristics

5.7.1 Small Areas – Census 2022

To understand the vehicle ownership and mode of travel selection of the residents in the area, public information from the Census 2022 was used. The Census was conducted by the Central Statistics Office on 3th April 2022, and distributed information in small areas that divide the territory.

For this report, 26 representative areas have been selected to reflect the subject's development. It is important to choose a range of areas to obtain an average value that will allow us to approximate the future behaviour of the inhabitants in the subject's development.

The consulted Small Areas are illustrated in ***Figure 17***. The number of houses and respective population in each consulted Small Area is provided in Appendix B.

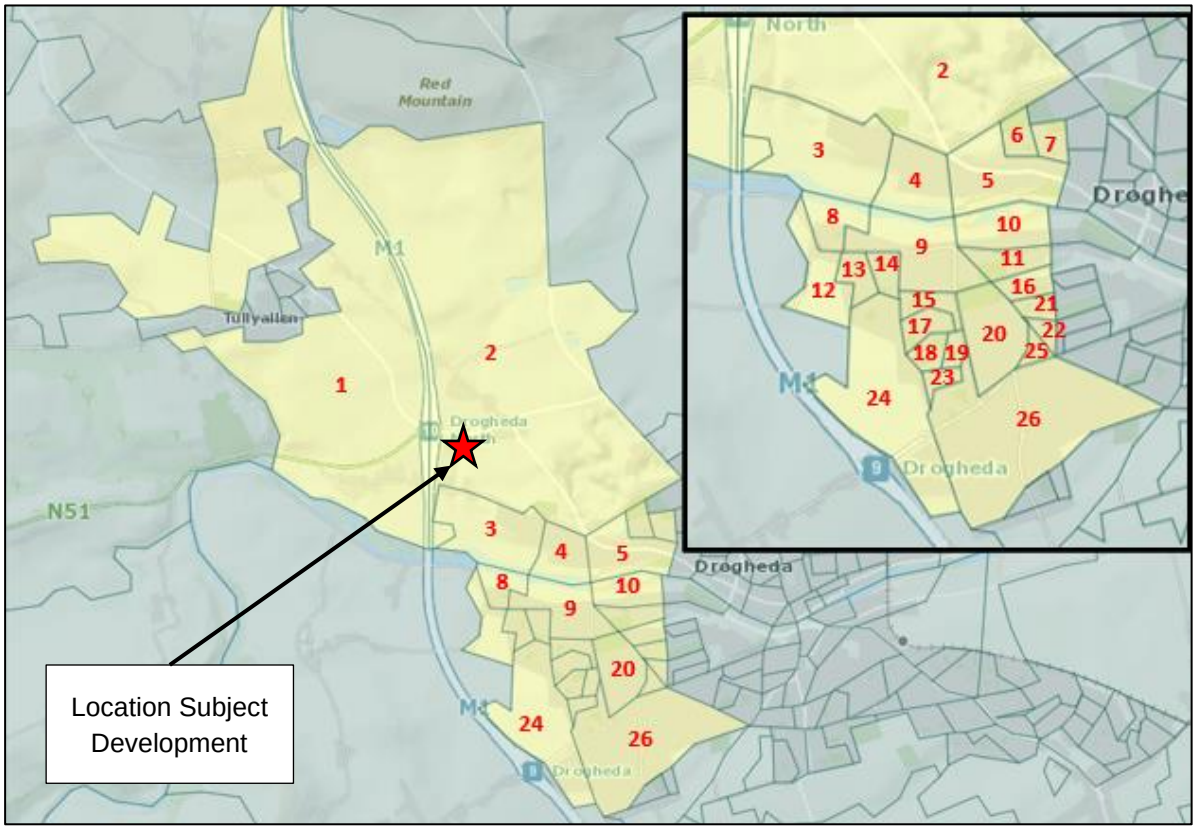


Figure 17 | *Selected Small Area – Census 2022*

5.7.2 Modal Split and Car Ownership – Census 2022

The results of the consultation carried out during the Census 2022 show that the modal split in the selected small areas is 60,2% by car, 13,4% by public transport, 24,5% by walking and 1,9% by cycling.

On the other hand, the survey found that the population of 8,589 people living in these areas had a car ownership of 3,276 vehicles, which equates to 1 car per 2.64 persons or 1.15 cars per dwelling unit.

The results of the survey on car ownership in the small areas surveyed are presented in Appendix B.

6. Trip Generation and distribution

6.1 Trip Rates

The traffic generation potential of the Subject Development has been estimated using the TRICS software modelling database. TRICS is the national standard of trip generation and analysis in Ireland. TRICS data is primarily UK based, although a number of Irish sites have been included, currently TRICS provide a reasonable indication of traffic generation from the proposed development.

The database system enables users to identify representative trip rates and establish potential levels of trip generation for various developments. To ensure a high probability of accurately representing the place, it is crucial to consider a diverse range of regions that closely align with the development in question. With this consideration, the following filter criteria are considered:

- Separate studies were conducted to identify the incidence of houses.
- Was considered areas between 2 and 8 hectares and dwellings between 200 and 300.
- Only sites categorised as Suburban or on Edge of Town with access to a multi-modal transport system were selected.
- The consideration of developments near big cities was excluded.
- A combination of suburban and outlying areas was selected, with access to multiple modes of transport and with building characteristics similar to the surrounding area.
- It has been verified that the distance between the different areas and their local facilities is similar to that of the development in question.
- The availability of parking spaces was restricted to identify areas without free parking.

The present report was carried out with the TRICS Database Version 7.8.2. Full trip rates have been provided in ***Appendix D***.

The morning and evening peak hour trip rates are displayed in the following table:

Land Use	AM Peak Hour (08:00 to 09:00)		PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Houses [per unit]	0.142	0.388	0.367	0.192
Creche [per 100 m2]	6.972	6.239	4.954	6.697

Table 5 | *TRICS – Car Trip Rates – AM & PM Peak Hours.*

6.2 Subject Development

The potential peak hour traffic generation for the proposed development calculated based on TRICS trip rates are shown in ***Table 6***.

The trip rates presented in the ***Table 5*** above represent the trip to/from the subject development considering all modal splits. To ascertain the proportion of these trip rates attributable to car travel, the modal split of the surrounding area could be used (refer to **Section 7.2**). However, in order to ensure a robust assessment, it is assumed that the trip presented in ***Table 5*** represent trips to/from the subject development by car only.

For the purposes of this TTA, all the dwellings to be built, i.e. 237 units, are included in the trips generated by this development. Whilst it is envisaged that the proposed Creche will solely serve the residents of the subject development, this may not always be the case. As such, to provide a robust assessment, it has been assumed that 50% of the traffic generation to/from the Creche will originate from the local road network external to the subject site and the remaining 50% will originate internally within the site.

The trip generation calculation in ***Table 6*** has been discounted to reflect this.

Land Use	AM Peak Hour (08:00 to 09:00)		PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Houses [237 unit]	34	92	87	46
Creche [214 m2 – 50%]	8	7	6	8
Total	**42**	**99**	**93**	**54**

Table 6 | *Proposed development – Car Trip Generation – AM & PM Peak Hours*

It is estimated that the area with the subject development will generate a total of 141 vehicle trips in the AM peak hour (42 inbound and 99 outbound) and a total of 147 vehicle trips in the PM peak hour (93 inbound and 54 outbound).

Traffic to and from the development has been distributed across the wider network based on a combination of turning percentages at these junctions and professional judgement based on a logical origin/destination model. The base junctions considered are shown in ***Figure 4***.

Based on the location of the subject site, it was considered that 75% of the overall trips generated by the proposed development will travel eastwards along Slane Road, whilst the remaining 25% will make their way to west along Slane Road.

Trip distribution percentages for the remaining Junctions were calculated using the base surveyed flows and associated turning movements.

Based on the above, the trip distribution for the Subject Development is detailed in ***Figure 18*** below (as well as in **Appendix E** – **Figure B**).

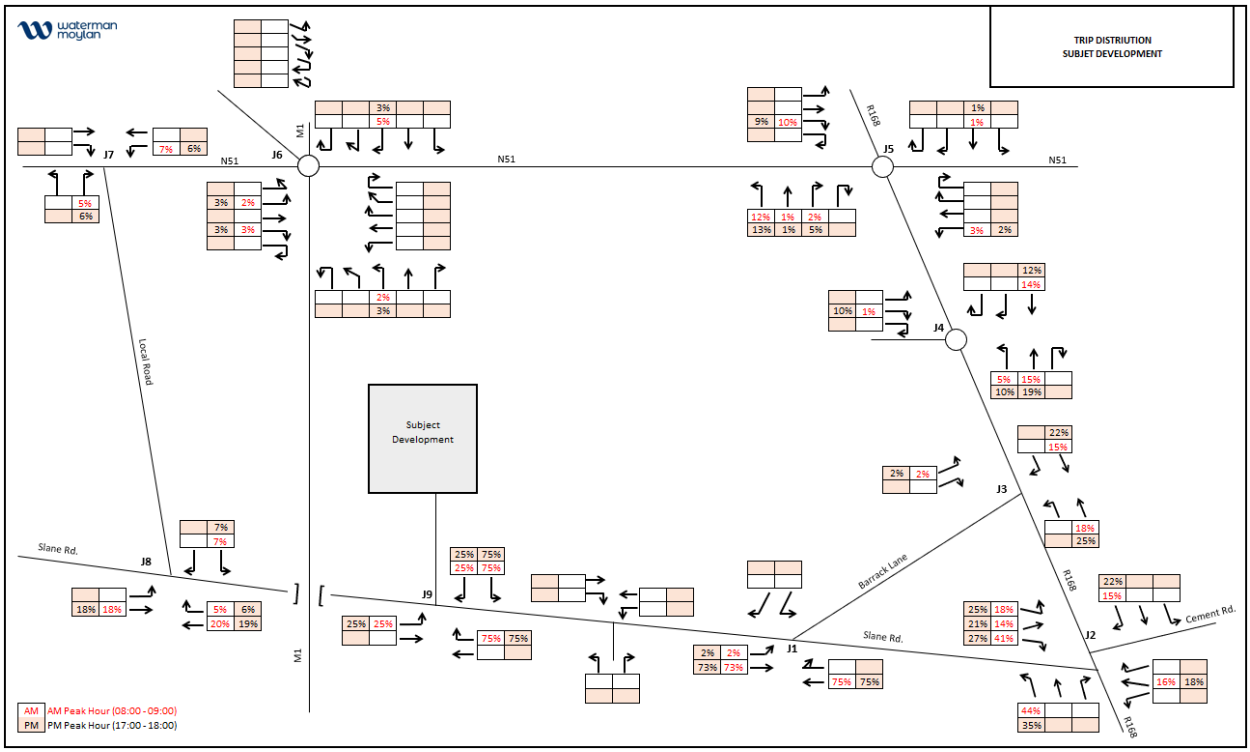


Figure 18 | *Trip Distribution – Subject Development*

The trip generation for the Subject Development in **Appendix E** – **Figure C**

6.3 Committed Developments

In order to conduct a comprehensive assessment of the junctions, it was necessary to determine the impact of the surrounding committed developments. For these, a 2 km radius centred on the Subject Development was consulted in the Planning Register Map Viewer and the documentation that was submitted for each Planning Application was reviewed. ***Figure 19*** below illustrates the location of each of the Committed Development, the Junctions assessed in this report (refer to **Section 3.3.2**) and the location of the Subject Development. A brief description of each of the Committed Development is provided below.

1. **Planning Application 22/713:** The application proposes the development of 99no. units on 5.63ha of land in Drogheda, County Louth. The application's documents for this development indicates that the development will generate a total of 89 trips (21 arrivals and 68 departures) during the AM peak hour and a total of 93 trips (60 arrivals and 33 departures) during the PM peak hour. In accordance with the trip distribution indicated in the planning application, a portion of the traffic flows to and from the development will impact on junction 5 of the Subject Development (see **Figure 19** below). For the purposes of this TTA, the remaining junctions have been distributed in a manner consistent with the proportions observed at each junction during the vehicle survey. The trip generation for this Planning Application, as assessed at the relevant junctions (refer to **Section 3.3.2** of this TTA), is detailed in **Appendix E – Figure D**.
2. **Planning Application 22/954:** The application proposes the development M1 Retail Park, Drogheda, County Louth. The analysis also considers adjacent planned drive-through restaurant at the northern end of the M1 Retail Park. The propose considering 3945m2 GFA food superstore, 210 m2 GFA café and 3500 m2 GFA DIY store with garden centre (2800 + 700m2). The application's documents for this development indicates that the development will generate a total of 150 trips (85 arrivals and 65 departures) during the AM peak hour and a total of 240 trips (117

arrivals and 123 departures) during the PM peak hour. In accordance with the trip distribution indicated in the planning application, traffic flows to and from the development will impact on the junctions 4 and 5 of the Subject Development (see **Figure 19** below). For the purposes of this TTA, the remaining junctions have been distributed in a manner consistent with the proportions observed at each junction during the vehicle survey. The trip generation for this Planning Application, as assessed at the relevant junctions (refer to **Section 3.3.2** of this TTA), is detailed in **Appendix E – Figure E**.

3. **Planning Application 22/975:** The application proposes the development of 98no. units on 1.36ha of land at Leonard's Cross, Slane Road, Mell, Drogheda, County Louth. The TTA report for this development indicates that the development will generate a total of 4 trips (1 arrival and 3 departures) during the AM peak hour and a total of 11 trips (6 arrivals and 5 departures) during the PM peak hour. In accordance with the trip distribution indicated on the planning application, the traffic flow to/from the development will impact on junctions 1 and 2 of the Subject Development (see **Figure 19** below). For the present TTA reports the remaining junctions was distributed in a manner consistent with the proportions observed at each junction during the vehicle survey. The trip generation for this Planning Application, as assessed at the relevant junctions (refer to **Section 3.3.2** of this TTA), is detailed in **Appendix E – Figure F**.

4. **Planning Application 22/1018:** The application proposes is part of a masterplan to develop 182 residential units on 5.0 ha of land at North Road, R132, in Drogheda, Co. Louth. The TTA report for this development indicates that the development will generate a total of 101 trips (24 arrivals and 77 departures) during the AM peak hour and a total of 117 trips (75 arrivals and 42 departures) during the PM peak hour. In accordance with the trip distribution indicated in the planning application, a portion of the traffic flows to and from the development will impact on junction 5 of the Subject Development (see **Figure 19** below). For the purposes of this TTA, the remaining junctions have been distributed in a manner consistent with the proportions observed at each junction during the vehicle survey. The trip generation for this Planning Application, as assessed at the relevant junctions (refer to **Section 3.3.2** of this TTA), is detailed in **Appendix E – Figure G**.

5. **Planning Application 23/60115:** The application proposes the development of a galvanising facility at Mell, Drogheda, County Louth. The documentation submitted with the application indicates that the development will generate a total of 256 trips (128 arrivals and 128 departures) over the course of a day. To determine the proportion of these trips that will occur during the peak hours, a proportion of 256 was taken. It was assumed that 35% of the journeys would occur during the morning peak hour and 30% during the evening peak hour. Accordingly, the total number of trips during the AM peak hour was calculated to be 90 (45 arrivals and 45 departures), while the total number of trips during the PM peak hour was calculated to be 76 (38 arrivals and 38 departures). In accordance with the trip distribution indicated in the planning application, a portion of the traffic flows to and from the development will impact on junction 5 of the Subject Development (see **Figure 19** below). For the purposes of this TTA, the remaining junctions have been distributed in a manner consistent with the proportions observed at each junction during the vehicle survey. The trip generation for this Planning Application, as assessed at the relevant junctions (refer to **Section 3.3.2** of this TTA), is detailed in **Appendix E – Figure H**.

6. **Planning Application 23/60225:** The application proposes consist of a new school building for St. Ita's and St Mary's Special Schools, provided in a part single, two and three-storey building arranged as 2 linked blocks, including an upgraded access road to be constructed for shared use with the adjacent Pitch & Putt club on 2.18 ha of land at on Cement Road, Drogheda, Co. Louth. The TTA report for this development indicates that the development will generate a total of 293 trips (219 arrival and 74 departures) during the AM peak hour and a total of 293 trips (74 arrivals and 219 departures) during the PM peak hour. In accordance with the trip distribution indicated on

the planning application, a portion of the traffic flow to/from the development will impact on junction 2 of the Subject Development (see **Figure 19** below). For the present TTA reports the remaining junctions was distributed in a manner consistent with the proportions observed at each junction during the vehicle survey. The trip generation for this Planning Application, as assessed at the relevant junctions (refer to **Section 3.3.2** of this TTA), is detailed in **Appendix E – Figure I**.

7. **Planning Application 23/60345:** The application proposes the development of 23 no. residential dwellings on land at Tullybrook, Slane Road, Tullyallen, Drogheda, Co. The data available in the Planning Application Portal does not indicate the distribution and generation of trips. However, in order to integrate this development into the evaluation of the intersections, based on the number of 23 units, the car trip rates in ***Table 6*** have been considered. It is assumed that 75% of trips will be made to the east on Slane Road, while 25% will be made to the west on the same road. The remaining intersections was distributed in a manner consistent with the observed proportions at each intersection during the vehicle survey. The trip distribution for this Planning Application, as assessed at the relevant junctions (refer to **Section 3.3.2** of this TTA), is detailed in **Appendix E – Figure J,** and the Trip Generation is detailed in **Appendix E – Figure K**.

8. **Planning Application 23/60388:** The application proposes the development IDA Drogheda North Business Park in Mell, Drogheda, Co. Louth. The proposed building will consist of approximately 4,650 sqm of floor space, with the requisite parking, landscaping, and site works. The application's documentation for this development indicates that the development will generate a total of 184 trips (92 arrivals and 92 departures) during the AM peak hour and a total of 184 trips (92 arrivals and 92 departures) during the PM peak hour. The distribution of traffic flow to and from the development is considered to be equal to that presented in the Planning Application 23/60388, given that the developments in question share similar characteristics. It is therefore considered that a proportion of the traffic flow to and from the proposed development will impact on junction 5 of the subject development (see **Figure 19** below). For the purposes of this TTA, the remaining junctions have been distributed in a manner consistent with the proportions observed at each junction during the vehicle survey. The trip generation for this Planning Application, as assessed at the relevant junctions (refer to **Section 3.3.2** of this TTA), is detailed in **Appendix E – Figure L**.

9. **Planning application 24/60106:** The application proposes the development of 47 no. residential dwellings on 1.58 ha of land at Tullybrook, Slane Road, Tullyallen, Drogheda, Co. The data available in the Planning Application Portal does not indicate the distribution and generation of trips. However, in order to integrate this development into the evaluation of the intersections, based on the number of 47 units, the car trip rates in ***Table 6*** have been considered. It is assumed that 75% of trips will be made to the east on Slane Road, while 25% will be made to the west on the same road. The remaining intersections will be distributed in a manner consistent with the observed proportions at each intersection during the vehicle survey. The trip distribution for this Planning Application, as assessed at the relevant junctions (refer to **Section 3.3.2** of this TTA), is detailed in **Appendix E – Figure J,** and the Trip Generation is detailed in **Appendix E – Figure M**.

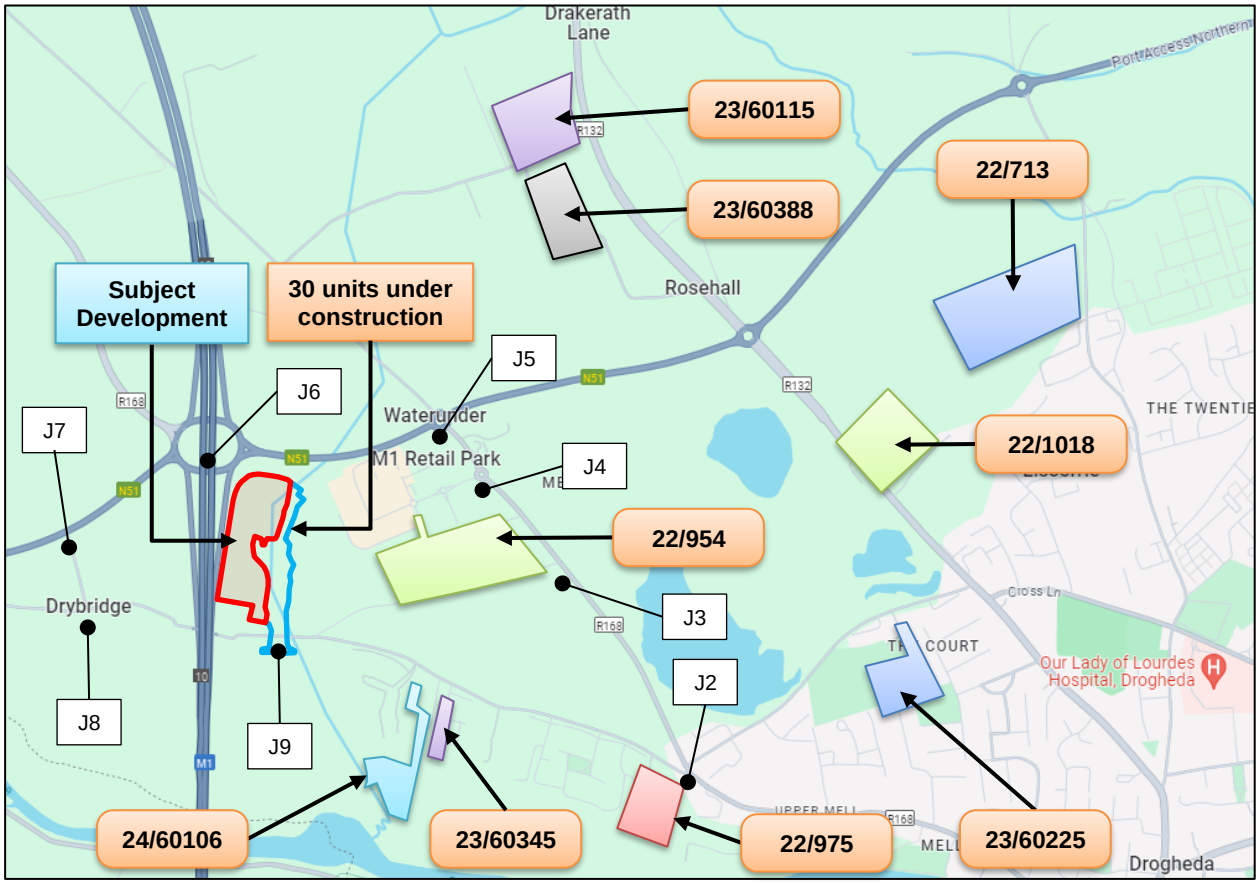


Figure 19 *| Committed developments – Planning Application number (Source: Planning Application Portal)*

The total trip generation for the Committed Developments can be seen in **Appendix E – Figure N**.

6.4 Traffic Growth Rates

It has been assumed within this TTA that the proposed development will be constructed with assumed year of opening is 2027.

As per methodology adopted in the 'Transport Assessment Guidelines (May 2014)', which the subject TTA is based on, the surveyed junctions were also assessed for the future design years of 2030 (Opening year + 5 years) and 2040 (opening year +15 years).

The traffic growth rate used to factor up the 2024 base year traffic movements (see ***Chapter 3.4***) is in accordance with *Table 6.2: Link-Based Growth Rates: County Annual Growth Rates (excluding Metropolitan Area)'* within the TII Publications – Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections (October 2021). Given the potential urban growth of the region, it was considered that the urban growth area corresponds to a central area of Louth, where Light Vehicles are the predominant vehicle type.

The factors considered in the current assessment are shown below:

- Base line: 2024
- Opening year: 2027 = 1.045 (growth factor from 2024 to 2027)
- Opening year + 5: 2032 = 1.107 (growth factor from 2024 to 2032)
- Opening year + 15: 2042 = 1.186 (growth factor from 2024 to 2042)

As many trips in the local area is expected to be generated by these lands and the potential level of trips associated with them is detailed under the Trip Generation section of this report, it was considered reasonable to use central growth rates to factor up the future baseline traffic. These growth rates account for any other future development (apart from those already accounted for in this report) that may be approved and constructed in the area.

7. Junction Assessment

7.1 Assessed Junctions

The following junctions have been assessed in the subject report:

- **Junction 1 (Priority T-Junction)**: Barrack Lane / Slane Road.
- **Junction 2 (Left Right Stagger):** Slane Road / Cement Road / R168 (Trinity Street).
- **Junction 3 (Priority T-Junction)**: Barrack Lane / R168 (Trinity Street).
- **Junction 4 (3-Armed Roundabout):** Access Road to M1 Retail Park / R168 (Trinity Street).
- **Junction 5 (4-Armed Roundabout):** R168 (Trinity Street) / R166.
- **Junction 6 (5-Armed Roundabout):** Interchange along the M1 motorway, connecting the N51, R168 and R166 respectively.
- **Junction 7 (Priority T-Junction):** Local Road / N51.
- **Junction 8 (Priority T-Junction):** Local Road / Slane Road.
- **Junction 9 (Priority T-Junction):** Access Road Subject Development / Slane Road.

7.2 Traffic Impact of Proposed Development

The TII document *Traffic and Transport Assessment Guidelines (2014)* provides thresholds in relation to the impact of a proposed development on the local road network. These thresholds are introduced in **Section 1.5** of this TTA. According to the TII document, the impact of new developments is considered to be significant if the level of traffic generated by them exceeds the thresholds of 10% for normal operating networks and 5% for congested networks. When such levels of impact are generated, a more detailed assessment should be carried out to determine the specific impact on the operational performance of the network.

In accordance with the TII guidelines, an assessment was conducted to determine the potential level of impact on each of the key junctions in the local road network. This assessment was carried considering the traffic flows surveyed in 2024 and the traffic flows generated by the subject development.

The summary of this calculation is presented in the following table.

Junction	Junction Existing Flow - AM Peak Hour	Junction Existing Flow - PM Peak Hour	Additional Traffic Two-way Flow (AM)	Additional Traffic Two-way Flow (PM)	% Expected Increase (AM)	% Expected Increase (PM)
Junction 1	52	85	109	117	209.6%	137.7%
Junction 2	1180	1335	107	115	9.1%	8.6%
Junction 3	949	1051	28	40	2.9%	3.8%
Junction 4	1160	1724	28	40	2.4%	2.3%
Junction 5	1899	2085	22	24	1.2%	1.2%

Junction 6	5151	5760	26	28	0.5%	0.4%
Junction 7	409	459	9	11	2.2%	2.4%
Junction 8	58	93	37	38	63.8%	40.9%
Junction 9	51	84	146	155	286.3%	184.5%

Table 7 *| Existing Flows and Expected Traffic Increase.*

As can be seen above at junctions 1, 8 and 9 the new traffic exceeds 10% of the existing flow, at junction 2 it exceeds 5% but does not exceed 10%, and at junctions 3, 4, 5, 6 and 7 it does not exceed 5% of the existing flow.

In accordance with the results of the table above, Junction 1, 2, 8 and 9 will be assessed for each scenario indication in the section below.

7.3 Assessment Scenarios

The performance of the junctions has been analysed for the critical AM Peak Hour and PM Peak Hour (08:00 - 09:00 and 17:00 - 18:00 / 18:00 - 19:00) for the following scenarios:

- **BASE YEAR 2024**: with 2024 Surveyed Flows. Trips generation is shown in ***Figure 5*** and in **Appendix E – Figure A**.
- **DO NOTHINGS 2027** (DN-2027): with 2024 baseline traffic flows factored up + traffic to/from the Committed Developments (see ***Figure 19***). Trips generation is shown in **Appendix E – Figure O**.
- **DO NOTHINGS 2032** (DN-2032): with 2024 baseline traffic flows factored up + traffic to/from the Other Developments (see ***Figure 19***). Trips generation is shown in **Appendix E – Figure P**.
- **DO NOTHINGS 2042** (DN-2042): with 2024 baseline traffic flows factored up + traffic to/from the Other Developments (see ***Figure 19***). Trips generation is shown in **Appendix E – Figure Q**.
- **DO SOMETHINGS 2027** (DS-2027): DN-2027 + traffic to/from the Subject Development. Trips generation is shown in **Appendix E – Figure R**.
- **DO SOMETHINGS 2032** (DS-2032): DN-2032 + traffic to/from the Subject Development. Trips generation is shown in **Appendix E – Figure S**.
- **DO SOMETHINGS 2042** (DS-2042): DN-2042 + traffic to/from the Subject Development. Trips generation is shown in **Appendix E – Figure T**.

7.4 Modelling Background

There are various modelling software packages available to assess every type of junction. Waterman Moylan uses ARCADY, TRANSYT and PICADY to analyse roundabouts, signalised and priority junctions, respectively.

ARCADY is a software for modelling roundabouts. This programme utilises roundabouts geometry and traffic flows input by the user to determine Ratio of Flow to Capacity (RFC) and queue length for each link on the roundabout.

PICADY is a software for modelling priority-controlled junctions. This programme utilises junction's geometry and traffic flows input by the user to determine Ratio of Flow to Capacity (RFC) and queue length for each link on the junction.

The results of the model include the following:

- RFC: This is the ratio of demand flow to capacity. The practical capacity threshold is usually 0.85. An RFC below 0.85 represents a junction operating in an efficient and stable state. An RFC between 0.85 and 1 represents variable operation and can be said to be operating adequately if queuing and delay are considered acceptable. RFC values greater than 1 represent a congested condition. Typically, a junction is said to be working satisfactorily when the RFC of each link does not exceed 0.9. Acceptable RFC values are in the range of 0.8 to 1.0 with higher values indicating restrained movements.
- Max Queue Length: This represents the maximum queue length of vehicles waiting to enter the junction on each arm.
- Average Delay: This shows the average amount of traffic delay at the junction per vehicle over the peak hour period.
- PCU: Passenger Car Unit. 1 car / LGV equals 1 PCU, 1 Medium HGV equals 1.5 PCU, 1 Bus equals 2.0 PCU, 1 Large HGV equals 2.3 PCU. 1 PCU equals 5.75m.

7.5 Modelling Result

The main results of the traffic assessment for each section are presented below. Further details can be found in **Appendix F**.

7.5.1 Junction 1: Barrack Lane / Slane Road

Junction 1 is a Priority T-junction located at the junction of Barrack Lane / Slane Road.

The results of the PICADY analysis are presented below. The arms of the junction were labelled as follows within the PICADY model:

- Arm A: Slane Road (W)
- Arm B: Barrack Lane
- Arm C: Slane Road (E)

Arm	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2024 SURVEYED FLOWS						
Stream B-AC	0.0	0.00	0.0	0.0	0.00	0.0
Stream C-AB	0.0	0.00	0.0	0.0	6.38	0.0
2027 DO NOTHING						
Stream B-AC	0.0	0.00	0.0	0.0	0.00	0.0
Stream C-AB	0.0	0.00	0.0	0.0	6.48	0.0
2027 DO SOMETHING						
Stream B-AC	0.0	0.00	0.0	0.0	0.00	0.0
Stream C-AB	0.0	0.00	0.0	0.0	6.61	0.0
2032 DO NOTHING						
Stream B-AC	0.0	0.00	0.0	0.0	0.00	0.0
Stream C-AB	0.0	0.00	0.0	0.0	6.48	0.0
2032 DO SOMETHING						
Stream B-AC	0.0	0.00	0.0	0.0	0.00	0.0
Stream C-AB	0.0	0.00	0.0	0.0	6.62	0.0
2042 DO NOTHING						
Stream B-AC	0.0	0.00	0.0	0.0	0.00	0.0
Stream C-AB	0.0	0.00	0.0	0.0	6.49	0.0

2042 DO SOMETHING						
Stream B-AC	0.0	0.00	0.0	0.0	0.00	0.0
Stream C-AB	0.0	0.00	0.0	0.0	6.63	0.0

Table 8 | *Junction 1: Barrack Lane / Slane Road - PICADY Results*

In the table above the junction will remain under capacity for Do Something 2042 with the highest RFC of 0.00 and a correspond queue of 0.00 vehicles in the AM peak hour and an RFC of 0.00 and corresponding queue of 6.63 in the PM peak hour.

7.5.2 Junction 2: Slane Road / Cement Road / R168 (Trinity Street)

Junction 2 is a Left Right Stagger located at the junction of Slane Road, Cement Road and R168 (Trinity Street).

This junction has been modelled with PICADY and the results are summarised in table below. The arms of the junction were labelled as follows within the PICADY model:

- Arm A: R168 (S)
- Arm B: Slane Rd. (W)
- Arm C: R168 (N)
- Arm D: Cement Rd. (E)

Arm	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2024 SURVEYED FLOWS						
Stream B-CD	0.2	9.74	0.14	0.1	9.42	0.1
Stream B-A	0.4	17.78	0.31	0.3	18.1	0.23
Stream AB-CD	0.4	6.16	0.18	0.6	5.33	0.21
Stream D-ABC	0.3	12.61	0.23	0.7	16.51	0.41
Stream CD-AB	0.1	4.88	0.08	0.5	5.95	0.19
2027 DO NOTHING						
Stream B-CD	0.3	11.68	0.23	0.2	10.94	0.17
Stream B-A	0.7	23.82	0.41	0.5	24.6	0.33
Stream AB-CD	1.2	8.08	0.4	1.1	6.09	0.34
Stream D-ABC	0.6	17.61	0.38	3	45.05	0.77
Stream CD-AB	0.4	4.92	0.15	1.1	6.87	0.34
2027 DO SOMETHING						
Stream B-CD	0.5	14.54	0.34	0.3	12.7	0.26
Stream B-A	1.5	36.1	0.61	0.8	31.75	0.44
Stream AB-CD	1.5	8.85	0.46	1.5	6.79	0.41
Stream D-ABC	0.7	18.5	0.41	4.3	61.17	0.84
Stream CD-AB	0.7	5.13	0.21	1.9	9.21	0.5
2032 DO NOTHING						
Stream B-CD	0.3	12.2	0.25	0.2	11.46	0.19
Stream B-A	0.8	26.62	0.45	0.6	27.62	0.37
Stream AB-CD	1.4	8.35	0.42	1.3	6.28	0.38
Stream D-ABC	0.7	19.29	0.41	4.1	59.88	0.83
Stream CD-AB	0.5	4.87	0.16	1.2	7.08	0.37
2032 DO SOMETHING						
Stream B-CD	0.6	15.42	0.36	0.4	13.47	0.28
Stream B-A	1.8	42.77	0.66	0.9	37.06	0.49
Stream AB-CD	1.8	9.26	0.49	1.8	7.12	0.45
Stream D-ABC	0.8	20.43	0.44	6.4	87.14	0.9
Stream CD-AB	0.8	5.08	0.23	2.3	9.79	0.54

2042 DO NOTHING						
Stream B-CD	0.4	13	0.27	0.3	12.25	0.21
Stream B-A	1	31.35	0.51	0.7	32.94	0.42
Stream AB-CD	1.7	8.86	0.47	1.7	6.6	0.42
Stream D-ABC	0.8	21.52	0.45	6.6	92.39	0.91
Stream CD-AB	0.6	4.78	0.18	1.5	7.35	0.41
2042 DO SOMETHING						
Stream B-CD	0.6	16.84	0.39	0.4	14.69	0.3
Stream B-A	2.4	55.66	0.73	1.2	47.52	0.56
Stream AB-CD	2.2	10.03	0.54	2.3	7.66	0.5
Stream D-ABC	0.9	23.01	0.48	11.3	141.86	0.99
Stream CD-AB	0.9	4.99	0.25	2.7	10.49	0.58

Table 9 *| Junction 2: Slane Road / Cement Road / R168 (Trinity Street) - PICADY Results*

The table above shows that the junction will remain under capacity for the 2042 Do Something scenario, with the highest RFC of 0.73 and a corresponding queue of 2.4 vehicles in the AM peak hour and an RFC of 0.99 and corresponding queue of 11.3 in the PM peak hour.

It is noteworthy that the value indicated for the 2042 Do Something scenario is high and approaches the capacity of the arm of the intersection. This situation is also observed in the 2042 Do Nothing scenario, where the RFC is 0.91 and the vehicle queue is 6.6.

Furthermore, it is important to note that, in order to ensure a robust assessment, the TTA report assumes that the trip presented ***Table 5*** represents trips to/from the subject development by car only. This means that the Trip Rates result from TRICS software was applied to car trips to/from the Subject Development (refer to **Section 6.2**). However, it is probable that the impact of the flow traffic to/from the Subject Development on the surrounding area will represent 60.2% of the Car Trip Generation indicated ***Table 5***, as evidenced by the modal split derived from the 2022 Census (see **Section 5.7.2**). If the 60.2% of the Car Trip Generation is considered, the junction modelling for the 2042 scenario indicates a highest RFC of 0.64 and a corresponding queue of 1.7 vehicles in the AM peak hour, and an RFC of 0.96 and corresponding queue of 9.3 in the PM peak hour. The outcome is demonstrably inferior to the previous result and bears a striking resemblance to the do-nothing scenario.

Nevertheless, the intersection is proposed for improvement in accordance with the Louth County Development Plan 2021-2027, which indicates the necessity for a road realignment (refer to **Section 4.2** of this TTA). Consequently, the scenario analysed may not result in the observed situation if the intersection is improved prior to that occurrence.

7.5.3 Junction 8: Local Road / Slane Road

Junction 8 is a Priority T-junction located at the junction of Local Road / Slane Road.

This junction has been modelled with PICADY and the results are summarised in table below. The arms of the junction were labelled as follows within the PICADY model:

- Arm A: Slane Road (W)
- Arm B: Local Road
- Arm C: Slane Road (E)

Arm	**AM**			**PM**		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2024 SURVEYED FLOWS						
Stream B-C	0	6.02	0.02	0	6.07	0.03

Stream B-A	0	7.68	0	0	7.8	0
Stream C-AB	0	6.21	0.03	0.1	6.17	0.05
2027 DO NOTHING						
Stream B-C	0	6.14	0.03	0	6.19	0.04
Stream B-A	0	7.84	0.01	0	7.99	0.01
Stream C-AB	0	6.25	0.04	0.1	6.17	0.06
2027 DO SOMETHING						
Stream B-C	0	6.21	0.03	0.1	6.33	0.05
Stream B-A	0	7.97	0.01	0	8.13	0.01
Stream C-AB	0.1	6.19	0.05	0.1	6.19	0.07
2032 DO NOTHING						
Stream B-C	0	6.15	0.03	0	6.21	0.04
Stream B-A	0	7.86	0.01	0	8.01	0.01
Stream C-AB	0	6.26	0.04	0.1	6.16	0.07
2032 DO SOMETHING						
Stream B-C	0	6.22	0.04	0.1	6.34	0.05
Stream B-A	0	7.98	0.01	0	8.15	0.01
Stream C-AB	0.1	6.19	0.05	0.1	6.2	0.08
2042 DO NOTHING						
Stream B-C	0	6.16	0.03	0	6.23	0.04
Stream B-A	0	7.87	0.01	0	8.04	0.01
Stream C-AB	0	6.27	0.04	0.1	6.18	0.07
2042 DO SOMETHING						
Stream B-C	0	6.23	0.04	0.1	6.36	0.06
Stream B-A	0	7.99	0.01	0	8.18	0.01
Stream C-AB	0.1	6.21	0.05	0.1	6.21	0.08

Table 10 | *Junction 8: Local Road / Slane Road - PICADY Results*

In the table above the junction will remain under capacity for Do Something 2042 with the highest RFC of 0.05 and a correspond queue of 0.1 vehicles in the AM peak hour and an RFC of 0.08 and corresponding queue of 0.1 in the PM peak hour.

7.5.4 Junction 9: Access Road Subject Development / Slane Road

Junction 9 is a Priority T-junction located at the junction of Access Road Subject Development / Slane Road.

This junction has been modelled with PICADY and the results are summarised in table below. The arms of the junction were labelled as follows within the PICADY model:

- Arm A: Slane Road (W)
- Arm B: Access Road Subject Development
- Arm C: Slane Road (E)

Arm	**AM**			**PM**		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2024 SURVEYED FLOWS						
Stream B-C	0.0	0.00	0.00	0.0	0.00	0.00
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2027 DO NOTHING						
Stream B-C	0.0	0.00	0.00	0.0	0.00	0.00
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00

Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2027 DO SOMETHING						
Stream B-C	0.2	7.32	0.14	0.1	6.81	0.09
Stream B-A	0.1	8.74	0.06	0	8.89	0.04
Stream C-AB	0.1	6.33	0.07	0.2	6.6	0.14
2032 DO NOTHING						
Stream B-C	0.0	0.00	0.00	0.0	0.00	0.00
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2032 DO SOMETHING						
Stream B-C	0.2	7.33	0.14	0.1	6.82	0.09
Stream B-A	0.1	8.76	0.06	0	8.92	0.04
Stream C-AB	0.1	6.33	0.07	0.2	6.59	0.14
2042 DO NOTHING						
Stream B-C	0.0	0.00	0.00	0.0	0.00	0.00
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2042 DO SOMETHING						
Stream B-C	**0.2**	**7.34**	**0.14**	0.1	6.83	0.09
Stream B-A	**0.1**	**8.78**	**0.06**	0	8.95	0.04
Stream C-AB	**0.1**	**6.33**	**0.07**	0.2	6.57	0.15

Table 11 | *Junction 9: Access Road Subject Development / Slane Road - PICADY Results*

In the table above the junction will remain under capacity for 2042 Do Something with the highest RFC of 0.14 and a correspond queue of 0.2 vehicles in the AM peak hour and an RFC of 0.15 and corresponding queue of 0.2 in the PM peak hour.

8. Parking Strategy

To determine the appropriate amount of car and cycle parking for the proposed development, reference will be made to the following guidelines/policies:

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments (July 2023)
- Louth County Development Plan 2021-2027

8.1 Car Parking

8.1.1 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities set national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

The chapter 5.3.4 Car Parking – Quantum, Form and Location. In this chapter considerate three areas:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 of that document (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced, or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 of that document (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 of that document (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

The table 3.1 of Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities define:

City – Centre: The city centres of Dublin and Cork, comprising the city core and immediately surrounding neighbourhoods, are the most central and accessible urban locations nationally with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range 100 dph to 300 dph (net) shall generally be applied in the centres of Dublin and Cork.

City - Urban Neighbourhoods: The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations, (iii) town centres designated in a statutory development plan, and (iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential

densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork.

City - Suburban/Urban Extension: Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40 dph to 80 dph (net) shall generally be applied at suburban and urban extension locations in Dublin and Cork, and that densities of up to 150 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8).

The table 3.8 of Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities indicate:

High-Capacity Public Transport Node or Interchange: Lands within 1,000 metres (1km) walking distance of an existing or planned high-capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor'12 stop.

Accessible Location: Lands within 500 metres (i.e. up to 5–6-minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus services.

Intermediate Location: Lands within 500-1,000 metres (i.e. 10–12-minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus services; and Lands within 500 metres (i.e. 6-minute walk) of a reasonably frequent (minimum 15-minute peak hour frequency) urban bus service.

Peripheral: Lands that do not meet the proximity or accessibility criteria detailed above. This includes all lands in Small and Medium Sized Towns and in Rural Towns and Villages.

From the above description and considering the information in ***Chapter 3*** of this TTA, the current development is in the Peripheral Area. Furthermore, considering that the residential density is 49dph, the area is within the Urban Extension. Therefore, it is considered that 2 parking spaces per dwelling would be the maximum appropriate for the subject development.

The following table summarises the maximum number of car parking spaces required by this standard.

Land Use	Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities	
	Parking space Standard	**Car Parking spaces required (Maximum)** Resident / Visitor
207 Houses	2	414

Table 12 | *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities – Car Parking Spaces Required*

8.1.2 Sustainable Urban Housing: Design Standards for New Apartments (July 2023)

Only to have a reference for the number of parking spaces associated with the plan "Sustainable Urban Housing: Design Standards for New Apartments' (DSNA) (July 2023 version), the parking requirements are assessed below.

Chapter 2 of the Design Standard for New Apartments sets out the following “types of location” which are defined by site’s accessibility and proximity to public transport and town/city centres:

1) Central and/or Accessible Urban Locations

- Sites within walking distance (i.e., up to 15 minutes or 1,000-1,500m), of principal city centres, or significant employment locations, that may include hospitals and third level institutions.
- Sites within reasonable walking distance (i.e., up to 10 minutes or 800-1,000m) to/from high-capacity urban public transport stops (such as DART or Luas).
- Sites within easy walking distance (i.e., up to 5 minutes or 400-500m) to/from high frequency (i.e., min 10-minute peak hour frequency) urban bus service.

2) Intermediate Urban Locations

- Sites within or close to i.e., within reasonable walking distance (i.e., up to 10 minutes or 800-1,000m), of principal town or suburban centres or employment locations, that may include hospitals and third level institutions.
- Sites within walking distance (i.e., between 10-15 minutes or 1,000-1,500m) of high-capacity urban public transport stops (such as DART, commuter rail or Luas) or within reasonable walking distance (i.e., between 5-10 minutes or up to 1,000m) of high frequency (i.e., min 10 minutes peak hour frequency) urban bus services or where such services can be provided.
- Sites within easy walking distance (i.e., up to 5 minutes or 400-500m) of reasonably frequent (min 15-minute peak hour frequency) urban bus services.

3) Peripheral and/or Less Accessible Urban Locations

- Sites in suburban development areas that do not meet proximity or accessibility criteria;
- Sites in small towns or villages.

Chapter 4 of the Design Standard for New Apartments sets out the quantum of car parking or the requirement for any such provision for apartment developments.

1) Central and/or Accessible Urban Locations

In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced, or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such rail and bus stations located in proximity.

2) Intermediate Urban Locations

In suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.

3) Peripheral and/or Less Accessible Urban Locations

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.

As indicated in the ***Receiving Environment*** in ***Chapter 3*** of this TTA, the present development is in a *peripheral area with less accessible urban locations*. It is therefore considered that a minimum of one car parking space per unit is required, together with an element of visitor parking. The table below summarises the number of car parking spaces required.

Land Use	Design Standards for New Apartments			
	Parking space Standard	Car Parking spaces required (Maximum)		
		Resident	Visitor	Total
207 Houses	1 space per Resident 1 space each 3 units per visitor	207	69	276

Table 13 | *Design Standards for New Apartments - Car Parking Spaces Required*

8.1.3 Louth County Development Plan 2021-2027

The Louth County Development Plan 2021-2027, chapter 13, divided the Car Parking Requirements in three areas:

- Area 1: Lands Located within Town and Settlement Centres
- Area 2: Lands located adjacent to high level public transport services or lands serving a local catchment area.
- Area 3: All other areas

As indicated in the ***Receiving Environment*** in ***Chapter 3*** of this TTA, the current development is in Area 3. According to Table 13.11 of this Development Plan, the residential dwelling required 2 parking spaces per dwelling and the Crèche required 1 parking space per 6 children.

The table below summarises the number of car parking spaces required.

Land Use	No. units	Design Standards for New Apartments	
		Parking space Standard	Car Parking spaces required (Maximum) Resident / Visitor
1-bed	21	2	42
2-bed	49	2	98
3-bed	115	2	230
4-bed	22	2	44
352.3 m2 Crèche	58 children 11 staff	1 / 6 children	10
Total	207		424

Table 14 | *Louth County Development Plan 2021-2027 - Car Parking Spaces*

8.1.4 Car Parking Proposed

A comparison of the standards presented above, the *Louth County Development Plan 2021-2027*, and the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)* reveals a similar number of car parking spaces. However, the *Sustainable Urban Housing: The Design Standards for New Apartments (July 2023)* propose a reduced number of car parking spaces, which is not appropriate for the area where the subject development is proposed.

It is also important to note that the standards presented above do not consider the type of unit. This can be observed in that the aforementioned standards considered 2 no. car parking spaces for all units, including 1-bed and 2-bed units, which could result in a high number of car parking spaces.

Consequently, for the purpose of subject development, it is proposed that an average of one car parking space be allocated for the 1-bed and 2-bed units, with one visitor car parking space being provided for every five units. With regard to the remaining three-bed and four-bed units, two car parking spaces are proposed for each unit.

The table below present the breakdown of the proposal.

Description	**No. of Units**	**Proposed Car Parking**	
		Per Unit	*Total*
1-Bed Duplexes	21	1 per unit plus 1 visitor space per 3 units	28
2-Bed Duplexes	21	1 per unit plus 1 visitor space per 3 units	28
2-Bed Houses	28	1 per unit	28
3-Bed Houses	115	2 per unit	230
4-Bed Houses	22	2 per unit	44
Créche & Visitor	-	1 Additional Visitor Space, 9 Créche Spaces	10
Total	**207**	**-**	**368**

Table 15 | *Car Parking Spaces* - Proposed

For the Subject Development is proposed a total of 368 no. car parking space, including 344 no. car parking spaces for resident, 15 no. car parking spaces for visitor and 9 no. car parking spaces for the creche.

The number of parking spaces appears to be adequate, given that the closed bus stop is situated at a distance of approximately 600 metres (or c. 8-minute walk) from the subject development (see ***Figure 8***), with several bus services that cover the every hour during the day (see ***Table 2***).

8.2 Cycle Parking

8.2.1 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities set national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

The chapter 5.3.5 Bicycle Parking and Storage indicate that in areas of high and medium accessibility, planning authorities must ensure that new residential developments have high quality cycle parking and cycle storage facilities for both residents and visitors. Access to secure storage of bicycles is a key concern for residents in more compact housing developments.

It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors. The following requirements for cycle parking and storage are recommended:

(i) **Quantity** – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of

the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.

(ii) **Design** – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.

For the bicycle parking proposal, the recommendations indicated above will be followed.

8.2.2 Sustainable Urban Housing: Design Standards for New Apartments (July 2023)

Only to have a reference for the number of cycle spaces associated with the plan "Sustainable Urban Housing: Design Standards for New Apartments' (DSNA) (July 2023 version), the parking requirements are assessed below. The following extract from the standard summarises the bicycle parking guidelines for new apartments:

Quantity: a general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc.

The table below summarises the number of cycle parking spaces required.

Land Use	No. units	Design Standards for New Apartments				
		Cycle parking Standard		Cycle Parking Required		
		Long Stay	Short Stay	Long Stay	Short Stay	Total
1-bed	21	1	0.5	21	11	32
2-bed	49	2	0.5	98	25	123
3-bed	115	3	0.5	345	58	403
4-bed	22	4	0.5	88	11	99
Total	207			552	105	657

Table 16 | *Design Standards for New Apartments - Cycle Parking Spaces Required*

8.2.3 Louth County Development Plan 2021-2027

The Louth County Development Plan 2021-2027, Chapter 13 Section 16, states that secure cycle parking should be provided in new developments in accordance with the standards set out overleaf. This section defines long-term parking as parking for more than three hours.

Table 13.12 of this standard indicates that for apartments, flats, sheltered housing and housing a minimum of 1 cycle space per bedroom is required for long stay and 1 space per 2 units for visitor/short stay. For the crèche, 1 space per 5 staff and 1 space per 10 children are given for long stay and short stay respectively.

The table below summarises the number of cycle parking spaces required.

Land Use	No. units	Design Standards for New Apartments				
		Cycle parking Standard		Cycle Parking Required		
		Long Stay	Short Stay	Long Stay	Short Stay	Total
1-bed	21	1	0.5	21	11	32
2-bed	49	2	0.5	98	25	123
3-bed	115	3	0.5	345	58	403
4-bed	22	4	0.5	88	11	99
352.3 m2 Crèche	58 children 11 staff	1 / 5 Staff	1 / 10 children	2	6	8
Total	207			554	111	665

Table 17 | *Louth County Development Plan 2021-2027- Cycle Parking Spaces Required*

8.2.4 Cycle Parking Proposed

According to the different development plans seen above, for the present development, the *Louth County Development Plan 2021-2027 standards* is considered appropriate for the development.

The Table below breakdown the number of cycle parking spaces proposed:

Description	No. of Units	Proposed Bicycle Parking	
		Per Unit	*Total*
1-Bed Duplexes	21	1 per bedroom plus 1 visitor space per 2 units	32
2-Bed Duplexes	21	1 per bedroom plus 1 visitor space per 2 units	53
Houses	165	1 visitor space per 5 units	33
Total	**207**	**-**	**117**

Table 18 | *Cycle Parking Spaces Proposed*

For the Subject Development is proposed a total of 117 no. cycle parking space, including 63 no. cycle parking spaces for long stay, 54 no. cycle parking spaces for short stay. Note that cycle parking for the houses will be provided in curtilage.

9. Summary and Conclusion

9.1 Summary

This Traffic and Transport Assessment (TTA) has been prepared by Waterman Moylan as part of the documentation in support of a planning application for a proposed Large Residential Development (LRD) located off the Slane Road, east of Drogheda, in Mell/Tullyallen, Drogheda, Co. Louth.

The site is bordered to the west by the M1 motorway, to the north by the N51 (R168), to the south by Slane Road and to the east by a stream. The proposed development, of 4.8ha, consists of 207 no. residential units, in addition to the permitted 30 no. units already under construction.

Based on the existing programme, it is estimated that the construction period of the works will be 24 months, with an estimated start date in the first quarter of 2025.

The application proposes a revised site layout for the remainder of the site, with roads, drainage, watermains and other utilities to be linked to the infrastructure currently under construction as part of the first 30 no. units. The SHD received a decision to grant permission from An Bord Pleanála in February 2022 (reference no. ABP-311678-2121 as amended by P. A. Ref. 2360368) and the first 30 no. units of the approved development are under construction.

The access point from the Slane Road is a priority T-junction.

9.2 Conclusion

Based on a thorough investigation, the TTA indicates the following:

Road Network Assessment

The following junctions were assessed as part of this TTA:

- **Junction 1 (Priority T-Junction)**: Barrack Lane / Slane Road.
- **Junction 2 (Left Right Stagger):** Slane Road / Cement Road / R168 (Trinity Street).
- **Junction 4 (3-Armed Roundabout):** Access Road to M1 Retail Park / R168 (Trinity Street).
- **Junction 5 (4-Armed Roundabout):** R168 (Trinity Street) / R166.
- **Junction 7 (Priority T-Junction):** Local Road / N51.
- **Junction 8 (Priority T-Junction):** Local Road / Slane Road.
- **Junction 9 (Priority T-Junction):** Access Road Subject Development / Slane Road.

The remaining junctions not listed above were not analysed because the impact of the new traffic flow on through traffic was low and did not merit assessment. These junctions were analysed using Picady model.

It is estimated that the area with the subject development will generate a total of 141 vehicle trips in the AM peak hour (42 inbound and 99 outbound) and a total of 147 vehicle trips in the PM peak hour (93 inbound and 54 outbound).

In addition, the analysis included the assessment of developments within the area of influence of the present development. For these, a 2 km radius centred on the Subject Development was consulted in the Planning Register Map Viewer and the documentation that was submitted for each Planning Application was reviewed, a total of 9 no. Committed development was identified and added to the assessment.

The modelled scenarios are the following:

- **BASE YEAR 2024**: with 2024 Surveyed Flows.

- **DO NOTHINGS 2027**: (DN-2027): with 2024 baseline traffic flows factored up + traffic to/from the Other Development.
- **DO NOTHINGS 2032**: (DN-2032): with 2024 baseline traffic flows factored up + traffic to/from the Other Development.
- **DO NOTHINGS 2042**: (DN-2042): with 2024 baseline traffic flows factored up + traffic to/from the Other Development.
- **DO SOMETHINGS 2027**: (DS-2027): DN-2027 + traffic to/from the proposed development.
- **DO SOMETHINGS 2032**: (DS-2032): DN-2032 + traffic to/from the proposed development.
- **DO SOMETHINGS 2042**: (DS-2042): DN-2042 + traffic to/from the proposed development.

The analysis results for all Junctions indicate that they are currently operating within satisfactory capacity during both peak hours and would continue to do so for the 2042 Do Something scenario.

Parking Assessment

For the Subject Development, it is proposed that an average of one car parking space be allocated for the 1-bed and 2-bed units, with one visitor car parking space being provided for every five units. With regard to the remaining three-bed and four-bed units, two car parking spaces are proposed for each unit. As result a total of 368 no. car parking space, including 344 no. car parking spaces for resident, 15 no. car parking spaces for visitor and 9 no. car parking spaces for the creche. The number of parking spaces appears to be adequate, given that the closed bus stop is situated at a distance of approximately 600 metres (or c. 8-minute walk) from the subject development, with several bus services that cover every hour during the day.

Regarding the cycle parking is proposed a total of 117 no. cycle parking space, including 63 no. cycle parking spaces for long stay and 54 no. cycle parking spaces for short stay. Cycle parking for the houses is provided in curtilage.

Appendices

A. Appendix A: Timetable

Bus Stop Line	Company	Direction	0:01 - 0:30	0:31 - 1:00	1:01 - 1:30	1:31 - 2:00	2:01 - 2:30	2:31 - 3:00	3:01 - 3:30	3:31 - 4:00	4:01 - 4:30	4:31 - 5:00	5:01 - 5:30	5:31 - 6:00	6:01 - 6:30	6:31 - 7:00	7:01 - 7:30	7:31 - 8:00	8:01 - 8:30	8:31 - 9:00	9:01 - 9:30
135941	→ M1 Retail Park																				
173	Bus Eireann	Drogheda West St - Dominick St.																			
190	Bus Eireann	Trim - Navan - Drogheda	00:26																08:07	08:31	
190	Bus Eireann	Drogheda - Navan - Trim												05:40		06:40		07:43		08:42	
188	Local Link LMF	Drogheda, Hospital - Kildalkey Road, Athboy Church Car Park																			
188	Local Link LMF	Kildalkey Road, Athboy Church Car Park - Drogheda, Hospital																			09:21
109411	→ St. Joseph's Terrace																				
173	Bus Eireann	Drogheda West St - Dominick St.																			09:06
139151	→ North Road (North)																				
100	Bus Eireann	Drogheda - Dundalk - Newry														06:48		07:48			
100X	Bus Eireann	Wilton Tce - Airport - Dundalk		00:58																	
D4	Bus Eireann	Southgate SC - Ballymakenny													06:08	06:38	07:08	07:38	08:12	08:45	09:14
D5	Bus Eireann	Colpe Road - Termonabbey													06:22	06:52	07:22	07:52	08:27	08:57	09:27
901	Matthews	Dublin - Dundalk	00:20														07:25		08:15	08:45	09:15
901d	Matthews	The Helix - Marshes Shopping Centre																			
904	Matthews	Belfield, Campus - Marshes Shopping Centre																			
UM03	Stream Line Coaches	University Campus - Hill Street Dundalk																			
100601	→ North Road (South)																				
100	Bus Eireann	Newry - Dundalk - Drogheda														06:40		07:40			
100X	Bus Eireann	Dundalk - Airport - Wilton Tce																			
D4	Bus Eireann	Ballymakenny - Southgate SC	00:00													06:40	07:11	07:43	08:16	08:46	09:16
D5	Bus Eireann	Termonabbey - Colpe Road													06:24	06:54	07:25	07:55	08:29	08:59	09:27
901	Matthews	Dundalk - Dublin												05:55	06:25	06:55	07:25	07:55	08:25	08:55	09:25
901d	Mattews	Marshes Shopping Centre - The Helix																07:40			
904	Matthews	Marshes Shopping Centre - Belfield, Campus													06:25	06:55	07:25				
UM03	Stream Line Coaches	University Campus - Hill Street Dundalk															07:25				
135951	→ Bus Station																				
188 (N)	Local Link LMF	Drogheda, Hospital - Kildalkey Road, Athboy Church Car Park													06:30			08:00			
100 (N)	Bus Eireann	Drogheda - Dundalk - Newry														06:45		07:45		09:00	
100 (S)	Bus Eireann	Newry - Dundalk - Drogheda														06:45		07:45		08:55	
100X (N)	Bus Eireann	Wilton Tce - Airport - Dundalk		00:55												06:48		07:48		08:49	
100X (S)	Bus Eireann	Dundalk - Airport - Wilton Tce									04:05		05:05		06:05		07:05		08:10		09:10
101 (S)	Bus Eireann	Drogheda - Dublin - Airport	00:00	01:00		02:00		03:00		04:00	05:00	05:20	05:40	06:00	06:20	06:40	07:00	07:20	07:40	08:00	08:30
101 (N)	Bus Eireann	Dublin - Airport - Drogheda	00:00	00:44		01:33		02:38	03:38	04:43		07:20	08:02	08:43	09:13	09:43	10:03	10:23	10:40	11:00	11:00
101X (N)	Bus Eireann	Termon Abbey - Drogheda - Wilton Tce												05:54	06:22	06:42	06:57	07:12			
101X (S)	Bus Eireann	Wilton Tce - Drogheda - Termon Abbey																			
105 (N)	Bus Eireann	Blanchardstown - Ashbourne - Drogheda																		08:43	
105 (S)	Bus Eireann	Drogheda - Ashbourne - Blanchardstown											05:30		06:30		07:30		08:30		09:30
168 (N)	Bus Eireann	Annagassan - Dundalk															07:10			09:00	
168 (S)	Bus Eireann	Dundalk - Annagassan															07:07			08:35	
182 (N)	Bus Eireann	Drogheda - Collon - Ardee - Monaghan																	08:10		
182 (S)	Bus Eireann	Monaghan - Ardee - Collon - Drogheda															07:30				
182a (N)	Bus Eireann	Drogheda - Hosptial - Ardee															07:15				09:10
182a (S)	Bus Eireann	Ardee - Hospital - Drogheda																		08:44	
190 (N)	Bus Eireann	Trim - Navan - Drogheda				01:39													08:25	08:49	
190 (S)	Bus Eireann	Drogheda - Navan - Trim											05:30		06:30		07:30		08:30		09:30
D1 (E)	Bus Eireann	Drogheda - Laytown	00:00											05:35	06:05	06:35	07:05	07:35	08:05	08:35	09:05
D1 (W)	Bus Eireann	Laytown - Drogheda	00:08	00:38	00:58											06:38	07:08	07:38	08:08	08:38	09:08
D2 (E)	Bus Eireann	Drogheda - Laytown via coast Road											05:20	05:50	06:20	06:50	07:20	07:50	08:20	08:50	09:20
D2 (W)	Bus Eireann	Layotwon via Coast Road - Drogheda	00:19												06:19	06:49	07:19	07:49	08:19	08:49	09:19

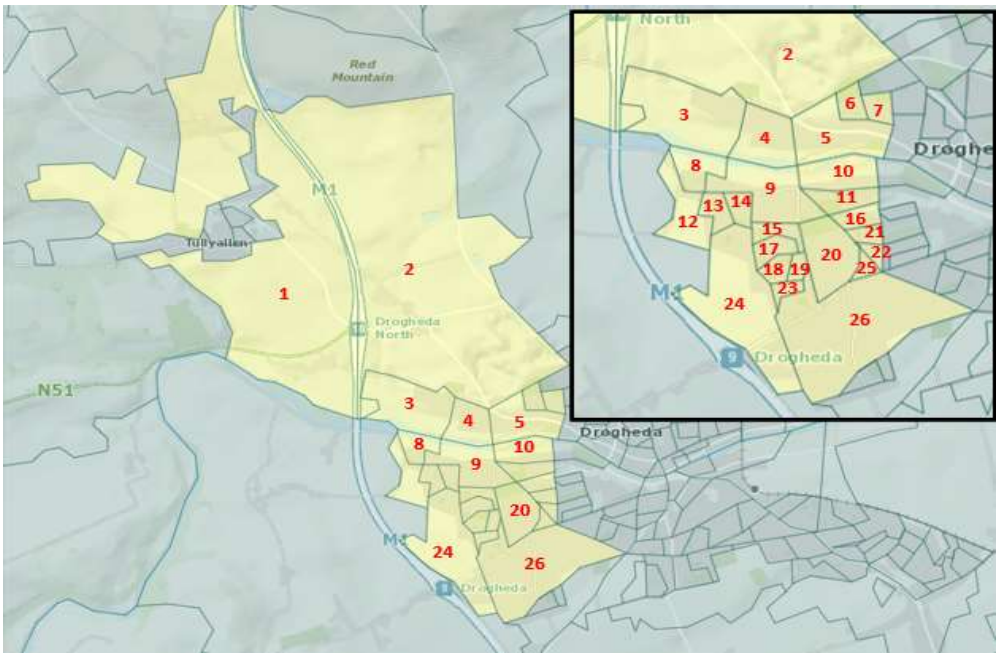
Bus Stop	9:31 -	10:01 -	10:31 -	11:01 -	11:31 -	12:01 -	12:31 -	13:01 -	13:31 -	14:01 -	14:31 -	15:01 -	15:31 -	16:01 -	16:31 -	17:01 -	17:31 -	18:01 -	18:31 -	19:01 -	19:31 -	20:01 -	20:31 -	21:01 -	21:31 -	22:01 -	22:31 -	23:01 -	23:30 -
Line	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	0:00
135941																													
173						12:10		13:10		14:10		15:10		16:10		17:11		18:10		19:08									
190	09:37		10:36		11:47		12:39		13:47		14:39		15:51		16:42		18:00		18:38		19:51		20:33		21:40		22:31	23:26	
190	09:43		10:44		11:43		12:42		13:47		14:42		15:47		16:42		17:49		18:42		19:44		20:44		21:43		22:40		23:40
188			10:40				12:40		14:40						16:40				18:40				20:40						
188						12:19				14:19				16:19				18:19				20:19				22:19			
109411																													
173		10:06		11:07		12:07		13:07		14:07		15:07		16:07		17:08		18:07		19:06									
139151																													
100																													
100X																	17:58		18:58		19:58		20:58		21:58		22:58		
D4	09:39	10:09	10:39	11:09	11:39	12:09	12:41	13:11	13:43	14:13	14:45	15:15	15:49	16:19	16:49	17:19	17:44	18:14	18:42	19:12	19:39		20:38		21:38		22:38		23:38
D5	09:54	10:24	10:54	11:24	11:54	12:24	12:56	13:26	13:58	14:28	14:58	15:28	15:59	16:29	16:59	17:29	17:59	18:29	18:57	19:27		20:09		21:07		22:07		23:07	
901		10:20		11:20		12:20		13:20				15:20		16:20	16:50	17:20	17:50	18:50		19:20		20:20		21:20		22:20		23:20	
901d																	17:55												
904																17:15		18:20											
UM03															16:45				18:45										
100601																													
100																													
100X																		18:04		19:04		20:04		21:02					
D4	09:46	10:12	10:42	11:12	11:42	12:13	12:43	13:13	13:43	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46	18:13	18:43	19:13		20:10		21:10		22:10		23:10	
D5	09:57	10:24	10:54	11:24	11:54	12:26	12:56	13:26	16:56	14:28	14:58	15:28	15:58	16:28	16:58	17:28	17:58	18:26	18:56	19:24	19:54		20:38		21:38		22:38		
901		10:25		11:25		12:25		13:25		14:25		15:25		16:25		17:25		18:25		19:25		20:25		21:25	21:55				
901d																													
904																													
UM03		10:25																											
135951																													
188 (N)			11:00				13:00				15:00				17:00				19:00				21:00						
100 (N)	10:00		11:00		12:00		13:00		14:00		15:00		16:00		17:00		18:00												
100 (S)	09:55		10:55		11:55		12:55		13:55		14:55		15:55		16:55		17:55												
100X (N)	09:55		10:55		11:55		12:55		13:55		14:55		15:55		16:55		17:55		18:55		19:55		20:55		21:55		22:55		23:54
100X (S)		10:10		11:10		12:10		13:10		14:10		15:10		16:10		17:10		18:15		19:15		20:15		21:15		22:10			
101 (S)	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:20	13:40	14:00	14:20	14:40	15:00	15:20	15:40	16:00	16:30	16:50	17:10	17:30	18:00	18:30	19:00	20:00	21:00	22:00	23:00
101 (N)	11:40	12:00	12:25	12:55	13:31	14:01	14:40	15:10	15:40	16:16	16:46	17:06	17:26	17:46	18:11	18:31	18:51	19:06	19:31	19:51	19:59	20:19	20:39	20:46	21:11	21:23	21:53	22:53	23:44
101X (N)																													
101X (S)																	17:44	18:24	18:54	19:14									
105 (N)	09:44		10:49		11:44		12:44		13:51		14:51		15:51		16:51		17:51		18:51		19:46		20:43		21:43		22:53		23:53
105 (S)		10:30		11:30		12:30		13:30		14:30		15:30		16:30		17:30		18:30		19:30		20:30							
168 (N)			10:45				12:45				14:55			16:30				18:30			20:00				21:45				23:30
168 (S)			10:32			12:14				14:16				16:17				18:23			19:44			21:26			23:26		
182 (N)		10:10				12:10				14:10				16:10				18:10				20:10							
182 (S)	09:48				11:54				13:54				16:00				18:00				19:50								
182a (N)				11:10				13:10				15:10				17:10													
182a (S)			10:41				12:45				15:00				16:57				18:46										
190 (N)	09:55		10:54			12:06	12:58			14:06	14:58			16:11		17:02		18:20	18:54			20:11	20:48		21:54		22:44		23:39
190 (S)		10:30		11:30		12:30		13:30		14:30		15:30		16:30		17:30		18:30		19:30		20:30		21:30		22:30		23:30	
D1 (E)	09:35	10:05	10:35	11:05	11:35	12:05	13:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05	16:35	17:05	17:35	18:05	18:35	19:05	19:35	20:05	20:35	21:05	21:35	22:05	22:35	23:05	23:35
D1 (W)	09:38	10:08	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:09	15:40	16:10	16:40	00:00	17:40	18:10	18:40	00:00	19:38	20:08	20:38	21:08	21:38	20:08	22:38	23:08	23:38
D2 (E)	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20	16:50	17:20	17:50	18:20	18:50	19:20	19:50	20:20	20:50	21:20	21:50	22:20	22:50	23:20	
D2 (W)	09:49	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:21	15:51	16:21	16:51	17:21	17:51	18:21	18:01	19:19	19:49	20:19	20:49	21:19	21:49	00:00	22:49	23:19	23:49

Bus Stop Line	Company	Direction	0:01 - 0:30	0:31 - 1:00	1:01 - 1:30	1:31 - 2:00	2:01 - 2:30	2:31 - 3:00	3:01 - 3:30	3:31 - 4:00	4:01 - 4:30	4:31 - 5:00	5:01 - 5:30	5:31 - 6:00	6:01 - 6:30	6:31 - 7:00	7:01 - 7:30	7:31 - 8:00	8:01 - 8:30	8:31 - 9:00	9:01 - 9:30
136851	→ Drogheda Bus Station																				
163	Local Link LMF	Donore - Drogheda																		08:43	
11622	→ Opp. Drogheda Bus Station																				
163	Local Link LMF	Drogheda - Donore																			09:07
D4 (S)	Bus Eireann	Ballymakenny - Southgate SC													06:14	06:44	07:15	07:47	08:22	08:52	09:21
D5 (S)	Bus Eireann	Termonabbey - Colpe Road													06:28	06:58	07:29	07:59		08:34	09:04
103591	→ Drogheda Bus Station																				
188 (S)	Local Link LMF	Kildalkey Road, Athboy Church Car Park - Drogheda, Hospital																07:35		09:00	
D4 (N)	Bus Eireann	Southgate SC - Ballymakenny													06:02	06:32	07:02	07:32	08:04	08:37	09:07
D5 (N)	Bus Eireann	Colpe Road - Termonabbey													06:16	06:46	07:17	07:47	08:19	08:49	09:19

Bus Stop Line	9:31 - 10:00	10:01 - 10:30	10:31 - 11:00	11:01 - 11:30	11:31 - 12:00	12:01 - 12:30	12:31 - 13:00	13:01 - 13:30	13:31 - 14:00	14:01 - 14:30	14:31 - 15:00	15:01 - 15:30	15:31 - 16:00	16:01 - 16:30	16:31 - 17:00	17:01 - 17:30	17:31 - 18:00	18:01 - 18:30	18:31 - 19:00	19:01 - 19:30	19:31 - 20:00	20:01 - 20:30	20:31 - 21:00	21:01 - 21:30	21:31 - 22:00	22:01 - 22:30	22:31 - 23:00	23:01 - 23:30	23:30 - 0:00
136851																													
163					10:50		12:50							16:10		17:29													
11622																													
163				11:27				13:27							16:37		17:52												
D4 (S)	09:51	10:18	10:48	11:18	11:48	12:19	12:49	13:19	13:49	14:22	14:52	15:22	15:52	16:22	16:52	17:22	17:52	18:19	18:49	19:18		20:14	20:14	21:14	22:14	23:14			
D5 (S)	09:32	10:02	10:30	11:00	11:30	12:00	12:32	13:02	13:32	14:02	14:35	15:05	15:35	16:05	16:35	17:05	17:34	18:04	18:31	19:01	19:29	19:59	20:42		21:42		22:42		
103591																													
188 (S)					12:00				14:00				16:00				18:00				20:00				22:00				
D4 (N)	09:33	10:07	10:33	11:07	11:33	12:03	12:33	13:03	13:35	14:05	14:38	15:08	15:41	16:11	16:41	17:11	17:37	18:07	18:38	19:05	19:33		20:32		21:32		22:32	23:32	
D5 (N)	09:48	18:18	10:48	11:18	11:48	18:18	12:48	13:18	13:50	14:20	14:50	15:20	15:52	16:22	16:52	17:22	17:52	18:22	18:50	19:20		20:03		21:01		22:01		23:01	

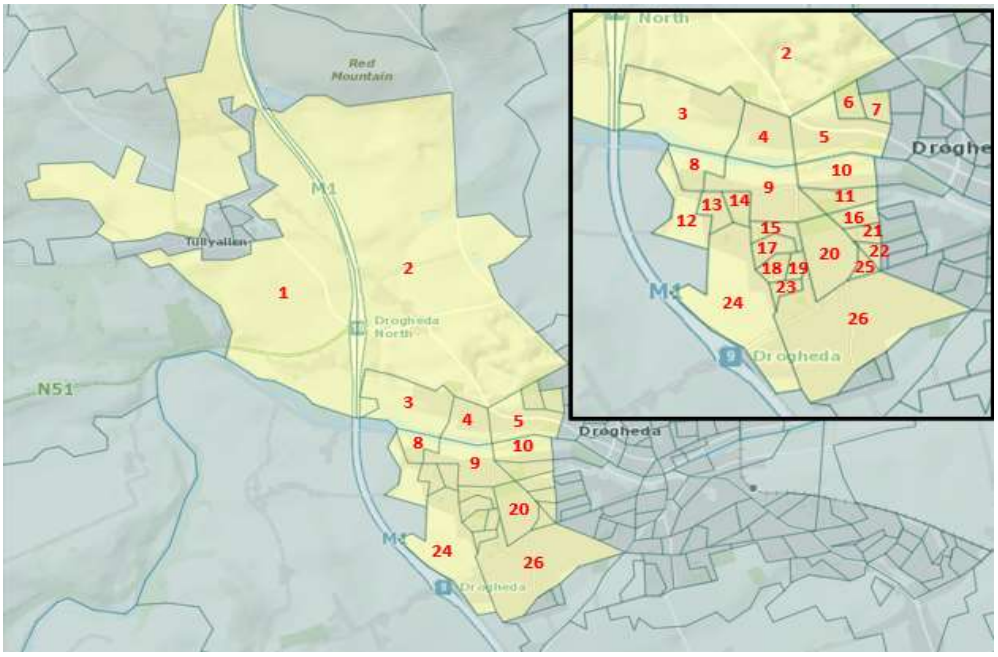
B. Appendix B: Census 2022

Car Ownership									
Zone	House	Persons	0	1	2	3	4	Total	Total car/house
1	89	290	5	14	44	15	5	167	1.876
2	86	278	7	29	34	8	5	141	1.640
3	124	385	5	56	49	8	2	186	1.500
4	103	322	7	35	48	10	3	173	1.680
5	140	353	36	69	26	4	2	141	1.007
6	105	376	7	34	51	8	1	164	1.562
7	92	241	10	43	25	7	4	130	1.413
8	130	386	11	64	34	4	0	144	1.108
9	142	463	5	57	41	17	3	202	1.423
10	125	340	18	62	33	4	1	144	1.152
11	110	294	11	42	41	3	4	149	1.355
12	109	337	7	55	40	0	2	143	1.312
13	97	331	0	44	47	4	0	150	1.546
14	82	290	2	29	41	4	2	131	1.598
15	125	358	43	54	16	4	1	102	0.816
16	128	359	46	40	14	2	0	74	0.578
17	123	323	41	51	12	2	1	85	0.691
18	113	316	47	39	8	1	1	62	0.549
19	78	242	23	32	17	2	0	72	0.923
20	121	331	50	46	15	2	0	82	0.678
21	108	325	45	34	13	0	0	60	0.556
22	79	189	38	27	7	0	1	45	0.570
23	114	393	12	53	28	2	0	115	1.009
24	138	516	4	51	62	9	3	214	1.551
25	88	248	31	40	12	0	1	68	0.773
26	102	303	9	47	29	9	0	132	1.294
Total	**2851**	**8589**	**520**	**1147**	**787**	**129**	**42**	**3276**	**1.15**

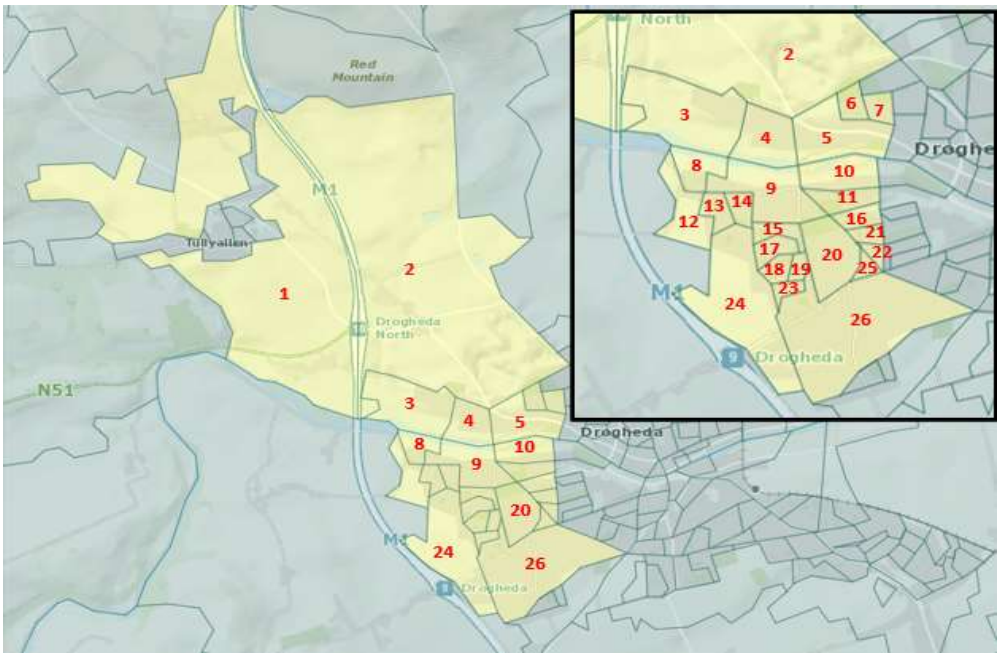


Modal Split									
Zone	House	Persons	On foot	Bike	Bus, minibus or coach	Train, DART or LUAS	Motors (*)	Other or not stated	Total travels
1	89	290	5	3	16	3	168	31	195
2	86	278	19	3	29	2	124	25	177
3	124	385	27	1	41	3	196	32	268
4	103	322	20	2	30	4	166	17	222
5	140	353	63	7	33	0	96	14	199
6	105	376	77	4	26	3	182	18	292
7	92	241	24	2	16	2	98	15	142
8	130	386	51	7	35	6	172	47	271
9	142	463	54	7	26	5	203	65	295
10	125	340	58	6	23	5	117	37	209
11	110	294	29	5	9	3	107	17	153
12	109	337	31	4	27	6	161	50	229
13	97	331	34	2	32	0	174	29	242
14	82	290	38	5	35	5	143	25	226
15	125	358	90	2	22	0	91	14	205
16	128	359	66	0	20	2	55	55	143
17	123	323	81	4	29	2	74	29	190
18	113	316	67	6	24	1	66	46	164
19	78	242	51	4	21	1	57	14	134
20	121	331	57	3	12	3	72	21	147
21	108	325	78	4	9	1	48	44	140
22	79	189	29	3	13	0	42	9	87
23	114	393	72	5	40	3	147	53	267
24	138	516	75	3	41	2	256	38	377
25	88	248	60	3	16	1	57	9	137
26	102	303	42	5	20	1	121	19	189
Total	**2851**	**8589**	**1298**	**100**	**645**	**64**	**3193**	**773**	**5300**
			24.5%	**1.9%**	**12.2%**	**1.2%**	**60.2%**		**100.0%**

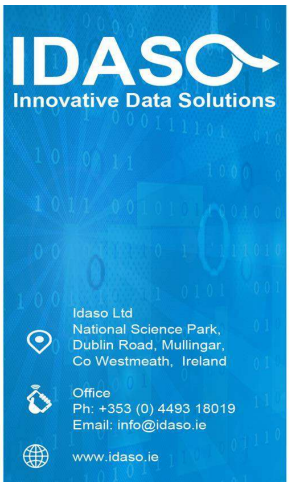
(*) Includes Motorcylce or Scooter, Car Drivers, Car Passengers, and Vans



Time Distribution of Trips								
Zone	House	Persons	before 7:00	7:00 – 8:00	8:00 – 9:00	After 9:00	Not Stated	Total travels
1	89	290	28	63	85	8	12	196
2	86	278	28	71	66	6	17	188
3	124	385	46	79	96	22	24	267
4	103	322	48	80	74	13	2	217
5	140	353	44	58	64	21	13	200
6	105	376	42	89	121	28	9	289
7	92	241	32	37	53	13	7	142
8	130	386	62	58	100	15	52	287
9	142	463	72	64	100	35	60	331
10	125	340	52	39	70	23	32	216
11	110	294	36	44	53	10	14	157
12	109	337	70	48	74	8	20	220
13	97	331	52	51	100	19	10	232
14	82	290	56	53	76	27	15	227
15	125	358	44	37	92	26	12	211
16	128	359	38	21	58	17	54	188
17	123	323	29	37	86	24	28	204
18	113	316	32	33	71	18	44	198
19	78	242	30	32	40	18	20	140
20	121	331	33	31	58	10	28	160
21	108	325	34	27	56	12	46	175
22	79	189	20	25	37	3	7	92
23	114	393	54	59	118	20	47	298
24	138	516	91	90	162	27	21	391
25	88	248	23	36	53	14	7	133
26	102	303	42	34	88	14	17	195
Total	**2851**	**8589**	**1138**	**1296**	**2051**	**451**	**618**	**5554**
			20.5%	**23.3%**	**36.9%**	**8.1%**	**11.1%**	**100.0%**



C. Appendix C: Traffic Survey



Data Analysis Services
Traffic-Transportation- Commercial-Innovation

006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth

with compliments

IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Date: Thu 18 Jan 2024

IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J1
Location: Slane Road / Barrack Lane
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									B => A									B => B					
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J1
Location: Slane Road / Barrack Lane
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									B => A									B => B					
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0

IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J1
Location: Slane Road / Barrack Lane
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									B => A									B => B					
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	4	0	0	0	4	4	0	0	8	1	0	0	0	9	9	0	0	3	0	0	0	0

	B => C											C => A									C => B									C => C								
TIME	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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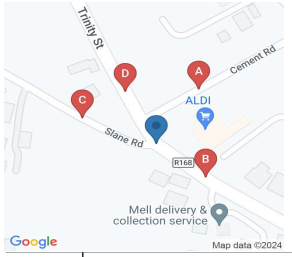
05:30	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	1	6	0	0	0	0	7	6.4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	10	0	0	0	0	11	10.4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	4	2	0	2	0	8	10.6	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	5	0	0	1	0	6	7.3	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	5	6.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	11	0	0	2	0	13	15.6	0	0	0	0	0	0	0	0	0	0	0	13	3	0	3	0	19	22.9	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	4	5.8	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	5	1	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0	0	0	4	3	1	1	0	9	10.8	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	3	1	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	8	1	0	2	0	11	13.6	0	0	0	0	0	0	0	0	0	0	0	10	0	0	1	0	11	12.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	21	4	1	3	0	29	33.4	0	0	0	0	0	0	0	0	0	0	0	19	4	2	3	0	28	32.9	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	2	3	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	13	2	0	1	0	16	17.3	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	2	3	1	2	0	8	11.1	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	5	1	1	1	0	8	9.8	0	0	0	0	0	0	0	0	0	0	0	4	0	1	1	0	6	7.8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	14	4	1	1	0	20	21.8	0	0	0	0	0	0	0	0	0	0	0	21	7	2	4	0	34	40.2	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	4	1	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	3	4.8	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	1	0	0	1	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0

	B => C											C => A									C => B									C => C								
TIME	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
10:45	0	0	0	0	0	1	0	0	1	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	4	5.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	9	2	1	2	0	14	17.1	0	0	0	0	0	0	0	0	0	0	0	7	3	1	2	0	13	16.1	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	4	5.3	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	4	0	0	1	0	5	6.3	0	0	1	0	0	0	0	1	1	0	0	7	0	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	2	0	1	1	0	4	5.8	0	0	0	1	0	0	0	1	1	0	0	4	0	0	1	0	5	6.3	0	0	0	0	0	0	0	0	0
11:45	0	1	1	0	0	4	1	0	1	0	6	7.3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	3	4.3	0	0	0	0	0	0	0	0	0
H/TOT	0	1	1	0	0	12	1	2	3	0	18	22.9	0	0	1	1	0	0	0	2	2	0	0	15	1	1	3	0	20	24.4	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	1	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	6	0	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	22	1	0	1	0	24	25.3	0	0	0	1	0	0	0	1	1	0	0	14	2	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	4	5.3	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	6	1	0	3	0	10	13.9	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1	2	0	8	11.1	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	21	3	0	3	0	27	30.9	0	0	0	0	0	0	0	0	0	0	0	16	4	1	3	0	24	28.4	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	2	1	1	2	0	6	9.1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	6	7.3	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	3	0	0	1	0	4	5.3	0	0	0	0	0	0	0	0	0	0	0	5	1	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	8	2	0	1	0	11	12.3	0	0	0	0	0	0	0	0	0	0	0	6	2	1	1	0	10	11.8	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	16	5	1	4	0	26	31.7	0	0	0	0	0	0	0	0	0	0	0	20	3	1	3	0	27	31.4	0	0	0	0	0	0	0	0	0
15:00	0	1	1	0	0	11	3	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	3	2	0	1	0	6	7.3	0	0	0	0	0	0	0	0	0	0	0	5	1	2	1	0	9	11.3	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	6	1	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	11	3	2	0	0	16	17	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	1	1	0	0	31	9	3	1	0	44	46.8	0	0	0	0	0	0	0	0	0	0	0	17	5	3	1	0	26	28.8	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	6	0	1	3	0	10	14.4	0	0	0	0	0	0	0	0	0	0	0	9	0	0	1	0	10	11.3	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	8	4	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4	3.4	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	5	1	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	27	7	2	4	0	40	46.2	0	0	0	0	0	0	0	0	0	0	1	24	4	1	1	0	31	32.2	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	12	3	1	1	0	17	18.8	0	0	0	0	0	0	0	0	0	0	0	6	0	1	1	0	8	9.8	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	46	3	1	1	0	51	52.8	0	0	0	0	0	0	0	0	0	0	0	31	0	1	1	0	33	34.8	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:45	0	1	1	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	1	1	0	0	16	0	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	19	0	0	0	0	19	19	0	0	1	0	0	0	0	1	1	0	0	15	0	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	11	0	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

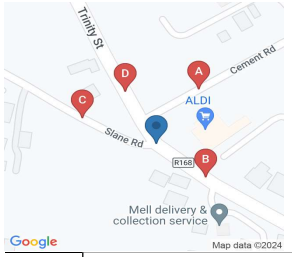
	B => C											C => A									C => B									C => C								
TIME	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
21:15	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
24 TOT	0	3	3	0	1	306	39	16	25	0	387	426.9	0	0	2	2	0	0	0	4	4	0	1	252	37	18	24	0	332	371.6	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J2
Location: Slane Road / Cement Road / Trinity Street / St. Joseph's Terrace
Date: Thu 18-Jan-2024

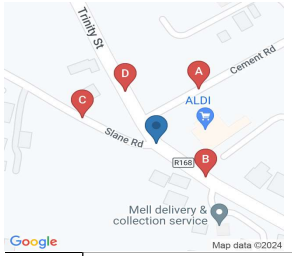
	A => A									A => B									A => C									A => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C
00:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
05:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	1	1	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0
06:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	1	1	0	0	0	0	2	1.4	0
06:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	4	0	0	0	0	4	4	0	1	4	1	0	0	0	6	5.4	0
07:00	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	5	5.5	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0
07:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	2	0	0	0	0	2	2	0	0	2	0	0	1	0	3	4.3	0
07:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	6	7	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	0	2	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	16	1	1	0	1	19	20.5	0	0	9	0	0	0	0	9	9	0	0	8	0	0	1	0	9	10.3	0
08:00	0	0	0	0	0	0	0	0	0	0	0	4	1	1	1	0	7	8.8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0
08:15	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	5	3.4	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	1
08:30	0	0	0	0	0	0	0	0	0	1	0	20	0	0	0	0	21	20.2	0	0	4	2	0	0	0	6	6	0	0	3	1	1	0	0	5	5.5	0
08:45	0	0	0	0	0	0	0	0	0	1	0	12	0	0	0	0	13	12.2	0	0	5	0	0	0	0	5	5	1	0	9	1	0	1	0	12	12.5	0
H/TOT	0	0	0	0	0	0	0	0	0	4	0	39	1	1	1	0	46	44.6	0	0	10	2	0	0	0	12	12	1	0	14	2	2	1	0	20	21.5	1
09:00	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	10	9.4	0	0	4	0	0	0	0	4	4	0	0	6	2	0	2	0	10	12.6	0



IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J2
Location: Slane Road / Cement Road / Trinity Street / St. Joseph's Terrace
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									A => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C
09:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	3	0	0	0	0	3	3	0	0	5	1	0	0	0	6	6	0
09:30	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12	0
09:45	0	0	0	0	0	0	0	0	0	0	0	5	1	1	1	0	8	9.8	0	0	2	1	1	0	0	4	4.5	0	0	12	2	0	0	1	15	16	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	26	2	1	1	0	31	32.2	0	0	9	1	1	0	0	11	11.5	0	0	32	8	0	2	1	43	46.6	0
10:00	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	1	0	0	0	0	1	1	0	0	10	0	0	0	0	10	10	0
10:15	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	4	1	0	0	0	5	5	0	0	7	3	0	0	0	10	10	0
10:30	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	3	0	0	0	0	3	3	0	0	12	1	1	0	0	14	14.5	0
10:45	0	0	0	0	0	0	0	0	0	0	0	4	3	1	0	0	8	8.5	0	0	3	1	0	0	0	4	4	0	0	5	1	0	0	0	6	6	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	28	5	1	0	0	34	34.5	0	0	11	2	0	0	0	13	13	0	0	34	5	1	0	0	40	40.5	0
11:00	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	1	0	4	0	0	0	0	5	4.2	0	0	6	2	1	0	0	9	9.5	0
11:15	0	0	0	0	0	0	0	0	0	0	0	9	1	1	1	0	12	13.8	0	0	4	0	1	0	0	5	5.5	0	0	12	1	0	0	0	13	13	0
11:30	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	7	0	0	0	0	7	7	0	0	16	2	2	0	0	20	21	0
11:45	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	8	8.5	0	0	2	1	0	0	0	3	3	0	0	8	3	0	0	0	11	11	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	29	4	2	1	0	36	38.3	1	0	17	1	1	0	0	20	19.7	0	0	42	8	3	0	0	53	54.5	0
12:00	0	0	0	0	0	0	0	0	0	1	0	5	1	0	1	0	8	8.5	0	0	1	0	0	0	0	1	1	0	0	23	3	0	0	0	26	26	0
12:15	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	2	0	0	0	0	2	2	1	0	16	0	0	0	0	17	16.2	0
12:30	0	0	0	0	0	0	0	0	0	0	0	10	0	3	0	0	13	14.5	0	0	3	0	0	0	0	3	3	1	0	13	1	0	0	0	15	14.2	0
12:45	0	0	0	0	0	0	0	0	0	1	0	7	3	1	0	0	12	11.7	0	0	9	1	0	0	0	10	10	0	0	14	0	0	0	0	14	14	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	34	4	4	1	0	45	46.7	0	0	15	1	0	0	0	16	16	2	0	66	4	0	0	0	72	70.4	0
13:00	0	0	0	0	0	0	0	0	0	0	0	16	3	0	0	0	19	19	0	0	2	0	0	0	0	2	2	0	0	11	1	0	0	0	12	12	0
13:15	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	4	1	0	0	0	5	5	0	0	16	1	0	1	0	18	19.3	0
13:30	0	0	0	0	0	0	0	0	0	0	0	14	1	0	1	0	16	17.3	0	0	5	0	0	0	0	5	5	0	0	9	4	0	0	0	13	13	0
13:45	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	6	0	0	0	0	6	6	0	0	9	3	0	0	0	12	12	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	49	5	0	1	0	55	56.3	0	0	17	1	0	0	0	18	18	0	0	45	9	0	1	0	55	56.3	0
14:00	0	0	0	0	0	0	0	0	0	0	0	14	0	1	1	0	16	17.8	0	0	2	0	1	1	0	4	5.8	0	0	14	0	0	0	0	14	14	0
14:15	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	0	0	2	1	0	0	0	3	3	0	0	11	0	0	0	0	11	11	0
14:30	0	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	15	15	0	0	3	0	0	0	0	3	3	0	0	9	4	0	0	0	13	13	0
14:45	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	1	12	13	0	0	13	0	0	0	1	14	15	0	0	22	0	1	0	0	23	23.5	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	52	6	1	1	1	61	63.8	0	0	20	1	1	1	1	24	26.8	0	0	56	4	1	0	0	61	61.5	0
15:00	0	0	0	0	0	0	0	0	0	1	0	12	2	0	0	0	15	14.2	0	0	6	1	0	0	0	7	7	0	0	14	0	1	0	0	15	15.5	0
15:15	0	0	0	0	0	0	0	0	0	0	0	15	1	1	0	0	17	17.5	0	0	5	0	0	0	0	5	5	0	0	13	2	0	0	0	15	15	0
15:30	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16	0	0	4	0	0	0	0	4	4	0	0	13	0	0	0	0	13	13	0
15:45	0	0	0	0	0	0	0	0	0	1	0	15	1	0	0	0	17	16.2	0	0	7	1	1	0	0	9	9.5	1	0	18	3	0	0	0	22	21.2	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	56	6	1	0	0	65	63.9	0	0	22	2	1	0	0	25	25.5	1	0	58	5	1	0	0	65	64.7	0
16:00	0	0	0	0	0	0	0	0	0	0	0	6	1	0	1	1	9	11.3	0	0	6	0	1	0	1	8	9.5	0	0	11	0	0	0	0	11	11	0
16:15	0	0	0	0	0	0	0	0	0	0	0	18	0	1	0	0	19	19.5	0	0	7	1	0	0	0	8	8	1	0	15	3	0	0	0	19	18.2	0
16:30	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	3	1	0	0	0	4	4	0	0	20	9	1	0	0	30	30.5	0
16:45	0	0	0	0	0	0	0	0	0	0	0	12	1	1	0	0	14	14.5	0	0	5	2	0	0	0	7	7	0	0	8	3	0	0	0	11	11	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	43	3	2	1	1	50	53.3	0	0	21	4	1	0	1	27	28.5	1	0	54	15	1	0	0	71	70.7	0
17:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	4	1	0	0	0	5	5	0	0	13	4	0	0	0	17	17	0
17:15	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	9	1	0	0	0	10	10	0	0	14	2	0	0	0	16	16	0
17:30	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	0	7	0	0	0	0	7	7	0	0	9	2	0	0	0	11	11	1
17:45	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	13	1	0	0	0	14	14	0	0	16	0	0	0	0	16	16	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	40	3	0	0	0	43	43	0	0	33	3	0	0	0	36	36	0	0	52	8	0	0	0	60	60	1
18:00	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20	20	0	0	5	0	0	0	0	5	5	0	0	11	0	0	0	0	11	11	0
18:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	6	0	0	0	0	6	6	0	0	9	0	0	0	0	9	9	0



IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J2
Location: Slane Road / Cement Road / Trinity Street / St. Joseph's Terrace
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									A => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
18:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	9	0	1	0	0	10	10.5	0	0	13	2	0	0	0	15	15	0
18:45	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	4	1	0	0	0	5	5	0	0	7	0	0	0	0	7	7	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	39	2	0	0	0	41	41	0	0	24	1	1	0	0	26	26.5	0	0	40	2	0	0	0	42	42	0
19:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	11	0	0	0	0	11	11	0	0	10	0	0	0	0	10	10	0
19:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	11	2	0	0	0	13	13	0	0	8	0	0	0	0	8	8	0
19:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	8	1	0	0	0	9	9	0	0	10	1	0	0	0	11	11	0
19:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	7	0	0	0	0	7	7	0	0	6	0	0	0	0	6	6	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	27	1	0	0	0	28	28	0	0	37	3	0	0	0	40	40	0	0	34	1	0	0	0	35	35	0
20:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	6	1	0	0	0	7	7	0	0	10	0	0	0	0	10	10	0
20:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	5	0	1	0	0	6	6.5	0	0	4	0	0	0	0	4	4	0
20:30	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	5	1	0	0	0	6	6	0	0	2	0	0	0	0	2	2	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	32	1	0	0	0	33	33	0	0	21	2	1	0	0	24	24.5	0	0	18	0	0	0	0	18	18	0
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21:15	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	2	0	0	0	0	2	2	0	0	4	1	0	0	0	5	5	0
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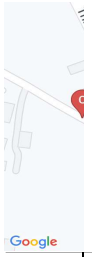
H/TOT	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2.3	0
24 TOT	0	0	0	0	0	0	0	0	0	9	1	546	48	15	7	3	629	640.8	1	0	292	29	8	1	2	333	339.5	5	1	572	75	9	6	1	669	677.7	2



	B => A								B => B								B => C								B => D							
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C
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H/TOT	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	11	1	0	0	0	12	12	0	0
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01:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0
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H/TOT	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	12	0	0	0	0	12	12	0	0
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H/TOT	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	33	11	2	1	0	47	49.3	0	0
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H/TOT	0	13	2	1	1	1	18	20.8	0	0	0	0	0	0	0	0	0	0	0	11	4	0	2	1	18	21.6	0	0	191	37	2	6	1	237	246.8	0	0
08:00	0	3	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	1	0	8	2	0	0	0	11	10.2	0	0	79	4	2	1	0	86	88.3	0	0
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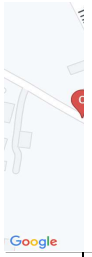
H/TOT	1	22	2	0	1	1	28	28.9	0	0	0	0	0	0	0	0	0	2	0	38	6	1	0	0	47	45.9	0	0	283	25	6	3	3	320	329.9	0	0
09:00	0	13	1	0	0	1	15	16	0	0	0	0	0	0	0	0	0	0	0	10	1	1	0	0	12	12.5	0	0	61	6	1	1	1	70	72.8	0	0



	B => A								B => B								B => C								B => D							
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C
09:15	0	8	1	2	0	0	11	12	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	0	0	75	3	0	1	2	81	84.3	0	0
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H/TOT	0	31	5	2	1	1	40	43.3	0	0	0	0	0	0	0	0	0	0	0	33	6	1	0	0	40	40.5	1	0	261	26	6	4	3	301	311.4	0	0
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H/TOT	0	38	7	1	0	0	46	46.5	0	0	0	0	0	0	0	0	0	0	0	39	1	1	0	0	41	41.5	1	0	268	29	9	3	2	312	321.6	0	0
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H/TOT	0	49	3	1	1	0	54	55.8	0	0	0	0	0	0	0	0	0	0	0	44	5	2	0	0	51	52	0	1	349	50	7	4	1	412	421.1	0	0
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15:30	0	15	1	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	20	20	1	0	67	9	2	2	1	82	85.8	0	0
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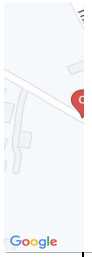

	B => A								B => B								B => C								B => D									
TIME	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**
18:30	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	52	8	2	0	0	62	63	0	0
18:45	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	85	1	0	0	0	86	86	0	0
H/TOT	0	44	2	0	0	0	46	46	0	0	0	0	0	0	0	0	0	0	0	53	1	0	0	0	54	54	0	0	303	20	4	0	2	329	333	0	0
19:00	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	71	6	1	0	1	79	80.5	0	0
19:15	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18	18	0	0	60	2	0	0	0	62	62	0	0
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H/TOT	0	27	1	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	61	4	0	0	0	65	65	0	0	241	19	1	0	1	262	263.5	0	0
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H/TOT	0	23	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	34	4	0	0	0	38	38	0	0	132	4	0	0	0	136	136	0	0
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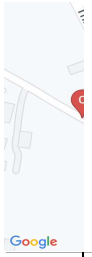
24 TOT	1	518	52	10	8	3	594	610.2	0	0	0	0	0	0	0	0	0	2	2	638	70	13	3	3	731	741.6	9	5	4307	537	76	37	27	4998	5100.9	1	0



	C => A							C => B									C => C									C => D											
TIME	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
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H/TOT	3	0	0	0	0	3	3	1	0	18	2	0	0	0	21	20.2	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	0
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H/TOT	24	2	0	0	2	28	30	0	0	21	2	0	1	1	25	27.3	0	0	0	0	0	0	0	0	0	0	0	8	3	0	1	0	12	13.3	0	0	24
08:00	9	0	1	0	0	10	10.5	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	6	1	0	2	0	9	11.6	0	0	13
08:15	6	0	0	0	0	6	6	0	0	18	3	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	5	6.3	0	0	14
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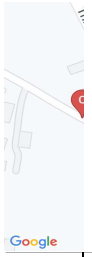
H/TOT	26	0	1	0	0	27	27.5	2	0	72	6	1	0	0	81	79.9	0	0	0	0	0	0	0	0	0	0	0	22	2	0	4	0	28	33.2	0	0	72
09:00	5	1	0	0	0	6	6	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	4.3	0	0	18



	C => A							C => B									C => C									C => D										
TIME	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR
09:15	3	1	0	0	0	4	4	0	0	8	2	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	6.1	0	0	16
09:30	3	0	0	0	0	3	3	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	12
09:45	2	2	0	0	0	4	4	0	0	8	3	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	4	5.8	0	0	18
H/TOT	13	4	0	0	0	17	17	0	0	33	7	2	0	0	42	43	0	0	0	0	0	0	0	0	0	0	0	5	2	2	4	0	13	19.2	0	0	64
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10:30	3	0	0	0	0	4	3.2	0	0	7	3	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	20
10:45	6	1	0	0	0	7	7	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	11
H/TOT	12	1	0	0	0	14	13.2	0	1	29	4	0	0	0	34	33.4	0	0	0	0	0	0	0	0	0	0	0	6	1	1	1	0	9	10.8	0	0	62
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11:30	3	1	0	0	0	4	4	0	0	9	1	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	5	2	0	2	0	9	11.6	0	0	6
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H/TOT	10	3	0	0	0	13	13	1	0	31	5	2	0	0	39	39.2	0	0	0	1	0	0	0	1	1	0	0	12	5	0	5	0	22	28.5	0	0	55
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12:15	2	1	0	0	0	3	3	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	24
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12:45	1	0	0	0	0	1	1	0	0	10	1	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	26
H/TOT	13	3	0	0	0	16	16	0	0	31	4	2	0	0	37	38	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	1	0	111
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H/TOT	17	1	1	0	0	19	19.5	0	0	39	4	0	0	0	43	43	0	0	0	0	0	0	0	0	0	0	0	11	2	1	3	0	17	21.4	0	0	87
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14:15	7	1	1	0	0	9	9.5	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	4.3	1	0	23
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H/TOT	18	2	2	0	0	22	23	0	0	30	1	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0	13	5	1	3	0	22	26.4	1	0	94
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H/TOT	15	3	1	0	1	20	21.5	1	0	36	5	2	0	0	44	44.2	0	0	0	0	0	0	0	0	0	0	0	17	4	3	1	1	26	29.8	2	0	81
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16:15	6	2	0	0	0	8	8	0	0	10	0	0	1	1	12	14.3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	1	6	8.3	0	0	30
16:30	6	0	0	0	0	6	6	0	1	8	1	0	0	0	10	9.4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	23
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H/TOT	23	2	0	0	0	25	25	0	1	41	4	0	1	1	48	49.7	0	0	0	0	0	0	0	0	0	0	0	11	2	1	1	1	16	18.8	0	0	105
17:00	10	0	0	0	0	10	10	0	0	10	1	0	1	0	12	13.3	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	1	0	36
17:15	2	0	0	0	0	2	2	0	0	11	3	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	26
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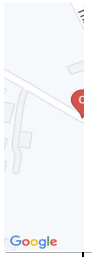
17:45	4	0	0	0	0	4	4	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	32
H/TOT	22	0	0	0	0	22	22	1	0	48	5	0	1	0	55	55.5	0	0	0	0	0	0	0	0	0	0	0	17	0	1	0	0	18	18.5	1	0	127
18:00	10	0	0	0	0	10	10	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	30
18:15	10	1	0	0	0	11	11	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	21



	C => A							C => B									C => C									C => D										
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**
18:30	5	0	0	0	0	5	5	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	31
18:45	4	0	0	0	0	4	4	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	19
H/TOT	29	1	0	0	0	30	30	0	0	34	2	0	0	0	36	36	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	1	0	101
19:00	13	2	1	0	0	16	16.5	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	17
19:15	9	0	0	0	0	9	9	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	16
19:30	4	0	0	0	0	4	4	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	13
19:45	6	0	0	0	0	6	6	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	11
H/TOT	32	2	1	0	0	35	35.5	0	0	43	2	0	0	0	45	45	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17	0	0	57
20:00	1	1	0	0	0	2	2	0	0	5	0	0	0	0	5	5	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	10
20:15	8	0	0	0	0	8	8	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	9
20:30	4	0	1	0	0	5	5.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
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H/TOT	14	2	1	0	0	17	17.5	0	0	21	1	0	0	0	22	22	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	28
21:00	7	0	0	0	0	7	7	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	8
21:15	3	0	0	0	0	3	3	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	10
21:30	5	1	0	0	0	6	6	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
H/TOT	16	1	0	0	0	17	17	0	0	24	2	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	22
22:00	0	1	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1
22:15	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	4	0	0	0	0	4	4	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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H/TOT	5	2	0	0	0	7	7	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	4
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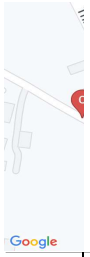
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0
24 TOT	299	30	7	0	3	340	345.7	6	2	567	56	10	3	2	646	650.9	0	0	0	2	0	0	0	2	2	0	0	182	29	12	23	2	248	285.9	6	0	1101



	D => A						D => B									D => C									D => D								
TIME	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	2	2	0	0	2	1	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	3	3	0	0	10	1	1	1	0	13	14.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	5	2	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	1	1	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	1	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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03:45	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	1	1.5	0	0	2	1	0	2	0	5	7.6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	11	1	0	3	0	15	18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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05:30	0	1	0	0	2	2.5	0	0	10	5	0	0	1	16	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	3	3	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	5	5.5	0	0	32	8	1	0	1	42	43.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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06:15	0	0	0	0	0	0	0	0	24	6	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	1	93	16	1	7	1	119	129	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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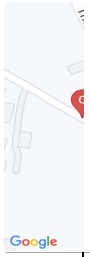
07:30	1	0	0	0	10	10	0	0	47	13	2	1	1	64	67.3	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:45	2	0	0	0	11	11	0	0	79	20	2	2	2	105	110.6	0	0	3	0	0	0	2	5	7	0	0	0	0	0	0	0	0	0
H/TOT	4	0	1	0	29	30.3	1	0	200	51	4	4	4	264	274.4	0	0	6	2	0	0	2	10	12	0	0	0	0	0	0	0	0	0
08:00	5	0	0	0	18	18	0	0	87	12	2	1	0	102	104.3	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
08:15	4	0	0	0	18	18	0	0	121	10	2	0	0	133	134	0	0	1	0	0	1	0	2	3.3	0	0	0	0	0	0	0	0	0
08:30	1	1	0	0	25	25.5	0	0	121	7	0	0	0	128	128	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0
08:45	4	0	0	0	26	26	0	0	96	15	0	0	0	111	111	0	0	2	2	0	1	0	5	6.3	0	0	0	0	0	0	0	0	0
H/TOT	14	1	0	0	87	87.5	0	0	425	44	4	1	0	474	477.3	0	0	4	3	0	3	0	10	13.9	0	0	0	0	0	0	0	0	0
09:00	4	1	0	0	23	23.5	0	1	79	9	0	2	0	91	93	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0



	D => A						D => B									D => C									D => D								
TIME	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
09:15	0	0	0	0	16	16	0	0	56	4	2	1	0	63	65.3	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:30	1	1	0	0	14	14.5	0	0	62	10	2	2	0	76	79.6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	19	19	0	0	53	9	1	0	0	63	63.5	0	0	1	1	1	1	0	4	5.8	0	0	0	0	0	0	0	0	0
H/TOT	6	2	0	0	72	73	0	1	250	32	5	5	0	293	301.4	0	0	10	3	1	1	0	15	16.8	0	0	0	0	0	0	0	0	0
10:00	1	1	0	1	18	19.5	0	0	51	9	1	1	2	64	67.8	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0
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10:30	3	0	0	0	23	23	0	0	63	12	1	0	0	76	76.5	0	0	2	0	0	1	0	3	4.3	0	0	0	0	0	0	0	0	0
10:45	3	1	0	1	16	17.5	0	0	39	4	1	1	0	45	46.8	0	0	3	0	0	1	0	4	5.3	0	0	0	0	0	0	0	0	0
H/TOT	9	2	0	2	75	78	0	0	206	34	5	2	2	249	256.1	0	0	9	3	0	2	0	14	16.6	0	0	0	0	0	0	0	0	0
11:00	1	1	0	1	22	23.5	0	0	49	7	1	1	0	58	59.8	0	0	2	1	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0
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H/TOT	5	2	0	1	63	65	0	0	213	26	7	1	0	247	251.8	0	0	10	3	2	3	0	18	22.9	0	0	0	0	0	0	0	0	0
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H/TOT	5	1	2	1	121	124.3	1	0	225	32	3	3	0	264	268.6	0	0	9	2	0	1	0	12	13.3	0	0	0	0	0	0	0	0	0
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H/TOT	9	0	0	1	97	98	1	2	219	24	2	2	0	250	251.6	0	0	10	1	2	3	0	16	20.9	0	0	0	0	0	0	0	0	0
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H/TOT	9	2	0	1	107	108.2	0	1	255	34	5	2	2	299	305.5	0	0	16	3	0	3	0	22	25.9	0	0	0	1	0	0	0	1	1
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15:15	3	2	0	1	25	26.2	0	0	82	4	0	0	1	87	88	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
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H/TOT	9	5	0	1	98	99.9	0	0	266	25	2	1	3	297	302.3	0	0	13	2	1	2	0	18	21.1	0	0	0	1	0	0	0	1	1
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16:30	5	1	0	0	29	29.5	0	0	79	6	3	0	1	89	91.5	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
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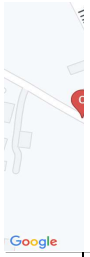
H/TOT	17	3	0	1	126	128.5	0	0	309	32	6	1	1	349	354.3	0	0	16	3	0	4	0	23	28.2	0	0	0	0	0	0	0	0	0
17:00	5	0	0	0	42	41.2	0	0	65	10	0	0	0	75	75	0	0	7	1	0	1	0	9	10.3	0	0	0	0	0	0	0	0	0
17:15	2	1	0	1	30	31.5	0	1	72	14	0	0	0	87	86.4	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0
17:30	4	1	0	0	38	38.5	0	0	75	6	0	0	0	81	81	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
17:45	3	0	0	0	35	35	0	0	95	6	2	0	0	103	104	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	14	2	0	1	145	146.2	0	1	307	36	2	0	0	346	346.4	0	0	17	3	0	1	0	21	22.3	0	0	0	0	0	0	0	0	0
18:00	1	0	1	0	33	33.5	0	0	85	9	1	0	0	95	95.5	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
18:15	3	0	0	1	25	26	0	0	52	2	0	0	0	54	54	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0



	D => A						D => B									D => C									D => D								
TIME	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
18:30	0	0	0	0	31	31	0	0	48	3	0	0	0	51	51	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
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H/TOT	4	0	1	1	108	109.5	0	0	229	18	1	0	0	248	248.5	0	0	29	1	0	0	0	30	30	0	0	0	0	0	0	0	0	0
19:00	1	0	0	1	19	20	1	0	50	3	1	0	0	55	54.7	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
19:15	2	0	0	0	18	18	0	0	50	4	0	0	0	54	54	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	13	13	0	0	45	2	0	0	0	47	47	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
19:45	2	0	0	0	13	13	0	0	42	2	0	0	0	44	44	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	5	0	0	1	63	64	1	0	187	11	1	0	0	200	199.7	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
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20:15	0	0	0	0	9	9	0	0	32	1	0	0	0	33	33	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	5	5	0	0	26	3	0	0	0	29	29	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
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H/TOT	1	0	0	0	29	29	0	0	117	10	0	1	0	128	129.3	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
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21:15	2	0	0	0	12	12	0	0	17	0	0	0	0	17	17	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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H/TOT	3	0	0	0	25	25	0	0	98	3	2	0	0	103	104	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
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22:30	0	0	0	0	2	2	0	0	7	1	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	5	6.3	2	0	50	4	1	1	0	58	58.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	8	1	0	1	0	10	11.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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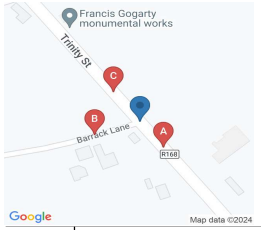
H/TOT	0	0	0	0	0	0	0	0	25	1	0	1	0	27	28.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	115	22	5	11	1260	1283.7	6	6	3738	448	54	38	14	4304	4386	0	0	177	32	6	23	2	240	274.9	0	0	0	2	0	0	0	2	2



IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J3
Location: Trinity Street / Barrack Lane
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									B => A									B => B					
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2
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00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	2	0	0	13	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	3	0	2	0	17	19.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	80	18	4	0	0	105	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	205	39	2	8	1	255	267.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	318	30	7	8	3	367	383.1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0
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09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	80	11	2	1	1	96	98.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	301	35	8	10	4	359	379.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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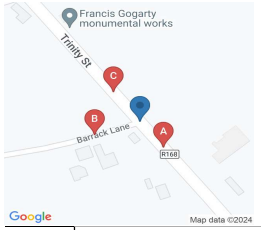

IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J3
Location: Trinity Street / Barrack Lane
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									B => A									B => B					
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	66	8	4	1	0	80	82.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	249	35	9	2	2	298	306.5	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	69	4	1	3	1	79	83.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	15	3	2	0	101	105.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	308	40	5	8	1	363	376.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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12:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	0	92	12	2	0	0	108	107.4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	3	0	337	38	8	4	2	392	400.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
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13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77	11	2	3	0	93	97.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	342	47	9	7	3	409	425	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	406	63	10	9	1	490	507.1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	116	15	1	0	0	133	132.7	0	0	0	0	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	0	0	0	0	0	0	0	0	102	16	3	1	2	124	128.8	0	0	0	0	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	0	0	0	0	0	0	1	0	95	8	2	2	1	109	112.8	0	0	0	0	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	0	0	0	0	0	0	1	0	117	17	1	0	0	136	135.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	430	56	7	3	3	502	510	0	0	0	0	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	0	0	0	0	0	0	0	1	112	19	2	0	1	135	136.4	0	0	0	0	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	0	0	0	0	0	0	1	0	118	22	1	5	4	151	161.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132	23	2	0	0	157	158	0	0	0	0	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	1	0	0	0	0	1	1	1	0	107	15	3	0	0	126	126.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	1	469	79	8	5	5	569	582.3	0	0	0	0	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	0	0	0	0	0	0	0	0	116	24	2	0	1	143	145	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	118	13	1	0	1	134	134.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	114	19	0	0	0	134	133.2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	465	63	3	0	2	535	536.9	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	102	7	1	0	0	110	110.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	358	22	4	0	2	386	390	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	5	1	0	1	92	93.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	2	0	0	0	76	76	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	7	0	0	0	68	68	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	291	17	1	0	1	310	311.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	55	0	0	0	0	55	55	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
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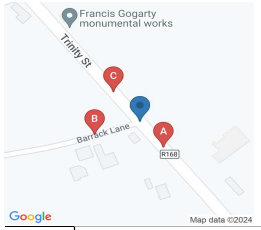
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	1	0	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	151	5	0	0	0	156	156	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	7	0	0	0	39	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J3
Location: Trinity Street / Barrack Lane
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									B => A									B => B					
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	1	1	0	0	37	37.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	3	0	0	0	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	12	1	0	0	119	119.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	1	0	1	0	23	24.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	1	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	6	0	1	0	96	97.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	1	0	14	15.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	3	1	1	0	50	51.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	14	6	5038	630	91	69	30	5878	6028.4	0	0	11	0	1	0	0	12	12.5	0	0	0	0	0	0	0

	B => C											C => A								C => B								C => C							
TIME	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	4	5.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	2	1	1	0	18	19.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	2	0	7	10.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	3	0	15	18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	8	2	0	1	50	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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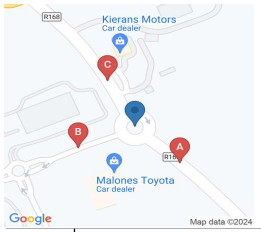
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	91	17	1	7	1	118	128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	8	0	2	1	48	51.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	50	11	0	0	0	62	61.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	19	2	1	2	84	88.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	19	2	2	3	110	116.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	231	57	4	5	6	304	317.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114	20	2	1	0	137	139.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138	11	2	1	0	152	154.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143	8	1	1	0	153	154.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	21	0	1	0	139	140.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	512	60	5	4	0	581	588.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	101	15	1	2	0	120	122.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	1	0	0	0	0	1	1	0	0	77	3	2	1	0	83	85.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	1	0	0	0	1	1	0	0	81	9	2	2	0	94	97.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	11	3	1	0	86	88.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	1	0	0	0	2	2	0	1	330	38	8	6	0	383	394.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	1	0	0	0	0	1	1	0	0	69	14	1	1	3	88	92.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	12	2	0	0	89	90	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	1	0	0	0	0	1	1	0	0	82	13	0	1	0	96	97.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	B => C											C => A											C => B											C => C									
TIME	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	6	2	2	1	60	64.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	2	0	0	0	0	2	2	0	0	275	45	5	4	4	333	344.7	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	9	2	1	1	83	86.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	4	3	2	0	88	92.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	10	1	2	0	73	76.1	0	0	0	0	0	0	0	0	0	0	0	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	0	0	78	7	2	0	0	87	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	287	30	8	5	1	331	342.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	9	1	2	1	110	114.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	12	0	1	0	85	86.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	1	0	0	0	1	1	0	0	90	7	1	1	0	99	100.8	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	84	9	1	2	0	98	99.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	0	0	0	1	1	2	0	343	37	3	6	1	392	400.7	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	1	1
13:00	0	0	0	0	0	1	0	0	0	0	1	1	1	0	71	8	0	1	0	81	81.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	69	14	0	3	1	89	92.7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	5	1	0	0	92	92.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	9	3	1	0	96	98.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	0	0	0	1	1	1	2	309	36	4	5	1	358	365.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92	13	1	2	1	109	113.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	107	10	2	2	1	123	126.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	77	14	3	3	0	98	102.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	8	3	0	1	98	100.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	1	362	45	9	7	3	428	443.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	88	10	0	2	1	102	104.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	104	6	2	0	2	115	117.2	0	0	0	1	0	0	0	1	1	0	0	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	0	0	88	9	2	0	1	100	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	10	2	1	0	98	100.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	365	35	6	3	4	415	424.3	0	0	0	1	0	0	0	1	1	0	0	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	0	0	116	14	0	3	0	133	136.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	9	3	1	1	125	128.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	13	4	0	1	120	123	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	17	0	1	0	115	116.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	426	53	7	5	2	493	505	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	109	15	1	1	0	127	128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	107	17	0	0	1	126	126.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	10	1	0	0	121	121.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127	10	2	0	0	139	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	1	453	52	4	1	1	513	515.9	0	0	0	0	0	0	0	0	0	0	0	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	1	0	125	9	1	1	0	137	138	0	0	0	0	0	0	0	0	0	0	0	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	0	0	77	8	0	0	1	86	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	1	0	0	0	0	1	1	0	0	88	2	0	0	0	90	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	65	4	0	0	0	70	69.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	0	0	0	1	1	2	0	355	23	1	1	1	383	384.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	4	1	0	1	79	80.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	6	0	0	0	78	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	2	0	0	0	55	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	3	0	0	0	62	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	257	15	1	0	1	274	275.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	4	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	0	0	0	45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	3	0	0	0	37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	4	1	1	0	36	37.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155	11	1	1	0	168	169.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	1	0	0	0	0	1	1	0	0	36	1	1	0	0	38	38.5	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	B => C											C => A								C => B								C => C							
TIME	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	2	0	0	0	35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	31	1	0	0	0	34	32.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	0	0	0	1	1	2	0	119	5	1	0	0	127	125.9	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	1	0	17	18.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1	0	1	0	27	28.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	4	1	2	0	64	67.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	0	9	10.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1	0	1	0	27	28.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	0	0	0	0	0	6	2	0	0	0	8	8	12	6	5027	581	74	69	27	5796	5936.5	0	0	1	3	1	0	0	5	5.5	0	0	1	0	0	0	0	1	1



IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J4
Location: Trinity Street / M1 Retail Park Access
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									B => A									B => B					
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0
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03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	9	2	2	0	0	13	14	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3.3	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	5	6.3	0	0	8	3	0	1	0	12	13.3	0	0	1	1	0	1	0	3	4.3	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	11	11	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	9	2	0	1	0	12	13.3	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	13	5	1	0	0	19	19.5	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	9	9.5	0	0	31	13	1	1	0	46	47.8	0	0	1	0	2	0	0	3	4	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	0	0	13	4	1	0	0	18	18.5	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	10	3	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	1	1	12	1	0	0	0	15	13.6	0	1	69	17	4	0	0	91	92.4	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	29	3	0	1	1	34	36.3	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
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07:30	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	61	14	2	3	0	80	84.9	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	54	12	0	3	0	69	72.9	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	28	3	0	0	0	31	31	0	0	177	36	2	8	1	224	236.4	1	0	20	2	0	0	0	23	22.2	0	0	0	0	0	0	0
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08:15	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	57	6	0	2	1	66	69.6	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0
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H/TOT	0	0	1	0	0	0	0	1	1	1	0	76	4	1	0	0	82	81.7	0	0	242	26	7	8	3	286	302.9	0	0	40	5	0	0	0	45	45	0	0	0	0	0	0	0
09:00	0	0	0	1	0	0	0	1	1	0	0	26	0	0	1	0	27	28.3	0	0	40	7	2	3	1	53	58.9	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0
09:15	0	0	1	0	0	0	0	1	1	0	0	29	2	0	0	0	31	31	0	0	55	2	1	3	2	63	69.4	0	0	24	1	0	0	0	25	25	0	0	0	0	0	0	0
09:30	0	0	0	0	0	1	0	1	2.3	0	0	37	2	0	0	0	39	39	0	0	36	9	3	1	0	49	51.8	0	0	23	0	0	0	0	23	23	0	0	0	0	0	0	0
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H/TOT	0	0	1	1	0	1	0	3	4.3	1	0	126	7	0	1	1	136	137.5	0	0	178	25	8	8	3	222	239.4	0	0	86	4	0	0	0	90	90	0	0	2	0	0	0	0
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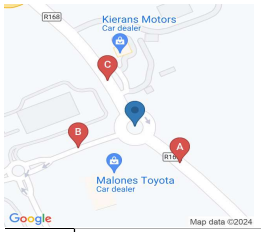
10:30	0	0	0	0	0	0	0	0	0	0	0	40	2	1	0	0	43	43.5	0	0	31	10	0	0	1	42	43	0	0	37	5	0	0	0	42	42	0	0	0	0	0	0	0



IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J4
Location: Trinity Street / M1 Retail Park Access
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									B => A									B => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2
10:45	0	0	0	0	0	0	0	0	0	0	1	34	1	0	0	0	36	35.4	0	0	32	7	4	1	0	44	47.3	0	0	24	0	0	0	1	25	26	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	1	131	9	1	0	1	143	143.9	0	0	114	29	8	2	1	154	161.6	0	0	126	10	1	0	2	139	141.5	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	1	0	37	0	0	0	1	39	39.2	0	0	32	4	1	3	0	40	44.4	0	0	40	2	0	0	1	43	44	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	45	0	0	0	0	45	45	0	0	29	11	1	0	0	41	41.5	0	0	37	3	0	0	0	40	40	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	46	2	0	0	0	48	48	0	0	39	6	0	3	0	48	51.9	0	0	28	5	0	0	0	33	33	0	0	1	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	36	5	1	0	0	42	42.5	0	0	43	9	2	2	0	56	59.6	0	0	41	0	0	0	0	41	41	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	164	7	1	0	1	174	174.7	0	0	143	30	4	8	0	185	197.4	0	0	146	10	0	0	1	157	158	0	0	1	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	42	4	2	0	1	49	51	0	0	29	9	2	2	0	42	45.6	0	0	46	4	0	0	1	51	52	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	1	0	51	5	0	0	0	57	56.2	0	0	38	6	2	1	1	48	51.3	0	0	36	8	0	0	0	44	44	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	2	0	50	4	0	0	0	56	54.4	0	0	44	9	1	0	0	54	54.5	0	0	46	7	0	1	0	54	55.3	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	41	1	0	0	0	42	42	0	0	39	3	1	1	0	44	45.8	2	0	46	1	0	0	0	49	47.4	0	0	1	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	3	0	184	14	2	0	1	204	203.6	0	0	150	27	6	4	1	188	197.2	2	0	174	20	0	1	1	198	198.7	0	0	1	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	43	3	0	0	0	46	46	0	0	41	9	3	1	0	54	56.8	1	0	41	2	0	0	0	44	43.2	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	35	5	1	1	1	43	45.8	0	0	44	8	0	2	0	54	56.6	0	1	43	2	0	0	1	47	47.4	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	43	7	1	0	0	51	51.5	0	0	45	6	2	2	1	56	60.6	0	0	41	4	0	0	0	45	45	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	1	38	3	0	1	0	43	43.7	0	0	54	6	1	0	1	62	63.5	0	0	49	4	2	0	0	55	56	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	159	18	2	2	1	183	187	0	0	184	29	6	5	2	226	237.5	1	1	174	12	2	0	1	191	191.6	0	0	0	0	0	0	0	0
14:00	0	0	1	0	0	0	0	1	1	0	0	48	5	1	0	1	55	56.5	0	1	53	10	2	3	0	69	73.3	0	0	43	3	1	0	0	47	47.5	0	0	1	0	0	0	0	0
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14:45	0	0	0	0	0	0	0	0	0	0	0	44	3	0	0	0	47	47	0	0	57	14	2	2	0	75	78.6	0	0	39	2	0	0	0	41	41	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	2	2	0	0	182	16	2	0	1	201	203	0	1	230	47	8	8	0	294	307.8	1	1	168	10	2	0	1	183	183.6	0	0	3	0	0	0	0	0
15:00	0	0	1	0	0	0	0	1	1	0	0	50	2	0	0	0	52	52	1	0	68	14	1	1	0	85	86	1	0	38	7	0	0	0	46	45.2	0	0	0	0	0	0	0	0
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H/TOT	0	0	2	0	0	0	0	2	2	2	0	155	10	0	0	1	168	167.4	1	0	272	44	7	4	2	330	339.9	2	0	165	17	1	0	1	186	185.9	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	81	4	0	0	1	86	87	0	0	214	13	1	0	0	228	228.5	0	0	120	6	0	0	1	127	128	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	35	2	0	0	0	37	37	0	0	120	3	0	0	0	123	123	0	0	65	4	0	0	0	69	69	0	0	2	0	0	0	0	0
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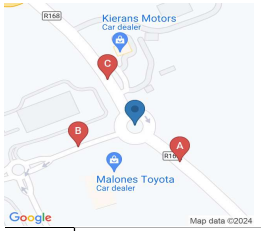

IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J4
Location: Trinity Street / M1 Retail Park Access
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									B => A									B => B					
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2
21:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	28	1	1	0	0	30	30.5	0	0	14	2	0	0	0	16	16	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	11	0	0	0	0	11	11	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	5	0	0	0	20	20	0	0	93	5	1	0	0	99	99.5	2	0	53	3	1	0	0	59	57.9	0	0	0	0	0	0
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22:30	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	13	4	0	0	0	17	17	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	86	8	0	1	0	95	96.3	0	0	9	0	1	1	0	11	12.8	0	0	0	0	1	0
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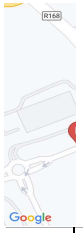
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	3	1	1	0	48	49.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	0	0	9	1	0	1	0	11	12.3	12	3	1767	136	12	4	12	1946	1957.8	2	3	3290	495	78	64	18	3950	4086.8	12	2	1885	147	13	4	11	2074	2085.9	0	0	10	0	1	0



	B => C											C => A											C => B											C => C									
TIME	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	2	1	1	0	18	19.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	1	0	0	1	2	3	0	0	38	9	0	0	1	48	49	0	0	5	1	1	0	1	8	9.5	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	4	2	0	0	1	7	8	0	1	87	15	1	7	1	112	122	0	0	27	5	0	0	1	33	34	0	0	0	1	0	0	0	1	1	0	0	0
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H/TOT	0	0	0	0	0	16	5	0	0	1	22	23	0	0	221	55	4	6	6	292	307.8	0	0	54	9	2	0	1	66	68	0	0	2	1	0	0	0	3	3	0	0	0
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H/TOT	0	0	0	0	0	48	3	2	0	2	55	58	0	0	472	57	5	3	0	537	543.4	0	0	137	10	0	3	3	153	159.9	0	0	0	0	0	0	0	0	0	0	0	0
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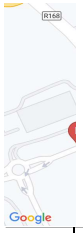

	B => C											C => A								C => B								C => C								
TIME	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
10:45	0	0	0	0	0	43	3	2	0	1	49	51	0	0	27	5	2	2	0	36	39.6	0	0	33	5	4	0	2	44	48	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	139	17	6	1	2	165	171.3	0	0	151	33	5	4	2	195	204.7	0	0	159	23	6	0	3	191	197	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	161	13	2	0	3	179	183	0	0	129	10	1	0	0	140	140.5	0	0	117	10	1	0	2	130	132.5	0	0	0	0	0	0	0	0	0
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20:45	0	0	0	0	0	18	1	0	0	1	20	21	0	0	19	2	1	1	0	23	24.8	0	0	12	2	0	1	0	15	16.3	0	0	0	0	0	0	0	0	0
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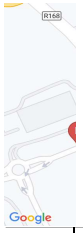

	B => C											C => A									C => B									C => C								
TIME	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
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H/TOT	0	0	0	0	0	57	6	1	1	2	67	70.8	0	0	66	3	0	0	0	69	69	0	0	20	3	1	1	2	27	30.8	0	0	0	0	0	0	0	0	0
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22:15	0	1	1.5	0	0	4	0	0	0	0	4	4	0	0	18	1	0	1	0	20	21.3	0	0	2	0	1	0	0	3	3.5	0	0	0	1	0	0	0	1	1
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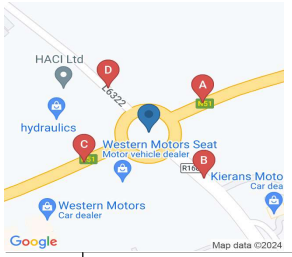
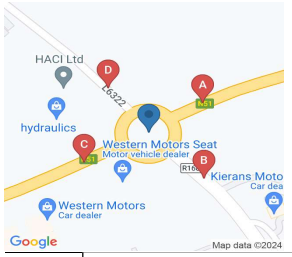
H/TOT	0	1	1.5	0	0	10	2	0	0	2	14	16	0	0	48	4	0	1	0	53	54.3	0	0	5	0	1	0	2	8	10.5	0	0	0	1	0	0	0	1	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	1	1	0	0	1	3	4	0	0	7	1	0	1	0	9	10.3	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	1	1	2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	1	0	0	2	4	6	0	0	24	1	0	1	0	26	27.3	0	0	1	1	0	0	2	4	6	0	0	0	0	0	0	0	0	0
24 TOT	0	11	11.5	2	2	2582	259	40	23	41	2949	3037.1	0	4	3161	436	61	64	16	3742	3869.3	1	1	2691	247	42	26	40	3048	3141.4	0	0	12	3	2	0	0	17	18



IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J5
Location: Trinity Street / N51 / L6322
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									A => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	1	0	2	3.3	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	7	2	0	1	0	10	11.3	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	5	6.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	4	0	0	13	15	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	1	0	0	8	8.5	0	0	1	0	0	0	0	1	1	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	7	1	0	0	31	31.5	0	0	1	0	0	0	0	1	1	0
05:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	3.5	0	0	12	7	2	0	0	21	22	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	15	7	0	1	0	23	24.3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	4	5.5	0	0	40	16	3	1	0	60	62.8	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	28	10	1	1	0	40	41.8	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	34	6	1	0	0	41	41.5	0	0	0	2	0	0	0	0	2	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5	6	0	0	40	10	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	48	15	1	0	0	64	64.5	0	0	0	0	0	1	0	1	2.3	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	4	0	0	1	20	21	0	0	150	41	3	1	0	195	197.8	0	0	2	0	0	1	0	3	4.3	0
07:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	31	7	4	3	1	46	52.9	0	0	0	0	0	2	0	2	4.6	0
07:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	1	40	11	2	2	1	57	61	0	0	0	0	0	1	0	1	2.3	0
07:30	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	61	15	0	4	0	80	85.2	0	0	2	0	0	2	0	4	6.6	0
07:45	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	1	15	16	0	0	66	13	1	3	1	84	89.4	0	0	0	1	1	2	0	4	7.1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	28	3	0	0	1	32	33	0	1	198	46	7	12	3	267	288.5	0	0	2	1	1	7	0	11	20.6	0
08:00	0	0	0	0	0	0	0	0	0	0	0	19	4	0	0	0	23	23	0	0	80	15	6	1	0	102	106.3	0	0	2	0	0	1	1	4	6.3	0
08:15	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	23	23	0	0	90	11	3	2	0	106	110.1	0	0	1	0	0	2	0	3	5.6	0
08:30	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	0	0	78	13	1	2	1	95	99.1	0	1	1	0	0	1	0	3	3.7	0
08:45	0	0	0	0	0	0	0	0	0	0	0	27	7	0	2	2	38	42.6	0	0	64	4	2	1	0	71	73.3	0	0	2	0	0	2	0	4	6.6	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	87	12	0	2	2	103	107.6	0	0	312	43	12	6	1	374	388.8	0	1	6	0	0	6	1	14	22.2	0
09:00	0	0	0	0	0	0	0	0	0	0	0	37	5	1	0	0	43	43.5	0	0	69	9	3	0	0	81	82.5	0	0	2	0	0	2	0	4	6.6	0



IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J5
Location: Trinity Street / N51 / L6322
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									A => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C
09:15	0	0	0	0	0	0	0	0	0	0	0	31	4	0	0	0	35	35	0	0	61	11	1	2	1	76	80.1	0	0	1	1	0	1	0	3	4.3	0
09:30	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	38	38	0	0	41	9	0	3	0	53	56.9	0	0	1	0	0	3	0	4	7.9	0
09:45	0	0	0	0	0	0	0	0	0	0	0	27	4	0	1	1	33	35.3	1	0	31	4	5	3	0	44	49.6	0	0	2	0	0	3	0	5	8.9	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	133	13	1	1	1	149	151.8	1	0	202	33	9	8	1	254	269.1	0	0	6	1	0	9	0	16	27.7	0
10:00	0	0	0	0	0	0	0	0	0	0	0	27	5	0	1	0	33	34.3	0	0	48	9	2	4	0	63	69.2	0	0	3	1	0	0	0	4	4	0
10:15	0	0	0	0	0	0	0	0	0	0	0	25	2	1	0	0	28	28.5	0	0	50	9	7	3	2	71	80.4	0	0	1	1	0	1	0	3	4.3	0
10:30	0	0	1	0	0	0	0	1	1	0	0	20	2	0	0	0	22	22	0	0	50	9	4	3	1	67	73.9	0	0	2	1	0	2	0	5	7.6	0
10:45	0	0	0	0	0	0	0	0	0	0	0	19	3	1	1	1	25	27.8	0	0	44	11	4	4	0	63	70.2	0	0	0	0	0	2	0	2	4.6	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	91	12	2	2	1	108	112.6	0	0	192	38	17	14	3	264	293.7	0	0	6	3	0	5	0	14	20.5	0
11:00	0	0	0	0	0	0	0	0	0	0	0	35	2	0	0	0	37	37	0	0	35	11	5	1	0	52	55.8	0	0	0	0	1	3	0	4	8.4	0
11:15	0	0	0	0	0	0	0	0	0	0	0	19	6	0	1	0	26	27.3	0	0	49	11	4	7	1	72	84.1	0	0	1	1	0	1	0	3	4.3	0
11:30	0	0	1	0	0	0	0	1	1	0	0	29	4	0	3	1	37	41.9	0	0	39	2	2	3	0	46	50.9	0	0	2	0	0	3	0	5	8.9	0
11:45	0	0	0	0	1	0	0	1	1.5	0	0	32	3	1	0	0	36	36.5	0	0	38	11	3	0	0	52	53.5	0	0	2	1	0	2	0	5	7.6	0
H/TOT	0	0	1	0	1	0	0	2	2.5	0	0	115	15	1	4	1	136	142.7	0	0	161	35	14	11	1	222	244.3	0	0	5	2	1	9	0	17	29.2	0
12:00	0	0	0	0	0	0	0	0	0	0	1	33	4	0	1	0	39	39.7	0	0	51	7	3	2	1	64	69.1	0	0	2	0	0	1	0	3	4.3	0
12:15	0	0	0	0	0	0	0	0	0	0	0	25	7	0	1	0	33	34.3	0	0	49	3	2	2	5	61	69.6	0	0	2	0	0	3	0	5	8.9	0
12:30	0	0	0	0	0	0	0	0	0	0	0	39	1	1	0	1	42	43.5	0	0	61	17	5	0	1	84	87.5	0	0	3	1	1	3	0	8	12.4	0
12:45	0	0	0	0	0	0	0	0	0	0	0	44	2	0	0	0	46	46	0	0	45	10	1	0	0	56	56.5	0	0	2	0	0	2	0	4	6.6	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	141	14	1	2	1	160	163.5	0	0	206	37	11	4	7	265	282.7	0	0	9	1	1	9	0	20	32.2	0
13:00	0	0	0	0	0	0	0	0	0	0	0	27	0	0	1	0	28	29.3	0	0	52	8	3	2	1	66	71.1	0	0	2	1	0	1	0	4	5.3	0
13:15	0	0	0	0	0	0	0	0	0	0	0	36	1	0	1	1	39	41.3	0	0	41	4	5	1	1	52	56.8	0	0	1	0	0	0	0	1	1	0
13:30	0	0	0	0	0	0	0	0	0	0	0	22	1	1	0	0	24	24.5	0	0	61	12	2	2	0	77	80.6	0	0	1	1	0	1	0	3	4.3	0
13:45	0	0	0	0	0	0	0	0	0	0	0	33	2	0	0	1	36	37	0	0	60	9	0	4	0	73	78.2	0	0	2	0	0	3	0	5	8.9	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	118	4	1	2	2	127	132.1	0	0	214	33	10	9	2	268	286.7	0	0	6	2	0	5	0	13	19.5	0
14:00	0	0	0	0	0	0	0	0	0	0	0	27	6	0	1	0	34	35.3	0	0	55	5	3	0	0	63	64.5	0	0	1	0	0	2	0	3	5.6	0
14:15	0	0	0	0	0	0	0	0	0	0	0	26	2	0	1	0	29	30.3	0	0	60	8	4	2	4	78	86.6	0	0	1	2	0	2	0	5	7.6	0
14:30	0	0	0	1	0	0	0	1	1	0	0	34	2	1	1	0	38	39.8	0	0	62	11	2	3	1	79	84.9	0	0	4	0	0	3	0	7	10.9	0
14:45	0	0	0	0	0	0	0	0	0	1	0	38	3	2	0	1	45	46.2	0	0	54	5	3	1	2	65	69.8	0	0	4	0	0	3	0	7	10.9	0
H/TOT	0	0	0	1	0	0	0	1	1	1	0	125	13	3	3	1	146	151.6	0	0	231	29	12	6	7	285	305.8	0	0	10	2	0	10	0	22	35	0
15:00	0	0	1	0	0	0	0	1	1	0	0	39	2	0	1	0	42	43.3	0	0	98	11	6	1	0	116	120.3	0	0	1	0	0	2	0	3	5.6	0
15:15	0	0	0	0	0	0	0	0	0	0	0	38	3	0	0	0	41	41	0	0	75	13	2	2	2	94	99.6	0	0	4	0	0	3	0	7	10.9	0
15:30	0	0	0	0	0	0	0	0	0	0	0	40	2	0	0	0	42	42	0	0	80	13	3	1	1	98	101.8	0	0	3	0	0	2	0	5	7.6	0
15:45	0	0	0	0	0	0	0	0	0	0	0	32	5	0	1	1	39	41.3	0	0	68	6	3	4	1	82	89.7	0	0	1	0	0	3	0	4	7.9	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	149	12	0	2	1	164	167.6	0	0	321	43	14	8	4	390	411.4	0	0	9	0	0	10	0	19	32	0
16:00	0	0	0	0	1	0	0	1	1.5	0	0	32	6	1	1	0	40	41.8	0	0	85	9	5	2	0	101	106.1	0	0	2	0	0	2	0	4	6.6	0
16:15	0	0	0	0	0	0	0	0	0	0	0	36	0	0	1	0	37	38.3	0	0	86	14	1	2	1	104	108.1	0	0	1	0	0	3	0	4	7.9	0
16:30	0	0	0	0	0	0	0	0	0	0	0	31	1	0	0	0	32	32	0	0	83	18	0	1	2	104	107.3	0	0	2	1	0	1	0	4	5.3	0
16:45	0	0	1	0	0	0	0	1	1	0	0	26	0	0	0	1	27	28	0	0	70	9	3	1	0	83	85.8	0	0	3	0	0	0	0	3	3	0
H/TOT	0	0	1	0	1	0	0	2	2.5	0	0	125	7	1	2	1	136	140.1	0	0	324	50	9	6	3	392	407.3	0	0	8	1	0	6	0	15	22.8	0
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17:15	0	0	0	0	0	0	0	0	0	0	0	23	5	0	0	0	28	28	0	0	89	20	2	0	1	112	114	0	0	2	0	0	0	0	2	2	0
17:30	0	0	1	0	0	0	0	1	1	0	0	38	3	1	0	0	42	42.5	0	0	61	6	1	0	0	68	68.5	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	1	26	27	0	0	62	6	1	0	0	69	69.5	2	0	3	0	0	0	0	5	3.4	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	122	12	1	0	1	136	137.5	0	0	314	48	4	0	1	367	370	2	0	12	0	0	0	0	14	12.4	0
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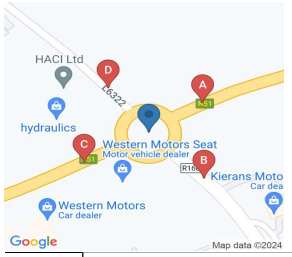

IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J5
Location: Trinity Street / N51 / L6322
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									A => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
18:30	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	28	28	0	0	44	3	0	1	1	49	51.3	0	0	2	0	0	0	0	2	2	0
18:45	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	1	19	20	0	0	31	4	2	0	0	37	38	0	0	3	1	0	0	0	4	4	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	92	3	0	0	1	96	97	0	0	202	16	4	1	1	224	228.3	0	0	8	1	0	0	0	9	9	0
19:00	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	0	0	48	0	1	0	0	49	49.5	0	0	3	0	0	0	0	3	3	0
19:15	0	0	0	0	0	0	0	0	0	0	0	24	3	0	0	0	27	27	0	0	50	3	0	1	1	55	57.3	0	0	2	0	0	0	0	2	2	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	64	7	0	0	1	72	73	0	0	188	12	2	1	1	204	207.3	0	0	5	0	0	0	0	5	5	0
20:00	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	62	4	0	0	0	66	66	0	0	2	0	0	0	0	2	2	0
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20:30	0	0	1	0	0	0	0	1	1	0	0	5	1	0	0	1	7	8	0	0	58	0	0	0	0	58	58	0	0	1	0	0	0	0	1	1	0
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	34	2	0	1	1	38	40.3	0	0	229	9	1	0	1	240	241.5	0	0	7	0	0	0	0	7	7	0
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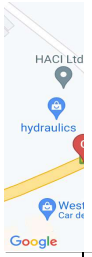
24 TOT	0	0	6	1	2	0	0	9	10	1	1	1467	134	12	21	21	1657	1709.9	1	1	3735	554	141	90	37	4559	4782.1	2	1	115	15	3	77	1	214	314.4	0



	B => A								B => B								B => C								B => D							
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C
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H/TOT	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	31	13	1	1	1	47	49.8	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	182	40	2	8	2	234	247.4	0	0	3	1	0	0	0	4	4	1	0
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08:30	0	5	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0	0	62	10	1	0	1	74	75.5	0	0	4	0	0	0	1	5	6	0	0
08:45	0	8	0	2	1	0	11	13.3	0	0	0	0	0	0	0	0	0	0	0	51	5	2	2	0	60	63.6	0	0	3	0	0	0	0	3	3	0	0
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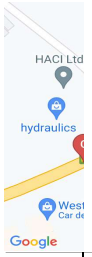

	B => A								B => B								B => C								B => D							
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C
09:15	0	9	2	0	0	0	11	11	0	0	0	0	0	0	0	0	0	1	0	66	4	1	2	1	75	78.3	0	0	0	0	0	0	2	2	4	0	0
09:30	0	12	3	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	46	9	3	4	0	62	68.7	0	0	3	0	0	0	0	3	3	0	0
09:45	0	16	1	0	1	0	18	19.3	0	0	0	0	1	0	0	1	1.5	0	0	67	9	2	2	1	81	85.6	0	0	3	0	0	0	0	3	3	0	1
H/TOT	0	45	6	0	1	0	52	53.3	0	0	0	0	1	0	0	1	1.5	1	0	223	30	8	12	3	277	298.8	0	0	8	1	0	0	3	12	15	0	1
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17:15	0	34	1	0	0	0	35	35	0	0	0	0	0	0	0	0	0	0	0	127	12	1	0	0	140	140.5	0	0	6	0	0	0	0	6	6	0	0
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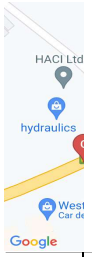

	B => A								B => B								B => C								B => D									
TIME	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**
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H/TOT	0	78	6	0	0	3	87	90	0	0	1	0	0	0	0	1	1	0	0	399	23	4	1	1	428	432.3	0	0	26	4	0	0	0	30	30	0	0
19:00	0	24	3	1	0	1	29	30.5	0	0	0	0	0	0	0	0	0	0	0	86	4	1	0	0	91	91.5	0	0	12	1	0	0	0	13	13	0	0
19:15	0	28	1	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	66	5	0	0	0	71	71	0	0	6	1	0	0	0	7	7	0	0
19:30	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	46	6	1	0	0	53	53.5	0	0	9	0	0	0	0	9	9	0	0
19:45	0	19	0	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	56	3	0	0	1	60	61	0	0	9	1	0	0	1	11	12	0	0
H/TOT	0	84	5	1	0	1	91	92.5	0	0	0	0	0	0	0	0	0	0	0	254	18	2	0	1	275	277	0	0	36	3	0	0	1	40	41	0	0
20:00	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	64	1	0	0	0	65	65	0	0	2	0	0	0	0	2	2	0	0
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20:30	0	10	0	0	0	1	11	12	0	0	0	0	0	0	0	0	0	0	0	36	3	1	0	0	40	40.5	0	0	1	0	0	0	0	1	1	0	0
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H/TOT	0	34	1	0	0	1	36	37	0	0	0	0	0	0	0	0	0	0	0	174	7	1	0	1	183	184.5	0	0	8	0	0	0	0	8	8	0	0
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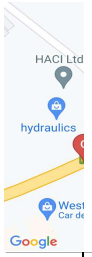
H/TOT	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	39	3	1	1	2	46	49.8	0	0	3	1	0	0	0	4	4	0	0
24 TOT	0	1058	96	13	14	18	1199	1241.7	0	0	15	0	2	0	0	17	18	3	4	4569	617	103	73	34	5403	5578.6	1	1	262	41	3	0	7	315	322.1	1	2



	C => A							C => B									C => C									C => D										
TIME	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR
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00:30	3	0	1	0	0	4	4.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	20	1	1	0	0	22	22.5	0	0	14	2	1	1	0	18	19.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	8	3	0	0	0	11	11	0	0	4	1	1	0	1	7	8.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	4	2	3	0	0	9	10.5	0	0	3	1	0	3	0	7	10.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	1	0	0	0	3	3	0	0	0	0	0	1	0	1	2.3	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	2	0	0	0	0	2	2	0	0	5	0	0	1	0	6	7.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	3	1	0	1	0	5	6.3	0	0	5	0	0	1	0	6	7.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	7	2	0	1	0	10	11.3	0	0	10	0	0	3	0	13	16.9	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	0	0	0	2	2	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	3	1	1	0	0	5	5.5	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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05:45	7	4	2	0	0	13	14	0	0	16	1	0	0	0	17	17	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
H/TOT	16	6	4	0	0	26	28	0	0	38	9	0	0	1	48	49	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1
06:00	5	1	1	1	0	8	9.8	0	0	18	2	1	1	0	22	23.8	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
06:15	12	1	1	0	0	14	14.5	0	0	26	7	0	0	0	33	33	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
06:30	11	4	2	1	0	18	20.3	0	1	24	5	0	4	0	34	38.6	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
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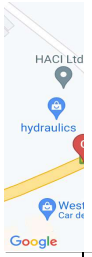
H/TOT	61	13	5	4	0	83	90.7	0	1	93	18	1	7	1	121	131	0	0	7	7	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0
07:00	46	7	2	2	2	59	64.6	0	0	34	6	0	2	0	42	44.6	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0
07:15	65	10	2	1	1	80	82.5	0	0	48	16	1	0	0	65	65.5	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	3
07:30	68	23	2	3	0	96	100.9	0	0	66	14	2	1	2	85	89.3	0	0	2	0	0	0	0	2	2	0	0	0	1	0	0	0	1	1	0	0	5
07:45	99	28	1	1	1	130	132.8	0	0	88	20	3	3	3	117	125.4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2.3	0	0	2
H/TOT	278	68	7	7	4	365	380.8	0	0	236	56	6	6	5	309	324.8	0	0	4	2	0	0	0	6	6	0	0	1	2	0	1	0	4	5.3	0	0	10
08:00	99	10	4	1	4	118	125.3	0	0	94	19	2	1	1	117	120.3	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	3
08:15	101	11	4	1	0	117	120.3	0	0	130	11	2	2	0	145	148.6	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
08:30	99	11	1	0	1	112	113.5	0	0	139	9	1	1	1	151	153.8	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	1
08:45	83	11	1	5	1	101	109	0	0	133	15	0	0	0	148	148	0	0	1	1	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	0
H/TOT	382	43	10	7	6	448	468.1	0	0	496	54	5	4	2	561	570.7	0	0	3	3	0	0	0	6	6	0	0	4	1	0	0	0	5	5	0	0	6
09:00	72	8	5	5	0	90	99	0	1	116	9	0	3	0	129	132.3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	3



	C => A							C => B									C => C									C => D										
TIME	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR
09:15	57	15	0	3	0	75	78.9	0	0	79	2	2	0	0	83	84	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1
09:30	78	5	1	4	0	88	93.7	0	0	72	8	2	3	0	85	89.9	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	2
09:45	69	8	6	1	3	88	94.7	0	0	70	10	6	1	0	87	91.3	0	0	1	0	1	0	0	2	2.5	0	0	5	0	0	0	0	5	5	0	0	1
H/TOT	276	36	12	13	3	341	366.3	0	1	337	29	10	7	0	384	397.5	0	0	4	0	1	0	0	5	5.5	0	0	7	1	0	0	0	8	8	1	0	7
10:00	60	11	1	3	2	77	83.4	0	0	50	13	2	0	2	67	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	47	8	3	1	2	61	65.8	0	0	69	13	2	0	0	84	85	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2
10:30	51	5	1	0	1	58	59.5	0	0	55	10	0	1	0	66	67.3	0	0	0	0	0	1	0	1	2.3	0	0	1	0	0	0	0	1	1	0	0	1
10:45	51	6	1	3	1	62	67.4	0	0	39	7	5	1	1	53	57.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
H/TOT	209	30	6	7	6	258	276.1	0	0	213	43	9	2	3	270	280.1	0	0	0	0	0	1	0	1	2.3	0	0	2	0	0	0	0	2	2	0	0	6
11:00	38	4	2	2	0	46	49.6	0	0	50	5	4	1	0	60	63.3	0	0	1	0	1	0	0	2	2.5	0	0	2	0	0	0	0	2	2	0	0	1
11:15	29	6	2	4	0	41	47.2	0	0	56	5	1	1	0	63	64.8	0	0	1	1	0	1	0	3	4.3	0	0	2	0	0	1	0	3	4.3	0	0	2
11:30	42	10	2	0	0	54	55	0	0	53	7	2	2	0	64	67.6	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	2
11:45	42	8	1	1	3	55	59.8	0	0	61	5	3	2	1	72	77.1	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	5
H/TOT	151	28	7	7	3	196	211.6	0	0	220	22	10	6	1	259	272.8	0	0	2	1	1	2	0	6	9.1	0	0	5	0	1	1	0	7	8.8	0	0	10
12:00	42	9	2	1	0	54	56.3	0	0	59	10	1	1	0	71	72.8	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	3
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H/TOT	176	41	6	8	3	234	250.4	0	0	247	28	6	4	1	286	295.2	0	0	1	2	1	0	0	4	4.5	0	0	3	0	0	0	0	3	3	0	0	8
13:00	49	6	1	2	0	58	61.1	0	0	51	9	1	0	0	61	61.5	0	0	0	0	0	1	0	1	2.3	0	0	1	0	0	0	0	1	1	0	0	1
13:15	57	7	4	4	0	72	79.2	0	0	47	13	1	2	0	63	66.1	0	0	2	1	1	0	0	4	4.5	0	0	0	1	1	0	0	2	2.5	0	0	1
13:30	60	13	2	2	1	78	82.6	0	0	59	4	1	1	0	65	66.8	0	0	2	0	1	0	0	3	3.5	0	0	2	0	0	0	0	2	2	0	0	3
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H/TOT	220	38	11	8	3	280	298.9	0	0	213	31	5	5	1	255	265	0	0	4	1	2	2	0	9	12.6	0	0	4	1	1	0	0	6	6.5	0	0	7
14:00	49	6	4	1	0	60	63.3	0	0	72	9	1	1	0	83	84.8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1
14:15	54	6	2	2	0	64	67.6	0	0	74	8	2	1	0	85	87.3	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1
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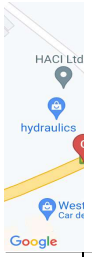
14:45	59	11	1	1	0	72	73.8	0	0	79	4	2	0	0	85	86	0	0	1	0	0	0	0	1	1	0	0	0	2	0	0	0	2	2	1	0	2
H/TOT	214	34	12	5	1	266	279.5	0	0	291	31	7	4	1	334	343.7	0	0	4	0	0	0	0	4	4	0	0	3	2	0	0	0	5	5	1	0	8
15:00	51	10	1	4	1	67	73.7	0	0	73	12	0	1	1	87	89.3	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	2
15:15	60	6	2	1	0	69	71.3	0	0	100	8	2	1	0	111	113.3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1
15:30	52	8	1	2	1	64	68.1	0	0	68	10	2	1	1	82	85.3	0	0	1	1	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	3
15:45	59	8	1	3	0	72	75.8	0	0	79	10	2	0	1	92	94	0	0	4	1	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	1
H/TOT	222	32	5	10	2	272	288.9	0	0	320	40	6	3	3	372	381.9	0	0	5	2	0	1	0	8	9.3	0	0	6	0	0	0	0	6	6	0	0	7
16:00	65	18	3	0	0	86	87.5	0	0	85	14	2	3	0	104	108.9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0
16:15	74	12	3	1	0	90	92.8	0	0	82	8	3	0	1	94	96.5	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	3
16:30	75	21	3	1	1	101	104.8	0	0	86	10	3	0	0	99	100.5	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	4
16:45	76	11	2	3	0	92	96.9	0	0	90	16	0	1	1	108	110.3	0	0	1	1	0	0	0	2	2	0	0	1	0	1	0	0	2	2.5	0	0	0
H/TOT	290	62	11	5	1	369	382	0	0	343	48	8	4	2	405	416.2	0	0	1	3	0	0	0	4	4	0	0	5	0	1	0	0	6	6.5	0	0	7
17:00	80	25	3	1	0	109	111.8	0	0	82	11	1	1	0	95	96.8	0	0	0	3	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	2
17:15	86	13	1	1	0	101	102.8	0	1	99	19	1	1	0	121	122.2	0	0	0	1	0	0	0	1	1	0	0	5	0	0	0	1	6	7	0	0	0
17:30	76	10	1	0	0	87	87.5	0	0	112	12	1	0	0	125	125.5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	3
17:45	79	10	5	0	1	95	98.5	0	0	112	11	2	0	0	125	126	0	0	1	1	1	0	0	3	3.5	0	0	1	0	0	0	0	1	1	0	0	2
H/TOT	321	58	10	2	1	392	400.6	0	1	405	53	5	2	0	466	470.5	0	0	1	5	1	0	0	7	7.5	0	0	10	0	0	0	1	11	12	0	0	7
18:00	81	19	1	0	0	101	101.5	0	0	79	7	1	2	1	90	94.1	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	1	1
18:15	89	14	2	0	0	105	106	0	0	61	5	0	1	0	67	68.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2



	C => A							C => B									C => C									C => D										
TIME	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR
18:30	82	7	3	1	2	95	99.8	0	0	64	2	1	0	0	67	67.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2
18:45	63	10	2	0	0	75	76	0	0	50	3	0	0	2	55	57	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1
H/TOT	315	50	8	1	2	376	383.3	0	0	254	17	2	3	3	279	286.9	0	0	3	0	0	0	0	3	3	0	0	4	1	0	0	0	5	5	0	1	6
19:00	77	5	2	0	0	84	85	0	0	45	4	1	0	0	50	50.5	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5
19:15	77	5	1	0	0	83	83.5	0	0	44	5	1	0	0	50	50.5	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	4
19:30	67	5	0	0	1	73	74	0	0	38	1	0	0	0	39	39	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3
19:45	67	3	1	0	0	71	71.5	0	0	41	3	1	0	1	46	47.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2
H/TOT	288	18	4	0	1	311	314	0	0	168	13	3	0	1	185	187.5	0	0	1	1	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	0	14
20:00	30	1	0	0	0	31	31	0	0	30	1	0	1	0	32	33.3	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0
20:15	19	4	0	0	0	23	23	0	0	24	3	0	0	0	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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H/TOT	91	11	0	0	0	102	102	0	0	109	8	2	2	1	122	126.6	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	4
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21:15	19	0	1	0	0	20	20.5	0	0	22	1	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	20	0	0	0	0	20	20	0	0	12	1	1	1	1	16	18.8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0
21:45	17	1	0	0	0	18	18	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	74	3	1	0	0	78	78.5	0	0	70	6	1	1	1	79	81.8	0	0	0	0	1	0	0	1	1.5	0	0	1	0	0	0	0	1	1	0	0	1
22:00	17	1	1	0	0	19	19.5	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:15	13	0	0	0	0	13	13	0	0	17	2	1	1	1	22	24.8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0
22:30	18	0	0	1	0	19	20.3	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1
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H/TOT	56	2	1	1	0	60	61.8	0	0	40	5	1	1	1	48	50.8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2
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23:15	7	0	0	0	0	7	7	0	0	6	1	0	1	1	9	11.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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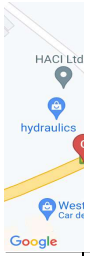
H/TOT	27	4	1	0	0	32	32.5	0	0	21	2	0	1	1	25	27.3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0
24 TOT	3708	586	125	86	36	4544	4752.3	0	3	4148	519	90	69	30	4859	5021.9	0	0	42	29	8	6	0	85	96.8	0	0	66	8	3	2	1	80	85.1	2	1	111



	D => A						D => B									D => C									D => D								
TIME	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	7	1	0	0	1	9	10	0	0	0	0	0	0	0	0	0
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H/TOT	4	0	7	0	21	30.1	0	0	12	4	0	0	1	17	18	0	0	5	1	0	0	1	7	8	0	0	0	0	0	0	0	0	0
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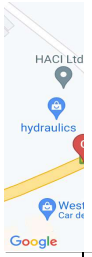
H/TOT	2	1	7	0	16	25.6	0	0	19	3	0	0	0	22	22	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0
09:00	0	0	2	0	6	7.8	0	0	3	0	0	0	0	3	3	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0



	D => A						D => B									D => C									D => D								
TIME	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
09:15	0	0	1	0	2	3.3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	3	0	5	8.9	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	2	0	4	6.6	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	1	0	8	0	17	26.6	0	0	10	1	0	0	0	11	11	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
10:00	3	0	2	0	6	8.6	0	0	2	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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10:30	0	0	2	0	3	5.6	0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0
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H/TOT	3	0	6	0	15	22.8	0	0	13	2	0	0	1	16	17	0	0	4	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0
11:00	0	0	2	0	3	5.6	0	0	4	2	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	2	0	9	0	21	32.7	0	0	11	2	1	0	0	14	14.5	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0
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12:15	2	0	3	0	5	8.9	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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12:45	1	0	2	0	7	9.6	0	0	3	2	0	0	0	5	5	0	0	2	0	1	1	0	4	5.8	0	0	0	0	0	0	0	0	0
H/TOT	3	0	9	0	20	31.7	0	0	14	3	0	0	0	17	17	0	0	5	1	1	1	0	8	9.8	0	0	0	0	0	0	0	0	0
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13:30	0	0	1	1	5	7.3	0	0	4	0	0	0	0	4	4	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
13:45	0	0	3	1	6	10.9	0	0	5	2	0	0	0	7	7	0	0	1	0	1	0	1	3	4.5	0	0	0	0	0	0	0	0	0
H/TOT	1	1	5	3	17	27	0	1	15	3	0	0	0	19	18.4	0	0	4	2	1	0	1	8	9.5	0	0	0	0	0	0	0	0	0
14:00	1	0	2	0	4	6.6	0	0	7	3	0	0	1	11	12	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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H/TOT	2	1	10	0	22	34.7	0	0	25	4	0	0	2	31	33	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
15:00	0	0	2	0	4	6.6	0	0	3	1	0	0	0	4	4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:15	0	0	3	0	4	7.9	0	0	2	1	0	0	1	4	5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	10	0	17	30	0	0	12	3	1	0	1	17	18.5	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
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H/TOT	1	1	7	0	16	25.6	0	0	15	3	0	0	0	18	18	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
17:00	1	0	0	0	3	3	0	0	6	0	0	0	0	6	6	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0
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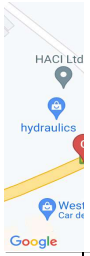
17:30	0	0	0	0	3	3	0	0	10	1	0	0	0	11	11	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	2	2	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	8	8	0	0	27	2	0	0	0	29	29	0	0	9	0	2	0	0	11	12	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	2	1.4	0	0	5	1	0	0	0	6	6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0



	D => A						D => B									D => C									D => D								
TIME	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
18:30	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	7	6.4	0	0	14	1	0	0	0	15	15	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	5	5	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	4	4	0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
19:30	1	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	15	15	0	0	11	0	0	0	0	11	11	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	4	4	0	0	4	1	0	0	0	5	5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
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21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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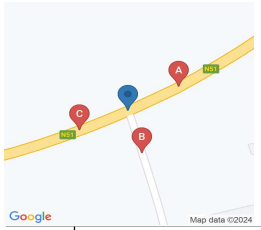
22:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	21	4	78	3	220	324.2	0	1	216	34	2	0	5	258	263.4	0	0	86	13	5	1	4	109	116.8	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J7
Location: N51 / Local Road
Date: Thu 18-Jan-2024

	A => A								A => B								A => C								B => A								B => B					
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	2	0	7	10.6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	2	1	0	22	24.3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0
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07:00	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	6	7	0	0	16	0	0	2	0	18	20.6	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	6	2	0	0	17	18	0	1	86	16	4	8	2	117	130.8	0	0	10	2	0	1	0	13	14.3	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	0	0	99	17	6	8	1	131	145.4	0	0	19	2	0	0	0	21	21	0	0	0	0	0	0
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	12	7	0	1	0	20	21.3	0	0	85	18	6	6	2	117	129.8	0	0	6	4	0	1	0	11	12.3	0	0	0	0	0	0
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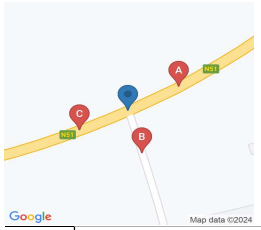

IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J7
Location: N51 / Local Road
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									B => A									B => B					
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	9	1	2	1	32	36.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	85	19	4	6	1	115	125.8	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0
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11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	32	1	1	5	0	39	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	7	1	0	0	0	8	8	0	0	90	14	5	9	1	119	134.2	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0
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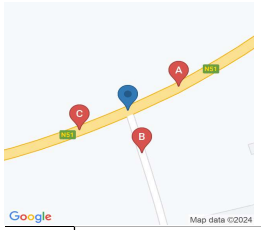

IDASO

Survey Name: 006 (24) 23659 - Old Slane Road, Drogheda, Co. Louth
Site: J7
Location: N51 / Local Road
Date: Thu 18-Jan-2024

	A => A									A => B									A => C									B => A									B => B					
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2
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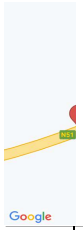
24 TOT	0	0	2	0	0	0	0	2	2	0	0	129	25	3	2	0	159	163.1	2	3	1892	194	95	79	22	2287	2455.8	0	0	152	32	2	3	0	189	193.9	0	0	0	0	0	0	0



	B => C											C => A								C => B								C => C							
TIME	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	6	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	3	1	0	24	26.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0	0	0	0	47	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	1	6	1	0	90	94.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	2	0	0	39	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	1	0	0	0	0	1	1	0	0	44	0	2	0	0	46	47	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	0	3	0	0	47	48.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	1	0	0	0	0	1	1	0	0	52	7	3	1	1	64	67.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	2	0	0	0	0	2	2	0	0	177	7	10	1	1	196	203.3	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	6	2	0	1	64	66	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	11	0	2	0	71	73.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	1	0	0	0	0	1	1	0	0	41	3	1	2	2	49	54.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	7	2	1	0	58	60.3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	0	0	0	1	1	0	0	202	27	5	5	3	242	254	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	5	1	2	0	54	57.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	10	0	2	0	56	58.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	4	4	2	0	48	52.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	1	0	0	0	0	1	1	0	0	31	5	0	1	1	38	40.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	0	0	0	1	1	0	0	159	24	5	7	1	196	208.6	0	0	0	0	0	0	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	0	0	33	8	0	2	3	46	51.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	5	2	2	0	51	54.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	6	0	2	1	40	43.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

D. Appendix D: TRICS Generation

Waterman Moylan Clanwilliam Place Dublin 2 Licence No: 561501

Calculation Reference: AUDIT-561501-240312-0350

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	SC	SURREY	1 days
	TK	THURROCK	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	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: 206 to 270 (units:)
Range Selected by User: 201 to 277 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: Selected: 1 to 4 Actual: 1.60 to 3.60

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 27/09/22

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	10 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)	1
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	7
Out of Town	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

C3	10 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days
500,001 or More	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	5 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

Not Known	1 days
Yes	4 days
No	5 days

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

PTAL Rating:

No PTAL Present	9 days
2 Poor	1 days

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

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

LIST OF SITES relevant to selection parameters

1 BN-03-A-04 MIXED HOUSES & FLATS BARNET
SWEETS WAY
WHETSTONE

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 231
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

2 DL-03-A-03 TERRACED/SEMI-DET. DUBLIN
RAHENY ROAD
DUBLIN
RAHENY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 206
Survey date: TUESDAY *20/04/10* *Survey Type: MANUAL*

3 GM-03-A-08 SEMI DETACHED GREATER MANCHESTER
ELM TREE ROAD
STOCKPORT
LOWER BREDBURY
Edge of Town
Residential Zone
Total No of Dwellings: 247
Survey date: FRIDAY *12/10/01* *Survey Type: MANUAL*

4 HC-03-A-26 MIXED HOUSES & FLATS HAMPSHIRE
BOTLEY ROAD
WHITELEY

Edge of Town
Out of Town
Total No of Dwellings: 270
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

5 NF-03-A-39 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

6 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

7 SF-03-A-02 SEMI DET./TERRACED SUFFOLK
STOKE PARK DRIVE
IPSWICH
MAIDENHALL
Edge of Town
Residential Zone
Total No of Dwellings: 230
Survey date: THURSDAY *24/05/07* *Survey Type: MANUAL*

8 TK-03-A-01 SEMI-DET. THURROCK
MILTON ROAD
STANFORD-LE-HOPE
CORRINGHAM
Edge of Town
Residential Zone
Total No of Dwellings: 237
Survey date: TUESDAY *13/05/08* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	TV-03-A-01 POWLETT ROAD HARTLEPOOL	HOUSES & FLATS		TEES VALLEY
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:		225	
	Survey date: THURSDAY		*14/04/05*	*Survey Type: MANUAL*
10	WO-03-A-06 ST GODWALDS ROAD BROMSGROVE ASTON FIELDS Edge of Town No Sub Category	DET./TERRACED		WORCESTERSHIRE
	Total No of Dwellings:		232	
	Survey date: THURSDAY		*30/06/05*	*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	10	230	0.074	10	230	0.262	10	230	0.336
08:00 - 09:00	10	230	0.142	10	230	0.388	10	230	0.530
09:00 - 10:00	10	230	0.138	10	230	0.180	10	230	0.318
10:00 - 11:00	10	230	0.133	10	230	0.161	10	230	0.294
11:00 - 12:00	10	230	0.148	10	230	0.145	10	230	0.293
12:00 - 13:00	10	230	0.166	10	230	0.170	10	230	0.336
13:00 - 14:00	10	230	0.150	10	230	0.154	10	230	0.304
14:00 - 15:00	10	230	0.159	10	230	0.155	10	230	0.314
15:00 - 16:00	10	230	0.265	10	230	0.189	10	230	0.454
16:00 - 17:00	10	230	0.278	10	230	0.171	10	230	0.449
17:00 - 18:00	10	230	0.367	10	230	0.192	10	230	0.559
18:00 - 19:00	10	230	0.293	10	230	0.198	10	230	0.491
19:00 - 20:00	1	231	0.091	1	231	0.091	1	231	0.182
20:00 - 21:00	1	231	0.108	1	231	0.065	1	231	0.173
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.512			2.521			5.033

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:	206 - 270 (units:)
Survey date date range:	01/01/00 - 27/09/22
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Waterman Moylan Clanwilliam Place Dublin 2 Licence No: 561501

Calculation Reference: AUDIT-561501-240312-0329

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

10	WALES		
	BG	BRIDGEND	1 days
	GW	GWYNEDD	1 days
	MT	MERTHYR TYDFIL	1 days
	WR	WREXHAM	1 days
11	SCOTLAND		
	SR	STIRLING	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:	Gross floor area
Actual Range:	200 to 250 (units: sqm)
Range Selected by User:	200 to 250 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 13/10/14

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	3 days
Tuesday	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)	1
Edge of Town	3
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Out of Town	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(f)	5 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	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	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1	BG-04-D-01	NURSERY		BRIDGEND
	GEORGE STREET			
	BRIDGEND			
	BRIDGEND IND. ESTATE			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		210 sqm	
	Survey date: MONDAY		*13/10/14*	*Survey Type: MANUAL*
2	GW-04-D-01	NURSERY		GWYNEDD
	FFORDD GELLI MORGAN			
	BANGOR			
	PARC MENAI			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:		200 sqm	
	Survey date: MONDAY		*13/07/09*	*Survey Type: MANUAL*
3	MT-04-D-01	NURSERY		MERTHYR TYDFIL
	BREWERY ROAD			
	MERTHYR TYDFIL			
	DOWLAIS			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:		200 sqm	
	Survey date: TUESDAY		*09/10/07*	*Survey Type: MANUAL*
4	SR-04-D-01	NURSERY		STIRLING
	HENDERSON STREET			
	STIRLING			
	BRIDGE OF ALLAN			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:		250 sqm	
	Survey date: MONDAY		*16/06/14*	*Survey Type: MANUAL*
5	WR-04-D-01	NURSERY		WREXHAM
	LLAY ROAD			
	NEAR WREXHAM			
	CEFN-Y-BEDD			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Gross floor area:		230 sqm	
	Survey date: TUESDAY		*23/09/03*	*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: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	218	2.936	5	218	1.560	5	218	4.496
08:00 - 09:00	5	218	6.972	5	218	6.239	5	218	13.211
09:00 - 10:00	5	218	2.569	5	218	2.202	5	218	4.771
10:00 - 11:00	5	218	0.826	5	218	0.459	5	218	1.285
11:00 - 12:00	5	218	0.642	5	218	0.826	5	218	1.468
12:00 - 13:00	5	218	2.202	5	218	1.835	5	218	4.037
13:00 - 14:00	5	218	0.917	5	218	1.835	5	218	2.752
14:00 - 15:00	5	218	0.917	5	218	1.101	5	218	2.018
15:00 - 16:00	5	218	1.468	5	218	1.560	5	218	3.028
16:00 - 17:00	5	218	3.119	5	218	2.661	5	218	5.780
17:00 - 18:00	5	218	4.954	5	218	6.697	5	218	11.651
18:00 - 19:00	3	220	0.152	3	220	1.364	3	220	1.516
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			27.674			28.339			56.013

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.

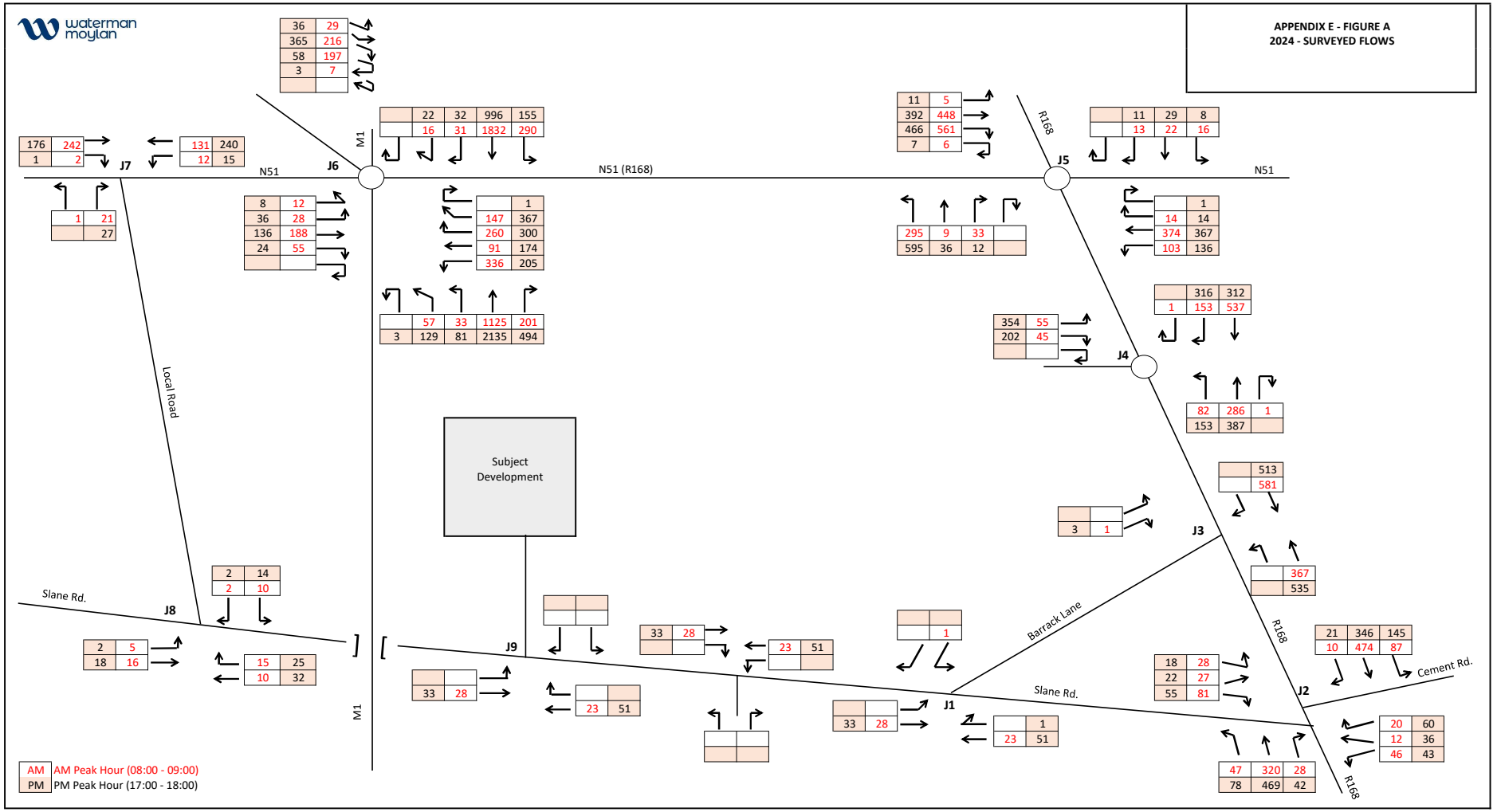
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

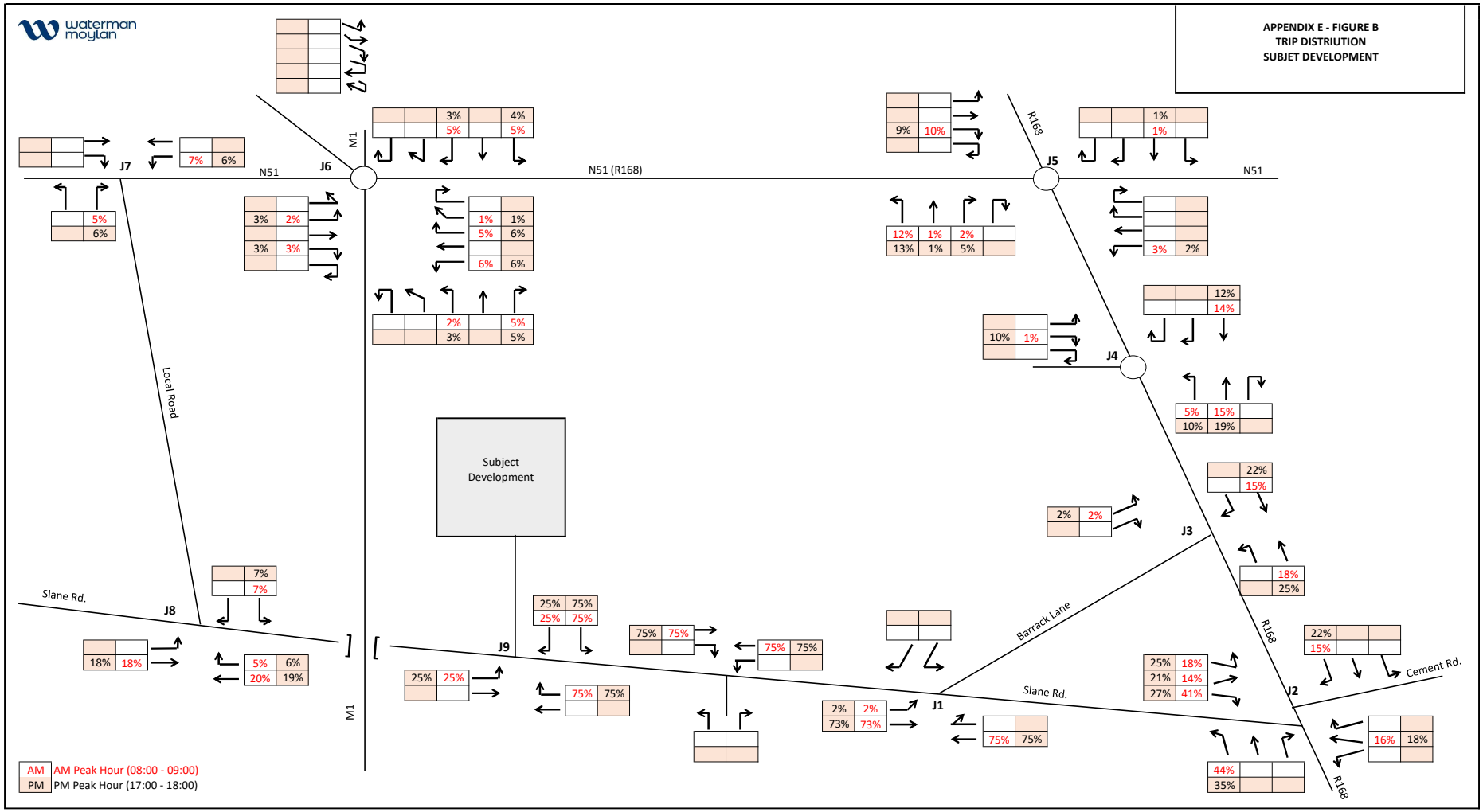
Parameter summary

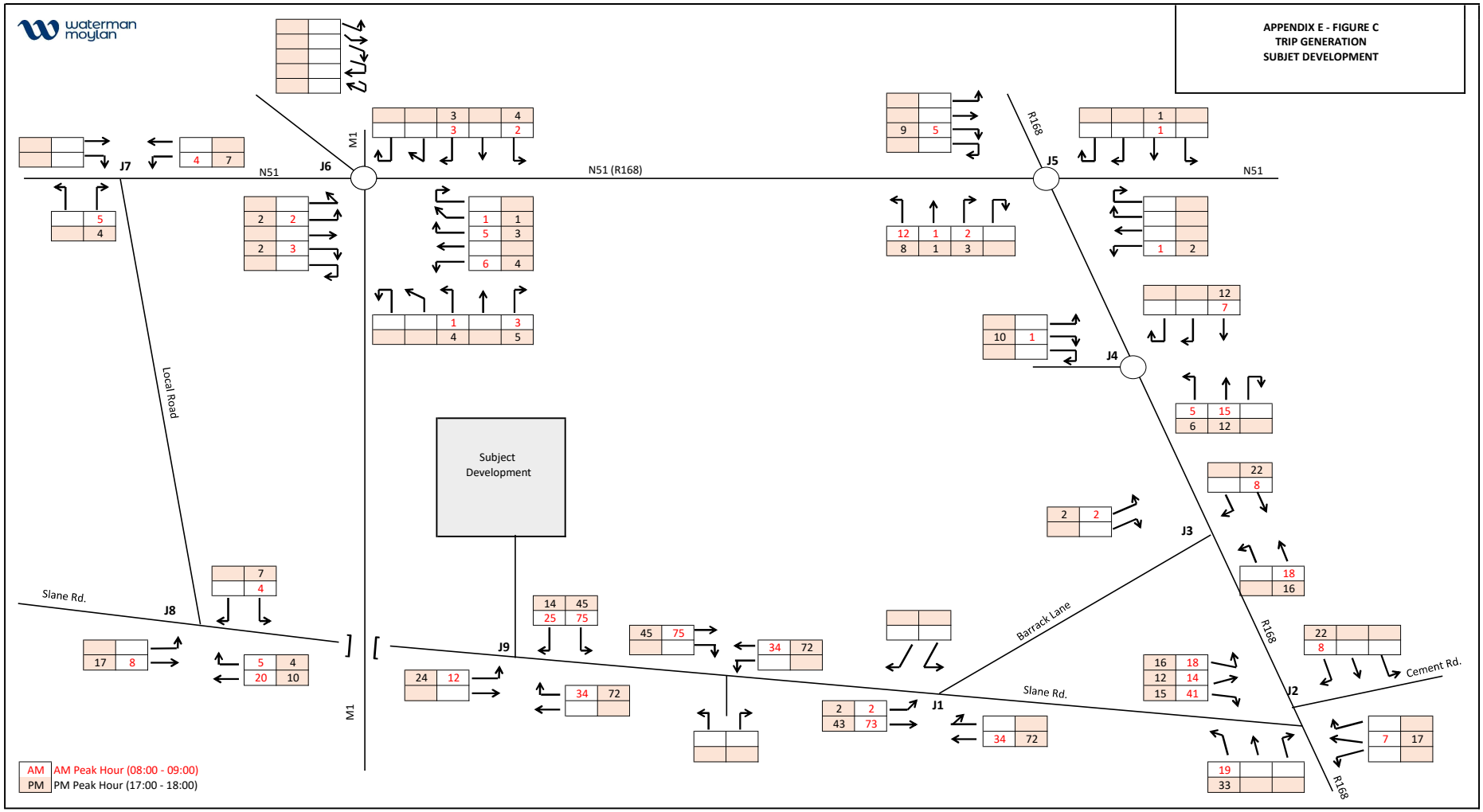
Trip rate parameter range selected:	200 - 250 (units: sqm)
Survey date date range:	01/01/00 - 13/10/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

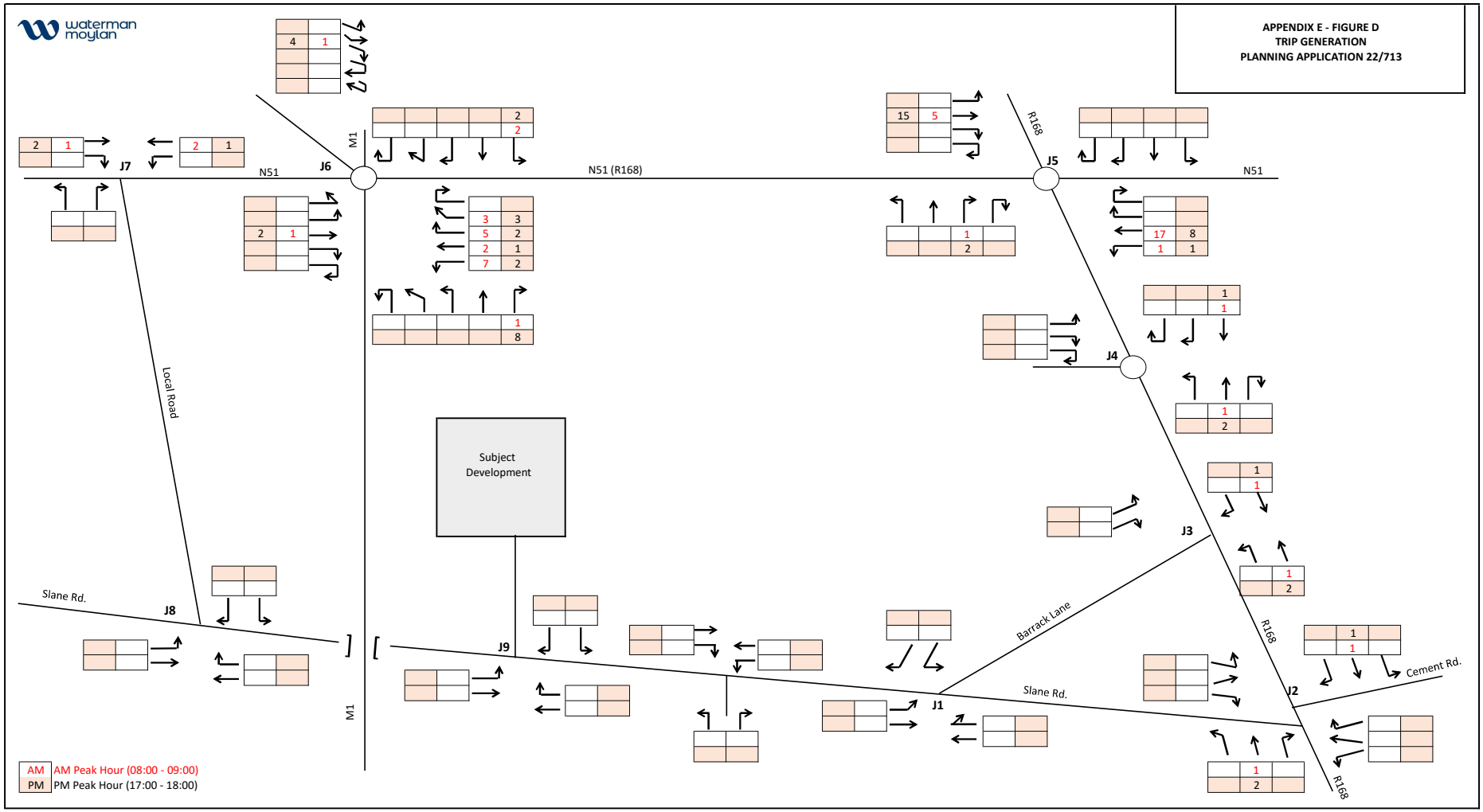
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.

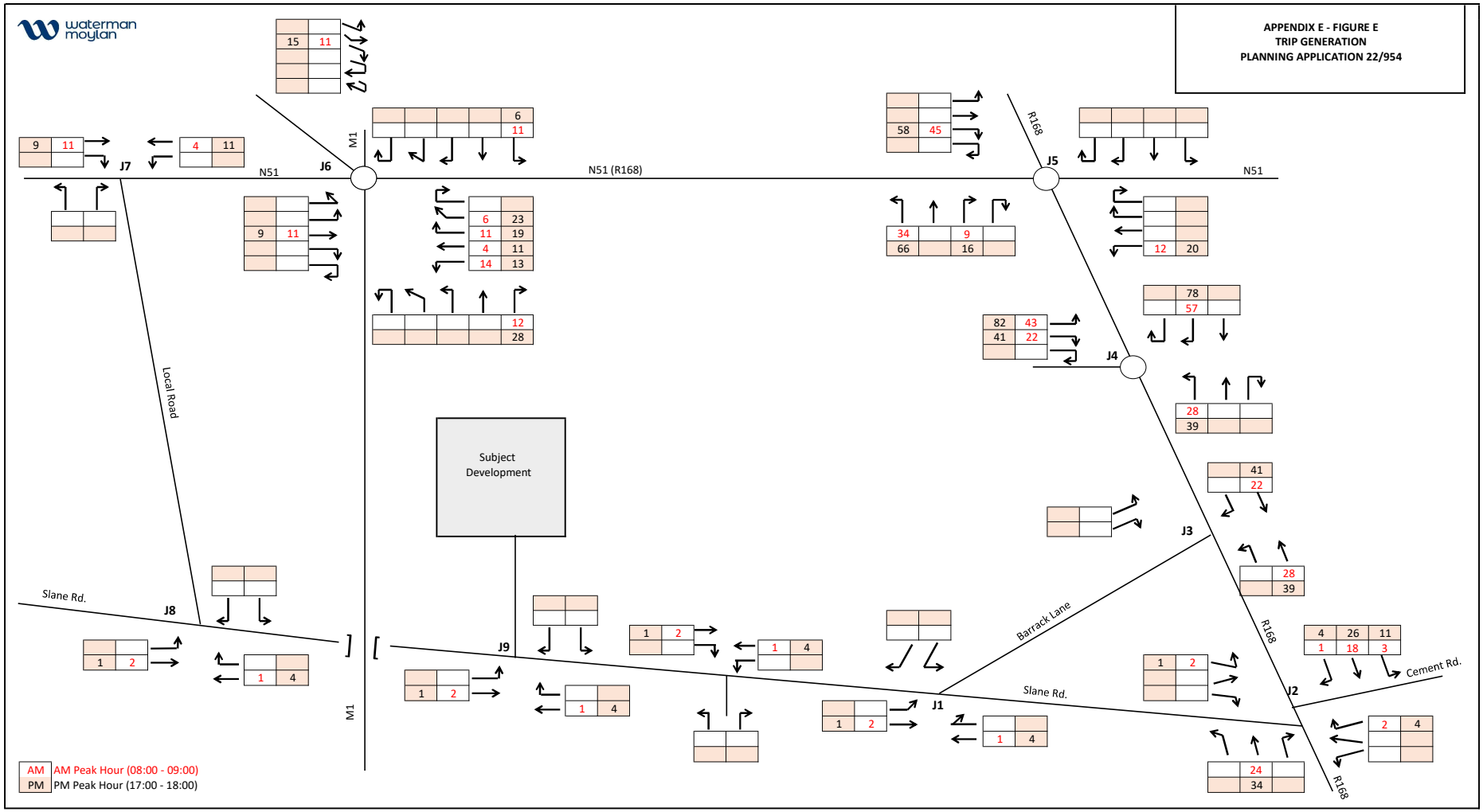
E. Appendix E: Traffic Distribution

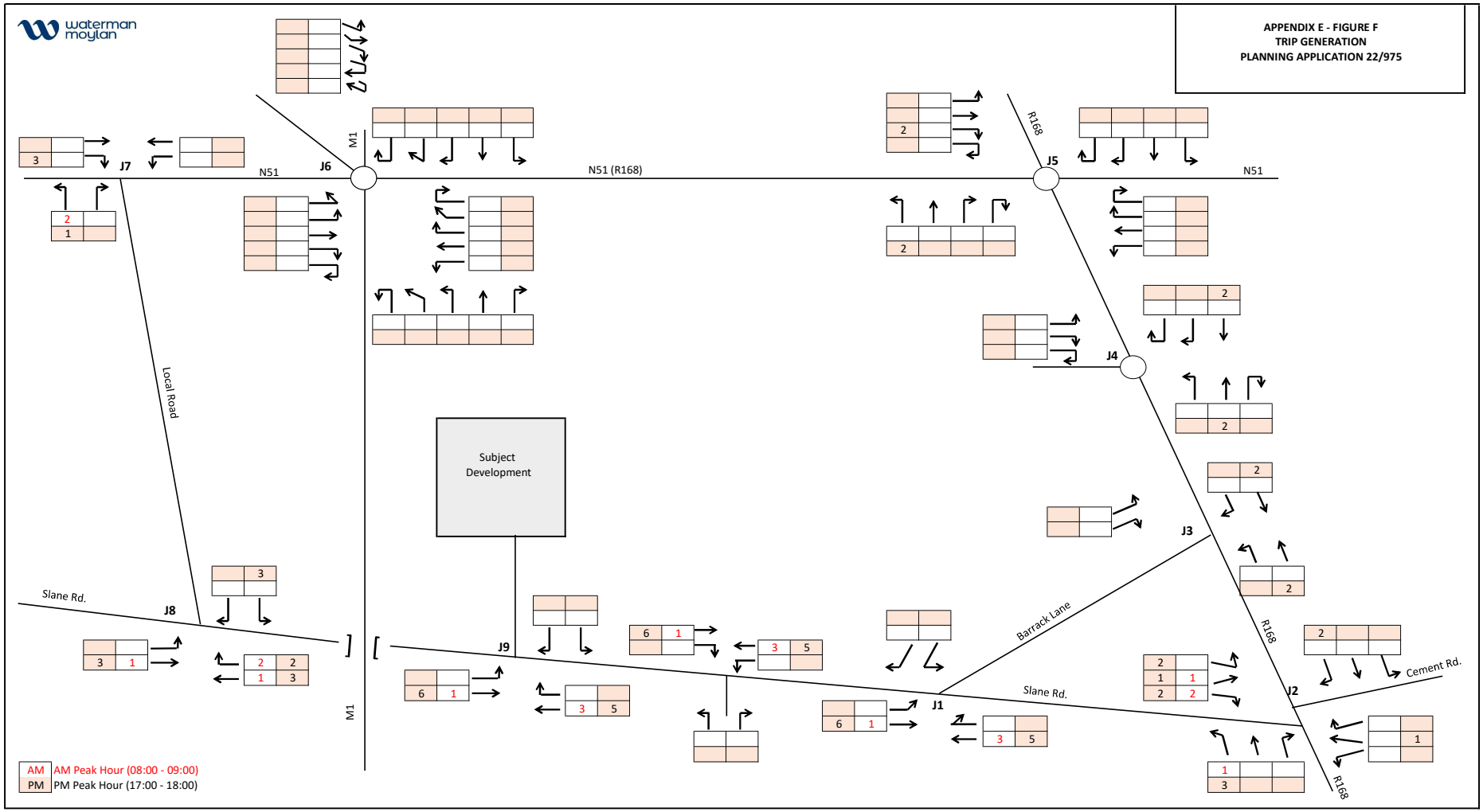

APPENDIX E - FIGURE A
2024 - SURVEYED FLOWS
waterman moylan
M1
N51
N51 (R168)
J6
J7
J5
J4
J3
J2
J1
J8
J9
R168
Local Road
Slane Rd.
Barrack Lane
Cement Rd.
Subject Development
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)

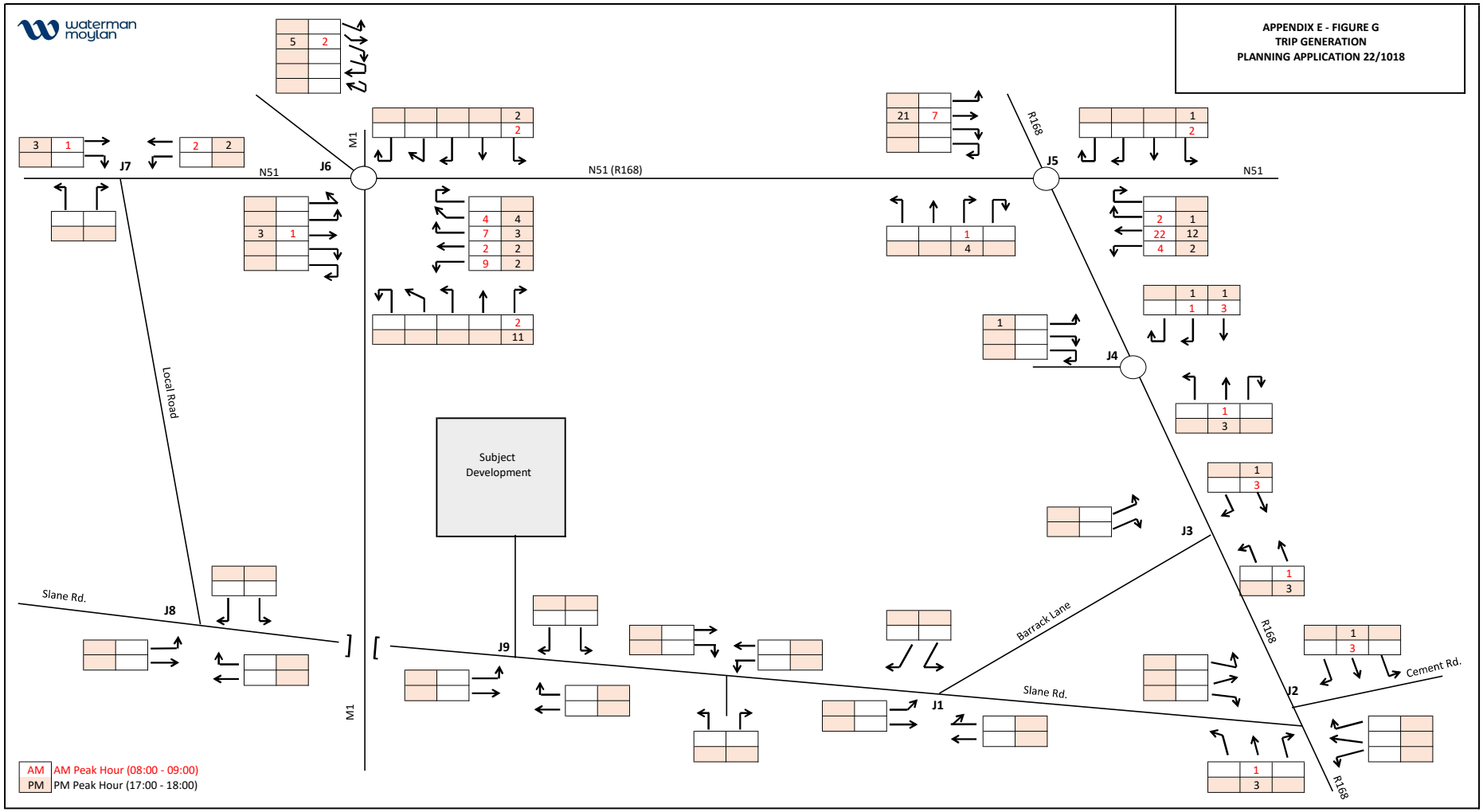

APPENDIX E - FIGURE B
TRIP DISTRIUTION
SUBJET DEVELOPMENT
waterman moylan
J7
J6
J5
J4
J3
J2
J1
J8
J9
N51
N51 (R168)
N51
M1
M1
R168
R168
R168
Local Road
Slane Rd.
Slane Rd.
Barrack Lane
Cement Rd.
Subject Development
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)

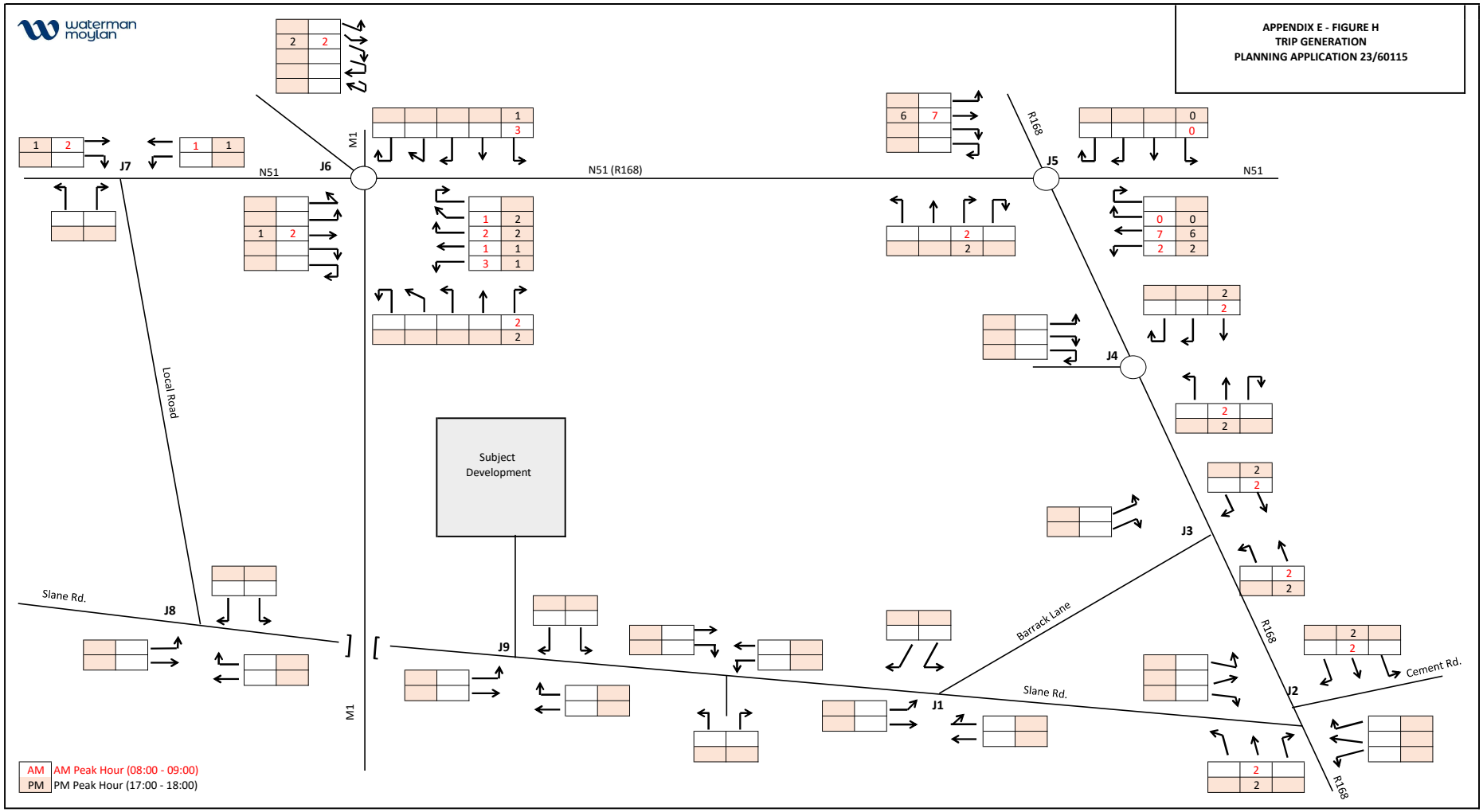

APPENDIX E - FIGURE C
TRIP GENERATION
SUBJET DEVELOPMENT
waterman moylan
Subject Development
N51
N51 (R168)
N51
M1
M1
R168
R168
R168
J1
J2
J3
J4
J5
J6
J7
J8
J9
Local Road
Slane Rd.
Slane Rd.
Barrack Lane
Cement Rd.
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)

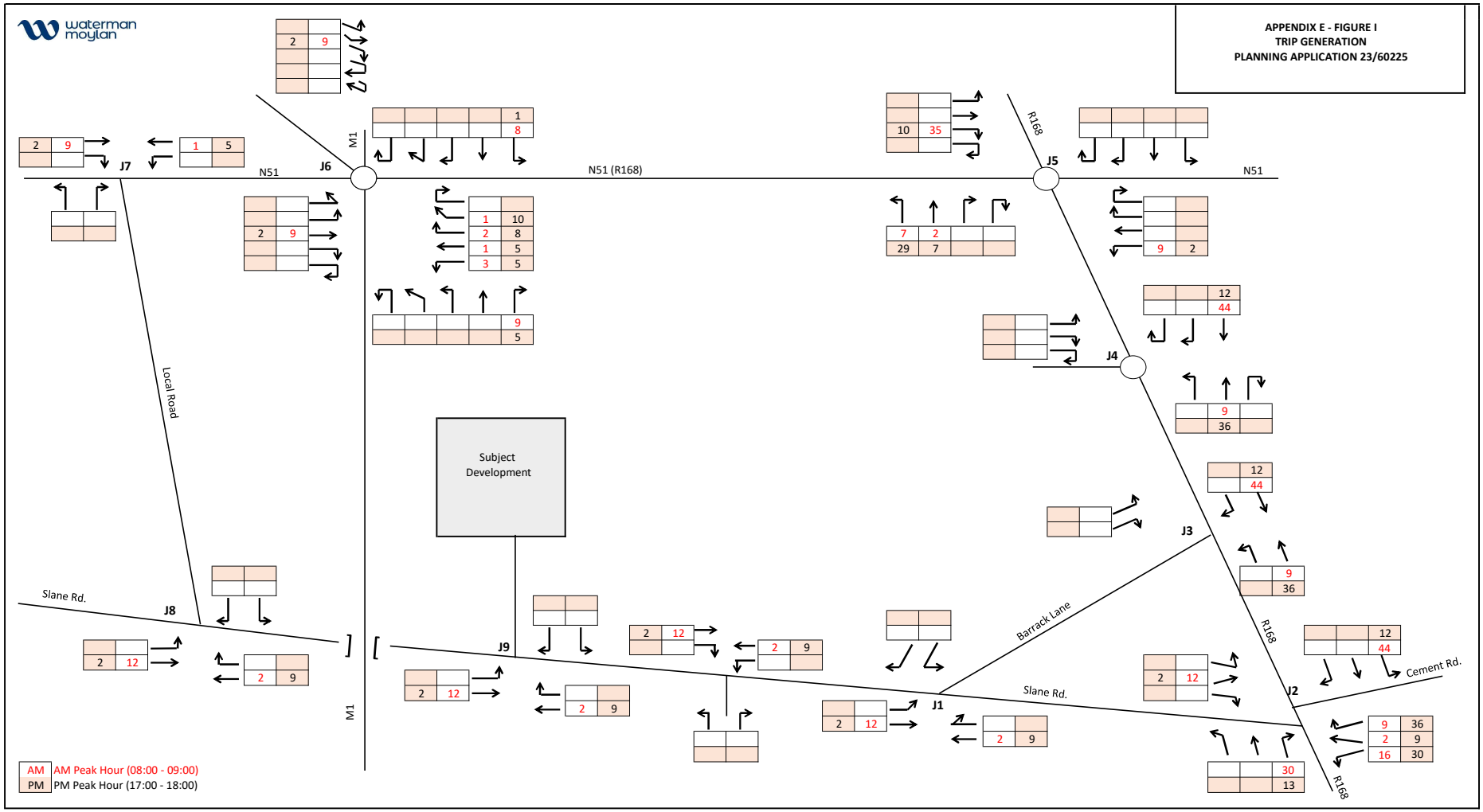

APPENDIX E - FIGURE D
TRIP GENERATION
PLANNING APPLICATION 22/713
waterman moylan
J1
J2
J3
J4
J5
J6
J7
J8
J9
N51
N51 (R168)
M1
R168
Local Road
Slane Rd.
Barrack Lane
Cement Rd.
Subject Development
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)

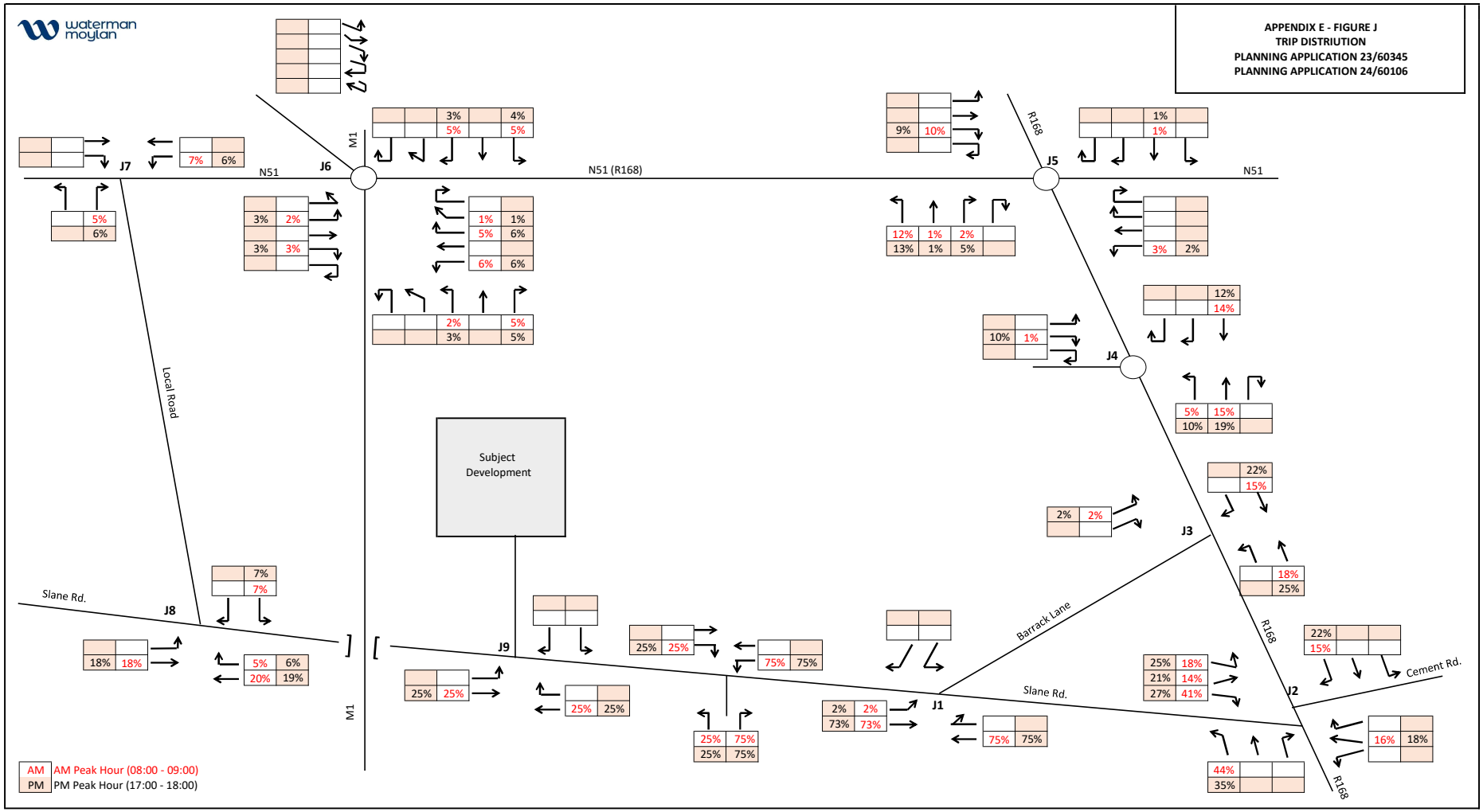

APPENDIX E - FIGURE E
TRIP GENERATION
PLANNING APPLICATION 22/954
waterman moylan
J1
J2
J3
J4
J5
J6
J7
J8
J9
M1
N51
N51 (R168)
R168
Local Road
Slane Rd.
Barrack Lane
Cement Rd.
Subject Development
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)

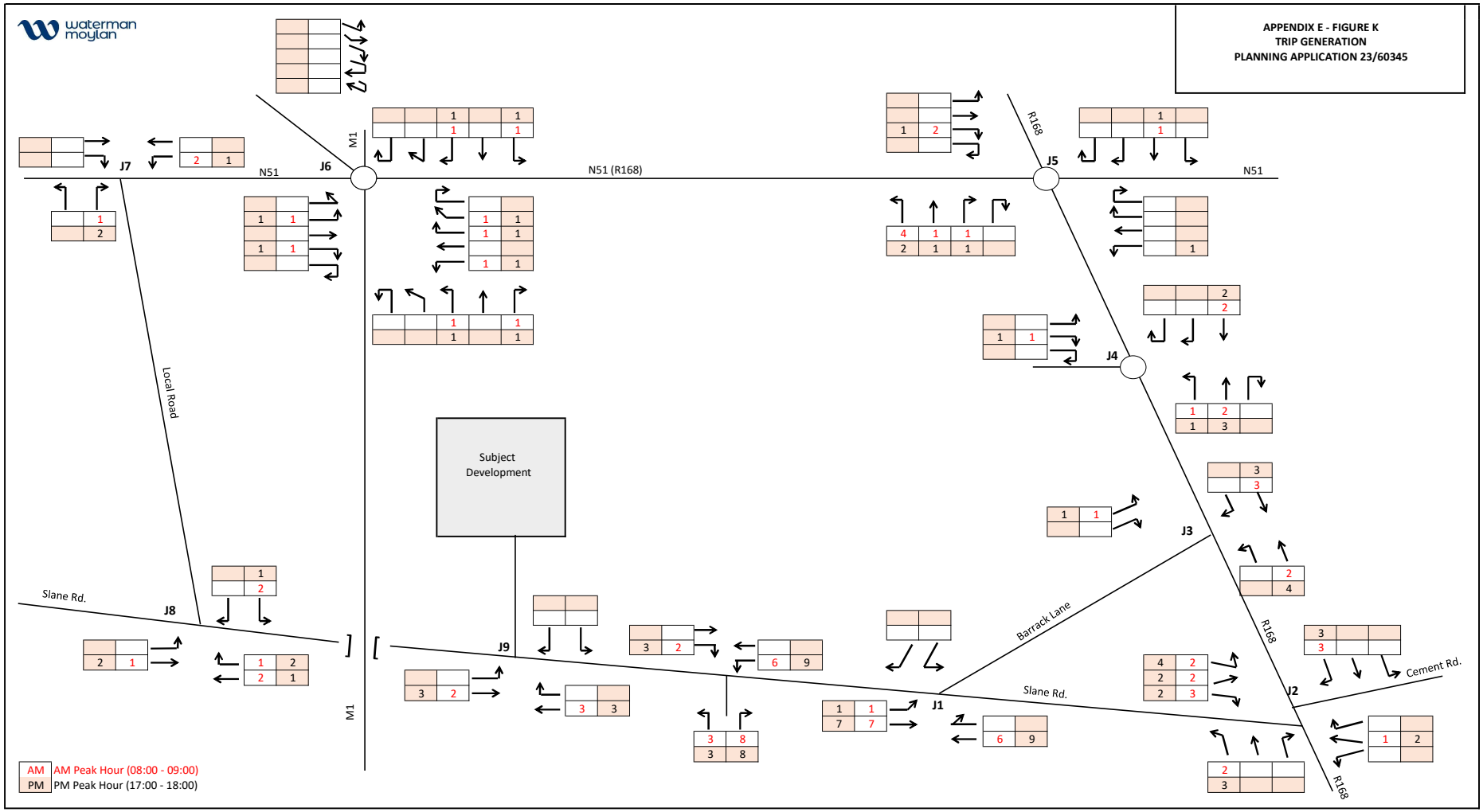

APPENDIX E - FIGURE F
TRIP GENERATION
PLANNING APPLICATION 22/975
waterman moylan
N51
N51 (R168)
N51
M1
M1
R168
R168
R168
J6
J5
J7
J4
J3
J2
J1
J8
J9
Local Road
Slane Rd.
Slane Rd.
Barrack Lane
Cement Rd.
Subject Development
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)

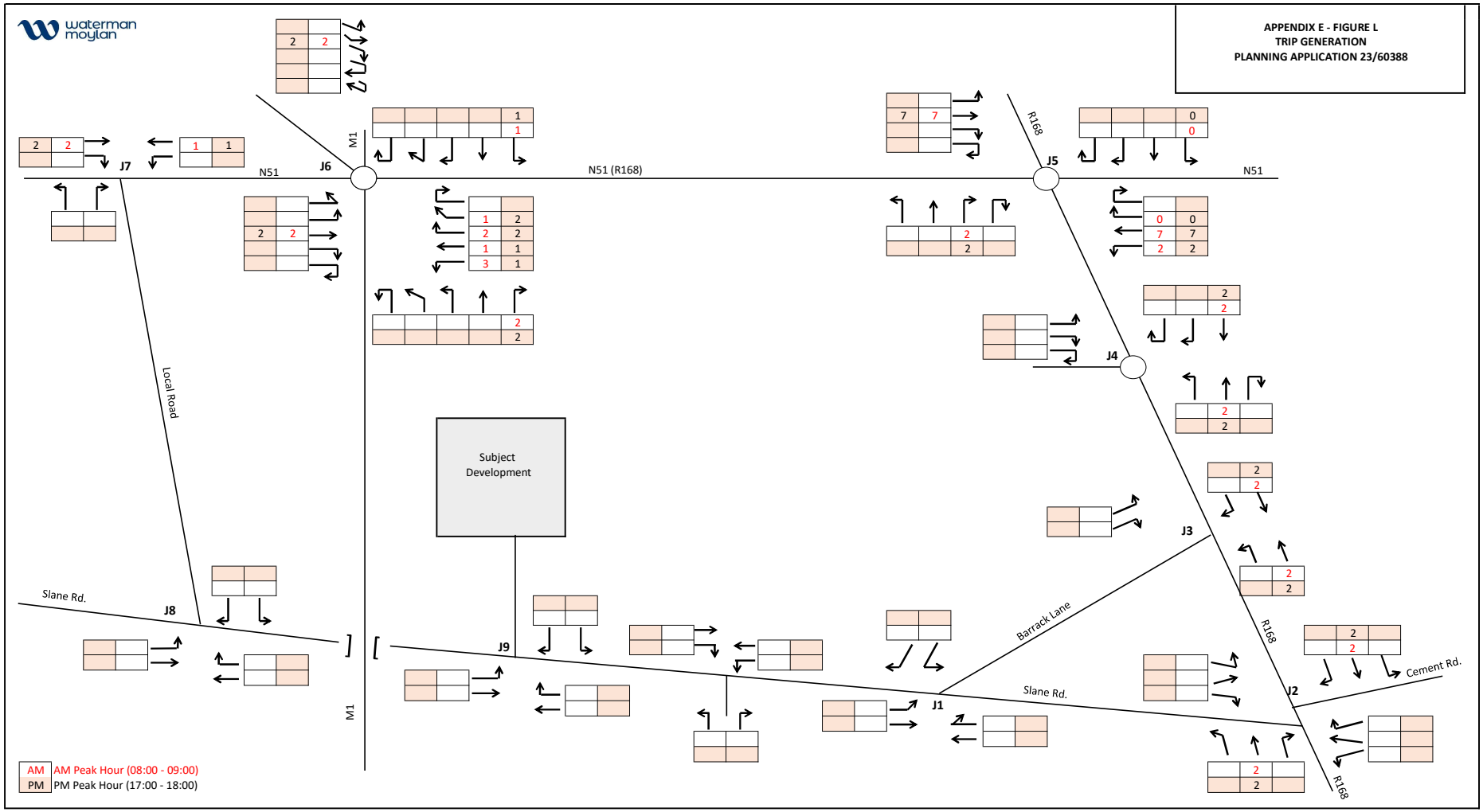

APPENDIX E - FIGURE G
TRIP GENERATION
PLANNING APPLICATION 22/1018
waterman moylan
J7
J6
J5
J4
J3
J2
J1
J8
J9
N51
N51 (R168)
M1
R168
Local Road
Slane Rd.
Barrack Lane
Cement Rd.
Subject Development
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)

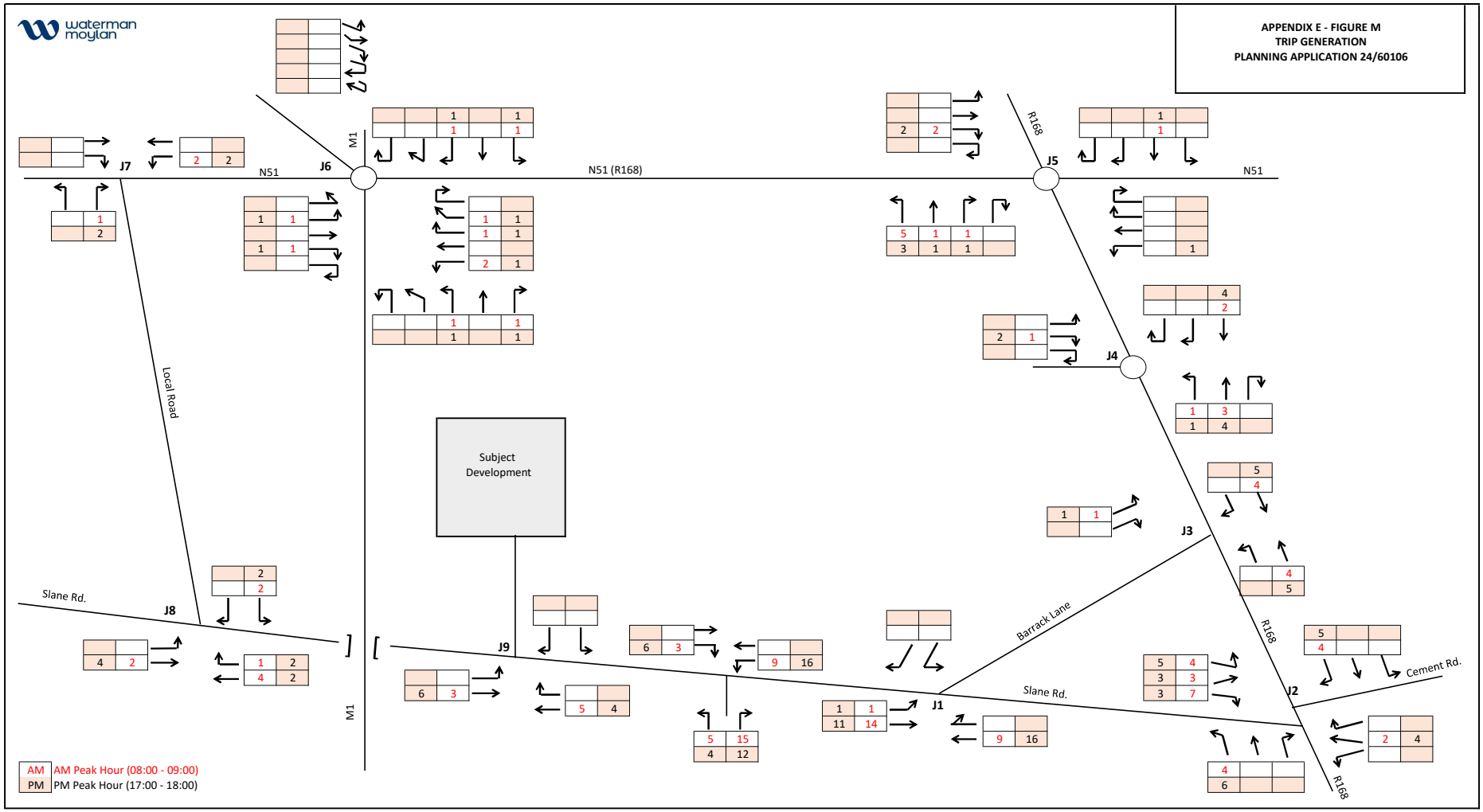

APPENDIX E - FIGURE H
TRIP GENERATION
PLANNING APPLICATION 23/60115
waterman moylan
J1
J2
J3
J4
J5
J6
J7
J8
J9
N51
N51 (R168)
M1
R168
Local Road
Slane Rd.
Barrack Lane
Cement Rd.
Subject Development
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)

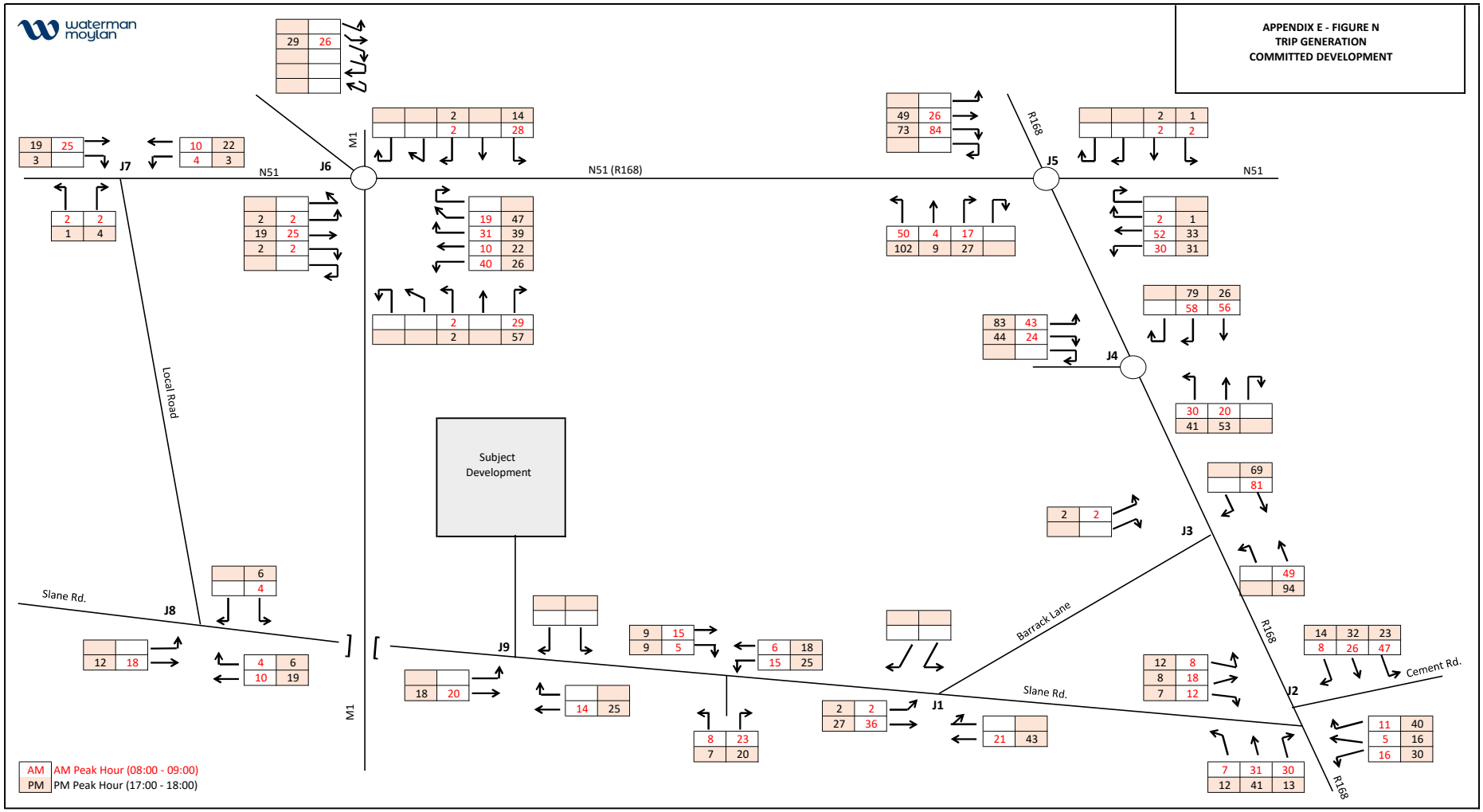

APPENDIX E - FIGURE I
TRIP GENERATION
PLANNING APPLICATION 23/60225
waterman moylan
J7
J6
J5
J4
J3
J2
J1
J8
J9
N51
N51 (R168)
M1
R168
Local Road
Slane Rd.
Barrack Lane
Cement Rd.
Subject Development
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)

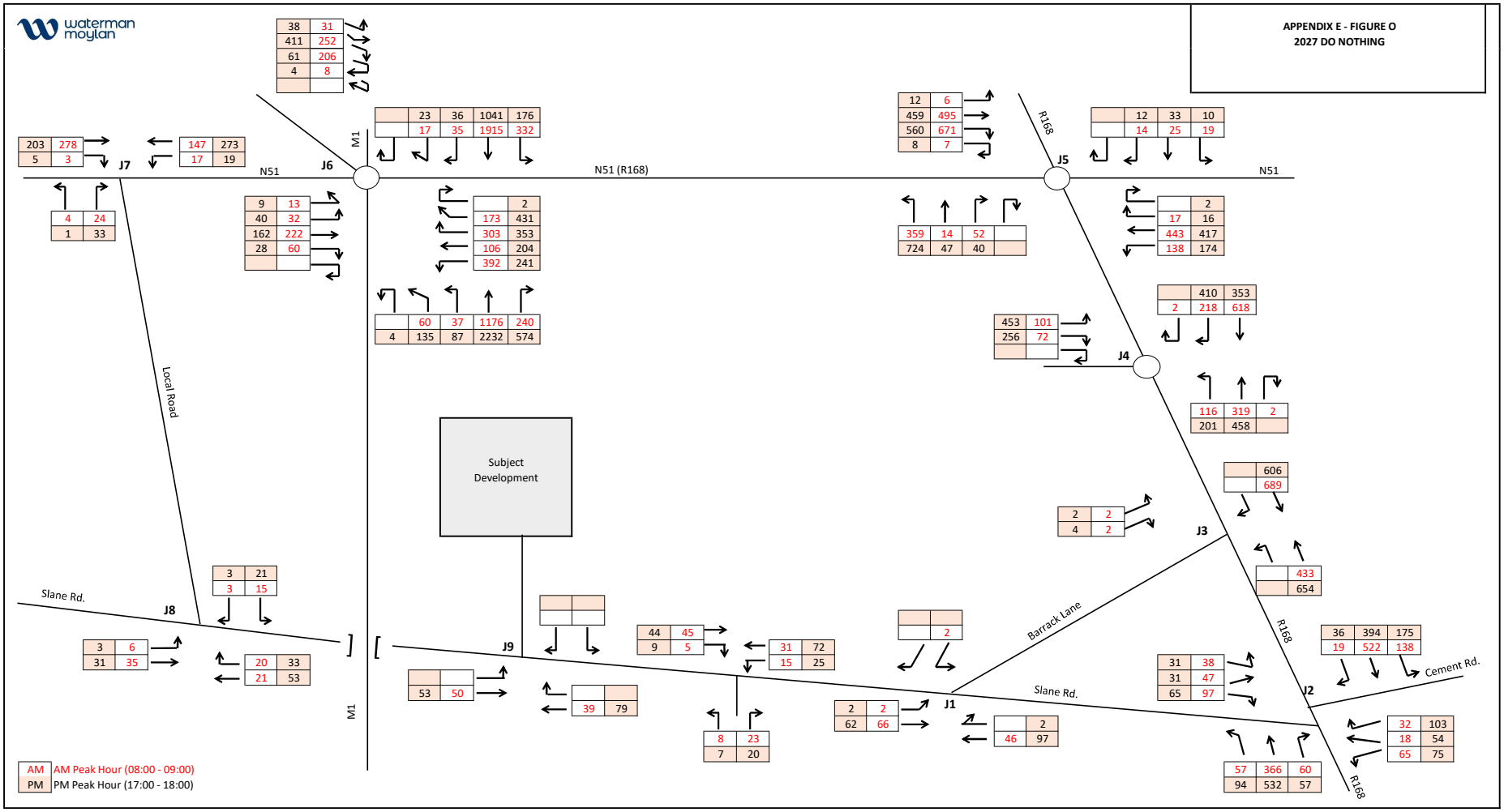

APPENDIX E - FIGURE J
TRIP DISTRIUTION
PLANNING APPLICATION 23/60345
PLANNING APPLICATION 24/60106
waterman moylan
N51
N51 (R168)
M1
J6
J7
J5
J4
J3
J2
J1
J8
J9
R168
Local Road
Slane Rd.
Barrack Lane
Cement Rd.
Subject Development
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)

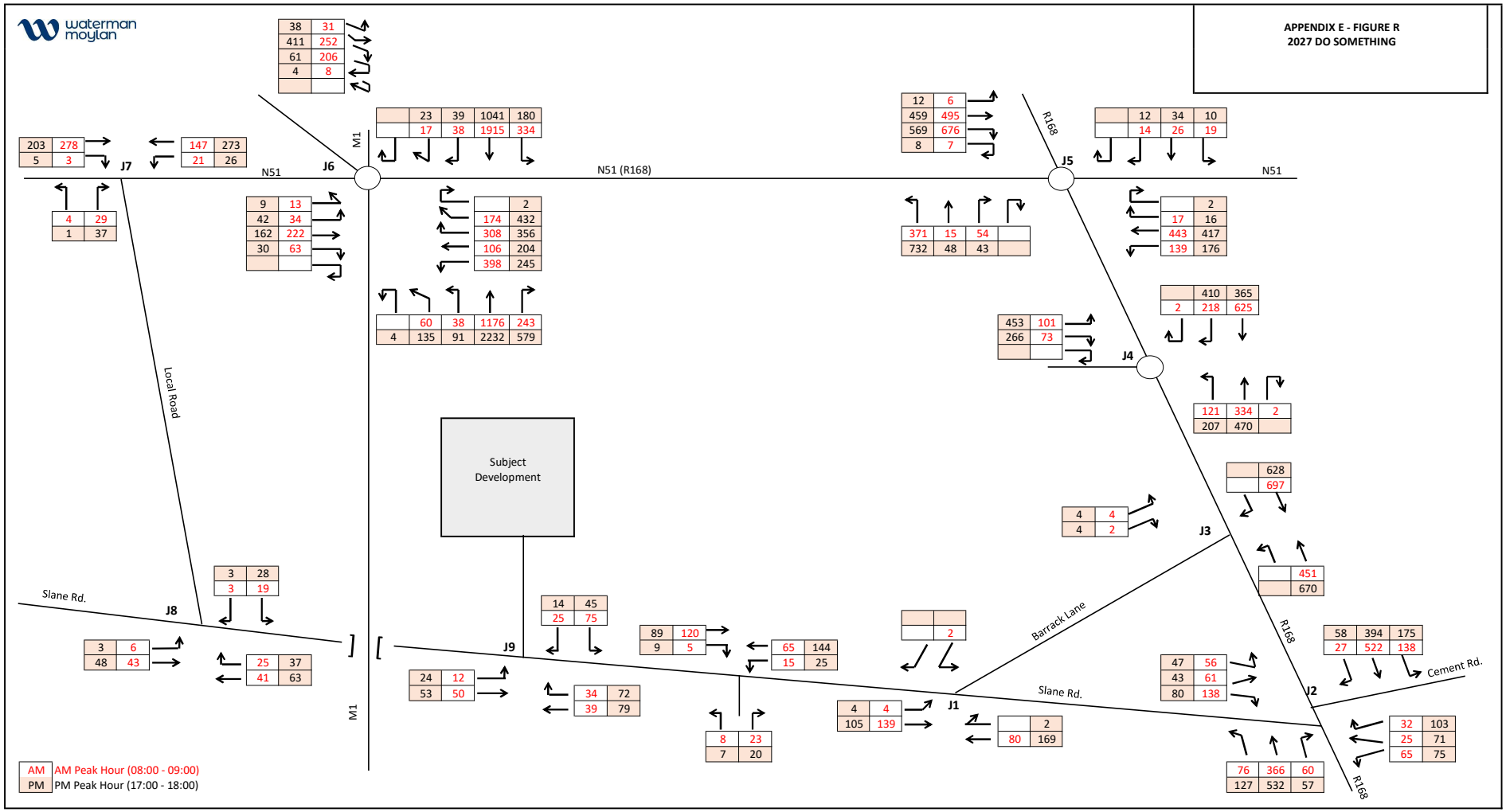

APPENDIX E - FIGURE K
TRIP GENERATION
PLANNING APPLICATION 23/60345
J7
J6
J5
J4
J3
J2
J1
J8
J9
N51
N51 (R168)
N51
M1
M1
R168
R168
R168
Local Road
Subject Development
Slane Rd.
Slane Rd.
Barrack Lane
Cement Rd.
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)

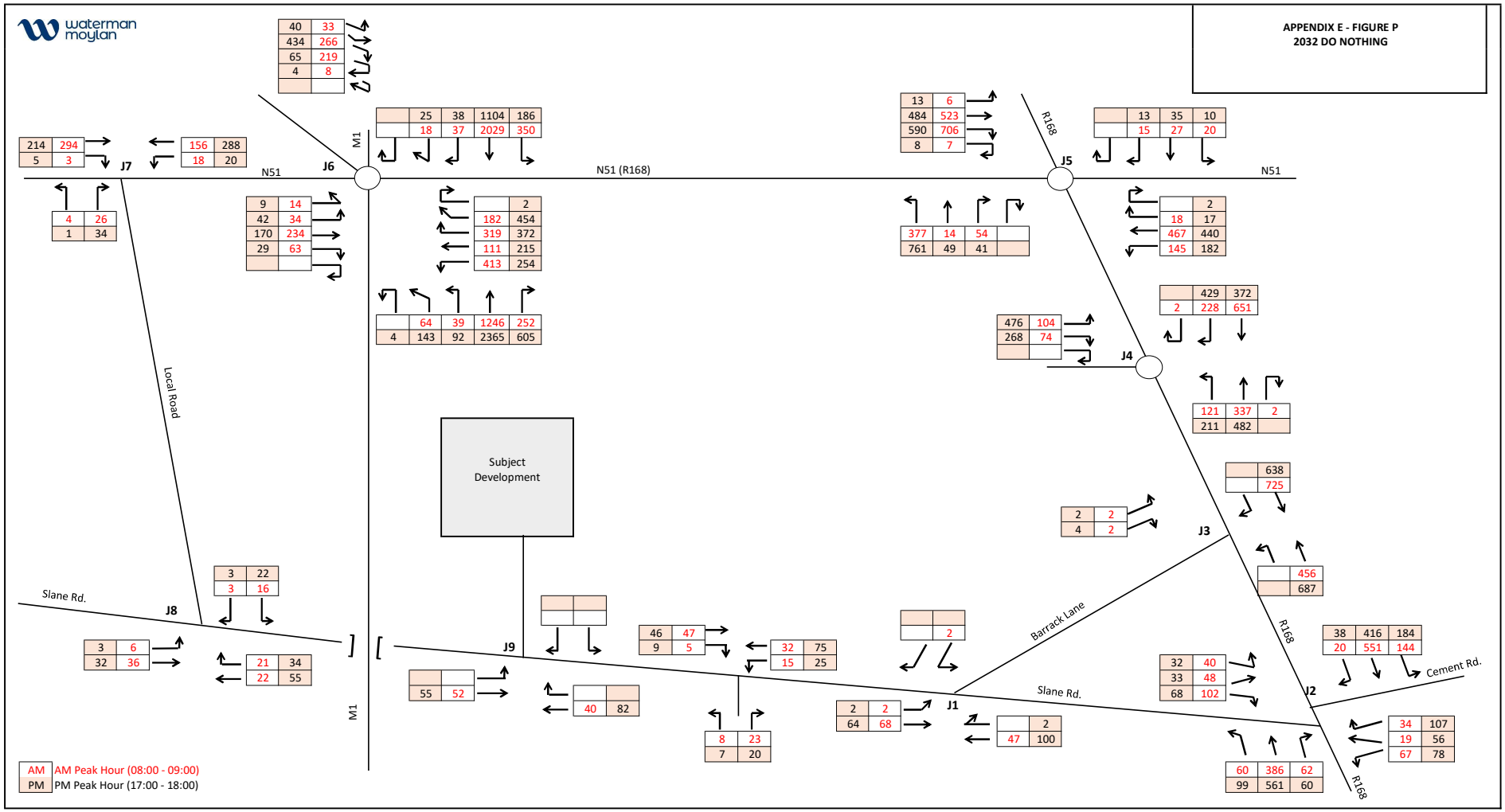

APPENDIX E - FIGURE L
TRIP GENERATION
PLANNING APPLICATION 23/60388
waterman moylan
J1
J2
J3
J4
J5
J6
J7
J8
J9
N51
N51 (R168)
M1
R168
Local Road
Slane Rd.
Barrack Lane
Cement Rd.
Subject Development
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)

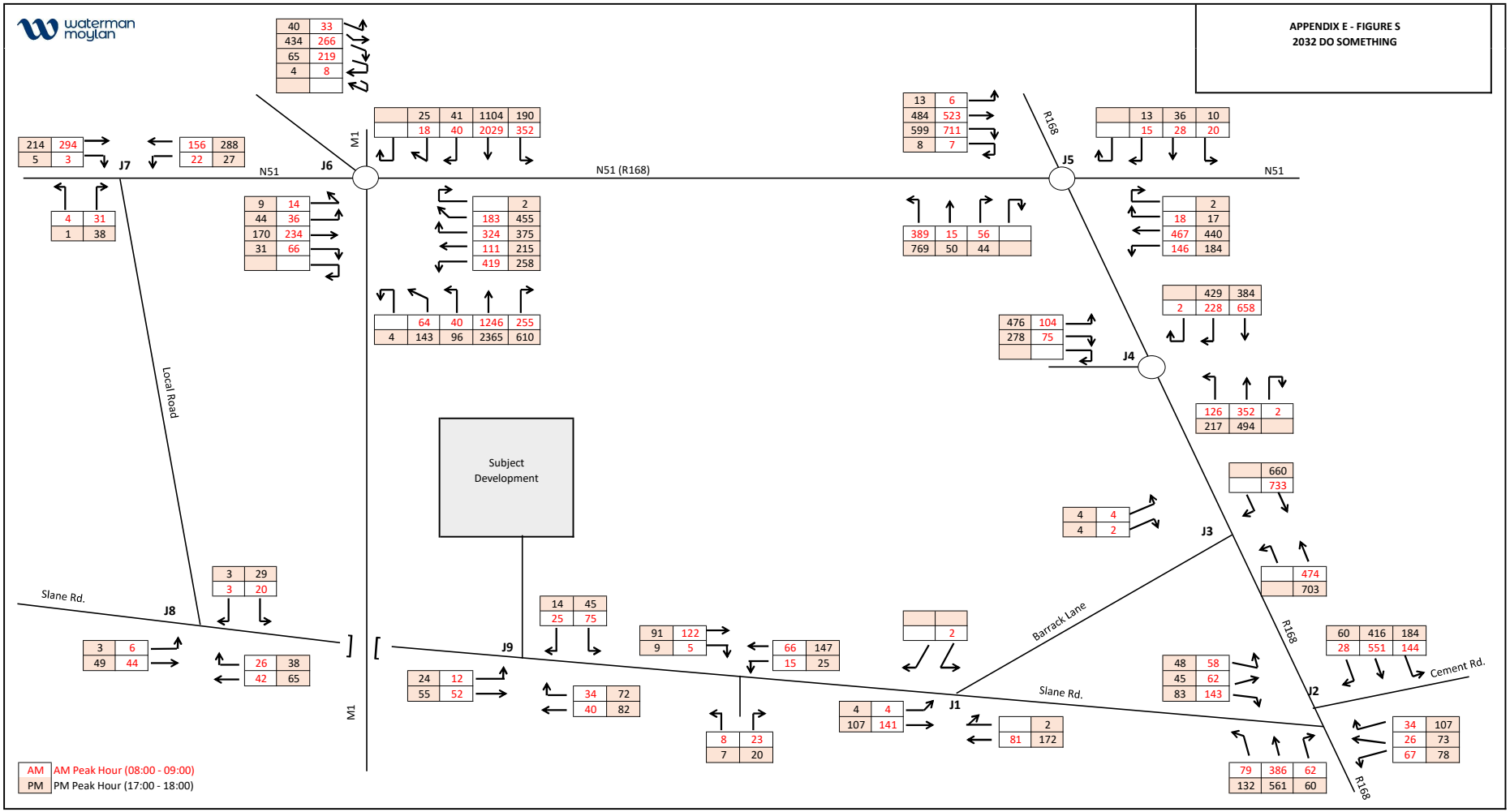

APPENDIX E - FIGURE M
TRIP GENERATION
PLANNING APPLICATION 24/60106
J7
J6
J5
J4
J3
J2
J1
J8
J9
N51
N51 (R168)
N51
M1
M1
R168
R168
R168
Local Road
Slane Rd.
Slane Rd.
Barrack Lane
Cement Rd.
Subject Development
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)

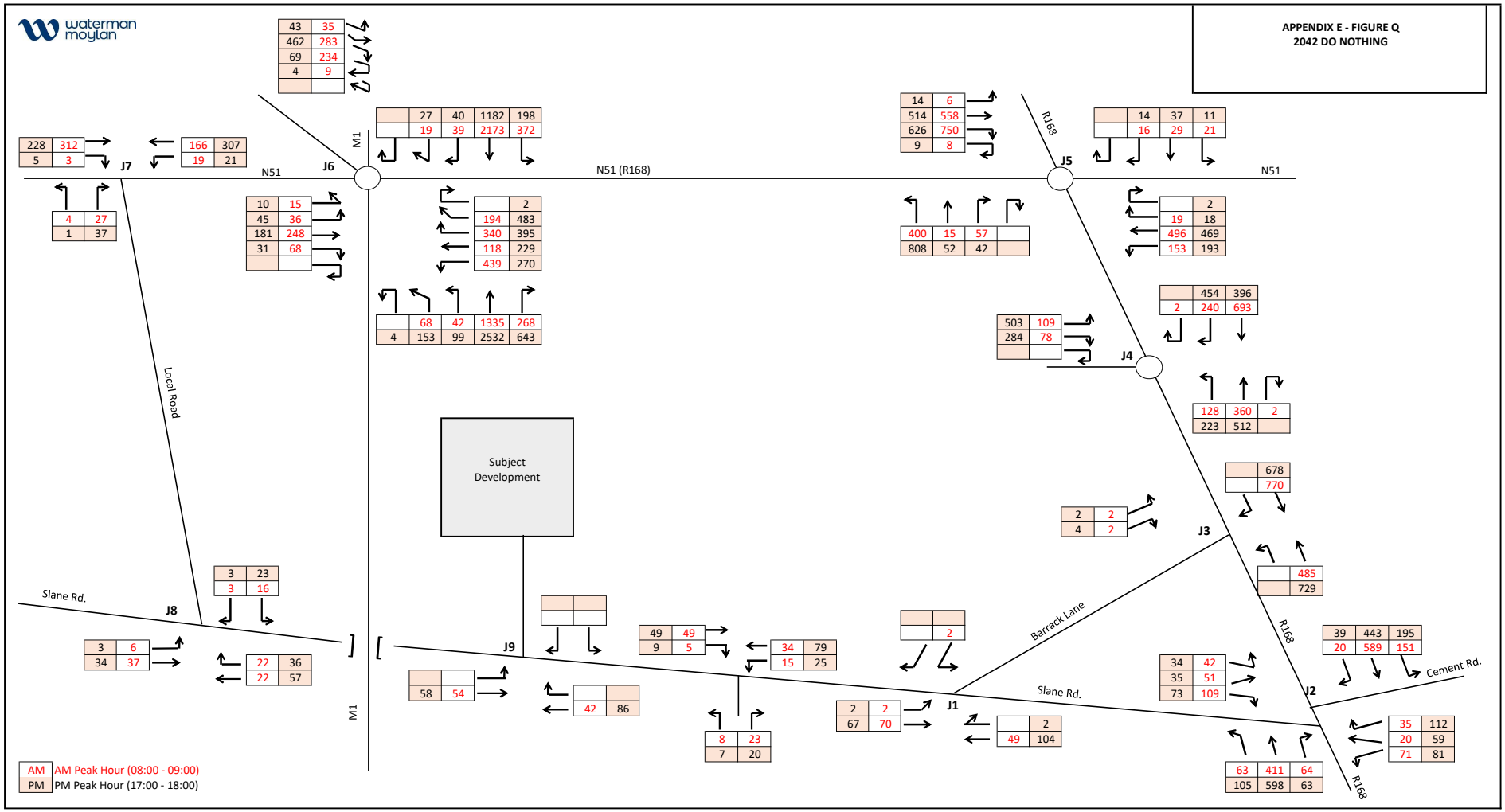

APPENDIX E - FIGURE N
TRIP GENERATION
COMMITTED DEVELOPMENT
waterman moylan
Subject Development
J1
J2
J3
J4
J5
J6
J7
J8
J9
M1
N51
N51 (R168)
R168
Local Road
Slane Rd.
Barrack Lane
Cement Rd.
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)

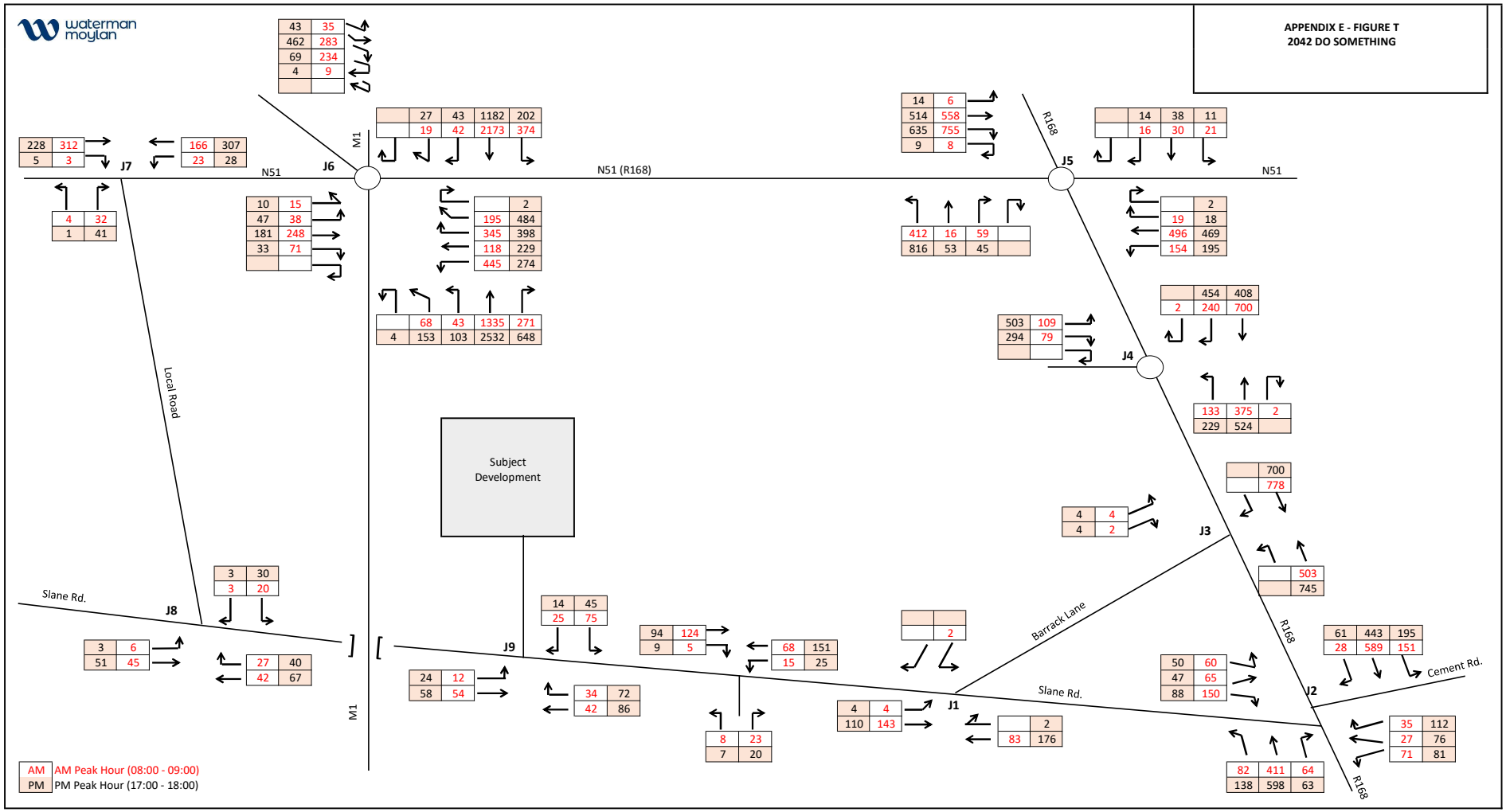

APPENDIX E - FIGURE O
2027 DO NOTHING
waterman moylan
N51
N51 (R168)
M1
J6
J7
J5
J4
J3
J2
J1
J8
J9
R168
Local Road
Slane Rd.
Barrack Lane
Cement Rd.
Subject Development
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)


APPENDIX E - FIGURE R
2027 DO SOMETHING
Subject Development
J1
J2
J3
J4
J5
J6
J7
J8
J9
M1
N51
N51 (R168)
R168
Local Road
Slane Rd.
Barrack Lane
Cement Rd.
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)


APPENDIX E - FIGURE P
2032 DO NOTHING
waterman moylan
Subject Development
J1
J2
J3
J4
J5
J6
J7
J8
J9
M1
N51
N51 (R168)
R168
Local Road
Slane Rd.
Barrack Lane
Cement Rd.
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)


APPENDIX E - FIGURE S
2032 DO SOMETHING
J1
J2
J3
J4
J5
J6
J7
J8
J9
M1
N51
N51 (R168)
R168
Local Road
Slane Rd.
Barrack Lane
Cement Rd.
Subject Development
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)


APPENDIX E - FIGURE Q
2042 DO NOTHING
Subject Development
J1
J2
J3
J4
J5
J6
J7
J8
J9
M1
N51
N51 (R168)
R168
Local Road
Slane Rd.
Barrack Lane
Cement Rd.
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)


APPENDIX E - FIGURE T
2042 DO SOMETHING
waterman moylan
J1
J2
J3
J4
J5
J6
J7
J8
J9
M1
N51
N51 (R168)
R168
Local Road
Slane Rd.
Barrack Lane
Cement Rd.
Subject Development
AM AM Peak Hour (08:00 - 09:00)
PM PM Peak Hour (17:00 - 18:00)

F. Appendix F: Junction Modelling

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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

Filename: Junction 1.j9
Path: M:\Projects\23\23-067 Old Slane Road\Design\TTA\Modelling\Junction 1
Report generation date: 01/05/2024 14:44:38

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Junction 1 - AM & PM - 2024 SURVEYED FLOWS									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	6.38	0.00	A
	Junction 1 - AM & PM - 2027 DO NOTHING									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	6.48	0.00	A
	Junction 1 - AM & PM - 2027 DO SOMETHING									
Stream B-AC	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	6.61	0.00	A
	Junction 1 - AM & PM - 2032 DO NOTHING									
Stream B-AC	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	6.48	0.00	A
	Junction 1 - AM & PM - 2032 DO SOMETHING									
Stream B-AC	D9	0.0	0.00	0.00	A	D10	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	6.62	0.00	A
	Junction 1 - AM & PM - 2042 DO NOTHING									
Stream B-AC	D11	0.0	0.00	0.00	A	D12	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	6.49	0.00	A
	Junction 1 - AM & PM - 2042 DO SOMETHING									
Stream B-AC	D13	0.0	0.00	0.00	A	D14	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	6.63	0.00	A

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

File summary

File Description

Title	Junction 1
Location	Slane Rd. and Barrack Lane - Drogheda
Site number	1
Date	01/05/2024
Version	2
Status	Issued
Identifier	
Client	
Jobnumber	23-067
Enumerator	DOMAIN\f.maio
Description	

Units

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

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 SURVEYED FLOWS	AM	ONE HOUR	00:00	01:30	15
D2	2024 SURVEYED FLOWS	PM	ONE HOUR	00:00	01:30	15
D3	2027 DO NOTHING	AM	ONE HOUR	00:00	01:30	15
D4	2027 DO NOTHING	PM	ONE HOUR	00:00	01:30	15
D5	2027 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15
D6	2027 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15
D7	2032 DO NOTHING	AM	ONE HOUR	00:00	01:30	15
D8	2032 DO NOTHING	PM	ONE HOUR	00:00	01:30	15
D9	2032 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15
D10	2032 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15
D11	2042 DO NOTHING	AM	ONE HOUR	00:00	01:30	15
D12	2042 DO NOTHING	PM	ONE HOUR	00:00	01:30	15
D13	2042 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15
D14	2042 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Junction 1 - AM & PM	100.000

Junction 1 - AM & PM - 2024 SURVEYED FLOWS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			0.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	0	10

Zebra Crossings

Arm	Space between crossing and junction entry (Left) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
B	1.00	1.00		Distance	5.00	3.57

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	444	0.081	0.204	0.129	0.292
B-C	580	0.089	0.225	-	-
C-B	574	0.222	0.222	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 SURVEYED FLOWS	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	28	100.000
B		✓	1	100.000
C		✓	23	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	300.00
C	

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	28
	B	0	0	1
	C	23	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	492	0.000	0	0.0	0.000	A
C-AB	0		1137	0.000	0	0.0	0.000	A
C-A	17				17			
A-B	0				0			
A-C	21				21			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	490	0.000	0	0.0	0.000	A
C-AB	0		1135	0.000	0	0.0	0.000	A
C-A	21				21			
A-B	0				0			
A-C	25				25			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	486	0.000	0	0.0	0.000	A
C-AB	0		1132	0.000	0	0.0	0.000	A
C-A	25				25			
A-B	0				0			
A-C	31				31			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	486	0.000	0	0.0	0.000	A
C-AB	0		1132	0.000	0	0.0	0.000	A
C-A	25				25			
A-B	0				0			
A-C	31				31			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	490	0.000	0	0.0	0.000	A
C-AB	0		1135	0.000	0	0.0	0.000	A
C-A	21				21			
A-B	0				0			
A-C	25				25			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	492	0.000	0	0.0	0.000	A
C-AB	0		1137	0.000	0	0.0	0.000	A
C-A	17				17			
A-B	0				0			
A-C	21				21			

Junction 1 - AM & PM - 2024 SURVEYED FLOWS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 SURVEYED FLOWS	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	33	100.000
B		✓	0	100.000
C		✓	52	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	300.00
C	

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	33
	B	0	0	0
	C	51	1	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	6
B	0	0	0
C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	6.38	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	490	0.000	0	0.0	0.000	A
C-AB	0.75		568	0.001	0.75	0.0	6.344	A
C-A	38				38			
A-B	0				0			
A-C	25				25			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	487	0.000	0	0.0	0.000	A
C-AB	0.90		567	0.002	0.90	0.0	6.358	A
C-A	46				46			
A-B	0				0			
A-C	30				30			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	483	0.000	0	0.0	0.000	A
C-AB	1		565	0.002	1	0.0	6.377	A
C-A	56				56			
A-B	0				0			
A-C	36				36			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	483	0.000	0	0.0	0.000	A
C-AB	1		565	0.002	1	0.0	6.377	A
C-A	56				56			
A-B	0				0			
A-C	36				36			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	487	0.000	0	0.0	0.000	A
C-AB	0.90		567	0.002	0.90	0.0	6.360	A
C-A	46				46			
A-B	0				0			
A-C	30				30			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	490	0.000	0	0.0	0.000	A
C-AB	0.75		568	0.001	0.75	0.0	6.344	A
C-A	38				38			
A-B	0				0			
A-C	25				25			

Junction 1 - AM & PM - 2027 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2027 DO NOTHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	68	100.000
B		✓	2	100.000
C		✓	46	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	300.00
C	

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	66
	B	0	0	2
	C	46	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	484	0.000	0	0.0	0.000	A
C-AB	0		1121	0.000	0	0.0	0.000	A
C-A	35				35			
A-B	2				2			
A-C	50				50			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	479	0.000	0	0.0	0.000	A
C-AB	0		1116	0.000	0	0.0	0.000	A
C-A	41				41			
A-B	2				2			
A-C	60				60			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	473	0.000	0	0.0	0.000	A
C-AB	0		1109	0.000	0	0.0	0.000	A
C-A	51				51			
A-B	2				2			
A-C	73				73			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	473	0.000	0	0.0	0.000	A
C-AB	0		1109	0.000	0	0.0	0.000	A
C-A	51				51			
A-B	2				2			
A-C	73				73			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	479	0.000	0	0.0	0.000	A
C-AB	0		1116	0.000	0	0.0	0.000	A
C-A	41				41			
A-B	2				2			
A-C	60				60			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	484	0.000	0	0.0	0.000	A
C-AB	0		1121	0.000	0	0.0	0.000	A
C-A	35				35			
A-B	2				2			
A-C	50				50			

Junction 1 - AM & PM - 2027 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2027 DO NOTHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	64	100.000
B		✓	0	100.000
C		✓	99	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	300.00
C	

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	62
	B	0	0	0
	C	97	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	6.48	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	482	0.000	0	0.0	0.000	A
C-AB	2		563	0.003	1	0.0	6.413	A
C-A	73				73			
A-B	2				2			
A-C	47				47			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	478	0.000	0	0.0	0.000	A
C-AB	2		561	0.003	2	0.0	6.440	A
C-A	87				87			
A-B	2				2			
A-C	56				56			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	471	0.000	0	0.0	0.000	A
C-AB	2		558	0.004	2	0.0	6.479	A
C-A	106				106			
A-B	2				2			
A-C	68				68			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	471	0.000	0	0.0	0.000	A
C-AB	2		558	0.004	2	0.0	6.479	A
C-A	106				106			
A-B	2				2			
A-C	68				68			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	478	0.000	0	0.0	0.000	A
C-AB	2		561	0.003	2	0.0	6.443	A
C-A	87				87			
A-B	2				2			
A-C	56				56			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	482	0.000	0	0.0	0.000	A
C-AB	2		563	0.003	2	0.0	6.413	A
C-A	73				73			
A-B	2				2			
A-C	47				47			

Junction 1 - AM & PM - 2027 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	143	100.000
B		✓	2	100.000
C		✓	80	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	300.00
C	

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	139
	B	0	0	2
	C	80	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	467	0.000	0	0.0	0.000	A
C-AB	0		1092	0.000	0	0.0	0.000	A
C-A	60				60			
A-B	3				3			
A-C	105				105			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	460	0.000	0	0.0	0.000	A
C-AB	0		1081	0.000	0	0.0	0.000	A
C-A	72				72			
A-B	4				4			
A-C	125				125			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	450	0.000	0	0.0	0.000	A
C-AB	0		1066	0.000	0	0.0	0.000	A
C-A	88				88			
A-B	4				4			
A-C	153				153			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	450	0.000	0	0.0	0.000	A
C-AB	0		1066	0.000	0	0.0	0.000	A
C-A	88				88			
A-B	4				4			
A-C	153				153			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	460	0.000	0	0.0	0.000	A
C-AB	0		1081	0.000	0	0.0	0.000	A
C-A	72				72			
A-B	4				4			
A-C	125				125			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	467	0.000	0	0.0	0.000	A
C-AB	0		1092	0.000	0	0.0	0.000	A
C-A	60				60			
A-B	3				3			
A-C	105				105			

Junction 1 - AM & PM - 2027 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	109	100.000
B		✓	0	100.000
C		✓	171	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	300.00
C	

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	105
	B	0	0	0
	C	169	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	6.61	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	470	0.000	0	0.0	0.000	A
C-AB	2		555	0.003	1	0.0	6.503	A
C-A	127				127			
A-B	3				3			
A-C	79				79			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	463	0.000	0	0.0	0.000	A
C-AB	2		551	0.003	2	0.0	6.549	A
C-A	152				152			
A-B	4				4			
A-C	95				95			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	454	0.000	0	0.0	0.000	A
C-AB	2		546	0.004	2	0.0	6.614	A
C-A	186				186			
A-B	4				4			
A-C	116				116			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	454	0.000	0	0.0	0.000	A
C-AB	2		546	0.004	2	0.0	6.614	A
C-A	186				186			
A-B	4				4			
A-C	116				116			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	463	0.000	0	0.0	0.000	A
C-AB	2		551	0.003	2	0.0	6.549	A
C-A	152				152			
A-B	4				4			
A-C	95				95			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	470	0.000	0	0.0	0.000	A
C-AB	2		555	0.003	2	0.0	6.503	A
C-A	127				127			
A-B	3				3			
A-C	79				79			

Junction 1 - AM & PM - 2032 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2032 DO NOTHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	70	100.000
B		✓	2	100.000
C		✓	47	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	300.00
C	

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	68
	B	0	0	2
	C	47	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	483	0.000	0	0.0	0.000	A
C-AB	0		1120	0.000	0	0.0	0.000	A
C-A	35				35			
A-B	2				2			
A-C	51				51			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	479	0.000	0	0.0	0.000	A
C-AB	0		1115	0.000	0	0.0	0.000	A
C-A	42				42			
A-B	2				2			
A-C	61				61			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	473	0.000	0	0.0	0.000	A
C-AB	0		1108	0.000	0	0.0	0.000	A
C-A	52				52			
A-B	2				2			
A-C	75				75			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	473	0.000	0	0.0	0.000	A
C-AB	0		1108	0.000	0	0.0	0.000	A
C-A	52				52			
A-B	2				2			
A-C	75				75			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	479	0.000	0	0.0	0.000	A
C-AB	0		1115	0.000	0	0.0	0.000	A
C-A	42				42			
A-B	2				2			
A-C	61				61			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	483	0.000	0	0.0	0.000	A
C-AB	0		1120	0.000	0	0.0	0.000	A
C-A	35				35			
A-B	2				2			
A-C	51				51			

Junction 1 - AM & PM - 2032 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2032 DO NOTHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	66	100.000
B		✓	0	100.000
C		✓	102	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	300.00
C	

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	64
	B	0	0	0
	C	100	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	6.48	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	482	0.000	0	0.0	0.000	A
C-AB	2		562	0.003	1	0.0	6.417	A
C-A	75				75			
A-B	2				2			
A-C	48				48			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	477	0.000	0	0.0	0.000	A
C-AB	2		560	0.003	2	0.0	6.445	A
C-A	90				90			
A-B	2				2			
A-C	58				58			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	471	0.000	0	0.0	0.000	A
C-AB	2		557	0.004	2	0.0	6.485	A
C-A	110				110			
A-B	2				2			
A-C	71				71			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	471	0.000	0	0.0	0.000	A
C-AB	2		557	0.004	2	0.0	6.485	A
C-A	110				110			
A-B	2				2			
A-C	71				71			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	477	0.000	0	0.0	0.000	A
C-AB	2		560	0.003	2	0.0	6.445	A
C-A	90				90			
A-B	2				2			
A-C	58				58			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	482	0.000	0	0.0	0.000	A
C-AB	2		562	0.003	2	0.0	6.419	A
C-A	75				75			
A-B	2				2			
A-C	48				48			

Junction 1 - AM & PM - 2032 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	145	100.000
B		✓	2	100.000
C		✓	81	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	300.00
C	

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	141
	B	0	0	2
	C	81	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	467	0.000	0	0.0	0.000	A
C-AB	0		1091	0.000	0	0.0	0.000	A
C-A	61				61			
A-B	3				3			
A-C	106				106			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	459	0.000	0	0.0	0.000	A
C-AB	0		1080	0.000	0	0.0	0.000	A
C-A	73				73			
A-B	4				4			
A-C	127				127			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	449	0.000	0	0.0	0.000	A
C-AB	0		1064	0.000	0	0.0	0.000	A
C-A	89				89			
A-B	4				4			
A-C	156				156			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	449	0.000	0	0.0	0.000	A
C-AB	0		1064	0.000	0	0.0	0.000	A
C-A	89				89			
A-B	4				4			
A-C	156				156			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	459	0.000	0	0.0	0.000	A
C-AB	0		1080	0.000	0	0.0	0.000	A
C-A	73				73			
A-B	4				4			
A-C	127				127			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	467	0.000	0	0.0	0.000	A
C-AB	0		1091	0.000	0	0.0	0.000	A
C-A	61				61			
A-B	3				3			
A-C	106				106			

Junction 1 - AM & PM - 2032 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	111	100.000
B		✓	0	100.000
C		✓	174	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	300.00
C	

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	107
	B	0	0	0
	C	172	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	6.62	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	470	0.000	0	0.0	0.000	A
C-AB	2		555	0.003	1	0.0	6.507	A
C-A	129				129			
A-B	3				3			
A-C	81				81			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	463	0.000	0	0.0	0.000	A
C-AB	2		551	0.003	2	0.0	6.554	A
C-A	154				154			
A-B	4				4			
A-C	96				96			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	453	0.000	0	0.0	0.000	A
C-AB	2		546	0.004	2	0.0	6.620	A
C-A	189				189			
A-B	4				4			
A-C	118				118			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	453	0.000	0	0.0	0.000	A
C-AB	2		546	0.004	2	0.0	6.620	A
C-A	189				189			
A-B	4				4			
A-C	118				118			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	463	0.000	0	0.0	0.000	A
C-AB	2		551	0.003	2	0.0	6.557	A
C-A	154				154			
A-B	4				4			
A-C	96				96			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	470	0.000	0	0.0	0.000	A
C-AB	2		555	0.003	2	0.0	6.507	A
C-A	129				129			
A-B	3				3			
A-C	81				81			

Junction 1 - AM & PM - 2042 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2042 DO NOTHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	72	100.000
B		✓	2	100.000
C		✓	49	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	300.00
C	

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	70
	B	0	0	2
	C	49	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	483	0.000	0	0.0	0.000	A
C-AB	0		1120	0.000	0	0.0	0.000	A
C-A	37				37			
A-B	2				2			
A-C	53				53			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	478	0.000	0	0.0	0.000	A
C-AB	0		1114	0.000	0	0.0	0.000	A
C-A	44				44			
A-B	2				2			
A-C	63				63			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	472	0.000	0	0.0	0.000	A
C-AB	0		1106	0.000	0	0.0	0.000	A
C-A	54				54			
A-B	2				2			
A-C	77				77			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	472	0.000	0	0.0	0.000	A
C-AB	0		1106	0.000	0	0.0	0.000	A
C-A	54				54			
A-B	2				2			
A-C	77				77			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	478	0.000	0	0.0	0.000	A
C-AB	0		1114	0.000	0	0.0	0.000	A
C-A	44				44			
A-B	2				2			
A-C	63				63			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	483	0.000	0	0.0	0.000	A
C-AB	0		1120	0.000	0	0.0	0.000	A
C-A	37				37			
A-B	2				2			
A-C	53				53			

Junction 1 - AM & PM - 2042 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2042 DO NOTHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	69	100.000
B		✓	0	100.000
C		✓	106	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	300.00
C	

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	67
	B	0	0	0
	C	104	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	6.49	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	481	0.000	0	0.0	0.000	A
C-AB	2		562	0.003	1	0.0	6.423	A
C-A	78				78			
A-B	2				2			
A-C	51				51			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	476	0.000	0	0.0	0.000	A
C-AB	2		560	0.003	2	0.0	6.452	A
C-A	93				93			
A-B	2				2			
A-C	60				60			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	470	0.000	0	0.0	0.000	A
C-AB	2		556	0.004	2	0.0	6.494	A
C-A	114				114			
A-B	2				2			
A-C	74				74			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	470	0.000	0	0.0	0.000	A
C-AB	2		556	0.004	2	0.0	6.494	A
C-A	114				114			
A-B	2				2			
A-C	74				74			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	476	0.000	0	0.0	0.000	A
C-AB	2		560	0.003	2	0.0	6.452	A
C-A	93				93			
A-B	2				2			
A-C	60				60			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	481	0.000	0	0.0	0.000	A
C-AB	2		562	0.003	2	0.0	6.425	A
C-A	78				78			
A-B	2				2			
A-C	51				51			

Junction 1 - AM & PM - 2042 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2042 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	147	100.000
B		✓	2	100.000
C		✓	83	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	300.00
C	

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	143
	B	0	0	2
	C	83	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	466	0.000	0	0.0	0.000	A
C-AB	0		1090	0.000	0	0.0	0.000	A
C-A	63				63			
A-B	3				3			
A-C	108				108			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	459	0.000	0	0.0	0.000	A
C-AB	0		1079	0.000	0	0.0	0.000	A
C-A	75				75			
A-B	4				4			
A-C	129				129			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	448	0.000	0	0.0	0.000	A
C-AB	0		1063	0.000	0	0.0	0.000	A
C-A	91				91			
A-B	4				4			
A-C	158				158			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	448	0.000	0	0.0	0.000	A
C-AB	0		1063	0.000	0	0.0	0.000	A
C-A	91				91			
A-B	4				4			
A-C	158				158			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	459	0.000	0	0.0	0.000	A
C-AB	0		1079	0.000	0	0.0	0.000	A
C-A	75				75			
A-B	4				4			
A-C	129				129			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	466	0.000	0	0.0	0.000	A
C-AB	0		1090	0.000	0	0.0	0.000	A
C-A	63				63			
A-B	3				3			
A-C	108				108			

Junction 1 - AM & PM - 2042 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2042 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	114	100.000
B		✓	0	100.000
C		✓	178	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	300.00
C	

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	110
	B	0	0	0
	C	176	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	6.63	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	469	0.000	0	0.0	0.000	A
C-AB	2		554	0.003	1	0.0	6.513	A
C-A	132				132			
A-B	3				3			
A-C	83				83			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	462	0.000	0	0.0	0.000	A
C-AB	2		550	0.003	2	0.0	6.562	A
C-A	158				158			
A-B	4				4			
A-C	99				99			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	452	0.000	0	0.0	0.000	A
C-AB	2		545	0.004	2	0.0	6.629	A
C-A	193				193			
A-B	4				4			
A-C	121				121			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	330.31	452	0.000	0	0.0	0.000	A
C-AB	2		545	0.004	2	0.0	6.629	A
C-A	193				193			
A-B	4				4			
A-C	121				121			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	269.69	462	0.000	0	0.0	0.000	A
C-AB	2		550	0.003	2	0.0	6.564	A
C-A	158				158			
A-B	4				4			
A-C	99				99			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	225.86	469	0.000	0	0.0	0.000	A
C-AB	2		554	0.003	2	0.0	6.516	A
C-A	132				132			
A-B	3				3			
A-C	83				83			

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Junction 2_2.j9
Path: M:\Projects\23\23-067 Old Slane Road\Design\TTA\Modelling\Junction 2
Report generation date: 01/05/2024 16:04:51

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Junction 2 AM & PM - 2024 SURVEYED FLOWS									
Stream B-C-D	D1	0.2	9.74	0.14	A	D2	0.1	9.42	0.10	A
Stream B-A		0.4	17.78	0.31	C		0.3	18.10	0.23	C
Stream A-B-C-D		0.4	6.16	0.18	A		0.6	5.33	0.21	A
Stream D-A-B-C		0.3	12.61	0.23	B		0.7	16.51	0.41	C
Stream C-D-A-B		0.1	4.88	0.08	A		0.5	5.95	0.19	A
	Junction 2 AM & PM - 2027 DO NOTHING									
Stream B-C-D	D3	0.3	11.68	0.23	B	D4	0.2	10.94	0.17	B
Stream B-A		0.7	23.82	0.41	C		0.5	24.60	0.33	C
Stream A-B-C-D		1.2	8.08	0.40	A		1.1	6.09	0.34	A
Stream D-A-B-C		0.6	17.61	0.38	C		3.0	45.05	0.77	E
Stream C-D-A-B		0.4	4.92	0.15	A		1.1	6.87	0.34	A
	Junction 2 AM & PM - 2027 DO SOMETHING									
Stream B-C-D	D5	0.5	14.54	0.34	B	D6	0.3	12.70	0.26	B
Stream B-A		1.5	36.10	0.61	E		0.8	31.75	0.44	D
Stream A-B-C-D		1.5	8.85	0.46	A		1.5	6.79	0.41	A
Stream D-A-B-C		0.7	18.50	0.41	C		4.3	61.17	0.84	F
Stream C-D-A-B		0.7	5.13	0.21	A		1.9	9.21	0.50	A
	Junction 2 AM & PM - 2032 DO NOTHING									
Stream B-C-D	D7	0.3	12.20	0.25	B	D8	0.2	11.46	0.19	B
Stream B-A		0.8	26.62	0.45	D		0.6	27.62	0.37	D
Stream A-B-C-D		1.4	8.35	0.42	A		1.3	6.28	0.38	A
Stream D-A-B-C		0.7	19.29	0.41	C		4.1	59.88	0.83	F
Stream C-D-A-B		0.5	4.87	0.16	A		1.2	7.08	0.37	A
	Junction 2 AM & PM - 2032 DO SOMETHING									
Stream B-C-D	D9	0.6	15.42	0.36	C	D10	0.4	13.47	0.28	B
Stream B-A		1.8	42.77	0.66	E		0.9	37.06	0.49	E
Stream A-B-C-D		1.8	9.26	0.49	A		1.8	7.12	0.45	A
Stream D-A-B-C		0.8	20.43	0.44	C		6.4	87.14	0.90	F
Stream C-D-A-B		0.8	5.08	0.23	A		2.3	9.79	0.54	A
	Junction 2 AM & PM - 2042 DO NOTHING									
Stream B-C-D	D11	0.4	13.00	0.27	B	D12	0.3	12.25	0.21	B
Stream B-A		1.0	31.35	0.51	D		0.7	32.94	0.42	D
Stream A-B-C-D		1.7	8.86	0.47	A		1.7	6.60	0.42	A
Stream D-A-B-C		0.8	21.52	0.45	C		6.6	92.39	0.91	F
Stream C-D-A-B		0.6	4.78	0.18	A		1.5	7.35	0.41	A
	Junction 2 AM & PM - 2042 DO SOMETHING									
Stream B-C-D	D13	0.6	16.84	0.39	C	D14	0.4	14.69	0.30	B
Stream B-A		2.4	55.66	0.73	F		1.2	47.52	0.56	E
Stream A-B-C-D		2.2	10.03	0.54	B		2.3	7.66	0.50	A
Stream D-A-B-C		0.9	23.01	0.48	C		11.3	141.86	0.99	F
Stream C-D-A-B		0.9	4.99	0.25	A		2.7	10.49	0.58	B

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

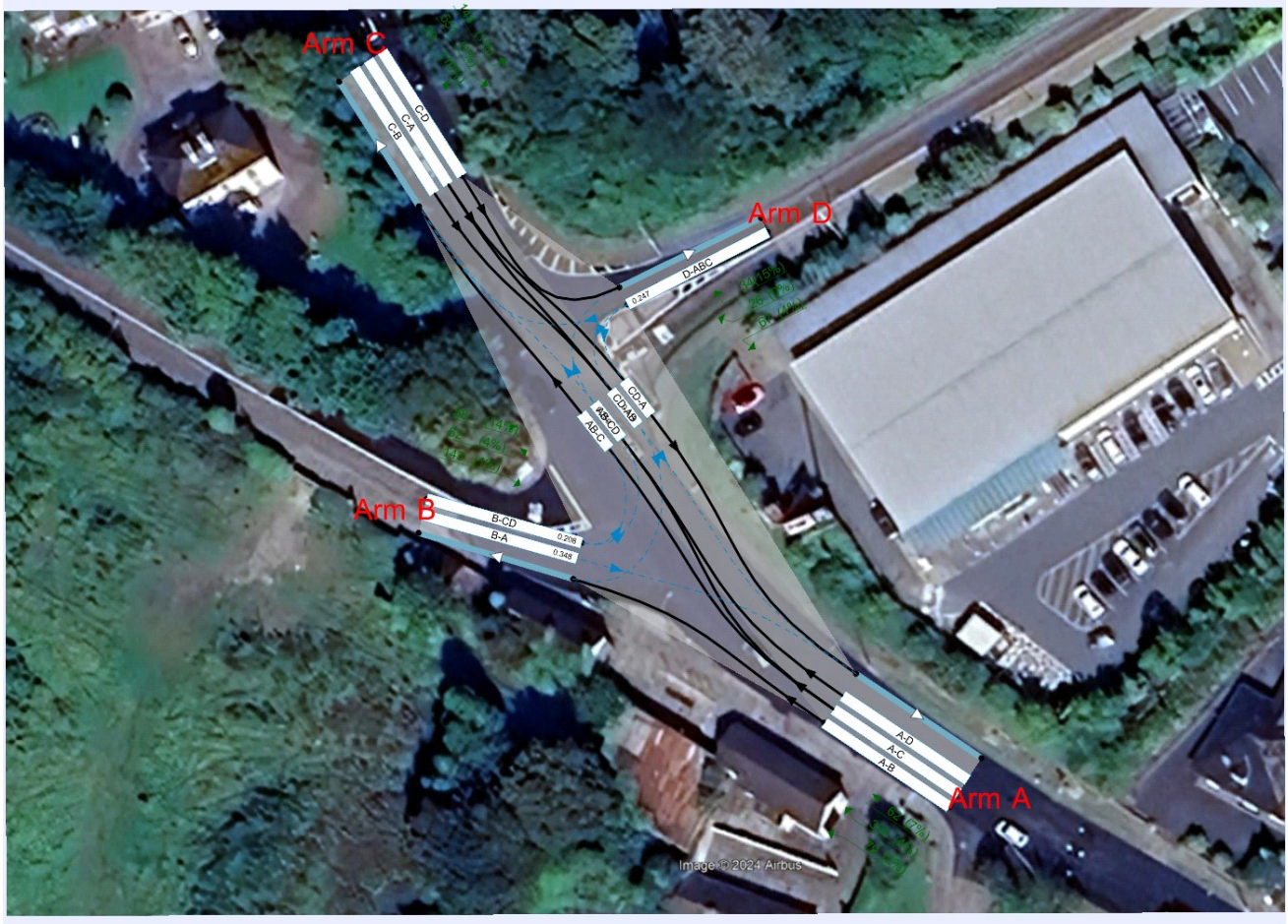
File summary

File Description

Title	Junction 2 AM&PM
Location	R168 / Slane Rd. / Cement Rd. - Drogheda
Site number	
Date	13/03/2024
Version	1
Status	
Identifier	
Client	
Jobnumber	23-067
Enumerator	DOMAIN\f.maio
Description	

Units

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



Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.90	60.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 SURVEYED FLOWS	AM	ONE HOUR	08:00	09:30	15
D2	2024 SURVEYED FLOWS	PM	ONE HOUR	17:00	18:30	15
D3	2027 DO NOTHING	AM	ONE HOUR	08:00	09:30	15
D4	2027 DO NOTHING	PM	ONE HOUR	17:00	18:30	15
D5	2027 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15
D6	2027 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15
D7	2032 DO NOTHING	AM	ONE HOUR	08:00	09:30	15
D8	2032 DO NOTHING	PM	ONE HOUR	17:00	18:30	15
D9	2032 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15
D10	2032 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15
D11	2042 DO NOTHING	AM	ONE HOUR	08:00	09:30	15
D12	2042 DO NOTHING	PM	ONE HOUR	17:00	18:30	15
D13	2042 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15
D14	2042 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Junction 2 AM & PM	100.000

Junction 2 AM & PM - 2024 SURVEYED FLOWS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		1.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major
D	untitled		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.00			30.0	✓	0.00
C	7.00			0.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes		2.20	2.20	0	50
D	One lane	2.20			40	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	591	-	-	-	-	-	0.219	0.219	0.219	-	-
B-A	462	0.080	0.203	0.203	-	-	0.128	0.290	-	0.128	0.290
B-CD	603	0.088	0.223	0.223	-	-	-	-	-	-	-
CD-B	574	0.213	0.213	0.213	-	-	-	-	-	-	-
D-AB	597	-	-	-	-	-	0.221	0.221	0.088	-	-
D-C	469	-	0.130	0.295	0.130	0.295	0.207	0.207	0.082	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 SURVEYED FLOWS	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	395	100.000
B		✓	136	100.000
C		✓	571	100.000
D		✓	78	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	47	320	28
	B	81	0	28	27
	C	474	10	0	87
	D	46	12	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	4	7
	B	1	0	14	4
	C	1	10	0	1
	D	4	0	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.14	9.74	0.2	A
B-A	0.31	17.78	0.4	C
A-B				
A-C				
A-D				
AB-CD	0.18	6.16	0.4	A
AB-C				
D-ABC	0.23	12.61	0.3	B
C-D				
C-A				
C-B				
CD-AB	0.08	4.88	0.1	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	41	472	0.088	41	0.1	8.348	A
B-A	61	344	0.177	60	0.2	12.642	B
A-B	35			35			
A-C	241			241			
A-D	21			21			
AB-CD	68	660	0.103	68	0.2	6.074	A
AB-C	235			235			
D-ABC	59	421	0.139	58	0.2	9.899	A
C-D	65			65			
C-A	357			357			
C-B	8			8			
CD-AB	33	770	0.043	33	0.1	4.884	A
CD-A	374			374			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	49	455	0.109	49	0.1	8.877	A
B-A	73	322	0.226	73	0.3	14.408	B
A-B	42			42			
A-C	288			288			
A-D	25			25			
AB-CD	91	683	0.134	91	0.3	6.089	A
AB-C	271			271			
D-ABC	70	400	0.175	70	0.2	10.884	B
C-D	78			78			
C-A	426			426			
C-B	9			9			
CD-AB	46	817	0.057	46	0.1	4.676	A
CD-A	441			441			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	61	430	0.141	60	0.2	9.723	A
B-A	89	292	0.306	89	0.4	17.676	C
A-B	52			52			
A-C	352			352			
A-D	31			31			
AB-CD	130	716	0.182	130	0.4	6.151	A
AB-C	313			313			
D-ABC	86	371	0.231	86	0.3	12.581	B
C-D	96			96			
C-A	522			522			
C-B	11			11			
CD-AB	69	882	0.078	69	0.1	4.430	A
CD-A	528			528			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	61	430	0.141	61	0.2	9.737	A
B-A	89	292	0.306	89	0.4	17.777	C
A-B	52			52			
A-C	352			352			
A-D	31			31			
AB-CD	131	717	0.183	131	0.4	6.162	A
AB-C	313			313			
D-ABC	86	371	0.231	86	0.3	12.615	B
C-D	96			96			
C-A	522			522			
C-B	11			11			
CD-AB	69	883	0.078	69	0.1	4.429	A
CD-A	528			528			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	49	454	0.109	50	0.1	8.896	A
B-A	73	322	0.226	73	0.3	14.513	B
A-B	42			42			
A-C	288			288			
A-D	25			25			
AB-CD	92	684	0.134	92	0.3	6.104	A
AB-C	271			271			
D-ABC	70	400	0.175	70	0.2	10.925	B
C-D	78			78			
C-A	426			426			
C-B	9			9			
CD-AB	47	817	0.057	47	0.1	4.669	A
CD-A	441			441			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	41	471	0.088	42	0.1	8.375	A
B-A	61	344	0.177	61	0.2	12.752	B
A-B	35			35			
A-C	241			241			
A-D	21			21			
AB-CD	69	661	0.104	69	0.2	6.094	A
AB-C	235			235			
D-ABC	59	421	0.139	59	0.2	9.950	A
C-D	65			65			
C-A	357			357			
C-B	8			8			
CD-AB	34	771	0.044	34	0.1	4.882	A
CD-A	374			374			

Junction 2 AM & PM - 2024 SURVEYED FLOWS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		2.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 SURVEYED FLOWS	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	589	100.000
B		✓	95	100.000
C		✓	512	100.000
D		✓	139	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	78	469	42
	B	55	0	22	18
	C	346	21	0	145
	D	43	36	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	1	2
	B	2	0	6	0
	C	1	5	0	2
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.10	9.42	0.1	A
B-A	0.23	18.10	0.3	C
A-B				
A-C				
A-D				
AB-CD	0.21	5.33	0.6	A
AB-C				
D-ABC	0.41	16.51	0.7	C
C-D				
C-A				
C-B				
CD-AB	0.19	5.95	0.5	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	30	479	0.063	30	0.1	8.017	A
B-A	41	321	0.129	41	0.1	12.824	B
A-B	59			59			
A-C	353			353			
A-D	32			32			
AB-CD	87	765	0.114	86	0.2	5.308	A
AB-C	327			327			
D-ABC	105	426	0.246	103	0.3	11.140	B
C-D	109			109			
C-A	260			260			
C-B	16			16			
CD-AB	74	685	0.108	73	0.2	5.878	A
CD-A	261			261			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	36	457	0.079	36	0.1	8.549	A
B-A	49	295	0.168	49	0.2	14.630	B
A-B	70			70			
A-C	422			422			
A-D	38			38			
AB-CD	120	804	0.149	120	0.4	5.265	A
AB-C	375			375			
D-ABC	125	403	0.310	124	0.4	12.901	B
C-D	130			130			
C-A	311			311			
C-B	19			19			
CD-AB	100	713	0.141	100	0.3	5.884	A
CD-A	300			300			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	44	426	0.103	44	0.1	9.408	A
B-A	61	260	0.233	60	0.3	18.009	C
A-B	86			86			
A-C	516			516			
A-D	46			46			
AB-CD	178	861	0.207	178	0.6	5.279	A
AB-C	428			428			
D-ABC	153	371	0.412	152	0.7	16.362	C
C-D	160			160			
C-A	381			381			
C-B	23			23			
CD-AB	145	753	0.193	145	0.5	5.934	A
CD-A	345			345			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	44	426	0.103	44	0.1	9.418	A
B-A	61	259	0.233	61	0.3	18.097	C
A-B	86			86			
A-C	516			516			
A-D	46			46			
AB-CD	179	861	0.208	179	0.6	5.291	A
AB-C	428			428			
D-ABC	153	371	0.413	153	0.7	16.507	C
C-D	160			160			
C-A	381			381			
C-B	23			23			
CD-AB	146	753	0.194	146	0.5	5.947	A
CD-A	345			345			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	36	457	0.079	36	0.1	8.561	A
B-A	49	295	0.168	50	0.2	14.720	B
A-B	70			70			
A-C	422			422			
A-D	38			38			
AB-CD	121	805	0.150	121	0.4	5.282	A
AB-C	375			375			
D-ABC	125	403	0.310	126	0.5	13.043	B
C-D	130			130			
C-A	311			311			
C-B	19			19			
CD-AB	101	714	0.142	102	0.3	5.898	A
CD-A	300			300			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	30	478	0.063	30	0.1	8.036	A
B-A	41	321	0.129	42	0.2	12.917	B
A-B	59			59			
A-C	353			353			
A-D	32			32			
AB-CD	88	765	0.115	88	0.3	5.329	A
AB-C	327			327			
D-ABC	105	425	0.246	105	0.3	11.265	B
C-D	109			109			
C-A	260			260			
C-B	16			16			
CD-AB	75	686	0.110	76	0.2	5.905	A
CD-A	261			261			

Junction 2 AM & PM - 2027 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		3.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2027 DO NOTHING	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	483	100.000
B		✓	182	100.000
C		✓	679	100.000
D		✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	57	366	60
	B	97	0	38	47
	C	522	19	0	138
	D	65	18	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	4	7
	B	1	0	14	4
	C	1	10	0	1
	D	4	0	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.23	11.68	0.3	B
B-A	0.41	23.82	0.7	C
A-B				
A-C				
A-D				
AB-CD	0.40	8.08	1.2	A
AB-C				
D-ABC	0.38	17.61	0.6	C
C-D				
C-A				
C-B				
CD-AB	0.15	4.92	0.4	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	64	456	0.141	64	0.2	9.163	A
B-A	73	321	0.227	72	0.3	14.375	B
A-B	43			43			
A-C	275			275			
A-D	45			45			
AB-CD	146	676	0.216	144	0.4	6.761	A
AB-C	238			238			
D-ABC	87	395	0.219	85	0.3	11.600	B
C-D	104			104			
C-A	393			393			
C-B	14			14			
CD-AB	62	794	0.079	62	0.1	4.919	A
CD-A	406			406			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	77	434	0.177	76	0.2	10.063	B
B-A	87	295	0.296	87	0.4	17.279	C
A-B	51			51			
A-C	329			329			
A-D	54			54			
AB-CD	199	704	0.283	198	0.7	7.144	A
AB-C	260			260			
D-ABC	103	369	0.280	103	0.4	13.527	B
C-D	124			124			
C-A	469			469			
C-B	17			17			
CD-AB	88	847	0.104	88	0.2	4.755	A
CD-A	472			472			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	94	402	0.233	94	0.3	11.640	B
B-A	107	258	0.414	106	0.7	23.481	C
A-B	63			63			
A-C	403			403			
A-D	66			66			
AB-CD	294	744	0.396	292	1.2	8.013	A
AB-C	268			268			
D-ABC	127	331	0.382	126	0.6	17.441	C
C-D	152			152			
C-A	574			574			
C-B	21			21			
CD-AB	136	922	0.148	136	0.4	4.590	A
CD-A	550			550			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	94	402	0.234	94	0.3	11.684	B
B-A	107	258	0.414	107	0.7	23.820	C
A-B	63			63			
A-C	403			403			
A-D	66			66			
AB-CD	296	745	0.397	295	1.2	8.085	A
AB-C	267			267			
D-ABC	127	331	0.382	126	0.6	17.606	C
C-D	152			152			
C-A	574			574			
C-B	21			21			
CD-AB	137	923	0.149	137	0.4	4.592	A
CD-A	550			550			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	77	433	0.177	77	0.2	10.114	B
B-A	87	294	0.296	88	0.4	17.564	C
A-B	51			51			
A-C	329			329			
A-D	54			54			
AB-CD	201	705	0.285	203	0.7	7.221	A
AB-C	259			259			
D-ABC	103	368	0.281	104	0.4	13.680	B
C-D	124			124			
C-A	469			469			
C-B	17			17			
CD-AB	89	848	0.105	90	0.2	4.749	A
CD-A	472			472			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	64	455	0.141	64	0.2	9.220	A
B-A	73	321	0.228	74	0.3	14.589	B
A-B	43			43			
A-C	275			275			
A-D	45			45			
AB-CD	147	677	0.218	148	0.5	6.834	A
AB-C	238			238			
D-ABC	87	394	0.219	87	0.3	11.731	B
C-D	104			104			
C-A	393			393			
C-B	14			14			
CD-AB	63	795	0.080	64	0.2	4.920	A
CD-A	407			407			

Junction 2 AM & PM - 2027 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		5.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2027 DO NOTHING	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	683	100.000
B		✓	127	100.000
C		✓	605	100.000
D		✓	232	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	94	532	57
	B	65	0	31	31
	C	394	36	0	175
	D	75	54	103	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	1	2
	B	2	0	6	0
	C	1	5	0	2
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.17	10.94	0.2	B
B-A	0.33	24.60	0.5	C
A-B				
A-C				
A-D				
AB-CD	0.34	6.09	1.1	A
AB-C				
D-ABC	0.77	45.05	3.0	E
C-D				
C-A				
C-B				
CD-AB	0.34	6.87	1.1	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	47	462	0.101	46	0.1	8.656	A
B-A	49	293	0.167	48	0.2	14.588	B
A-B	71			71			
A-C	401			401			
A-D	43			43			
AB-CD	142	792	0.180	141	0.4	5.525	A
AB-C	348			348			
D-ABC	175	401	0.436	172	0.8	15.532	C
C-D	132			132			
C-A	297			297			
C-B	27			27			
CD-AB	131	717	0.183	130	0.4	6.131	A
CD-A	288			288			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	56	436	0.128	56	0.1	9.470	A
B-A	58	262	0.223	58	0.3	17.640	C
A-B	85			85			
A-C	479			479			
A-D	51			51			
AB-CD	201	839	0.239	200	0.6	5.647	A
AB-C	385			385			
D-ABC	209	373	0.560	207	1.2	21.446	C
C-D	158			158			
C-A	354			354			
C-B	32			32			
CD-AB	183	753	0.243	182	0.6	6.327	A
CD-A	319			319			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	68	398	0.172	68	0.2	10.906	B
B-A	72	219	0.327	71	0.5	24.212	C
A-B	103			103			
A-C	586			586			
A-D	63			63			
AB-CD	310	906	0.342	308	1.1	6.045	A
AB-C	407			407			
D-ABC	256	333	0.768	249	2.8	40.273	E
C-D	193			193			
C-A	434			434			
C-B	39			39			
CD-AB	272	803	0.339	270	1.0	6.793	A
CD-A	340			340			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	68	398	0.172	68	0.2	10.939	B
B-A	72	218	0.329	72	0.5	24.598	C
A-B	103			103			
A-C	586			586			
A-D	63			63			
AB-CD	311	907	0.343	311	1.1	6.087	A
AB-C	406			406			
D-ABC	256	333	0.769	255	3.0	45.051	E
C-D	193			193			
C-A	434			434			
C-B	39			39			
CD-AB	277	805	0.344	277	1.1	6.866	A
CD-A	338			338			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	56	435	0.128	56	0.1	9.505	A
B-A	58	260	0.224	59	0.3	17.952	C
A-B	85			85			
A-C	479			479			
A-D	51			51			
AB-CD	202	841	0.240	204	0.7	5.696	A
AB-C	384			384			
D-ABC	209	372	0.561	216	1.3	23.801	C
C-D	158			158			
C-A	354			354			
C-B	32			32			
CD-AB	188	756	0.249	190	0.7	6.403	A
CD-A	317			317			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	47	461	0.101	47	0.1	8.692	A
B-A	49	292	0.167	49	0.2	14.838	B
A-B	71			71			
A-C	401			401			
A-D	43			43			
AB-CD	144	794	0.181	145	0.4	5.572	A
AB-C	347			347			
D-ABC	175	400	0.437	177	0.8	16.273	C
C-D	132			132			
C-A	297			297			
C-B	27			27			
CD-AB	135	719	0.187	135	0.4	6.192	A
CD-A	287			287			

Junction 2 AM & PM - 2027 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		4.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	502	100.000
B		✓	255	100.000
C		✓	687	100.000
D		✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	76	366	60
	B	138	0	56	61
	C	522	27	0	138
	D	65	25	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	4	7
	B	1	0	14	4
	C	1	10	0	1
	D	4	0	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.34	14.54	0.5	B
B-A	0.61	36.10	1.5	E
A-B				
A-C				
A-D				
AB-CD	0.46	8.85	1.5	A
AB-C				
D-ABC	0.41	18.50	0.7	C
C-D				
C-A				
C-B				
CD-AB	0.21	5.13	0.7	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	88	441	0.200	87	0.2	10.139	B
B-A	104	317	0.328	102	0.5	16.634	C
A-B	57			57			
A-C	275			275			
A-D	45			45			
AB-CD	169	685	0.246	167	0.5	6.938	A
AB-C	239			239			
D-ABC	92	395	0.232	91	0.3	11.768	B
C-D	104			104			
C-A	393			393			
C-B	20			20			
CD-AB	88	791	0.111	87	0.2	5.112	A
CD-A	392			392			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	105	416	0.254	105	0.3	11.580	B
B-A	124	289	0.429	123	0.7	21.564	C
A-B	68			68			
A-C	329			329			
A-D	54			54			
AB-CD	232	715	0.325	231	0.8	7.467	A
AB-C	256			256			
D-ABC	110	368	0.298	109	0.4	13.868	B
C-D	124			124			
C-A	469			469			
C-B	24			24			
CD-AB	125	844	0.148	124	0.4	5.015	A
CD-A	449			449			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	129	378	0.342	128	0.5	14.393	B
B-A	152	251	0.605	149	1.4	34.432	D
A-B	84			84			
A-C	403			403			
A-D	66			66			
AB-CD	345	758	0.456	343	1.5	8.729	A
AB-C	252			252			
D-ABC	134	329	0.408	133	0.7	18.285	C
C-D	152			152			
C-A	574			574			
C-B	30			30			
CD-AB	193	919	0.210	192	0.7	4.972	A
CD-A	509			509			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	129	377	0.343	129	0.5	14.542	B
B-A	152	251	0.606	152	1.5	36.103	E
A-B	84			84			
A-C	403			403			
A-D	66			66			
AB-CD	347	759	0.458	347	1.5	8.853	A
AB-C	250			250			
D-ABC	134	329	0.408	134	0.7	18.502	C
C-D	152			152			
C-A	574			574			
C-B	30			30			
CD-AB	194	920	0.211	194	0.7	4.977	A
CD-A	509			509			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	105	414	0.255	106	0.3	11.719	B
B-A	124	288	0.430	127	0.8	22.614	C
A-B	68			68			
A-C	329			329			
A-D	54			54			
AB-CD	235	717	0.327	237	0.9	7.589	A
AB-C	254			254			
D-ABC	110	368	0.298	111	0.4	14.060	B
C-D	124			124			
C-A	469			469			
C-B	24			24			
CD-AB	126	846	0.149	127	0.4	5.018	A
CD-A	449			449			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	88	440	0.201	89	0.3	10.258	B
B-A	104	316	0.329	105	0.5	17.150	C
A-B	57			57			
A-C	275			275			
A-D	45			45			
AB-CD	171	687	0.249	172	0.6	7.039	A
AB-C	238			238			
D-ABC	92	395	0.232	92	0.3	11.920	B
C-D	104			104			
C-A	393			393			
C-B	20			20			
CD-AB	89	793	0.113	90	0.3	5.125	A
CD-A	392			392			

Junction 2 AM & PM - 2027 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		7.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	716	100.000
B		✓	170	100.000
C		✓	627	100.000
D		✓	249	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	127	532	57
	B	80	0	43	47
	C	394	58	0	175
	D	75	71	103	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	1	2
	B	2	0	6	0
	C	1	5	0	2
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.26	12.70	0.3	B
B-A	0.44	31.75	0.8	D
A-B				
A-C				
A-D				
AB-CD	0.41	6.79	1.5	A
AB-C				
D-ABC	0.84	61.17	4.3	F
C-D				
C-A				
C-B				
CD-AB	0.50	9.21	1.9	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	68	455	0.149	67	0.2	9.269	A
B-A	60	283	0.213	59	0.3	16.023	C
A-B	96			96			
A-C	401			401			
A-D	43			43			
AB-CD	171	796	0.215	169	0.5	5.736	A
AB-C	340			340			
D-ABC	188	400	0.470	184	0.9	16.470	C
C-D	132			132			
C-A	297			297			
C-B	43			43			
CD-AB	190	712	0.267	187	0.6	6.862	A
CD-A	258			258			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	81	426	0.190	81	0.2	10.416	B
B-A	72	249	0.289	71	0.4	20.215	C
A-B	114			114			
A-C	479			479			
A-D	51			51			
AB-CD	243	844	0.287	241	0.8	5.988	A
AB-C	368			368			
D-ABC	224	370	0.605	222	1.4	23.854	C
C-D	158			158			
C-A	354			354			
C-B	52			52			
CD-AB	264	747	0.354	263	1.0	7.472	A
CD-A	271			271			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	99	384	0.259	99	0.3	12.611	B
B-A	88	203	0.434	87	0.7	30.665	D
A-B	140			140			
A-C	586			586			
A-D	63			63			
AB-CD	377	913	0.413	374	1.5	6.721	A
AB-C	371			371			
D-ABC	274	328	0.837	265	3.8	50.753	F
C-D	193			193			
C-A	434			434			
C-B	63			63			
CD-AB	394	797	0.495	390	1.8	8.947	A
CD-A	258			258			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	99	383	0.259	99	0.3	12.698	B
B-A	88	201	0.438	88	0.8	31.748	D
A-B	140			140			
A-C	586			586			
A-D	63			63			
AB-CD	379	915	0.414	379	1.5	6.791	A
AB-C	369			369			
D-ABC	274	327	0.838	273	4.3	61.172	F
C-D	193			193			
C-A	434			434			
C-B	63			63			
CD-AB	403	800	0.504	402	1.9	9.208	A
CD-A	254			254			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	81	425	0.191	81	0.2	10.497	B
B-A	72	246	0.292	73	0.4	20.941	C
A-B	114			114			
A-C	479			479			
A-D	51			51			
AB-CD	245	847	0.289	247	0.8	6.066	A
AB-C	367			367			
D-ABC	224	370	0.606	235	1.6	28.499	D
C-D	158			158			
C-A	354			354			
C-B	52			52			
CD-AB	276	753	0.367	279	1.1	7.715	A
CD-A	267			267			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	68	454	0.150	68	0.2	9.337	A
B-A	60	281	0.214	61	0.3	16.377	C
A-B	96			96			
A-C	401			401			
A-D	43			43			
AB-CD	173	798	0.217	174	0.5	5.800	A
AB-C	339			339			
D-ABC	188	399	0.470	191	0.9	17.501	C
C-D	132			132			
C-A	297			297			
C-B	43			43			
CD-AB	195	715	0.273	197	0.7	6.991	A
CD-A	257			257			

Junction 2 AM & PM - 2032 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		3.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2032 DO NOTHING	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	508	100.000
B		✓	190	100.000
C		✓	715	100.000
D		✓	120	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	60	386	62
	B	102	0	40	48
	C	551	20	0	144
	D	67	19	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	4	7
	B	1	0	14	4
	C	1	10	0	1
	D	4	0	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.25	12.20	0.3	B
B-A	0.45	26.62	0.8	D
A-B				
A-C				
A-D				
AB-CD	0.42	8.35	1.4	A
AB-C				
D-ABC	0.41	19.29	0.7	C
C-D				
C-A				
C-B				
CD-AB	0.16	4.87	0.5	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	66	450	0.148	66	0.2	9.354	A
B-A	77	314	0.245	76	0.3	15.016	C
A-B	45			45			
A-C	290			290			
A-D	47			47			
AB-CD	155	684	0.227	153	0.5	6.784	A
AB-C	248			248			
D-ABC	90	387	0.233	89	0.3	12.052	B
C-D	109			109			
C-A	414			414			
C-B	15			15			
CD-AB	69	808	0.085	68	0.2	4.866	A
CD-A	425			425			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	79	427	0.186	79	0.2	10.352	B
B-A	92	286	0.321	91	0.5	18.414	C
A-B	54			54			
A-C	347			347			
A-D	56			56			
AB-CD	214	713	0.300	213	0.7	7.220	A
AB-C	267			267			
D-ABC	108	359	0.300	107	0.4	14.284	B
C-D	130			130			
C-A	495			495			
C-B	18			18			
CD-AB	98	864	0.114	98	0.3	4.707	A
CD-A	492			492			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	97	393	0.247	97	0.3	12.147	B
B-A	112	248	0.454	111	0.8	26.109	D
A-B	66			66			
A-C	425			425			
A-D	68			68			
AB-CD	320	756	0.423	318	1.4	8.260	A
AB-C	269			269			
D-ABC	132	319	0.414	131	0.7	19.062	C
C-D	159			159			
C-A	606			606			
C-B	22			22			
CD-AB	154	944	0.163	153	0.5	4.564	A
CD-A	569			569			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	97	392	0.248	97	0.3	12.205	B
B-A	112	247	0.454	112	0.8	26.621	D
A-B	66			66			
A-C	425			425			
A-D	68			68			
AB-CD	322	758	0.425	322	1.4	8.351	A
AB-C	268			268			
D-ABC	132	318	0.415	132	0.7	19.294	C
C-D	159			159			
C-A	606			606			
C-B	22			22			
CD-AB	155	945	0.164	155	0.5	4.566	A
CD-A	568			568			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	79	426	0.186	80	0.2	10.412	B
B-A	92	286	0.321	93	0.5	18.810	C
A-B	54			54			
A-C	347			347			
A-D	56			56			
AB-CD	216	715	0.302	218	0.8	7.317	A
AB-C	266			266			
D-ABC	108	358	0.301	109	0.4	14.485	B
C-D	130			130			
C-A	495			495			
C-B	18			18			
CD-AB	99	866	0.115	100	0.3	4.706	A
CD-A	492			492			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	66	449	0.148	67	0.2	9.418	A
B-A	77	314	0.245	77	0.3	15.279	C
A-B	45			45			
A-C	290			290			
A-D	47			47			
AB-CD	157	685	0.229	158	0.5	6.866	A
AB-C	247			247			
D-ABC	90	386	0.234	91	0.3	12.212	B
C-D	109			109			
C-A	414			414			
C-B	15			15			
CD-AB	70	809	0.086	70	0.2	4.871	A
CD-A	425			425			

Junction 2 AM & PM - 2032 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		6.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2032 DO NOTHING	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	720	100.000
B		✓	133	100.000
C		✓	638	100.000
D		✓	241	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	99	561	60
	B	68	0	33	32
	C	416	38	0	184
	D	78	56	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	1	2
	B	2	0	6	0
	C	1	5	0	2
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.19	11.46	0.2	B
B-A	0.37	27.62	0.6	D
A-B				
A-C				
A-D				
AB-CD	0.38	6.28	1.3	A
AB-C				
D-ABC	0.83	59.88	4.1	F
C-D				
C-A				
C-B				
CD-AB	0.37	7.08	1.2	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	49	455	0.108	49	0.1	8.856	A
B-A	51	285	0.180	50	0.2	15.288	C
A-B	75			75			
A-C	423			423			
A-D	45			45			
AB-CD	156	805	0.193	154	0.5	5.526	A
AB-C	361			361			
D-ABC	182	393	0.462	178	0.8	16.512	C
C-D	139			139			
C-A	313			313			
C-B	28			28			
CD-AB	143	726	0.196	141	0.4	6.150	A
CD-A	298			298			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	59	427	0.137	58	0.2	9.764	A
B-A	61	252	0.243	61	0.3	18.809	C
A-B	89			89			
A-C	505			505			
A-D	54			54			
AB-CD	222	855	0.260	221	0.7	5.692	A
AB-C	395			395			
D-ABC	217	364	0.597	215	1.4	23.811	C
C-D	166			166			
C-A	374			374			
C-B	34			34			
CD-AB	200	764	0.262	199	0.7	6.393	A
CD-A	327			327			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	72	386	0.186	71	0.2	11.420	B
B-A	75	206	0.363	74	0.5	27.004	D
A-B	109			109			
A-C	618			618			
A-D	66			66			
AB-CD	348	927	0.375	345	1.3	6.225	A
AB-C	408			408			
D-ABC	266	321	0.828	257	3.7	50.165	F
C-D	203			203			
C-A	458			458			
C-B	41			41			
CD-AB	300	817	0.367	298	1.2	6.978	A
CD-A	341			341			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	72	386	0.186	72	0.2	11.465	B
B-A	75	205	0.365	75	0.6	27.619	D
A-B	109			109			
A-C	618			618			
A-D	66			66			
AB-CD	349	928	0.376	349	1.3	6.279	A
AB-C	406			406			
D-ABC	266	320	0.829	264	4.1	59.883	F
C-D	203			203			
C-A	458			458			
C-B	41			41			
CD-AB	307	820	0.375	307	1.2	7.082	A
CD-A	339			339			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	59	426	0.137	59	0.2	9.810	A
B-A	61	250	0.245	62	0.3	19.267	C
A-B	89			89			
A-C	505			505			
A-D	54			54			
AB-CD	224	857	0.261	226	0.8	5.751	A
AB-C	394			394			
D-ABC	217	363	0.598	227	1.6	28.139	D
C-D	166			166			
C-A	374			374			
C-B	34			34			
CD-AB	209	769	0.272	211	0.7	6.505	A
CD-A	325			325			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	49	454	0.108	49	0.1	8.896	A
B-A	51	284	0.180	52	0.2	15.538	C
A-B	75			75			
A-C	423			423			
A-D	45			45			
AB-CD	157	807	0.195	158	0.5	5.581	A
AB-C	360			360			
D-ABC	182	393	0.463	184	0.9	17.506	C
C-D	139			139			
C-A	313			313			
C-B	28			28			
CD-AB	146	729	0.201	148	0.5	6.220	A
CD-A	297			297			

Junction 2 AM & PM - 2032 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		4.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	527	100.000
B		✓	263	100.000
C		✓	723	100.000
D		✓	127	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	79	386	62
	B	143	0	58	62
	C	551	28	0	144
	D	67	26	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	4	7
	B	1	0	14	4
	C	1	10	0	1
	D	4	0	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.36	15.42	0.6	C
B-A	0.66	42.77	1.8	E
A-B				
A-C				
A-D				
AB-CD	0.49	9.26	1.8	A
AB-C				
D-ABC	0.44	20.43	0.8	C
C-D				
C-A				
C-B				
CD-AB	0.23	5.08	0.8	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	91	435	0.208	89	0.3	10.380	B
B-A	108	309	0.348	106	0.5	17.487	C
A-B	59			59			
A-C	290			290			
A-D	47			47			
AB-CD	179	693	0.259	177	0.6	6.974	A
AB-C	247			247			
D-ABC	96	387	0.247	94	0.3	12.239	B
C-D	109			109			
C-A	414			414			
C-B	21			21			
CD-AB	96	806	0.119	94	0.3	5.063	A
CD-A	409			409			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	108	408	0.265	108	0.4	11.973	B
B-A	129	280	0.458	127	0.8	23.332	C
A-B	71			71			
A-C	347			347			
A-D	56			56			
AB-CD	249	725	0.343	248	0.9	7.574	A
AB-C	261			261			
D-ABC	114	358	0.319	114	0.5	14.682	B
C-D	130			130			
C-A	495			495			
C-B	25			25			
CD-AB	137	862	0.159	136	0.4	4.977	A
CD-A	467			467			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	132	367	0.360	132	0.5	15.214	C
B-A	157	241	0.654	154	1.7	39.967	E
A-B	87			87			
A-C	425			425			
A-D	68			68			
AB-CD	375	770	0.487	372	1.7	9.095	A
AB-C	250			250			
D-ABC	140	316	0.442	138	0.8	20.108	C
C-D	159			159			
C-A	606			606			
C-B	31			31			
CD-AB	214	942	0.228	213	0.7	4.964	A
CD-A	524			524			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	132	366	0.362	132	0.6	15.420	C
B-A	157	240	0.655	157	1.8	42.771	E
A-B	87			87			
A-C	425			425			
A-D	68			68			
AB-CD	377	772	0.489	377	1.8	9.257	A
AB-C	248			248			
D-ABC	140	316	0.443	140	0.8	20.426	C
C-D	159			159			
C-A	606			606			
C-B	31			31			
CD-AB	216	943	0.229	216	0.8	4.977	A
CD-A	524			524			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	108	406	0.266	109	0.4	12.153	B
B-A	129	280	0.459	132	0.9	24.902	C
A-B	71			71			
A-C	347			347			
A-D	56			56			
AB-CD	252	727	0.346	255	1.0	7.729	A
AB-C	260			260			
D-ABC	114	357	0.319	115	0.5	14.935	B
C-D	130			130			
C-A	495			495			
C-B	25			25			
CD-AB	138	864	0.160	140	0.5	4.983	A
CD-A	466			466			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	91	434	0.209	91	0.3	10.510	B
B-A	108	309	0.349	109	0.6	18.130	C
A-B	59			59			
A-C	290			290			
A-D	47			47			
AB-CD	182	695	0.262	183	0.6	7.085	A
AB-C	246			246			
D-ABC	96	386	0.247	96	0.3	12.425	B
C-D	109			109			
C-A	414			414			
C-B	21			21			
CD-AB	97	807	0.120	98	0.3	5.078	A
CD-A	409			409			

Junction 2 AM & PM - 2032 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		10.10	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	753	100.000
B		✓	176	100.000
C		✓	660	100.000
D		✓	258	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	132	561	60
	B	83	0	45	48
	C	416	60	0	184
	D	78	73	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	1	2
	B	2	0	6	0
	C	1	5	0	2
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.28	13.47	0.4	B
B-A	0.49	37.06	0.9	E
A-B				
A-C				
A-D				
AB-CD	0.45	7.12	1.8	A
AB-C				
D-ABC	0.90	87.14	6.4	F
C-D				
C-A				
C-B				
CD-AB	0.54	9.79	2.3	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	70	448	0.157	69	0.2	9.501	A
B-A	62	274	0.228	61	0.3	16.809	C
A-B	99			99			
A-C	423			423			
A-D	45			45			
AB-CD	186	809	0.229	183	0.6	5.751	A
AB-C	351			351			
D-ABC	194	392	0.496	191	0.9	17.589	C
C-D	139			139			
C-A	313			313			
C-B	45			45			
CD-AB	203	721	0.282	201	0.7	6.914	A
CD-A	266			266			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	84	417	0.201	84	0.2	10.775	B
B-A	75	239	0.312	74	0.4	21.760	C
A-B	119			119			
A-C	505			505			
A-D	54			54			
AB-CD	266	861	0.309	265	0.9	6.068	A
AB-C	376			376			
D-ABC	232	361	0.644	229	1.7	26.809	D
C-D	166			166			
C-A	374			374			
C-B	54			54			
CD-AB	286	759	0.377	284	1.1	7.625	A
CD-A	276			276			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	103	371	0.276	102	0.4	13.342	B
B-A	91	190	0.480	90	0.9	35.191	E
A-B	145			145			
A-C	618			618			
A-D	66			66			
AB-CD	420	934	0.450	417	1.7	7.017	A
AB-C	366			366			
D-ABC	284	315	0.902	270	5.3	65.197	F
C-D	203			203			
C-A	458			458			
C-B	66			66			
CD-AB	428	811	0.528	424	2.1	9.403	A
CD-A	253			253			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	103	370	0.277	103	0.4	13.470	B
B-A	91	188	0.486	91	0.9	37.064	E
A-B	145			145			
A-C	618			618			
A-D	66			66			
AB-CD	423	936	0.452	423	1.8	7.117	A
AB-C	364			364			
D-ABC	284	315	0.904	280	6.4	87.139	F
C-D	203			203			
C-A	458			458			
C-B	66			66			
CD-AB	440	816	0.540	440	2.3	9.787	A
CD-A	247			247			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	84	415	0.202	84	0.3	10.890	B
B-A	75	235	0.317	76	0.5	22.893	C
A-B	119			119			
A-C	505			505			
A-D	54			54			
AB-CD	269	864	0.312	272	1.0	6.165	A
AB-C	374			374			
D-ABC	232	360	0.645	250	2.0	36.705	E
C-D	166			166			
C-A	374			374			
C-B	54			54			
CD-AB	305	767	0.397	309	1.3	7.997	A
CD-A	269			269			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	70	447	0.157	70	0.2	9.578	A
B-A	62	273	0.229	63	0.3	17.257	C
A-B	99			99			
A-C	423			423			
A-D	45			45			
AB-CD	188	811	0.232	190	0.6	5.825	A
AB-C	350			350			
D-ABC	194	391	0.497	198	1.0	19.012	C
C-D	139			139			
C-A	313			313			
C-B	45			45			
CD-AB	210	725	0.289	212	0.7	7.073	A
CD-A	264			264			

Junction 2 AM & PM - 2042 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		3.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2042 DO NOTHING	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	538	100.000
B		✓	202	100.000
C		✓	760	100.000
D		✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	63	411	64
	B	109	0	42	51
	C	589	20	0	151
	D	71	20	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	4	7
	B	1	0	14	4
	C	1	10	0	1
	D	4	0	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.27	13.00	0.4	B
B-A	0.51	31.35	1.0	D
A-B				
A-C				
A-D				
AB-CD	0.47	8.86	1.7	A
AB-C				
D-ABC	0.45	21.52	0.8	C
C-D				
C-A				
C-B				
CD-AB	0.18	4.78	0.6	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	70	443	0.159	69	0.2	9.622	A
B-A	82	305	0.269	81	0.4	15.921	C
A-B	47			47			
A-C	309			309			
A-D	48			48			
AB-CD	170	693	0.245	167	0.5	6.845	A
AB-C	257			257			
D-ABC	95	379	0.250	93	0.3	12.540	B
C-D	114			114			
C-A	443			443			
C-B	15			15			
CD-AB	75	828	0.090	74	0.2	4.773	A
CD-A	451			451			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	84	418	0.201	84	0.2	10.767	B
B-A	98	276	0.356	97	0.5	20.107	C
A-B	57			57			
A-C	369			369			
A-D	58			58			
AB-CD	237	725	0.326	235	0.9	7.375	A
AB-C	274			274			
D-ABC	113	349	0.324	113	0.5	15.163	C
C-D	136			136			
C-A	529			529			
C-B	18			18			
CD-AB	108	889	0.122	108	0.3	4.618	A
CD-A	520			520			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	103	380	0.270	102	0.4	12.913	B
B-A	120	235	0.511	118	1.0	30.432	D
A-B	69			69			
A-C	452			452			
A-D	70			70			
AB-CD	360	772	0.466	356	1.7	8.726	A
AB-C	265			265			
D-ABC	139	306	0.453	137	0.8	21.153	C
C-D	167			167			
C-A	648			648			
C-B	22			22			
CD-AB	172	975	0.177	171	0.5	4.491	A
CD-A	597			597			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	103	380	0.270	103	0.4	12.996	B
B-A	120	234	0.512	120	1.0	31.349	D
A-B	69			69			
A-C	452			452			
A-D	70			70			
AB-CD	362	774	0.467	362	1.7	8.859	A
AB-C	264			264			
D-ABC	139	306	0.453	139	0.8	21.517	C
C-D	167			167			
C-A	648			648			
C-B	22			22			
CD-AB	174	977	0.178	174	0.6	4.498	A
CD-A	597			597			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	84	417	0.201	84	0.3	10.851	B
B-A	98	275	0.356	100	0.6	20.728	C
A-B	57			57			
A-C	369			369			
A-D	58			58			
AB-CD	239	728	0.328	242	0.9	7.501	A
AB-C	272			272			
D-ABC	113	349	0.324	114	0.5	15.441	C
C-D	136			136			
C-A	529			529			
C-B	18			18			
CD-AB	110	891	0.123	111	0.3	4.620	A
CD-A	520			520			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	70	442	0.159	70	0.2	9.697	A
B-A	82	305	0.269	83	0.4	16.268	C
A-B	47			47			
A-C	309			309			
A-D	48			48			
AB-CD	172	695	0.247	173	0.6	6.944	A
AB-C	256			256			
D-ABC	95	379	0.250	95	0.3	12.731	B
C-D	114			114			
C-A	443			443			
C-B	15			15			
CD-AB	76	830	0.092	76	0.2	4.779	A
CD-A	451			451			

Junction 2 AM & PM - 2042 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		9.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2042 DO NOTHING	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	766	100.000
B		✓	142	100.000
C		✓	677	100.000
D		✓	252	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	105	598	63
	B	73	0	35	34
	C	443	39	0	195
	D	81	59	112	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	1	2
	B	2	0	6	0
	C	1	5	0	2
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.21	12.25	0.3	B
B-A	0.42	32.94	0.7	D
A-B				
A-C				
A-D				
AB-CD	0.42	6.60	1.7	A
AB-C				
D-ABC	0.91	92.39	6.6	F
C-D				
C-A				
C-B				
CD-AB	0.41	7.35	1.5	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	52	446	0.117	52	0.1	9.122	A
B-A	55	275	0.200	54	0.2	16.231	C
A-B	79			79			
A-C	450			450			
A-D	47			47			
AB-CD	173	822	0.211	171	0.5	5.534	A
AB-C	376			376			
D-ABC	190	384	0.495	186	0.9	17.891	C
C-D	147			147			
C-A	333			333			
C-B	29			29			
CD-AB	156	737	0.211	154	0.5	6.168	A
CD-A	310			310			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	62	416	0.150	62	0.2	10.176	B
B-A	66	240	0.274	65	0.4	20.586	C
A-B	94			94			
A-C	538			538			
A-D	57			57			
AB-CD	251	876	0.286	250	0.8	5.769	A
AB-C	406			406			
D-ABC	227	352	0.644	224	1.7	27.470	D
C-D	176			176			
C-A	398			398			
C-B	35			35			
CD-AB	221	778	0.284	220	0.8	6.469	A
CD-A	336			336			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	76	371	0.205	76	0.3	12.180	B
B-A	80	191	0.420	79	0.7	31.733	D
A-B	116			116			
A-C	659			659			
A-D	69			69			
AB-CD	401	954	0.421	398	1.6	6.524	A
AB-C	403			403			
D-ABC	278	306	0.909	263	5.4	68.190	F
C-D	215			215			
C-A	488			488			
C-B	43			43			
CD-AB	333	835	0.399	331	1.4	7.192	A
CD-A	343			343			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	76	370	0.206	76	0.3	12.255	B
B-A	80	189	0.425	80	0.7	32.945	D
A-B	116			116			
A-C	659			659			
A-D	69			69			
AB-CD	404	956	0.422	403	1.7	6.601	A
AB-C	401			401			
D-ABC	278	305	0.910	273	6.6	92.390	F
C-D	215			215			
C-A	488			488			
C-B	43			43			
CD-AB	343	839	0.409	343	1.5	7.352	A
CD-A	338			338			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	62	414	0.150	62	0.2	10.241	B
B-A	66	236	0.278	67	0.4	21.385	C
A-B	94			94			
A-C	538			538			
A-D	57			57			
AB-CD	253	879	0.288	256	0.9	5.848	A
AB-C	404			404			
D-ABC	227	351	0.646	245	2.0	38.422	E
C-D	176			176			
C-A	398			398			
C-B	35			35			
CD-AB	237	786	0.302	239	0.9	6.656	A
CD-A	332			332			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	52	445	0.117	52	0.1	9.174	A
B-A	55	273	0.201	56	0.3	16.572	C
A-B	79			79			
A-C	450			450			
A-D	47			47			
AB-CD	176	824	0.213	177	0.6	5.596	A
AB-C	374			374			
D-ABC	190	383	0.496	194	1.0	19.365	C
C-D	147			147			
C-A	333			333			
C-B	29			29			
CD-AB	161	741	0.217	162	0.5	6.258	A
CD-A	309			309			

Junction 2 AM & PM - 2042 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		5.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2042 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	557	100.000
B		✓	275	100.000
C		✓	768	100.000
D		✓	133	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	82	411	64
	B	150	0	60	65
	C	589	28	0	151
	D	71	27	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	4	7
	B	1	0	14	4
	C	1	10	0	1
	D	4	0	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.39	16.84	0.6	C
B-A	0.73	55.66	2.4	F
A-B				
A-C				
A-D				
AB-CD	0.54	10.03	2.2	B
AB-C				
D-ABC	0.48	23.01	0.9	C
C-D				
C-A				
C-B				
CD-AB	0.25	4.99	0.9	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	94	428	0.220	93	0.3	10.717	B
B-A	113	301	0.375	111	0.6	18.700	C
A-B	62			62			
A-C	309			309			
A-D	48			48			
AB-CD	195	702	0.277	192	0.6	7.054	A
AB-C	256			256			
D-ABC	100	379	0.264	99	0.4	12.755	B
C-D	114			114			
C-A	443			443			
C-B	21			21			
CD-AB	103	826	0.125	102	0.3	4.978	A
CD-A	434			434			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	113	399	0.283	112	0.4	12.553	B
B-A	135	270	0.499	133	0.9	26.060	D
A-B	74			74			
A-C	369			369			
A-D	58			58			
AB-CD	274	737	0.371	272	1.0	7.784	A
AB-C	265			265			
D-ABC	119	348	0.343	119	0.5	15.631	C
C-D	136			136			
C-A	529			529			
C-B	25			25			
CD-AB	150	887	0.169	149	0.5	4.894	A
CD-A	492			492			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	138	354	0.390	137	0.6	16.514	C
B-A	165	228	0.725	160	2.2	49.795	E
A-B	90			90			
A-C	452			452			
A-D	70			70			
AB-CD	419	786	0.533	415	2.1	9.778	A
AB-C	241			241			
D-ABC	146	303	0.483	145	0.9	22.510	C
C-D	167			167			
C-A	648			648			
C-B	31			31			
CD-AB	239	973	0.246	238	0.8	4.920	A
CD-A	547			547			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	138	351	0.392	138	0.6	16.844	C
B-A	165	227	0.726	164	2.4	55.660	F
A-B	90			90			
A-C	452			452			
A-D	70			70			
AB-CD	422	789	0.535	422	2.2	10.025	B
AB-C	238			238			
D-ABC	146	302	0.484	146	0.9	23.013	C
C-D	167			167			
C-A	648			648			
C-B	31			31			
CD-AB	241	974	0.247	241	0.9	4.935	A
CD-A	546			546			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	113	395	0.285	114	0.4	12.818	B
B-A	135	269	0.501	140	1.1	28.888	D
A-B	74			74			
A-C	369			369			
A-D	58			58			
AB-CD	277	740	0.375	281	1.1	7.993	A
AB-C	263			263			
D-ABC	119	348	0.344	121	0.5	15.988	C
C-D	136			136			
C-A	529			529			
C-B	25			25			
CD-AB	152	889	0.171	153	0.5	4.907	A
CD-A	492			492			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	94	426	0.221	95	0.3	10.877	B
B-A	113	300	0.376	115	0.6	19.590	C
A-B	62			62			
A-C	309			309			
A-D	48			48			
AB-CD	198	704	0.281	200	0.7	7.188	A
AB-C	254			254			
D-ABC	100	379	0.264	101	0.4	12.982	B
C-D	114			114			
C-A	443			443			
C-B	21			21			
CD-AB	105	828	0.127	106	0.3	4.992	A
CD-A	434			434			

Junction 2 AM & PM - 2042 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		14.85	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2042 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	799	100.000
B		✓	185	100.000
C		✓	699	100.000
D		✓	269	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	138	598	63
	B	88	0	47	50
	C	443	61	0	195
	D	81	76	112	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	1	2
	B	2	0	6	0
	C	1	5	0	2
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.30	14.69	0.4	B
B-A	0.56	47.52	1.2	E
A-B				
A-C				
A-D				
AB-CD	0.50	7.66	2.3	A
AB-C				
D-ABC	0.99	141.86	11.3	F
C-D				
C-A				
C-B				
CD-AB	0.58	10.49	2.7	B
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	73	438	0.167	72	0.2	9.818	A
B-A	66	264	0.251	65	0.3	17.951	C
A-B	104			104			
A-C	450			450			
A-D	47			47			
AB-CD	206	826	0.249	203	0.6	5.777	A
AB-C	365			365			
D-ABC	203	382	0.530	198	1.1	19.167	C
C-D	147			147			
C-A	333			333			
C-B	46			46			
CD-AB	220	732	0.300	217	0.7	6.977	A
CD-A	275			275			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	87	405	0.216	87	0.3	11.305	B
B-A	79	227	0.349	78	0.5	24.158	C
A-B	124			124			
A-C	538			538			
A-D	57			57			
AB-CD	299	882	0.339	297	1.1	6.190	A
AB-C	383			383			
D-ABC	242	349	0.694	238	2.1	31.489	D
C-D	176			176			
C-A	398			398			
C-B	55			55			
CD-AB	312	773	0.404	310	1.2	7.824	A
CD-A	279			279			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	107	355	0.302	106	0.4	14.467	B
B-A	97	175	0.553	94	1.1	43.348	E
A-B	152			152			
A-C	659			659			
A-D	69			69			
AB-CD	482	961	0.501	477	2.2	7.507	A
AB-C	353			353			
D-ABC	296	300	0.989	272	8.1	91.222	F
C-D	215			215			
C-A	488			488			
C-B	67			67			
CD-AB	466	828	0.563	461	2.5	9.949	A
CD-A	247			247			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	107	352	0.304	107	0.4	14.693	B
B-A	97	172	0.565	97	1.2	47.524	E
A-B	152			152			
A-C	659			659			
A-D	69			69			
AB-CD	485	964	0.503	485	2.3	7.663	A
AB-C	350			350			
D-ABC	296	299	0.992	284	11.3	141.862	F
C-D	215			215			
C-A	488			488			
C-B	67			67			
CD-AB	481	833	0.578	480	2.7	10.489	B
CD-A	239			239			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	87	402	0.217	88	0.3	11.473	B
B-A	79	220	0.359	82	0.6	26.368	D
A-B	124			124			
A-C	538			538			
A-D	57			57			
AB-CD	303	886	0.342	307	1.1	6.323	A
AB-C	380			380			
D-ABC	242	348	0.696	277	2.6	63.790	F
C-D	176			176			
C-A	398			398			
C-B	55			55			
CD-AB	349	787	0.444	353	1.6	8.510	A
CD-A	265			265			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	73	437	0.167	73	0.2	9.913	A
B-A	66	262	0.253	67	0.3	18.581	C
A-B	104			104			
A-C	450			450			
A-D	47			47			
AB-CD	209	829	0.252	210	0.7	5.867	A
AB-C	363			363			
D-ABC	203	381	0.531	209	1.2	21.443	C
C-D	147			147			
C-A	333			333			
C-B	46			46			
CD-AB	228	737	0.310	231	0.8	7.186	A
CD-A	272			272			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: Junction 8.j9
Path: M:\Projects\23\23-067 Old Slane Road\Design\TTA\Modelling\Junction 8
Report generation date: 01/05/2024 16:03:42

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Junction 8 - AM & PM - 2024 SURVEYED FLOWS									
Stream B-C	D1	0.0	6.02	0.02	A	D2	0.0	6.07	0.03	A
Stream B-A		0.0	7.68	0.00	A		0.0	7.80	0.00	A
Stream C-AB		0.0	6.21	0.03	A		0.1	6.17	0.05	A
	Junction 8 - AM & PM - 2027 DO NOTHING									
Stream B-C	D3	0.0	6.14	0.03	A	D4	0.0	6.19	0.04	A
Stream B-A		0.0	7.84	0.01	A		0.0	7.99	0.01	A
Stream C-AB		0.0	6.25	0.04	A		0.1	6.17	0.06	A
	Junction 8 - AM & PM - 2027 DO SOMETHING									
Stream B-C	D5	0.0	6.21	0.03	A	D6	0.1	6.33	0.05	A
Stream B-A		0.0	7.97	0.01	A		0.0	8.13	0.01	A
Stream C-AB		0.1	6.19	0.05	A		0.1	6.19	0.07	A
	Junction 8 - AM & PM - 2032 DO NOTHING									
Stream B-C	D7	0.0	6.15	0.03	A	D8	0.0	6.21	0.04	A
Stream B-A		0.0	7.86	0.01	A		0.0	8.01	0.01	A
Stream C-AB		0.0	6.26	0.04	A		0.1	6.16	0.07	A
	Junction 8 - AM & PM - 2032 DO SOMETHING									
Stream B-C	D9	0.0	6.22	0.04	A	D10	0.1	6.34	0.05	A
Stream B-A		0.0	7.98	0.01	A		0.0	8.15	0.01	A
Stream C-AB		0.1	6.19	0.05	A		0.1	6.20	0.08	A
	Junction 8 - AM & PM - 2042 DO NOTHING									
Stream B-C	D11	0.0	6.16	0.03	A	D12	0.0	6.23	0.04	A
Stream B-A		0.0	7.87	0.01	A		0.0	8.04	0.01	A
Stream C-AB		0.0	6.27	0.04	A		0.1	6.18	0.07	A
	Junction 8 - AM & PM - 2042 DO SOMETHING									
Stream B-C	D13	0.0	6.23	0.04	A	D14	0.1	6.36	0.06	A
Stream B-A		0.0	7.99	0.01	A		0.0	8.18	0.01	A
Stream C-AB		0.1	6.21	0.05	A		0.1	6.21	0.08	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

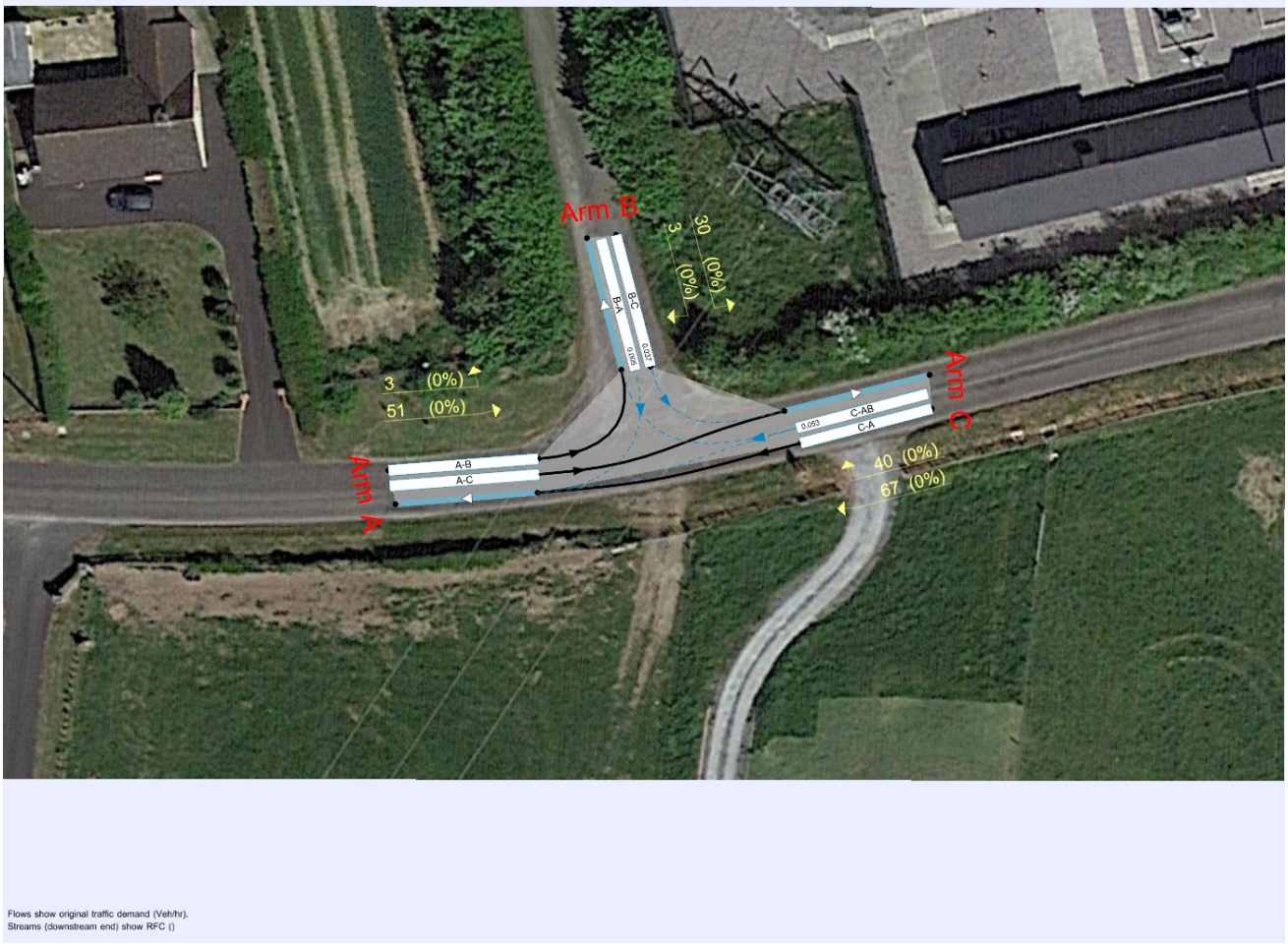
File summary

File Description

Title	Junction 8
Location	Slane Rd. / Local Road - Drogheda
Site number	
Date	14/03/2024
Version	1
Status	(new file)
Identifier	
Client	
Jobnumber	23-067
Enumerator	DOMAIN\f.maio
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.90	40.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 SURVEYED FLOWS	AM	ONE HOUR	00:00	01:30	15
D2	2024 SURVEYED FLOWS	PM	ONE HOUR	00:00	01:30	15
D3	2027 DO NOTHING	AM	ONE HOUR	00:00	01:30	15
D4	2027 DO NOTHING	PM	ONE HOUR	00:00	01:30	15
D5	2027 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15
D6	2027 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15
D7	2032 DO NOTHING	AM	ONE HOUR	00:00	01:30	15
D8	2032 DO NOTHING	PM	ONE HOUR	00:00	01:30	15
D9	2032 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15
D10	2032 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15
D11	2042 DO NOTHING	AM	ONE HOUR	00:00	01:30	15
D12	2042 DO NOTHING	PM	ONE HOUR	00:00	01:30	15
D13	2042 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15
D14	2042 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Junction 8 - AM & PM	100.000

Junction 8 - AM & PM - 2024 SURVEYED FLOWS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	4.50			35.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	2.20	2.20	40	70

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	483	0.094	0.237	0.149	0.338
B-C	615	0.100	0.254	-	-
C-B	594	0.245	0.245	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 SURVEYED FLOWS	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	21	100.000
B		✓	12	100.000
C		✓	25	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	16
	B	2	0	10
	C	10	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.02	0.0	A
B-A	0.00	7.68	0.0	A
C-AB	0.03	6.21	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	611	0.012	7	0.0	5.968	A
B-A	2	475	0.003	1	0.0	7.603	A
C-AB	11	595	0.019	11	0.0	6.163	A
C-A	7			7			
A-B	4			4			
A-C	12			12			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	610	0.015	9	0.0	5.991	A
B-A	2	473	0.004	2	0.0	7.634	A
C-AB	14	596	0.023	14	0.0	6.185	A
C-A	9			9			
A-B	4			4			
A-C	14			14			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	609	0.018	11	0.0	6.021	A
B-A	2	471	0.005	2	0.0	7.676	A
C-AB	17	596	0.028	17	0.0	6.215	A
C-A	11			11			
A-B	6			6			
A-C	18			18			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	609	0.018	11	0.0	6.021	A
B-A	2	471	0.005	2	0.0	7.676	A
C-AB	17	596	0.028	17	0.0	6.215	A
C-A	11			11			
A-B	6			6			
A-C	18			18			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	610	0.015	9	0.0	5.993	A
B-A	2	473	0.004	2	0.0	7.634	A
C-AB	14	596	0.023	14	0.0	6.185	A
C-A	9			9			
A-B	4			4			
A-C	14			14			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	611	0.012	8	0.0	5.969	A
B-A	2	475	0.003	2	0.0	7.604	A
C-AB	11	595	0.019	11	0.0	6.164	A
C-A	7			7			
A-B	4			4			
A-C	12			12			

Junction 8 - AM & PM - 2024 SURVEYED FLOWS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 SURVEYED FLOWS	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	20	100.000
B		✓	16	100.000
C		✓	57	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	18
	B	2	0	14
	C	32	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.07	0.0	A
B-A	0.00	7.80	0.0	A
C-AB	0.05	6.17	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	610	0.017	10	0.0	6.000	A
B-A	2	470	0.003	1	0.0	7.688	A
C-AB	20	607	0.032	19	0.0	6.128	A
C-A	23			23			
A-B	2			2			
A-C	14			14			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	610	0.021	13	0.0	6.029	A
B-A	2	467	0.004	2	0.0	7.736	A
C-AB	24	609	0.039	24	0.0	6.147	A
C-A	28			28			
A-B	2			2			
A-C	16			16			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	609	0.025	15	0.0	6.069	A
B-A	2	464	0.005	2	0.0	7.803	A
C-AB	29	613	0.048	29	0.1	6.170	A
C-A	34			34			
A-B	2			2			
A-C	20			20			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	609	0.025	15	0.0	6.069	A
B-A	2	463	0.005	2	0.0	7.803	A
C-AB	29	613	0.048	29	0.1	6.173	A
C-A	34			34			
A-B	2			2			
A-C	20			20			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	610	0.021	13	0.0	6.029	A
B-A	2	467	0.004	2	0.0	7.737	A
C-AB	24	609	0.039	24	0.0	6.148	A
C-A	28			28			
A-B	2			2			
A-C	16			16			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	610	0.017	11	0.0	6.003	A
B-A	2	470	0.003	2	0.0	7.690	A
C-AB	20	607	0.032	20	0.0	6.134	A
C-A	23			23			
A-B	2			2			
A-C	14			14			

Junction 8 - AM & PM - 2027 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2027 DO NOTHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	41	100.000
B		✓	18	100.000
C		✓	41	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	35
	B	3	0	15
	C	21	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.14	0.0	A
B-A	0.01	7.84	0.0	A
C-AB	0.04	6.25	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	607	0.019	11	0.0	6.046	A
B-A	2	469	0.005	2	0.0	7.715	A
C-AB	15	597	0.026	15	0.0	6.186	A
C-A	15			15			
A-B	5			5			
A-C	27			27			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	605	0.022	13	0.0	6.084	A
B-A	3	466	0.006	3	0.0	7.768	A
C-AB	19	598	0.031	19	0.0	6.212	A
C-A	18			18			
A-B	5			5			
A-C	32			32			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	603	0.027	16	0.0	6.138	A
B-A	3	462	0.007	3	0.0	7.843	A
C-AB	23	599	0.038	23	0.0	6.250	A
C-A	22			22			
A-B	7			7			
A-C	39			39			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	603	0.027	17	0.0	6.138	A
B-A	3	462	0.007	3	0.0	7.843	A
C-AB	23	599	0.038	23	0.0	6.250	A
C-A	22			22			
A-B	7			7			
A-C	39			39			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	605	0.022	14	0.0	6.087	A
B-A	3	466	0.006	3	0.0	7.770	A
C-AB	19	598	0.031	19	0.0	6.216	A
C-A	18			18			
A-B	5			5			
A-C	32			32			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	607	0.019	11	0.0	6.047	A
B-A	2	469	0.005	2	0.0	7.715	A
C-AB	15	597	0.026	15	0.0	6.187	A
C-A	15			15			
A-B	5			5			
A-C	27			27			

Junction 8 - AM & PM - 2027 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2027 DO NOTHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	34	100.000
B		✓	24	100.000
C		✓	86	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	31
	B	3	0	21
	C	53	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.04	6.19	0.0	A
B-A	0.01	7.99	0.0	A
C-AB	0.06	6.17	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16	608	0.026	16	0.0	6.082	A
B-A	2	463	0.005	2	0.0	7.814	A
C-AB	27	615	0.043	26	0.0	6.118	A
C-A	38			38			
A-B	2			2			
A-C	23			23			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	606	0.031	19	0.0	6.128	A
B-A	3	459	0.006	3	0.0	7.889	A
C-AB	32	619	0.052	32	0.1	6.137	A
C-A	45			45			
A-B	3			3			
A-C	28			28			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	604	0.038	23	0.0	6.193	A
B-A	3	454	0.007	3	0.0	7.994	A
C-AB	40	624	0.064	40	0.1	6.163	A
C-A	54			54			
A-B	3			3			
A-C	34			34			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	604	0.038	23	0.0	6.193	A
B-A	3	454	0.007	3	0.0	7.995	A
C-AB	40	624	0.064	40	0.1	6.166	A
C-A	54			54			
A-B	3			3			
A-C	34			34			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	606	0.031	19	0.0	6.129	A
B-A	3	459	0.006	3	0.0	7.890	A
C-AB	32	619	0.052	32	0.1	6.139	A
C-A	45			45			
A-B	3			3			
A-C	28			28			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16	608	0.026	16	0.0	6.085	A
B-A	2	463	0.005	2	0.0	7.817	A
C-AB	27	615	0.043	27	0.1	6.122	A
C-A	38			38			
A-B	2			2			
A-C	23			23			

Junction 8 - AM & PM - 2027 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	49	100.000
B		✓	22	100.000
C		✓	66	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	43
	B	3	0	19
	C	41	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.21	0.0	A
B-A	0.01	7.97	0.0	A
C-AB	0.05	6.19	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	605	0.024	14	0.0	6.093	A
B-A	2	464	0.005	2	0.0	7.797	A
C-AB	20	606	0.033	20	0.0	6.138	A
C-A	30			30			
A-B	5			5			
A-C	33			33			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	603	0.028	17	0.0	6.141	A
B-A	3	460	0.006	3	0.0	7.869	A
C-AB	24	608	0.039	24	0.0	6.159	A
C-A	35			35			
A-B	5			5			
A-C	39			39			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	601	0.035	21	0.0	6.208	A
B-A	3	455	0.007	3	0.0	7.969	A
C-AB	30	612	0.049	30	0.1	6.186	A
C-A	43			43			
A-B	7			7			
A-C	48			48			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	601	0.035	21	0.0	6.208	A
B-A	3	455	0.007	3	0.0	7.969	A
C-AB	30	612	0.049	30	0.1	6.186	A
C-A	43			43			
A-B	7			7			
A-C	48			48			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	603	0.028	17	0.0	6.141	A
B-A	3	460	0.006	3	0.0	7.869	A
C-AB	24	608	0.039	24	0.0	6.160	A
C-A	35			35			
A-B	5			5			
A-C	39			39			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	605	0.024	14	0.0	6.096	A
B-A	2	464	0.005	2	0.0	7.798	A
C-AB	20	606	0.033	20	0.0	6.144	A
C-A	30			30			
A-B	5			5			
A-C	33			33			

Junction 8 - AM & PM - 2027 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	51	100.000
B		✓	31	100.000
C		✓	100	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	48
	B	3	0	28
	C	63	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	6.33	0.1	A
B-A	0.01	8.13	0.0	A
C-AB	0.07	6.19	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	604	0.035	21	0.0	6.169	A
B-A	2	458	0.005	2	0.0	7.902	A
C-AB	30	617	0.049	30	0.1	6.135	A
C-A	45			45			
A-B	2			2			
A-C	36			36			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	602	0.042	25	0.0	6.236	A
B-A	3	453	0.006	3	0.0	7.997	A
C-AB	37	621	0.059	37	0.1	6.159	A
C-A	53			53			
A-B	3			3			
A-C	43			43			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	600	0.051	31	0.1	6.328	A
B-A	3	446	0.007	3	0.0	8.131	A
C-AB	46	627	0.073	46	0.1	6.191	A
C-A	64			64			
A-B	3			3			
A-C	53			53			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	600	0.051	31	0.1	6.328	A
B-A	3	446	0.007	3	0.0	8.131	A
C-AB	46	627	0.073	46	0.1	6.192	A
C-A	64			64			
A-B	3			3			
A-C	53			53			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	602	0.042	25	0.0	6.237	A
B-A	3	453	0.006	3	0.0	7.998	A
C-AB	37	621	0.059	37	0.1	6.163	A
C-A	53			53			
A-B	3			3			
A-C	43			43			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	604	0.035	21	0.0	6.172	A
B-A	2	458	0.005	2	0.0	7.906	A
C-AB	30	617	0.049	30	0.1	6.139	A
C-A	45			45			
A-B	2			2			
A-C	36			36			

Junction 8 - AM & PM - 2032 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2032 DO NOTHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	42	100.000
B		✓	19	100.000
C		✓	43	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	36
	B	3	0	16
	C	22	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.15	0.0	A
B-A	0.01	7.86	0.0	A
C-AB	0.04	6.26	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	606	0.020	12	0.0	6.056	A
B-A	2	468	0.005	2	0.0	7.724	A
C-AB	16	598	0.027	16	0.0	6.191	A
C-A	16			16			
A-B	5			5			
A-C	27			27			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	605	0.024	14	0.0	6.096	A
B-A	3	465	0.006	3	0.0	7.779	A
C-AB	20	598	0.033	20	0.0	6.219	A
C-A	19			19			
A-B	5			5			
A-C	33			33			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	603	0.029	18	0.0	6.153	A
B-A	3	461	0.007	3	0.0	7.857	A
C-AB	24	599	0.040	24	0.0	6.258	A
C-A	23			23			
A-B	7			7			
A-C	40			40			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	603	0.029	18	0.0	6.153	A
B-A	3	461	0.007	3	0.0	7.857	A
C-AB	24	599	0.040	24	0.0	6.260	A
C-A	23			23			
A-B	7			7			
A-C	40			40			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	605	0.024	14	0.0	6.097	A
B-A	3	465	0.006	3	0.0	7.780	A
C-AB	20	598	0.033	20	0.0	6.219	A
C-A	19			19			
A-B	5			5			
A-C	33			33			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	606	0.020	12	0.0	6.059	A
B-A	2	468	0.005	2	0.0	7.724	A
C-AB	16	598	0.027	16	0.0	6.194	A
C-A	16			16			
A-B	5			5			
A-C	27			27			

Junction 8 - AM & PM - 2032 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2032 DO NOTHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	35	100.000
B		✓	25	100.000
C		✓	89	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	32
	B	3	0	22
	C	55	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.04	6.21	0.0	A
B-A	0.01	8.01	0.0	A
C-AB	0.07	6.16	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	607	0.027	16	0.0	6.092	A
B-A	2	462	0.005	2	0.0	7.825	A
C-AB	27	615	0.045	27	0.1	6.119	A
C-A	39			39			
A-B	2			2			
A-C	24			24			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	606	0.033	20	0.0	6.140	A
B-A	3	458	0.006	3	0.0	7.903	A
C-AB	33	620	0.054	33	0.1	6.138	A
C-A	46			46			
A-B	3			3			
A-C	29			29			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	604	0.040	24	0.0	6.207	A
B-A	3	453	0.007	3	0.0	8.011	A
C-AB	41	625	0.066	41	0.1	6.164	A
C-A	56			56			
A-B	3			3			
A-C	35			35			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	604	0.040	24	0.0	6.207	A
B-A	3	453	0.007	3	0.0	8.012	A
C-AB	41	625	0.066	41	0.1	6.165	A
C-A	56			56			
A-B	3			3			
A-C	35			35			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	606	0.033	20	0.0	6.141	A
B-A	3	458	0.006	3	0.0	7.905	A
C-AB	33	620	0.054	33	0.1	6.142	A
C-A	46			46			
A-B	3			3			
A-C	29			29			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	607	0.027	17	0.0	6.095	A
B-A	2	462	0.005	2	0.0	7.826	A
C-AB	27	615	0.045	27	0.1	6.123	A
C-A	39			39			
A-B	2			2			
A-C	24			24			

Junction 8 - AM & PM - 2032 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	50	100.000
B		✓	23	100.000
C		✓	68	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	44
	B	3	0	20
	C	42	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.04	6.22	0.0	A
B-A	0.01	7.98	0.0	A
C-AB	0.05	6.19	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	605	0.025	15	0.0	6.103	A
B-A	2	463	0.005	2	0.0	7.806	A
C-AB	21	606	0.034	21	0.0	6.143	A
C-A	31			31			
A-B	5			5			
A-C	33			33			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	603	0.030	18	0.0	6.153	A
B-A	3	460	0.006	3	0.0	7.880	A
C-AB	25	609	0.041	25	0.0	6.165	A
C-A	36			36			
A-B	5			5			
A-C	40			40			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	600	0.037	22	0.0	6.223	A
B-A	3	454	0.007	3	0.0	7.983	A
C-AB	31	612	0.051	31	0.1	6.194	A
C-A	44			44			
A-B	7			7			
A-C	49			49			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	600	0.037	22	0.0	6.223	A
B-A	3	454	0.007	3	0.0	7.983	A
C-AB	31	612	0.051	31	0.1	6.195	A
C-A	44			44			
A-B	7			7			
A-C	49			49			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	603	0.030	18	0.0	6.156	A
B-A	3	459	0.006	3	0.0	7.882	A
C-AB	25	609	0.041	25	0.0	6.167	A
C-A	36			36			
A-B	5			5			
A-C	40			40			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	605	0.025	15	0.0	6.103	A
B-A	2	463	0.005	2	0.0	7.808	A
C-AB	21	606	0.034	21	0.0	6.146	A
C-A	31			31			
A-B	5			5			
A-C	33			33			

Junction 8 - AM & PM - 2032 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	52	100.000
B		✓	32	100.000
C		✓	103	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	49
	B	3	0	29
	C	65	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	6.34	0.1	A
B-A	0.01	8.15	0.0	A
C-AB	0.08	6.20	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	604	0.036	22	0.0	6.179	A
B-A	2	457	0.005	2	0.0	7.914	A
C-AB	31	617	0.050	31	0.1	6.136	A
C-A	46			46			
A-B	2			2			
A-C	37			37			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	602	0.043	26	0.0	6.248	A
B-A	3	452	0.006	3	0.0	8.011	A
C-AB	38	622	0.061	38	0.1	6.160	A
C-A	55			55			
A-B	3			3			
A-C	44			44			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	599	0.053	32	0.1	6.344	A
B-A	3	445	0.007	3	0.0	8.149	A
C-AB	47	628	0.075	47	0.1	6.193	A
C-A	66			66			
A-B	3			3			
A-C	54			54			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	599	0.053	32	0.1	6.344	A
B-A	3	445	0.007	3	0.0	8.149	A
C-AB	47	628	0.075	47	0.1	6.197	A
C-A	66			66			
A-B	3			3			
A-C	54			54			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	602	0.043	26	0.0	6.249	A
B-A	3	452	0.006	3	0.0	8.014	A
C-AB	38	622	0.061	38	0.1	6.162	A
C-A	55			55			
A-B	3			3			
A-C	44			44			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	604	0.036	22	0.0	6.184	A
B-A	2	457	0.005	2	0.0	7.917	A
C-AB	31	617	0.050	31	0.1	6.140	A
C-A	46			46			
A-B	2			2			
A-C	37			37			

Junction 8 - AM & PM - 2042 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2042 DO NOTHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	43	100.000
B		✓	19	100.000
C		✓	44	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	37
	B	3	0	16
	C	22	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.16	0.0	A
B-A	0.01	7.87	0.0	A
C-AB	0.04	6.27	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	606	0.020	12	0.0	6.058	A
B-A	2	468	0.005	2	0.0	7.731	A
C-AB	17	597	0.029	17	0.0	6.199	A
C-A	16			16			
A-B	5			5			
A-C	28			28			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	605	0.024	14	0.0	6.098	A
B-A	3	465	0.006	3	0.0	7.788	A
C-AB	20	598	0.034	20	0.0	6.231	A
C-A	19			19			
A-B	5			5			
A-C	33			33			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	602	0.029	18	0.0	6.155	A
B-A	3	461	0.007	3	0.0	7.868	A
C-AB	25	599	0.042	25	0.0	6.273	A
C-A	23			23			
A-B	7			7			
A-C	41			41			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	602	0.029	18	0.0	6.155	A
B-A	3	461	0.007	3	0.0	7.868	A
C-AB	25	599	0.042	25	0.0	6.273	A
C-A	23			23			
A-B	7			7			
A-C	41			41			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	605	0.024	14	0.0	6.099	A
B-A	3	465	0.006	3	0.0	7.788	A
C-AB	20	598	0.034	20	0.0	6.232	A
C-A	19			19			
A-B	5			5			
A-C	33			33			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	606	0.020	12	0.0	6.058	A
B-A	2	468	0.005	2	0.0	7.732	A
C-AB	17	597	0.029	17	0.0	6.202	A
C-A	16			16			
A-B	5			5			
A-C	28			28			

Junction 8 - AM & PM - 2042 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2042 DO NOTHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	37	100.000
B		✓	26	100.000
C		✓	93	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	34
	B	3	0	23
	C	57	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.04	6.23	0.0	A
B-A	0.01	8.04	0.0	A
C-AB	0.07	6.18	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	607	0.029	17	0.0	6.101	A
B-A	2	461	0.005	2	0.0	7.843	A
C-AB	29	616	0.047	29	0.1	6.130	A
C-A	41			41			
A-B	2			2			
A-C	26			26			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	606	0.034	21	0.0	6.154	A
B-A	3	457	0.006	3	0.0	7.925	A
C-AB	35	620	0.057	35	0.1	6.151	A
C-A	48			48			
A-B	3			3			
A-C	31			31			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	604	0.042	25	0.0	6.225	A
B-A	3	451	0.007	3	0.0	8.040	A
C-AB	44	626	0.070	44	0.1	6.181	A
C-A	58			58			
A-B	3			3			
A-C	38			38			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	604	0.042	25	0.0	6.225	A
B-A	3	451	0.007	3	0.0	8.040	A
C-AB	44	626	0.070	44	0.1	6.182	A
C-A	58			58			
A-B	3			3			
A-C	38			38			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	606	0.034	21	0.0	6.155	A
B-A	3	457	0.006	3	0.0	7.928	A
C-AB	35	620	0.057	35	0.1	6.154	A
C-A	48			48			
A-B	3			3			
A-C	31			31			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	607	0.029	17	0.0	6.104	A
B-A	2	461	0.005	2	0.0	7.845	A
C-AB	29	616	0.047	29	0.1	6.136	A
C-A	41			41			
A-B	2			2			
A-C	26			26			

Junction 8 - AM & PM - 2042 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2042 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	51	100.000
B		✓	23	100.000
C		✓	69	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	45
	B	3	0	20
	C	42	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.04	6.23	0.0	A
B-A	0.01	7.99	0.0	A
C-AB	0.05	6.21	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	605	0.025	15	0.0	6.105	A
B-A	2	463	0.005	2	0.0	7.814	A
C-AB	21	606	0.035	21	0.0	6.153	A
C-A	31			31			
A-B	5			5			
A-C	34			34			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	603	0.030	18	0.0	6.155	A
B-A	3	459	0.006	3	0.0	7.889	A
C-AB	26	609	0.043	26	0.0	6.178	A
C-A	36			36			
A-B	5			5			
A-C	41			41			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	600	0.037	22	0.0	6.226	A
B-A	3	454	0.007	3	0.0	7.994	A
C-AB	32	612	0.053	32	0.1	6.210	A
C-A	44			44			
A-B	7			7			
A-C	50			50			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	600	0.037	22	0.0	6.226	A
B-A	3	454	0.007	3	0.0	7.994	A
C-AB	32	612	0.053	32	0.1	6.213	A
C-A	44			44			
A-B	7			7			
A-C	50			50			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	603	0.030	18	0.0	6.158	A
B-A	3	459	0.006	3	0.0	7.890	A
C-AB	26	609	0.043	26	0.0	6.179	A
C-A	36			36			
A-B	5			5			
A-C	41			41			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	605	0.025	15	0.0	6.105	A
B-A	2	463	0.005	2	0.0	7.815	A
C-AB	21	606	0.035	21	0.0	6.159	A
C-A	31			31			
A-B	5			5			
A-C	34			34			

Junction 8 - AM & PM - 2042 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2042 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	54	100.000
B		✓	33	100.000
C		✓	107	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	51
	B	3	0	30
	C	67	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.06	6.36	0.1	A
B-A	0.01	8.18	0.0	A
C-AB	0.08	6.21	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	604	0.037	22	0.0	6.191	A
B-A	2	456	0.005	2	0.0	7.933	A
C-AB	33	618	0.053	33	0.1	6.147	A
C-A	48			48			
A-B	2			2			
A-C	39			39			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	602	0.045	27	0.0	6.263	A
B-A	3	451	0.006	3	0.0	8.035	A
C-AB	40	623	0.064	40	0.1	6.174	A
C-A	56			56			
A-B	3			3			
A-C	46			46			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	599	0.055	33	0.1	6.362	A
B-A	3	443	0.007	3	0.0	8.178	A
C-AB	50	629	0.079	50	0.1	6.211	A
C-A	68			68			
A-B	3			3			
A-C	56			56			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	599	0.055	33	0.1	6.362	A
B-A	3	443	0.007	3	0.0	8.179	A
C-AB	50	629	0.079	50	0.1	6.215	A
C-A	68			68			
A-B	3			3			
A-C	56			56			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	602	0.045	27	0.0	6.267	A
B-A	3	451	0.006	3	0.0	8.036	A
C-AB	40	623	0.064	40	0.1	6.176	A
C-A	56			56			
A-B	3			3			
A-C	46			46			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	604	0.037	23	0.0	6.194	A
B-A	2	456	0.005	2	0.0	7.936	A
C-AB	33	618	0.053	33	0.1	6.153	A
C-A	47			47			
A-B	2			2			
A-C	39			39			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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

Filename: Junction 9.j9
Path: M:\Projects\23\23-067 Old Slane Road\Design\TTA\Modelling\Junction 9
Report generation date: 01/05/2024 16:09:37

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Junction 9 AM & PM - 2024 SURVEYED FLOWS									
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Junction 9 AM & PM - 2027 DO NOTHING									
Stream B-C	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Junction 9 AM & PM - 2027 DO SOMETHING									
Stream B-C	D5	0.2	7.32	0.14	A	D6	0.1	6.81	0.09	A
Stream B-A		0.1	8.74	0.06	A		0.0	8.89	0.04	A
Stream C-AB		0.1	6.33	0.07	A		0.2	6.60	0.14	A
	Junction 9 AM & PM - 2032 DO NOTHING									
Stream B-C	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Junction 9 AM & PM - 2032 DO SOMETHING									
Stream B-C	D9	0.2	7.33	0.14	A	D10	0.1	6.82	0.09	A
Stream B-A		0.1	8.76	0.06	A		0.0	8.92	0.04	A
Stream C-AB		0.1	6.33	0.07	A		0.2	6.59	0.14	A
	Junction 9 AM & PM - 2042 DO NOTHING									
Stream B-C	D11	0.0	0.00	0.00	A	D12	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Junction 9 AM & PM - 2042 DO SOMETHING									
Stream B-C	D13	0.2	7.34	0.14	A	D14	0.1	6.83	0.09	A
Stream B-A		0.1	8.78	0.06	A		0.0	8.95	0.04	A
Stream C-AB		0.1	6.33	0.07	A		0.2	6.57	0.15	A

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

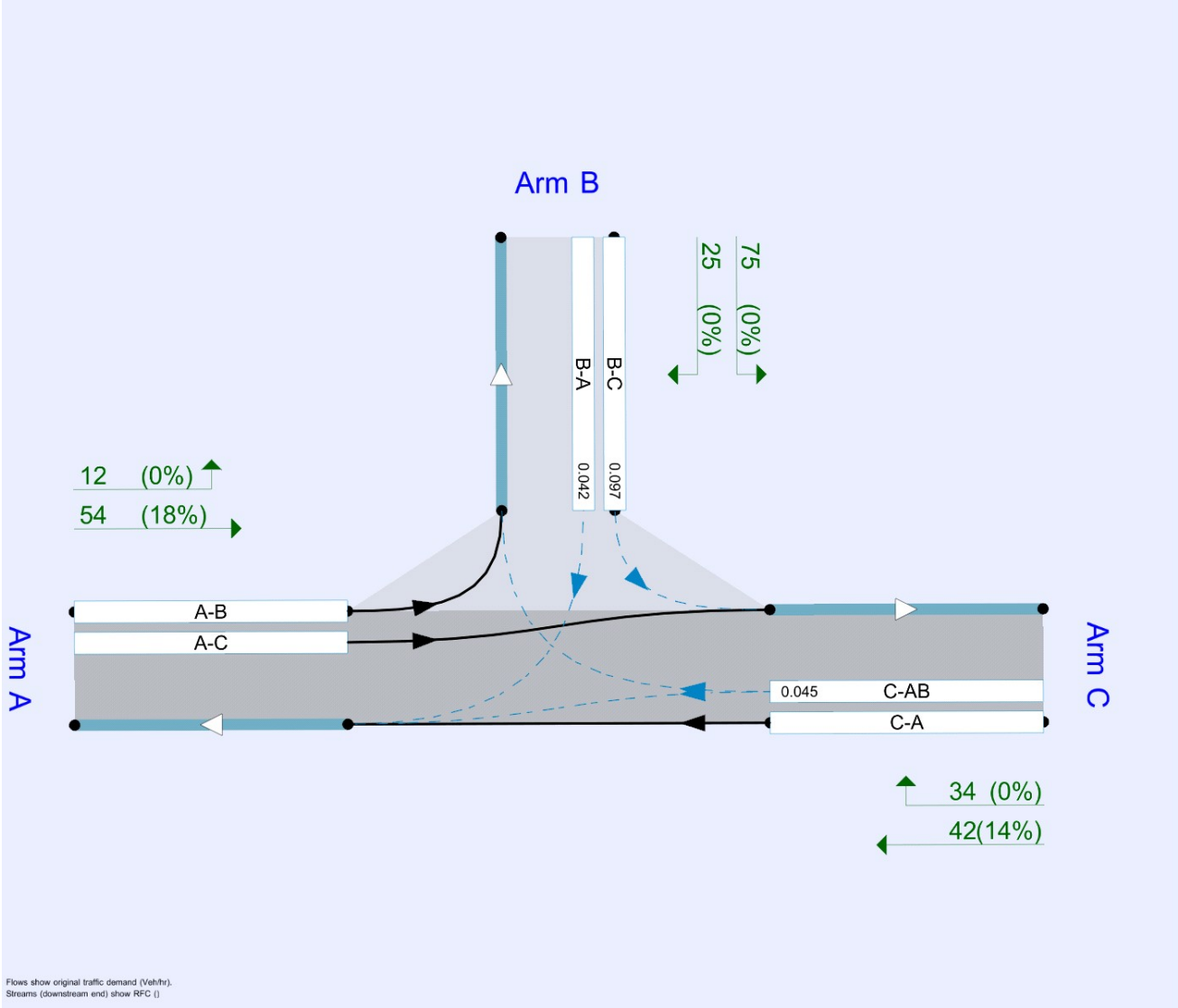
File summary

File Description

Title	Junction 9
Location	Slane Rd. / Access Road Subject Development
Site number	
Date	14/03/2024
Version	1
Status	(new file)
Identifier	
Client	
Jobnumber	23-067
Enumerator	DOMAIN\f.maio
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 SURVEYED FLOWS	AM	ONE HOUR	00:00	01:30	15
D2	2024 SURVEYED FLOWS	PM	ONE HOUR	00:00	01:30	15
D3	2027 DO NOTHING	AM	ONE HOUR	00:00	01:30	15
D4	2027 DO NOTHING	PM	ONE HOUR	00:00	01:30	15
D5	2027 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15
D6	2027 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15
D7	2032 DO NOTHING	AM	ONE HOUR	00:00	01:30	15
D8	2032 DO NOTHING	PM	ONE HOUR	00:00	01:30	15
D9	2032 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15
D10	2032 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15
D11	2042 DO NOTHING	AM	ONE HOUR	00:00	01:30	15
D12	2042 DO NOTHING	PM	ONE HOUR	00:00	01:30	15
D13	2042 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15
D14	2042 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Junction 9 AM & PM	100.000

Junction 9 AM & PM - 2024 SURVEYED FLOWS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			45.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	2.20	2.20	45	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	473	0.086	0.218	0.137	0.311
B-C	600	0.092	0.232	-	-
C-B	600	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 SURVEYED FLOWS	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	28	100.000
B		✓	0	100.000
C		✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	28
	B	0	0	0
	C	23	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	594	0.000	0	0.0	0.000	A
B-A	0	465	0.000	0	0.0	0.000	A
C-AB	0	555	0.000	0	0.0	0.000	A
C-A	17			17			
A-B	0			0			
A-C	21			21			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	593	0.000	0	0.0	0.000	A
B-A	0	463	0.000	0	0.0	0.000	A
C-AB	0	554	0.000	0	0.0	0.000	A
C-A	21			21			
A-B	0			0			
A-C	25			25			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	592	0.000	0	0.0	0.000	A
B-A	0	461	0.000	0	0.0	0.000	A
C-AB	0	553	0.000	0	0.0	0.000	A
C-A	25			25			
A-B	0			0			
A-C	31			31			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	592	0.000	0	0.0	0.000	A
B-A	0	461	0.000	0	0.0	0.000	A
C-AB	0	553	0.000	0	0.0	0.000	A
C-A	25			25			
A-B	0			0			
A-C	31			31			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	593	0.000	0	0.0	0.000	A
B-A	0	463	0.000	0	0.0	0.000	A
C-AB	0	554	0.000	0	0.0	0.000	A
C-A	21			21			
A-B	0			0			
A-C	25			25			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	594	0.000	0	0.0	0.000	A
B-A	0	465	0.000	0	0.0	0.000	A
C-AB	0	555	0.000	0	0.0	0.000	A
C-A	17			17			
A-B	0			0			
A-C	21			21			

Junction 9 AM & PM - 2024 SURVEYED FLOWS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 SURVEYED FLOWS	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	33	100.000
B		✓	0	100.000
C		✓	51	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	33
	B	0	0	0
	C	51	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	594	0.000	0	0.0	0.000	A
B-A	0	462	0.000	0	0.0	0.000	A
C-AB	0	582	0.000	0	0.0	0.000	A
C-A	38			38			
A-B	0			0			
A-C	25			25			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	593	0.000	0	0.0	0.000	A
B-A	0	460	0.000	0	0.0	0.000	A
C-AB	0	581	0.000	0	0.0	0.000	A
C-A	46			46			
A-B	0			0			
A-C	30			30			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	591	0.000	0	0.0	0.000	A
B-A	0	457	0.000	0	0.0	0.000	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	56			56			
A-B	0			0			
A-C	36			36			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	591	0.000	0	0.0	0.000	A
B-A	0	457	0.000	0	0.0	0.000	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	56			56			
A-B	0			0			
A-C	36			36			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	593	0.000	0	0.0	0.000	A
B-A	0	460	0.000	0	0.0	0.000	A
C-AB	0	581	0.000	0	0.0	0.000	A
C-A	46			46			
A-B	0			0			
A-C	30			30			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	594	0.000	0	0.0	0.000	A
B-A	0	462	0.000	0	0.0	0.000	A
C-AB	0	582	0.000	0	0.0	0.000	A
C-A	38			38			
A-B	0			0			
A-C	25			25			

Junction 9 AM & PM - 2027 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2027 DO NOTHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	50	100.000
B		✓	0	100.000
C		✓	39	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	50
	B	0	0	0
	C	39	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	590	0.000	0	0.0	0.000	A
B-A	0	459	0.000	0	0.0	0.000	A
C-AB	0	551	0.000	0	0.0	0.000	A
C-A	29			29			
A-B	0			0			
A-C	38			38			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	588	0.000	0	0.0	0.000	A
B-A	0	456	0.000	0	0.0	0.000	A
C-AB	0	549	0.000	0	0.0	0.000	A
C-A	35			35			
A-B	0			0			
A-C	45			45			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	585	0.000	0	0.0	0.000	A
B-A	0	452	0.000	0	0.0	0.000	A
C-AB	0	547	0.000	0	0.0	0.000	A
C-A	43			43			
A-B	0			0			
A-C	55			55			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	585	0.000	0	0.0	0.000	A
B-A	0	452	0.000	0	0.0	0.000	A
C-AB	0	547	0.000	0	0.0	0.000	A
C-A	43			43			
A-B	0			0			
A-C	55			55			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	588	0.000	0	0.0	0.000	A
B-A	0	456	0.000	0	0.0	0.000	A
C-AB	0	549	0.000	0	0.0	0.000	A
C-A	35			35			
A-B	0			0			
A-C	45			45			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	590	0.000	0	0.0	0.000	A
B-A	0	459	0.000	0	0.0	0.000	A
C-AB	0	551	0.000	0	0.0	0.000	A
C-A	29			29			
A-B	0			0			
A-C	38			38			

Junction 9 AM & PM - 2027 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2027 DO NOTHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	53	100.000
B		✓	0	100.000
C		✓	79	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	53
	B	0	0	0
	C	79	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	590	0.000	0	0.0	0.000	A
B-A	0	455	0.000	0	0.0	0.000	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	59			59			
A-B	0			0			
A-C	40			40			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	588	0.000	0	0.0	0.000	A
B-A	0	452	0.000	0	0.0	0.000	A
C-AB	0	577	0.000	0	0.0	0.000	A
C-A	71			71			
A-B	0			0			
A-C	48			48			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	586	0.000	0	0.0	0.000	A
B-A	0	447	0.000	0	0.0	0.000	A
C-AB	0	574	0.000	0	0.0	0.000	A
C-A	87			87			
A-B	0			0			
A-C	59			59			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	586	0.000	0	0.0	0.000	A
B-A	0	447	0.000	0	0.0	0.000	A
C-AB	0	574	0.000	0	0.0	0.000	A
C-A	87			87			
A-B	0			0			
A-C	59			59			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	588	0.000	0	0.0	0.000	A
B-A	0	452	0.000	0	0.0	0.000	A
C-AB	0	577	0.000	0	0.0	0.000	A
C-A	71			71			
A-B	0			0			
A-C	48			48			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	590	0.000	0	0.0	0.000	A
B-A	0	455	0.000	0	0.0	0.000	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	59			59			
A-B	0			0			
A-C	40			40			

Junction 9 AM & PM - 2027 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	62	100.000
B		✓	100	100.000
C		✓	73	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	50
	B	25	0	75
	C	39	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.14	7.32	0.2	A
B-A	0.06	8.74	0.1	A
C-AB	0.07	6.33	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	583	0.097	56	0.1	6.830	A
B-A	19	450	0.042	19	0.0	8.337	A
C-AB	27	606	0.044	27	0.1	6.213	A
C-A	28			28			
A-B	9			9			
A-C	38			38			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	579	0.116	67	0.1	7.033	A
B-A	22	446	0.050	22	0.1	8.508	A
C-AB	32	607	0.053	32	0.1	6.258	A
C-A	33			33			
A-B	11			11			
A-C	45			45			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	574	0.144	82	0.2	7.315	A
B-A	28	439	0.063	27	0.1	8.739	A
C-AB	40	609	0.066	40	0.1	6.324	A
C-A	40			40			
A-B	13			13			
A-C	55			55			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	574	0.144	83	0.2	7.318	A
B-A	28	439	0.063	28	0.1	8.741	A
C-AB	40	609	0.066	40	0.1	6.333	A
C-A	40			40			
A-B	13			13			
A-C	55			55			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	579	0.116	68	0.1	7.040	A
B-A	22	446	0.050	23	0.1	8.512	A
C-AB	32	607	0.053	33	0.1	6.271	A
C-A	33			33			
A-B	11			11			
A-C	45			45			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	583	0.097	57	0.1	6.846	A
B-A	19	450	0.042	19	0.0	8.351	A
C-AB	27	606	0.044	27	0.1	6.221	A
C-A	28			28			
A-B	9			9			
A-C	38			38			

Junction 9 AM & PM - 2027 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	77	100.000
B		✓	59	100.000
C		✓	151	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	24	53
	B	14	0	45
	C	79	72	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.09	6.81	0.1	A
B-A	0.04	8.89	0.0	A
C-AB	0.14	6.60	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	585	0.058	34	0.1	6.526	A
B-A	11	437	0.024	10	0.0	8.436	A
C-AB	60	625	0.096	59	0.1	6.360	A
C-A	54			54			
A-B	18			18			
A-C	40			40			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	582	0.070	40	0.1	6.647	A
B-A	13	430	0.029	13	0.0	8.625	A
C-AB	73	630	0.116	73	0.1	6.458	A
C-A	62			62			
A-B	22			22			
A-C	48			48			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	578	0.086	49	0.1	6.814	A
B-A	15	420	0.037	15	0.0	8.893	A
C-AB	92	637	0.144	92	0.2	6.598	A
C-A	74			74			
A-B	26			26			
A-C	59			59			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	578	0.086	50	0.1	6.814	A
B-A	15	420	0.037	15	0.0	8.894	A
C-AB	92	637	0.144	92	0.2	6.604	A
C-A	74			74			
A-B	26			26			
A-C	59			59			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	582	0.070	41	0.1	6.649	A
B-A	13	430	0.029	13	0.0	8.630	A
C-AB	73	630	0.116	73	0.2	6.472	A
C-A	62			62			
A-B	22			22			
A-C	48			48			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	585	0.058	34	0.1	6.533	A
B-A	11	437	0.024	11	0.0	8.446	A
C-AB	60	625	0.096	60	0.1	6.377	A
C-A	53			53			
A-B	18			18			
A-C	40			40			

Junction 9 AM & PM - 2032 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2032 DO NOTHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	52	100.000
B		✓	0	100.000
C		✓	40	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	52
	B	0	0	0
	C	40	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	589	0.000	0	0.0	0.000	A
B-A	0	458	0.000	0	0.0	0.000	A
C-AB	0	551	0.000	0	0.0	0.000	A
C-A	30			30			
A-B	0			0			
A-C	39			39			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	587	0.000	0	0.0	0.000	A
B-A	0	455	0.000	0	0.0	0.000	A
C-AB	0	549	0.000	0	0.0	0.000	A
C-A	36			36			
A-B	0			0			
A-C	47			47			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	584	0.000	0	0.0	0.000	A
B-A	0	451	0.000	0	0.0	0.000	A
C-AB	0	546	0.000	0	0.0	0.000	A
C-A	44			44			
A-B	0			0			
A-C	58			58			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	584	0.000	0	0.0	0.000	A
B-A	0	451	0.000	0	0.0	0.000	A
C-AB	0	546	0.000	0	0.0	0.000	A
C-A	44			44			
A-B	0			0			
A-C	58			58			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	587	0.000	0	0.0	0.000	A
B-A	0	455	0.000	0	0.0	0.000	A
C-AB	0	549	0.000	0	0.0	0.000	A
C-A	36			36			
A-B	0			0			
A-C	47			47			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	589	0.000	0	0.0	0.000	A
B-A	0	458	0.000	0	0.0	0.000	A
C-AB	0	551	0.000	0	0.0	0.000	A
C-A	30			30			
A-B	0			0			
A-C	39			39			

Junction 9 AM & PM - 2032 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2032 DO NOTHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	55	100.000
B		✓	0	100.000
C		✓	82	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	55
	B	0	0	0
	C	82	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	590	0.000	0	0.0	0.000	A
B-A	0	455	0.000	0	0.0	0.000	A
C-AB	0	578	0.000	0	0.0	0.000	A
C-A	61			61			
A-B	0			0			
A-C	42			42			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	588	0.000	0	0.0	0.000	A
B-A	0	451	0.000	0	0.0	0.000	A
C-AB	0	576	0.000	0	0.0	0.000	A
C-A	73			73			
A-B	0			0			
A-C	50			50			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	585	0.000	0	0.0	0.000	A
B-A	0	446	0.000	0	0.0	0.000	A
C-AB	0	574	0.000	0	0.0	0.000	A
C-A	90			90			
A-B	0			0			
A-C	61			61			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	585	0.000	0	0.0	0.000	A
B-A	0	446	0.000	0	0.0	0.000	A
C-AB	0	574	0.000	0	0.0	0.000	A
C-A	90			90			
A-B	0			0			
A-C	61			61			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	588	0.000	0	0.0	0.000	A
B-A	0	451	0.000	0	0.0	0.000	A
C-AB	0	576	0.000	0	0.0	0.000	A
C-A	73			73			
A-B	0			0			
A-C	50			50			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	590	0.000	0	0.0	0.000	A
B-A	0	455	0.000	0	0.0	0.000	A
C-AB	0	578	0.000	0	0.0	0.000	A
C-A	61			61			
A-B	0			0			
A-C	42			42			

Junction 9 AM & PM - 2032 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	64	100.000
B		✓	100	100.000
C		✓	74	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	52
	B	25	0	75
	C	40	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.14	7.33	0.2	A
B-A	0.06	8.76	0.1	A
C-AB	0.07	6.33	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	582	0.097	56	0.1	6.835	A
B-A	19	450	0.042	19	0.0	8.347	A
C-AB	27	606	0.044	27	0.1	6.212	A
C-A	29			29			
A-B	9			9			
A-C	39			39			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	579	0.117	67	0.1	7.040	A
B-A	22	445	0.051	22	0.1	8.520	A
C-AB	33	607	0.054	32	0.1	6.258	A
C-A	34			34			
A-B	11			11			
A-C	47			47			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	574	0.144	82	0.2	7.324	A
B-A	28	439	0.063	27	0.1	8.754	A
C-AB	40	609	0.066	40	0.1	6.324	A
C-A	41			41			
A-B	13			13			
A-C	58			58			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	574	0.144	83	0.2	7.327	A
B-A	28	439	0.063	28	0.1	8.757	A
C-AB	40	609	0.066	40	0.1	6.332	A
C-A	41			41			
A-B	13			13			
A-C	58			58			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	579	0.117	68	0.1	7.047	A
B-A	22	445	0.051	23	0.1	8.525	A
C-AB	33	607	0.054	33	0.1	6.273	A
C-A	34			34			
A-B	11			11			
A-C	47			47			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	582	0.097	57	0.1	6.849	A
B-A	19	450	0.042	19	0.0	8.359	A
C-AB	27	606	0.044	27	0.1	6.224	A
C-A	29			29			
A-B	9			9			
A-C	39			39			

Junction 9 AM & PM - 2032 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	79	100.000
B		✓	59	100.000
C		✓	154	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	24	55
	B	14	0	45
	C	82	72	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.09	6.82	0.1	A
B-A	0.04	8.92	0.0	A
C-AB	0.14	6.59	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	585	0.058	34	0.1	6.531	A
B-A	11	436	0.024	10	0.0	8.449	A
C-AB	60	626	0.096	60	0.1	6.350	A
C-A	56			56			
A-B	18			18			
A-C	42			42			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	581	0.070	40	0.1	6.653	A
B-A	13	429	0.029	13	0.0	8.642	A
C-AB	73	631	0.116	73	0.1	6.446	A
C-A	65			65			
A-B	22			22			
A-C	50			50			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	577	0.086	49	0.1	6.821	A
B-A	15	419	0.037	15	0.0	8.914	A
C-AB	92	639	0.145	92	0.2	6.584	A
C-A	77			77			
A-B	26			26			
A-C	61			61			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	577	0.086	50	0.1	6.821	A
B-A	15	419	0.037	15	0.0	8.916	A
C-AB	92	639	0.145	92	0.2	6.592	A
C-A	77			77			
A-B	26			26			
A-C	61			61			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	581	0.070	41	0.1	6.655	A
B-A	13	429	0.029	13	0.0	8.645	A
C-AB	73	632	0.116	74	0.2	6.458	A
C-A	65			65			
A-B	22			22			
A-C	50			50			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	585	0.058	34	0.1	6.540	A
B-A	11	436	0.024	11	0.0	8.457	A
C-AB	60	626	0.096	60	0.1	6.367	A
C-A	56			56			
A-B	18			18			
A-C	42			42			

Junction 9 AM & PM - 2042 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2042 DO NOTHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	54	100.000
B		✓	0	100.000
C		✓	42	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	54
	B	0	0	0
	C	42	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	589	0.000	0	0.0	0.000	A
B-A	0	458	0.000	0	0.0	0.000	A
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	32			32			
A-B	0			0			
A-C	41			41			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	587	0.000	0	0.0	0.000	A
B-A	0	455	0.000	0	0.0	0.000	A
C-AB	0	548	0.000	0	0.0	0.000	A
C-A	38			38			
A-B	0			0			
A-C	49			49			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	584	0.000	0	0.0	0.000	A
B-A	0	451	0.000	0	0.0	0.000	A
C-AB	0	545	0.000	0	0.0	0.000	A
C-A	46			46			
A-B	0			0			
A-C	60			60			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	584	0.000	0	0.0	0.000	A
B-A	0	451	0.000	0	0.0	0.000	A
C-AB	0	545	0.000	0	0.0	0.000	A
C-A	46			46			
A-B	0			0			
A-C	60			60			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	587	0.000	0	0.0	0.000	A
B-A	0	455	0.000	0	0.0	0.000	A
C-AB	0	548	0.000	0	0.0	0.000	A
C-A	38			38			
A-B	0			0			
A-C	49			49			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	589	0.000	0	0.0	0.000	A
B-A	0	458	0.000	0	0.0	0.000	A
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	32			32			
A-B	0			0			
A-C	41			41			

Junction 9 AM & PM - 2042 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2042 DO NOTHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	58	100.000
B		✓	0	100.000
C		✓	86	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	58
	B	0	0	0
	C	86	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	589	0.000	0	0.0	0.000	A
B-A	0	454	0.000	0	0.0	0.000	A
C-AB	0	578	0.000	0	0.0	0.000	A
C-A	64			64			
A-B	0			0			
A-C	44			44			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	587	0.000	0	0.0	0.000	A
B-A	0	450	0.000	0	0.0	0.000	A
C-AB	0	576	0.000	0	0.0	0.000	A
C-A	77			77			
A-B	0			0			
A-C	52			52			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	584	0.000	0	0.0	0.000	A
B-A	0	445	0.000	0	0.0	0.000	A
C-AB	0	573	0.000	0	0.0	0.000	A
C-A	94			94			
A-B	0			0			
A-C	64			64			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	584	0.000	0	0.0	0.000	A
B-A	0	445	0.000	0	0.0	0.000	A
C-AB	0	573	0.000	0	0.0	0.000	A
C-A	94			94			
A-B	0			0			
A-C	64			64			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	587	0.000	0	0.0	0.000	A
B-A	0	450	0.000	0	0.0	0.000	A
C-AB	0	576	0.000	0	0.0	0.000	A
C-A	77			77			
A-B	0			0			
A-C	52			52			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	589	0.000	0	0.0	0.000	A
B-A	0	454	0.000	0	0.0	0.000	A
C-AB	0	578	0.000	0	0.0	0.000	A
C-A	64			64			
A-B	0			0			
A-C	44			44			

Junction 9 AM & PM - 2042 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2042 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	66	100.000
B		✓	100	100.000
C		✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	54
	B	25	0	75
	C	42	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.14	7.34	0.2	A
B-A	0.06	8.78	0.1	A
C-AB	0.07	6.33	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	582	0.097	56	0.1	6.840	A
B-A	19	449	0.042	19	0.0	8.359	A
C-AB	27	607	0.045	27	0.1	6.207	A
C-A	30			30			
A-B	9			9			
A-C	41			41			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	578	0.117	67	0.1	7.044	A
B-A	22	444	0.051	22	0.1	8.535	A
C-AB	33	608	0.054	33	0.1	6.251	A
C-A	36			36			
A-B	11			11			
A-C	49			49			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	573	0.144	82	0.2	7.333	A
B-A	28	438	0.063	27	0.1	8.774	A
C-AB	41	610	0.066	40	0.1	6.316	A
C-A	43			43			
A-B	13			13			
A-C	60			60			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	573	0.144	83	0.2	7.336	A
B-A	28	438	0.063	28	0.1	8.776	A
C-AB	41	610	0.066	41	0.1	6.325	A
C-A	43			43			
A-B	13			13			
A-C	60			60			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	578	0.117	68	0.1	7.054	A
B-A	22	444	0.051	23	0.1	8.540	A
C-AB	33	608	0.054	33	0.1	6.265	A
C-A	36			36			
A-B	11			11			
A-C	49			49			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	582	0.097	57	0.1	6.855	A
B-A	19	449	0.042	19	0.0	8.371	A
C-AB	27	607	0.045	27	0.1	6.216	A
C-A	30			30			
A-B	9			9			
A-C	41			41			

Junction 9 AM & PM - 2042 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2042 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	82	100.000
B		✓	59	100.000
C		✓	158	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	24	58
	B	14	0	45
	C	86	72	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.09	6.83	0.1	A
B-A	0.04	8.95	0.0	A
C-AB	0.15	6.57	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	584	0.058	34	0.1	6.537	A
B-A	11	435	0.024	10	0.0	8.468	A
C-AB	60	628	0.096	60	0.1	6.337	A
C-A	58			58			
A-B	18			18			
A-C	44			44			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	581	0.070	40	0.1	6.661	A
B-A	13	428	0.029	13	0.0	8.666	A
C-AB	74	633	0.116	74	0.2	6.431	A
C-A	68			68			
A-B	22			22			
A-C	52			52			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	576	0.086	49	0.1	6.832	A
B-A	15	418	0.037	15	0.0	8.945	A
C-AB	93	641	0.145	93	0.2	6.566	A
C-A	81			81			
A-B	26			26			
A-C	64			64			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	576	0.086	50	0.1	6.832	A
B-A	15	418	0.037	15	0.0	8.946	A
C-AB	93	641	0.145	93	0.2	6.575	A
C-A	80			80			
A-B	26			26			
A-C	64			64			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	581	0.070	41	0.1	6.666	A
B-A	13	428	0.029	13	0.0	8.670	A
C-AB	74	633	0.117	74	0.2	6.446	A
C-A	68			68			
A-B	22			22			
A-C	52			52			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	584	0.058	34	0.1	6.544	A
B-A	11	435	0.024	11	0.0	8.478	A
C-AB	60	628	0.096	61	0.1	6.355	A
C-A	58			58			
A-B	18			18			
A-C	44			44			

UK and Ireland Office Locations