

Traffic & Transport Assessment (TTA)

Cherry Orchard Point – Phase 3 of Proposed Development at Sites 4 and 5, Park West Avenue, Dublin 10

September 2026

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Comments

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1. Introduction

1.1 Introduction

This Traffic and Transport Assessment (TTA) has been prepared by Waterman Moylan on behalf of The Land Development Agency (LDA) to accompany a planning application to An Coimisiun Pleanala for Phase 3 of a proposed new residential development on lands at Park West Avenue, Cherry Orchard, Dublin 10.

This T & TA assesses the traffic impact of Cherry Orchard Point on the basis of a single development notwithstanding the fact that the site is being developed in a number of phases.

In this TTA, the planning board is referred to as An Bord Pleanala (ABP) before June 2025 and An Coimisiun Pleanala (ACP) after June 2025.

1.2 Location – Overall Development

The two sites for the proposed development by The Land Development Agency, Site 4 (M50 / Cedarbrook Avenue) and Site 5 (Barnville), are located east and west of Park West Avenue, Dublin 10, immediately to the north of the Park West & Cherry Orchard Railway Station as shown in Figure 1. Phase 3 which is the subject of this TTA is located on Site 5.

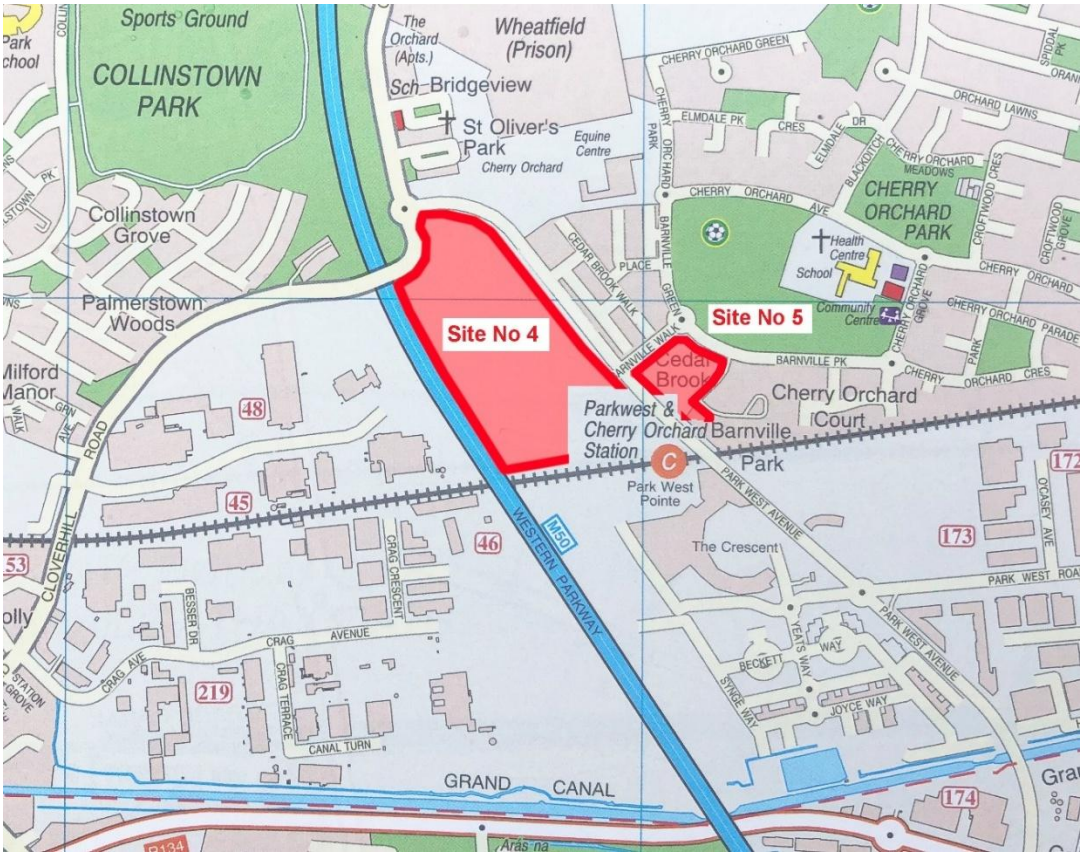


Figure 1 Location Map – Overall Development

1.3 Location – Phase 3

The location of Phase 3 on Site 5 is shown in Figure 2. The site for Phase 3 extends to 1.72ha.

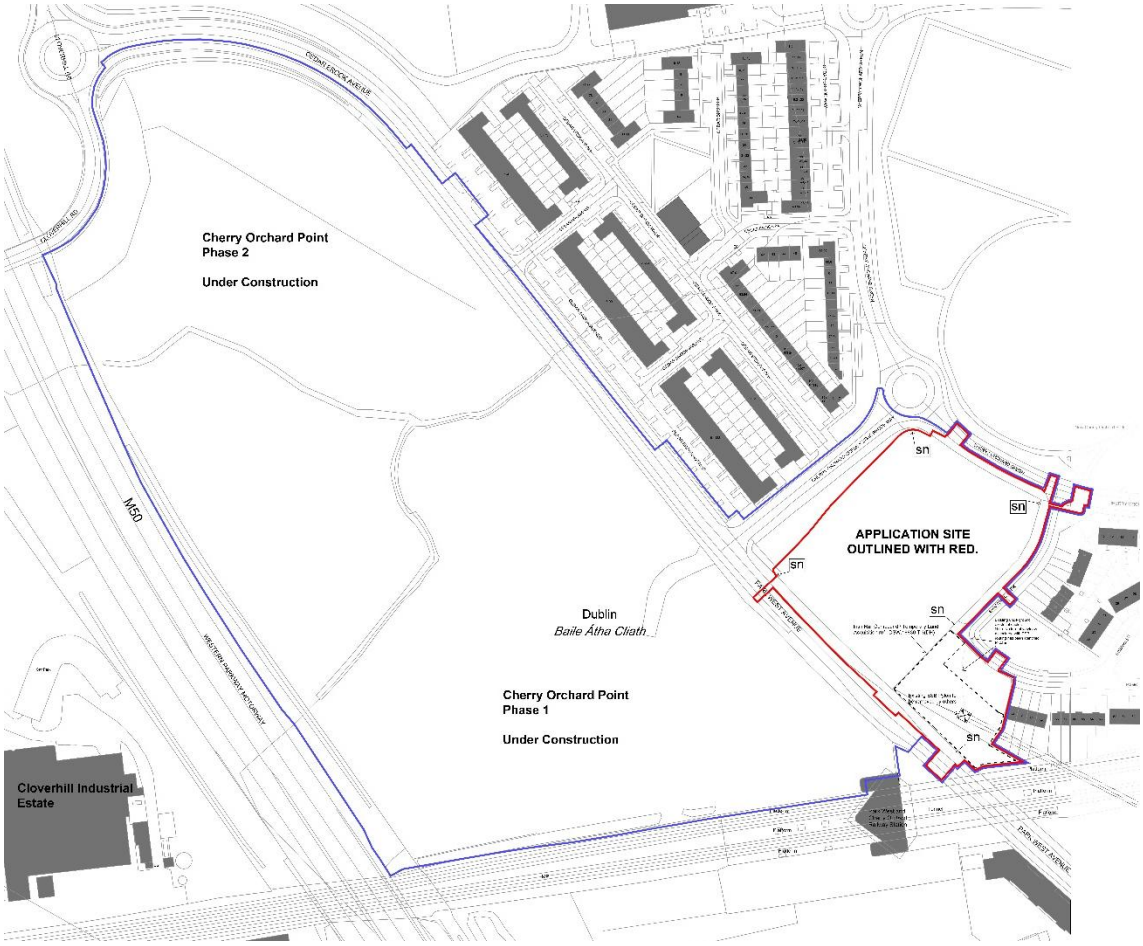


Figure 2 Location Map - Phase 3

(Extract from van Dijk CCK Architects Drg No 2539-PA-001 Rev A)

1.4 Standards and Contents

The TTA for this development has been prepared in accordance with Section 2.2 of Appendix 5 *Transport and Mobility Technical Requirements* of the Dublin City Development Plan 2022- 2028, the TII Traffic and Transport Assessment Guidelines, May 2014 and the UK's Institution of Highways and Transportation Guidelines, 1994.

In compliance with these standards, the contents of this TTA include: -

- A Non-Technical Summary
- A description of the existing development and traffic/transportation conditions including information on the existing and proposed public transport facilities.

- A description of the proposed development.
- The traffic / transportation implications of the development including consideration of
  (1) Trip attraction / mode choice
  (2) Trip distribution
- The time periods applicable to the TTA.
- The impact(s) of the development on the local and surrounding street network including on-street car parking.
- The effect(s) of the development on the environment (natural and man-made) and urban fabric.
- Road and traffic considerations.

The TTA is accompanied by a Mobility Management and Travel Plan prepared in accordance with Section 2.3 of Appendix 5 of the Dublin City Development Plan 2022 – 2028.

1.5 Methodology

In common with established practice and other transportation studies and reports, this TTA assesses the impact of the proposed development on the transportation network during the AM Peak.

The methodology for the preparation of this TTA included: -

(a) Desktop review of the planning stage documentation provided by the project design team.

(b) Visits to the site and surrounding area including survey of existing transportation facilities and observation of traffic movements.

(c) Review of public transport services, routes, and timetables.

(d) Review of proposals for transportation improvements by Transport Infrastructure Ireland (TII), National Transport Authority (NTA) and Dublin City Council (DCC).

(e) Review of trips from future contiguous developments.

(f) Review of future trips to and from the proposed development.

(g) Review of public transport, both existing and proposed.

(h) Assessment of the transportation impacts of the development.

During the preparation of this TTA, consultations were held by Waterman Moylan with Dublin City Council (DCC) on traffic, car parking, junction layout and public transport.

1.6 Phasing

It is proposed that Sites 4 and 5 be developed in four phases as shown on Figure 3. Phases 1 and 2 were previously approved by An Bord Pleanala and are under construction. This application is for Phase 3.



Figure 3 Project Phasing

1.7 Project Timescale

For the purpose of this TTA, the project timescale has been taken to be: -

- 2026 Base Year
- 2027 Opening Year
- 2032 Design Year (Opening Year + 5)
- 2042 Future Year (Opening Year + 15).

This T & TA assesses the traffic impact of Cherry Orchard Point on the basis of a single development notwithstanding the fact that the site is being developed in a number of phases.

1.8 Documents Reviewed

The following documents were reviewed by Waterman Moylan during the preparation of this TTA for Sites 4 and 5:

- Traffic & Transport Assessment, Cherry Orchard Point – Phase 1, Waterman Moylan, September 2023.
- Traffic & Transport Assessment, Cherry Orchard Point – Phase 2, Waterman Moylan, November 2024.
- Park West – Cherry Orchard Local Area Plan (LAP), Dublin City Council, November 2019
- Dublin City Development Plan 2022 – 2028.
- Park and Ride Report, NTA, August 2015.
- National Rail Census Report 2021, NTA, October 2022.
- National Rail Census Report 2022, NTA, May 2023.
- National Rail Census Report 2023, NTA, June 2024
- National Rail Census Report 2024, NTA, July 2025.
- Park and Ride Strategy for the Greater Dublin Area, NTA, May 2022.
- Preliminary Car Parking Review, Waterman Moylan, May 2022.
- Scoping for TTA, Waterman Moylan, September 2022.
- SHD Planning Applications, An Bord Pleanala, 2019 – 2022.
- Greater Dublin Area Transport Strategy 2022 – 2042, NTA.
- Technical Note on Park and Ride, Waterman Moylan, June 2022.
- Design Manual for Urban Roads and Streets (DMURS).
- Traffic and Transport Assessment Guidelines, TII, May 2014
- Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections, TII, October 2021.
- Traffic and Transport Assessment, Park West SHD, CS Consulting Group, November 2021.

The extent to which these various documents have been consulted is set out later in this TTA.

2. Receiving Environment

2.1 Location and Description

The site for the proposed development (part of the overall the Park West – Cherry Orchard Local Area Plan) is located in the administrative area of Dublin City Council (DCC) within the area bounded by the M50 Motorway to the west, Ballyfermot Road to the north, Le Fanu Road to the east and the Grand Canal to the south. See Figure 4.

The LAP extends to an area of 267.5 ha of which Sites 4 M50-Cedarbrook Avenue and Site 5 Barnville extend to a total of 13.0 ha.

Construction of Phase 1 on Site 4 and Phase 2 on Site 5commenced in August 2025 for occupation in 2028.

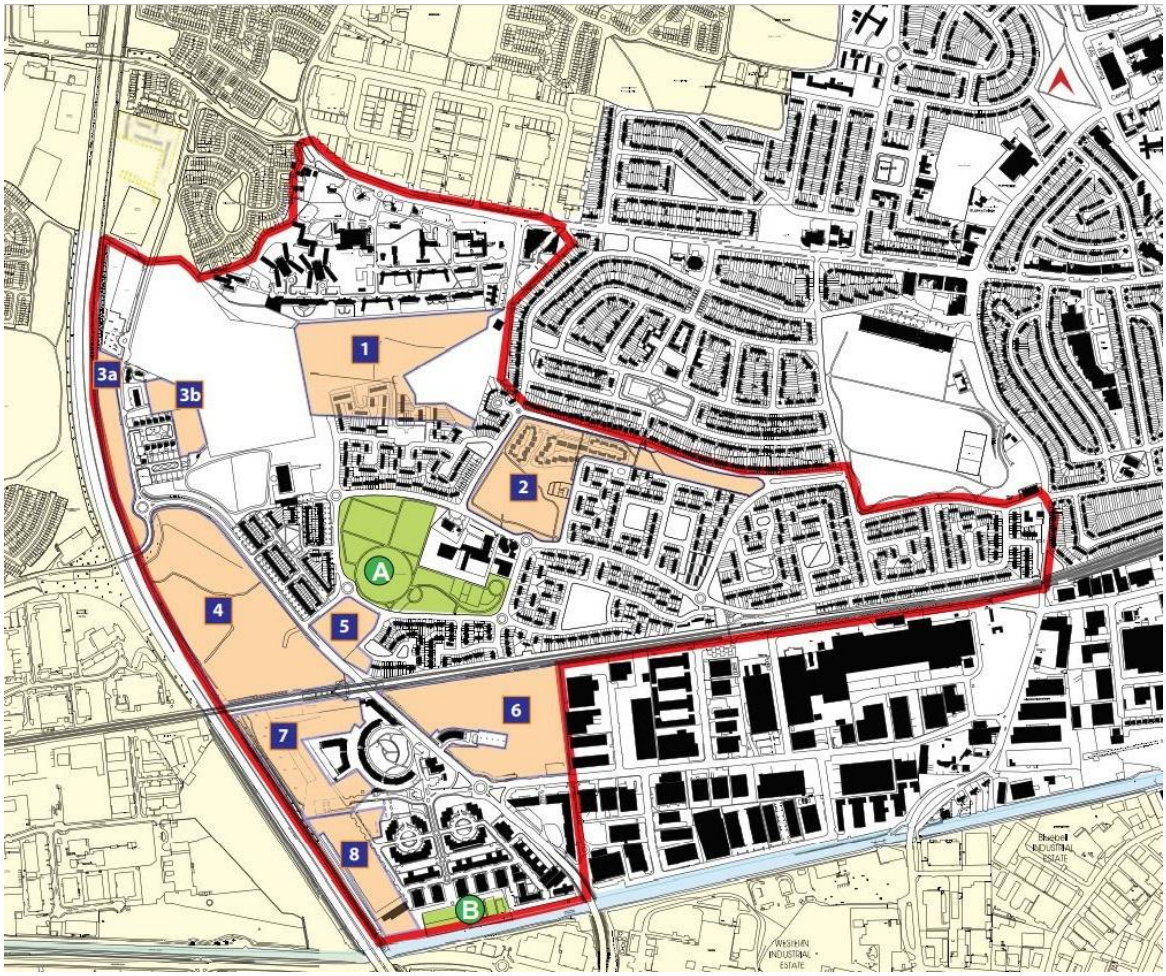


Figure 4 Location Map for Park West – Cherry Orchard LAP

2.2 Roads and Streets - Existing

The proposed development is located on either side of Park West Avenue between the R134 Nangor Road and Ballyfermot Road / Coldcut Road.

Park West Avenue is a wide single carriageway road with a north – south alignment and a posted speed limit of 50 kph. It is linked to Cloverhill Road via a roundabout junction at its northern end and to the R134 Nangor Road via a signalised crossroads at its southern end.

Park West Avenue has a 9.0-metre-wide carriageway with footpaths and cycle tracks on both sides. Speed ramps are provided for traffic calming. There are no parking restrictions. See Figure 5.



Figure 5 Park West Avenue looking north from the bridge over the railway.

2.3 Existing Traffic Conditions

Section 4.5.2 of the Park West - Cherry Orchard Local Area Plan 2019 advised that

'*The road network serving Park West – Cherry Orchard experiences some traffic congestion during peak hours in areas such as Cloverhill Road, Park West Avenue and Le Fanu Road with the highest delays occurring where these roads connect to regional roads such as Ballyfermot Road and the New Nangor Road.'*

2.4 Traffic Survey 2022

Description of Traffic Survey 2022

To quantify the levels of traffic in the area of the subject site, a classified traffic survey on the roads in the area of the proposed development was carried out by IDASO on Tuesday 8th November 2022 over a period of 24 hours at the locations shown in Figures 6 and 7.

The seven junctions included in the survey were:

- Junction 1: Cloverhill Road / Park West Ave / Station Road (Three-arm Priority Roundabout).
- Junction 2: Park West Avenue / Cedar Brook (Priority T-Junction).
- Junction 3: Park West Avenue / Cedar Brook Walk (Priority T-Junction).
- Junction 4: Park West Avenue / Barnville Walk (Signalised T-Junction).
- Junction 5: Barnville Walk / Barnville Park (Three-arm Priority Roundabout).
- Junction 6: Barnville Park / Unamed Road(Priority T-Junction)
- Junction 7: Park West Avenue / Park West Road (Four-arm Priority Roundabout).

In addition to motorised traffic, the survey recorded pedestrians and pedal cycle movements. The survey confirmed the AM and PM Peak Hours to be 08:00 – 09:00 and 17:00 – 18:00.

The full results of the traffic survey carried out in November 2022 are included in Appendix A.

Results of Traffic Survey 2022

The results of the survey for the AM and PM peak hours are presented in Figure 8.

From the results of the survey, the 24-hour traffic flow recorded on Park West Avenue was some 11,004 vehicles per day. The two-way traffic flow on Park West Avenue was some 1,103 vehicles per hour (vph) during the AM peak hour 8 – 9 reducing slightly to 1,046 vph during the PM peak hour 5 - 6. See Table 1. Similarly, the 24-hour traffic flow recorded on Barnville Walk was some 4,092 vehicles per day. The two-way traffic flow on Barnville Walk was some 329 vehicles per hour (vph) during the AM peak hour 8 – 9 increasing to 422 vph during the PM peak hour 5 - 6.

The recorded HGV content was 6 – 7%.

The pedestrian and cycle movements recorded on Park West Avenue at Junction 4, the Cherry Orchard and Park West Station and Junction 5 are presented in Table 1. Pedestrian and cycle movements recorded at the other junctions were significantly lower.

Table 1 Summary Results of Pedestrian and Cycle Survey

Location	Pedestrians			Cyclists		
	8 - 9	5 - 6	24-hour	8 - 9	5 - 6	24-hour
Junction 4	41	29	323	6	18	71
Station	206	201	1,116	6	7	28
Junction 5	90	73	507	7	15	109

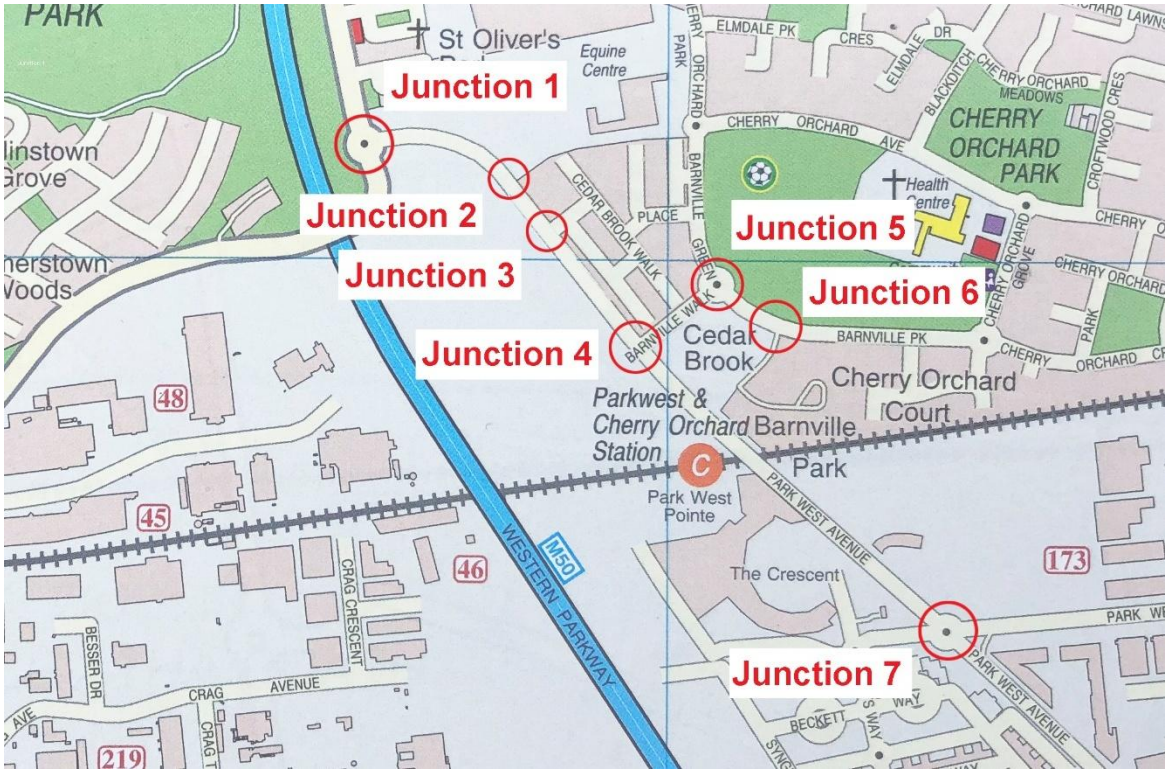


Figure 6 Locations of Traffic Surveys

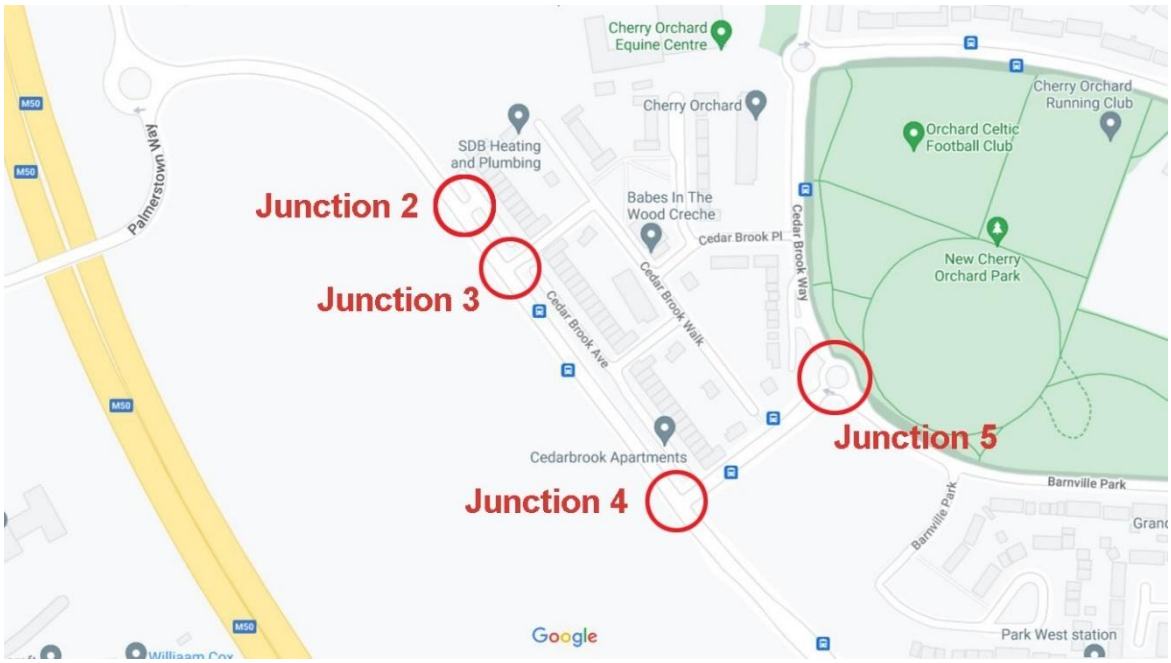


Figure 7 Locations of Traffic Survey – Cedar Brook

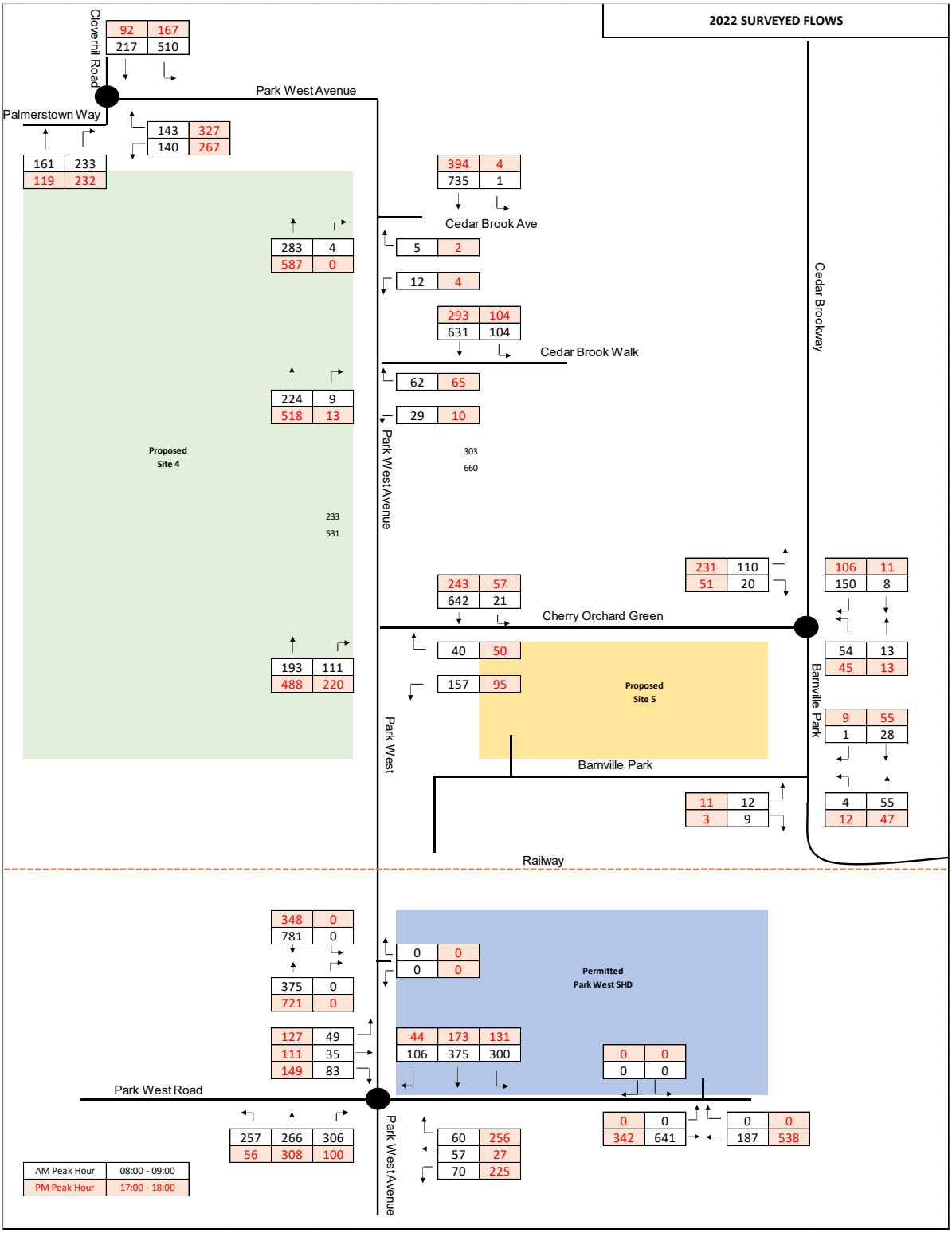


Figure 8 Baseline Traffic Flows 2022

2.5 Traffic Survey 2026

Description of Traffic Survey 2026

To ascertain any changes in the levels of traffic in the area of the subject site since the original survey in November 2022, a classified traffic survey on the roads in the area of the proposed development was carried out by IDASO on Wednesday 22nd April 2026 over a period of 24 hours at the locations shown in Figures 6 and 7.

The numbering for Junctions 5 – 8 differs somewhat between the 2022 survey and the 2026 survey. Notwithstanding, the survey results described in this TTA are based on the junction numbering in Figures 6 and 7.

In addition to motorised traffic, the 2026 survey recorded pedestrians and pedal cycle movements. The survey confirmed the AM and PM Peak Hours to be 08:00 – 09:00 and 17:00 – 18:00.

The results of the survey for the AM and PM peak hours are presented in Figure 9.

The full results of the traffic survey carried out in April 2026 are included in Appendix D.

Comparison between 2022 and 2026 Surveys

The results of the 2022 and 2026 surveys were compared by comparing the approach flow to the four junctions on Park West Avenue during the AM and PM peak hours as recorded in 2022 and 2026.

The comparisons which are presented in Table 1 recorded that

- The overall level of traffic fell by 10% between 2022 and 2026.
- The decrease varied from -4% at Junction 1 to -14% at Junction 4.

Table 1 Comparison Between 2022 and 2026 Traffic Surveys

Junction	Approach Flow 2022			Approach Flow 2026			Change 2022 - 2026
	AM	PM	Total	AM	PM	Total	
J1	1,404	1,204	2,608	1,307	1,192	2,499	(-4%)
J2	1,040	991	2,031	850	936	1,786	(-12%)
J3	1,059	1,003	2,062	864	941	1,805	(-12%)
J4	1,164	1,153	2,317	1,030	960	1,990	(-14%)
Total	4,667	4,351	9 018	4,051	4,029	8,080	(-10%)

Junction Assessment

In the absence of an identifiable cause(s) for the recorded decreases in traffic movements between 2022 and 2026, the results of the 2022 traffic survey have been used in the generation of the traffic predictions for the future operational stage in the following sections of this report.

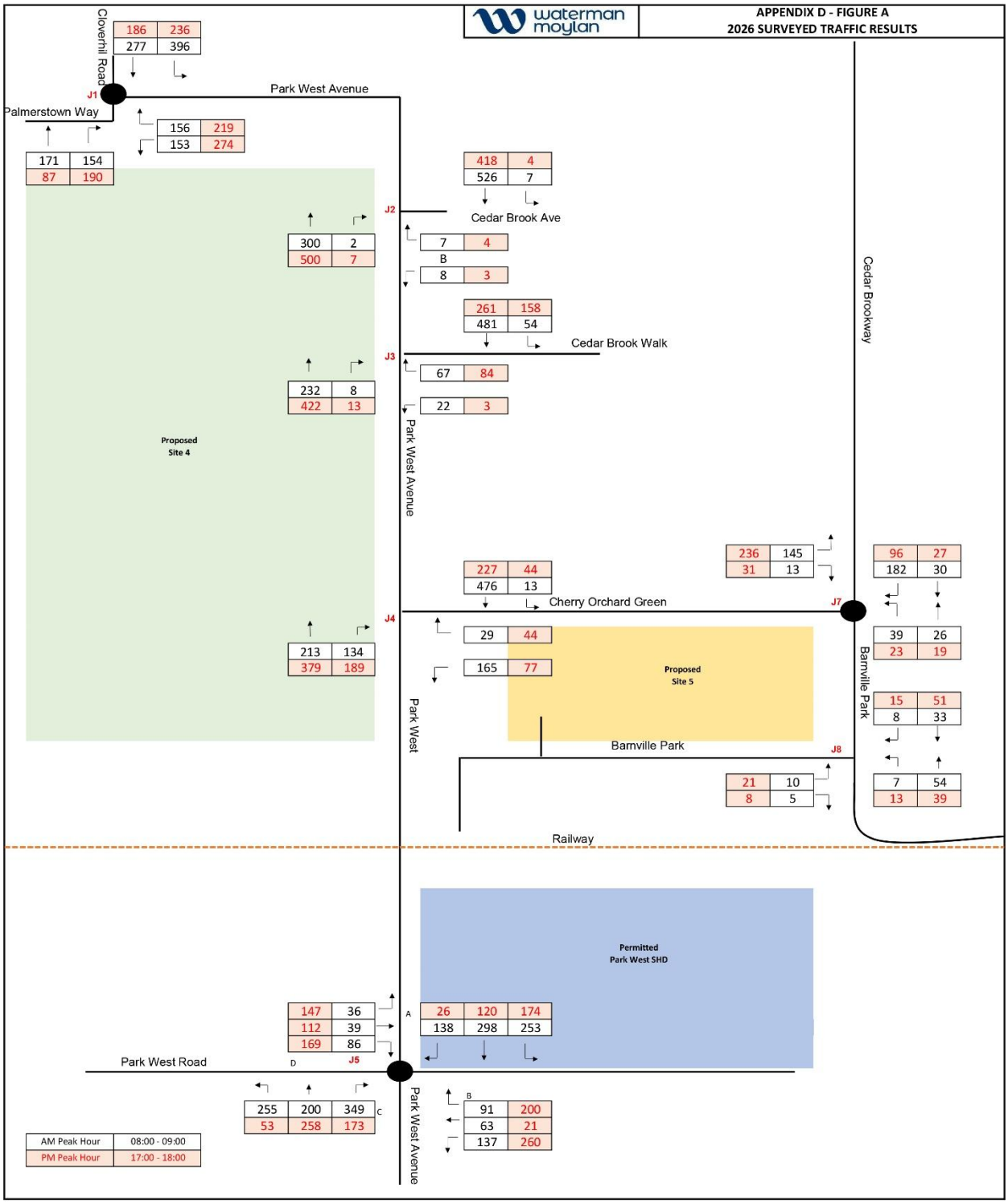


Figure 9 Baseline Traffic Flows 2026

2.6 Existing Bus Services

Park West Avenue

Bus services in the area of the proposed development are a combination of historic services operated by Dublin Bus and new services provided under the auspices of Bus Connects.

Dublin Bus Routes 79 and 79a which formerly served Park West Avenue, and the Park West & Cherry Orchard Station were replaced by Bus Connects Routes G1 and 60 in October 2022. See Figure 10. Timetables for Routes G1, G2 and 60 are included in Appendix B of this TTA.

Route G1 is a 24-hour service which is part of the G spine. It links the site for the proposed development to New Wapping Street in the City Centre via Inchicore and to the Luas Red Line at the Red Cow. Services operate at 15-minute intervals in both directions Monday – Saturday reducing to 20 minute intervals on Sundays. A reduced frequency operates during the early morning and at night.

Route 60 links the site to Sir John Rogerson's Quay in the City Centre via Heuston Station and to the Luas Red Line at the Red Cow via Clondalkin. Services operate at 60-minute intervals in both directions.

Bus stops for these services are located on Park West Avenue, Barnville Walk and Cedar Brook Way.

Passenger Capacity

Based on a review of the fleet of double deck buses operated by Dublin Bus in the area of the proposed development, the average capacity of each bus including standing passengers was found to be 87 passengers per bus.

Current timetables for Routes G1 and 60 provide for 5 buses per hour in each direction with a total capacity of 435 passengers per hour in each direction (5 buses x 87 passengers per bus).

For an assessment of future capacity to cater for future demand post development, see the later sections of this TTA.

Nangor Road

Other contiguous services continue to be provided by Dublin Bus Route 151 along Nangor Road at a walking time of 16 minutes (1.3km) from the proposed development. Route 151 links Foxborough (Balgaddy Road) with Docklands (East Road) via Nangor Road.

Services operate at 20-minute intervals in both directions Monday – Saturday reducing to 30 minute intervals on Sundays. A reduced frequency operates during the early morning and at night.

Future Changes

As part of the Bus Connects project, the existing Route 151 is due to be replaced by Routes D1 and D3.



Figure 10 Extract from Bus Connects Map for G-Spine and Route 60

2.7 Existing Car Sharing Service

An existing car sharing base operated by GoCar Ireland is located at The Crescent Building in the Park West Business Park. This base is located in the Information Centre car park off Yeats Way at a walk time of 8 minutes (600 metres) from the subject site.

2.8 Existing Cycle Facilities

The existing cycle facilities in the area of the subject site comprise cycle tracks on both sides of Park West Avenue, partly on-road and partly off-road. See Figure 5.

2.9 Existing Pedestrian Facilities

Existing pedestrian facilities in the area of the subject site comprise footpaths on both sides of Park West Avenue, Barnville Walk, Barnville Place, Cedar Brook Walk and Cedar Brook Way.

There are no footpaths on Cedar Brook Avenue which is primarily a residential parking area.

Pedestrian crossing facilities are provided at the following locations:

- Junction 1: Uncontrolled Crossing (Cloverhill Road / Park West Avenue)
- Junction 4: Signalised Crossing (Park West Avenue / Barnville Walk).

2.10 Access to Services and Amenities

Overall, walking and cycling access to the various services and amenities in the area of the subject site is good for some facilities but not so good for others.

Access is good to the rail based public transport serving an east west corridor. Access is moderate to the bus based north-south corridor.

Access also is good to local amenities and community services.

However, access is not good to retail or other commercial services with the nearest retail provision located to the northeast in the Ballyfermot area at a walking distance of 20 – 40 minutes or a cycling distance of up to 10 minutes.

The permitted supermarket at Phase 1 of Cherry Orchard Point is expected to make good this deficit.

2.11 Road Collision Statistics

Road traffic statistics for the area around the subject site are normally available on the Road Safety Authority (RSA) website www.rsa.ie.

Data current at 27/04/2026, recorded that during the nine years between 2016 and 2024, there were a total of 32 fatal traffic collisions in the administrative area of Dublin City Council and 1,113 serious traffic collisions. See Figure 11.

None of the collisions occurred in the area of the subject site and two in the surrounding area.

One collision occurred in June 29012 when a cyclist was seriously injured at the junction of Cherry Orchard Avenue and Blackditch Road some 0.6km to the east of the subject site. A second occurred in October 2019 when a pedestrian was seriously injured at Palmerston Woods 0.7km to the west of the subject site.

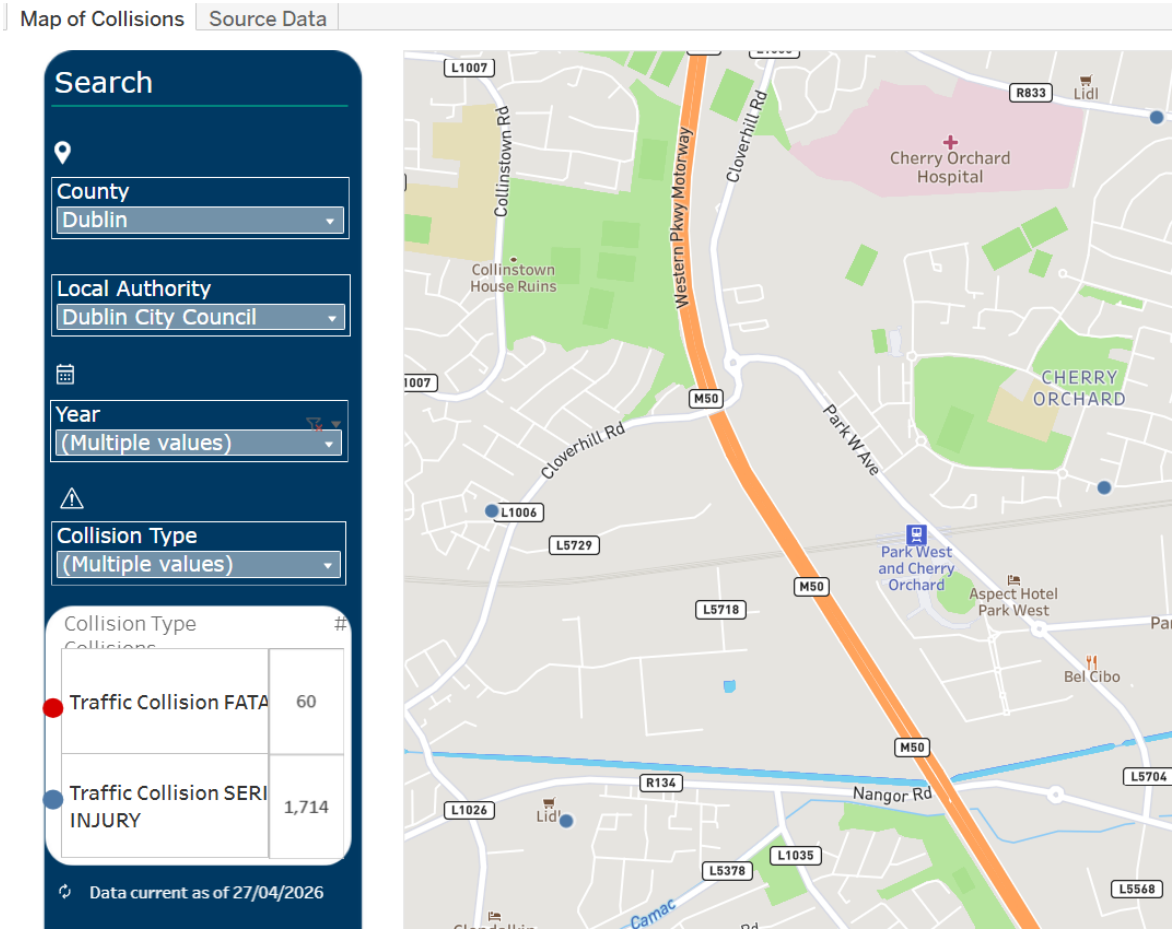


Figure 11 RSA Collision Map

2.12 Existing Rail Services

Existing Station

Park West & Cherry Orchard which opened in 2008, is an intermediate station on the Kildare Commuter Line with regular commuter and inter-city services including stopping services from Portlaoise and Newbridge to Heuston Station and from Hazelhatch & Celbridge to Grand Canal Dock. See Figure 12.

Services

In common with established practice and other transportation studies and reports, this TTA assesses the impact of the proposed development on the rail service during the AM peak.

The journey time to Heuston is some 9 - 11 minutes and the journey time to Grand Canal Dock is some 40 – 45 minutes. The latest timetable for the Kildare Line issued by Irish Rail on 14th December 2025 provides for five services from Park West and Cherry Orchard to the City Centre during the AM Peak Hour 8 – 9 departing as Table 2.

There are also four westbound services to Newbridge and Hazlehatch & Celbridge during the AM Peak Hour departing as Table 3.

At other periods outside the AM Peak, rail services at Cherry Orchard & Park West are provided between Hazelhatch and Grand Canal Street at hourly intervals.

A full timetable can be found on the Iarnrod Eireann website.

Table 2 Eastbound Train Departures – AM Peak 8 - 9

Departure	Service
08.06	07.35 Newbridge – Heuston
08.17	07.15 Portlaoise – Heuston
08.32	08.18 Hazelhatch & Celbridge -Grand Canal Dock
08.43	08.13 Newbridge
08.48	08.34 Hazelhatch & Celbridge -Grand Canal Dock

Table 3 Westbound Train Departures – AM Peak 8 - 9

Departure	Service
08.00	07.26 Grand Canal Dock – Hazlehatch & Celbridge
08.18	07.48 Grand Canal Dock – Hazlehatch & Celbridge
08.28	08.20 Heuston - Portlaoise
08.42	08.10 Grand Canal Dock - Newbridge

Rail Mode Share

Section 2.9.1 of the Park West - Cherry Orchard Local Area Plan 2019 advised that

'In examining the Census data and the breakdown of sustainable modes of transport, rail represents a very low 2%. This is despite its central location and despite 2,550 people having access to the station within a 15-minute walk.

Passenger Capacity – AM Peak

Commuter services in both directions from at Park West & Cherry Orchard are provided by four / eight car 29000 class railcar sets each with capacity of 640 / 1,280 passengers per set or a 6-car High Capacity Inter City railcar set with a capacity of 406 passengers.

For an assessment of future capacity to cater for future demand post development, see the later sections of this TTA.

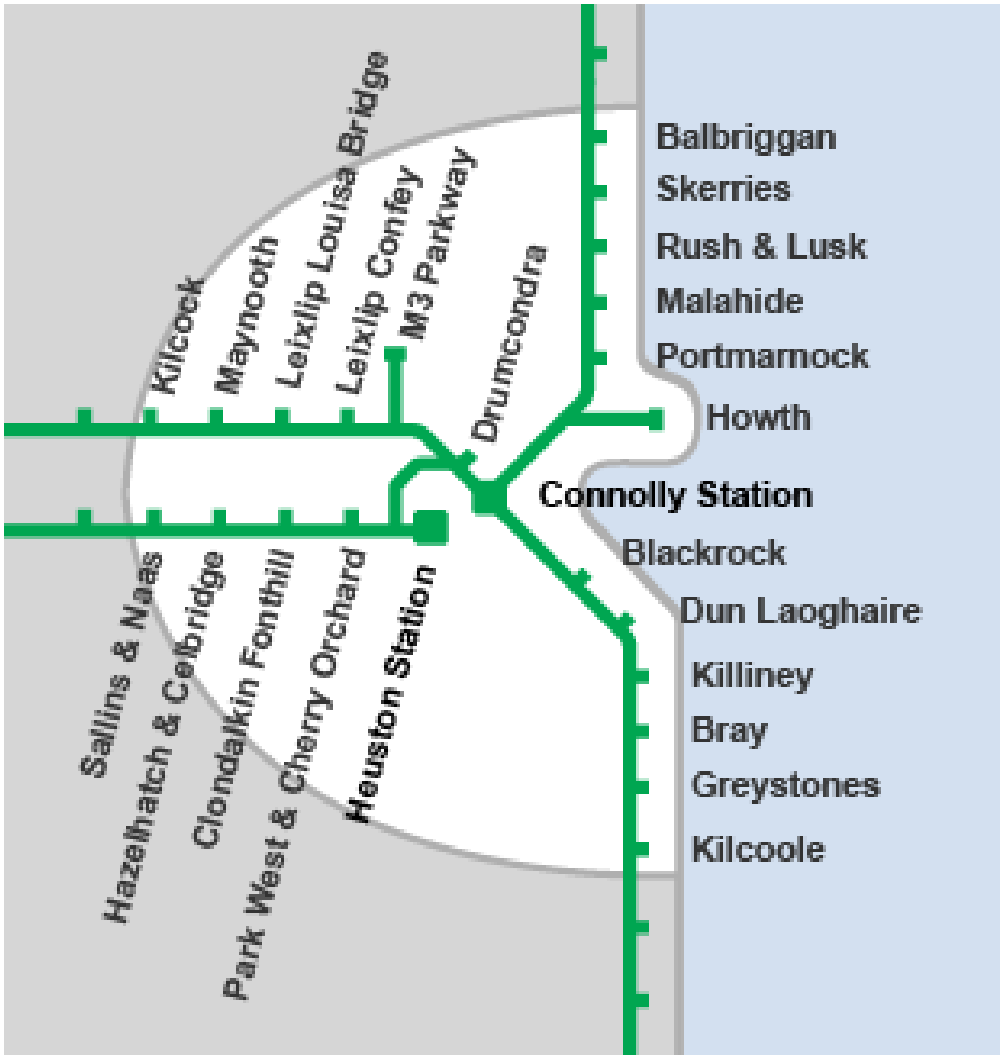


Figure 12 Commuter Rail Connections

(Note: A number of DART Stations are not shown for clarity)

2.13 National Rail Census

The National Rail Census is carried out by the National Transport Authority in November each year and the results are published in the middle of the following year. Extracts from the results of the census for Park West & Cherry Orchard for the years 2018 – 2024 are presented in Table 3.

The numbers of passengers using the station dipped in 2020 due to the onset of Coved–19 but recovered within 2 – 3 years.

There was no Census in 2020 due to Covid 19. The results of the 2025 Census are due to be published later in 2026.

Table 4 National Rail Census - Park West & Cherry Orchard

Activity	Direction	2018	2019	2021	2022	2023	2024
Boardings	Northbound		428	208	414	465	512
	Southbound		223	99	181	190	232
	Total	495	651	307	565	655	744
Alightings	Northbound		156	97	158	184	221
	Southbound		460	187	477	486	511
	Total	571	616	284	635	670	732
Total		1,066	1,267	591	1,200	1,325	1,476

2.14 Public Transport Accessibility Level (PTAL)

In terms of public transport accessibility, the maps published by the National Transport Authority (NTA) for 2025 show that Sites 4 and 5 at Cherry Orchard Point are rated to have a Medium – High Level of Service for the periods 07h00- 08h00 and 08h00 – 09h00 as shown in Figure 13.

The Public Transport Accessibility Level (PTAL) analysis combines the walk or cycle journey time to a Public Transport stop with the level of service at that stop. It gives an idea of how well connected an area is to Public Transport services.

In general, an area will have a higher PTAL if:

(a) It is a short walk to the nearest station or stop.

(b) There are short waiting times.

(c) Multiple services passing the stop.

(d) A nearby major rail station.

In summary, Phase 3 is located in an area well served by public transport and with a high level of accessibility to these services.



Figure 13 PTAL Level for Sites 4 and 5.

3. Planned Future Receiving Environment

3.1 Bus Services

Service improvements arising from the network redesign by Bus Connects in the Ballyfermot / Clondalkin area had only been partly implemented at the time of writing in June 2026.

Services G1 and 60 illustrated on Figure 14 are currently operational. In the future, both services are expected to be operated by the electric buses.

Also in the near future, services D1 and D3 on Spine Route D are expected to replace Dublin Bus Route 151 along the Nangor Road.

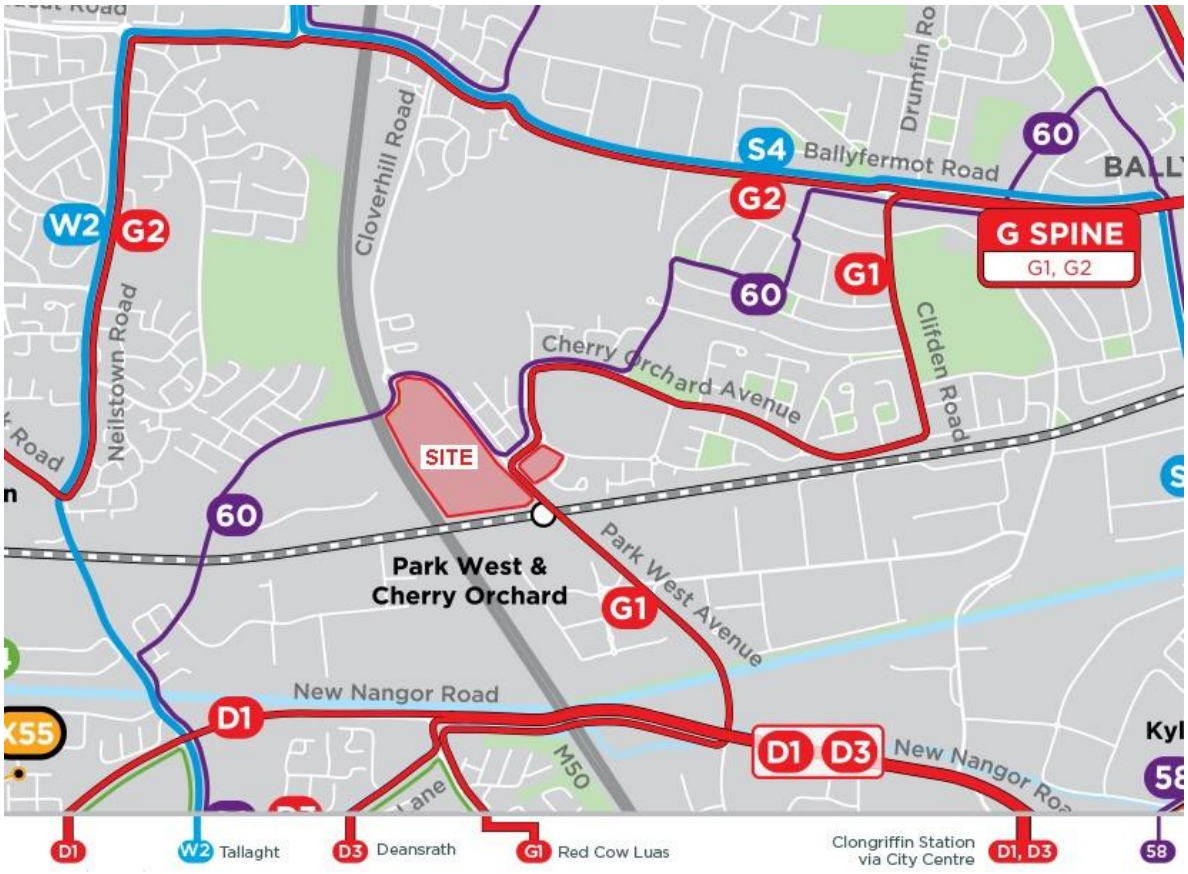


Figure 14 Extract from Bus Connects Map for the Ballyfermot/Clondalkin Area

3.2 Rail

The DART Expansion Project proposed by Irish Rail will deliver new electrified rail services between the existing DART network in the City Centre City Centre and Hazelhatch. The service through Park West & Cherry Orchard will provide an increased service frequency and enhanced passenger capacity.

The DART + South West project illustrated in Figure 15 will provide:

- An increase in train frequency from the current 12 trains per hour per direction to 23 trains per hour per direction on this corridor.
- A quadrupling of passenger capacity from 5,000 passengers per hour per direction to 20,000 per hour per direction.

An application for a Railway Order for the DART+ South West project was lodged in March 2023 and approved by An Bord Pleanala in November 2024 (ABP Ref: 316119).

The works proposed in the Railway Order application include

- 20km of electrification and re-signalling of the Hazelhatch and Celbridge Line to Heuston and the south city via Phoenix Park Tunnel
- Construction of a new station at Heuston West to serve the community of Clancy Quay and Island Bridge
- Four-tracking of the rail line from Park West and Cherry Orchard Station to Heuston to enhance capacity
- Civil, bridge and ancillary works as necessary to accommodate the project
- Upgrading of the Phoenix Park Tunnel
- New electric DART carriages for the DART+ Programme will be deployed on Hazelhatch and Celbridge services.

Works at Park West and Cherry Orchard will include the erection of infrastructure to support the electrification of the commuter rail services through the station.

Land acquisition for the project is currently in progress.



Figure 15 Extract from Irish Rail DART + Map

3.3 Car Sharing

A total of 14 No. new car sharing facilities are proposed in the area of the subject site as part of the adjacent Park West SHD in addition to the 11 new spaces approved in Phase 1 and the 4 spaces proposed in Phase 3.

3.4 Bleeper Bike

As part of the development of Site 4, it is proposed that the operating zone for the Bleeper Bike service be extended to include Cherry Orchard Point.

3.5 Pedestrian and Cycling Facilities

There are a number of new pedestrian or cycling facilities proposed in the area of the subject site including:-

- New / improved off road pedestrian and cycle facilities along Ballyfermot Road as part of the Bus Connects Liffey Valley to City Centre Core Bus Corridor works.
- New / improved pedestrian and cycle facilities within the adjacent City Edge development area immediately to the east and south of the subject site
- New cycle facilities as part of the Grand Canal Greenway.

New and improved pedestrian and cycle facilities within the curtilage of the subject site are described later in this TTA.

3.6 Roads and Junctions

Proposals for new or improved roads in the area of the subject site comprise the Cherry Orchard Link Roads shown as a line of black dots on Map D of the Dublin City Development Plan 2022 – 2028. This proposal does not affect or impact on the subject site. See Figure 16.

The applicants are not aware of any new other road or junction works proposed in the area of the subject site other than the improvements on the Clondalkin to Drimnagh Core Bus Corridor being promoted by Bus Connects along the Nangor Road. This Corridor is located at a walking distance of some 16 minutes (1.3km) from the subject site.

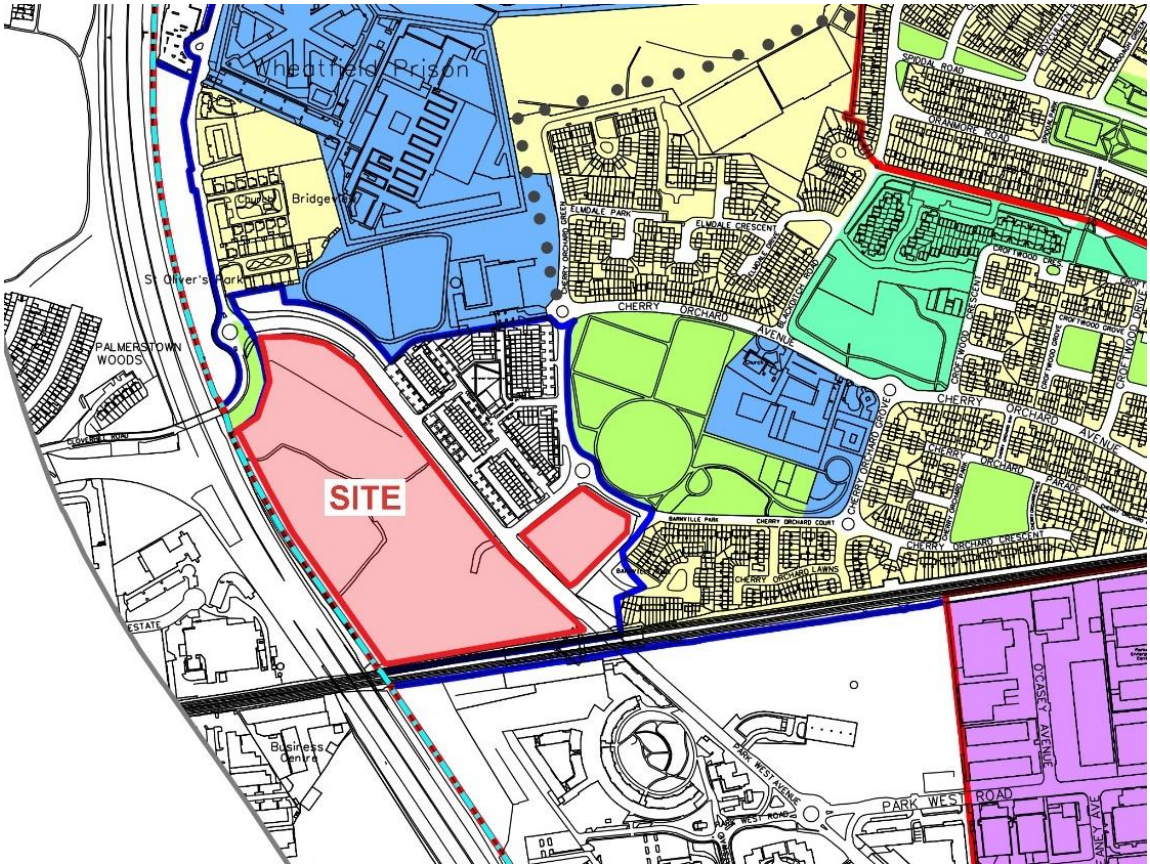


Figure 16 Extract Map D Dublin City Development Plan 2022 – 2028

4. Planning Background

4.1 Dublin City Development Plan 2022 – 2028

Strategic Regional Development Area (SDRA)

A Strategic Regional Development Area (SDRA) for Park West / Cherry Orchard is described in Section 13.6 of the Dublin City Development Plan 2022 – 2028.

The objectives for Urban Structure include:

- *Enhance accessibility and connectivity both within the Park West – Cherry Orchard area and to the surrounding areas to service the remaining development sites.*
- *Promote sustainable modes of transport by making them convenient and attractive (including walking and cycling) through the implementation of a well-connected, permeable, coherent street network with high levels of accessibility to an integrated public transport network with improved infrastructure to maximise its potential use.*

Road and Street Objectives including the Cherry Orchard Link Roads are set out in Chapter 8 of the Development Plan.

Primary Land Use Zoning and Specific Objectives are shown on Map D of the Development Plan. See Figure 12.

Technical Requirements for Transport and Mobility are set out in Appendix 5 of the Development Plan.

4.2 Residential Development and Settlement Guidelines

Background

The *Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities* (SRDCSGs) were adopted in January 2024.

Accessibility

Table 3.8 defines four locations in terms of proximity and accessibility to services and public transport:-

- High Capacity Public Transport Node or Interchange.

  Within 1,000 metres of Kildare Line (Park West & Cherry Orchard)
- Accessible Location.

  Within 500 metres of high frequency urban bus service .
- Intermediate Location.

  Within 500 – 1,000 metres of high frequency urban bus service.
- Peripheral Location.

  Other lands.

The subject site is located at a High Capacity Public Transport Node within 1,000 metres of the Park West & Cherry Orchard Station.

Car Parking Rates

Maximum car parking rates for residential developments are set out in Section 5.3.4 of the Guidelines (SPPR3 – Car Parking).

For developments within 1,000 metres of a high capacity public transport nodes such as Park West & Cherry Orchard Station on the the Kildare Line, the maximum car parking rate is 1 space per dwelling.

The maximum car parking standards do not include bays assigned for use by a car club, designated on-street Electric Vehicle (EV) charging stations or accessible parking spaces.

The maximum car parking standards do include provision for visitor parking.

Applicants should be required to to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and approriate, particularly when they are close to the maximum provision.

4.3 Transport Strategy for GDA

Background

The Greater Dublin Area Transport Strategy 2022 – 2042 was prepared and published by the National Transport Authority (NTA).

Residential Car Parking Standards

Maximum residential car parking standards are set out in Section 14.2.2 of the Transport Strategy based on the following zones:-

- Central Dublin inside canals and including Docklands
- Locations between the M50 and canals
- Locations between the Metropolitan boundary and the M50.
- Hinterland Towns
- Small Settlements

For locations such as Park West – Cherry Orchard between the M50 and canals, Table 14.1 recommends a maximum residential car parking standard of 0 – 1.5 space per unit.

Car Free Development

At locations served by a range of high-quality public transport services and within convenient cycling distance of Dublin City Centre, Section 14.12.2 of the Transport Strategy recommends that residential development proposals consider providing zero parking spaces (excluding parking for persons with disabilities).

In providing for car-free developments, the key considerations are

(a) The level of mobility that can be offered to future residents by the transport network in terms of public transport.

(b) The provision of high quality infrastructure (including cycle parking).

(c) The potential for adverse effects of overspill parking on neighbouring residential roads and streets.

Car free development will apply primarily to developments within 6km of Dublin City Centre at major rail interchanges.

The subect site is located some 8 km to the west of Dublin City Centre.

5. Park West – Cherry Orchard LAP

5.1 Proposed Development

This T & TA assesses the traffic impact of Sites 4 and 5 at Cherry Orchard Point on the basis of a single development notwithstanding the fact that the site is being developed in a number of phases.

5.2 Park West – Cherry Orchard Local Area Plan 2019 - 2024

The Park West - Cherry Orchard Local Area Plan 2019 came into effect in November 2019 for a period of five years for the area illustrated in Figure 4. Relevant extracts from the LAP are reproduced below.

Section 2.9.1 Transport and Movement

The existing street network in the area is dominated by a car led approach, with wide distributor type roads and little focus on pedestrian or cycle infrastructure. Physical connections with surrounding areas and within the LAP are also extremely limited with restricted access points onto Ballyfermot Road and over the railway line and the Canal. The enclosed nature of the larger institutional sites at Cherry Orchard Hospital and Wheatfield and Cloverhill Prisons form large impermeable blocks to the north and west, while the M50 to the west further restricts movement.

Rail users at Park West & Cherry Orchard Station represent a very low 2%. This is despite its central location and despite 2,550 people having access to the station within a 15-minute walk.

There is limited cycle infrastructure present throughout the LAP area.

Section 4.5.2 Vehicular Routes

As part of the preparation of the LAP, a high-level traffic analysis was undertaken for the LAP lands. At present the road network serving Park West – Cherry Orchard experiences some traffic congestion during peak hours in areas such as Cloverhill Road, Park West Avenue and Le Fanu Road with the highest delays occurring where these roads connect to regional roads such as Ballyfermot Road and the New Nangor Road. As vacant sites are developed, new employment and residential areas will generate additional demands on the existing transport network. Planning applications for sites will be required to provide detailed junction analysis and to determine the impact of a development proposal on the local road network, identifying any capacity enhancements required.

Section 4.5 .3.1 Walking Catchment of Train Station

There is an opportunity to introduce a designated car parking facility near the station as part of future development opportunities This 'Park and Ride' facility in conjunction with the future arrival of DART services would facilitate the integration of private and public transport for the local and surrounding area. It is an objective of this LAP to support the development of a local park and ride facility as part of the development of site no. 4.

Section 4.5.3.2 Bus

It is an objective of this LAP to support the development of an integrated transport interchange hub in the vicinity.

Section 4.5.6 Movement Objective

***MO14** To explore the potential for car parking facilities including local Park and Ride near Park West – Cherry Orchard train station.*

MO15 *To support the development of an integrated transport interchange hub next to the train station.*

Site 4: **M50-Cedarbrook Avenue Site**

Examine possibility of providing local park and ride facilities at this location in close proximity to the rail station.

5.3 Proposed Development – Park West – Cherry Orchard LAP

The scale of development envisaged in the Park West – Cherry Orchard Local Area Plan (LAP) is summarised in Table 4.

From Table 4, it will be seen that access for Areas 3 – 8 would be predominantly to Cloverhill Road / Park West Avenue both north and south of the railway. See Figure 3.

Table 5 Schedule of Development Park West – Cherry Orchard LAP

Site	Area	Development	Site Access
1	7.7 ha	200 – 300 units	Link Road to Ballyfermot Road
2	7.6 ha	200 – 250 units	Cherry Orchard Avenue
3a	2.1 ha	120,000 sq ft	Cloverhill Road
3b	1.4 ha	40 – 60 units	Cloverhill Road
4	11.5 ha	600 – 700 units	Park West Avenue
5	1.5 ha	150 – 200 units	Park West Avenue
6	7.3 ha	550 – 650 units	Park West Road Park West Avenue
7	4.3 ha	400 – 500 units	Park West Avenue
8	3.8 ha	250 – 350 units	Park West Avenue
Sub-Total Development	47.2. ha	2,390 – 3,010 units	
Other	220.31 ha	-	
Total	267.51 ha	2,390 – 3,010 units	

5.4 Local Mobility Hub

The proposed Local Mobility Hub on Site 4 was addressed in the Traffic and Transport Assessment (TTA) for Phase 2 prepared by Waterman Moylan in November 2024 and included in the planning application for Phase 2 (ABP-321931-25).

The purpose of the hub is to expand the local catchment of public transport services by catering for access to stops / stations for a range of mobility options.

5.5 Barnville Link

The proposed Barnville Link will provide a critical pedestrian connection from the rail station and to and from Cherry Orchard Park and the surrounding residential areas in compliance with the LAP.

6. Contiguous Development

6.1 Background

For the purpose of cumulative impact, the Traffic and Transport Assessment Guidelines, issued by TII in May 2014 require that

'Traffic and Transport Assessment should consider all committed developments within the vicinity of the site. This includes sites which have previously been granted planning permission but which are yet to become operational as well as any planning applications that have been submitted but have yet to be determined'.

6.2 Contiguous Developments

During the preparation of this TTA, a number of planning applications for contiguous developments were reviewed. The locations are shown on Figure 4 and the details in Table 6.

Table 6 Contiguous Planning Applications

Planning Authority	Reg Ref	Applicant	Location	Size
DCC	4313/22	Part 8	LAP Site 1	172 dwellings
DCC	3490/22	Part 8	LAP Site 1	172 dwellings
ABP	312290-21	Greenseed Limited	LAP Site 6	750 units
ABP	318607-23	LDA for DCC	LAP Site 4	708 apartments
ABP	321931-25	LDA for DCC	LAP Site 4	137 residential units

6.3 Scoping for TTA

The Scoping for TTA prepared by Waterman Moylan in September 2022 identified that, in addition to the trips that will be generated by the future development of Sites 4 and 5, the trips that would be generated by the approved Park West SHD development on Site 6 should be included in this TTA. See Section 12.1.

6.4 Site 6 Park West SHD

Planning permission for a residential development of 750 units and 552 car parking spaces on a 9.4 ha site at Park West, Dublin 12 was granted by An Bord Pleanala to Greenseed Ltd in June 2022 subject to 29 conditions (ABP Reg Ref 312290-21). The site included the Aspect Hotel.

Condition 15 required the submission of a Mobility Management Strategy and a Car Park Management Strategy to the planning authority.

6.4.1 Traffic and Transport Assessment

The application for the Park West SHD was accompanied by a Traffic and Transport Assessment prepared by CS Consulting in November 2020.

The methodology adopted in the TTA included:

- Traffic surveys over a period of 12 hours on Wednesday 13th February 2019 at 7 junctions over a 1.5 km length of Park West Avenue between Cloverhill Road and Nangor Road and a 1.2 km length of Park West Road between Park West Avenue and Killeen Road. The seven junctions surveyed are listed below:
    - Cloverhill Road / Cedarbrook Avenue (J1)
    - Park West Avenue / Cherry Orchard Green (J2)
    - Park West Avenue / Aspect Hotel (J3)
    - Park West Avenue / Park West Road (J4)
    - Park West Road / Yeats Way / Synge Way (J5)
    - Park West Avenue / Nangor Road / Oak Road (J6)
    - Park West Road / Killeen Road (J7)
- The proposed development would not generate excessive vehicular traffic flows.
- Combined arrivals and departures were predicted to be 204 pcu during the AM Peak Hour (08.00 – 09.00) reducing to 134 pcu during the PM Peak Hour (16.30 – 17.30).
- Determination of the likely traffic impact by the assessment of three key junctions using TRANSYT for Base Year 2021, Opening Year 2025, Future Year 2030 and Design Year 2040.
    - Park West Avenue / Site Access
    - Park West Avenue / Park West Road (Existing 4-arm Roundabout)
    - Park West Road / Site Access.

The assessment concluded that both site accesses would operate within effective capacity up to 2024 but some capacity enhancement would be required on the western arm of the roundabout at the intersection of Park West Avenue and Park West Road which would exceed effective capacity during the PM Peak by the year 2025.

6.4.2 Car Parking

The quantum of car parking provided and approved was a total of 552 spaces including 14 spaces for car sharing. The allocation of these spaces was a reduction on Development Plan standards and comprised:-

- 482 spaces for 750 apartments equivalent to 0.62 spaces per unit.
- 70 spaces for the Aspect Hotel (reduced from 112 spaces).

Some 314 spaces were located in an undercroft beneath the six blocks and the 238 remaining spaces on-street.

6.4.3 ABP Inspectors Report (ABP 312290-21)

Section 10.6.2 of the Inspector's Report prepared for An Bord Pleanala on the application for the Park West SHD was issued in June 2022.

Notwithstanding the conclusions of the TTA, the Inspector concluded that :

I am satisfied that the quantum of development proposed at this location is entirely appropriate and can be easily accommodated within the confines of existing traffic and transport infrastructure. The TTA submitted by the applicant demonstrates this, the planning authority agree and the TII and NTA do not oppose the development. Subject to standard and technical conditions suggested by the planning authority I am satisfied that the proposed development will not impact on such infrastructure.

7. Approved Phase 1 Development

7.1 Planning Application

A planning application for Phase 1 of the proposed development on Site 4 at Cherry Orchard Point was lodged by the Land Development Agency (LDA) with An Bord Pleanala on 1st December 2023. (ABP-318607-23).

The application, which is illustrated in Figure 17, was for a residential led mixed use scheme comprising:-

- A total of 708 residential apartments in a number of blocks.
- A total of 4,790 sqm non-residential development comprising
  - Supermarket (2,523 sqm).
  - Retail Units (373 sqm)
  - Creche with accommodation for 25 staff and 104 children (672 sqm)
  - Community Facilities (1,222 sqm)
- A total of 444 car parking spaces including 328 spaces for residential, 99 spaces for retail, 6 spaces for the Creche and 11 spaces for car sharing.
- 222 car parking spaces equipped with fully functional EV Charging Point(s) and the remaining 222 spaces designed to facilitate the relevant infrastructure to accommodate future EV charging.
- Motorcycle parking (22 spaces).
- A total of 1,618 bicycle parking spaces

Vehicular access to the proposed development on Site 4 Phase 1 is from four junctions on Park West Avenue as shown in Figure 3.

7.2 Planning Approval (ABP 318607-23)

Planning permission for the proposed development of Phase 1 on Site 4 at Cherry Orchard was granted by An Bord Pleanala on 9th July 2024 subject to 24 conditions.

Condition 18(a) requires that the residential car parking spaces be permanently allocated to residential use.

Condition 18(d) requires that '*The bicycle parking quantity shall be provided as per the cycle parking standards of the Dublin City Development Plan 2022 – 2028 and shall comply with the specific planning policy requirement (SPPR) 4 of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024). Resident cycle parking spaces shall be secure, conveniently located, sheltered, and well lit.'*

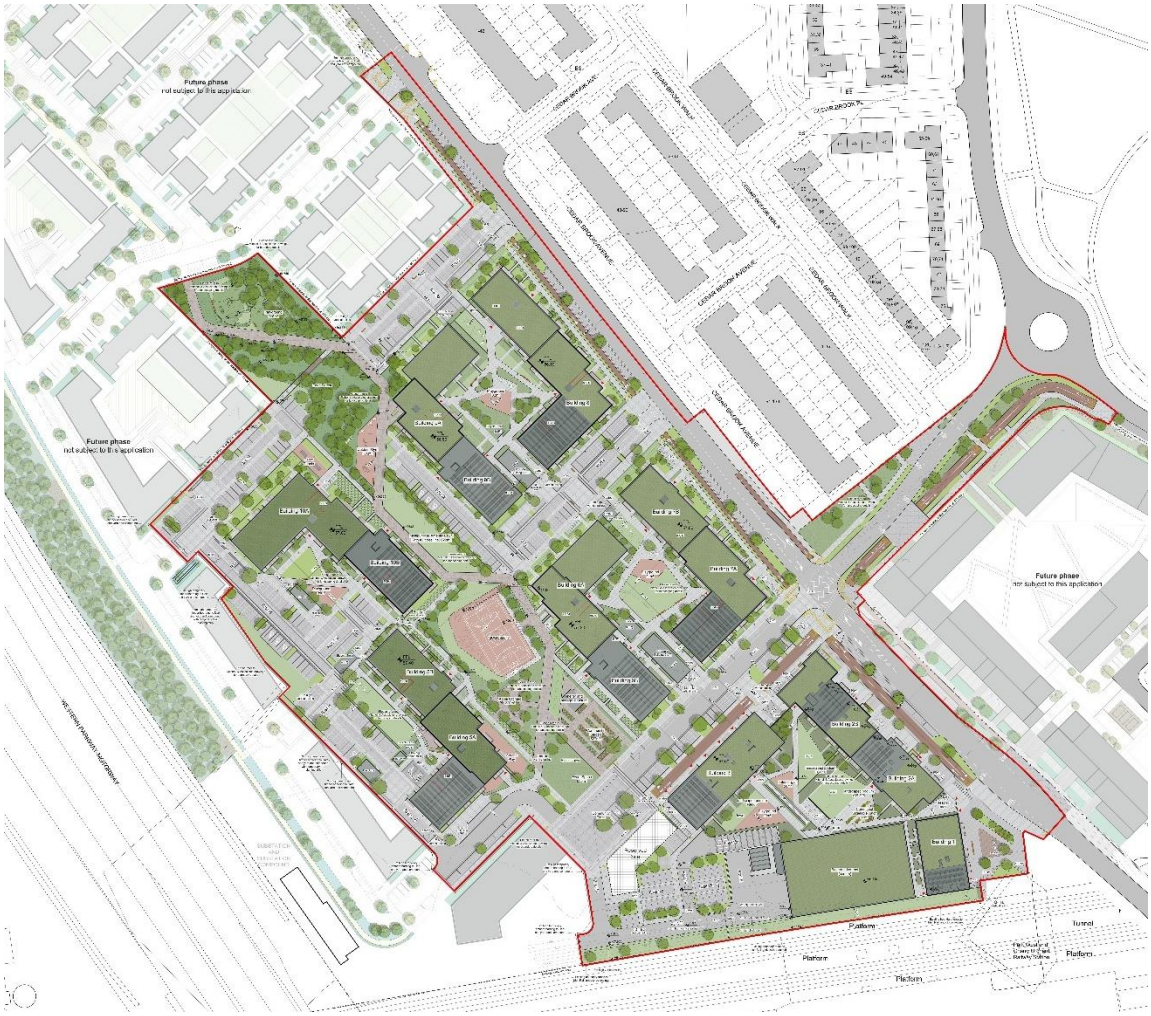


Figure 17 Approved Site Layout – Phase 1

(Approved under ABP318607-23)

7.3 Construction

Construction of Phase 1 commenced in August 2025 for occupation in 2028.

8. Approved Phase 2 Development

8.1 Planning Application

A planning application for Phase 2 of the proposed development on Site 4 at Cherry Orchard was lodged by the Land Development Agency (LDA) with An Bord Pleanala on 18th February 2025 (ABP-321931-25).

The proposed development of Phase 2 located on Site 4 at Cherry Orchard Point is shown on Figure 18 and will comprise:

- 137 residential units comprising 101 houses, 18 apartments and 18 duplexes.
- A total of 141 car parking spaces.
- 71 car parking spaces equipped with fully functional EV Charging Point(s) and the remaining 70 spaces designed to facilitate the relevant infrastructure to accommodate future EV charging.
- A total of 7 motorcycle parking spaces.
- A total of 306 cycle parking spaces.

Access to the approved development of Phases 1 and 2 on Site 4 is from four junctions on Park West Avenue as shown on Figures 3 and 4.

The layout of the proposed development (Phase 2 of the overall development) is illustrated on Figure 17 and on the drawings included with the planning application.

The locations of the parking spaces for cars and cycles is also shown on Figure 17.

8.2 Planning Approval (ACP321931-25)

Planning permission for the proposed development of Phase 2 on Site 4 at Cherry Orchard was granted by An Coimisiun Pleanala (ACP) on 23rd September 2025 subject to 20 conditions.

Condition 13(a) requires that the *'Residential car parking spaces shall be in accordance with the details set out in the document 'Mobility Management and Travel Plan January 2025''.*

Condition 13(b) requires that *' A minimum of 10% of all car parking spaces shall be provided with functioning electric vehicle charging stations or points and ducting shall be provided for the remaining stations'.*

Condition 13 (c) requires that *'Prior to the occupation of the development, a Parking Management Plan shall be prepared for the development which shall be placed on the file and retained as part of the public record'.*

Condition 13(d) requires that '*The bicycle parking quantity shall be provided as per the bicycle parking standards of the Dublin City Development Plan 2022 – 2028 and shall comply with the Specific Planning Policy Requirement 4 of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024). Resident cycle parking spaces shall be secure, conveniently located, sheltered, and well lit.*

8.3 Construction

Construction of Phase 2 commenced in August 2026 for occupation in 2028.



Figure 18 Approved Site Layout – Phase 2 (ACP321931-25)

(Extract from Waterman Moylan Drg No P100)

9. Characteristics of the Proposed Development

9.1 Description of Proposed Development

The proposed development will consist of the construction of a residential led mixed-use scheme containing 312no. residential apartments comprising 244no. cost rental and 68no. social units, 8no. local retail and commercial units, landscaped public and communal open space. The proposed development includes a new principal access via Barnville Park to the south, providing entry to an internal undercroft parking court, upgraded pedestrian and cycle footpaths, Barnville Link connecting the Park West Avenue and Cherry Orchard railway station and all associated site and development works. The proposed development represents Phase 3 of the overall planned development at Cherry Orchard Point scheme for Development Sites 4 and 5 of the LAP lands. Phase 1 of the overall planned development was granted permission in July 2024 (ACP Case Ref: 318607-23) and Phase 2 was granted in September 2025 (ACP Case Ref: 321931-25). The proposed development comprises the works to be undertaken on Site 5: Barnville, which forms the subject of this planning application.

The proposed development (Total GFA of c. 28,413 sq.m) involves construction of 312no. residential apartments (c. 24,556 sq.m), across 7 core blocks consisting of 4 to 10 floors, comprising 16no. studio units, 146no. one-bed units, 139no. two-bed units (15no. two-bed three-person and 124no. two-bed four person), 9 no. 3-bed units (9no. three-bed five-person) and 2no. 4-bed units (2no. four-bed seven-person) together with 8no. Local Retail and Commercial units (c. 1,441 sq.m GFA), and all ancillary and sundry accommodation (c. 2,416sq.m total GFA). The proposed development also includes the provision of landscaped public open spaces of c.1,691 sq.m. and Communal open space of c. 2,390 sq.m. The communal open space has been designed to provide a high-quality amenity area, incorporating a community garden with seating, play and fitness facilities, and associated landscaping. The scheme also provides private open space for all residential units.

The proposed development will involve the provision of car parking (including accessible and EV car parking spaces), car sharing spaces, bicycle parking spaces, motorbike spaces and loading bays. The scheme includes a Barnville Link to the south of the site connecting Barnville Park with Park West Avenue and providing direct pedestrian access to the railway station, along with overall 4no. pedestrian crossing points connecting Park West Avenue, Barnville Park and New Cherry Orchard Park.

The development will also provide for all associated ancillary site development infrastructure including site clearance, boundary treatment, associated public lighting, internal roads and pathways, substations, switch room, water tank rooms, storage room, meter room, sprinkler tank room, bin storage, bicycle stores, hard and soft landscaping, play equipment, boundary walls, attenuation area, green and blue roof systems, photovoltaic panels and all associated works and infrastructure to facilitate the development including connection to foul and surface water drainage and water supply (v5.3).

Refer to the enclosed statutory notices for a full description of development as part of this planning application.

The Phase 3 site layout can be seen in Figure 19 and on the drawings included with the planning application for Phase 3. Access to Phase 3 on Site 5 is proposed from an at-grade priority junction to be located on Barnville Park.

The Schedule of Car Parking in presented in Table 7. The layout and locations of the car parking, loading bay and bus stop at street Level 1 can be seen on Figure 19.

The layout and locations of the car, cycle and motorcycle parking at lower Level 0 can be seen in Figure 20.



Figure 19 Proposed Site Layout - Phase 3

(Extract from van Dijk CCK Architects Drg No COP-PH3-CCK-00-DR-A-1020 Rev P01)

Table 7 Schedule of Car Parking

Parking Plan					
Location	Standard Residential	Designated Accessible	Non Residential Spaces	Car Sharing	Sub totals
Undercroft Parking	127	4	0	0	131
Barnville Park St.	14	3	0	0	17
Cherry Orchard Green	1	0	0	4	5
Cedarbrook Way	0	0	0	0	0
Park West Ave	0	1	2	0	3
Sub totals	142	8	2	4	**156**

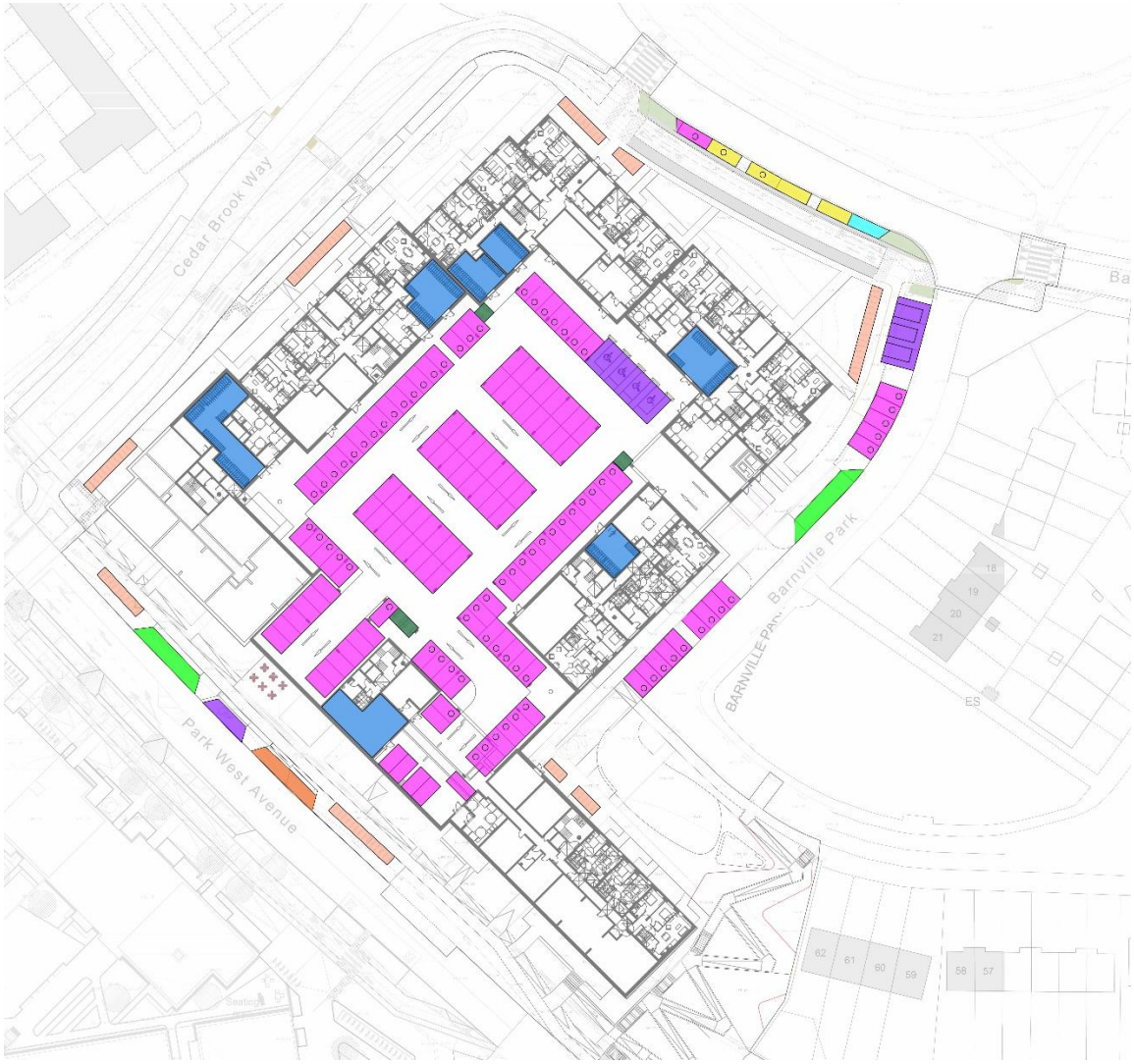


Figure 20 Proposed Parking Layout at Level 0 and Level 1- Phase 3

(Extract from van Dijk Architects CCK Architects Drg No COP-PH3- -00-DR-A-1020 Rev P01)

9.2 Future Development – Phase 4

The future development of Phase 4 on Site 4 at Cherry Orchard Point is expected to comprise: -

- Commercial units in 4 blocks (16,310 sqm).
- A total of 82 car parking spaces.
- A total of 300 cycle parking spaces with 218 spaces for staff and 82 spaces for visitors.

The preliminary Phase 4 site layout can be seen in Figure 21 and on the drawings included with the planning application for Phase 3.

9.3 Overall Development

A breakdown of the overall development is presented in Table 8 and the layout of the overall development is illustrated in Figure 21. The overall development is expected to comprise 1,157 residential units, a supermarket, commercial, a creche, community facilities together with car and cycle parking.

The T & TA for this development assesses the traffic impact of Cherry Orchard Point on the basis of a single development notwithstanding the fact that the site is being developed in a number of phases.

Table 8 Schedule of Overall Development

Description	Phase 1	Phase 2	Phase 3	Phase 4	Total
Studio	28	-	-	-	28
Apartments	680	18	312	-	1,010
Duplex	-	18	-	-	18
Houses	-	101	-	-	101
Total Residential	708	137	312	-	1,157
Supermarket	2,523 sqm	-	-	-	2,523 sqm
Local Retail and Commercial	373 sqm	-	1,441 sqm		1,814 sqm
Creche	672 sqm	-	-	-	672 sqm
Commercial	-	-	-	16,310 sqm	16,310 sqm
Community	1,221 sqm	-	-	-	1,221 sqm
Car Parking	444	141	156	82	823 spaces
Cycle Parking	1,618	306	658	300	2,882 spaces



Figure 21 Layout of Overall Development

(Extract from van Dijk Architects Drg No 22-SK-003)

9.4 Contiguous Development

As described in Section 5.0 of this TTA, planning permission for a residential development of 750 units and 552 car parking spaces on a 9.4 ha site at Park West, Dublin 12 was granted by An Bord Pleanala to Greenseed Ltd in June 2022 subject to 29 conditions (ABP Reg Ref 312290-21). The parking total included 14 spaces for car sharing.

The site included the Aspect Hotel which is located some 5 minutes' walk from Site 4 (400m).

9.5 Proposed Site Access

Access to Phases 1 and 2 on Site 4 will be from four junctions on Park West Avenue. Three of the four junctions will be at-grade with priority control and the fourth junction will form an at-grade signalised crossroads with Barnville Park.

Access to Phase 3 on Site 5 will be from an at-grade priority junction to be located on Barnville Park.

Access to Phase 4 on Site 4 will be from the signalised cross-roads on Park West Avenue.

9.6 Internal Site Layout

The proposed internal layout of Phase 3 including roads, cycle facilities and pedestrian facilities.is shown in Figures 19 and 20.

9.7 Servicing

Servicing for Phase 3 will be from loading bays on Park West Avenue and on Barnville Park as shown on Figure 22. Both loading bays will be available to serve the Local Retail and Commercial units. They will also be available for deliveries to residents.



Figure 22 Loading Bays on Park West Avenue and Barnville Park

(Extract from van Dijk CCK Architects Drg No COP-PH3-CCK-00-DR-A-1020 Rev P01)

9.8 Waste Collection

Bin collection and the Bin Collection Area for the proposed development are shown on van Dijk Architects Drg No 2539-BL-PH3 106 included with the planning application. An extract from this drawing is reproduced in Figure 19.

Access for a standard refuse freighter to the proposed Bin Collection Area at Level 0 is shown on Waterman Moylan Drg No COP-WMC-PH3-00-DR-C-P0115, an extract from which is reproduced in Figure 23.

The tracking confirms that a standard refuse freighter can access the proposed Bin Collection Area from the public road network, load, turn and return to the public road network



Figure 23 Bin Collection Area and Tracking for Refuse Freighter

(Extract from Waterman Moylan Drg No COP-WMC-PH3-00-DR-C-P0115)

9.9 Fire Tender Access

Swept access for a fire tender to the proposed development is shown on Waterman Moylan Drg No COP-WMC-PH3-00-DR-C-P0116 an extract from which is reproduced in Figure 24.

The tracking confirms that a fire tender can access the proposed development from the public road network, operate, turn and return to the public road network



Figure 24 Fire Tender Access

(Extract from Waterman Moylan Drg No COP-WMC-PH3-00-DR-C-P0116)

9.10 Car Parking

A total of 156 car parking spaces will be provided in Phase 3 based on 0.48 spaces per unit and comprising:

- 131 spaces for residents will be located at Level 0 (including 4 accessible).
- 25 spaces will be located at street Level 1 (including 4 accessible).

The locations of the car parking spaces are shown on Figures 19 and 20 and on the architectural and engineering drawings included with the planning application.

9.11 Cyclists and Pedestrians

The pedestrian and cycle access to the proposed development have been integrated with the proposals for the surrounding road network. This development provides for upgraded footpaths and cycle tracks on the Park West Avenue and Barnville Park frontages of the site.

9.12 Cycle Parking

In compliance with Section 3.0 of Appendix 5 of the Dublin City Development Plan 2022 – 2028, Phase 3 will include a total of 658 cycle parking spaces with 481 long stay spaces for residents at Level 0 and 177 short stay spaces for visitors and customers at Level 1.The locations of the cycle parking spaces are shown on the architectural and engineering drawings included with the planning application.

Shower / changing facilities for staff will be provided in accordance with Section 3.2 of Appendix 5 of the City Development Plan.

9.13 Bedrooms and Resident Population

The projected number of bedrooms and resident population at Cherry Orchard Point is 3,816 persons as calculated in Table 9.

Table 9 Schedule of Bedrooms and Resident Population

Unit Size	Unit Nos	Bedrooms	Persons
Phase 1			
1-Bed Studio (2 persons)	291	291	582
2-Bed Apartment (3 persons)	52	104	156
2-Bed Apartment (4 persons)	316	632	1,264
3-Bed Apartment (5P)	49	147	245
Phase 1 Total	708	1,174	2,247

Phase 2			
2-Bed House (4 persons)	13	26	52
3-Bed House (5 persons)	88	264	440
2-Bed Apartment (3 persons)	9	18	27
2-Bed Apartment (4 persons)	9	18	36
3-Bed Duplex (5 person)	18	54	90
Phase 2 Total	137	380	645

Phase 3	**Units**	**Bedrooms**	
Studio (2 person)	16	16	32
1-Bed Apartments (2 persons)	146	146	292
2-Bed Apartments (3 persons)	15	30	45
2-Bed Apartments (4 persons)	124	248	496
3-bed Apartments (5 persons)	9	27	45
4-bed apartments (7 persons)	2	8	14
Phase 3 Total	312	475	924

Phase 4			
-	-	-	-
Phase 4 Total	-	-	-
Grand Total	1,157	2,029	3,816 persons

9.14 Local Mobility Hub

During the preparation of the T &TA for Phase 1, Site 4 at Park West Avenue was identified as a suitable location for a Local Mobility Hub in conjunction with the provision of a limited car parking provision for the proposed development. The elements identified in Phase 1 as appropriate for location at surface level adjacent to the railway station as well within the adjacent lower ground floor, deck and podium include: -

- Bus stop / set-down – on Park West Avenue.
- Bicycle parking – covered and secure at the deck parking area.
- Cargo bike parking – at the deck parking area.
- e-bike parking and charging- at the railway station by others.
- Taxi drop-off – Park West Avenue / New Street.
- Car club parking and charging. – New Street
- Private car drop-off – utilising on-street parking.
- Short term private car parking – pay and display.
- Private car EV charging – on-street and within deck parking area.

The locations of these various facilities are shown on the architectural and engineering drawings included in the planning application for Phase 1.

9.15 Mobility Management and Travel Plan

One Mobility Management and Travel Plan (MMTP) is being prepared for Cherry Orchard Point notwithstanding the fact that the development is being undertaken in phases.

The Traffic and Transport Assessment (T&TA) for the proposed development is accompanied by the Third Edition of the Mobility Management and Travel Plan (MMTP) prepared by Waterman Moylan in February 2026. in accordance with Appendix 5 Section 2.3 of the Dublin City Development Plan 2022 - 2028.

10. Car Parking – Phase 3

10.1 Background

The background to car parking in new residential developments is set out in Appendix 5: Transport and Mobility – Technical Requirements of the Dublin City Development Plan 2022 – 2028. Section 2.5 of Appendix 5 advises that: -

'The management of car parking provision within a development is an integral part of ensuring there is limited impact or overspill onto the adjoining road network. Where car parking is provided for residential or non-residential developments, a Car Parking Management Plan shall be provided regarding the continual management and assignment of spaces to uses and residents over time.

Generally, car parking spaces shall not be sold with units but shall be assigned and managed in a separate capacity via leasing or permit arrangements. A management scheme for any visitor car parking shall also put in place. Where car club spaces are provided within a development, a letter of confirmation from the relevant provider shall be included with an application and details submitted regarding the operation of the service within a development.

The maximum standards for car parking provision are set out in Table 2. Dublin City Council proactively works with developers to develop appropriate mobility strategies for new developments, including appropriate parking ratios. Car parking ratios for new developments are dependent on a number of factors in order to deliver a sustainable community. In particular locations, active travel (walking and cycling) infrastructure and provisions to support active travel modes and access to operational high frequency public transport corridors within 10 minutes walking distances are all key components for reduced car parking provision. Other applicable factors include access to services and amenities located within walking distance, high quality shared mobility provision, and service vehicles access and strategy which all seek to minimise the impact on the public transport corridors and other users of the surrounding road network.

Where car parking is provided for a residential development, a rationale for the quantum of car parking proposed shall be provided. This should include an analysis of census data in relation to the car ownership levels by occupiers of a similar development (i.e. houses or apartments) in the relevant electoral area and existing mode split. Reference shall also be included to the quantum of parking in the immediate area as a result of planned developments (which are subject to current planning applications or have been granted permission and not yet developed)'.

10.2 Dublin City Development Plan 2022 – 2028

Standards for car parking in new developments are set out in Appendix 5: Transport and Mobility – Technical Requirements of the Dublin City Development Plan 2022 – 2028. Parking standards are area-based with Cherry Orchard and the subject site in Area 2. See Figure 25.

For Houses, Apartments and Duplexes in Area 2, Table 2 specifies a maximum provision of 1 space per unit in Zone 2.

For retail supermarkets exceeding 1,000 sqm, the maximum provision is 1 space per 100 sqm.

For Other Retail, the maximum provision is 1 space per 275 sqm

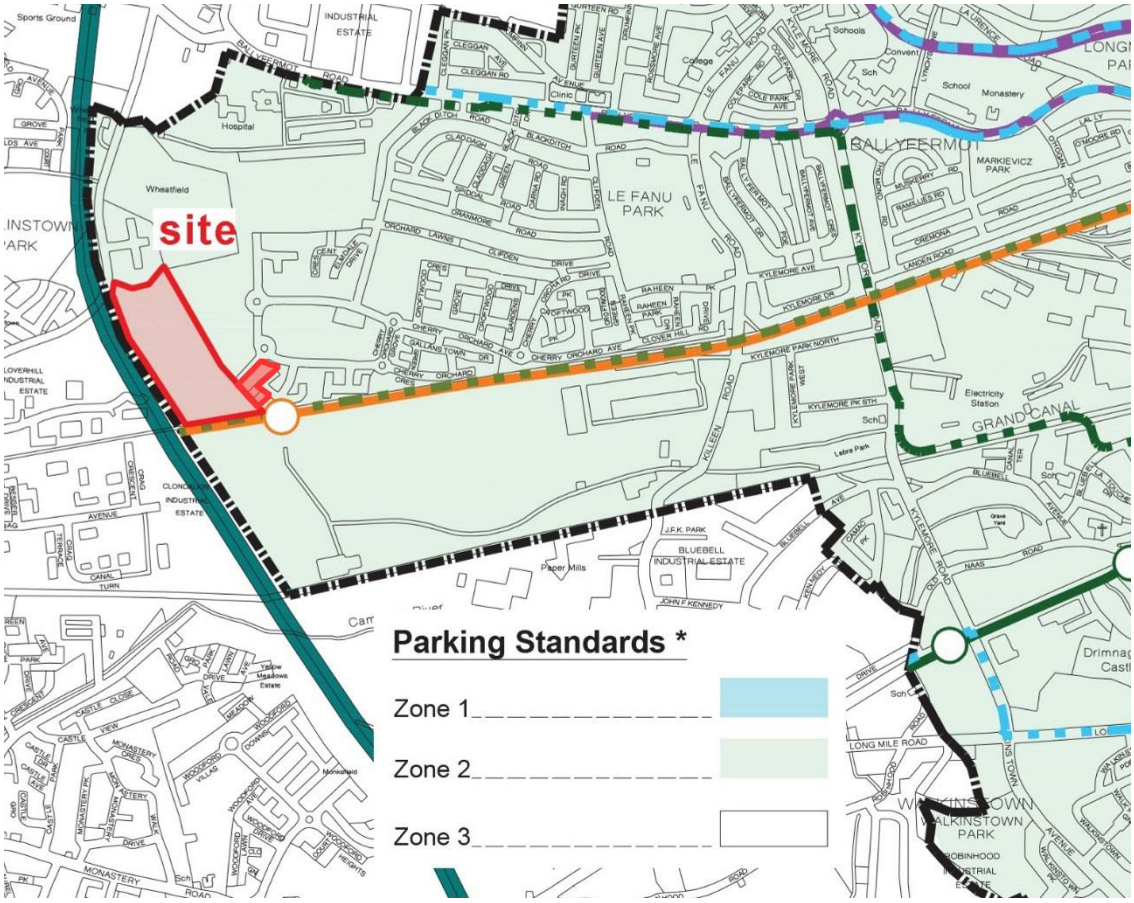


Figure 25 Extract from Development Plan Map J

10.3 Summary of Car Parking Standards

The parking standards from the various planning documents are summarised in Table 10 below.

Table 10 Summary of Car Parking Standards for Residential Developments

Document	Location	Standard
Dublin City Development Plan	All Areas	Maximum 1 space per dwelling
Apartment Guidelines	Within 1,000 metres of Park West & Cherry Orchard Station	Maximum 1 space per dwelling
Settlement Guidelines	Within 1,000 metres of Park West & Cherry Orchard Station	Maximum 1 space per dwelling
GDA Transport Strategy	Between the M50 and canals	0 – 1.5 spaces per unit

10.4 Comparative Developments

In a number of recent decisions, An Coimisiun Pleanala (formerly An Bord Pleanala) has approved a reduced provision of car parking for proposed residential developments when compared with the maximum car parking standards set out in the various Development Plans, Standards and Guidelines.

Strategic Housing Development (SHD)

The car parking provisions in similar residential developments approved under the SHD provisions are set out in Table 11 below. Parking numbers for car sharing are shown separately where available.

The car parking provision approved under the SHD provision between 2019 and 2022 varied between a low of 0.30 space per unit at Swiss Cottage, Santry to a high of 0.76 space per unit at Cross Avenue, Blackrock.

Large Residential Development (LRD)

The car parking provisions in similar residential developments approved under the LRD provisions are set out in Table 12 below. Parking numbers for car sharing are shown separately where available.

The range of the car parking provision approved under the LRD provision between 2019 and 2022 varied between a low of 0.13 space per unit at Dolphins Barn Street, Dublin 8 to a high of 0.73 spaces per unit at Fortfield Road, Terenure.

Current Applications

Applications and appeals to An Coimisiun Pleanala not approved at the time of writing in June 2026 are presented in Table 13.

The range of the car parking provision proposed varies from a low of 0.2 spaces per unit at Milltown Road to a high of 0.74 spaces per unit at Fosterstown, Swords.

Table 11 Residential Parking Provision – Approved SHD Applications 2019 – 2022 (13)

ABP Ref No	Year	Scheme	Transport Corridor	Type	Units	Car Parking (Car Sharing)	Parking Ratio
305319-19	2019	Clongriffin Dublin 13	DART North	BTR Apartments Apartments	265 235	261	0.52
306167-19	2019	Rathoath Road Pellestown	DART West LUAS Green Line	Apartments	435	196	0.45
306987-20	2020	Swiss Cottage Santry	Swords to City Centre Core Bus Corridor	BTR Apartments	120	36 (4)	0.30
306506-20	2020	Gort Muire Dundrum	LUAS Green Line	BTR Apartments	730	296	0.41
306075-20	2020	Gallagher Greenhills Rd	LUAS Green Line	Apartments	502	202	0.40
307011-20	2020	Omni Park Santry	Swords to City Centre Core Bus Corridor	Apartments	324	152	0.47
307092-20	2020	Palmerstown Retail Park Dublin 20	Liffey Valley to City Centre Core Bus Corridor	BTR Apartments	250	125	0.50
308552-21	2020	Station Road, Raheny	DART North	Apartments	105	55	0.52
312290-21	2021	Park West Dublin 12	DART SouthWest	Apartments	750	465	0.62
313252-22	2022	Cross Avenue, Blackrock	Bray to City Centre Core Bus Corridor	BTR Apartments	355	266	0.76
313266-22	2022	Blakes, Stillorgan	Bray to City Centre Core Bus Corridor	BTR Apartments	377	120	0.32
314458-22	2022	Omni Park Santry	Swords to City Centre Core Bus Corridor	Apartments	457	219 (6)	0.49
314686-22	2022	Former Bray Golf Club Bray	DART South Bray to City Centre Core Bus Corridor	Apartments BTR Apartments	348 162	252 (2)	0.49

Table 12 Residential Parking Provision– Approved LRD Applications 2023 – 2025 (18)

ABP Ref No	Year	Scheme	Transport Corridor	Type	Units	Car Parking (Car Sharing)	Parking Ratio
315709-23	2023	Blanchardstown Town Centre	Blanchardstown to City Centre Core Bus Corridor	Apartments	971	487	0.50
317438-23	2023	St Vincents Hospital, Richmond Road	Swords to City Centre and Clongriffin to City Centre Core Bus Corridors	Apartments BTR Apartments	494 317	247 (7)	0.30
317921-23	2023	Milltown Park, Sandyford Road	Bray to City Centre Core Bus Corridor	Apartments	636	325 (10)	0.51
318108-23	2023	Northwood Avenue, Santry	Swords to City Centre Core Bus Corridor	Apartments	192	96	0.50
318247-23	2023	Monkstown Road Monkstown	DART Southeast	BTR Apartments	490	210	0.43
318607-23	2023	Park West Avenue Cherry Orchard	DART Southeast	Apartments	708	328 (11)	0.46
319292-24	2024	Grange Road, Baldoyle	DART North	Apartments	120	47	0.39
319421-24	2024	Greenmount Lane Harolds Cross	Kimmage to City Centre Core Bus Corridor	Apartments	181	63 (4)	0.35
319873-24	2024	Richmond Road Fairview	Clongriffin to City Centre Core Bus Corridor	Apartments	104	30 (2)	0.29
320660-24	2024	Deer Park Howth	DART North	Apartments	135	63	0.47
320885-24	2024	Ballymastone Donabate	DART North	Apartments	124	67	0.54
320886-24	2024	Clonsilla Inn Portersown	DART West	Apartments	170	77 (2)	0.45

321455-24	2024	Mountgorry Swords	Metrolink	Apartments	123	24	0.19
322089-25 (315883-23)	2025	Rydalmount Milltown Road	Luas Green Line	BTR Apartments	54	12 (4)	0.22
322106-25 (6058-24)	2025	Fortfield Road Terenure	Templeogue / Rathfarnham Core Bus Corridor	Apartments	265	195 (7)	0.73
322679-25	2025	Dolphins Barn Street Dublin 8	Greenhills to City Centre Core Bus Corridor LUAS Red Line	Apartments	119	15	0.13
323141-25	2025	Blackthorn Drive Sandyford	Luas Green Line	Apartments	71	35	0.49
323664-25	2025	Kimmage Road West Dublin 12	Kimmage to City Centre Core Bus Corridor	Apartments	145	83	0.57

Table 13 Residential Parking Provision – Applications Not Decided at May 2026 (3)

ABP Ref No	Year	Scheme	Transport Corridor	Type	Units	Car Parking (Car Sharing)	Parking Ratio
321075-24 (310450-21)	2024	Merrion Road Dublin 4	DART South Blackrock to City Centre Core Bus Corridor	Apartments	25	25 (1)	1.00
320806-24 (308366-20)	2024	Fosterstown Swords	Metrolink	Apartments	278	206	0.74
322160-25 (311302-21)	2025	Milltown Park Sandford Road	Bray to City Centre Core Bus Corridor	Apartments BTR Apartments	67 604	325 (10)	0.50

10.5 Relaxation of Maximum Car Parking Standards

Section 4.0 of Appendix 5 in the Dublin City Development Plan 2022 – 2028 advises that '*the purpose of the parking standards set out in Table 2 is to ensure that an appropriate level of parking is provided to serve all new development.'*

In relation to a relaxation of the maximum car parking standard, Section 4.0 advises that: -

'A relaxation of maximum car parking standards will be considered in Zone 1 and Zone 2 for any site located within a highly accessible location. Applicants must set out a clear case satisfactorily demonstrating a reduction of parking need for the development based on the following criteria:

- *Locational suitability and advantages of the site.*
- *Proximity to High Frequency Public Transport services (10 minutes' walk).*
- *Walking and cycling accessibility/permeability and any improvement to same.*
- *The range of services and sources of employment available within walking distance of the development.*
- *Availability of shared mobility.*
- *Impact on the amenities of surrounding properties or areas including overspill parking.*
- *Impact on traffic safety including obstruction of other road users.*
- *Robustness of Mobility Management Plan to support the development.*

Residential parking spaces are mainly to provide for car storage to support family friendly living policies in the City.'

In summary, an appropriate level of car parking must be provided in new developments.

The primary criteria set by Dublin City Council for a relaxation of the maximum car parking standards set out in Table 2 of the Plan appear to be the support of family friendly living having regard to the services, facilities and amenities available with 10 minutes walking distance of a proposed development.

Table 14 below demonstrates that the subject site is a location where a relaxation of the maximum residential car parking standards may be appropriate.

Table 14 Compliance with Section 4.0 of Appendix 5

Criterion	Yes / No	
Locational suitability and advantages of the site	Yes	The subject site in Cherry Orchard is located less 8 km from the City Centre.
Proximity to High Frequency Public Transport services	Yes	The proposed development will be located Park West & Cherry Orchard Rail Station. It will also be located adjacent to high frequency bus services on the G Spine.
Walking and cycling accessibility / permeability	Yes	The subject site will be surrounded by a well-connected network of footpaths that will link the various neighbourhoods to one another, to the existing educational institutions, to employment areas and to the surrounding public transport network (Barnville Walk). The development will also be served by the GDA Cycle Network including a north-south Secondary Route along Park West Avenue.
Range of services and sources of employment	Yes	The surrounding area includes educational, healthcare, leisure, and sporting facilities within 10 minutes walking distance providing a range of services and sources of employment. There is restricted access to retail within 40 minutes walking distance except for Local Retail at Park West (10 minutes walking distance) and the proposed supermarket to be constructed in Phase 1.
Availability of shared mobility	Yes	Parking spaces will be allocated for car sharing within the proposed development.
Impact on the amenities of surrounding properties or areas including overspill parking	Yes	The implementation of the measures set out in the Mobility Management and Travel Plan will be designed to reduce car ownership. Notwithstanding, it is possible that car ownership could exceed parking capacity leading to overspill parking.

Impact on traffic safety including obstruction of other road users	Yes	The roads elements of the proposed development will be designed in compliance with the requirements of Design Manual for Roads and Streets (DMURS). It will also be subject to Quality Audits at the planning and completion stages.
Robustness of Mobility Management Plan to support the development	Yes	The targets to be set in the Mobility Management and Travel Plan for the subject development will be realistic and achievable. The implementation of the measures set out in the Mobility Management and Travel Plan will be designed inter alia to reduce car ownership and the journey to work by car.

10.6 Proposed Car Parking

In relation to a relaxation of the maximum car parking standard, the TTA demonstrates that the subject site is a location where a relaxation of the maximum residential car parking standards may be appropriate having regard, inter alia, to the availability of excellent public transport.

The overall car parking provision proposed for Phase 3 is 156 spaces comprising 150 spaces for residents and 6 publicly accessible spaces for Local Retail, Commercial and Car Sharing.

The locations of the car parking spaces are shown on Figures 19 and 20 as follows

- 131 spaces for residents at Level 0 (including 4 accessible).
- 25 spaces at street Level 1 (including 4 accessible).

The proposed car parking ratio for the residential development in Phase 3 is 0.48 space per unit for the 312 units proposed (150 spaces comprising 142 standard spaces and 8 accessible spaces).

The designation and locations of the 156 car parking spaces will be:

- 127 standard spaces for apartments at Level 0.
- 15 standard spaces for apartments at Level 1.
- 4 x designated accessible spaces at Level 0.
- 4 x designated accessible spaces at Level 1.
- 2 spaces for Local Retail and Commercial at Level 1.
- 4 spaces for car sharing (GoCar) at Level 1.

10.7 Accessible Car Parking

Section 4.2 of Appendix 5 requires that at least 5% of the total car parking spaces be designated for people with accessibility requirements giving a requirement of 8 spaces (5% of 156 spaces).

The proposed Phase 3 development will include

- 4 on-street accessible spaces at Level 1.
- 4 off-street accessible spaces at Level 0.

10.8 Electric Charging

The Dublin City Development Plan 2022 – 2028 requires in Section 5.0 of Appendix 5 that all car parking spaces in new developments be designed to facilitate the relevant infrastructure to accommodate future EV charging. The Plan requires that 50% of these spaces be 'live' on completion of a development.

The proposed scheme at Phase 3 of Cherry Orchard Point includes measures to facilitate the charging of electric vehicles in accordance with the requirements of the Development Plan. A total of 78 parking spaces (50% of the total provision) are indicated for EV charging and are proposed to be fitted with fully functional charging points in accordance with a demand-led rollout strategy as described below. The remaining 78 spaces (50%) will be provided with ducting for the future installation of EV chargers.

The 78 parking spaces designated for EV charging at the proposed development will be located as follows as shown on the planning application drawings (50% of 156 spaces):-

Level 0 Total of 61 spaces

- 57 standard spaces for residents.
- 4 accessible spaces for residents.

Level 1 Total of 17 spaces

- 15 on-street spaces for residents
- 2 on-street spaces for car sharing (GoCar)

Guidance in relation to Electric Vehicle Charging Infrastructure is provided in Section 1.4.6 of TGD L 2022: *Conservation of Fuel and Energy – Dwellings*. The EV charging infrastructure proposed for Phase 3 will comply with the requirements set out in Part L.

The recent Cost Rental Tenant Survey carried out by The LDA in 2026 identified an EV charging uptake of c. 6% across their various developments completed and occupied to date. Having regard to this finding, it is proposed that the development at Phase 3 of Cherry Orchard Point will incorporate a demand led 'go live' strategy for EV charging at car spaces across the development.

In order to ensure appropriate capital and maintenance expenditure as part of the Phase 3 development, it is proposed to continue to liaise with Dublin City Council through compliance agreement, to determine if the following may be appropriate:-

- Provide 20% EV charging on completion (32 spaces)
- Monitor the EV uptake from the commencement of occupation.
- Increase the EV charging provision to 30% (47 spaces) once the demand reaches 15%, to 40% (62 spaces) when the demand reaches 25% and finally to 50% (78 spaces) when the demand reaches 35%.

The locations of the car parking spaces at Phase 3 are shown on Figure 17 and 18 and on the architectural and engineering drawings included with the planning application.

10.9 Car Sharing

A total of four on-street spaces are proposed for car sharing.

10.10 Car Parking Management

It is proposed that the 156 spaces in Phase 3 will be allocated and managed as shown in Table 15.

Permits for access by residents to the private spaces will be issued by the Management Company with not more than one permit per unit.

For residents who require occasional car use without the need to own a vehicle, Phase 3 will include 4 spaces permanently allocated for car sharing with vehicles supplied by GoCar or similar company.

Table 15 Allocation and Management of Car Parking

Land Use	Access	Spaces	Operation and Control
Residential Level 0	Private Restricted	127 spaces	Reserved for residents with residential permits.
Residential Accessible Level 0	Private Restricted	4 spaces	Reserved for residents with residential permit and disabled badge
Residential On-street	Public Restricted	15 spaces	Reserved for residents with on-street parking permits from Dublin City Council
Accessible On-street	Public Restricted	4 spaces	Reserved for disabled badge holders with on-street parking permit from Dublin City Council
On-street	Public	2 spaces	Pay and Display 1 hour limit
Car Sharing	On-street Restricted	4 spaces	Reserved for car sharing vehicles only
Total		156 spaces	

11. Cycle Parking – Phase 3

11.1 Cycle Parking Standards

Standards for cycle parking are set out in Section 3.0 of Appendix 5 to the Dublin City Development Plan 2022 – 2028.

The cycle parking standards for Zone 2 reproduced from Table 1 of Appendix 5 are presented in Table 16 below.

Table 16 Cycle Parking Standards

	Long Term / Staff	Short Stay / Visitor
Residential Dwelling	1 per unit	1 per 5 dwellings
Residential Apartment	1 per bedroom	1 per 2 apartments
Retail	1 per 5 staff	1 per 100 sqm CFA
Community	1 per 5 staff	1 per 100 sqm CFA

11.2 Cycle Parking Required

Calculations for the quantum of cycle parking both long-term (residents / staff) and short stay (visitors) required for the proposed development of Phase 3 on Site 4 are set out in Tables 17 and 18.

The number of bedrooms for the residential apartments used in the calculation of cycle parking requirements was taken from Table 7 in this TTA.

Staff numbers for local retail and commercial used in the calculation of cycle parking requirements were based on persons per 100 square metres.

11.3 Cycle Parking Required – Long Term

The long-term cycle parking required in Phase 3 for residents is calculated in Table 15.

Table 17 Cycle Parking Required – Phase 2- Long Term (Residents)

Land Use	No /Size	Bedrooms / Staff	Standard	Spaces
Residential Apartment	312 units	475 bedrooms	1 per bedroom	475 spaces
Local Retail and Commercial	1,441 sqm	21 persons	1 per 5 staff	5 spaces
Total				480 spaces

11.4 Cycle Parking Required – Short Stay

The short stay cycle parking required in Phase 3 for visitors is calculated in Table 14.

Table 18 Cycle Parking Required – Residential - Short Stay (Visitors / Customers)

Land Use	Units	Standard	Spaces
Residential Apartment	312 units	1 per 2 apartments	156 spaces
Local Retail and Commercial	1,441 sqm	1 per 100 sqm	20 spaces
Total			176 spaces

11.5 Cycle Parking Required

A total of 656 cycle parking spaces (480 long term for residents and 176 short stay for visitors and customers are required for Phase 3 as calculated in Tables 17 and 18

11.6 Cycle Parking Provided

A total of 658 cycle parking spaces with 481 long stay spaces for residents and staff together with 177 spaces for visitors.

11.7 Location of Cycle Parking

The total of 658 cycle parking spaces are proposed to be located as follows:

- 481 long stay spaces at Level 0.

  The locations of these spaces are shown on Figure 26 and on the architectural and engineering drawings included in the planning application.

- 177 short stay spaces at Level 1.

  The locations of these spaces are shown on Figure 27 and on the architectural and engineering drawings included in the planning application.

Provision has been included for cargo bikes. Shower / changing facilities for staff will be provided in accordance with Section 3.2 of Appendix 5 of the City Development Plan.

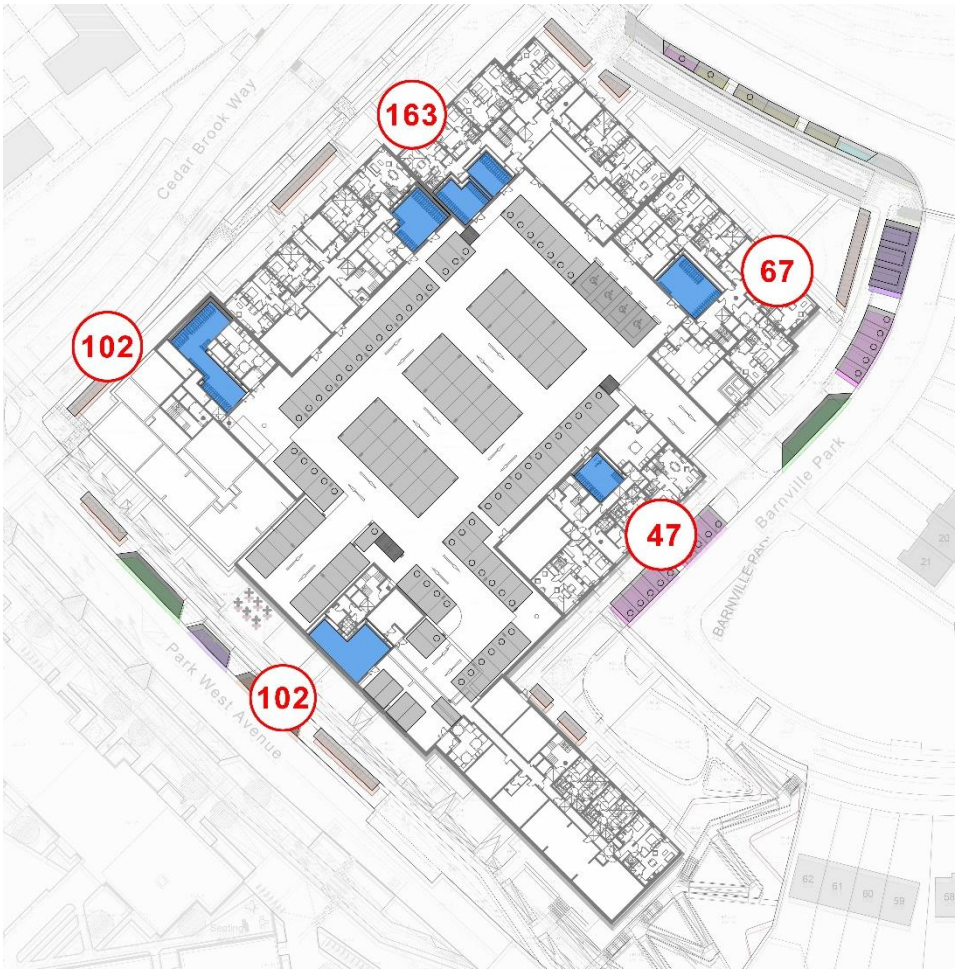


Figure 26 Locations of Long Stay Cycle Parking - Level 0 (481 spaces)

(Extract from van Dijk CCK Architects Drg No 2539-PA Rev 01 -Car & Bicycle Parking Layout)

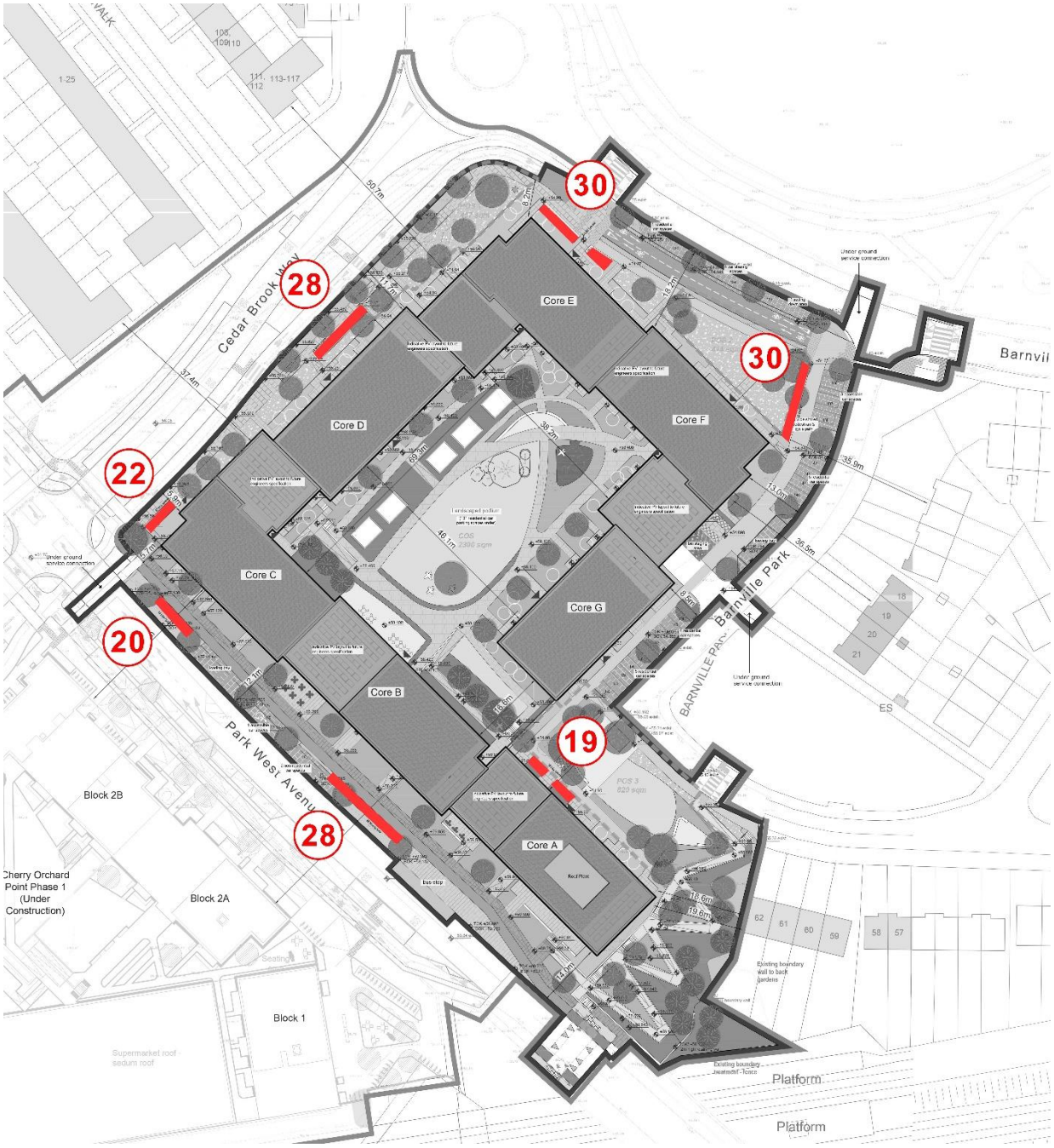


Figure 27 Locations of Short Stay Cycle Parking - Level 1 (177 spaces)

(Extract from van Dijk CCK Architects Drg No COP-PH3-CCK- 00-DR-A-1020 Rev P01)

11.8 Access to Cycle Parking

Access and circulation for cyclists around and within Phase 3 is shown on Figure 28 and on the architectural and engineering drawings included in the planning application.



Figure 28 Cycle and Pedestrian Access and Circulation

(Extract from van Dijk CCK Architects Drawing Access and Circulation)

12. Construction Stage Traffic

12.1 Site Access

Site access for construction traffic is proposed from Park West Avenue and from Barnville Walk at the four locations shown on Figure 29.

Care will be taken to ensure that the pedestrian and cycling routes are suitably maintained or appropriately diverted as necessary during the construction period. It is likely that construction will have a slight effect on pedestrian and cycle infrastructure.

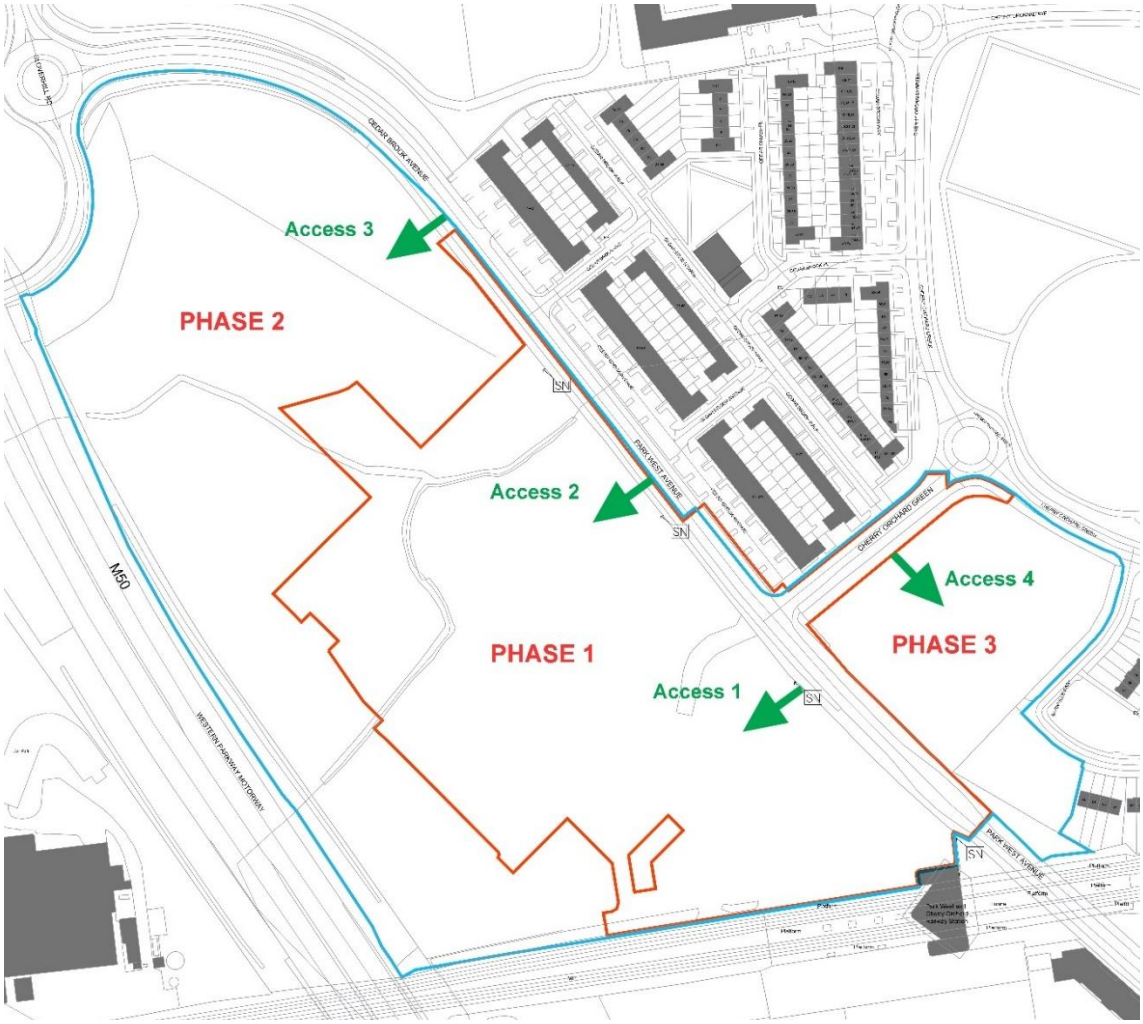


Figure 29 Locations of Construction Access

12.2 Traffic Volumes

During the construction phase of the proposed development, some construction traffic movements will be undertaken by heavy goods vehicles, though there will also be vehicle movements associated with the appointed contractors and their staff.

An estimate of the day-to-day traffic movements associated with the construction activities, based on experience of similar sites, considered that the number of construction related heavy goods vehicle movements to and from the application site will be no more than an average of3 arrivals/departures per hour, with the majority of the trips undertaken outside the network AM and PM peak hours.

During the earthworks phase of the development, up to 20,000 cum of material is expected to be removed off site in days over a 130 days during a twenty six week period.

The excavated material is expected to be removed in 32 tonne trucks with a self-weight of 12 tonnes and a carrying capacity of 20 tonnes. On the basis of a maximum soil weight of 1.3 - 1.7 tonnes per cubic metre, each truck would have a capacity of 12 – 15 cubic metres per truck.

Based on an average payload of 8 cubic metres per truck, this operation is predicted to generate an average of 24 arrivals and 24 departures per working day equivalent to 3 arrivals and 3 departures per hour.

(25,000 cum / 8 cum per truck / 130 days = 24 arrivals and 24 departures per day).

Allowing for other concurrent on-site activities during the same period particularly completion and fit-out, the construction related truck movements are expected to peak at 5 arrivals and 5 departures per hour during a 10 hour day between 08.00 and 18.00.

The general workforce is likely to be c. 100 in number, reaching up to 150 persons at peak times. It is estimated that c. 80% of the workforce will travel to/from the site by a vehicle and will carpool on average 2 workers per vehicle. As a result, the site is expected to attract/generate 40-60 cars / vans per day, with up to 50% the trips being undertaken outside the AM and PM peak hours.

Based on the above, it is estimated that the daily construction traffic movements during the AM Peak Hour 08.00 – 09.00 is predicted to be:

- Car / Van 20 arrivals and 3 departures per hour
- HGV: 5 arrivals and 5 departures per hour
- Total 33 movements per hour.

These movements represent some 3.0% of the existing traffic flow of 1,103 vehicles per hour on Park West Avenue during the AM Peak. See Section 2.4. This increase is less than the 10% threshold set out in the Traffic and Transport Assessment Guidelines published by TII in May 2014 and as a result, no further transport assessment is required.

The number of construction vehicle movements is low compared to the number of vehicular trips expected to be generated by the proposed development during the operational phase. It should be noted that most of such trips will occur between 10am and 5pm outside of the traditional peak hours, and it is not considered that this level of construction traffic would result in any operational problems.

12.3 Construction Traffic Routes

Construction traffic routes to the proposed development are facilitated by the high standard of the existing road network in the surrounding area.

The primary construction access route is expected to be from the R134 Nangor Road via Park West Avenue. See Figure 30.

The secondary construction access would be from Ballyfermot Road / Coldcut Road via Cloverhill Road and Park West Avenue.

At the time of writing in June 2026, both of the proposed construction access routes are fully operational and open to traffic including road markings and traffic signals.

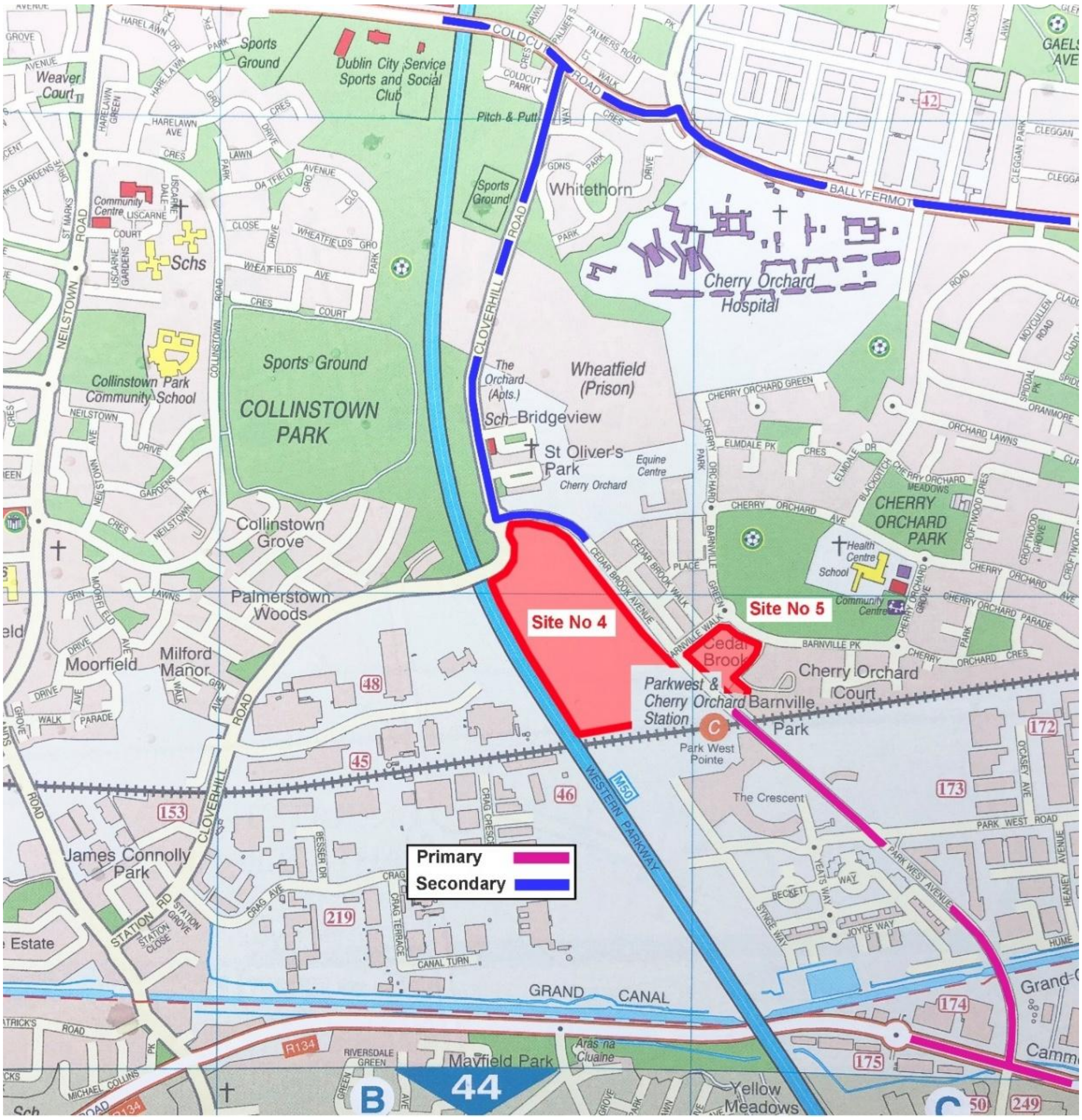


Figure 30 Construction Traffic Access Routes

12.4 Parking During Construction

Off-street parking for construction staff will be provided on site where a construction carpark will be created at the start of works by the laying of a temporary surface for vehicles.

Parking will not be provided for construction staff on public roads.

Construction staff will be encouraged to reduce the use of the car for the journey to work by car sharing and / or travelling by public transport.

Workers will be encouraged by their employer to keep themselves informed about the public transport options and active mode facilities provided in the surrounding area.

13. Base Traffic Flows

13.1 Junctions Assessed

The following junctions were assessed during the preparation of the TTA for this development.

- Junction 1: Cloverhill Road / Park West Avenue / Station Road.

  Junction 1 is an existing Three-arm Roundabout.

- Junction 2: Park West Avenue / Cedar Brook.

  Junction 2 is an existing Priority T-junction proposed to be upgraded to a Signalised Crossroads.

- Junction 3: Park West Avenue / Cedar Brook Walk.

  Junction 3 is an existing Priority T-junction proposed to be upgraded to a Priority Staggered Junction.

- Junction 4: Park West Avenue / Cedar Brook Way.

  Junction 4 is an existing Signalised T-junction proposed to be upgraded to a Signalised Crossroads.

- Junction 5: Unnamed Road / Cedar Brook Way.

  Junction 5 is an existing Three-arm Roundabout.

- Junction 6: Barnville Park / Unnamed Road.

  Junction 6 is an existing Priority T-junction.

- Junction 7: Park West Avenue / Park West Road.

  Junction 7 is an existing Four-arm Roundabout.

- Junction 8: Park West Avenue / Site Access.

  Junction 8 is a proposed Priority T-junction.

The locations of these junctions are shown on Figure 31.

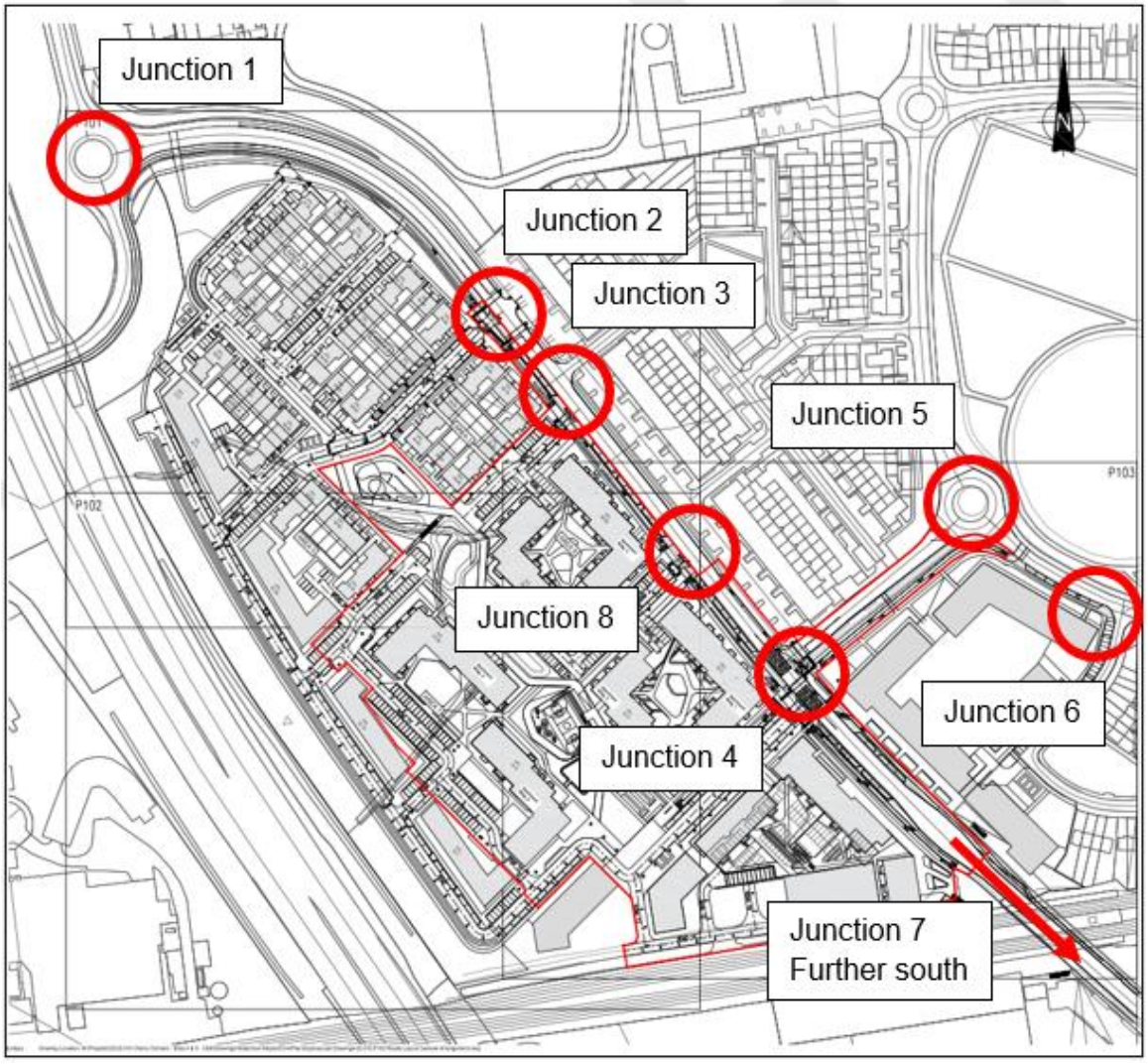


Figure 31 Locations of Junctions Assessed

13.2 Methodology

The methodology adopted for the determination of base flows for future years is described below.

Firstly, the AM and PM peak traffic hours were extracted from the traffic survey carried out by IDASO in November 2022.

Secondly. and in line with the *'Transport Assessment Guidelines (May 2014)*', the years to be assessed were selected to be:

- 2022 Base Year:
- 2027 Opening Year:
- 2032 Design Year (Opening Year + 5)
- 2042 Future Year (Opening Year + 15)

To quantify the levels of traffic in the area of the subject site, a classified traffic survey on the roads in the area of the proposed development was carried out by IDASO on Tuesday 8th November 2022 over a period of 24 hours.

During the years since the survey, there have been no developments in the surrounding area that would generate a significant increase or decrease in the traffic flow on the local road network. Natural changes in traffic flow are addressed by the application of factors from the TII Publication – Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections (October 2021).

13.3 Traffic Growth

Thirdly, the base traffic flows for the selected future years were obtained by factoring up the 2022 baseline traffic flows using factors from the TII Publication – Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections (October 2021).

The Central Growth Rate factors extracted from Table 6.1 of that publication are set out below.

- 2022 – 2027: 1.084
- 2022 – 2032: 1.149
- 2022 - 2042: 1.201

13.4 Contiguous Development

In addition to Phase 3 and the other three phases of the subject development, planning permission for a residential development of 750 units and 552 car parking spaces on a 9.4 ha site at Park West, Dublin 12 was recently granted by An Bord Pleanala to Greenseed Limited in June 2022 subject to 29 conditions (ABP Reg Ref 312290-21). The site included the Aspect Hotel.

For the purpose of this TTA, it has been assumed that the Park West development will be constructed and occupied by 2027.

Accordingly, the trip generation and distribution for the Park West development were extracted from the traffic documentation for that development and included in the base flows for this development.

13.5 Traffic Survey 2026

The results of the traffic survey undertaken in April 2026 recorded a reduction in the overall level of traffic of 10% between 2022 and 2026 with the decrease varying from -4% at Junction 1 to -14% at Junction 4.

In the absence of an identifiable cause(s) for the recorded decreases, the results of the 2022 traffic have been used in the generation of the predictions for the future operational stage in the following sections of this report.

13.6 Base Flows 2027, 2032 and 2042

The base flows for the seven selected junctions for 2027, 2032 and 2042 including traffic forecast to be generated by the contiguous Park West development are shown on Figures.32, 33 and 34.

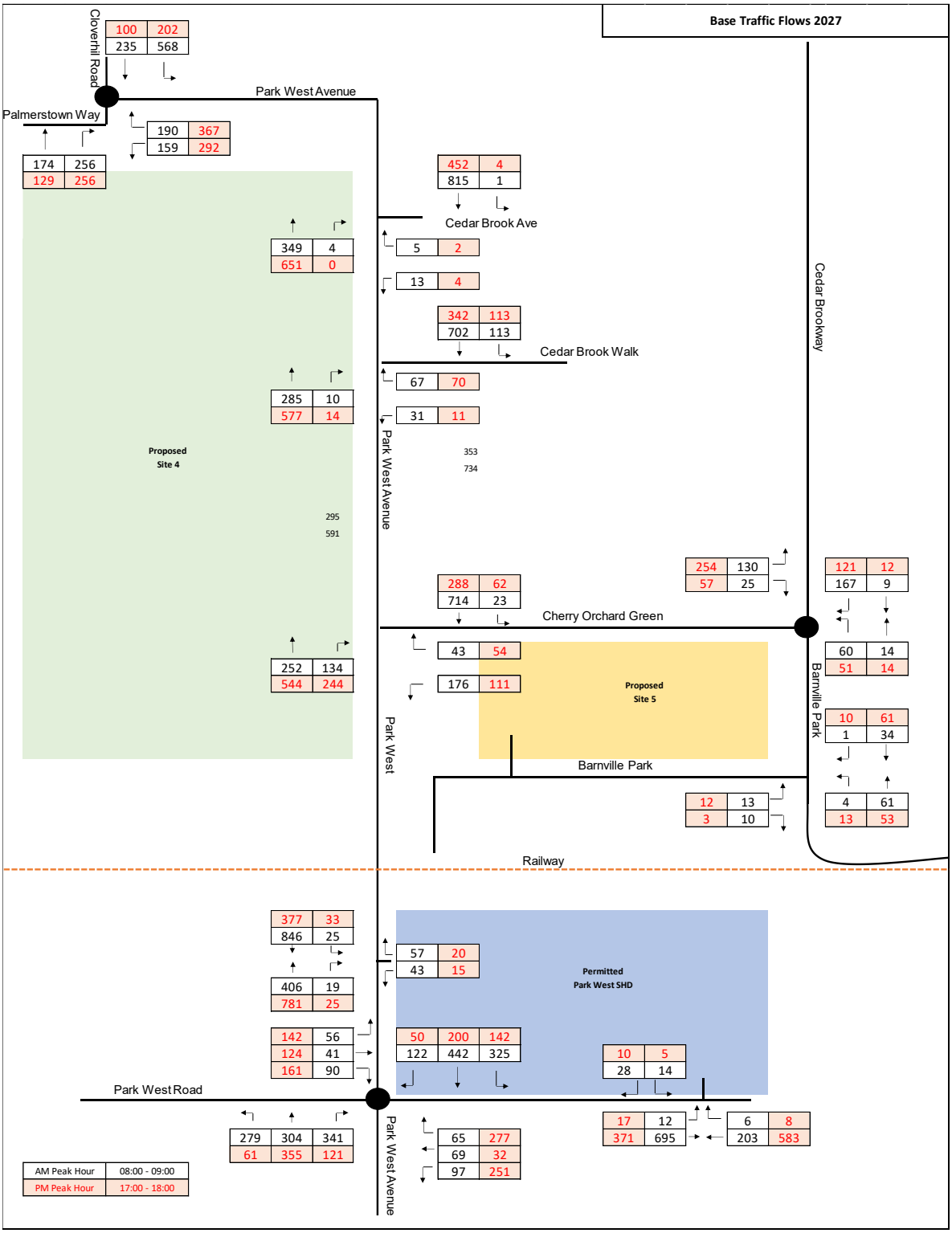


Figure 32 Base Traffic Flows 2027

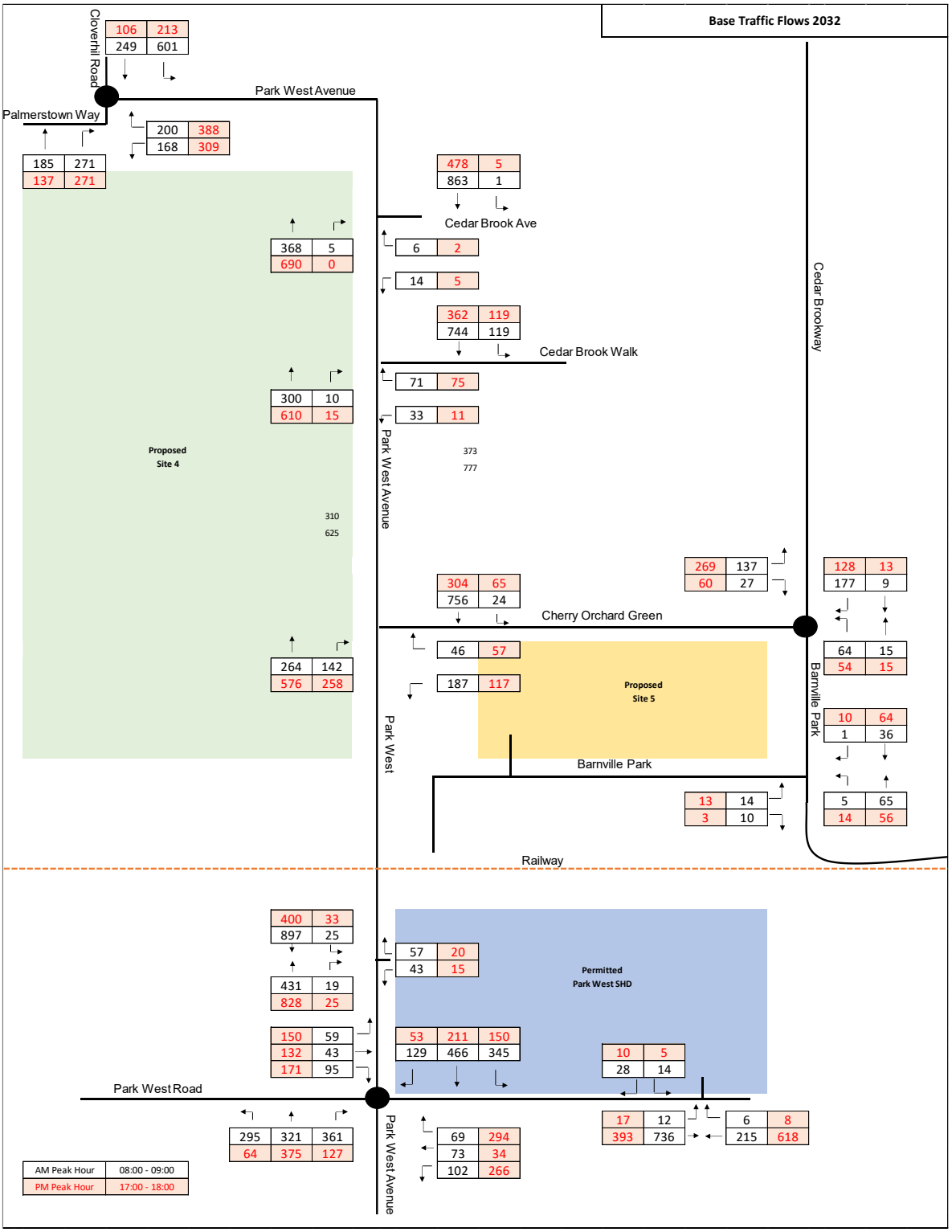


Figure 33 Base Traffic Flows 2032

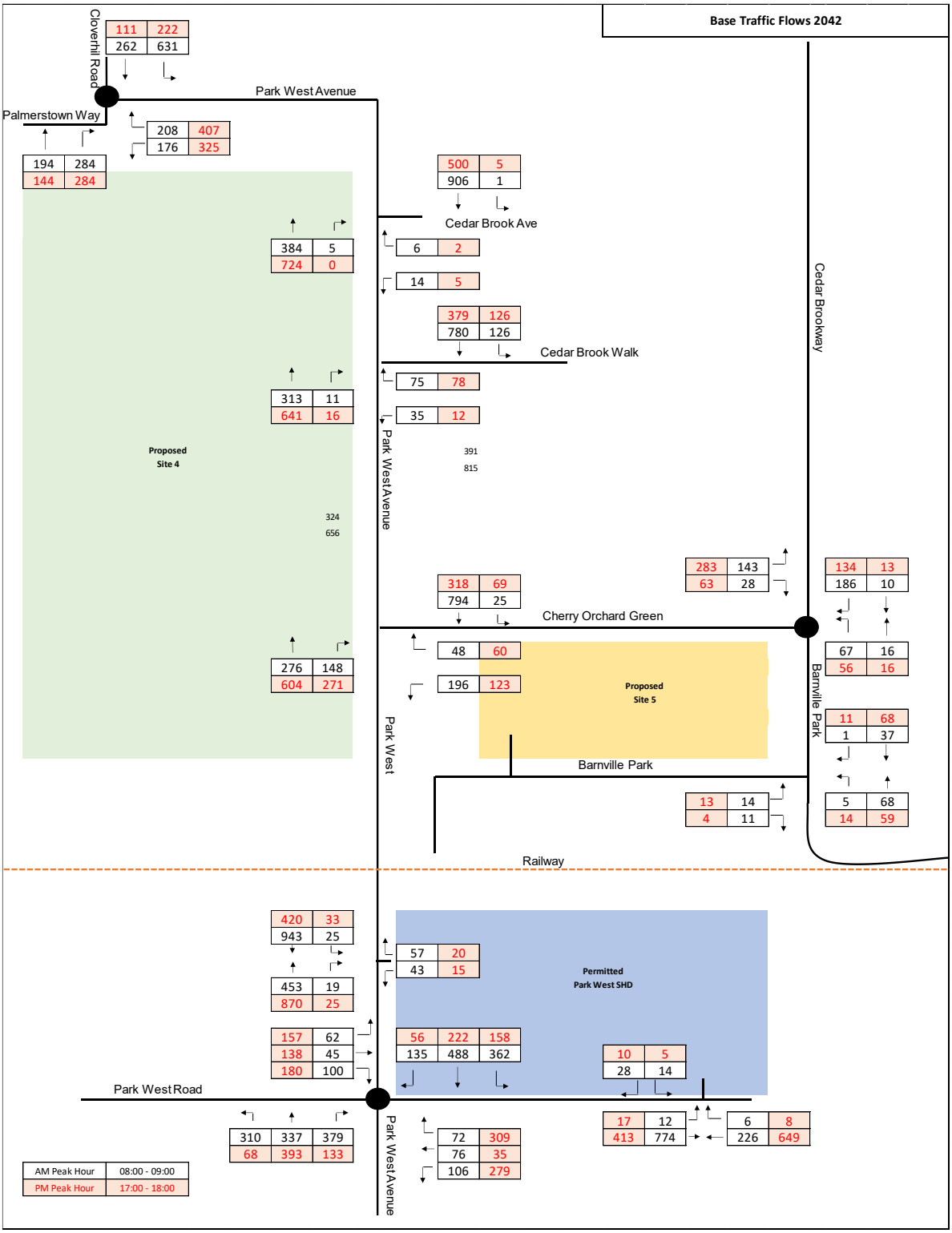


Figure 34 Base Traffic Flows 2042

14. Traffic Generation – Operational Stage

14.1 Background

For the purpose of this TTA, the future traffic used in the assessment of the surrounding road network has been based on the trips generated by the following developments not included in the 2022 traffic survey: -

- The proposed development of Phase 1 on Site 4 as described in Section 7.1 of this TTA.
- The future development of Phase 2 on Site 4 as described in Section 8.1 of this TTA.
- The future development Phase 3 on Site 5 as described in Section 9.1 of this TTA.
- The future development Phase 4 on Site 4 as described in Section 9.2 of this TTA.
- The contiguous development at Park West SHD as described in Section 7.0 of this TTA.

14.2 Trip Rates

Trip generation for Site 4 and Site 5 has been estimated based on the trip rates obtained for each proposed land use category from the Trip Rate Information Computer System (TRICS) modelling software database. TRICS is the national standard of trip generation and analysis in Ireland and UK. For the purpose of this TTA, trip generation for the Commercial units has been calculated based on the 82 car parking spaces proposed to serve them.

Table 19 TRICS Trip Rates

Land Use	AM (IN) 08h00 – 09h00	AM (OUT) 08h00 – 09h00	PM (IN) 17h00 – 18h00	PM (OUT) 17h00 - 18h00
Apartments	0.036 Per unit	0.133 Per unit	0.099 Per unit	0.065 Per unit
Houses	0.149 Per unit	0.256 Per unit	0.187 Per unit	0.144 Per unit
Supermarket	1.957 Per 100sqm	1.886 Per 100sqm	3.214 Per 100sqm	3.557 Per 100 sqm
Retail	3.529 Per 100sqm	3.294 Per 100sqm	5.686 Per 100sqm	5.176 Per 100sqm
Local Retail and Commercial	1.588 Per 100sqm	1.550 Per 100sqm	2.857 Per 100sqm	2.470 Per 100sqm
Creche	2.959 Per 100sqm	2.321 Per 100sqm	1.663 Per 100sqm	2.417 Per 100sqm
Community	1.365 Per 100sqm	1.195 Per 100sqm	0.370 Per 100 sqm	0.000 Per 100sqm
Commercial	70% of proposed parking spaces	10% of proposed parking spaces	10% of proposed parking spaces	70% of proposed parking spaces

14.3 Quantum of Development

The overall quantum of development on Sites 4 and 5 at Cherry Orchard is presented in Table 6.

Trip generation for the proposed development Is set out in the following tables.

Table 20: Overall Development of Phases 1, 2, 3 and 4.

Table 21: Phase 1, 2 and 4

Table 22: Phase 3

14.4 Trip Generation – Overall Development

The trips generated by the overall development of Phases 1, 2 and 4 on Site 4 together with Phase 3 on Site 5 are calculated in Table 18.

Table 20 Trip Generation Phases 1, 2, 3 and 4

Land Use	Size	AM (In) 08h00 – 09h00	AM (Out) 08h00 – 09h00	PM (In) 17h00 – 18h00	PM (Out) 17h00 - 18h00
Apartments, Studio and Duplex	1,056	38	140	105	69
Houses	101	15	26	19	15
Total Residential	1,157	53	166	124	84
Supermarket	2,523 sqm	49	48	81	90
Retail	373 sqm	13	12	21	19
Local Retail and Commercial	1,441 sqm	33	32	59	51
Creche	672 sqm	20	16	11	16
Community	1,221 sqm	17	15	5	0
Commercial	82 spaces	57	8	8	57
Total		242	297	309	317

14.5 Trips Generated by Phases 1, 2 and 4 on Site 4

The trips generated by Phases 1, 2 and 4 on Sites 4 is set out in Table 19.

Table 21 Trips Generated by Phases 1, 2 and 4

Land Use	Size	AM (In) 08h00 – 09h00	AM (Out) 08h00 – 09h00	PM (In) 17h00 – 18h00	PM (Out) 17h00 - 18h00
Apartments, Studio and Duplex	744	27	99	74	48
Houses	101	15	26	19	15
Total Residential	1,157	42	125	93	63
Supermarket	2,523 sqm	49	48	81	90
Local Retail	373 sqm	13	12	21	19
Creche	672 sqm	20	16	11	16
Community	1,221 sqm	17	15	5	0
Commercial	82 spaces	57	8	8	57
Total		198	224	219	245

14.6 Trips Generated by Phase 3 on Site 5

The trips generated by Phase 3 on Site 5 is set out in Table 20.

Table 22 Trips Generated by Phase 3 on Site 5

Land Use	Size	AM (In) 08h00 – 09h00	AM (Out) 08h00 – 09h00	PM (In) 17h00 – 18h00	PM (Out) 17h00 - 18h00
Apartments, Studio and Duplex	312	11	41	31	20
Local Retail and Commercial	1,441 sqm	33	32	59	51
Total		44	73	90	71

14.7 Trip Distribution – Phases 1, 2 and 4 on Site 4

For the purpose of this TTA, it has been assumed, on the basis of the characteristics of the receiving environment and experience of similar developments, that the future trip distribution for Phases 1, 2 and 4 on Site 4 will be the same for both the AM and PM trips.

On a similar basis, the trip distribution adopted in this TTA for Site 4 assumed that:-

- 35% would travel in a northerly direction travel north to/from the proposed development.
- 25% would travel in an easterly direction to/from the proposed development.
- 40% will travel in a southerly direction to/from the proposed development.

14.8 Trip Distribution – Phase 3 on Site 5

For the purpose of this TTA, it has been assumed, on the basis of the characteristics of the receiving environment and experience of similar developments, that the future trip distribution for Phase 3 on Site 5 will be the same for both the AM and PM trips.

On a similar basis, the trip distribution adopted in this TTA for Site 5 assumed that:-

- 25% would travel in a northerly direction travel north to/from the proposed development.
- 40% would travel in an easterly direction to/from the proposed development.
- 35% will travel in a southerly direction to/from the proposed development.

14.9 Trip Assignment - Phases 1, 2 and 4 on Site 4

Based on the predicted trips from Section 12.4 and the trip distribution from Section 12.6, the predicted number of trips from Phases 1, 2 and 4 on Site 4 in the AM Peak Hour has been calculated to be 198 inbound and 224 outbound.

Similarly, the predicted number of trips in the PM Peak Hour is 219 inbound and 245 outbound.

14.10 Trip Assignment – Phase 3 on Site 5

Based on the predicted trips from Section 12.5 and the trip distribution from Section 12.7, the predicted number of trips the predicted number of trips from Phase 3 on Site 5 in the AM Peak Hour has been calculated to be 44 inbound and 73 outbound.

Similarly, the predicted number of trips in the PM Peak Hour has been calculated to be 90 inbound and 71 outbound.

14.11 Development Generated Traffic

The development generated traffic movements from Phases 1, 2, 3 and 4 on Sites 4 and 5 based on the trip generation, distribution and assignment described above are presented in Figure 35.

14.12 Comparison with TTAs for Phases 1 and 2

The trip predictions for Phases 1, 2, 3 and 4 at Cherry Orchard Point included in the following documents are compared with the trip predictions this TTA in Table 23.

- Traffic and Transport Assessment for Cherry Orchard Point – Phase 1, Waterman Moylan, September 2023.
- Traffic and Transport Assessment for Cherry Orchard Point – Phase 2, Waterman Moylan, November 2024.

The increase in trips in 2026 has been generated by the increase in residential units in Phase 3 from 254 units with 132 car parking spaces to 312 units with 156 car parking spaces and an increase in local retail and commercial from 800 sqm to 1,441 sqm.

Table 23 Comparison of Trip Predictions in TTAs

Title	Year	AM Peak Trips	PM Peak Trips
TTA for Phase 1	2023	521	589
TTA for Phase 2	2024	521	589
TTA for Phase 3	2026	539	625

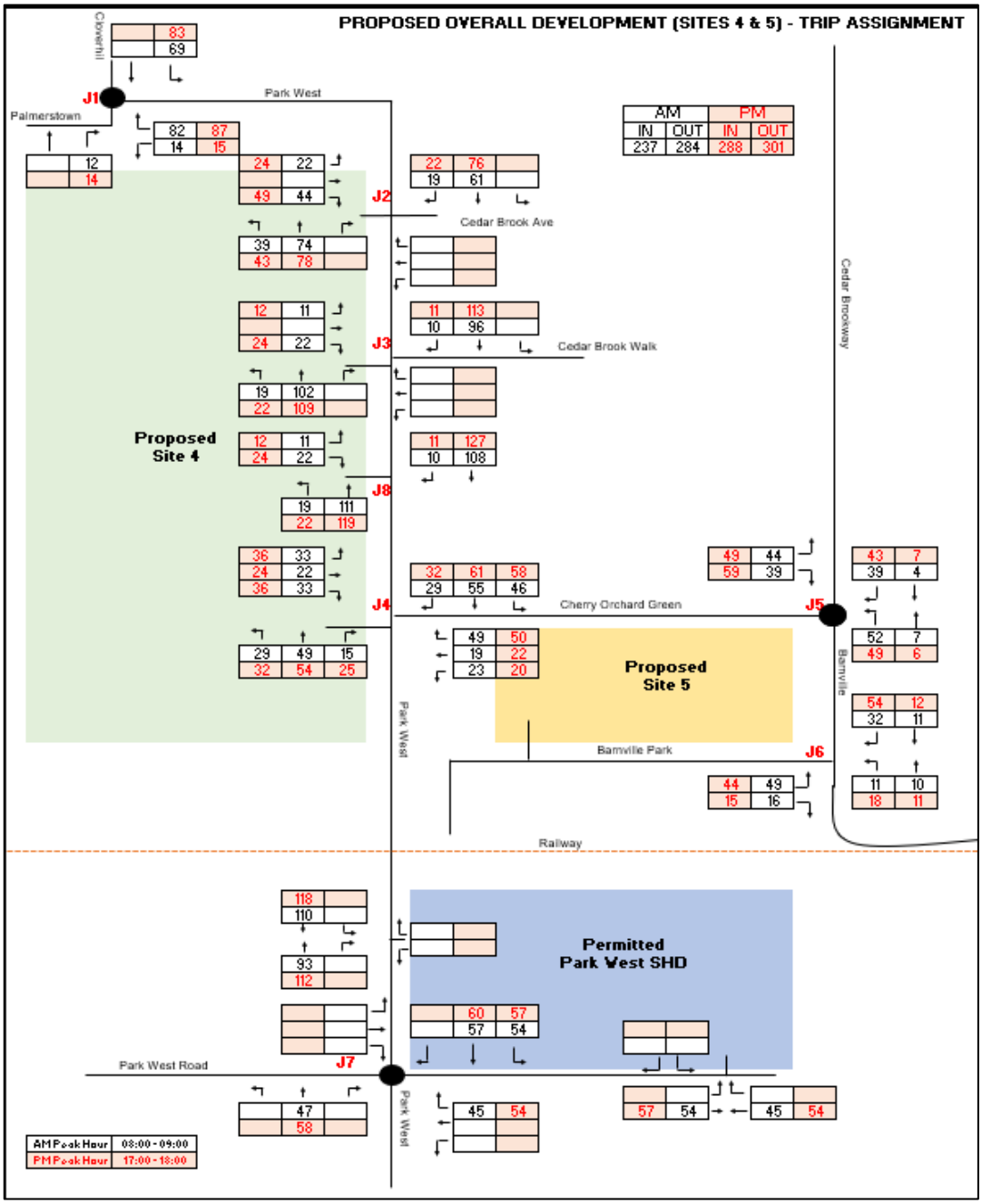


Figure 35 Development Generated Traffic

14.13 Post Development Traffic Flows

The post development traffic flows for 2027, 2032 and 2042 are presented in Figures 36, 37 and 38. These flows were obtained by adding the distributed trips generated by the proposed development from Figure 35 to the Base Flows from Figures 32, 33 and 34.

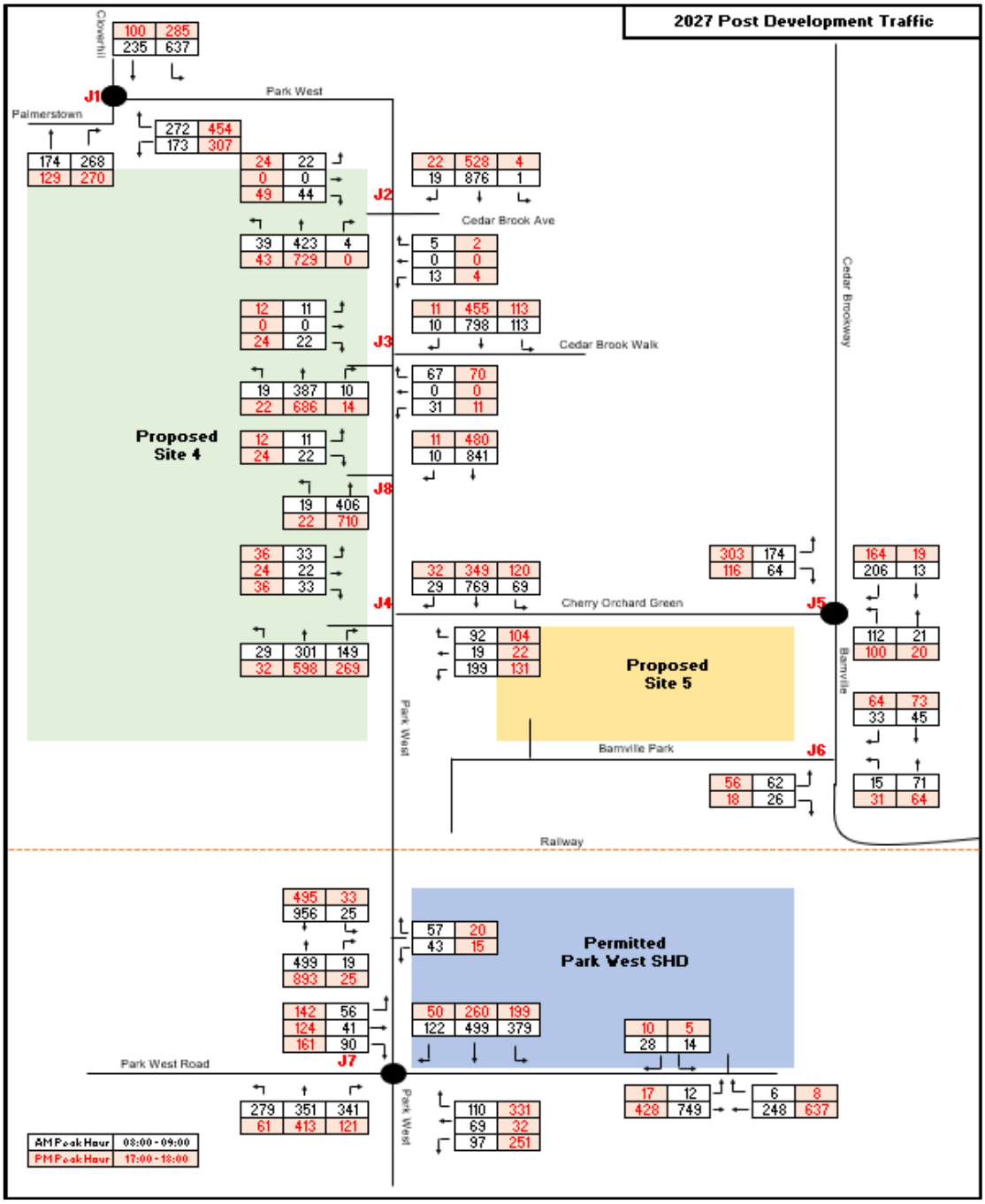


Figure 36 Post Development Traffic Movements 2027

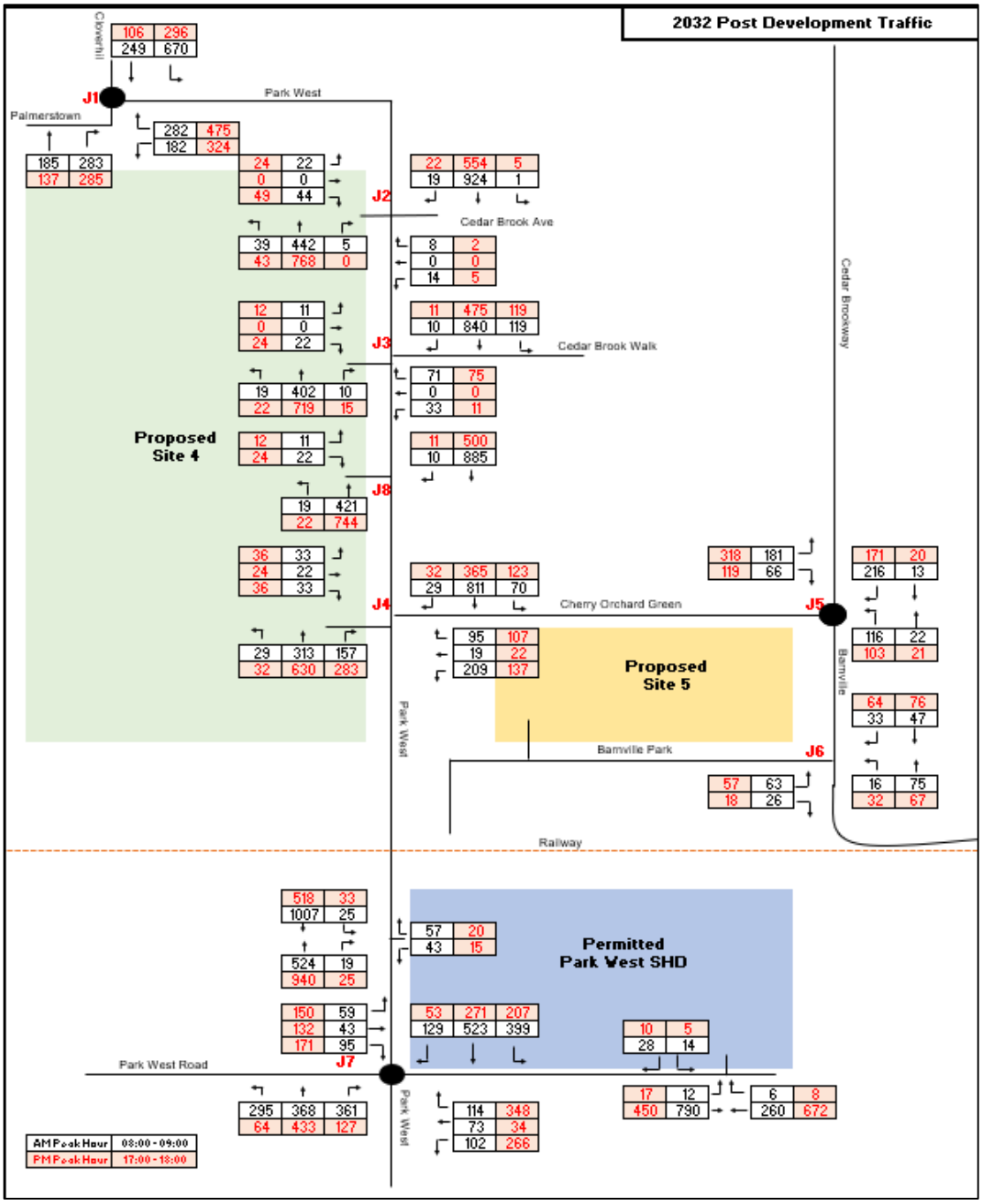


Figure 37 Post Development Traffic Movements 2032

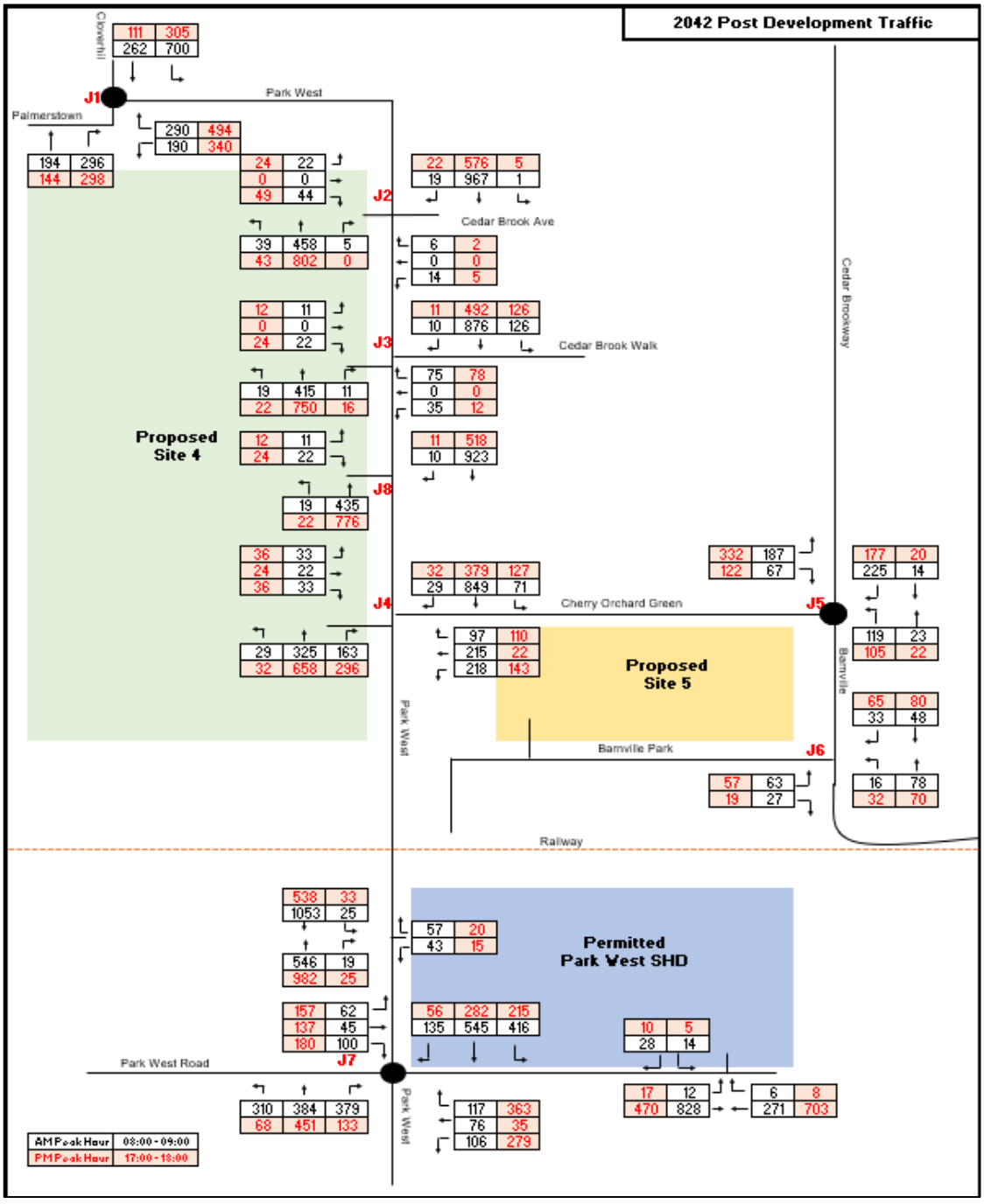


Figure 38 Post Development Traffic Movements 2042

15. Junction Assessment – Operational Stage

15.1 Junction 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.

TRANSYT (Traffic Network Study Tool) software is a widely accepted software for modelling signalled controlled junctions. This programme utilises the phases input by the user and optimises their timings over a cycle time. The outputs of a TRANSYT assessment include a Degree of Saturation percentage (DOS%) figure and queue length for each link on the road network.

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.

Typically, a junction is said to be working satisfactorily when the DOS% or RFC of each link does not exceed 90% / 0.9. Acceptable DOS% or RFC values are considered to be in the range of 80% / 0.8 to 100% / 1.0 with higher values indicating restrained movements.

15.2 Junctions Assessed

The following junctions were assessed during the preparation of this TTA: -

- Junction 1: Cloverhill Road / Park West Avenue / Station Road.

  Junction 1 is an existing Three-arm Roundabout.

- Junction 2: Park West Avenue / Cedar Brook.

  Junction 2 is an existing Priority T-junction proposed to be upgraded to a Signalised Crossroads.

- Junction 3: Park West Avenue / Cedar Brook Walk.

  Junction 3 is an existing Priority T-junction proposed to be upgraded to a Priority Staggered Junction.

- Junction 4: Park West Avenue / Cedar Brook Way.

  Junction 4 is an existing Signalised T-junction proposed to be upgraded to a Signalised Crossroads.

- Junction 5: Unnamed Road / Cedar Brook Way.

  Junction 5 is an existing Three-arm Roundabout.

- Junction 6: Barnville Park / Unnamed Road.

  Junction 6 is an existing Priority T-junction.

- Junction 7: Park West Avenue / Park West Road.

  Junction 7 is an existing Four-arm Roundabout.

- Junction 8: Park West Avenue / Site Access.

  Junction 8 is a proposed Priority T-junction.

The locations of the assessed junctions. are shown in Figure 3.

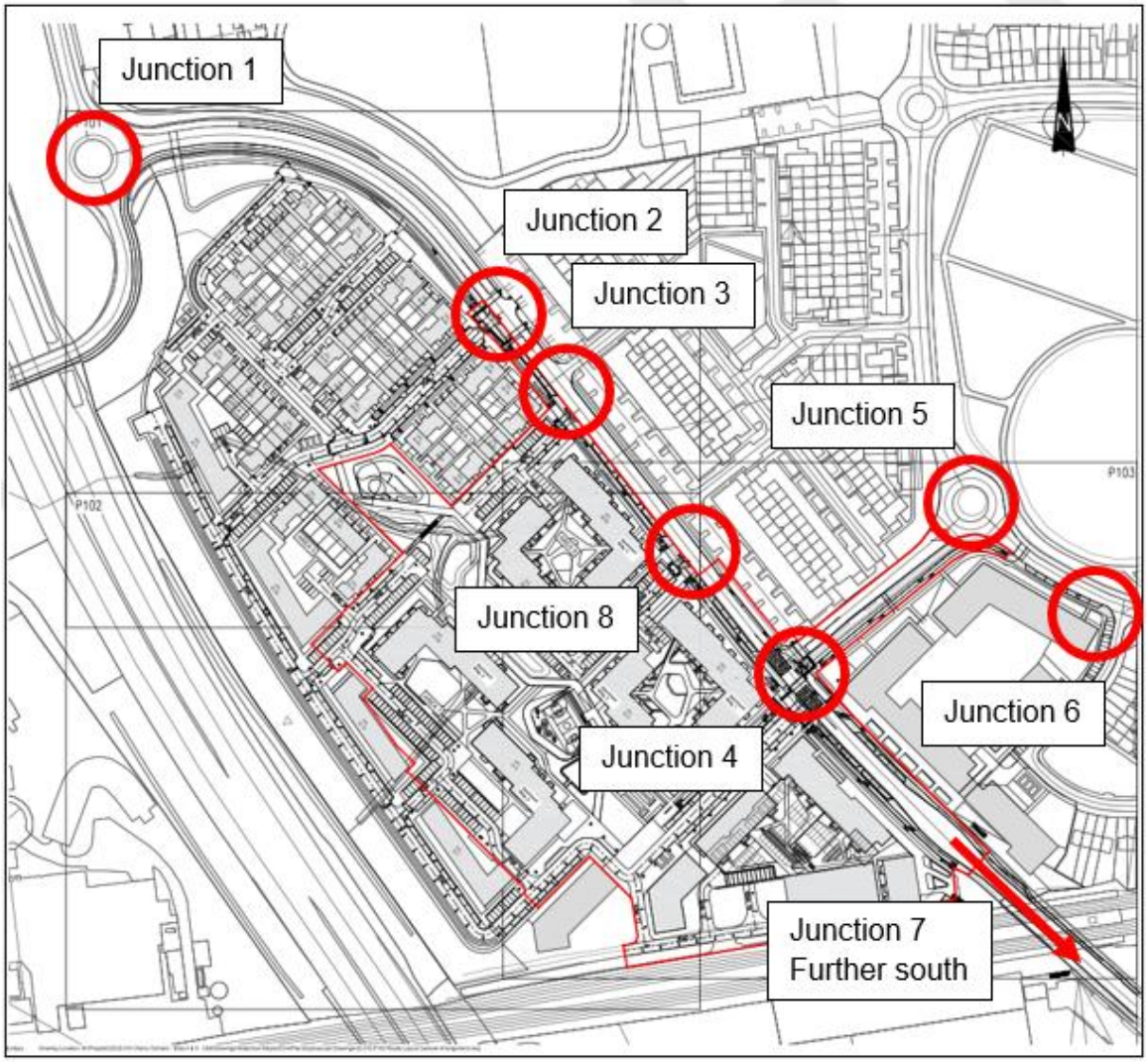


Figure 39 Locations of Junctions Assessed

15.3 Traffic Increase Generated by Development

The extent of the traffic impact from the proposed development was determined by initially checking where generated traffic would exceed 10% of the 2022 baseline traffic flow on the adjoining road or 5% on the road where congestion exists, or the location is sensitive. This is in line with the Traffic and Transport Assessment Guidelines published by TII in May 2014. As can be seen from Table 24, the predicted increase in traffic increase at all of the assessed junctions is greater than 10%. Therefore, further assessment is required.

The proposed / upgraded junctions have been modelled for the DO-SOMETHING scenarios, whilst the existing junctions were modelled for the BASELINE and DO-NOTHING scenarios.

Table 24 Increase in Traffic Flows at Junction

Junction	AM Baseline	PM Baseline	Proposed Development AM	Proposed Development PM	% Increase AM	% Increase PM
Junction 1	1,404	1,204	177	200	13%	17%
Junction 2	1,040	991	260	291	25%	29%
Junction 3	1,059	1,003	260	291	25%	29%
Junction 4	1,164	1,153	401	452	34%	39%
Junction 5	355	457	184	212	52%	46%
Junction 6	109	137	129	153	118%	112%
Junction 7	1,964	1,707	203	229	10%	13%
Junction 8	893	834	280	314	31%	38%

15.4 Assessment Scenarios

The junctions in the area of the subject development were modelled and assessed on the basis of the following scenarios: -

- BASELINE 2022 – Baseline Traffic Flows.
- DO-NOTHING 2027 – Baseline Traffic Flows Factored Up + Park SHD.
- DO-NOTHING 2032 – Baseline Traffic Flows Factored Up + Park SHD.
- DO-NOTHING 2032 – Baseline Traffic Flows Factored Up + Park SHD.
- DO-SOMETHING 2027 – Baseline Traffic Flows Factored Up + Park SHD + Proposed Development.
- DO-SOMETHING 2032 – Baseline Traffic Flows Factored Up + Park SHD + Proposed Development.
- DO-SOMETHING 2042 – Baseline Traffic Flows Factored Up + Park SHD + Proposed Development.

15.5 Junction 1: Clover Hill Road / Park West Avenue / Station Road

Junction 1 is an existing Three-arm Roundabout with no proposals for upgrade. For all scenarios it has been modelled based on its existing layout. Within the ARCADY model, the arms of the junctions were labelled as follows:

- Arm 1: Park West Ave (E)
- Arm 2: Station Road (S)
- Arm 3: Clover Hill Road (N)

The analysis results as summarised in Table 25 indicate that Junction 1 is currently operating within capacity and will continue to do so for the DO-SOMETHING 2042 scenario with the inclusion of the traffic generated by committed Park West SHD and the proposed overall development.

Table 25 Junction 1 Existing Layout – ARCADY Analysis Results – All Scenarios.

Arm	AM Peak Hour			PM Peak Hour		
	Queue (pcu)	Delay (sec.)	RFC	Queue (pcu)	Delay (sec.)	RFC
BASELINE 2022						
1	0.3	3.09	0.22	0.5	3.48	0.33
2	0.4	3.94	0.27	0.3	3.89	0.24
3	1.1	5.61	0.52	0.5	4.09	0.33
DO-NOTHING 2027						
1	0.3	3.12	0.24	0.8	3.9	0.43
2	0.6	4.6	0.37	0.6	5.02	0.36
3	2	8.21	0.66	0.3	3.74	0.25
DO-SOMETHING 2027						
1	0.5	3.42	0.31	1	4.42	0.49
2	0.7	5.02	0.39	0.7	5.56	0.39
3	2.6	10.04	0.72	0.5	4.15	0.32
DO-NOTHING 2032						
1	0.4	3.21	0.26	0.9	4.1	0.45
2	0.7	4.81	0.39	0.7	5.29	0.39
3	2.4	9.49	0.7	0.4	3.85	0.26
DO-SOMETHING 2032						
1	0.5	3.52	0.32	1.1	4.67	0.52
2	0.7	5.26	0.42	0.8	5.9	0.42
3	3.3	12	0.76	0.5	4.29	0.33
DO-NOTHING 2042						
1	0.4	3.28	0.27	1	4.3	0.48
2	0.7	5	0.41	0.7	5.56	0.41

3	3	11.04	0.74	0.4	3.94	0.28
DO-SOMETHING 2042						
1	0.5	3.61	0.34	1.2	4.93	0.54
2	0.8	5.49	0.44	0.8	6.24	0.45
3	4.2	14.57	0.8	0.6	4.41	0.35

15.6 Junction 2: Park West Avenue/Cedar Brook Avenue / Site Access

Junction 2 is an existing Priority T-Junction. For the DO-NOTHING scenarios, this junction has been modelled based on its existing layout. Within the PICADY model, the arms of the junction were labelled as follows:

- Arm A: Park West Avenue (N)
- Arm B: Cedar Brook Avenue (E)
- Arm C: Park West Avenue (S)

The results for the DO-NOTHING scenarios presented in Table 26 indicate that Junction 2 is currently operating well within capacity and would continue to do so for the DO-NOTHING 2042 scenario, should the proposed development not take place.

Table 26 Junction 2 Existing Layout – PICADY Analysis Results – DO-NOTHING.

Stream	AM Peak Hour			PM Peak Hour		
	Queue (pcu)	Delay (sec.)	RFC	Queue (pcu)	Delay (sec.)	RFC
BASELINE 2022						
B-AC	0	9.26	0.05	0	7.96	0.01
C-AB	0	7.86	0.01	0	0	0
DO-NOTHING 2027						
B-AC	0.1	9.83	0.05	0	8.33	0.02
C-AB	0	8.18	0.01	0	0	0
DO-NOTHING 2032						
B-AC	0.1	10.87	0.07	0	8.3	0.02
C-AB	0	8.4	0.01	0	0	0
DO-NOTHING 2042						
B-AC	0.1	10.78	0.06	0	8.47	0.02
C-AB	0	8.59	0.01	0	0	0

As part of the subject application and to support the delivery of the proposed development, it is proposed to upgrade Junction 2 to a signalised crossroads as shown in Figure 40. Therefore, for the DO-SOMETHING scenarios, it has been modelled based on the proposed layout.

The arms of the proposed signalised junction were labelled as follows within the TRANSYT model:

- Arm A: Cedar Brook Avenue (E)
- Arm B: Park West Avenue (S)
- Arm C: Site Access Road (W)
- Arm D: Park West Avenue (N)

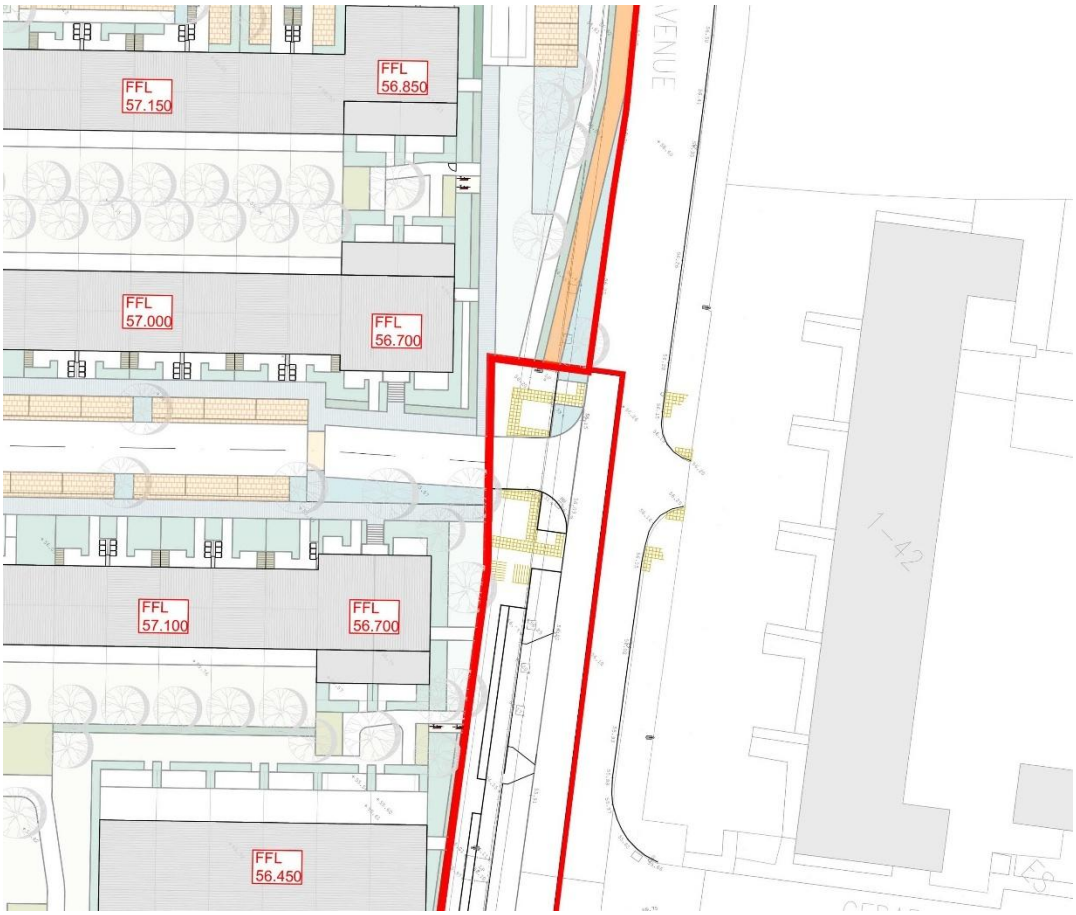


Figure 40 Junction 2 – Proposed Layout

The results of the junction assessment for the upgraded Junction 2 are presented in Table 27.

These confirm that proposed signalised Junction 2 will operate within capacity for the future DO-SOMETHING 2042 scenario during both peak hours with the highest DOS at 88% and a corresponding queue of 26.21 pcu in the AM Peak Hour predicted on Park West Avenue (N).

Table 27 Junction 2 Proposed Layout – TRANSYT Analysis Results – DO-SOMETHING

Arm	AM Peak Hour			PM Peak Hour		
	DOS (%)	Delay (s)	Queue (pcu)	DOS (%)	Delay (s)	Queue (pcu)
DO-SOMETHING 2027						
A	14	46.08	0.48	5	44.42	0.16
B	43	12.06	7.02	73	19.18	16.18
C	41	50.57	1.86	41	48.98	2.02
D	83	23.81	21.62	52	13.99	9.36
DO-SOMETHING 2032						
A	17	46.84	0.59	6	44.55	0.18
B	45	12.32	7.47	76	20.69	17.89
C	41	50.57	1.86	41	48.98	2.02
D	87	27.79	24.9	55	14.45	10.01
DO-SOMETHING 2042						
A	16	46.44	0.54	6	44.55	0.18
B	46	12.54	7.87	80	22.31	19.59
C	41	50.57	1.86	41	48.98	2.02
D	91	33.6	28.48	57	14.86	10.59

15.7 Junction 3 Park West Avenue / Cedar Brook Walk

Junction 3 is an existing priority T-Junction. For the DO-NOTHING scenarios, this junction has been modelled based on its existing layout. Within the PICADY model, the arms of the junction were labelled as follows:

- Arm A: Park West Avenue (N)
- Arm B: Cedar Brook Walk (E)
- Arm C: Park West Avenue (S)

The results for the DO-NOTHING scenarios in Table 28 indicate that Junction 3 is currently operating well within capacity and will continue to do so for the DO-NOTHING 2027, 2032 and 2042 scenarios, should the proposed development not take place

Table 28 Junction 3 Existing Layout – PICADY Analysis Results – DO-NOTHING.

Stream	AM Peak Hour			PM Peak Hour		
	Queue (pcu)	Delay (sec.)	RFC	Queue (pcu)	Delay (sec.)	RFC
BASELINE 2022						
B-C	0.1	9.26	0.08	0	7.47	0.02
B-A	0.3	13.41	0.2	0.2	11.96	0.19
C-AB	0	7.77	0.02	0	6.57	0.03
DO-NOTHING 2027						
B-C	0.1	9.93	0.09	0	7.76	0.03
B-A	0.3	15.26	0.24	0.3	12.99	0.22
C-AB	0	8.09	0.02	0	6.72	0.03
DO-NOTHING 2032						
B-C	0.1	10.42	0.1	0	7.95	0.03
B-A	0.4	16.48	0.26	0.3	13.94	0.24
C-AB	0	8.29	0.03	0	6.77	0.03
DO-NOTHING 2042						
B-C	0.1	10.94	0.1	0	8.13	0.03
B-A	0.4	17.8	0.29	0.3	14.68	0.26
C-AB	0	8.49	0.03	0	6.83	0.03

As part of the subject application, Junction 3 is proposed to be upgraded to a priority staggered junction as shown in Figure 41. The model was modelled as shown in Figure 41 and the arms were labelled as follows with the PICADY model:

- Arm A: Park West Avenue (N)
- Arm B: Cedar Brook Walk (E)
- Arm C: Park West Avenue (S)
- Arm D: Site Access (W)

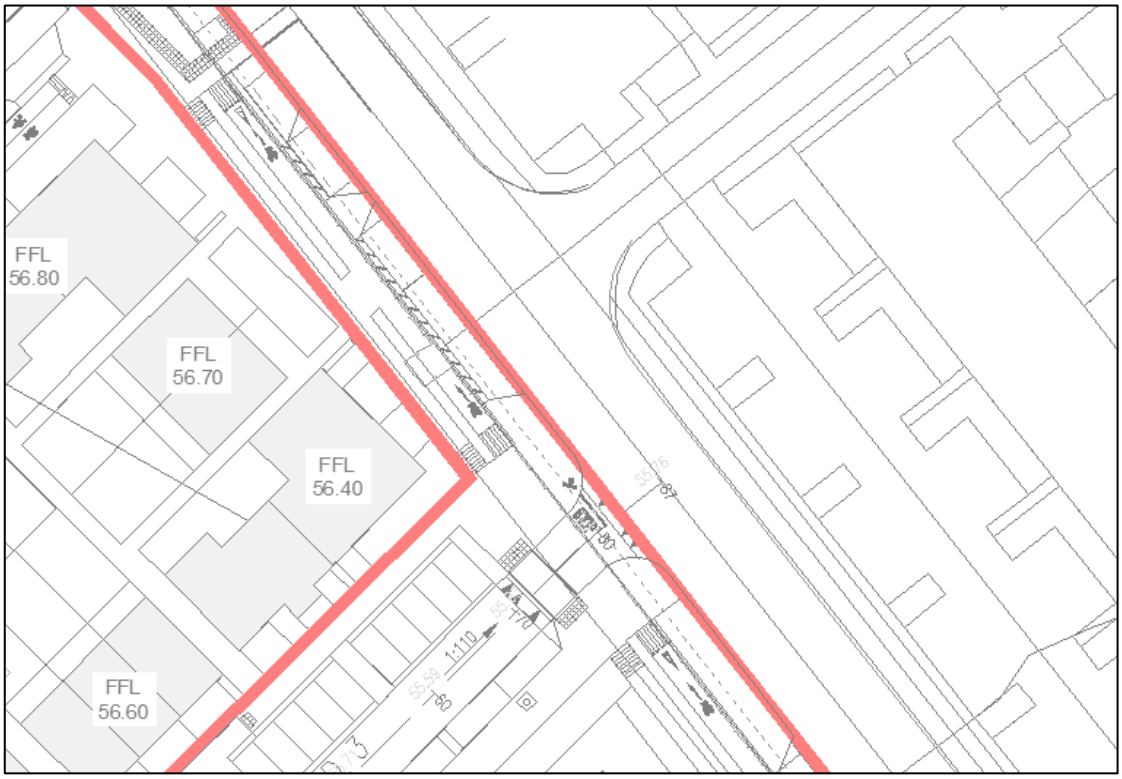


Figure 41 Junction 3 – Proposed Layout

The results of the assessment presented in Table 29 confirm that the proposed staggered Junction 3 would operate within capacity for the future DO-SOMETHING 2042 scenario during both peak hours with the highest RFC at 0.34 and a corresponding queue of <1.0 pcu in the AM Peak Hour predicted on Cedar Brook Walk (E).

Table 29 Junction 3 Proposed Layout – PICADY Analysis Results – DO-SOMETHING

Stream	AM Peak Hour			PM Peak Hour		
	Queue (pcu)	Delay (sec.)	RFC	Queue (pcu)	Delay (sec.)	RFC
DO-SOMETHING 2027						
B-CD	0.1	10.83	0.09	0	8.39	0.03
B-A	0.4	18.54	0.28	0.3	15.84	0.25
AB-CD	0	6.54	0.02	0	7.64	0.03
D-ABC	0.1	10.62	0.1	0.1	11.71	0.11
CD-AB	0	8.51	0.03	0	7.04	0.03
DO-SOMETHING 2032						
B-CD	0.1	11.48	0.1	0	8.64	0.03
B-A	0.4	20.37	0.31	0.4	17.04	0.28
AB-CD	0	6.57	0.02	0	7.76	0.03
D-ABC	0.1	10.95	0.1	0.1	12.16	0.12
CD-AB	0	8.73	0.03	0	7.1	0.03
DO-SOMETHING 2042						
B-CD	0.1	12.2	0.12	0	8.88	0.03
B-A	0.5	22.44	0.34	0.4	18.15	0.3
AB-CD	0	6.6	0.02	0	7.88	0.03
D-ABC	0.1	11.26	0.1	0.1	12.61	0.12
CD-AB	0	8.93	0.03	0	7.16	0.04

15.8 Junction 4: Park West Avenue/Site Access

Junction 4 is an existing signalised T-Junction. For the DO-NOTHING scenarios this junction has been modelled based on its existing layout. Within the TRANSYT model, the arms of the junction were labelled as follows:

- Arm A: Park West Avenue (N)
- Arm B: Cedar Brook Way (E)
- Arm C: Park West Avenue (S)

The results of the assessment in Table 30 for the DO-NOTHING scenarios confirm that Junction 4 is currently operating within capacity and will continue to do so for the DO-NOTHING 2042 scenario, should the proposed development not take place.

Table 30 Junction 4 Existing Layout – TRANSYT Analysis Results – DO-NOTHING.

Arm	AM Peak Hour			PM Peak Hour		
	DOS (%)	Delay (s)	Queue (pcu)	DOS (%)	Delay (s)	Queue (pcu)
BASELINE 2022						
A	62	16.11	12.3	26	8.79	3.71
B	61	46.23	5.5	58	49.74	4.13
C	29	10.8	4.2	62	13.91	12.32
DO-NOTHING 2027						
A	69	18.04	14.91	31	9.21	4.44
B	68	49.58	6.34	65	53.89	4.91
C	36	11.67	5.68	69	15.76	15.01
DO-NOTHING 2032						
A	73	19.46	16.6	33	9.38	4.79
B	72	52.36	6.97	69	56.32	5.33
C	38	11.9	5.98	74	17.12	16.76
DO-NOTHING 2042						
A	77	21.04	18.34	34	9.54	5.14
B	75	54.82	7.42	73	59.26	5.75
C	40	12.12	6.37	77	18.6	18.54

As part of the subject application, it is proposed to upgrade Junction 4 to a signalised crossroads as shown in Figure 42.

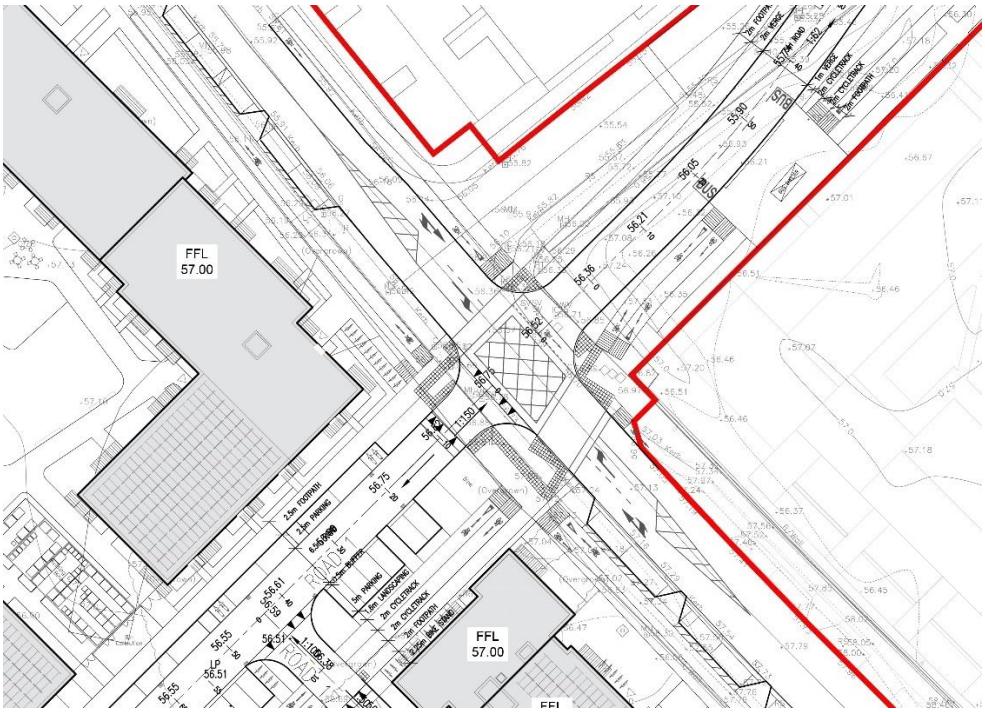


Figure 42 Junction 4 – Proposed Signalised Crossroads

For the DO-SOMETHING scenarios, Junction 4 has been modelled based on the proposed signalised crossroads. The arms of the junction were labelled as follows with the TRANSYT model:

- Arm A: Park West Avenue (S)
- Arm B: Site Access (W)
- Arm C: Park West Avenue (N)
- Arm D: Cedar Brook Way (E)

The results of the assessment summarised in Table 31 predicted that the proposed signalised crossroads at Junction 4 would operate above capacity on the northern and eastern arms in the AM Peak Hour for the future DO-SOMETHING 2027, 2032 and 2042 scenarios. The highest DOS for each year is predicted to occur in the AM Peak Hour on Cedar Brook Way

The results of the assessment also predicted that the proposed signalised crossroads at Junction 4 would operate above capacity on the eastern arm (Cedar Brook Way) for the future DO-SOMETHING 2027, 2032 and 2042 scenarios in the PM Peak Hour.

Junction 4 is predicted to operate over capacity for short periods during the AM and PM Peaks from 2027 as a consequence of compliance with the design requirement of DMURS. If an alternative design with alternative design for traffic movements albeit with longer crossing times for pedestrian and cyclists were to be adopted, this junction could operate within capacity from 2027 through 2032 to 2042.

These results are discussed in more detail in Section 14.0 below.

Table 31 Junction 4 Proposed Layout – TRANSYT Analysis Results – DO-SOMETHING

Arm	AM Peak Hour			PM Peak Hour		
	DOS (%)	Delay (s)	Queue (pcu)	DOS (%)	Delay (s)	Queue (pcu)
DO-SOMETHING 2027						
A	93	50.61	31.32	69	37.68	13.94
	11	13.87	0.43	7	13.95	0.48
B	65	45.73	9.71	86	79.97	10.52
C	37	19.53	6.8	93	63.05	25.27
	42	20.32	2.34	54	27.02	3.31
D	18	34.79	2.27	71	84.7	3.93
DO-SOMETHING 2032						
A	98	71.69	38.99	72	38.99	14.75
	11	13.87	0.43	7	13.95	0.48
B	67	46.91	10.28	89	87.41	11.49
C	38	19.74	7.15	98	85.74	31.24
	44	21.06	2.49	56	27.58	3.36
D	18	34.79	2.27	71	84.7	3.93
DO-SOMETHING 2042						
A	102	109.49	50.23	75	40.42	15.72
	11	13.87	0.43	7	13.95	0.48
B	110	236.84	44.87	92	97.45	12.7
C	39	19.97	7.4	102	120.97	39.24
	46	21.64	2.59	59	28.02	3.42
D	18	34.79	2.27	71	84.7	3.93

15.9 Junction 5: Unnamed Road / Cedar Brook Way

Junction 5 is an existing three-arm roundabout with no proposals for upgrade. For all scenarios it has been modelled based on its existing layout. Within the ARCADY model, the arms of the junctions were labelled as follows:

- Arm 1: Unnamed Road (S)
- Arm 2: Cedar Brook Way (W)
- Arm 3: Cedar Brook Way (N)

The results of the assessment in Table 32 confirms that Junction 5 is currently operating within capacity and will continue to do so for the DO-SOMETHING 2042 scenario with the inclusion of the traffic generated by committed Park West SHD and the proposed overall development.

Table 32 Junction 5 Existing Layout – ARCADY Analysis Results – All Scenarios.

Arm	AM Peak Hour			PM Peak Hour		
	Queue (pcu)	Delay (sec.)	RFC	Queue (pcu)	Delay (sec.)	RFC
BASELINE 2022						
1	0.1	3.19	0.06	0.1	3.09	0.05
2	0.1	2.02	0.07	0.2	2.21	0.15
3	0.1	2.67	0.11	0.1	2.63	0.08
DO-NOTHING 2027						
1	0.1	3.24	0.07	0.1	3.13	0.06
2	0.1	2.05	0.08	0.2	2.26	0.17
3	0.1	2.72	0.12	0.1	2.67	0.09
DO-SOMETHING 2027						
1	0.1	3.52	0.12	0.1	3.39	0.11
2	0.2	2.16	0.13	0.3	2.44	0.23
3	0.2	2.87	0.16	0.2	2.86	0.13
DO-NOTHING 2032						
1	0.1	3.28	0.07	0.1	3.16	0.06
2	0.1	2.06	0.09	0.2	2.28	0.18
3	0.2	2.74	0.13	0.1	2.69	0.1
DO-SOMETHING 2032						
1	0.2	3.56	0.13	0.1	3.42	0.11
2	0.2	2.17	0.14	0.3	2.47	0.24
3	0.2	2.9	0.16	0.2	2.89	0.14

DO-NOTHING 2042						
1	0.1	3.31	0.07	0.1	3.17	0.06
2	0.1	2.07	0.09	0.2	2.31	0.19
3	0.2	2.77	0.14	0.1	2.7	0.1
DO-SOMETHING 2042						
1	0.2	3.6	0.13	0.1	3.44	0.11
2	0.2	2.18	0.14	0.3	2.5	0.25
3	0.2	2.93	0.17	0.2	2.91	0.14

15.10 Junction 6: Barnville Park / Unnamed Road

Junction 6 is an existing priority T-junction with no proposals for upgrade. For all scenarios, it has been modelled based on its existing layout. Within the PICADY model, the arms of the junctions were labelled as follows:

- Arm A: Barnville Park (E)
- Arm B: Barnville Park (S)
- Arm C: Unnamed Road (W)

The results of the assessment in Table 33 confirms that Junction 6 is currently operating within capacity and will continue to do so for the DO-SOMETHING 2042 scenario with the inclusion of the traffic generated by committed Park West SDH and the proposed overall development.

Table 33 Junction 6 Existing Layout – PICADY Analysis Results – All Scenarios.

Stream	AM Peak Hour			PM Peak Hour		
	Queue (pcu)	Delay (sec.)	RFC	Queue (pcu)	Delay (sec.)	RFC
BASELINE 2022						
B-C	0	5.84	0.02	0	5.65	0.02
B-A	0	7.81	0.02	0	9.02	0.01
C-AB	0	6.02	0	0	6.1	0.02
DO-NOTHING 2027						
B-C	0	5.88	0.02	0	5.67	0.02
B-A	0	7.84	0.02	0	9.17	0.01
C-AB	0	6.03	0	0	6.13	0.02
DO-SOMETHING 2027						
B-C	0.1	6.46	0.11	0.1	6.29	0.1
B-A	0.1	9.35	0.07	0.1	9.81	0.05

C-AB	0.1	6.44	0.06	0.1	6.83	0.12
DO-NOTHING 2042						
B-C	0	5.89	0.02	0	5.68	0.02
B-A	0	7.95	0.02	0	9.28	0.01
C-AB	0	6.05	0	0	6.14	0.02
DO-SOMETHING 2042						
B-C	0.1	6.48	0.11	0.1	6.32	0.1
B-A	0.1	9.4	0.07	0.1	9.89	0.05
C-AB	0.1	6.46	0.06	0.1	6.83	0.12

15.11 Junction 7: Park West Avenue / Park West Road

Junction 7 is an existing four-arm roundabout with no proposals for upgrade. For all scenarios it has been modelled based on its existing layout. Within the ARCADY model, the arms of the junctions were labelled as follows:

- Arm 1: Park West Road (E)
- Arm 2: Park West Avenue (S)
- Arm 3: Park West Road (W)
- Arm 4: Park West Avenue (N)

For the DO-NOTHING scenario, even without the inclusion of the proposed development trips, the results of the assessment in Tables 34 and 35 predict that Junction 7 will continue to operate within capacity up to 2042 in the AM Peak Hour but not so in the PM Peak Hour. During the PM Peak Hour, Junction 7 is predicted to reach capacity in 2027 and exceed capacity in 2042 with a maximum RFC of 1.20 on Park West Road (W) during the PM Peak Hour departures.

This finding is consistent with Section 4.5.2 of the LAP which notes that the road network serving Park West – Cherry Orchard experiences traffic congestion in peak hours in areas such as Park West Avenue. The Park West – Cherry Orchard LAP also include provision for capacity enhancements, key new connections and enhanced public transport.

For the DO-SOMETHING scenario and with the inclusion of the proposed development trips, the results of the assessment in Tables 34 and 36 predict that Junction 7 will continue to operate within capacity up to and including 2042 during the AM Peak Hour with the development in place. During the PM Peak Hour, the RFC is predicted to exceed capacity with queues and delays on Park West Road (W) during the PM Peak Hour departures.

In summary and as part of the ongoing implementation of the Park West – Cherry Orchard LAP, Junction 7 will require upgrading, most likely to a signalised crossroads, about 2027 with or without development at Cherry Orchard Point.

Table 34 Junction 7 Peak RFC for DO-NOTHING and DO-SOMETHING Scenarios

Arm	AM Peak Hour			PM Peak Hour		
	Queue (pcu)	Delay (sec.)	RFC	Queue (pcu)	Delay (sec.)	RFC
BASELINE 2022						
1	0.4	7.72	0.3	2.6	17.13	0.72
2	1.8	7.31	0.64	0.6	4.47	0.38
3	0.6	11.08	0.36	5.1	46.51	0.86
4	1.6	6.71	0.61	0.4	3.47	0.26
DO-NOTHING 2027						
1	0.7	9.47	0.39	4.2	25.53	0.81
2	2.7	9.72	0.73	0.8	5.08	0.44
3	0.7	13.14	0.43	16.6	128.15	1.01
4	2.5	9.23	0.71	0.4	3.72	0.3
DO-SOMETHING 2027						
1	1	11.73	0.49	8.7	49.69	0.92
2	3.6	12.35	0.78	1.1	5.86	0.5
3	0.8	15	0.46	30.7	224.02	1.11
4	3.9	13.15	0.8	0.7	4.21	0.39
DO-NOTHING 2032						
1	0.8	10.27	0.43	6	34.9	0.87
2	3.4	11.82	0.77	0.9	5.42	0.47
3	0.9	14.52	0.47	33	226.17	1.11
4	3.2	11.31	0.76	0.5	3.82	0.32
DO-SOMETHING 2032						
1	1.1	12.97	0.53	14.8	78.13	0.97
2	4.8	15.86	0.83	1.2	6.28	0.53
3	1	16.83	0.50	50.8	357.39	1.22
4	5.4	17.57	0.85	0.7	4.34	0.4
DO-NOTHING 2042						
1	0.8	11.05	0.45	8.6	48.61	0.91

2	4.4	14.64	0.82	1	5.78	0.50
3	1	16.12	0.51	50.9	336.96	1.20
4	4.1	14.13	0.8	0.5	3.92	0.33
DO-SOMETHING 2042						
1	1.3	14.28	0.56	24.4	116.45	1.02
2	6.6	21.21	0.87	1.3	6.69	0.56
3	1.2	19.02	0.55	69.7	546.05	1.31
4	7.9	24.91	0.9	0.7	4.45	0.42

Table 35 Junction 7 Peak RFC for DO-NOTHING Scenario

Year	AM		PM	
	Arm	RFC	Arm	RFC
2022	Park West Avenue (S)	0.64	Park West Road (W)	0.86
2027	Park West Avenue (S)	0.73	Park West Road (W)	1.01
2032	Park West Avenue (S)	0.77	Park West Road (W)	1.11
2042	Park West Avenue (S)	0.82	Park West Road (W)	1.20

Table 36 Junction 7 Summary of Peak RFC for DO-SOMETHING Scenario

Year	AM		PM	
	Arm	RFC	Arm	RFC
2027	Park West Avenue (S)	0.78	Park West Road (W)	1.01
2032	Park West Avenue (N)	0.85	Park West Road (W)	1.22
2042	Park West Avenue (S)	0.87	Park West Road (W)	1.31

15.12 Junction 8: Park West Avenue / Site Access

Junction 8 is a new priority T-junction proposed as part of the subject application. Therefore, only the DO-SOMETHING scenarios have been assessed.

The proposed layout for Junction 8 is shown in Figure 43.

Within the PICADY model, the arms of the junction were labelled as follows:

- Arm A: Barnville Park (E)
- Arm B: Barnville Park (S)
- Arm C: Unnamed Road (W)

The results of the assessment summarised in Table 37 confirm that the proposed Junction 8 will operate within capacity for all DO-SOMETHING scenarios during both the AM and PM Peak Hours.

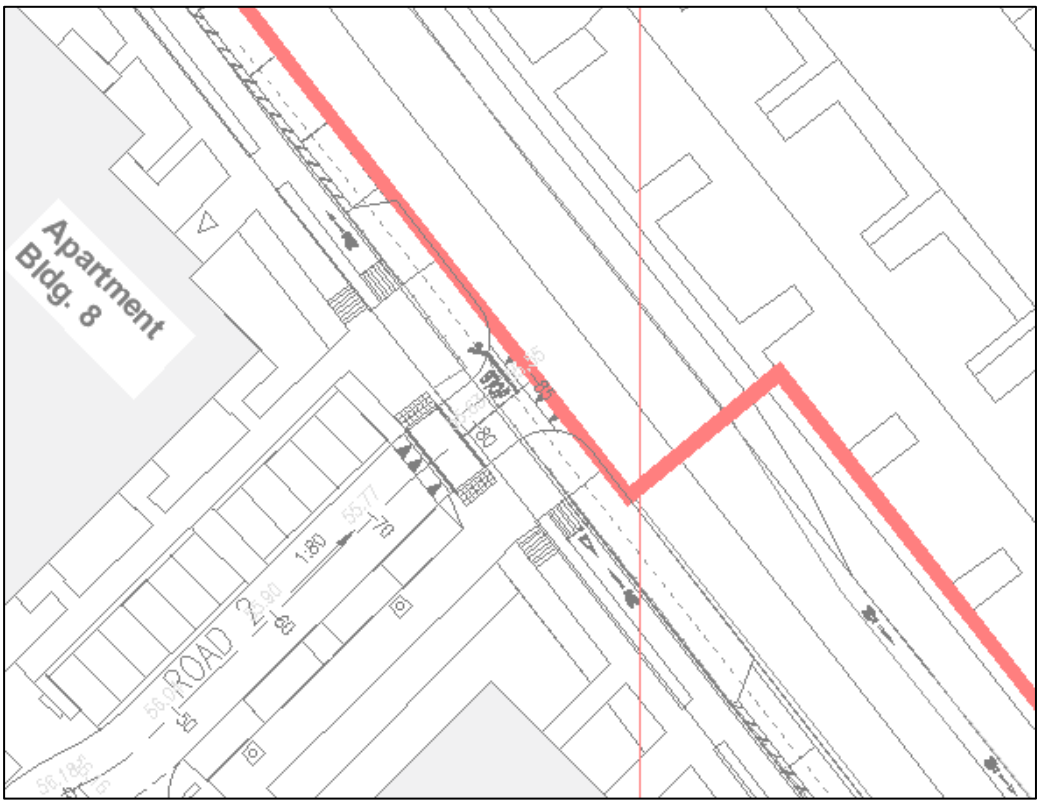


Figure 43 Junction 8 – Proposed Layout

Table 37 Junction 8 Proposed Layout – PICADY Analysis Results – DO-SOMETHING.

Stream	AM Peak Hour			PM Peak Hour		
	Queue (pcu)	Delay (sec.)	RFC	Queue (pcu)	Delay (sec.)	RFC
DO-SOMETHING 2027						
B-AC	0.1	12.03	0.11	0.1	13.40	0.13
C-AB	0.0	6.62	0.02	0.0	7.81	0.03
DO-SOMETHING 2032						
B-AC	0.1	12.43	0.11	0.2	14.00	0.13
C-AB	0.0	6.66	0.02	0.0	7.95	0.03
DO-SOMETHING 2042						
B-AC	0.1	12.82	0.11	0.2	14.58	0.14
C-AB	0.0	6.69	0.02	0.0	8.07	0.03

16. Transportation Impact

16.1 Cumulative Impact – Roads and Junctions

The traffic impact from the proposed development during the Construction Stage is predicted to be 3% of the existing traffic flow on Park West Avenue. This increase is less than the 10% threshold set out in the Traffic and Transport Assessment Guidelines published by TII in May 2014 and as a result no further transportation assessment is required.

The traffic impact from the proposed development during the Operational Stage is predicted to be 10% or greater at all junctions included in the traffic modelling undertaken for this project. However, the results of the assessment in Section 15.0 indicate that all assessed junctions, except Junctions 4 and 7, will operate within capacity with the proposed development in place in the Opening Year 2027 through the Design Year in 2032 to the Future Year 2042.

Junction 4 is predicted to operate over capacity for short periods during the AM and PM Peaks from 2027 as a consequence of compliance with the design requirement of DMURS. If an alternative design with alternative design for traffic movements albeit with longer crossing times for pedestrian and cyclists were to be adopted, this junction could operate within capacity from 2027 through 2032 to 2042.

Junction 7 currently experiences traffic congestion in peak hours. The Park West – Cherry Orchard LAP include provision for capacity enhancements to existing junctions, key new connections and enhanced public transport.

16.2 Modelling Background

The traffic modelling undertaken for this project and described in this TTA was prepared in compliance with the requirements of the *Traffic and Transport Assessment Guidelines* issued by TII, in May 2014.

In particular, the junction layout assessment prioritised cyclist and pedestrian over road traffic based on the following parameters: -

- Opening Year of 2027, Design Year of 2032 and Future Year of 2042.
- Completion and occupation of all phases of development on Sites 4 and 5 by 2027.
- Growth factors for background traffic for the years 2027, 2032 and 2042 based on factors from the TII Publication – *Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections* (October 2021).
- Parameters specified by Dublin City Council for signal cycle and pedestrian phasing.
- Reduced junction layout including full cycle and pedestrian facilities as required by DMURS.

Furthermore, the ongoing improvement in the modal share for public transport being promoted by Bus Connects and Irish Rail, is likely to reduce both background and generated traffic from the subject site resulting in traffic volumes within the capacity of the road network.

16.3 Junction 4: Park West Avenue/Site Access

Junction 4 is an existing signalised T-junction to be reordered as a signalised crossroads as shown in Figure 42.

For the DO-NOTHING scenario, Junction 4 is predicted to operate within capacity and will continue to do so for during 2027, 2032 and 2042, should the proposed development not take place.

For the DO-SOMETHING scenarios, Junction 4 is predicted to operate above capacity during 2027, 2032 and 2042 in both peak hours with the inclusion of the proposed development trips.

Junction 4 has been designed in compliance with current national and local policies which prioritise cycle and pedestrian movements over road traffic. The restricted capacity proposed at Junction 4 is largely due to the application of these policies when an alternative design for traffic movements albeit with longer crossing times for pedestrian and cyclists could bring the junction within capacity for 2027, 2032 and 2042.

A similar assessment for Junction 4 was included in the planning application for Phase 1 approved by An Bord Pleanala in July 2024 and the planning application for Phase 2 approved by An Bord Pleanala in September 2025.

16.4 Junction 7: Park West Avenue / Park West Road

Junction 7 is an existing four-arm roundabout located south of the railway bridge. There are no proposals to upgrade this junction.

For the DO-NOTHING scenario, even without the inclusion of the proposed development trips, the results of the assessment predicted that Junction 7 will continue to operate within capacity in the AM Peak Hour up to 2042 but not so in the PM Peak Hour. During the PM Peak Hour, Junction 7 is predicted to reach capacity in 2027 and exceed capacity in 2032 and 2042 on Park West Road (W) during the PM Peak Hour departures.

For the DO-SOMETHING scenario and with the inclusion of the proposed development trips, Junction 7 will continue to operate within capacity up to and including 2042 during the AM Peak Hour. During the PM Peak Hour, the RFC is predicted to exceed capacity with queues and delays on Park West Road (W) during the PM Peak Hour departures.

The findings of the traffic modelling in relation to Junction 7 during the PM Peak Hour are consistent with Section 4.5.2 of the LAP which notes that the road network serving Park West – Cherry Orchard experiences traffic congestion in peak hours in areas such as Park West Avenue. The Park West – Cherry Orchard LAP include provision for capacity enhancements, key new connections and enhanced public transport.

In summary and as part of the ongoing implementation of the Park West – Cherry Orchard LAP, Junction 7 is likely to require upgrading by Dublin City Council, most likely to a signalised crossroads, about 2027 with or without development at Cherry Orchard Point.

A similar assessment for Junction 7 was included in the planning application for Phase 1 approved by An Bord Pleanala in July 2024 and the planning application for Phase 2 approved by An Bord Pleanala in September 2025.

16.5 Public Transport - Rail

Passenger Demand

Based on a design population of up to 3,816 persons as calculated in Table 7 and a modal spilt for rail of 20 – 30%, the peak demand from the proposed development for travel by rail is expected to be 763 –1,145 passengers during the AM Peak Hour.

(3,816 persons x 20 – 30% split = 763 – 1,145 passengers per day).

Based on the location of Park West, the results of National Rail Survey 2022 and experience, it is expected that 75% of these passengers can be expected to travel eastbound towards the City Centre with 50% travelling during the AM Peak Hour giving a projected demand of 285 – 429 passengers per hour eastbound during the AM Peak Hour

(763 – 1,145 passengers per day x 50% AM Peak x 75% eastbound = 285–429 passengers per hour).

Train Capacity

Commuter services in both directions at Park West & Cherry Orchard are provided by four / eight car 29000 class railcar sets each with capacity of 640 / 1,280 passengers per set or a 6-car High Capacity Inter City railcar (ICR) set with a capacity of 406 passengers. See Table 38.

Table 38 Train Capacity

Designation	Size	Capacity passengers	Passengers 08.00 – 09.00
29000 Railcar	8 car set	1,280	6,400
do	4 car set	640	3,200
ICR Railcar	6-car set	406	2,436

There are five existing rail services departing Park West & Cherry Orchard during the AM Peak Hour 08.00 – 09.00.

If all five services were formed by 29000 sets with 8 cars, the passenger capacity would be 6,400 seats per hour.

If however, 29000 sets with four cars were used, the capacity would halve to 3,200 passengers per hour.

Finally, if ICR sets with six cars were used, the capacity would further reduce to 2,436 passengers per hour.

In practise, the service is operated by a mix of sets with a capacity of 3,000 - 4,000 passengers per hour.

Train Loadings

Table 23 of the National Rail Census 2024, the most recently available at the time of writing in June 2026, shows the most heavily loaded train in the morning period at Park West and Cherry Orchard to be the 07.19 Newbridge - Grand Canal Dock with 529 passengers.

From Table 24 of the National Rail Census Report, the corresponding most heavily loaded train in the evening period is the 17.29 Grand Canal Dock to Newbridge with 409 passengers.

Each of the other trains operating in both the AM and PM peak hours carry lesser loadings with adequate spare capacity to cater for passengers from Park West and Cherry Orchard.

Demand v Capacity

The demand of 285 – 429 passengers per hour during the AM Peak Hour is well below the capacity of 3 – 4,000 passengers per hour provided by a mix of railcars between 08.00 and 09.00 towards the City Centre.

The conclusion of this assessment is that the future capacity of the rail service at Park West and Cherry Orchard, the last inbound stop before the City Centre, will be more than sufficient to cater for future passenger demand from Cherry Orchard Point even without the additional capacity that can readily be provided by the rostering of 29000 class railcar sets in lieu of the ICR class railcar sets prior to commissioning of the high capacity DART+ South West services.

Summary of Predicted Impact – Operational Stage – Rail Services

Having regard to the predicted impacts described above, it can be concluded that no significant impact on rail based public transport services will arise from the Operational Stage of the proposed development at Cherry Orchard Point.

16.6 Public Transport – Bus

Existing Services

Bus services serving Park West Avenue comprise Dublin Bus Routes G1 and 60.

Route G1 is a 24-hour service which is part of the G spine. It links the site for the proposed development to New Wapping Street in the City Centre via Inchicore and to the Luas Red Line at the Red Cow. Services operate at 15-minute intervals in both directions Monday – Saturday reducing to 20-minute intervals on Sundays. A reduced frequency operates during the early morning and at night.

Route 60 links the site to Sir John Rogerson's Quay in the City Centre via Heuston Station and to the Luas Red Line at the Red Cow via Clondalkin. Services operate at 60-minute intervals in both directions.

Other contiguous services continue to be provided by Dublin Bus Route 151 along Nangor Road at a walking time of 16 minutes (1.3km) from the proposed development. Services operate at 20-minute intervals in both directions Monday – Saturday

Passenger Demand

Based on a design population of up to 3,816 persons as calculated in Table 7, a modal spilt for bus of 15 – 25%, the peak demand from the proposed development for travel by bus is expected to be 572 – 954 passengers per day.

(3,816 persons x 15 – 25% split = 572–954 passengers per day).

Based on the location of Park West and experience of similar developments, it is expected that 50% of these passengers can be expected to travel towards the City Centre with 50% travelling during the AM Peak Hour.

(572– 954 passengers per day x 50% AM Peak Hour x 50% northbound = 143 – 239 passengers per hour).

Bus Capacity

Based on a review of the fleet of double deck buses operated by Dublin Bus in the area of the proposed development, the average capacity of each bus including standing passengers was found to be 87 passengers per bus.

Current timetables for Routes G1 and 60 provide for 5 buses per hour in each direction with a total capacity of 435 passengers per hour in each direction (5 buses x 87 passengers per bus).

Demand v Capacity

The existing usage and the predicted demand from the proposed development of 143 – 239 passengers per hour during the AM Peak Hour is well within the existing capacity of 435 passengers per hour provided by the current timetable.

The capacity of the bus services used in this review is the existing startup schedule on the new Bus Connects routes. These schedules are expected to be increased by Dublin Bus through timetable changes as demand increases.

The capacity used in the TTA is for buses passing Park West & Cherry Orchard Station only and does not include contiguous services on Nangor Road or Ballyfermot Road a relatively short walk from the proposed development.

The conclusion of this assessment is that the future capacity of the bus service at Park West and Cherry Orchard will be more than sufficient to cater for existing demand together with future passenger demand from Cherry Orchard Point even without the benefit of the additional services which can be provided by increased frequency as passenger demand builds up.

Summary of Predicted Impact – Operational Stage – Bus Services

Having regard to the predicted impacts described above, it can be concluded that no significant impact on bus based public transport services will arise from the Operational Stage of the proposed development at Cherry Orchard Point.

16.7 Summary of Impacts – Operational Stage

During the operational stage, the proposed residential parking capacity will be more than adequate to cater for the number of residents who will drive to work or education each day.

Post development, six of the eight road junctions assessed will continue to operate satisfactorily up to 2042, the exceptions being Junction 4 at the access to Site 4 and Junction 7 at the intersection of Park West Avenue and Park West Road.

Junction 4 is a new junction approved under Phase 1 and under construction at the time of writing in June 2026. It was designed to the requirements of the Design Manual for Urban Roads and Streets (DMURS). An alternative design could reduce delays but at the cost of longer delays for cyclists and pedestrians. However, DMURS is a mandatory national standard for roads in urban areas and the applicants had no option but to incorporate its requirements in the new junction, thereby restricting the design capacity below that required to cater for the predicted traffic movements..

Junction 7 is a pre-existing issue at an existing junction located approx. 0.6km to the south of Phase 3 on the other side of the railway line. Future delays are predicted to occur at this junction irrespective of whether the proposed development is implemented or not. In these circumstances, no significant impact is predicted to arise from the proposed development. In conjunction with the ongoing implementation of capacity upgrades and improved public transport as part of the Park West - Cherry Orchard LAP, Junction 7 is likely to be converted to a signalised crossroads by Dublin City Council about that time.

Post development, existing and future the public transport services, both rail and bus, will have more than adequate capacity to accommodate future passenger demand from Cherry Orchard Point.

Having regard to the predicted impacts described above, it can be concluded that no significant impact on roads and traffic will arise from the Operational Stage of the proposed development at Cherry Orchard Point notwithstanding the predicted future impact of delays at Junctions 4 and 7.

17. Non-Technical Summary

Introduction

This Traffic and Transport Assessment (TTA) has been prepared by Waterman Moylan on behalf of The Land Development Agency (LDA) to accompany a planning application to An Coimisiun Pleanala for Phase 3 of a proposed new residential development on lands at Park West Avenue, Cherry Orchard, Dublin 10.

This T & TA assesses the traffic impact of Cherry Orchard Point on the basis of a single development notwithstanding the fact that the site is being developed in a number of phases.

In this TTA, the planning board is referred to as An Bord Pleanala (ABP) before June 2025 and An Coimisiun Pleanala (ACP) after June 2025.

Phasing

It is prosed to construct the development in four phases with Phases 1, 2 and 4 on Site 4 and Phase 3 on Site 5. This TTA is for Phase 3.

Construction of Phases 1 and 2 commenced in 2025.

Project Timescale

For the purpose of this TTA, the Base Year has been taken as 2022, the Opening Year as 2027 and the Design Year as 2032 (Opening Year + 5) and the future Year as 2042 (Opening Year + 15).

Location and Description of Site

The two sites for the proposed development (part of the overall Park West – Cherry Orchard Local Area Plan), Site 4 (M50 / Cedarbrook Avenue) and Site 5 (Barnville), are located east and west of Park West Avenue, Dublin 10, immediately to the north of the Park West & Cherry Orchard Railway Station. The LAP extends to an area of 267.5 ha of which Sites 4 M50-Cedarbrook Avenue and Site 5 Barnville extend to a total of 13.0 ha.

Phase 3 is located on Site 5 and extends to 1.72ha.

Access by Walking and Cycling

Overall, the existing access for residents at Cherry Orchard by walking and cycling to the various services and amenities in the area of the subject site is good for some facilities but not so good for others.

Access is good to the rail based public transport serving an east -west corridor. Access is moderate to the bus based north-south corridor.

Access also is good to local amenities and community services.

However, access is not good to retail or other commercial services with the nearest retail provision located to the northeast in the Ballyfermot area at a walking distance of 20 – 40 minutes or a cycling distance of up to 10 minutes.

The proposed supermarket to be located in Phase 1 at Cherry Orchard Point is expected to make good this deficit.

Approved Development – Phase 1

The development approved by An Bord Pleanala in December 2023 for Phase 1 on Site 4 will comprise 708 residential apartments, supermarket, retail units, creche and community facilities.

Car parking with a total of 444 spaces comprising 328 spaces at surface level for residents (including 17 spaces for disabled), 92 spaces at lower ground level for retail (including 4 spaces for disabled), 7 retail spaces on Park West Avenue (including one loading bay), 6 surface spaces for the Creche and 11 spaces for car sharing (GoCar). Access will be from Park West Avenue.

222 spaces will be equipped with fully functional EV Charging Point(s) and the remaining 222 spaces designed to facilitate the relevant infrastructure to accommodate future EV charging.

A total of 22 spaces will be provided for motorcycle parking (5%).

A total of 1,618 bicycle parking spaces with 1,552 spaces for residents and visitors at the apartments and 66 spaces for staff, customers and visitors at the supermarket, retail, creche and community.

The public realm around the site will incorporate an upgrade of the pedestrian and cycle environment.

The development includes all associated infrastructure to service the development including access junctions, footpaths and cycle paths together with a network of watermains, foul water drains and surface water drains.

The layout of the approved development is illustrated on the drawings which were included with the planning application.

Construction of Phase 1 on Site 4 commenced in August 2025 for occupation in 2028.

Approved Development – Phase 2

The development approved by An Bord Pleanala in September 2025 for Phase 2 on Site 4 will comprise a total of 137 residential units with 101 houses, 18 duplex and 18 apartments.

A total of 141 car parking spaces and a total of 306 bicycle parking spaces will also be provided.

The layout of the proposed development can be seen on the drawings included with the planning application for Phase 2.

Proposed Development – Phase 3

The proposed Phase 3 development on Site 5 of Cherry Orchard Point is expected to comprise 312 residential apartments, local retail and commercial facilities. A total of 156 car parking spaces and a total of 658 bicycle parking spaces will also be provided.

Future Development – Phase 4

Future Phase 4 development on Site 3 of Cherry Orchard Point is expected to comprise 16,300 sqm Commercial. A total of 82 car parking spaces and a total of 300 bicycle parking spaces will also be provided.

Car Parking - Phase 3

The subject site is a location where a relaxation of the maximum residential car parking standards may be appropriate having regard, inter alia, to the availability of excellent public transport.

The proposed car parking ratio for the residential development is 0.48 space per unit.

A total of 150 spaces will be allocated to the residential units (including 8 accessible spaces) with 2 spaces for local retail and commercial and 4 spaces for car sharing.

The proposed provision of car parking will be 156 spaces with 131 spaces at Level 0 and 25 spaces at Level 1.

Car Parking Management – Phase 3

Permits for access by residents to the private off-street spaces will be issued by the Management Company with not more than one permit per unit.

For residents who require occasional car use without the need to own a vehicle, 4 spaces will be permanently allocated in Phase 3 for car sharing with vehicles supplied by GoCar or similar company.

Cycle Parking - Phase 3

A total of 658 bicycle parking spaces will be provided with 481 long stay spaces at Level 0 and 177 short stay spaces at Level 1

Roads and Streets

The proposed development is located on either side of Park West Avenue between the R134 Nangor Road and Ballyfermot Road / Coldcut Road.

Park West Avenue is a wide single carriageway road with a north – south alignment and a posted speed limit of 50 kph. It is linked to Cloverhill Road via a roundabout junction at its northern end and to the R134 Nangor Road via signalised crossroads at its southern end. Park West Avenue has a 9.0 metre wide carriageway with footpaths and cycle tracks on both sides. Speed ramps are provided for traffic calming but there are no parking restrictions.

Traffic Conditions

The existing traffic conditions on the road network in the area of the proposed development were obtained from a traffic survey in November 2022 which recorded a 24-hour traffic flow on Park West Avenue of some 11,004 vehicles per day and a 24-hour traffic flow on Barnville Walk of some 4,092 vehicles per day.

A further traffic survey was carried out in April 2026 on the roads in the area of the proposed development.

.The results of the 2026 survey recorded that

- The overall level of traffic fell by 10% between 2022 and 2026.
- The decrease varied from -4% at Junction 1 to -14% at Junction 4.

In the absence of an identifiable cause(s) for the recorded decreases in traffic movements between 2022 and 2026, the results of the 2022 traffic survey have been used in the generation of the traffic predictions for the future operational stage in the following sections of this report.

Bus Services

Bus services in the area of the proposed are a combination of historic services operated by Dublin Bus and new services are provided under the auspices of Bus Connects. Dublin Bus Routes 79 and 79a which formerly served the Park West Avenue, and the Park West / Cherry Orchard Station were replaced by Routes G1 and 60 in October 2022.

Bus stops for these services are located on Park West Avenue, Barnville Walk and Cedar Brook Way.

Rail Services

Park West & Cherry Orchard which opened in 2008, is an intermediate station on the Kildare Commuter Line with regular commuter and inter-city services including stopping services from Portlaoise and Newbridge to Heuston Station and from Hazelhatch & Celbridge to Grand Canal Dock.

The journey time to Heuston by rail is some 9 - 11 minutes and the journey time to Grand Canal Dock is some 40 – 45 minutes. There are 5 existing services from Park West and Cherry Orchard to the City Centre during the AM Peak Hour 8 – 9.

At other periods outside the AM Peak, rail services at Cherry Orchard & Park West are provided between Hazelhatch and Grand Canal Street at hourly intervals.

The Park West - Cherry Orchard LAP 2019 noted that rail users at Park West Cherry Orchard Station represent a very low modal split of 2%. This is despite its central location and despite 2,550 people having access to the station within a 15-minute walk.

The DART Expansion Project proposed by Irish rail will deliver new electrified rail services between the existing DART network in the City Centre City Centre and Hazelhatch. The service through Park West & Cherry Orchard will provide an increased service frequency and enhanced passenger capacity.

An application for a Railway Order for the DART+ South West project was lodged in March 2023 and approved by An Bord Pleanala in November 2024 (ABP Ref: 316119).

Land acquisition for the project is currently in progress. Construction work is expected to commence in 2030.

Pedestrian and Cycle Facilities

Existing pedestrian facilities in the area of the subject site comprise footpaths on both sides of Park West Avenue, Barnville Walk, Barnville Place, Cedar Brook Walk and Cedar Brook Way.

There are no footpaths on Cedar Brook Avenue which is primarily a residential parking area.

Pedestrian crossing facilities are provided at the following locations:

- Junction 1: Uncontrolled Crossing (Cloverhill Road / Park West Avenue)
- Junction 4: Signalised Crossing (Park West Avenue / Barnville Walk).

The existing cycle facilities in the area of the subject site comprise cycle tracks on both sides of Park West Avenue, partly on-road and partly off-road.

This development provides for upgraded footpaths and cycle tracks on the Park West Avenue together with pedestrian and cycle phases in the signalised junction at Barnville Walk.

There are a number of new pedestrian or cycling facilities proposed in the area of the subject site including:-

- New / improved off road pedestrian and cycle facilities along Ballyfermot Road as part of the Bus Connects Liffey Valley to City Centre Core Bus Corridor works.
- New Barnville Link providing a critical pedestrian connection from the rail station and to and from Cherry Orchard Park and the surrounding residential areas in compliance with LAP.
- New / improved pedestrian and cycle facilities within the adjacent City Edge development area immediately to the east and south of the subject site
- New cycle facilities as part of the Grand Canal Greenway.

Cumulative Impact

This TTA addresses all committed developments within the vicinity of the site including sites which have previously been granted planning permission but which are yet to become operational as well as any planning applications that have been submitted but have yet to be determined.

In addition to the trips that will be generated by the future development of Sites 4 and 5, the trips that would be generated by the approved Park West SHD development on Site 6 have been included in this TTA.

Contiguous Development on Site 6

Planning permission for a residential development of 750 units and 552 car parking spaces (including 14 car sharing spaces) on a 9.4 ha site at Park West, Dublin 12 was granted by An Bord Pleanala to Greenseed Ltd in June 2022 subject to 29 conditions (ABP Reg Ref 312290-21). The site included the Aspect Hotel.

Construction Traffic Access Routes – Phase 3

Construction traffic routes to the proposed development are facilitated by the high standard of the existing road network in the surrounding area.

The primary construction access route is expected to be from the R134 Nangor Road via Park West Avenue. The secondary construction access would be from Ballyfermot Road / Coldcut Road via Cloverhill Road and Park West Avenue.

At the time of writing in June 2026, both of the proposed construction access routes are fully operational and open to traffic including road markings and traffic signals.

Traffic Impact – Construction Stage – Phase 3

During the construction stage of the proposed development, some construction traffic movements will be undertaken by heavy goods vehicles, though there will also be vehicle movements associated with the appointed contractors and their staff.

The day-to-day traffic movements associated with the construction activities are predicted to be less than 3.0% of the existing traffic movements on Park West Avenue. As this increase is less than the benchmark of 10%, no further transportation assessment of the road network is required for the construction stage.

The number of construction vehicle movements is low compared to the number of vehicular trips expected to be generated by the proposed development during the operational phase. It should be noted that most of such trips will occur outside of the traditional peak hours, and it is not considered that this level of construction traffic would result in any operational problems.

Traffic Impact – Operational Stage

In common with established practice and other transportation studies and reports, this TTA assesses the impact of the proposed development on the transportation network during the AM Peak.

The traffic impact from the proposed development during the Operational Stage is predicted to be 10% or greater at all junctions included in the traffic modelling undertaken for this project.

However, the results of the assessments undertaken indicate that all assessed junctions, except Junctions 4 and 7, will operate within capacity with the proposed development in place in the Opening Year 2027 through the Design Year in 2032 to the Future Year 2042.

For the DO-NOTHING scenario, Junction 4 at the junction of Park West Avenue and the Site Access is predicted to operate within capacity and will continue to do so for during 2027, 2032 and 2042, should the proposed development not take place. For the DO-SOMETHING scenarios, Junction 4 is predicted to operate above capacity during 2027, 2032 and 2042 in both peak hours with the inclusion of the proposed development trips.

Junction 4 is predicted to operate over capacity for short periods during the AM and PM Peaks from 2027 as a consequence of compliance with the design requirement of DMURS. The adoption of an alternative design for traffic movements albeit with longer crossing times for pedestrians and cyclists could bring the junction within capacity for 2027, 2032 and 2042.

For the DO-NOTHING scenario 2027, Junction 7 south of the railway at the junction of Park West Avenue and Park West Road is indicated to reach capacity in the PM Peak Hour even without the inclusion of the proposed development trips.

As a result and in conjunction with ongoing implementation of capacity upgrades and improved public transport as part of the Park West - Cherry Orchard LAP, it is likely that Junction 7 will require upgrading, most likely to a signalised crossroads, about 2027 with or without development at Cherry Orchard Point.

Overall, the impact of the proposed development at Cherry Orchard Point on the surrounding transportation network will not be significant.

Six of the eight road junctions assessed will continue to operate satisfactorily up to 2042 with the development in place. A similar assessment was included in the planning application for Phase 1 approved by An Bord Pleanala in July 2024 (ABP318607-23) and in the planning application for Phase 2 approved by An Coimisiun Pleanala in September 2025 (ACP321931-25).

Public Transport Impact

In common with established practice and other transportation studies and reports, this TTA assesses the impact of the proposed development on the rail and bus services during the AM peak.

The projected demand from the proposed development is projected to be well within the existing and proposed capacity of the public transport services, both rail and bus serving the surrounding area.

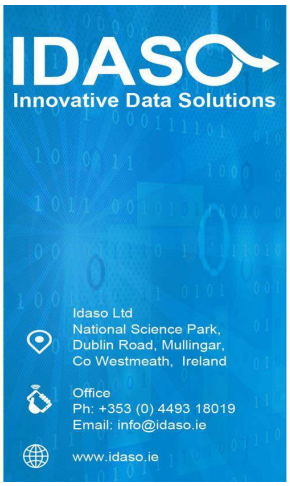
Summary

This T & TA demonstrates that the proposed development will be consistent with the objectives for Transport and Mobility set out in the Dublin City Development Plan 2022 – 2028 and the Park West Cherry Orchard Local Area Plan 2019.

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APPENDICES

A. Traffic Survey 2022



Data Analysis Services
Traffic-Transportation- Commercial-Innovation

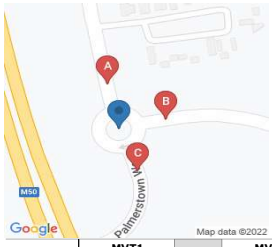
384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Counts Pedestrian

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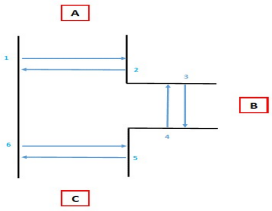
Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Counts Pedestrian
Date: Tue 08 Nov 2022





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Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Cour
Site: Site 1 Pedestrian
Location: Cloverhill Road/Unnamed Rd/Palmerstown Way
Date: Tue 08-Nov-2022



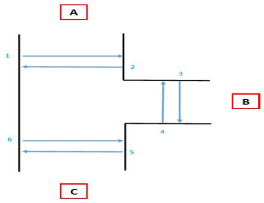
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00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	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
02:15	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
02:45	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
03:00	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
03:30	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
H/TOT	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
04:15	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
04:45	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
05:00	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	0	0	0	0
05:30	0	0	0	0	0	0	0	1	1	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
H/TOT	0	0	0	0	0	0	0	1	1	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
06:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	1	2	1	0	1	0	0	0	0	0	0
07:00	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	2	1	3	8	3	11	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	3	1	4	0	1	1	0	0	0	0	0	0
08:30	0	0	0	0	0	0	1	0	1	6	2	8	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	4	2	6	6	4	10	0	0	0	0	0	0
09:00	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0

09:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	7	0	7	2	0	2	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	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	1	0	1	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0
13:00	1	0	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	2	0	2	6	1	7	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0
14:30	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	1	0	1	2	2	4	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	2	0	2	1	1	2	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	7	1	8	1	1	2	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	3	1	4	0	3	3	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	1	1	2	2	0	2	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	6	2	8	5	6	11	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	2	3	1	0	1	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	3	3	6	3	1	4	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	2	1	3	2	1	3	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	1	1	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
18:45	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	4	2	6	2	2	4	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	10	2	12	2	0	2	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	1	1	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
H/TOT	0	0	0	0	0	0	0	1	1	0	5	5	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
21:15	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
21:45	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
22:00	0	0	0	0	0	0	2	0	2	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
22:30	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	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	2	2	4	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
23:15	0	0	0	0	0	0	0	0	0	2	0	2	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
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0
24 TOT	2	0	2	0	0	0	56	20	76	41	25	66	0	0	0	0	0	0	0



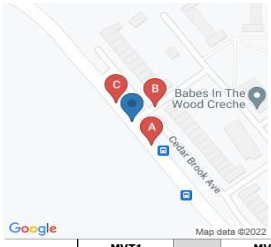
IDASO

Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Cour
Site: Site 2 Pedestrian
Location: Unnamed Rd/Cedar Brook Ave
Date: Tue 08-Nov-2022



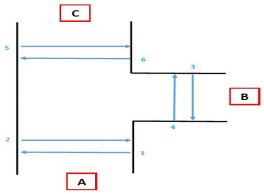
	MVT1			MVT2			MVT3			MVT4			MVT5			MVT6		
TIME	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	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	1	0	1	0	0	0
01:15	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	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
02:00	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
02:30	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
H/TOT	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	0	0
03:15	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
03:45	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
04:00	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	0	0	0	0
04:30	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
H/TOT	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	1	0	1	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
05:30	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
H/TOT	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0
06:00	0	0	0	0	0	0	1	0	1	2	1	3	0	0	0	0	0	0
06:15	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0
06:30	0	0	0	0	0	0	1	1	2	3	0	3	0	0	0	0	0	0
06:45	0	0	0	0	0	0	7	1	8	2	0	2	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	10	2	12	7	2	9	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0
07:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	2	0	2	3	0	3	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	4	0	4	5	0	5	0	0	0	0	0	0
08:00	0	0	0	1	0	1	1	0	1	4	0	4	0	0	0	0	0	0
08:15	0	0	0	0	0	0	3	0	3	4	0	4	0	0	0	0	0	0
08:30	0	0	0	0	0	0	2	1	3	1	0	1	0	0	0	0	0	0
08:45	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0
H/TOT	0	0	0	1	0	1	7	1	8	10	0	10	0	0	0	0	0	0
09:00	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	0	0	0
09:15	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	2	0	2	0	1	1	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	6	0	6	2	1	3	0	0	0	0	0	0
10:00	0	0	0	0	0	0	2	0	2	1	0	1	1	0	1	0	0	0
10:15	0	0	0	2	0	2	1	0	1	2	0	2	0	0	0	0	0	0
10:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	3	0	3	1	0	1	0	0	0	0	0	0
H/TOT	0	0	0	2	0	2	7	0	7	4	0	4	1	0	1	0	0	0
11:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
11:45	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	5	0	5	1	0	1	0	0	0
12:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0

H/TOT	0	0	0	0	0	0	2	1	3	4	0	4	0	0	0	0	0	0
13:00	0	0	0	0	0	0	3	1	4	2	0	2	0	0	0	0	0	0
13:15	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0
13:30	0	0	0	0	0	0	2	1	3	1	0	1	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	6	2	8	5	0	5	0	0	0	0	0	0
14:00	0	0	0	1	0	1	2	0	2	3	0	3	0	0	0	0	0	0
14:15	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
H/TOT	0	0	0	1	0	1	8	1	9	4	0	4	0	0	0	0	0	0
15:00	0	0	0	0	0	0	3	0	3	4	0	4	0	0	0	0	0	0
15:15	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0
15:30	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	8	0	8	6	0	6	0	0	0	0	0	0
16:00	0	0	0	0	0	0	4	0	4	3	3	6	1	0	1	0	0	0
16:15	1	0	1	1	0	1	1	1	2	2	0	2	0	0	0	0	0	0
16:30	0	0	0	0	0	0	1	0	1	5	1	6	0	0	0	0	0	0
16:45	0	0	0	1	0	1	4	0	4	2	0	2	0	0	0	0	0	0
H/TOT	1	0	1	2	0	2	10	1	11	12	4	16	1	0	1	0	0	0
17:00	1	0	1	1	0	1	2	0	2	1	2	3	0	0	0	0	0	0
17:15	0	0	0	0	0	0	3	0	3	1	1	2	0	0	0	0	0	0
17:30	0	0	0	0	0	0	4	0	4	3	2	5	0	0	0	0	0	0
17:45	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
H/TOT	2	0	2	1	0	1	10	0	10	5	5	10	0	0	0	0	0	0
18:00	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0
18:15	0	0	0	0	0	0	1	0	1	1	1	2	0	0	0	0	0	0
18:30	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	1	0	1	5	1	6	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	5	0	5	6	3	9	0	0	0	0	0	0
19:00	0	0	0	0	0	0	2	0	2	2	0	2	0	0	0	1	0	1
19:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
19:30	0	0	0	0	0	0	1	2	3	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	0	0	0	0
H/TOT	0	0	0	0	0	0	3	2	5	2	1	3	0	0	0	1	0	1
20:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	2	0	2	3	0	3	0	0	0	0	0	0
20:30	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0
20:45	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	4	0	4	3	0	3	1	0	1	0	0	0
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	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	2	0	2	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0
H/TOT	1	0	1	0	0	0	2	0	2	1	0	1	0	1	1	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	1	0	1	1	0	1	2	0	2	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	3	0	3	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
H/TOT	0	0	0	1	0	1	1	0	1	5	0	5	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
23:15	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
23:45	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
24 TOT	4	0	4	8	0	8	94	10	104	86	16	102	6	1	7	1	0	1



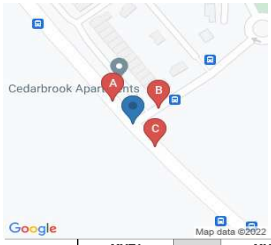
IDASO

Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Cour
Site: Site 3 Pedestrian
Location: Unnamed Rd/Cedar Brook Walk
Date: Tue 08-Nov-2022



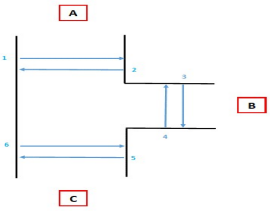
	MVT1			MVT2			MVT3			MVT4			MVT5			MVT6		
TIME	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	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	1	0	1
01:15	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	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
02:00	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
02:30	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
H/TOT	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	0	0
03:15	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
03:45	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
04:00	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	0	0	0	0
04:30	0	0	0	0	0	0	0	1	1	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
H/TOT	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	0	1
05:30	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
H/TOT	0	0	0	0	0	0	0	2	2	1	0	1	0	0	0	1	0	1
06:00	0	0	0	0	0	0	1	0	1	1	1	2	0	1	1	0	0	0
06:15	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	1	0	1	0	0	0	0	0	0
06:45	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	2	3	5	2	1	3	0	1	1	0	0	0
07:00	0	0	0	0	0	0	1	4	5	1	0	1	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
07:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	2	1	3	1	1	2	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	4	5	9	3	1	4	0	0	0	0	0	0
08:00	0	0	0	0	0	0	1	1	2	2	0	2	0	0	0	0	0	0
08:15	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	0	0	0
08:30	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	5	4	9	4	0	4	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	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	1	2	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	1	0	1
10:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	4	1	5	2	0	2	0	0	0	1	0	1
11:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	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	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0

12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	3	1	4	0	1	1	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	3	1	4	0	2	2	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	3	0	3	2	1	3	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	4	1	5	2	2	4	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	1	1	2	1	0	1	0	0	0	0	0	0	0
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14:30	0	0	0	0	0	0	2	0	2	0	0	0	1	0	1	0	0	0	
14:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	3	2	5	1	0	1	1	1	2	1	0	1	
15:00	0	0	0	0	0	0	0	1	1	2	0	2	1	0	1	0	0	0	
15:15	0	0	0	0	0	0	1	0	1	1	0	1	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	
15:45	0	0	0	0	0	0	1	1	2	1	0	1	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	2	2	4	4	0	4	1	0	1	0	0	0	
16:00	0	0	0	0	0	0	2	1	3	1	3	4	0	0	0	0	0	0	
16:15	0	0	0	0	0	0	1	1	2	0	1	1	0	0	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	5	4	9	2	5	7	0	0	0	0	0	0	
17:00	0	0	0	0	0	0	1	0	1	0	3	3	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	2	0	2	0	2	2	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	1	0	1	2	4	6	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	4	0	4	2	10	12	0	0	0	0	0	0	
18:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
18:15	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	
18:45	0	0	0	0	0	0	1	0	1	1	1	2	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	1	0	1	2	3	5	0	1	1	0	0	0	
19:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	
19:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	
19:30	0	0	0	0	0	0	0	1	1	0	1	1	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	
H/TOT	0	0	0	0	0	0	0	1	1	2	1	3	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	
20:15	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	
20:45	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	
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:15	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	1	1	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	1	1	
H/TOT	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	
22:00	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	1	1	0	0	0	0	0	0	
22:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	
22:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	2	1	3	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	
23:15	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	
23:45	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	
24 TOT	0	0	0	0	0	0	38	30	68	29	27	56	2	3	5	4	1	5	



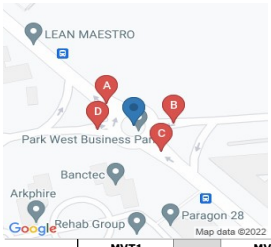
IDASO

Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Coun
Site: Site 4 Pedestrian
Location: Unnamed Rd
Date: Tue 08-Nov-2022



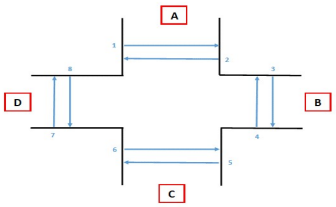
	MVT1			MVT2			MVT3			MVT4			MVT5			MVT6		
TIME	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	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	1	0	1	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
01:30	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
H/TOT	0	0	0	0	0	0	0	0	0	1	0	1	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
02:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1
02:30	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
H/TOT	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1
03:00	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
03:30	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	1	0	1	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	1	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
04:15	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	1	1	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
H/TOT	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	2	2	0	0	0	1	0	1	0	0	0
05:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	2	2	4	1	0	1	1	0	1	0	0	0
06:00	0	0	0	0	0	0	1	0	1	2	1	3	0	0	0	0	0	0
06:15	0	0	0	0	0	0	2	0	2	0	0	0	2	0	2	0	0	0
06:30	0	0	0	0	0	0	1	0	1	1	0	1	3	0	3	0	0	0
06:45	0	0	0	0	0	0	1	2	3	0	0	0	2	0	2	0	0	0
H/TOT	0	0	0	0	0	0	5	2	7	3	1	4	7	0	7	0	0	0
07:00	0	0	0	0	0	0	1	4	5	0	1	1	0	0	0	0	0	0
07:15	0	0	0	2	0	2	1	3	4	0	0	0	3	0	3	0	0	0
07:30	0	0	0	0	0	0	3	0	3	1	0	1	5	0	5	1	0	1
07:45	0	0	0	0	0	0	7	1	8	1	0	1	3	0	3	1	0	1
H/TOT	0	0	0	2	0	2	12	8	20	2	1	3	11	0	11	2	0	2
08:00	0	0	0	1	0	1	5	1	6	3	0	3	2	0	2	1	0	1
08:15	0	0	0	0	0	0	3	1	4	1	0	1	2	0	2	0	0	0
08:30	3	0	3	2	0	2	3	1	4	0	0	0	1	0	1	8	1	9
08:45	0	0	0	1	0	1	2	1	3	0	0	0	3	0	3	0	1	1
H/TOT	3	0	3	4	0	4	13	4	17	4	0	4	8	0	8	9	2	11
09:00	2	0	2	0	0	0	0	1	1	0	0	0	3	0	3	1	0	1
09:15	0	0	0	2	0	2	0	0	0	0	0	0	1	0	1	1	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	2
09:45	0	0	0	1	0	1	0	0	0	2	0	2	0	0	0	2	1	3
H/TOT	2	0	2	3	0	3	0	1	1	2	0	2	5	0	5	6	1	7
10:00	0	0	0	1	0	1	1	0	1	1	0	1	2	0	2	0	0	0
10:15	0	0	0	0	0	0	3	0	3	0	0	0	1	0	1	1	0	1
10:30	0	0	0	0	0	0	1	1	2	0	0	0	1	0	1	0	0	0
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H/TOT	0	0	0	1	0	1	6	1	7	2	0	2	4	0	4	1	0	1
11:00	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0
11:15	0	0	0	0	0	0	1	0	1	1	0	1	1	0	1	0	0	0
11:30	0	0	0	0	0	0	2	0	2	1	0	1	2	0	2	0	0	0
11:45	0	0	0	0	1	1	0	1	1	0	1	1	2	0	2	0	0	0
H/TOT	0	0	0	0	1	1	4	1	5	2	2	4	5	0	5	0	0	0

12:00	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
12:15	0	0	0	1	0	1	0	0	0	1	0	1	1	0	1	0	0	0
12:30	0	0	0	0	0	0	3	0	3	0	1	1	0	0	0	1	1	2
12:45	1	0	1	0	0	0	0	0	0	3	0	3	1	0	1	0	0	0
H/TOT	2	0	2	1	0	1	3	0	3	4	1	5	3	0	3	2	1	3
13:00	0	0	0	0	0	0	2	0	2	0	0	0	2	0	2	0	0	0
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H/TOT	0	0	0	1	1	2	5	3	8	0	1	1	9	0	9	2	0	2
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14:45	1	0	1	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	2	1	3	3	0	3	4	2	6	4	0	4	11	1	12	2	0	2
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15:45	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	3	0	3
H/TOT	1	0	1	0	0	0	2	1	3	11	1	12	6	0	6	6	0	6
16:00	1	0	1	2	0	2	0	0	0	2	2	4	2	0	2	0	0	0
16:15	0	0	0	0	0	0	3	0	3	2	0	2	3	0	3	1	0	1
16:30	0	0	0	0	0	0	2	1	3	1	1	2	1	0	1	2	0	2
16:45	2	0	2	1	0	1	1	1	2	3	1	4	0	0	0	0	0	0
H/TOT	3	0	3	3	0	3	6	2	8	8	4	12	6	0	6	3	0	3
17:00	1	0	1	3	0	3	1	0	1	2	4	6	5	0	5	1	0	1
17:15	0	1	1	0	0	0	2	0	2	2	3	5	0	0	0	2	0	2
17:30	0	0	0	0	0	0	2	2	4	2	5	7	2	1	3	3	0	3
17:45	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0
H/TOT	1	1	2	3	0	3	5	2	7	7	14	21	7	1	8	6	0	6
18:00	0	0	0	0	0	0	1	0	1	2	2	4	0	0	0	0	0	0
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18:30	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	7	0	7
18:45	1	0	1	0	0	0	1	0	1	4	0	4	1	0	1	0	0	0
H/TOT	2	0	2	0	0	0	2	0	2	11	2	13	1	0	1	8	0	8
19:00	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	2	0	2	0	0	0	0	0	0
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19:45	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	7	1	8	0	0	0	1	0	1
20:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	4	0	4	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
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
21:30	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	1	0	1
22:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	2	1	3	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
22:45	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	4	2	6	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
23:15	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	1	1	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
H/TOT	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
24 TOT	16	2	18	21	2	23	69	31	100	83	30	113	84	2	86	50	4	54



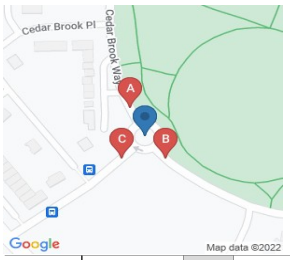
IDASO

Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Cour
Site: Site 5 Pedestrian
Location: Park W Ave/Park W Rd/Unnamed Rd
Date: Tue 08-Nov-2022



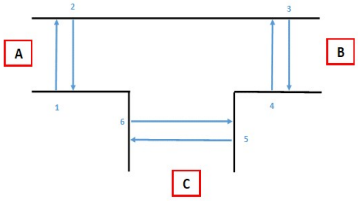
	MVT1			MVT2			MVT3			MVT4			MVT5			MVT6			MVT7			MVT8		
TIME	**PEDS**	**PC**	**TOT**	**PEDS**	**PC**	**TOT**	**PEDS**	**PC**	**TOT**	**PEDS**	**PC**	**TOT**	**PEDS**	**PC**	**TOT**	**PEDS**	**PC**	**TOT**	**PEDS**	**PC**	**TOT**	**PEDS**	**PC**	**TOT**
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
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
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
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
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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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
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
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
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
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
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
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
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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
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04:30	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15	0	0	0	0	0	0	2	1	3	1	0	1	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	0	0	0	0	0	0	0	1	1	2
05:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	3	1	4	1	0	1	0	0	0	0	0	0	0	0	0	2	1	3
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H/TOT	0	0	0	0	0	0	1	1	2	1	1	2	0	0	0	1	0	1	0	0	0	6	1	7
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07:45	0	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0	8	1	9
H/TOT	0	0	0	0	0	0	9	10	19	0	1	1	2	0	2	0	0	0	0	1	1	23	4	27
08:00	0	0	0	0	0	0	6	0	6	1	1	2	0	0	0	1	0	1	0	0	0	8	0	8
08:15	0	0	0	0	0	0	7	0	7	0	0	0	1	0	1	0	0	0	0	0	0	16	0	16
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08:45	0	0	0	0	0	0	7	2	9	0	0	0	1	0	1	1	0	1	0	0	0	30	1	31
H/TOT	0	0	0	0	0	0	21	3	24	1	1	2	3	0	3	2	0	2	0	0	0	63	3	66
09:00	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
09:15	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	1	1	4	0	4
09:30	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1
09:45	4	0	4	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0	1	0	1	9	0	9
H/TOT	4	0	4	0	0	0	12	2	14	1	0	1	0	0	0	0	0	0	3	1	4	15	1	16
10:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0	1
10:15	0	0	0	0	0	0	2	0	2	0	0	0	1	0	1	1	0	1	0	0	0	10	0	10
10:30	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	1	0	1	1	0	1
10:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1

H/TOT	0	0	0	0	0	0	3	1	4	0	2	2	1	0	1	1	0	1	2	0	2	13	0	13
11:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	1
11:15	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
11:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
11:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
H/TOT	2	0	2	2	0	2	0	1	1	0	0	0	0	0	0	0	0	0	2	1	3	4	0	4
12:00	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	1	0	1	1	0	1
12:15	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	1	3	3	0	3
12:30	1	0	1	0	0	0	0	0	0	0	1	1	1	0	1	1	0	1	3	0	3	1	1	2
12:45	1	0	1	0	0	0	2	0	2	0	0	0	2	0	2	1	0	1	1	0	1	3	0	3
H/TOT	4	0	4	0	0	0	3	0	3	1	1	2	3	0	3	3	0	3	7	1	8	8	1	9
13:00	0	0	0	1	0	1	3	0	3	0	1	1	0	0	0	2	0	2	3	0	3	2	0	2
13:15	0	0	0	1	0	1	0	0	0	0	0	0	2	0	2	2	0	2	3	0	3	3	0	3
13:30	0	0	0	0	0	0	0	1	1	0	0	0	2	0	2	2	0	2	0	0	0	0	0	0
13:45	0	1	1	0	0	0	3	0	3	2	0	2	2	0	2	0	0	0	0	1	1	1	0	1
H/TOT	0	1	1	2	0	2	6	1	7	2	1	3	6	0	6	6	0	6	6	1	7	6	0	6
14:00	1	0	1	0	0	0	0	3	3	0	0	0	2	0	2	0	0	0	2	0	2	1	0	1
14:15	0	0	0	0	0	0	1	0	1	3	0	3	1	0	1	0	0	0	6	0	6	0	0	0
14:30	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0
14:45	2	0	2	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	3	0	3	1	0	1
H/TOT	3	0	3	0	0	0	3	4	7	4	0	4	3	0	3	0	0	0	12	1	13	2	0	2
15:00	0	0	0	0	0	0	1	0	1	1	1	2	0	0	0	0	0	0	1	1	2	1	0	1
15:15	0	1	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	0	1	0	0	0
15:30	0	0	0	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	3	1	4	1	0	1
15:45	0	0	0	1	0	1	0	0	0	2	1	3	0	0	0	0	0	0	2	2	4	0	0	0
H/TOT	0	1	1	1	0	1	1	0	1	5	3	8	2	0	2	0	0	0	7	4	11	2	0	2
16:00	1	0	1	0	0	0	1	0	1	0	1	1	1	0	1	0	0	0	9	2	11	0	0	0
16:15	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	0	0	6	2	8	2	0	2
16:30	1	0	1	1	0	1	3	0	3	3	1	4	1	0	1	0	0	0	7	2	9	1	0	1
16:45	0	0	0	1	0	1	0	1	1	1	2	3	0	0	0	0	0	0	18	3	21	1	1	2
H/TOT	2	0	2	3	0	3	4	1	5	4	5	9	2	0	2	0	0	0	40	9	49	4	1	5
17:00	0	0	0	0	0	0	2	0	2	4	3	7	2	0	2	0	0	0	14	4	18	0	0	0
17:15	0	0	0	0	0	0	4	0	4	5	2	7	1	0	1	1	0	1	9	1	10	1	0	1
17:30	0	0	0	0	0	0	2	2	4	2	1	3	1	0	1	0	0	0	9	0	9	2	0	2
17:45	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	11	2	13	0	0	0
H/TOT	0	0	0	0	0	0	8	2	10	13	6	19	5	0	5	1	0	1	43	7	50	3	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0	3
18:15	0	0	0	0	0	0	1	0	1	1	1	2	1	0	1	0	0	0	5	1	6	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	2	0	2
18:45	0	0	0	0	0	0	1	0	1	6	0	6	1	0	1	0	0	0	1	0	1	0	0	0
H/TOT	0	0	0	0	0	0	2	0	2	7	1	8	2	0	2	0	0	0	10	3	13	5	0	5
19:00	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2	1	1	2
19:15	0	0	0	0	0	0	1	1	2	1	0	1	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	6	0	6	1	1	2
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	0	1
H/TOT	0	0	0	0	0	0	1	1	2	2	1	3	0	0	0	0	0	0	8	3	11	3	2	5
20:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
20:15	0	0	0	0	0	0	0	1	1	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0
20:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	0	0	0	1	0	1
20:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	2	2	4	0	0	0	1	0	1	0	1	1	2	0	2	1	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	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
21:45	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	1	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	1	3	0	0	0
22:00	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1
22:15	0	0	0	0	0	0	0	0	0	2	2	4	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	1	0	1
22:45	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	0	0	2	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
23:30	0	0	0	1	0	1	1	0	1	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
H/TOT	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	3	0	3
24 TOT	15	2	17	9	0	9	80	31	111	49	26	75	30	0	30	14	1	15	145	33	178	165	16	181



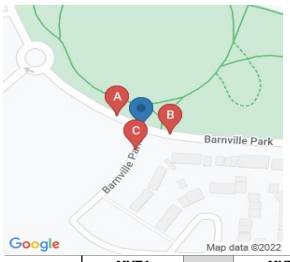
IDASO

Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Count
Site: Site 6 Pedestrian
Location: Cedar Brook Way/Unnamed Rd
Date: Tue 08-Nov-2022



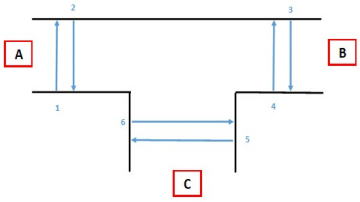
	MVT1			MVT2			MVT3			MVT4			MVT5			MVT6		
TIME	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	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
01:15	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	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
H/TOT	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
02:15	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
02:45	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
03:00	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
03:30	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
H/TOT	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
04:15	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
04:45	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
05:00	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	0	0	0	0
05:30	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
H/TOT	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	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
07:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0
07:45	0	0	0	1	0	1	1	0	1	0	0	0	2	0	2	2	0	2
H/TOT	0	0	0	2	0	2	2	1	3	1	0	1	3	0	3	2	0	2
08:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
08:15	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	0	0	0
08:30	0	0	0	0	0	0	2	0	2	20	0	20	0	0	0	0	0	0
08:45	0	0	0	0	0	0	3	0	3	3	0	3	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	6	0	6	26	0	26	0	0	0	0	0	0
09:00	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	0	0	0
09:15	0	0	0	0	0	0	2	0	2	2	0	2	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	4	0	4	6	0	6	0	0	0	0	0	0
10:00	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	4	0	4	1	0	1	0	0	0
10:30	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	3	0	3	7	0	7	1	0	1	0	0	0
11:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0

11:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	1	0	1	1	0	1	1	0	1	0	0	0	0
H/TOT	0	0	0	0	0	0	2	0	2	2	0	2	1	0	1	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	1	0	1	1	0	1	3	0	3	0	0	0	1	0	1	0
H/TOT	0	0	0	1	0	1	3	0	3	6	0	6	0	0	0	1	0	1	0
13:00	1	0	1	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	7	0	7	3	0	3	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	13	0	13	3	0	3	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	1	0	1	1	1	2	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	6	0	6	3	1	4	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	2	2	1	1	2	1	0	1	1	0	1	0	0	0	0
16:30	2	0	2	0	0	0	1	1	2	3	0	3	1	0	1	0	0	0	0
16:45	0	0	0	0	0	0	2	0	2	2	0	2	0	0	0	0	0	0	0
H/TOT	2	0	2	0	2	2	5	3	8	6	0	6	2	0	2	0	0	0	0
17:00	2	0	2	0	0	0	3	0	3	11	0	11	2	0	2	0	0	0	0
17:15	0	0	0	0	0	0	3	0	3	2	0	2	0	0	0	0	0	0	0
17:30	2	0	2	0	0	0	1	0	1	0	0	0	2	0	2	0	0	0	0
17:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	4	0	0	0	8	0	8	13	0	13	4	0	4	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
18:15	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0
18:30	1	0	1	0	0	0	0	0	0	2	0	2	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
H/TOT	1	0	1	0	0	0	0	0	0	3	0	3	1	0	1	0	0	0	0
19:00	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0
19:15	2	0	2	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
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	2	1	0	1	0	0	0	0	0	0	1	0	1	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
20:15	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
20:45	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
21:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
21:15	3	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
21:30	2	0	2	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	1	0	1	0	0	0	0	0	0	0
H/TOT	5	0	5	0	0	0	0	1	1	1	0	1	1	0	1	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
22:15	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
22:45	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
23:00	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
23:30	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	1	0	1	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
24 TOT	16	0	16	4	2	6	59	5	64	82	1	83	14	0	14	3	0	3	



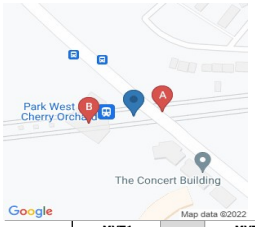
IDASO

Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Coun
Site: Site 7 Pedestrian
Location: Unnamed Rd/Barnville Park
Date: Tue 08-Nov-2022



	MVT1			MVT2			MVT3			MVT4			MVT5			MVT6		
TIME	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT	PEDS	PC	TOT
00:00	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	0	0	0	0
00:30	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
H/TOT	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
01:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	1	0	1	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
H/TOT	0	0	0	0	0	0	2	0	2	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
02:15	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
02:45	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
03:00	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
03:30	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
H/TOT	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
04:15	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
04:45	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
05:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
05:15	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	0	0	0	0
05:45	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	1	0	0	0
06:00	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	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0
07:00	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	1	0	1	1	0	1	0	0	0
07:30	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	1	0	1	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
08:15	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	4	0	4	0	0	0	0	0	0
08:45	0	0	0	0	0	0	1	0	1	5	0	5	1	0	1	0	0	0
H/TOT	0	0	0	0	0	0	1	0	1	9	0	9	2	0	2	0	0	0
09:00	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0
09:30	0	0	0	0	0	0	1	0	1	3	0	3	1	0	1	2	0	2
09:45	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	3	0	3	5	0	5	1	0	1	2	0	2
10:00	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	2
10:30	0	0	0	0	0	0	4	0	4	0	1	1	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	4	0	4	3	1	4	3	0	3	2	0	2
11:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0

11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	1	0	1	1	0	1	2	0	2	0	0	0	0
H/TOT	0	0	0	0	0	0	2	0	2	3	0	3	2	0	2	0	0	0	0
12:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	
H/TOT	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	1	0	1	
13:00	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	1	0	1	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	2	0	2	1	0	1	1	0	1	0	0	0	0
13:45	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	4	0	4	3	0	3	1	0	1	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
14:15	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	5	0	5	2	0	2	2	0	2	4	0	4	
14:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	2	
H/TOT	0	0	0	0	0	0	6	0	6	4	0	4	2	0	2	7	0	7	
15:00	0	0	0	0	0	0	0	0	0	1	0	1	2	0	2	4	2	6	
15:15	0	0	0	0	0	0	2	0	2	2	0	2	2	0	2	0	0	0	
15:30	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	
15:45	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	4	0	4	
H/TOT	0	0	0	0	0	0	7	0	7	9	0	9	4	0	4	8	2	10	
16:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3	0	3	
16:15	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	2	1	3	
16:30	0	0	0	0	0	0	1	0	1	3	0	3	1	0	1	3	0	3	
16:45	0	0	0	0	0	0	5	0	5	0	0	0	1	0	1	2	0	2	
H/TOT	0	0	0	0	0	0	8	0	8	5	0	5	2	0	2	10	1	11	
17:00	0	0	0	0	0	0	1	0	1	3	0	3	3	0	3	2	0	2	
17:15	0	0	0	0	0	0	1	0	1	2	0	2	1	0	1	1	0	1	
17:30	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	1	
17:45	0	0	0	0	0	0	5	0	5	4	0	4	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	9	0	9	9	0	9	4	0	4	4	0	4	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
18:15	0	0	0	0	0	0	1	0	1	4	0	4	1	0	1	2	0	2	
18:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0	3	
18:45	0	0	0	0	0	0	2	0	2	1	0	1	4	0	4	1	0	1	
H/TOT	0	0	0	0	0	0	4	0	4	5	0	5	5	0	5	7	0	7	
19:00	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	2	0	2	
19:15	0	0	0	0	0	0	2	0	2	0	0	0	1	0	1	2	0	2	
19:30	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	1	0	1	
19:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3	0	3	
H/TOT	0	0	0	0	0	0	5	0	5	2	0	2	2	0	2	8	0	8	
20:00	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	0	0	0	0	
20:30	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	1	1	
20:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	3	0	3	1	0	1	0	0	0	0	1	1	
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
21:30	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	1	0	1	1	0	1	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	2	0	2	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
22:15	0	0	0	0	0	0	3	0	3	4	0	4	0	0	0	1	0	1	
22:30	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	1	0	1	
H/TOT	0	0	0	0	0	0	3	0	3	4	0	4	0	0	0	3	0	3	
23:00	0	0	0	0	0	0	1	0	1	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	
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
23:45	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	1	0	0	0	0	0	0	0	1	1	
24 TOT	0	0	0	0	0	0	65	0	65	65	1	66	33	0	33	54	5	59	



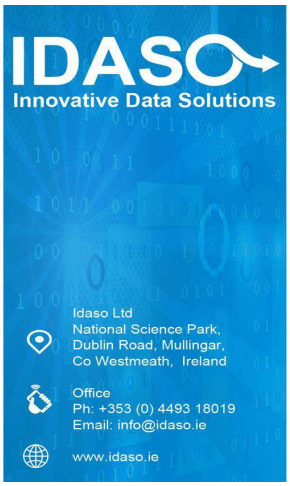
Idaso

Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Counts
Site: Site 8 Pedestrian
Location: Park West and Cherry Orchard
Date: Tue 08-Nov-2022



	MVT1			MVT2		
TIME	PEDS	PC	TOT	PEDS	PC	TOT
00:00	0	0	0	0	0	0
00:15	1	0	1	1	0	1
00:30	0	0	0	0	0	0
00:45	0	0	0	0	0	0
H/TOT	1	0	1	1	0	1
01:00	0	0	0	0	0	0
01:15	0	0	0	0	0	0
01:30	0	0	0	0	0	0
01:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
02:00	0	0	0	0	0	0
02:15	0	0	0	0	0	0
02:30	0	0	0	0	0	0
02:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
03:00	0	0	0	0	0	0
03:15	0	0	0	0	0	0
03:30	0	0	0	0	0	0
03:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
04:00	1	0	1	1	0	1
04:15	0	0	0	0	0	0
04:30	0	0	0	0	0	0
04:45	0	0	0	0	0	0
H/TOT	1	0	1	1	0	1
05:00	0	0	0	0	0	0
05:15	0	0	0	0	0	0
05:30	0	0	0	0	0	0
05:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
06:00	1	0	1	1	0	1
06:15	2	0	2	1	0	1
06:30	19	0	19	1	0	1
06:45	19	0	19	5	3	8
H/TOT	41	0	41	8	3	11
07:00	6	0	6	11	2	13
07:15	18	0	18	0	0	0
07:30	19	0	19	20	0	20
07:45	16	0	16	40	1	41
H/TOT	59	0	59	71	3	74
08:00	13	0	13	0	0	0
08:15	18	0	18	58	2	60
08:30	8	0	8	84	3	87
08:45	4	0	4	21	1	22
H/TOT	43	0	43	163	6	169
09:00	2	0	2	0	0	0
09:15	2	0	2	29	1	30
09:30	2	0	2	2	0	2
09:45	2	0	2	12	0	12
H/TOT	8	0	8	43	1	44
10:00	3	0	3	0	0	0
10:15	5	0	5	16	0	16
10:30	3	0	3	0	0	0
10:45	1	0	1	0	0	0
H/TOT	12	0	12	16	0	16
11:00	0	0	0	3	0	3
11:15	6	0	6	0	0	0
11:30	6	0	6	10	0	10

11:45	6	0	6	4	0	4
H/TOT	18	0	18	17	0	17
12:00	2	0	2	3	0	3
12:15	7	0	7	0	0	0
12:30	6	0	6	4	0	4
12:45	7	0	7	0	0	0
H/TOT	22	0	22	7	0	7
13:00	6	0	6	7	0	7
13:15	4	0	4	1	0	1
13:30	8	0	8	3	0	3
13:45	7	0	7	2	0	2
H/TOT	25	0	25	13	0	13
14:00	6	0	6	2	0	2
14:15	1	0	1	5	0	5
14:30	9	0	9	3	0	3
14:45	2	0	2	4	0	4
H/TOT	18	0	18	14	0	14
15:00	3	0	3	3	0	3
15:15	1	0	1	3	0	3
15:30	5	0	5	4	0	4
15:45	1	0	1	11	0	11
H/TOT	10	0	10	21	0	21
16:00	1	0	1	6	0	6
16:15	4	0	4	22	1	23
16:30	3	1	4	7	0	7
16:45	1	0	1	41	1	42
H/TOT	9	1	10	76	2	78
17:00	62	3	65	20	1	21
17:15	33	1	34	7	0	7
17:30	38	2	40	17	0	17
17:45	24	0	24	0	0	0
H/TOT	157	6	163	44	1	45
18:00	7	1	8	33	0	33
18:15	15	0	15	5	0	5
18:30	2	1	3	24	1	25
18:45	5	0	5	11	0	11
H/TOT	29	2	31	73	1	74
19:00	1	0	1	7	1	8
19:15	2	0	2	8	0	8
19:30	6	0	6	2	0	2
19:45	3	0	3	9	0	9
H/TOT	12	0	12	26	1	27
20:00	2	0	2	3	0	3
20:15	3	0	3	7	0	7
20:30	0	0	0	1	0	1
20:45	1	0	1	0	0	0
H/TOT	6	0	6	11	0	11
21:00	1	0	1	3	0	3
21:15	0	0	0	0	0	0
21:30	1	0	1	2	0	2
21:45	1	0	1	2	0	2
H/TOT	3	0	3	7	0	7
22:00	1	0	1	6	0	6
22:15	1	0	1	3	0	3
22:30	3	0	3	2	0	2
22:45	1	0	1	1	1	2
H/TOT	6	0	6	12	1	13
23:00	0	0	0	6	0	6
23:15	0	0	0	2	0	2
23:30	0	0	0	1	0	1
23:45	0	0	0	3	0	3
H/TOT	0	0	0	12	0	12
24 TOT	480	9	489	636	19	655



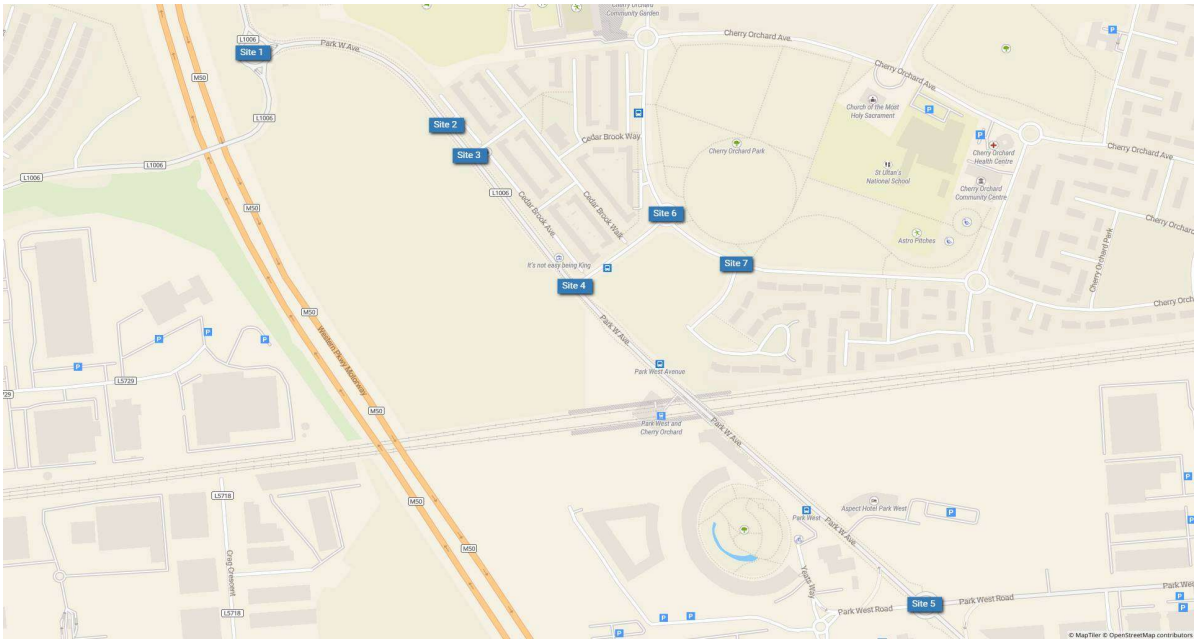
Data Analysis Services
Traffic-Transportation- Commercial-Innovation

384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Counts

with compliments

IDASO

Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Counts
Date: Tue 08 Nov 2022





IDASO

Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Counts
Site: Site 1
Location: Cloverhill Rd/Unnamed Rd/Palmerstown Way
Date: Tue 08-Nov-2022

	A => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	1	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	1
10:00	0	0	0	1	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	1
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	1	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	1
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	1	0	0	0	0	1	1
20:30	0	0	1	0	0	0	0	1	1
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	2	2
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
24 TOT	0	0	2	3	0	0	0	5	5

	A => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	2	0	0	0	0	2	2
00:15	0	0	2	0	0	0	0	2	2
00:30	0	0	1	0	0	0	0	1	1
00:45	0	0	4	0	0	0	0	4	4
H/TOT	0	0	9	0	0	0	0	9	9
01:00	0	0	1	0	0	0	0	1	1
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	1	0	0	1	1.5
01:45	0	0	2	0	0	0	0	2	2
H/TOT	0	0	3	0	1	0	0	4	4.5
02:00	0	0	2	0	0	0	0	2	2
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	1	0	0	0	0	1	1
02:45	0	0	1	1	1	0	0	3	3.5
H/TOT	0	0	4	1	1	0	0	6	6.5
03:00	0	0	1	0	0	0	0	1	1
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	2	1	0	0	0	3	3
03:45	0	0	2	0	1	0	0	3	3.5
H/TOT	0	0	5	1	1	0	0	7	7.5
04:00	0	0	0	1	0	0	0	1	1
04:15	1	0	1	1	0	0	0	3	2.2
04:30	0	0	1	0	2	0	0	3	4
04:45	0	0	0	1	1	0	0	2	2.5
H/TOT	1	0	2	3	3	0	0	9	9.7
05:00	1	0	3	0	1	0	0	5	4.7
05:15	0	0	2	0	0	0	0	2	2
05:30	0	0	8	0	0	0	0	8	8
05:45	0	0	11	4	2	0	0	17	18
H/TOT	1	0	24	4	3	0	0	32	32.7
06:00	0	0	7	2	0	0	0	9	9
06:15	0	0	13	6	1	0	0	20	20.5
06:30	1	0	20	2	0	0	0	23	22.2
06:45	4	1	43	5	1	0	0	54	50.7
H/TOT	5	1	83	15	2	0	0	106	102.4
07:00	5	0	42	10	2	0	0	59	56
07:15	3	2	54	14	0	1	0	74	71.7
07:30	3	0	69	16	2	0	0	90	88.6
07:45	2	0	82	23	1	1	1	110	111.2
H/TOT	13	2	247	63	5	2	1	333	327.5
08:00	0	0	102	10	3	0	1	116	118.5
08:15	2	0	113	14	2	1	0	132	132.7
08:30	2	0	109	16	5	1	0	133	135.2
08:45	1	0	110	16	2	0	0	129	129.2
H/TOT	5	0	434	56	12	2	1	510	515.6
09:00	1	1	99	15	1	1	0	118	118.4
09:15	1	1	80	15	6	1	0	104	106.9
09:30	1	0	43	8	3	1	0	56	58
09:45	0	0	50	9	4	0	0	63	65
H/TOT	3	2	272	47	14	3	0	341	348.3
10:00	0	0	44	12	6	4	0	66	74.2
10:15	0	0	43	7	3	0	0	53	54.5
10:30	1	1	32	11	3	0	0	48	48.1
10:45	1	1	37	9	2	1	0	51	51.9
H/TOT	2	2	156	39	14	5	0	218	228.7
11:00	0	1	27	7	1	0	0	36	35.9
11:15	1	0	33	14	7	2	0	57	62.3
11:30	0	0	32	9	1	1	0	43	44.8
11:45	0	0	31	9	2	1	0	43	45.3
H/TOT	1	1	123	39	11	4	0	179	188.3
12:00	0	0	37	8	9	0	0	54	58.5
12:15	0	1	39	8	1	0	0	49	48.9
12:30	1	1	30	7	0	1	0	40	39.9
12:45	1	0	39	6	0	0	0	46	45.2
H/TOT	2	2	145	29	10	1	0	189	192.5
13:00	1	0	34	6	4	3	0	48	53.1
13:15	2	1	38	8	4	0	0	53	52.8
13:30	1	0	37	7	3	1	0	49	51
13:45	1	0	43	11	1	1	0	57	58
H/TOT	5	1	152	32	12	5	0	207	214.9
14:00	1	0	45	6	3	0	0	55	55.7
14:15	0	1	40	9	3	1	0	54	56.2
14:30	0	0	41	8	2	0	0	51	52
14:45	0	0	41	11	4	0	1	57	60
H/TOT	1	1	167	34	12	1	1	217	223.9
15:00	2	0	34	8	1	2	0	47	48.5
15:15	2	0	42	2	1	1	0	48	48.2
15:30	2	0	48	8	2	0	0	60	59.4
15:45	0	0	42	10	1	0	0	53	53.5
H/TOT	6	0	166	28	5	3	0	208	209.6
16:00	1	1	46	8	4	0	0	60	60.6
16:15	1	0	36	5	2	0	0	44	44.2
16:30	1	1	49	10	2	1	0	64	64.9
16:45	2	0	51	3	3	0	0	59	58.9
H/TOT	5	2	182	26	11	1	0	227	228.6
17:00	1	0	38	3	1	0	0	43	42.7
17:15	0	0	29	8	1	0	0	38	38.5
17:30	0	0	24	8	0	1	0	33	34.3
17:45	0	0	49	3	1	0	0	53	53.5
H/TOT	1	0	140	22	3	1	0	167	169
18:00	0	0	31	6	1	0	0	38	38.5
18:15	0	0	35	4	0	0	0	39	39
18:30	0	0	39	2	3	0	0	44	45.5
18:45	0	0	47	0	1	0	0	48	48.5
H/TOT	0	0	152	12	5	0	0	169	171.5
19:00	2	0	46	7	0	0	0	55	53.4
19:15	0	0	30	4	1	0	0	35	35.5
19:30	4	1	29	3	1	0	0	38	34.7
19:45	0	1	59	3	0	0	0	63	62.4
H/TOT	6	2	164	17	2	0	0	191	186
20:00	0	0	39	0	0	0	0	39	39
20:15	0	0	22	2	0	0	0	24	24
20:30	1	0	17	0	0	0	0	18	17.2
20:45	0	0	17	0	0	0	0	17	17
H/TOT	1	0	95	2	0	0	0	98	97.2
21:00	0	0	15	1	0	0	0	16	16
21:15	0	0	15	3	0	0	0	18	18
21:30	1	0	14	0	0	0	0	15	14.2
21:45	0	0	11	1	0	0	0	12	12
H/TOT	1	0	55	5	0	0	0	61	60.2
22:00	0	0	11	0	0	0	0	11	11
22:15	0	0	13	1	0	0	0	14	14
22:30	0	0	6	0	0	0	0	6	6
22:45	1	0	6	1	0	0	0	8	7.2
H/TOT	1	0	36	2	0	0	0	39	38.2
23:00	1	0	6	0	0	0	0	7	6.2
23:15	0	0	6	0	1	0	0	7	7.5
23:30	0	0	2	0	0	0	0	2	2
23:45	0	0	4	0	1	0	0	5	5.5
H/TOT	1	0	18	0	2	0	0	21	21.2
24 TOT	61	16	2834	477	129	28	3	3548	3594

	A => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	6	0	0	0	0	6	6
00:15	0	0	3	0	0	0	0	3	3
00:30	0	0	5	0	0	0	0	5	5
00:45	0	0	3	0	0	0	0	3	3
H/TOT	0	0	17	0	0	0	0	17	17
01:00	0	0	5	0	0	0	0	5	5
01:15	0	0	4	0	0	0	0	4	4
01:30	0	0	3	0	0	0	0	3	3
01:45	0	0	2	0	0	0	0	2	2
H/TOT	0	0	14	0	0	0	0	14	14
02:00	0	0	2	0	0	0	0	2	2
02:15	0	0	1	1	0	0	0	2	2
02:30	0	0	1	0	0	0	0	1	1
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	1	0	0	0	5	5
03:00	0	0	2	0	0	0	0	2	2
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	2	0	0	0	0	2	2
03:45	0	0	2	0	0	0	0	2	2
H/TOT	0	0	6	0	0	0	0	6	6
04:00	0	0	2	0	0	0	0	2	2
04:15	0	0	3	0	0	0	0	3	3
04:30	0	0	1	0	0	0	0	1	1
04:45	0	0	0	0	1	1	0	2	3.8
H/TOT	0	0	6	0	1	1	0	8	9.8
05:00	1	0	5	1	0	1	0	8	8.5
05:15	1	0	7	0	1	0	0	9	8.7
05:30	1	0	13	0	0	0	0	14	13.2
05:45	0	0	11	1	0	0	0	12	12
H/TOT	3	0	36	2	1	1	0	43	42.4
06:00	0	0	6	2	0	0	0	8	8
06:15	0	1	10	5	0	1	0	17	17.7
06:30	1	0	19	3	1	3	0	27	30.6
06:45	0	0	16	2	0	1	0	19	20.3
H/TOT	1	1	51	12	1	5	0	71	76.6
07:00	1	1	23	8	2	2	0	37	39.2
07:15	1	0	33	2	1	1	0	38	39
07:30	1	0	22	7	0	1	0	31	31.5
07:45	0	1	39	14	0	1	0	55	55.7
H/TOT	3	2	117	31	3	5	0	161	165.4
08:00	0	0	47	6	4	0	0	57	59
08:15	1	0	27	11	2	0	0	41	41.2
08:30	0	0	40	15	1	0	0	56	56.5
08:45	1	0	46	9	6	1	0	63	66.5
H/TOT	2	0	160	41	13	1	0	217	223.2
09:00	0	0	35	12	1	0	0	48	48.5
09:15	0	0	32	8	2	2	0	44	47.6
09:30	0	0	23	7	4	3	0	37	42.9
09:45	0	0	27	10	0	4	0	41	46.2
H/TOT	0	0	117	37	7	9	0	170	185.2
10:00	1	0	22	4	4	1	0	32	34.5
10:15	0	0	25	4	2	3	0	34	38.9
10:30	0	0	21	5	1	1	0	28	29.8
10:45	0	0	21	6	1	2	0	30	33.1
H/TOT	1	0	89	19	8	7	0	124	136.3
11:00	0	0	20	9	4	2	0	35	39.6
11:15	0	0	26	4	4	1	0	35	38.3
11:30	0	0	23	11	5	2	0	41	46.1
11:45	0	0	24	9	0	0	0	33	33
H/TOT	0	0	93	33	13	5	0	144	157
12:00	1	0	21	8	4	1	0	35	37.5
12:15	0	1	35	7	0	2	0	45	47
12:30	1	0	30	9	4	0	0	44	45.2
12:45	1	0	28	6	1	2	0	38	40.3
H/TOT	3	1	114	30	9	5	0	162	170
13:00	0	0	33	7	3	0	0	43	44.5
13:15	0	1	38	7	4	4	0	54	60.6
13:30	0	0	25	5	2	0	0	32	33
13:45	0	0	43	6	4	1	0	54	57.3
H/TOT	0	1	139	25	13	5	0	183	195.4
14:00	0	0	24	10	2	1	0	37	39.3
14:15	0	0	25	4	1	0	0	30	30.5
14:30	0	1	33	5	1	2	0	42	44.5
14:45	0	1	38	5	4	1	0	49	51.7
H/TOT	0	2	120	24	8	4	0	158	166
15:00	2	0	35	5	3	0	0	45	44.9
15:15	1	0	40	5	2	0	0	48	48.2
15:30	0	1	36	4	3	0	0	44	44.9
15:45	1	1	22	2	0	0	0	26	24.6
H/TOT	4	2	133	16	8	0	0	163	162.6
16:00	0	0	30	5	4	0	0	39	41
16:15	2	0	38	4	0	1	0	45	44.7
16:30	0	0	41	4	0	1	0	46	47.3
16:45	0	1	38	6	1	1	0	47	48.2
H/TOT	2	1	147	19	5	3	0	177	181.2
17:00	0	0	11	2	1	0	0	14	14.5
17:15	0	0	26	5	1	0	0	32	32.5
17:30	1	0	18	4	1	0	0	24	23.7
17:45	1	1	18	2	0	0	0	22	20.6
H/TOT	2	1	73	13	3	0	0	92	91.3
18:00	1	0	27	4	0	1	0	33	33.5
18:15	0	0	22	4	1	0	0	27	27.5
18:30	0	0	18	1	1	0	0	20	20.5
18:45	0	0	44	4	0	0	0	48	48
H/TOT	1	0	111	13	2	1	0	128	129.5
19:00	0	0	32	3	0	0	0	35	35
19:15	0	0	32	2	1	0	0	35	35.5
19:30	0	0	30	1	0	0	0	31	31
19:45	0	0	57	2	0	0	0	59	59
H/TOT	0	0	151	8	1	0	0	160	160.5
20:00	0	0	27	4	0	0	0	31	31
20:15	1	0	22	2	1	1	0	27	28
20:30	1	0	24	1	0	0	0	26	25.2
20:45	0	0	19	1	0	0	0	20	20
H/TOT	2	0	92	8	1	1	0	104	104.2
21:00	0	0	23	0	0	0	0	23	23
21:15	0	0	26	1	0	0	0	27	27
21:30	0	0	10	1	0	0	0	11	11
21:45	0	0	13	0	0	0	0	13	13
H/TOT	0	0	72	2	0	0	0	74	74
22:00	0	0	12	2	0	0	0	14	14
22:15	0	0	5	1	0	0	0	6	6
22:30	0	0	7	1	0	0	0	8	8
22:45	1	0	10	0	0	0	0	11	10.2
H/TOT	1	0	34	4	0	0	0	39	38.2
23:00	0	0	5	0	0	0	0	5	5
23:15	0	0	6	0	0	0	0	6	6
23:30	0	0	6	0	0	0	0	6	6
23:45	0	0	1	0	0	0	0	1	1
H/TOT	0	0	18	0	0	0	0	18	18
24 TOT	25	11	1914	338	97	53	0	2438	2529

	B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	5	0	0	0	0	5	5
00:15	0	0	2	0	0	0	0	2	2
00:30	0	0	4	0	0	0	0	4	4
00:45	0	0	2	1	0	0	0	3	3
H/TOT	0	0	13	1	0	0	0	14	14
01:00	0	0	2	0	0	0	0	2	2
01:15	0	0	2	0	1	0	0	3	3.5
01:30	0	0	2	0	0	0	0	2	2
01:45	0	0	0	0	1	0	0	1	1.5
H/TOT	0	0	6	0	2	0	0	8	9
02:00	0	0	1	0	0	0	0	1	1
02:15	0	0	1	0	0	0	0	1	1
02:30	0	0	1	0	0	0	0	1	1
02:45	0	0	0	0	0	0	1	1	2
H/TOT	0	0	3	0	0	0	1	4	5
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	2	0	1	0	0	3	3.5
03:30	0	0	2	0	0	0	0	2	2
03:45	0	0	2	0	1	0	0	3	3.5
H/TOT	0	0	6	0	2	0	0	8	9
04:00	0	0	2	1	0	0	0	3	3
04:15	0	0	1	1	0	0	0	2	2
04:30	2	0	2	0	1	0	0	5	3.9
04:45	0	0	1	0	0	0	0	1	1
H/TOT	2	0	6	2	1	0	0	11	9.9
05:00	0	0	5	0	0	0	0	5	5
05:15	0	1	5	1	0	0	0	7	6.4
05:30	1	0	8	0	1	0	0	10	9.7
05:45	0	0	7	2	1	0	0	10	10.5
H/TOT	1	1	25	3	2	0	0	32	31.6
06:00	1	0	7	1	0	0	0	9	8.2
06:15	0	0	8	6	0	1	0	15	16.3
06:30	0	0	24	4	3	0	0	31	32.5
06:45	1	0	20	2	0	0	0	23	22.2
H/TOT	2	0	59	13	3	1	0	78	79.2
07:00	0	0	13	3	2	0	0	18	19
07:15	1	0	23	9	0	0	0	33	32.2
07:30	1	1	27	5	0	0	0	34	32.6
07:45	1	1	28	10	2	0	0	42	41.6
H/TOT	3	2	91	27	4	0	0	127	125.4
08:00	0	0	26	7	3	0	0	36	37.5
08:15	2	0	27	12	1	1	0	43	43.2
08:30	1	2	19	8	1	0	0	31	29.5
08:45	1	2	24	5	1	0	0	33	31.5
H/TOT	4	4	96	32	6	1	0	143	141.7
09:00	0	0	33	8	1	2	1	45	49.1
09:15	0	0	31	11	1	1	0	44	45.8
09:30	0	0	33	8	6	0	0	47	50
09:45	0	0	30	13	5	0	0	48	50.5
H/TOT	0	0	127	40	13	3	1	184	195.4
10:00	0	0	26	6	2	0	0	34	35
10:15	0	2	35	8	1	1	0	47	47.6
10:30	0	0	27	5	1	2	0	35	38.1
10:45	1	0	29	6	5	0	0	41	42.7
H/TOT	1	2	117	25	9	3	0	157	163.4
11:00	1	0	20	7	2	1	0	31	32.5
11:15	2	0	23	6	5	1	0	37	39.2
11:30	0	0	23	10	4	1	0	38	41.3
11:45	0	0	22	9	1	0	0	32	32.5
H/TOT	3	0	88	32	12	3	0	138	145.5
12:00	0	2	30	13	2	1	0	48	49.1
12:15	0	0	29	12	2	1	0	44	46.3
12:30	0	0	33	10	0	0	0	43	43
12:45	0	0	41	9	2	1	0	53	55.3
H/TOT	0	2	133	44	6	3	0	188	193.7
13:00	0	0	53	11	2	1	0	67	69.3
13:15	0	2	30	4	1	2	0	39	40.9
13:30	1	0	41	3	2	1	0	48	49.5
13:45	1	0	42	10	0	0	0	53	52.2
H/TOT	2	2	166	28	5	4	0	207	211.9
14:00	0	0	43	10	3	0	0	56	57.5
14:15	1	0	34	9	1	1	0	46	47
14:30	1	0	36	4	2	1	0	44	45.5
14:45	0	1	31	8	2	0	0	42	42.4
H/TOT	2	1	144	31	8	2	0	188	192.4
15:00	3	0	47	10	2	1	0	63	62.9
15:15	1	0	41	13	6	0	0	61	63.2
15:30	1	0	50	11	3	0	0	65	65.7
15:45	0	0	44	7	3	0	0	54	55.5
H/TOT	5	0	182	41	14	1	0	243	247.3
16:00	4	1	46	14	2	2	0	69	68.8
16:15	1	1	37	7	0	1	0	47	46.9
16:30	2	0	54	10	2	0	0	68	67.4
16:45	1	1	48	9	2	0	0	61	60.6
H/TOT	8	3	185	40	6	3	0	245	243.7
17:00	6	1	65	11	1	0	0	84	79.1
17:15	1	0	60	12	0	0	0	73	72.2
17:30	5	0	72	7	0	2	0	86	84.6
17:45	3	0	73	8	0	0	0	84	81.6
H/TOT	15	1	270	38	1	2	0	327	317.5
18:00	3	0	47	8	0	0	0	58	55.6
18:15	2	0	30	7	2	0	0	41	40.4
18:30	0	0	41	4	1	0	0	46	46.5
18:45	3	0	42	7	0	0	0	52	49.6
H/TOT	8	0	160	26	3	0	0	197	192.1
19:00	1	1	35	1	0	0	0	38	36.6
19:15	2	0	32	1	2	0	0	37	36.4
19:30	1	0	31	1	0	0	0	33	32.2
19:45	0	0	31	1	1	0	0	33	33.5
H/TOT	4	1	129	4	3	0	0	141	138.7
20:00	2	0	22	3	0	0	0	27	25.4
20:15	0	0	16	1	0	0	1	18	19
20:30	1	0	18	2	1	0	0	22	21.7
20:45	0	1	17	0	0	0	0	18	17.4
H/TOT	3	1	73	6	1	0	1	85	83.5
21:00	0	0	18	1	0	0	0	19	19
21:15	0	0	9	0	0	0	0	9	9
21:30	2	0	12	0	0	0	0	14	12.4
21:45	1	0	12	0	1	0	0	14	13.7
H/TOT	3	0	51	1	1	0	0	56	54.1
22:00	0	0	12	0	1	0	0	13	13.5
22:15	1	0	7	0	2	0	0	10	10.2
22:30	0	0	8	1	0	0	0	9	9
22:45	0	0	5	0	0	0	0	5	5
H/TOT	1	0	32	1	3	0	0	37	37.7
23:00	0	0	4	0	0	0	0	4	4
23:15	0	0	2	1	2	0	0	5	6
23:30	0	0	2	0	2	0	0	4	5
23:45	0	0	5	0	0	0	0	5	5
H/TOT	0	0	13	1	4	0	0	18	20
24 TOT	67	20	2175	436	109	26	3	2836	2862

B => B									B => C									C => A									C => B									C => C								
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	6	2	0	0	0	8	8	4	0	0	0	0	0	0	4	0.8	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	4	0	0	0	0	4	4	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	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	0	0	0	0	0	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	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	5	0	0	0	1	6	7	0	0	13	2	0	0	0	15	15	4	0	4	1	0	0	0	9	5.8	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	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	0	0	2	0	0	0	0	2	2	0	0	9	1	0	0	0	10	10	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	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	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
0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	8	1	0	0	0	9	9	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
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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	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	1	0	0	1	1.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	5	0	2	0	0	7	8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	1.4	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
0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	4	0	1	0	0	5	5.5	2	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	3	0	2	1	0	0	0	6	3.6	0	0	6	1	1	0	0	8	8.5	2	0	2	0	0	0	0	4	2.4	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	3	0	0	0	0	3	3	1	0	0	0	0	0	1	2	2.2	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	1	0	3	1	2	0	0	7	7.2	3	0	2	0	0	0	0	5	2.6	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	1	4	0	0	1	0	6	6.7	0	0	4	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1	1	7	1	0	0	0	10	8.6	0	0	4	0	1	0	0	5	5.5	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	2	1	16	2	0	0	0	21	18.8	1	1	14	1	3	1	0	21	22.4	4	0	8	1	1	0	2	16	15.3	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	1	0	4	0	2	0	0	7	7.2	0	0	9	0	2	0	0	11	12	3	0	5	2	0	0	0	10	7.6	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	6	7	0	0	7	1	0	0	0	8	8	0	0	1	0	0	0	1	2	3	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	10	1	0	0	0	11	11	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	3	0	0	0	0	3	3	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	9	1	0	0	1	11	12	0	0	22	2	0	0	0	24	24	0	0	10	1	0	0	1	12	13	0	0	0	0	0	0	0	0	0
0	0	4	1	1	0	1	7	8.5	52	12	1445	273	79	30	23	1914	1967	27	11	1690	289	88	50	0	2155	2236	59	17	1425	313	75	19	20	1928	1953	0	0	9	2	1	1	0	13	14.8



IDASO

Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Counts
Site: Site 2
Location: Unnamed Rd/Cedar Brook Ave
Date: Tue 08-Nov-2022

	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	PSV	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	7	3.8	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	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
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	0	0
00:45	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	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	4	0	15	0	0	0	0	19	15.8	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	1	0	0	0	0	1	1	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	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	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
01:45	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	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	3	3	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	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	2	0	0	0	0	2	2	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	2	1	0	0	4	4.5	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	6	2	1	0	0	9	9.5	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	0	0	0	0	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	1	0	0	0	0	1	1	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	2	1	0	0	0	3	3	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	3	0	1	0	0	4	4.5	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	6	1	1	0	0	8	8.5	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	1	0	0	0	1	1	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	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
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	2	0	0	6	6.2	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	2	0	0	1	1	0	0	4	2.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4	3	3	0	0	13	12.1	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	1	0	3	0	1	0	1	6	6.7	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	3	0	4	0	0	0	0	7	4.6	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	0	0	0	0	1	0	12	0	0	0	1	14	14.2	1	0	0	0	0	0	0	1	0.2	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	13	4	3	0	0	20	21.5	0	0	1	0	0	0	0	1	1	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	5	0	32	4	4	0	2	47	47	1	0	1	0	0	0	0	2	1.2	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	2	0	11	2	0	0	1	16	15.4	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	18	7	1	0	0	28	26.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	34	4	0	0	0	40	38.4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	5	0	52	10	1	0	0	68	64.5	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	11	0	115	23	2	0	1	152	145.2	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	60	16	2	0	1	85	82.2	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	1	0	1	0	0	0	0	2	1.2	3	1	68	26	0	2	0	100	99.6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	106	25	4	1	0	141	140.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	120	23	3	4	1	156	159.7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	18	2	354	90	9	7	2	482	482	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	148	22	6	0	1	179	181.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	160	23	4	2	1	193	196.2	2	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	149	20	8	1	1	182	185.9	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	156	19	4	0	0	181	181.4	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	9	1	613	84	22	3	3	735	745.1	4	0	1	0	0	0	0	5	1.8	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	131	17	1	1	0	155	153.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	117	24	8	2	1	154	160.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	64	12	3	1	0	81	83	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	0	0	0	0	2	0	65	19	8	0	0	94	96.4	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	7	3	377	72	20	4	1	484	492.8	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	0	0	0	0	0	0	66	17	9	4	1	97	107.7	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	0	0	0	0	0	1	56	13	6	0	0	76	78.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	47	17	4	0	0	70	70.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	44	11	2	2	0	61	63.2	0	0	1	0	0	0	0	1	1	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	3	213	58	21	6	1	304	319.9	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	39	14	4	0	1	59	61.4	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	1	0	0	0	0	1	1	1	0	48	27	8	3	0	87	94.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	42	17	4	1	0	64	67.3	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	0	0	0	0	1	0	50	14	5	0	0	70	71.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	2	1	179	72	21	4	1	280	294.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	15	11	1	0	81	87.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	47	14	1	0	1	64	64.7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	2	40	8	4	3	0	58	61.9	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	56	7	1	1	0	66	67	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	3	2	197	44	17	5	1	269	281.4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	52	13	6	3	0	75	81.1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	53	16	5	1	1	78	81.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	58	13	4	1	0	79	80.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	66	18	2	2	0	89	91.8	0	0	1	0	0	0	0	1	1	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	6	1	229	60	17	7	1	321	334.2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	1	0	59	13	6	1	0	80	83.5	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	58	10	5	2	1	77	82.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	68	12	5	0	0	86	87.9	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	59	14	4	0	1	80	81.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	3	2	244	49	20	3	2	323	335.3	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	62	9	3	2	1	80	82.7	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	0	0	1	1	2	0	63	8	6	1	0	80	82.7	0	0	1	0	0	0	0	1	1	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	2	1	65	15	3	0	0	86	85.3	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	0	0	0	0	0	0	62	21	2	0	0	85	86	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	0	0	1	1	7	1	252	53	14	3	1	331	336.7	0	0	1	0	0	0	0	1	1	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	2	1	72	12	5	0	0	92	92.3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4	0	60	8	3	1	1	77	77.6	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	2	80	14	3	1	0	100	101.6	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	1	0	0	0	0	1	1	4	0	77	8	3	2	0	94	94.9	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	10	3	289	42	14	4	1	363	366.4	2	0	2	0	0	0	0	4	2.4	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	0	81	13	1	0	0	97	95.9	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	0	0	0	0	0	0	0	66	14	1	0	1	82	83.5	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	1	0	0	0	0	1	1	2	1	95	13	1	1	0	113	112.6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	88	12	2	0	0	102	103	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	4	1	330	52	5	1	1	394	395	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	11	1	0	1	91	92.5	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	1	0	0	0	0	1	1	0	1	68	8	0	0	0	77	76.4	0	0	1	0	0	0	0	1	1	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	1	0	0	0	0	1	1	1	1	274	27	6	0	1	310	312.6	3	0	1	0	0	0	0	4	1.6	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4	1	54	9	2	0	1	71	69.2	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	1	0	3	0	0	0	0	4	3.2	1	0	50	4	2	0	0	57	57.2	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	1.4	4	0	42	5	1	0	0	52	49.3	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	1	0	0	0	0	1	1	1	1	69	4	0	0	0	75	73.6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	9	6.6	10	2	215	22	5	0	1	255	249.3	1	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	50	3	0	0	1	54	55	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	31	3	0	0	0	36	34.6	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	1	0	0	0	0	0	0	1	0.2	0	0	25	2	0	0	0	27	27	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	1	0	0	0	0	1	1	2	0	1	0	0	0	0	3	1.4	1	1	131	10	0	0	1	144	143.6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	18	1	0	0	1	20	21	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	19	2	0	0	0	22	21.2	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	3	0	0	0	0	3	3	2	0	77	5	0	0	1	85	84.4	3	0	3	0	0	0	0	6	3.6	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	16	2	0	0	1	20	20.2	0	0	1	0	0	0	0	1	1	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	2	0	49	4	0	0	1	56	55.4	1	0	1	0	0	0	0	2	1.2	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	1	0	7	0	0	0	1	9	9.2	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	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
23:30	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	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	6	0	1	0	0	7	7.5	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	1	0	26	1	2	0	1	31	32.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	0	0	3	0	0	0	0	3	3	8	0	26	1	0	0	0	35	28.6	111	24	4231	778	205	47	24	5420	5504	17	0	25	1	0	0	0	43	29.4	0	0	0	0	0	0	0	0

	B => C									C => A									C => B									C => C								
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
0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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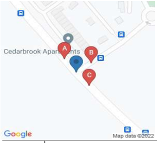


IDASO

Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Counts
Site: Site 3
Location: Unnamed Rd/Cedar Brook Walk
Date: Tue 08-Nov-2022

	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	PSV	TOT
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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	1	14	15	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	7	0	2	0	0	9	10	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	2	0	0	0	1	3	4	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	6	0	2	0	0	8	9	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	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1	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	3	1	0	0	0	4	4	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	4	0	3	0	1	0	0	8	5.3	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	4	0	12	1	1	0	0	18	15.3	0	0	1	0	0	0	0	1	1	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	28	4	2	0	0	35	35.2	0	0	3	0	0	0	0	3	3	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	3	0	57	16	6	1	1	84	86.9	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	15	4	2	1	1	24	26.5	0	0	1	0	0	0	0	1	1	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	0	0	4	4	5	2	118	38	7	1	2	173	174.6	0	0	14	3	0	0	0	17	17	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	33	12	5	2	0	52	57.1	0	0	6	2	0	0	0	8	8	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	9	0	0	0	0	9	9	3	1	154	45	14	5	2	224	236.5	0	0	23	6	0	0	0	29	29	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	17	0	0	0	0	17	17	2	0	154	50	18	9	2	235	256.1	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	1	2	131	45	15	5	1	200	213	0	0	13	3	0	0	0	16	16	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	1	0	0	0	3	3	3	0	108	48	20	7	1	187	204.7	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	2	36	20	4	1	0	63	65.1	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	1	0	0	0	0	1	1	0	2	32	16	5	1	1	57	60.6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	1	4	164	69	17	4	1	260	271.5	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	62	13	2	2	0	80	82.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	41	9	1	3	1	57	60.8	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0
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13:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	53	14	2	1	0	71	72.5	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	4	1	210	43	8	7	1	274	284.3	0	0	8	1	1	0	0	10	10.5	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	56	13	7	0	0	76	79.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	47	14	4	1	1	68	71.5	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	0	0	7	3	0	0	0	10	10	2	0	189	56	19	3	2	271	284.8	0	0	8	0	0	0	0	8	8	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	9	2	0	0	0	11	11	4	1	232	61	22	4	1	325	338.4	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	8	1	88	16	5	2	0	120	118.1	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	7	2	77	18	1	1	0	106	101	0	0	4	0	0	0	0	4	4	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	19	2	0	0	0	21	21	22	4	328	62	13	7	1	437	433.6	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	1	0	11	1	0	0	0	13	12.2	19	3	442	47	2	2	3	518	507.6	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	102	12	1	0	0	116	115.7	0	0	3	0	0	0	0	3	3	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	13	0	0	0	0	13	13	7	1	272	26	5	0	1	312	309.3	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	1	38	2	1	0	0	42	41.9	0	0	3	0	0	0	0	3	3	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	11	0	0	0	0	11	11	2	1	158	7	4	0	1	173	173.8	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	2	0	31	2	0	0	0	35	33.4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	24	3	0	0	2	29	31	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	22	1	1	0	0	25	24.7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	24	0	0	0	0	25	24.4	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	7	1	0	0	0	8	8	3	1	101	6	1	0	2	114	113.5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	23	2	0	0	1	26	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	12	0	1	0	0	13	13.5	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	12	0	0	0	0	12	12	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	1	1	0	0	0	2	2	0	0	18	0	1	0	0	19	19.5	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	6	2	0	0	0	8	8	0	0	65	2	2	0	1	70	72	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	15	0	1	1	1	18	20.8	0	0	1	0	0	0	0	1	1	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	2	0	9	0	2	0	0	13	12.4	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	1	0	0	0	0	1	1	0	0	11	1	0	0	0	12	12	0	0	1	0	0	0	0	1	1	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	1	0	5	0	0	0	0	6	5.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	3	0	40	1	3	1	1	49	50.4	0	0	3	0	0	0	0	3	3	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	6	0	0	0	1	7	8	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	19	3	4	0	1	27	30	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	1	0	132	15	0	0	0	148	147.2	89	21	3010	630	187	56	27	4020	4130	0	0	150	21	1	0	0	172	172.5	0	0	0	0	0	0	0	0

PCU	B => C							TOT	PCU	C => A							TOT	PCU	C => B							TOT	PCU	C => C							TOT	PCU
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
0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	6	3.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
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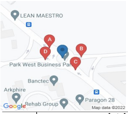


IDASO

Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Counts
Site: Site 4
Location: Unnamed Rd
Date: Tue 08-Nov-2022

	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**	**PSV**	**TOT**
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	2	21	23	9	1	528	80	20	3	1	642	649.1	0	0	36	2	0	0	2	40	42	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	2	117	20	2	1	0	143	143.3	0	0	10	0	0	0	1	11	12	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	1	7	8	1	1	112	25	7	2	0	148	152.7	0	0	6	0	0	0	1	7	8	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	58	13	4	0	0	75	77	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	2	0	57	13	8	1	0	81	84.7	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	1	23	24	4	3	344	71	21	4	0	447	457.7	0	0	24	0	0	0	2	26	28	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	17	6	2	0	1	26	28	1	3	178	61	18	6	0	267	281.2	0	0	11	1	3	0	1	16	18.5	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	12	2	1	0	1	16	17.5	2	1	147	59	19	4	0	232	244.5	0	0	10	6	1	0	1	18	19.5	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10	10.5	0	1	35	12	9	1	0	58	63.2	0	0	3	1	0	0	0	4	4	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	27	5	1	0	1	34	35.5	2	3	139	41	15	5	0	205	215.6	1	0	23	2	0	0	1	27	27.2	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	19	5	2	0	1	27	29	3	1	177	46	16	7	0	250	264.1	0	0	25	2	0	0	1	28	29	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	10	10.5	1	0	52	10	5	1	0	69	72	0	0	6	0	1	0	0	7	7.5	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	25	2	1	0	1	29	30.5	2	2	181	46	18	3	1	253	264.1	0	1	22	1	1	0	1	26	26.9	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	1	7	8	3	0	45	11	4	2	0	65	67.2	0	0	7	0	0	0	0	7	7	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	27	5	2	0	1	37	37.6	5	0	175	43	13	3	0	239	245.4	0	0	21	1	1	0	1	24	25.5	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	1	1	52	9	4	0	0	67	67.6	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	1	0	11	0	0	0	1	13	13.2	2	0	35	9	3	1	0	50	51.2	0	0	7	1	1	0	0	9	9.5	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	2	1	37	3	0	0	1	44	42.8	7	2	196	31	14	4	0	254	259.4	1	1	36	7	2	0	2	49	50.6	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	1	44	11	0	0	1	57	57.4	3	0	208	26	5	1	0	243	244.4	0	0	43	4	1	0	2	50	52.5	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	51	7	0	0	1	59	60	0	1	180	10	6	0	0	197	199.4	0	0	29	2	0	0	1	32	33	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	1	10	11	1	1	38	6	2	0	0	48	47.6	0	0	8	0	0	0	0	8	8	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	37	5	0	0	1	43	44	2	2	135	12	4	0	0	155	154.2	0	0	32	0	0	0	1	33	34	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	1	0	24	3	0	0	1	29	29.2	0	0	75	5	0	0	0	80	80	1	1	34	2	0	0	1	39	38.6	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	12	0	0	0	1	13	14	1	0	44	2	0	0	0	47	46.2	0	0	14	1	0	0	1	16	17	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	8	9	1	0	29	2	0	0	0	32	31.2	0	0	9	2	0	0	1	12	13	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	1	10	10.2	0	0	11	0	2	0	0	13	14	0	0	8	0	0	0	1	9	10	0	0	0	0	0	0	0	0
24 TOT	0	0	0	0	0	0	0	0	0	6	3	411	61	10	0	21	512	531.4	90	21	3243	643	190	47	3	4237	4312	5	4	409	42	9	0	24	493	515.1	0	0	0	0	0	0	0	0

	B => C									C => A									C => B									C => C								
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
0	0	0	1	0	0	0	0	1	1	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
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0	0	0	11	1	0	0	1	13	14	0	0	13	1	1	0	0	15	15.5	0	0	8	1	0	0	1	10	11	0	0	0	0	0	0	0	0	0
0	0	0	34	5	0	1	4	44	49.3	0	0	56	3	2	0	0	61	62	0	1	37	3	0	1	4	46	50.7	0	0	0	0	0	0	0	0	0
0	0	0	3	2	0	0	1	6	7	0	0	10	0	1	1	0	12	13.8	1	0	6	2	0	0	1	10	10.2	0	0	0	0	0	0	0	0	0
0	0	0	5	1	0	0	1	7	8	2	0	9	0	2	0	0	13	12.4	1	0	5	0	0	0	1	7	7.2	0	0	0	0	0	0	0	0	0
0	0	0	5	0	0	0	1	6	7	0	0	7	1	0	0	0	8	8	0	0	3	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	1	2	3	1	0	6	0	0	0	0	7	6.2	0	0	4	1	0	0	1	6	7	0	0	0	0	0	0	0	0	0
0	0	0	14	3	0	0	4	21	25	3	0	32	1	3	1	0	40	40.4	2	0	18	3	0	0	4	27	29.4	0	0	0	0	0	0	0	0	0
0	0	0	3	1	1	0	1	6	7.5	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1	1	2	0	0	2	1	2	0	0	5	6	0	0	4	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0
0	0	0	3	0	0	0	1	4	5	0	0	2	0	2	0	0	4	5	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	1	2	3	0	0	5	1	0	0	0	6	6	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	0	7	1	1	0	4	13	17.5	0	0	11	2	4	0	0	17	19	1	0	10	1	0	0	1	13	13.2	0	0	0	0	0	0	0	0	0
0	27	8	1152	172	30	2	78	1469	1538	86	21	2729	607	178	56	3	3680	3763	22	6	1283	201	24	2	80	1618	1691	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Counts
Site: Site 5
Location: Park W Ave/Park W Rd/Unnamed Rd
Date: Tue 08-Nov-2022

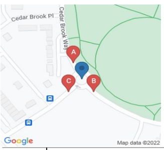
	A => A									A => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5
01:00	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
01:30	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
H/TOT	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
02:15	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	1	0	0	0	0	1	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3
03:00	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
03:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5
04:00	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	1	0	0	0	1	1
04:30	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5
04:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4	4.5
05:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
05:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
05:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
05:45	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	7	6.2
H/TOT	0	0	0	0	0	0	0	0	0	1	0	10	2	0	0	0	13	12.2
06:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
06:15	0	0	0	1	0	0	0	1	1	1	0	6	3	1	0	0	11	10.7
06:30	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13
06:45	0	0	0	0	0	0	0	0	0	3	0	27	4	0	0	0	34	31.6
H/TOT	0	0	0	1	0	0	0	1	1	4	0	48	9	1	0	0	62	59.3
07:00	0	0	0	0	0	0	0	0	0	8	0	27	8	1	0	0	44	38.1
07:15	0	0	0	0	0	0	0	0	0	2	1	36	12	1	1	0	53	52.6
07:30	0	0	0	0	0	0	0	0	0	0	1	39	13	1	2	0	56	58.5
07:45	0	0	1	0	0	0	1	2	3	3	0	52	16	2	4	0	77	80.8
H/TOT	0	0	1	0	0	0	1	2	3	13	2	154	49	5	7	0	230	230
08:00	0	0	0	0	0	0	0	0	0	2	1	53	8	4	0	0	68	67.8
08:15	0	0	0	0	0	0	0	0	0	4	0	62	13	1	1	0	81	79.6
08:30	0	0	0	0	0	0	0	0	0	3	0	49	6	5	1	0	64	65.4
08:45	0	0	0	0	0	0	0	0	0	3	0	72	9	3	0	0	87	86.1
H/TOT	0	0	0	0	0	0	0	0	0	12	1	236	36	13	2	0	300	298.9
09:00	0	0	0	0	0	0	0	0	0	1	0	51	9	0	1	0	62	62.5
09:15	0	0	0	0	0	0	0	0	0	2	1	38	11	4	0	0	56	55.8
09:30	0	0	0	0	0	0	0	0	0	0	0	27	9	2	0	0	38	39
09:45	0	0	0	0	0	0	0	0	0	2	0	27	6	2	0	0	37	36.4
H/TOT	0	0	0	0	0	0	0	0	0	5	1	143	35	8	1	0	193	193.7
10:00	0	0	0	0	0	0	0	0	0	0	0	30	7	5	2	0	44	49.1
10:15	0	0	1	0	1	0	0	2	2.5	1	0	28	7	3	1	0	40	42
10:30	0	0	0	0	0	0	0	0	0	0	1	19	11	1	0	0	32	31.9
10:45	0	0	0	0	0	0	0	0	0	0	0	11	8	1	1	0	21	22.8
H/TOT	0	0	1	0	1	0	0	2	2.5	1	1	88	33	10	4	0	137	145.8
11:00	0	0	0	0	0	0	0	0	0	0	0	18	3	2	0	0	23	24
11:15	0	0	0	0	0	0	0	0	0	1	0	19	9	3	2	0	34	37.3
11:30	0	0	0	0	0	0	0	0	0	0	0	22	8	1	0	0	31	31.5
11:45	0	0	1	0	0	0	0	1	1	0	0	16	7	3	1	0	27	29.8
H/TOT	0	0	1	0	0	0	0	1	1	1	0	75	27	9	3	0	115	122.6
12:00	0	0	0	0	0	0	0	0	0	0	1	12	6	4	0	0	23	24.4
12:15	0	0	0	0	0	0	0	0	0	1	0	14	5	3	0	0	23	23.7
12:30	0	0	0	0	0	0	0	0	0	0	0	10	5	3	2	0	20	24.1
12:45	0	0	0	0	0	0	0	0	0	0	0	16	5	0	1	0	22	23.3
H/TOT	0	0	0	0	0	0	0	0	0	1	1	52	21	10	3	0	88	95.5
13:00	0	0	0	0	0	0	0	0	0	0	0	12	7	5	1	0	25	28.8
13:15	0	0	0	0	0	0	0	0	0	0	0	20	7	1	2	0	30	33.1
13:30	0	0	0	0	0	0	0	0	0	0	1	18	4	3	1	0	27	29.2
13:45	0	0	0	0	0	0	0	0	0	0	0	26	5	3	0	0	34	35.5
H/TOT	0	0	0	0	0	0	0	0	0	0	1	76	23	12	4	0	116	126.6
14:00	0	0	0	0	0	0	0	0	0	1	0	24	7	1	1	0	34	35
14:15	0	0	0	0	0	0	0	0	0	0	0	16	5	3	2	0	26	30.1
14:30	0	0	0	0	0	0	1	1	2	1	1	17	8	3	0	0	30	30.1
14:45	0	0	0	0	0	0	0	0	0	0	0	22	5	2	0	0	29	30
H/TOT	0	0	0	0	0	0	1	1	2	2	1	79	25	9	3	0	119	125.2
15:00	0	0	0	0	0	0	0	0	0	0	0	22	2	4	0	0	28	30
15:15	0	0	0	0	0	0	0	0	0	0	0	12	4	5	0	0	21	23.5
15:30	0	0	1	0	0	0	0	1	1	1	0	15	3	2	1	0	22	23.5
15:45	0	0	0	0	0	0	0	0	0	0	0	9	6	0	0	0	15	15
H/TOT	0	0	1	0	0	0	0	1	1	1	0	58	15	11	1	0	86	92
16:00	0	0	1	0	0	0	0	1	1	1	0	21	4	3	0	0	29	29.7
16:15	0	0	1	0	0	0	0	1	1	0	0	23	4	2	1	0	30	32.3
16:30	0	0	0	0	0	0	0	0	0	1	1	20	4	2	1	0	29	29.9
16:45	0	0	0	0	0	0	0	0	0	0	0	29	2	2	1	0	34	36.3
H/TOT	0	0	2	0	0	0	0	2	2	2	1	93	14	9	3	0	122	128.2
17:00	0	0	0	1	0	0	0	1	1	0	0	35	2	0	0	0	37	37
17:15	0	0	0	0	0	0	0	0	0	0	0	29	4	0	0	0	33	33
17:30	0	0	1	0	0	0	0	1	1	2	0	20	3	1	1	0	27	27.2
17:45	0	0	0	0	0	0	0	0	0	0	0	28	5	1	0	0	34	34.5
H/TOT	0	0	1	1	0	0	0	2	2	2	0	112	14	2	1	0	131	131.7
18:00	0	0	1	0	0	0	0	1	1	0	0	17	0	1	0	0	18	18.5
18:15	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15
18:30	0	0	0	0	0	0	0	0	0	0	0	14	0	3	0	0	17	18.5
18:45	0	0	0	0	0	0	0	0	0	0	0	13	2	1	0	0	16	16.5
H/TOT	0	0	1	0	0	0	0	1	1	0	0	58	3	5	0	0	66	68.5
19:00	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12
19:15	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
19:30	0	0	1	0	0	0	0	1	1	0	0	9	2	0	0	0	11	11
19:45	0	0	1	0	0	0	0	1	1	0	0	6	0	0	0	0	6	6
H/TOT	0	0	2	0	0	0	0	2	2	0	0	33	4	0	0	0	37	37
20:00	0	0	1	0	0	0	0	1	1	0	0	5	1	0	0	0	6	6
20:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
20:30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6
20:45	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6
H/TOT	0	0	1	0	0	0	0	1	1	0	0	20	3	0	0	0	23	23
21:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
21:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
21:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
21:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
22:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
22:15	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2
22:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
22:45	0	0	0	1	0	0	0	1	1	1	0	2	0	0	0	0	3	2.2
H/TOT	0	0	0	1	0	0	0	1	1	2	0	7	1	0	0	0	10	8.4
23:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
23:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5
24 TOT	0	0	11	3	1	0	2	17	19.5	47	9	1357	318	108	32	0	1871	1924

	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
00:00	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
00:15	0	0	3	0	0	0	0	3	3	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
00:45	0	0	0	0	0	0	1	1	2	0	0	1	0	0	0	0	1	1
H/TOT	0	0	5	0	0	0	1	6	7	0	0	2	0	0	0	0	2	2
01:00	0	0	1	0	0	0	0	1	1	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
01:30	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
01:45	0	0	1	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	1	0	1	4	5.5	0	0	0	0	0	0	0	0	0
02:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
02:15	0	0	0	1	0	0	0	1	1	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
02:45	0	0	1	0	1	0	1	3	4.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	1	1	0	1	6	7.5	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
03:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
03:30	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
03:45	0	0	4	1	0	0	1	6	7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	8	1	0	0	1	10	11	0	0	0	0	0	0	0	0	0
04:00	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
04:15	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0
04:30	1	0	3	1	1	0	0	6	5.7	0	0	0	0	0	0	0	0	0
04:45	2	0	2	1	1	0	1	7	6.9	0	0	0	0	0	0	0	0	0
H/TOT	3	0	9	3	3	0	1	19	19.1	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	2	0	0	3	3.2	0	0	0	0	0	0	0	0	0
05:15	4	0	3	0	0	0	1	8	5.8	0	0	1	1	0	0	0	2	2
05:30	1	0	8	1	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0
05:45	1	0	12	6	3	0	0	22	22.7	0	0	5	0	0	0	0	5	5
H/TOT	7	0	23	7	5	0	1	43	40.9	0	0	6	1	0	0	0	7	7
06:00	1	0	11	2	0	0	1	15	15.2	0	0	1	1	0	0	0	2	2
06:15	2	0	20	11	0	0	0	33	31.4	0	0	2	1	0	0	0	3	3
06:30	3	0	20	7	2	0	1	33	32.6	0	0	4	0	0	0	0	4	4
06:45	4	0	28	11	1	0	1	45	43.3	0	0	5	0	0	0	0	5	5
H/TOT	10	0	79	31	3	0	3	126	122.5	0	0	12	2	0	0	0	14	14
07:00	6	0	34	19	0	0	1	60	56.2	1	0	9	0	0	0	0	10	9.2
07:15	4	2	37	14	1	0	2	60	58.1	2	0	7	2	0	0	0	11	9.4
07:30	3	1	73	16	1	0	1	95	93.5	2	0	11	3	0	0	0	16	14.4
07:45	3	0	79	13	3	0	1	99	99.1	2	0	16	4	0	0	0	22	20.4
H/TOT	16	3	223	62	5	0	5	314	306.9	7	0	43	9	0	0	0	59	53.4
08:00	2	0	73	20	3	0	1	99	99.9	0	0	27	0	0	0	0	27	27
08:15	0	0	86	16	2	1	1	106	109.3	2	0	16	0	1	0	0	19	17.9
08:30	7	1	76	15	0	0	0	99	92.8	0	0	25	0	0	0	0	25	25
08:45	4	0	56	9	1	0	1	71	69.3	0	0	34	1	0	0	0	35	35
H/TOT	13	1	291	60	6	1	3	375	371.3	2	0	102	1	1	0	0	106	104.9
09:00	2	0	65	13	3	0	2	85	86.9	0	1	27	3	1	0	0	32	31.9
09:15	3	1	61	11	3	2	1	82	84.1	0	0	27	1	1	0	0	29	29.5
09:30	0	0	39	11	3	0	1	54	56.5	0	0	16	0	0	0	0	16	16
09:45	1	0	35	9	8	1	2	56	62.5	0	0	7	1	0	0	0	8	8
H/TOT	6	1	200	44	17	3	6	277	290	0	1	77	5	2	0	0	85	85.4
10:00	0	0	31	15	2	1	1	50	53.3	0	0	11	2	0	0	0	13	13
10:15	0	2	28	6	2	0	0	38	37.8	1	0	2	2	0	1	0	6	6.5
10:30	0	1	30	9	3	0	1	44	45.9	0	0	8	1	0	0	0	9	9
10:45	0	1	34	6	2	1	0	44	45.7	1	0	8	1	0	0	0	10	9.2
H/TOT	0	4	123	36	9	2	2	176	182.7	2	0	29	6	0	1	0	38	37.7
11:00	0	1	21	5	2	0	0	29	29.4	0	0	3	3	0	0	0	6	6
11:15	0	1	28	11	5	1	0	46	49.2	0	0	2	1	0	0	0	3	3
11:30	0	1	35	9	3	0	2	50	52.9	0	0	1	1	0	0	0	2	2
11:45	1	0	36	8	1	0	1	47	47.7	0	0	5	0	0	0	0	5	5
H/TOT	1	3	120	33	11	1	3	172	179.2	0	0	11	5	0	0	0	16	16
12:00	0	0	33	6	4	1	1	45	49.3	0	0	2	2	0	0	0	4	4
12:15	0	0	39	7	2	0	1	49	51	1	0	8	0	0	0	0	9	8.2
12:30	0	2	25	11	2	1	0	41	42.1	1	0	9	0	0	0	0	10	9.2
12:45	0	0	31	5	0	0	0	36	36	0	0	1	1	0	0	0	2	2
H/TOT	0	2	128	29	8	2	2	171	178.4	2	0	20	3	0	0	0	25	23.4
13:00	0	0	37	5	1	1	1	45	47.8	0	0	1	0	0	0	0	1	1
13:15	1	0	31	0	5	0	1	38	40.7	0	0	5	2	0	0	0	7	7
13:30	1	1	53	12	0	0	2	69	69.6	0	0	5	0	0	0	0	5	5
13:45	2	0	44	12	2	2	1	63	66	0	3	7	4	0	0	0	14	12.2
H/TOT	4	1	165	29	8	3	5	215	224.1	0	3	18	6	0	0	0	27	25.2
14:00	3	0	37	6	5	0	1	52	53.1	0	0	4	0	0	0	0	4	4
14:15	0	0	28	6	2	0	1	37	39	0	1	5	0	0	0	0	6	5.4
14:30	0	1	53	5	2	0	1	62	63.4	0	0	8	2	0	0	0	10	10
14:45	1	0	42	4	0	0	1	48	48.2	0	0	6	2	1	0	0	9	9.5
H/TOT	4	1	160	21	9	0	4	199	203.7	0	1	23	4	1	0	0	29	28.9
15:00	1	0	40	10	1	2	2	56	60.3	0	0	7	0	0	0	0	7	7
15:15	0	0	47	5	0	0	1	53	54	0	0	6	0	0	0	0	6	6
15:30	0	0	45	11	3	0	1	60	62.5	0	0	8	1	0	0	0	9	9
15:45	0	0	47	6	1	0	0	54	54.5	0	0	9	3	0	0	0	12	12
H/TOT	1	0	179	32	5	2	4	223	231.3	0	0	30	4	0	0	0	34	34
16:00	1	0	44	7	0	0	1	53	53.2	0	1	7	2	0	0	0	10	9.4
16:15	1	1	21	5	2	0	2	32	33.6	0	0	8	0	0	0	0	8	8
16:30	0	1	51	6	1	0	1	60	60.9	1	0	9	2	0	0	0	12	11.2
16:45	2	0	37	3	1	1	1	45	46.2	0	1	10	2	1	0	0	14	13.9
H/TOT	4	2	153	21	4	1	5	190	193.9	1	2	34	6	1	0	0	44	42.5
17:00	0	0	31	5	0	0	0	36	36	0	0	12	0	1	0	0	13	13.5
17:15	2	0	25	4	1	0	0	32	30.9	0	0	9	1	0	0	0	10	10
17:30	0	0	42	4	0	0	1	47	48	2	1	13	0	0	0	0	16	13.8
17:45	1	0	48	6	1	0	2	58	59.7	0	0	5	0	0	0	0	5	5
H/TOT	3	0	146	19	2	0	3	173	174.6	2	1	39	1	1	0	0	44	42.3
18:00	0	0	54	7	0	0	1	62	63	0	0	0	1	0	0	0	1	1
18:15	0	0	49	8	0	0	2	59	61	0	0	0	0	0	0	0	0	0
18:30	0	0	39	3	0	0	2	44	46	0	0	8	0	0	0	0	8	8
18:45	0	0	38	2	1	0	1	42	43.5	0	0	7	0	0	0	0	7	7
H/TOT	0	0	180	20	1	0	6	207	213.5	0	0	15	1	0	0	0	16	16
19:00	1	1	33	4	2	0	1	42	42.6	0	2	9	0	0	0	0	11	9.8
19:15	0	0	40	0	1	0	3	44	47.5	1	0	4	0	0	0	0	5	4.2
19:30	0	0	30	2	2	0	0	34	35	2	0	3	0	0	0	0	5	3.4
19:45	0	2	43	1	0	0	1	47	46.8	0	0	9	0	0	0	0	9	9
H/TOT	1	3	146	7	5	0	5	167	171.9	3	2	25	0	0	0	0	30	26.4
20:00	0	0	33	1	0	0	1	35	36	0	0	6	0	0	0	0	6	6
20:15	1	0	22	2	0	0	2	27	28.2	0	0	3	2	0	0	0	5	5
20:30	0	0	17	1	1	0	1	20	21.5	0	0	4	0	0	0	0	4	4
20:45	0	0	15	2	0	0	0	17	17	0	0	6	1	0	0	0	7	7
H/TOT	1	0	87	6	1	0	4	99	102.7	0	0	19	3	0	0	0	22	22
21:00	0	0	10	0	0	0	2	12	14	0	0	1	0	0	0	0	1	1
21:15	0	0	10	5	0	0	1	16	17	0	0	5	0	0	0	0	5	5
21:30	1	0	15	0	0	1	1	18	19.5	0	0	4	0	0	0	0	4	4
21:45	0	0	19	0	0	0	1	20	21	0	0	6	0	0	0	0	6	6
H/TOT	1	0	54	5	0	1	5	66	71.5	0	0	16	0	0	0	0	16	16
22:00	0	0	9	1	0	0	1	11	12	0	0	2	0	0	0	0	2	2
22:15	0	0	9	2	0	0	1	12	13	0	0	4	0	0	0	0	4	4
22:30	0	0	7	1	0	0	1	9	10	0	0	3	0	0	0	0	3	3
22:45	0	0	1	0	0	0	1	2	3	0	0	2	0	0	0	0	2	2
H/TOT	0	0	26	4	0	0	4	34	38	0	0	11	0	0	0	0	11	11
23:00	0	0	4	1	1	0	1	7	8.5	0	0	2	0	0	0	0	2	2
23:15	0	0	1	0	1	0	1	3	4.5	0	0	0	0	0	0	0	0	0
23:30	0	0	4	0	0	0	1	5	6	0	0	1	0	0	0	0	1	1
23:45	0	0	4	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	13	1	2	0	4	20	25	0	0	3	0	0	0	0	3	3
24 TOT	75	21	2523	472	106	16	79	3292	3372	19	10	535	57	6	1	0	628	611.1

	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
00:00	0	0	2	0	0	0	0	2	2	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
00:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
00:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	0	0	0	0	4	4	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
01:15	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	1	0	0	1	1.5	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
H/TOT	0	0	0	0	2	0	0	2	3	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
02:15	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
02:45	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
03:00	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
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	1	0	0	2	2.5	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
04:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
04:30	2	0	0	0	1	0	0	3	1.9	0	0	0	0	0	0	0	0	0
04:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	2	0	2	0	1	0	0	5	3.9	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
05:15	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0
05:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:45	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	3	0	0	0	6	6	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
06:15	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
06:30	0	0	1	1	2	0	0	4	5	0	0	0	0	0	0	0	0	0
06:45	0	0	7	3	0	0	0	10	10	0	0	1	0	0	0	0	1	1
H/TOT	0	0	10	4	3	0	0	17	18.5	0	0	1	0	0	0	0	1	1
07:00	0	0	5	2	1	1	0	9	10.8	0	0	0	0	0	0	0	0	0
07:15	0	0	7	3	0	0	0	10	10	0	0	0	0	0	0	0	0	0
07:30	0	0	5	3	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0
07:45	0	0	8	4	4	0	0	16	18	0	0	0	1	0	0	0	1	1
H/TOT	0	0	25	12	6	1	0	44	48.3	0	0	0	1	0	0	0	1	1
08:00	0	0	6	2	2	2	0	12	15.6	0	0	0	0	0	0	0	0	0
08:15	0	0	10	6	0	2	0	18	20.6	0	0	0	0	0	0	0	0	0
08:30	0	0	8	2	2	0	0	12	13	0	0	0	0	0	0	0	0	0
08:45	0	1	7	5	3	2	0	18	21.5	0	0	0	0	0	0	0	0	0
H/TOT	0	1	31	15	7	6	0	60	70.7	0	0	0	0	0	0	0	0	0
09:00	0	0	16	6	1	3	0	26	30.4	0	0	1	1	0	0	0	2	2
09:15	0	0	8	7	2	1	0	18	20.3	0	0	0	0	0	0	0	0	0
09:30	0	0	12	6	2	2	0	22	25.6	0	0	0	1	0	0	0	1	1
09:45	0	0	9	8	2	0	0	19	20	0	0	1	0	0	0	0	1	1
H/TOT	0	0	45	27	7	6	0	85	96.3	0	0	2	2	0	0	0	4	4
10:00	0	1	11	5	0	1	0	18	18.7	0	0	1	1	0	0	0	2	2
10:15	0	1	12	8	0	0	0	21	20.4	0	0	1	0	0	0	0	1	1
10:30	0	0	15	5	0	3	0	23	26.9	0	0	0	0	0	0	0	0	0
10:45	0	0	13	9	2	0	0	24	25	0	0	1	0	0	0	0	1	1
H/TOT	0	2	51	27	2	4	0	86	91	0	0	3	1	0	0	0	4	4
11:00	1	0	9	2	0	1	0	13	13.5	0	0	0	0	0	0	0	0	0
11:15	0	0	9	10	4	2	0	25	29.6	0	0	0	0	0	0	0	0	0
11:30	1	0	11	9	3	1	0	25	27	0	0	1	0	0	0	0	1	1
11:45	0	0	15	5	1	0	0	21	21.5	0	0	0	0	0	0	0	0	0
H/TOT	2	0	44	26	8	4	0	84	91.6	0	0	1	0	0	0	0	1	1
12:00	0	0	12	11	1	1	0	25	26.8	0	0	0	0	0	0	0	0	0
12:15	0	0	15	8	1	0	0	24	24.5	0	0	0	1	0	0	0	1	1
12:30	0	0	11	9	2	0	0	22	23	0	0	0	0	0	0	0	0	0
12:45	0	0	22	7	3	1	0	33	35.8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	60	35	7	2	0	104	110.1	0	0	0	1	0	0	0	1	1
13:00	0	0	28	4	2	1	0	35	37.3	0	0	1	0	0	1	0	2	3.3
13:15	0	0	20	6	1	2	0	29	32.1	0	0	1	0	0	0	0	1	1
13:30	0	0	23	9	3	1	0	36	38.8	0	0	0	0	0	0	0	0	0
13:45	0	0	16	7	3	1	0	27	29.8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	87	26	9	5	0	127	138	0	0	2	0	0	1	0	3	4.3
14:00	0	0	22	7	3	0	0	32	33.5	0	0	0	0	0	0	0	0	0
14:15	0	0	19	8	1	1	0	29	30.8	0	0	0	0	0	0	0	0	0
14:30	0	0	20	3	0	0	0	23	23	0	0	0	0	0	0	0	0	0
14:45	0	0	14	1	0	1	0	16	17.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	75	19	4	2	0	100	104.6	0	0	0	0	0	0	0	0	0
15:00	0	0	24	9	3	1	0	37	39.8	0	0	0	0	0	0	0	0	0
15:15	0	0	24	7	5	1	0	37	40.8	0	0	0	0	1	0	0	1	1.5
15:30	0	1	25	12	4	0	0	42	43.4	0	0	0	0	0	0	0	0	0
15:45	1	0	28	6	4	2	0	41	44.8	0	0	0	0	0	0	0	0	0
H/TOT	1	1	101	34	16	4	0	157	168.8	0	0	0	0	1	0	0	1	1.5
16:00	3	1	61	8	2	1	0	76	75.3	0	0	2	0	0	0	0	2	2
16:15	4	0	25	9	0	1	0	39	37.1	0	0	0	0	0	0	0	0	0
16:30	1	0	42	6	0	2	0	51	52.8	0	0	2	0	0	0	0	2	2
16:45	3	0	50	6	3	1	0	63	63.4	0	0	0	0	0	0	0	0	0
H/TOT	11	1	178	29	5	5	0	229	228.6	0	0	4	0	0	0	0	4	4
17:00	2	0	67	11	0	0	0	80	78.4	0	0	0	0	0	0	0	0	0
17:15	0	0	64	9	0	1	0	74	75.3	0	0	0	0	0	0	0	0	0
17:30	0	0	67	3	1	0	0	71	71.5	0	0	0	0	0	0	0	0	0
17:45	0	1	52	8	0	0	0	61	60.4	0	0	2	0	0	0	0	2	2
H/TOT	2	1	250	31	1	1	0	286	285.6	0	0	2	0	0	0	0	2	2
18:00	1	0	42	3	0	0	0	46	45.2	0	0	0	0	0	0	0	0	0
18:15	2	0	22	2	1	0	0	27	25.9	0	0	0	0	0	0	0	0	0
18:30	0	0	27	2	0	0	0	29	29	0	0	0	0	0	0	0	0	0
18:45	0	0	16	4	0	0	0	20	20	0	0	0	0	0	0	0	0	0
H/TOT	3	0	107	11	1	0	0	122	120.1	0	0	0	0	0	0	0	0	0
19:00	0	0	18	0	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0
19:15	0	0	10	0	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0
19:30	1	0	15	3	0	0	0	19	18.2	0	0	0	0	0	0	0	0	0
19:45	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
H/TOT	1	0	52	3	2	0	0	58	58.2	0	0	0	0	0	0	0	0	0
20:00	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0
20:15	0	0	4	2	0	0	1	7	8	0	0	0	0	0	0	0	0	0
20:30	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0
20:45	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	21	6	0	0	1	28	29	0	0	0	0	0	0	0	0	0
21:00	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
21:15	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
21:30	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0
21:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	1	0	25	0	0	0	0	26	25.2	0	0	0	0	0	0	0	0	0
22:00	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0
22:15	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0
22:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
22:45	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	11	0	2	0	0	13	14	0	0	0	0	0	0	0	0	0
23:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
23:15	0	0	2	0	2	0	0	4	5	0	0	0	0	0	0	0	0	0
23:30	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
23:45	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	1	3	0	0	9	10.5	0	0	0	0	0	0	0	0	0
24 TOT	23	6	1188	309	87	40	1	1654	1729	0	0	15	5	1	1	0	22	23.8

B => C									B => D									C => A									C => B									C => C							
P/C	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**
0	0	3	0	2	2	0	7	10.6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	3	1	0	5	7.8	0	0	0	0	0	0	0	0
0	0	0	0	3	3	0	6	11.4	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	1	6	7	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0
0	0	1	0	1	0	0	2	2.5	0	0	1	0	0	0	0	1	1	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	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	1	0	4	2	0	7	11.6	0	0	0	0	0	0	0	0
0	0	5	0	6	5	0	16	25.5	0	0	3	0	0	0	0	3	3	0	0	11	1	0	0	1	13	14	0	0	7	0	8	3	0	18	25.9	0	0	0	0	0	0	0	0
0	0	0	0	1	3	0	4	8.4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	3	0	0	3	4.5	0	0	0	0	0	0	0	0
0	0	0	0	3	0	0	3	4.5	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	1	2	3	0	0	1	0	3	2	0	6	10.1	0	0	0	0	0	0	0	0
0	0	1	0	3	2	0	6	10.1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	2	0	0	3	4	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	0	0	0	5	0	0	5	7.5	0	0	0	0	0	0	0	0
0	0	2	0	8	5	0	15	25.5	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	1	5	6	0	0	2	0	13	2	0	17	26.1	0	0	0	0	0	0	0	0
0	0	0	0	0	2	0	2	4.6	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	3	1	0	4	6.8	0	0	0	0	0	0	0	0
0	0	0	0	1	1	0	2	3.8	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	1	3	4	0	0	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0
0	0	0	0	5	0	0	5	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4.5	0	0	0	0	0	0	0	0
0	0	0	0	3	0	0	3	4.5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	5	0	0	0	0	3	3	0	6	11.4	0	0	0	0	0	0	0	0
0	0	0	0	9	3	0	12	20.4	0	0	2	0	0	0	0	2	2	0	0	6	0	0	0	2	8	10	0	0	0	0	11	4	0	15	25.7	0	0	0	0	0	0	0	0
0	0	2	0	1	2	0	5	8.1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	6	2	0	8	13.6	0	0	0	0	0	0	0	0
0	0	0	0	3	2	0	5	9.1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	3	4.5	0	0	0	0	3	0	0	3	4.5	0	0	0	0	0	0	0	0
0	0	0	0	8	1	0	9	14.3	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4	0	0	1	0	1	1	0	3	4.8	0	0	0	0	0	0	0	0
0	0	0	0	2	2	0	4	7.6	0	0	1	0	0	0	0	1	1	0	0	2	1	0	0	0	3	3	0	0	0	0	3	2	0	5	9.1	0	0	0	0	0	0	0	0
0	0	2	0	14	7	0	23	39.1	0	0	2	0	0	0	0	2	2	0	0	8	2	1	0	1	12	13.5	0	0	1	0	13	5	0	19	32	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	4	1	0	5	8.3	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	5	0	5	0	0	10	12.5	0	0	0	0	0	0	0	0
0	0	1	0	11	2	0	14	22.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	7	0	0	0	0	0	0	0	0
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0	0	6	3	21	3	0	33	47.4	0	0	0	0	2	0	0	2	3	0	0	3	0	0	0	2	5	7	0	1	7	1	13	1	0	23	30.2	0	0	0	0	0	0	0	0
0	0	2	1	3	0	0	6	7.5	0	0	0	0	1	0	0	1	1.5	0	0	2	0	1	0	0	3	3.5	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	2	2.5	0	0	1	0	0	0	0	1	1	0	0	7	2	0	0	1	10	11	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0
1	0	1	0	1	1	0	4	5	0	0	1	0	2	0	0	3	4	0	0	6	0	1	0	0	7	7.5	0	0	2	1	1	0	0	4	4.5	0	0	0	0	0	0	0	0
0	0	2	0	1	1	0	4	5.8	0	0	1	0	1	0	0	2	2.5	0	0	6	2	1	0	1	10	11.5	0	0	10	0	1	0	0	11	11.5	0	0	0	0	0	0	0	0
1	0	5	2	6	2	0	16	20.8	0	0	3	0	4	0	0	7	9	0	0	21	4	3	0	2	30	33.5	0	0	17	3	3	0	0	23	24.5	0	0	0	0	0	0	0	0
0	0	1	0	2	0	0	3	4	0	0	3	0	0	0	0	3	3	0	0	4	1	0	0	1	6	7	0	0	3	0	0	1	0	4	5.3	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	2	0	1	0	0	3	3.5	0	0	5	2	2	1	1	11	14.3	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0
0	0	4	2	2	0	0	8	9	0	0	2	0	0	0	0	2	2	0	0	13	1	0	0	1	15	16	0	0	18	2	1	2	0	23	26.1	0	0	0	0	0	0	0	0
0	0	10	0	1	0	0	11	11.5	1	0	6	0	0	0	0	7	6.2	2	0	9	2	1	0	1	15	14.9	0	1	26	6	1	1	0	35	36.2	0	0	0	0	0	0	0	0
0	0	17	2	5	0	0	24	26.5	1	0	13	0	1	0	0	15	14.7	2	0	31	6	3	1	4	47	52.2	0	1	54	8	2	4	0	69	74.6	0	0	0	0	0	0	0	0
0	0	5	3	2	2	0	12	15.6	0	0	3	0	0	0	0	3	3	1	1	20	4	2	0	2	30	31.6	1	1	31	6	2	0	1	42	42.6	0	0	0	0	0	0	0	0
0	0	6	1	1	0	1	9	10.5	0	0	10	0	0	0	0	10	10	2	0	26	5	0	0	0	33	31.4	0	1	44	7	2	2	0	56	59	0	0	0	0	0	0	0	0
0	0	12	5	2	2	0	21	24.6	0	1	4	2	0	0	0	7	6.4	3	2	30	5	0	0	2	42	40.4	0	1	47	8	2	0	1	59	60.4	0	0	0	0	0	0	0	0
0	0	16	5	2	1	0	24	26.3	0	0	10	0	0	0	0	10	10	0	1	34	11	0	0	2	48	49.4	0	1	62	11	2	2	0	78	81	0	0	0	0	0	0	0	0
0	0	39	14	7	5	1	66	77	0	1	27	2	0	0	0	30	29.4	6	4	110	25	2	0	6	153	152.8	1	4	184	32	8	4	2	235	243	0	0	0	0	0	0	0	0
0	0	8	5	2	3	0	18	22.9	0	1	10	0	0	0	0	11	10.4	0	0	45	6	3	0	1	55	57.5	0	0	50	11	1	0	1	63	64.5	0	0	0	0	0	0	0	0
0	0	21	3	1	1	0	26	27.8	0	0	10	1	0	0	0	11	11	2	0	30	11	3	1	2	49	52.2	0	1	50	11	2	2	0	66	69	0	0	0	1	0	0	0	1
0	0	11	3	0	2	0	16	18.6	1	1	16	1	1	0	0	20	19.1	0	1	42	6	2	0	0	51	51.4	0	0	62	11	1	1	1	76	78.8	0	0	1	0	0	0	0	1
0	0	6	2	1	1	0	10	11.8	0	0	15	0	0	0	0	15	15	1	1	40	7	1	0	1	51	51.1	0	0	83	12	2	4	0	101	107.2	0	0	0	0	0	0	0	0
0	0	46	13	4	7	0	70	81.1	1	2	51	2	1	0	0	57	55.5	3	2	157	30	9	1	4	206	212.2	0	1	245	45	6	7	2	306	319.5	0	0	1	1	0	0	0	2
0	1	23	3	1	0	0	28	27.9	2	0	14	5	0	0	0	21	19.4	0	0	38	7	2	1	1	49	52.3	0	1	71	14	1	3	0	90	93.8	0	0	0	0	0	0	0	0
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0	0	16	7	2	0	0	25	26	0	1	3	0	1	0	0	5	4.9	0	0	41	11	2	0	1	55	57	0	0	35	7	7	2	1	52	59.1	0	0	0	0	0	0	0	0
0	0	31	6	2	0	0	39	40	0	0	6	3	0	0	0	9	9	0	0	34	7	3	1	1	46	49.8	0	0	28	12	2	1	0	43	45.3	0	0	0	0	0	0	0	0
0	1	93	19	9	2	0	124	130.5	3	1	30	10	1	0	0	45	42.5	1	0	150	33	10	2	4	200	210.8	0	1	172	43	14	8	1	239	256.8	0	0	0	0	0	0	0	0
0	0	17	13	4	4	0	38	45.2	0	0	5	1	0	0	0	6	6	1	0	27	6	1	0	1	36	36.7	0	0	27	8	6	2	0	43	48.6	0	0	0	0	0	0	0	0
0	0	11	9	2	3	0	25	29.9	0	1	3	1	0	0	0	5	4.4	0	1	33	7	3	1	1	46	49.2	0	0	18	12	5	1	0	36	39.8	0	0	0	0	0	0	0	0
0	0	6	10	2	2	0	20	23.6	0	0	3	1	0	0	0	4	4	1	0	15	7	2	0	1	26	27.2	0	1	21	13	2	0	0	37	37.4	0	0	0	0	0	0	0	0
0	0	18	14	4	3	0	39	44.9	0	0	5	2	0	0	0	7	7	1	0	24	5	7	0	1	38	41.7	0	1	19	12	5	3	0	40	45.8	0	0	0	0	0	0	0	0
0	0	52	46	12	12	0	122	143.6	0	1	16	5	0	0	0	22	21.4	3	1	99	25	13	1	4	146	154.8	0	2	85	45	18	6	0	156	171.6	0	0	0	0	0	0	0	0
0	0	17	14	1	0	0	32	32.5	0	0	0	2	1	0	0	3	3.5	1	0	23	12	4	2	1	43	47.8	0	0	11	16	5	2	0	34	39.1	0	0	0	0	0	0	0	0
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0	0	29	13	1	4	0	47	52.7	1	0	3	2	0	0	0	6	5.2	0	0	30	7	2	1	1	41	44.3	0	0	23	13	2	1	0	39	41.3	0	0	0	0	0	0	0	0
0	0	28	5	2	4	0	39	45.2	0	0	4	1	0	0	0	5	5	1	0	21	7	3	0	1	33	34.7	0	0	20	13	5	2	0	40	45.1	0	0	0	0	0	0	0	0
0	0	97	39	7	11	0	154	171.8	1	0	8	8	1	0	0	18	17.7	2	1	98	32	10	3	4	150	160.7	0	0	72	52	16	9	0	149	168.7	0	0	0	0	0	0	0	0
0	1	30	10	6	3	0	50	56.3	0	0	3	3	0	0	0	6	6	0	2	34	10	2	0	1	49	49.8	0	0	22	12	5	0	0	39	41.5	0	0	0	0	0	0	0	0
0	0	33	9	6	1	0	49	53.3	0	0	2	1	0	0	0	3	3	2	0	19	13	4	1	1	40	42.7	0	0	17	13	4	1	0	35	38.3	0	0	0	0	0	0	0	0
0	0	31	8	2	1	0	42	44.3	1	1	3	3	1	0	0	9	8.1	1	0	38	11	1	1	1	53	55	0	0	19	10	1	2	0	32	35.1	0	0	0	0	0	0	0	0
0	1	26	12	4	2	0	45	49	0	0	7	1	0	0	0	8	8	0	0	31	9	4	0	1	45	48	0	0	18	12	5	0	0	35	37.5	0	0	0	0	0	0	0	0
0	2	120	39	18	7	0	186	202.9	1	1	15	8	1	0	0	26	25.1	3	2	122	43	11	2	4	187	195.5	0	0	76	47	15	3	0	141	152.4	0	0	0	0	0	0	0	0
0	1	47	4	1	2	0	55	57.5	0	1	2	2	2	0	0	7	7.4	0	0	42	7	0	1	0	50	51.3	0	1	27	12	5	4	0	49	56.1	0	0	1	0	0	0	0	1
0	0	34	9	3	1	0	47	49.8	0	0	7	3	0	0	0	10	10	0	0	30	5	0	1	1	37	39.3	0	0	21	7	3	3	0	34	39.4	0	0	0	0	0	0	0	0
0	0	27	13	2	2	0	44	47.6	0	0	9	2	0	0	0	11	11	1	2	34	7	0	0	0	44	42	0	0	29	8	0	0	0	37	37	0	0	0	0	0	0	0	0
0	0	41	9	2	0	0	52	53	1	0	8	2	0	0	0	11	10.2	1	0	34	10	2	0	1	48	49.2	0	0	28	10	4	2	0	44	48.6	0	0	0	0	0	0	0	0
0	1	149	35	8	5	0	198	207.9	1	1	26	9	2	0	0	39	38.6	2	2	140	29	2	2	2	179	181.8	0	1	105	37	12	9	0	164	181.1	0	0	1	0	0	0	0	1
0	0	24	18	1	1	0	44	45.8	0	0	4	2	0	0	0	6	6	1	0	40	16	1	0	1	59	59.7	0	0	19	4	7	2	0	32	38.1	0	0	0	0	0	0	0	0
0	0	43	14	5	2	0	64	69.1	1	0	5	1	0	0	0	7	6.2	0	0	33	6	5	0	1	45	48.5	1	1	28	15	5	1	0	51	53.4	0	0	0	0	0	0	0	0
0	0	34	11	5	4	0	54	61.7	0	0	5	3	0	0	0	8	8	0	0	34	11	2	1	0	48	50.3	2	0	32	10	8	4	1	57	65.6	0	0	0	0	0	0	0	0
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0	0	137	57	14	7	0	215	231.1	1	1	17	8	0	0	0	27	25.6	3	0	151	48	11	1	4	218	226.4	3	2	93	32	21	8	1	160	178.3	0	0	0	0	0	0	0	0
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	C => D									D => A									D => B									D => C									D => D								
PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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0	1	0	10	2	0	0	0	13	12.2	0	0	1	1	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0
8.4	26	10	1039	133	17	1	0	1226	1209	1	5	566	52	10	0	0	634	635.2	7	7	397	91	11	0	0	513	508.7	14	8	993	119	17	1	0	1152	1146	0	0	0	0	0	0	0	0	0



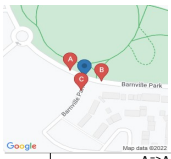
IDASO

Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Counts
Site: Site 6
Location: Cedar Brook Way/Unnamed Rd
Date: Tue 08-Nov-2022

	A => A									A => B									A => C									B => A							
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**
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	1	1	2	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	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	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	3	0	0	0	2	5	7	0	0	1	1	0	0	0	2
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	1	0	0	0	0	1
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
01:30	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
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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	1	1	2	0	0	1	0	0	0	0	1
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
02:15	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
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
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	1	1	2	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	1	2	3	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
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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	2	0	0	1	7	8	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	1	0	0	1	1.5	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	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	5	1	1	0	1	8	9.5	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	1	0	0	1	1.5	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	3	1	7	0	2	0	1	14	13	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	2	0	40	8	2	0	4	56	59.4	0	0	1	0	0	0	0	1
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07:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	23	5	0	0	2	30	32	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	22	3	1	0	1	28	28.7	0	0	3	0	0	0	0	3
H/TOT	0	0	1	0	0	0	0	1	1	0	0	1	0	1	0	0	2	2.5	4	0	71	15	2	0	7	99	103.8	0	0	5	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	27	4	0	0	0	32	31.2	0	0	2	0	0	0	0	2
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	8	0	0	0	0	8	8	3	1	125	16	1	0	4	150	151.5	1	0	11	0	1	0	0	13
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	13	2	0	60	9	3	0	8	82	89.9	0	0	3	2	0	0	0	5
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10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	13	5	2	0	1	21	23	0	0	0	1	0	0	0	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	2	48	11	5	0	3	69	73.3	0	0	3	1	0	0	0	4
11:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	9	3	1	0	0	13	13.5	0	0	2	0	0	0	0	2
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	6	0	0	1	17	18	1	0	1	1	0	0	0	3
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	43	18	2	0	4	67	72	1	0	7	1	0	0	0	9
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	1	11	12.5	0	0	2	0	0	0	0	2
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12:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	14	4	1	0	0	19	19.5	0	0	1	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	15	3	1	0	1	20	21.5	0	0	1	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	0	8	8.5	0	0	62	9	4	0	4	79	85	0	0	4	1	0	0	0	5
13:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	16	2	0	0	0	18	18	0	0	1	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	13	1	1	0	2	17	19.5	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	31	5	1	0	3	40	43.5	0	0	2	0	0	0	0	2
13:45	0	0	0	0	1	0	0	1	1.5	0	0	3	0	0	0	0	3	3	3	0	24	2	0	0	0	29	26.6	0	0	2	0	0	0	0	2
H/TOT	0	0	0	0	1	0	0	1	1.5	0	0	8	0	0	0	0	8	8	3	0	84	10	2	0	5	104	107.6	1	0	5	0	0	0	0	6
14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	14	0	2	0	1	17	19	0	0	1	1	0	0	0	2
14:15	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6.2	0	0	14	2	0	0	2	18	20	0	0	3	0	0	0	0	3
14:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	2	0	26	3	0	0	2	33	33.4	0	0	1	0	0	0	0	1
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H/TOT	0	0	0	0	0	0	0	0	0	2	0	9	2	0	0	0	13	11.4	2	1	78	9	2	0	5	97	100.8	0	0	7	1	0	0	0	8
15:00	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	1.2	1	0	22	2	1	0	2	28	29.7	0	0	2	2	0	0	0	4
15:15	0	0	2	1	0	0	0	3	3	1	0	1	0	0	0	0	2	1.2	0	0	18	1	0	0	3	22	25	0	0	1	1	0	0	0	2
15:30	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	23	1	1	0	0	25	25.5	0	0	1	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	15	3	0	0	0	18	18	0	0	2	0	1	0	0	3
H/TOT	0	0	3	1	0	0	0	4	4	2	0	10	1	0	0	0	13	11.4	1	0	78	7	2	0	5	93	98.2	0	0	6	3	1	0	0	10
16:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0	21	3	0	0	1	26	26.2	1	0	3	0	0	0	0	4
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16:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	22	3	1	0	2	28	30.5	0	0	1	0	0	0	0	1
H/TOT	0	0	3	0	0	0	0	3	3	0	0	14	0	0	0	0	14	14	3	0	82	13	2	0	7	107	112.6	2	0	13	0	0	0	0	15
17:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	24	1	0	0	1	26	27	0	0	1	1	0	0	0	2
17:15	0	0	1	0	0	0	0	1	1	1	0	2	0	0	0	0	3	2.2	0	0	24	1	0	0	0	25	25	0	0	8	0	0	0	0	8
17:30	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	0	1	19	2	0	0	4	26	29.4	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	28	1	0	0	0	29	29	0	0	2	0	0	0	0	2
H/TOT	0	0	1	0	0	0	0	1	1	2	0	9	0	0	0	0	11	9.4	0	1	95	5	0	0	5	106	110.4	0	0	12	1	0	0	0	13
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18:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	19	2	0	0	1	22	23	0	0	2	0	0	0	0	2
H/TOT	0	0	3	0	0	0	0	3	3	0	0	11	1	0	0	0	12	12	0	0	75	7	0	0	7	89	96	1	1	7	2	0	0	0	11
19:00	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	1	16	0	0	0	2	19	20.4	0	0	2	1	0	0	0	3
19:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	19	0	0	0	3	22	25	0	0	2	1	0	0	0	3
19:30	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	7	5.4	0	0	15	0	1	0	1	17	18.5	0	0	4	0	0	0	0	4
19:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	12	0	0	0	1	13	14	0	0	1	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	2	0	14	1	0	0	0	17	15.4	0	1	62	0	1	0	7	71	77.9	0	0	9	2	0	0	0	11
20:00	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	1.4	0	0	22	0	0	0	1	23	24	0	0	0	0	0	0	0	0
20:15	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	10	1	0	0	2	13	15	0	0	3	0	0	0	0	3
20:30	0	0	0	0	0	0	0	0	0	2	1	5	1	0	0	0	9	6.8	0	0	12	1	1	0	1	15	16.5	2	0	3	2	0	0	0	7
20:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	8	0	0	0	1	9	10	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	4	1	10	1	0	0	0	16	12.2	0	0	52	2	1	0	5	60	65.5	2	0	6	2	0	0	0	10
21:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	8	1	0	0	2	11	13	0	0	3	0	0	0	0	3
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	1	11	12	0	0	2	0	0	0	0	2
21:30	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	0	9	0	0	1	1	11	13.3	0	0	1	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	9	0	0	0	1	10	11	0	0	2	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	8	6.4	0	0	34	3	0	1	5	43	49.3	0	0	8	0	0	0	0	8
22:00	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	5	4.2	0	0	4	1	0	0	2	7	9	0	0	2	0	0	0	0	2
22:15	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	1	0.2	0	0	6	1	0	0	1	8	9	1	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7	8	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	1	4	5	0	0	1	0	0	0	0	1
H/TOT	0	0	0	1	0	0	0	1	1	2	0	4	1	0	0	0	7	5.4	0	0	19	2	0	0	5	26	31	1	0	3	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	2	8	10.5	0	0	1	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0
23:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	0	0	1	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	1	3	4	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	7	1	1	0	5	14	19.5	0	0	2	0	0	0	0	2
24 TOT	0	0	14	2	1	0	0	17	17.5	17	1	133	14	2	0	0	167	153.8	23	7	1134	149	33	1	102	1449	1546	9	1	114	17	2	0	0	143

B => B									C => B								C => A							
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
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
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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
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12.7	0	0	0	0	0	0	0	0	0	0	0	48	6	0	0	0	54	54	2	0	93	7	2	0	6	110
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6.2	0	0	0	0	0	0	0	0	0	1	1	9	0	0	0	0	11	9.6	0	0	34	2	0	0	0	36
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8.4	1	0	0	0	0	0	0	1	0.2	1	1	27	1	0	0	0	30	28.6	1	0	46	2	0	0	5	54
3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	1	12	0	0	0	2	15
2	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	4	0	0	1	1	6
1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	8	1	0	0	1	10
2	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	8	7.2	0	0	5	1	0	0	1	7
8	0	0	0	0	0	0	0	0	0	1	0	13	3	0	0	0	17	16.2	0	1	29	2	0	1	5	38
2	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	1	0	7	2	0	0	2	12
0.2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	1	5
0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	4	0	0	0	1	5
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	1	5
3.2	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	1	0	18	3	0	0	5	27
1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	1	4
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	1	5
1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	1	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	8	2	0	0	2	12
136.2	1	0	2	0	0	0	0	3	2.2	14	5	430	57	6	1	0	513	503.1	31	3	1297	202	27	1	100	1661

	C => B									C => C								
PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
4	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
5	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	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	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
4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	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	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
4	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
13	0	0	1	0	2	0	0	3	4	0	0	0	0	0	0	0	0	0
5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
8.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
8	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
25.5	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
13.2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16.2	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
20	0	1	0	1	0	0	0	2	1.4	0	0	0	0	0	0	0	0	0
21.2	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
70.6	0	1	11	3	0	0	0	15	14.4	0	0	0	0	0	0	0	0	0
31	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0
30.5	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0
34.7	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
19.2	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
115.4	0	0	15	5	0	0	0	20	20	0	0	0	0	0	0	0	0	0
36.5	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0
23.7	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
23	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
17	0	0	4	1	0	1	0	6	7.3	0	0	0	0	0	0	0	0	0
100.2	0	0	12	1	1	1	0	15	16.8	0	0	1	0	0	0	0	1	1
25	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
16.8	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0
16	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
18.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
76.3	0	0	21	3	0	0	0	24	24	0	0	0	0	0	0	0	0	0
18	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
22.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
17	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
19.2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
76.7	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
20.5	0	0	6	2	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0
25.2	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
26	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0
23.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
95.2	0	0	20	4	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0
27.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
33.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
19.7	0	1	7	1	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0
22	1	0	2	2	1	0	0	6	5.7	0	0	0	0	0	0	0	0	0
102.4	1	1	15	3	1	0	0	21	20.1	0	0	0	0	0	0	0	0	0
27.2	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
26	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
35.2	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
24.4	0	0	5	1	0	0	0	6	6	0	0	2	0	0	0	0	2	2
112.8	0	0	18	2	0	0	0	20	20	0	0	2	0	0	0	0	2	2
34	2	0	4	2	0	0	0	8	6.4	0	0	0	0	0	0	0	0	0
37	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
34.5	0	1	6	1	1	0	0	9	8.9	0	0	0	0	0	0	0	0	0
34.9	2	0	8	3	0	0	0	13	11.4	0	0	0	0	0	0	0	0	0
140.4	4	1	26	7	1	0	0	39	35.7	0	0	0	0	0	0	0	0	0
46	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0
47.4	2	0	15	2	0	0	0	19	17.4	0	0	0	0	0	0	0	0	0
36	1	1	9	2	0	0	0	13	11.6	0	0	0	0	0	0	0	0	0
50.2	0	0	10	2	0	0	1	13	14	0	0	0	0	0	0	0	0	0
179.6	3	1	42	8	0	0	1	55	53	0	0	0	0	0	0	0	0	0
71.6	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
62	0	1	16	0	0	0	0	17	16.4	0	0	0	0	0	0	0	0	0
61.2	0	0	10	1	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0
38.2	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0
233	0	1	46	3	1	0	0	51	50.9	0	0	0	0	0	0	0	0	0
45.2	0	0	8	4	0	0	0	12	12	0	0	0	0	0	0	0	0	0
41	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0
33.9	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0
22	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0
142.1	0	0	40	8	0	0	0	48	48	0	0	0	0	0	0	0	0	0
20.4	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
23	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
24.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
26	0	0	9	2	0	0	0	11	11	0	0	0	0	0	0	0	0	0
93.9	0	0	38	2	0	0	0	40	40	0	0	0	0	0	0	0	0	0
19	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
10	1	0	10	0	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0
16.2	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
13	0	1	4	2	0	0	0	7	6.4	0	0	0	0	0	0	0	0	0
58.2	1	1	31	2	0	0	0	35	33.6	0	0	0	0	0	0	0	0	0
16.4	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
8.3	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
11	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
8	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
43.7	0	0	21	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0
13.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
6	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
31.2	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
6	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0
3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14	1	0	9	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0
1749	10	6	395	54	7	1	1	474	468.2	0	0	3	0	0	0	0	3	3



IDASO

Survey Name: 384 22578 - 22-010 Cherry Orchard Sites 4 & 5 Traffic Counts
Site: Site 7
Location: Unnamed Rd/Barnville Park
Date: Tue 08-Nov-2022

	A => A								A => B								A => C								
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
00:00	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
00:15	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
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
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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	2	0	0	0	0	2	2
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
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
01:30	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
01:45	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
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
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
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
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
02:45	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
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
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
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
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
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
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
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
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
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
04:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0
05:00	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
05:15	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
05:30	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
05:45	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
H/TOT	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
06:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	1	0	0	2	2.5
06:15	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
06:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
06:45	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	1	0	1	0	0	2	2.5
07:00	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
07:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	3	0	0	0	0	3	3
07:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	1.4	0	0	0	0	0	0	0	0	0
07:45	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
H/TOT	0	0	0	0	0	0	0	0	0	0	1	9	3	1	0	0	14	13.9	0	0	3	0	0	0	0	3	3
08:00	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
08:15	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	0	1	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
08:45	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	0	0	0	0	0	0	26	2	0	0	0	28	28	0	0	0	1	0	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	0	0	3	0	0	0	0	3	3
09:15	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
09:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	1	1	0	0	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	5	6.3	0	0	0	2	1	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	17	1	1	1	0	20	21.8	0	0	6	2	0	0	0	8	8
10:00	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
10:15	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	9	9	0	0	2	1	0	0	0	3	3
10:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	1	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	21	4	0	0	0	25	25	0	0	4	2	0	0	0	6	6
11:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	1	1	0	0	2	2
11:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	2	0	0	0	2	2
11:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	3	1	0	0	0	4	4
12:00	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	8	8.5	0	0	0	1	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	0	2	0	0	0	0	2	2
12:30	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	2	1	0	0	0	3	3
12:45	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	21	4	2	0	0	27	28	0	0	4	2	0	0	0	6	6
13:00	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
13:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	1	0	0	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	9	8.4	0	0	1	1	0	0	0	2	2
13:45	0	0	0	0	0	0	0	0	0	1	0	5	1	1	0	0	8	7.7	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	1	1	21	1	1	0	0	25	24.1	0	0	2	2	0	0	0	4	4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	3	1	0	0	0	4	4
14:15	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	7.2	0	0	2	0	0	0	0	2	2
14:30	0	0	1	0	0	0	0	1	1	0	0	6	2	0	0	0	8	8	0	0	1	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	7	6.2	0	0	1	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	1	1	2	0	18	4	0	0	0	24	22.4	0	0	7	1	0	0	0	8	8
15:00	0	0	1	0	0	0	0	1	1	1	0	3	3	0	0	0	7	6.2	2	0	0	0	0	0	0	2	0.4
15:15	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6.2	0	0	3	1	0	0	0	4	4
15:30	0	0	0	0	0	0	0	0	0	0	1	7	1	1	0	0	10	9.9	0	0	2	0	0	0	0	2	2
15:45	0	0	0	0	0	0	0	0	0	1	0	8	3	0	0	0	12	11.2	1	0	5	0	0	0	0	6	5.2
H/TOT	0	0	1	0	0	0	0	1	1	3	1	24	7	1	0	0	36	33.5	3	0	10	1	0	0	0	14	11.6
16:00	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	0	0	3	0	0	0	0	3	3
16:15	0	0	0	0	0	0	0	0	0	1	0	15	2	0	0	0	18	17.2	1	0	3	0	0	0	0	4	3.2
16:30	0	0	0	0	0	0	0	0	0	1	1	11	1	0	0	0	14	12.6	0	0	1	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	1	12	13	0	0	4	1	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	2	1	46	6	0	0	1	56	54.8	1	0	11	1	0	0	0	13	12.2
17:00	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	4	0	0	0	0	4	4
17:15	0	0	0	0	0	0	0	0	0	1	0	19	0	0	0	0	20	19.2	0	1	1	0	0	0	0	2	1.4
17:30	0	0	0	0	0	0	0	0	0	0	0	12	2	1	0	0	15	15.5	1	0	1	0	0	0	0	2	1.2
17:45	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	49	4	1	0	0	55	54.7	1	1	7	0	0	0	0	9	7.6
18:00	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	0	2	2	0	0	0	4	4
18:15	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	4	0	0	0	0	4	4
18:30	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	1	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	0	0	3	1	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	37	6	0	0	0	43	43	0	0	10	3	0	0	0	13	13
19:00	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	2	1	0	0	0	3	3
19:15	0	0	2	0	0	0	2	2	0	0	0	12	0	0	0	0	12	12	0	0	1	0	0	0	0	1	1
19:30	0	0	1	0	0	0	0	1	1	2	0	6	0	0	0	0	8	6.4	0	0	4	0	0	0	0	4	4
19:45	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
H/TOT	0	0	3	0	0	0	0	3	3	2	0	42	0	0	0	0	44	42.4	0	0	11	2	0	0	0	13	13
20:00	0	0	0	0	0	0	0	0	0	2	0	11	0	0	0	0	13	11.4	0	0	2	0	0	0	0	2	2
20:15	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	11	10.2	0	0	1	0	0	0	0	1	1
20:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	3	1	2	1	0	0	0	7	4
20:45	0	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	7	6.4	0	0	2	1	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	3	1	33	2	0	0	0	39	36	3	1	7	2	0	0	0	13	10
21:00	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2
21:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1
21:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	1	0	0	0	0	2	1.2
21:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	0	0	0	0	0	1	0.2
H/TOT	0	0	1	0	0	0	0	1	1	0	0	22	0	0	0	0	22	22	2	0	4	0	0	0	0	6	4.4
22:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0	1	0	0	0	0	2	1.2
22:15	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0
22:30	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
22:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	11	10.2	1	0	2	0	0	0	0	3	2.2
23:00	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
23:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2
23:30	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	0	0	1	0	0	0	0	1	1
23:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	7.2	0	0	5	0	0	0	0	5	5
24 TOT	0	0	6	0	0	0	6	6	17	5	424	48	8	1	1	504	493.7	11	2	99	20	1	0	0	133	123.5	

B => A									B => B									B => C								
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
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	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	0
0	0	0	0	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	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
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
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	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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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
0	0	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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0	0	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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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	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	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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2	0	1	0	0	0	0	3	1.4	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	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
2	0	9	0	0	0	0	11	9.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
0	1	2	1	0	0	0	4	3.4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0	1	15	3	1	0	0	20	19.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	11	4	0	0	0	16	15.2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1	2	32	9	1	0	0	45	43.5	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	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
0	0	10	1	0	0	0	11	11	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
1	0	16	4	1	0	0	22	21.7	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	47	6	1	0	0	55	54.7	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4
0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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16	6	435	52	6	1	0	516	503.9	0	0	10	0	0	0	0	10	10	7	0	81	8	3	0	0	99

	C => A									C => B									C => C								
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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7	0	0	4	2	0	0	0	6	6	0	0	5	1	0	0	0	6	6	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
1	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
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
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
3	0	0	3	0	0	0	0	3	3	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	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
2.5	0	0	2	0	1	0	0	3	3.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
6.5	0	0	4	0	1	0	0	5	5.5	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10	0	0	9	1	2	0	0	12	13	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
3.4	1	0	2	1	0	0	0	4	3.2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
2	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
1	1	0	7	0	0	0	0	8	7.2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
1	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
7.4	2	0	13	1	0	0	0	16	14.4	0	0	10	0	0	0	0	10	10	0	0	0	0	0	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
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
3.2	1	0	1	0	0	0	0	2	1.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
2.2	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
9.6	1	0	9	1	0	0	0	11	10.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
1	1	0	1	1	0	0	0	3	2.2	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0
2	1	0	3	0	0	0	0	4	3.2	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
6	2	0	5	1	0	0	0	8	6.4	1	0	7	2	0	0	0	10	9.2	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
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
0	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
1	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
1	0	0	8	0	0	0	0	8	8	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	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
4	0	0	2	0	0	0	0	2	2	3	0	3	1	0	0	0	7	4.6	0	0	0	0	0	0	0	0	0
2.2	0	0	2	0	0	0	0	2	2	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0
10.2	0	0	8	0	0	0	0	8	8	4	0	4	1	0	0	0	9	5.8	0	0	0	0	0	0	0	0	0
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
2	0	0	2	0	0	0	0	2	2	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
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
5	1	0	1	1	0	0	0	3	2.2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
9	1	0	5	1	0	0	0	7	6.2	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
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
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	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
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	0	0	0	0	0	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	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
1	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
94.9	8	0	106	20	2	0	0	136	130.6	7	0	77	7	2	0	0	93	88.4	0	0	0	0	0	0	0	0	0

B. Bus Timetables 2026

G1

Nua Shráid Apain I dTreo An Bhó Dhearg
New Wapping Street to Red Cow

Is iad seo na hamanna imeachta ón gcéad stad

These are the departure times from the first stop

An Luan - an Aoine Monday - Friday				An Satharn Saturday				An Domhnach & Lá Saoire Poiblí Sunday & Public Holiday			
05:00	05:30	05:57	06:12	05:24	05:59	06:28	06:58	05:26	06:23	07:23	07:58
06:27	06:40	06:52	07:04	07:18	07:36	07:56	08:16	08:28	08:58	09:28	09:58
07:16	07:28	07:39	07:51	08:35	08:55	09:10	09:25	10:18	10:38	10:58	11:18
08:03	08:15	08:27	08:37	09:40	09:55	10:10	10:25	11:33	11:53	12:13	12:33
08:52	09:07	09:22	09:38	10:40	10:55	11:10	11:23	12:53	13:13	13:33	13:53
09:53	10:08	10:23	10:38	11:38	11:53	12:08	12:23	14:13	14:38	14:58	15:18
10:53	11:08	11:23	11:40	12:38	12:53	13:08	13:23	15:34	15:54	16:14	16:35
11:55	12:10	12:25	12:40	13:38	13:53	14:08	14:25	16:55	17:15	17:33	17:53
12:55	13:10	13:25	13:40	14:40	14:55	15:10	15:24	18:13	18:36	18:56	19:26
13:55	14:10	14:25	14:40	15:39	15:54	16:09	16:20	19:56	20:26	20:59	21:29
14:55	15:10	15:25	15:40	16:35	16:50	17:05	17:25	21:59	22:29	22:59	23:29
15:52	16:04	16:16	16:28	17:40	17:55	18:10	18:19	00:24	01:25	02:25	03:25
16:40	16:52	17:04	17:16	18:34	18:49	19:09	19:29	04:26			
17:28	17:40	17:52	18:04	19:49	20:09	20:37	20:57				
18:16	18:28	18:41	18:56	21:17	21:37	21:57	22:17				
19:11	19:26	19:41	19:56	22:37	22:57	23:27	00:21				
20:11	20:26	20:43	20:58	01:21	02:21	03:25	04:25				
21:13	21:28	21:43	21:58								
22:13	22:28	22:43	22:58								
23:28	00:23	01:24	02:24								
03:24	04:25										

New Wapping Street » **8mins** » Wellington Quay » **4mins** » Thomas Street » **3mins** » St. James's Hospital » **5mins** » Inchicore » **10mins** » Ballyfermot » **8mins** » Cherry Orchard » **5mins** » Park West » **7mins** » Woodford Walk » **6mins** » Red Cow Luas

I bhfeidhm ó / Operative from 04/02/2024

Version 24.1

G1

An Bhó Dhearg I dTreo Nua Shráid Apain
Red Cow to New Wapping Street

Is iad seo na hamanna imeachta ón gcéad stad

These are the departure times from the first stop

An Luan - an Aoine Monday - Friday				An Satharn Saturday				An Domhnach & Lá Saoire Poiblí Sunday & Public Holiday			
04:46	05:13	05:43	05:58	05:13	05:43	06:14	06:44	05:18	06:15	07:14	07:37
06:13	06:28	06:38	06:50	07:04	07:23	07:43	08:03	08:07	08:36	09:06	09:34
07:02	07:14	07:26	07:31	08:23	08:43	08:58	09:12	09:59	10:19	10:39	10:59
07:41	07:51	08:01	08:11	09:27	09:42	09:57	10:12	11:19	11:35	11:55	12:15
08:21	08:40	08:55	09:10	10:27	10:42	10:57	11:10	12:35	12:55	13:15	13:35
09:25	09:41	09:56	10:11	11:25	11:40	11:55	12:10	13:55	14:15	14:36	14:56
10:26	10:41	10:56	11:11	12:25	12:40	12:55	13:10	15:16	15:39	15:59	16:19
11:26	11:40	11:55	12:10	13:25	13:40	13:55	14:09	16:39	16:59	17:19	17:37
12:25	12:40	12:55	13:10	14:24	14:39	14:54	15:12	17:57	18:17	18:39	19:04
13:25	13:40	13:55	14:10	15:27	15:42	15:57	16:11	19:34	20:04	20:35	21:05
14:25	14:41	14:56	15:11	16:26	16:41	16:56	17:12	21:35	22:05	22:35	23:05
15:26	15:36	15:48	16:00	17:27	17:42	17:57	18:14	23:35	00:15	01:17	02:17
16:12	16:24	16:36	16:48	18:29	18:44	19:04	19:24	03:17	04:18		
17:00	17:12	17:24	17:37	19:44	20:04	20:26	20:46				
17:49	18:01	18:13	18:25	21:06	21:26	21:46	22:06				
18:43	18:58	19:13	19:28	22:26	22:46	23:16	00:21				
19:43	19:58	20:13	20:28	01:21	02:21	03:21	04:21				
20:46	21:01	21:16	21:31								
21:46	22:01	22:16	22:31								
22:46	23:16	00:16	01:21								
02:21	03:21	04:21									

Red Cow Luas » **4mins** » Woodford Walk » **8mins** » Park West » **5mins** » Cherry Orchard » **7mins** » Ballyfermot » **10mins** » Inchicore » **5mins** » St. James's Hospital » **4mins** » Thomas Street » **4mins** » Ormond Quay » **8mins** » New Wapping Street

I bhfeidhm ó / Operative from 04/02/2024

Version 24.1

G2

Nua Shráid Apain I dTreo Gleann na Life
New Wapping Street to Liffey Valley

Is iad seo na hamanna imeachta ón gcéad stad

These are the departure times from the first stop

An Luan - an Aoine Monday - Friday				An Satharn Saturday				An Domhnach & Lá Saoire Poiblí Sunday & Public Holiday			
05:15	05:45	06:04	06:19	04:54	06:14	06:43	07:08	04:54	05:54	06:53	07:38
06:34	06:46	06:58	07:10	07:26	07:46	08:06	08:25	08:13	08:43	09:13	09:43
07:22	07:34	07:45	07:57	08:45	09:02	09:17	09:32	10:08	10:28	10:48	11:08
08:09	08:21	08:33	08:44	09:47	10:02	10:17	10:32	11:28	11:43	12:03	12:23
08:59	09:14	09:29	09:45	10:47	11:02	11:17	11:30	12:43	13:03	13:23	13:43
10:00	10:15	10:30	10:45	11:45	12:00	12:15	12:30	14:03	14:23	14:44	15:04
11:00	11:15	11:30	11:47	12:45	13:00	13:15	13:30	15:24	15:44	16:04	16:24
12:02	12:17	12:32	12:47	13:45	14:00	14:15	14:32	16:45	17:05	17:25	17:47
13:02	13:17	13:32	13:47	14:47	15:02	15:17	15:31	18:07	18:27	18:46	19:11
14:02	14:17	14:32	14:47	15:46	16:01	16:16	16:27	19:41	20:11	20:44	21:14
15:02	15:17	15:32	15:46	16:42	16:57	17:12	17:32	21:44	22:14	22:44	23:14
15:58	16:10	16:22	16:34	17:47	18:02	18:17	18:26	23:44	00:54	01:54	02:54
16:46	16:58	17:10	17:22	18:41	18:59	19:19	19:39	03:54			
17:34	17:46	17:58	18:10	19:59	20:27	20:47	21:07				
18:22	18:34	18:48	19:03	21:27	21:47	22:07	22:27				
19:18	19:33	19:48	20:03	22:47	23:12	23:42	00:51				
20:18	20:33	20:50	21:05	01:51	02:51	03:55					
21:20	21:35	21:50	22:05								
22:20	22:35	22:50	23:13								
23:43	00:53	01:53	02:53								
03:53											

New Wapping Street » **8mins** » Wellington Quay » **4mins** » Thomas Street » **3mins** » St. James's Hospital » **5mins** » Inchicore » **10mins** » Ballyfermot » **8mins** » Coldcut Road » **5mins** » Neilstown Road » **7mins** » Fonthill Road » **6mins** » Liffey Valley SC

I bhfeidhm ó / Operative from 04/02/2024

Version 24.1

G2

Gleann na Life I dTreo Nua Shráid Apain
Liffey Valley to New Wapping Street

Is iad seo na hamanna imeachta ón gcéad stad

These are the departure times from the first stop

An Luan - an Aoine Monday - Friday				An Satharn Saturday				An Domhnach & Lá Saoire Poiblí Sunday & Public Holiday			
05:01	05:27	05:49	06:04	04:43	05:58	06:28	06:53	04:49	05:45	06:45	07:50
06:19	06:31	06:43	06:55	07:13	07:32	07:52	08:12	08:20	08:48	09:18	09:46
07:07	07:19	07:27	07:37	08:32	08:49	09:04	09:17	10:06	10:26	10:46	11:06
07:47	07:57	08:07	08:17	09:32	09:47	10:02	10:17	11:26	11:43	12:03	12:23
08:29	08:36	08:51	09:06	10:32	10:47	11:02	11:14	12:43	13:03	13:23	13:43
09:21	09:45	10:00	10:15	11:29	11:44	11:59	12:14	14:03	14:23	14:46	15:06
10:30	10:45	11:00	11:15	12:29	12:44	12:59	13:14	15:26	15:44	16:04	16:24
11:30	11:45	12:00	12:15	13:29	13:44	13:59	14:18	16:44	17:04	17:24	17:45
12:30	12:45	13:00	13:15	14:33	14:48	15:03	15:15	18:05	18:25	18:46	19:16
13:30	13:45	14:00	14:15	15:30	15:45	16:00	16:15	19:46	20:16	20:50	21:20
14:30	14:45	15:00	15:15	16:30	16:45	17:00	17:13	21:50	22:20	22:50	23:20
15:29	15:40	15:52	16:04	17:28	17:43	17:58	18:16	23:50	00:50	01:50	02:50
16:16	16:28	16:41	16:53	18:31	18:49	19:09	19:29	03:49			
17:05	17:17	17:29	17:42	19:49	20:15	20:35	20:55				
17:54	18:06	18:18	18:33	21:15	21:35	21:55	22:15				
18:49	19:04	19:19	19:34	22:35	23:00	23:30	00:51				
19:49	20:04	20:19	20:38	01:51	02:51	03:57					
20:53	21:08	21:23	21:38								
21:53	22:08	22:23	22:38								
23:01	23:31	00:53	01:53								
02:53	03:51										

Liffey Valley SC » **4mins** » Fonthill Road » **8mins** » Neilstown Road » **5mins** » Coldcut Road » **7mins** » Ballyfermot » **10mins** » Inchicore » **5mins** » St. James's Hospital » **4mins** » Thomas Street » **4mins** » Ormond Quay » **8mins** » New Wapping Street

I bhfeidhm ó / Operative from 04/02/2024

Version 24.1

60

Ché John Rogerson I dTreo Luas na mBó Deirge
Sir John Rogerson's Quay to Red Cow Luas

Is iad seo na hamanna imeachta ón gcéad stad

These are the departure times from the first stop

An Luan - an Aoine Monday - Friday				An Satharn Saturday				An Domhnach & Lá Saoire Poiblí Sunday & Public Holiday			
05:30	06:30	07:30	08:30	06:30	07:30	08:30	09:30	07:30	08:30	09:30	10:30
09:30	10:30	11:30	12:30	10:30	11:30	12:30	13:30	11:30	12:30	13:30	14:30
13:30	14:30	15:30	16:30	14:30	15:30	16:30	17:30	15:30	16:30	17:30	18:30
17:30	18:30	19:30	20:30	18:30	19:30	20:30	21:30	19:30	20:30	21:30	22:30
21:30	22:30	23:30		22:30	23:30			23:30			

Sir John Rogerson's Quay » **8mins** » Wellington Quay » **2mins** » Heuston Station » **5mins** » Sarsfield Road » **8mins** » Decies Road » **6mins** » Ballyfermot (Kylemore Road) » **7mins** » Cherry Orchard (Spiddal Park) » **6mins** » Palmerstown Woods » **10mins** » Clondalkin » **4mins** » Red Cow Luas

I bhfeidhm ó / Operative from 16/10/2022

60

Luas na mBó Deirge I dTreo Ché John Rogerson
Red Cow Luas to Sir John Rogerson's Quay

Is iad seo na hamanna imeachta ón gcéad stad

These are the departure times from the first stop

An Luan - an Aoine Monday - Friday				An Satharn Saturday				An Domhnach & Lá Saoire Poiblí Sunday & Public Holiday			
05:00	06:00	07:00	08:00	06:00	07:00	08:00	09:00	08:00	09:00	10:00	11:00
09:00	10:00	11:00	12:00	10:00	11:00	12:00	13:00	12:00	13:00	14:00	15:00
13:00	14:00	15:00	16:00	14:00	15:00	16:00	17:00	16:00	17:00	18:00	19:00
17:00	18:00	19:00	20:00	18:00	19:00	20:00	21:00	20:00	21:00	22:00	23:00
21:00	22:00	23:00		22:00	23:00						

Red Cow Luas » **6mins** » Clondalkin » **8mins** » Palmerstown Woods » **9mins** » Cherry Orchard (Spiddal Park) » **8mins** » Ballyfermot (Kylemore Road) » **4mins** » Decies Road » **8mins** » Memorial Gardens » **6mins** » Heuston Station » **6mins** » Ormond Quay » **11mins** » Sir John Rogerson's Quay

I bhfeidhm ó / Operative from 16/10/2022

C. Junction Modelling Results 2026

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 1 - Existing Roundabout - AM-PM.j9
Path: M:\Projects\22\22-010 Cherry Orchard - Sites 4 & 5 - C&S\Design\Civil\Traffic\Modelling 2026\3. Junction Modelling\Junction 1
Report generation date: 10/07/2026 10:47:51

»Junction 1 - Priority Roundabout - Baseline 2022, AM
»Junction 1 - Priority Roundabout - Baseline 2022, PM
»Junction 1 - Priority Roundabout - DO NOTHING 2027, AM
»Junction 1 - Priority Roundabout - DO NOTHING 2027, PM
»Junction 1 - Priority Roundabout - DO NOTHING 2032, AM
»Junction 1 - Priority Roundabout - DO NOTHING 2032, PM
»Junction 1 - Priority Roundabout - DO NOTHING 2042, AM
»Junction 1 - Priority Roundabout - DO NOTHING 2042, PM
»Junction 1 - Priority Roundabout - DO SOMETHING 2027, AM
»Junction 1 - Priority Roundabout - DO SOMETHING 2027, PM
»Junction 1 - Priority Roundabout - DO SOMETHING 2032, AM
»Junction 1 - Priority Roundabout - DO SOMETHING 2032, PM
»Junction 1 - Priority Roundabout - DO SOMETHING 2042, AM
»Junction 1 - Priority Roundabout - DO SOMETHING 2042, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Junction 1 - Priority Roundabout - Baseline 2022					
Arm 1	0.3	3.09	0.22	0.5	3.48	0.33
Arm 2	0.4	3.94	0.27	0.3	3.89	0.24
Arm 3	1.1	5.61	0.52	0.5	4.09	0.33
	Junction 1 - Priority Roundabout - DO NOTHING 2027					
Arm 1	0.3	3.12	0.24	0.8	3.90	0.43
Arm 2	0.6	4.60	0.37	0.6	5.02	0.36
Arm 3	2.0	8.21	0.66	0.3	3.74	0.25
	Junction 1 - Priority Roundabout - DO NOTHING 2032					
Arm 1	0.4	3.21	0.26	0.9	4.10	0.45
Arm 2	0.7	4.81	0.39	0.7	5.29	0.39
Arm 3	2.4	9.49	0.70	0.4	3.85	0.26
	Junction 1 - Priority Roundabout - DO NOTHING 2042					
Arm 1	0.4	3.28	0.27	1.0	4.30	0.48
Arm 2	0.7	5.00	0.41	0.7	5.56	0.41
Arm 3	3.0	11.04	0.74	0.4	3.94	0.28
	Junction 1 - Priority Roundabout - DO SOMETHING 2027					
Arm 1	0.5	3.42	0.31	1.0	4.42	0.49
Arm 2	0.7	5.02	0.39	0.7	5.56	0.39
Arm 3	2.6	10.04	0.72	0.5	4.15	0.32
	Junction 1 - Priority Roundabout - DO SOMETHING 2032					
Arm 1	0.5	3.52	0.32	1.1	4.67	0.52
Arm 2	0.7	5.26	0.42	0.8	5.90	0.42
Arm 3	3.3	12.00	0.76	0.5	4.29	0.33
	Junction 1 - Priority Roundabout - DO SOMETHING 2042					
Arm 1	0.5	3.61	0.34	1.2	4.93	0.54
Arm 2	0.8	5.49	0.44	0.8	6.24	0.45
Arm 3	4.2	14.57	0.80	0.6	4.41	0.35

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

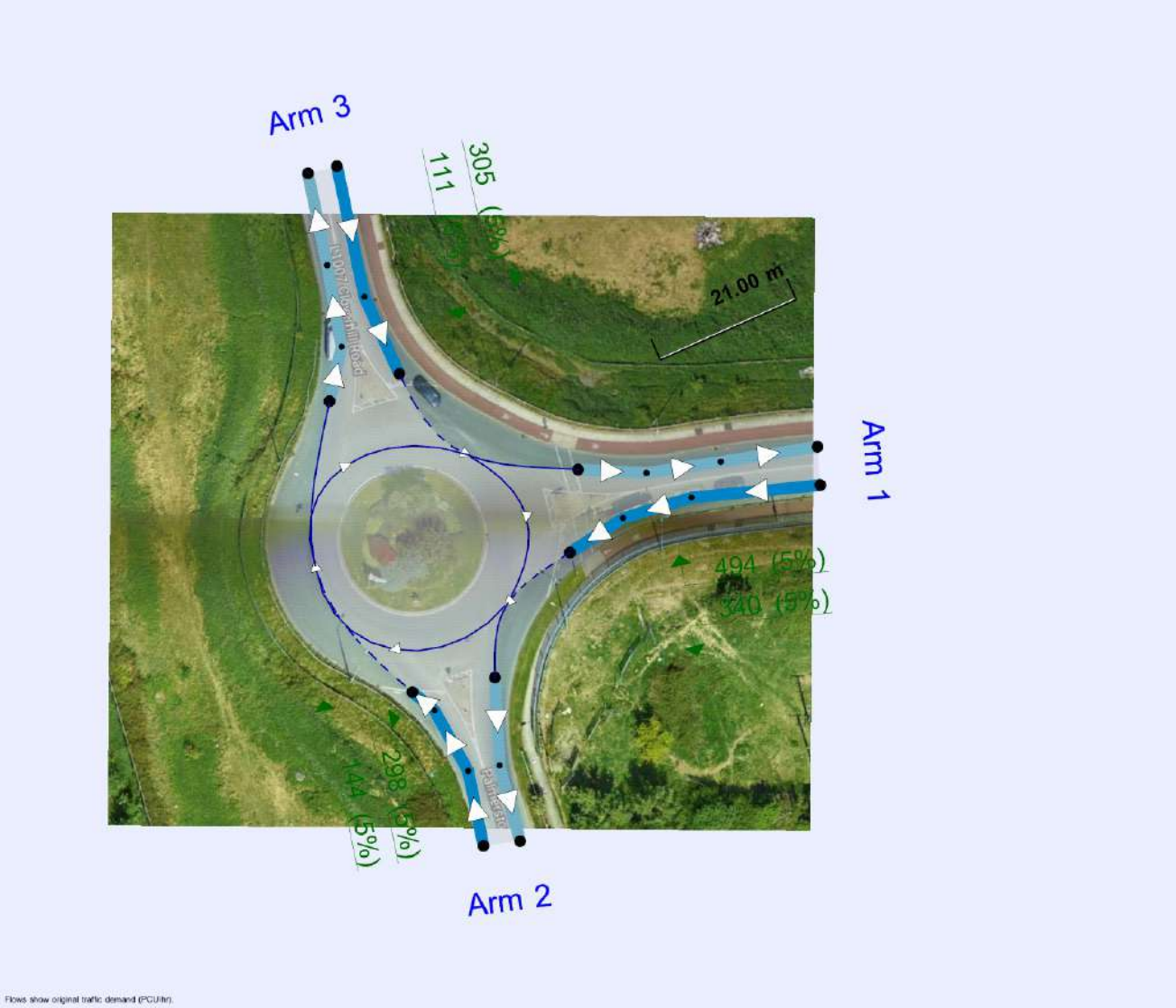
File summary

File Description

Title	
Location	
Site number	
Date	02/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\I.byrne
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline 2022	AM	ONE HOUR	08:00	09:30	15	✓
D2	Baseline 2022	PM	ONE HOUR	17:00	18:30	15	✓
D3	DO NOTHING 2027	AM	ONE HOUR	08:00	09:30	15	✓
D4	DO NOTHING 2027	PM	ONE HOUR	17:00	18:30	15	✓
D5	DO NOTHING 2032	AM	ONE HOUR	08:00	09:30	15	✓
D6	DO NOTHING 2032	PM	ONE HOUR	17:00	18:30	15	✓
D7	DO NOTHING 2042	AM	ONE HOUR	08:00	09:30	15	✓
D8	DO NOTHING 2042	PM	ONE HOUR	17:00	18:30	15	✓
D9	DO SOMETHING 2027	AM	ONE HOUR	08:00	09:30	15	✓
D10	DO SOMETHING 2027	PM	ONE HOUR	17:00	18:30	15	✓
D11	DO SOMETHING 2032	AM	ONE HOUR	08:00	09:30	15	✓
D12	DO SOMETHING 2032	PM	ONE HOUR	17:00	18:30	15	✓
D13	DO SOMETHING 2042	AM	ONE HOUR	08:00	09:30	15	✓
D14	DO SOMETHING 2042	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Junction 1 - Priority Roundabout	✓	100.000	100.000

Junction 1 - Priority Roundabout - Baseline 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Park West Ave (E)	
2	Station Road (S)	
3	Clover Hill Road (N)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.71	6.43	5.4	20.3	40.0	16.3	
2	3.54	5.49	5.2	34.7	40.0	18.7	
3	3.90	5.01	9.2	37.5	40.0	17.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.670	1767
2	0.604	1421
3	0.627	1521

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline 2022	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	309	100.000
2		ONE HOUR	✓	325	100.000
3		ONE HOUR	✓	673	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	153	156
	2	154	0	171
	3	396	277	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.22	3.09	0.3	A	284	425
2	0.27	3.94	0.4	A	298	447
3	0.52	5.61	1.1	A	618	926

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	233	58	208	1628	0.143	232	412	0.0	0.2	2.706	A
2	245	61	117	1350	0.181	244	322	0.0	0.2	3.412	A
3	507	127	116	1448	0.350	504	245	0.0	0.6	3.995	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	278	69	249	1601	0.174	278	494	0.2	0.2	2.856	A
2	292	73	140	1337	0.219	292	386	0.2	0.3	3.618	A
3	605	151	138	1434	0.422	604	294	0.6	0.8	4.552	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	340	85	304	1563	0.218	340	604	0.2	0.3	3.089	A
2	358	89	172	1317	0.272	357	473	0.3	0.4	3.935	A
3	741	185	169	1415	0.524	739	360	0.8	1.1	5.587	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	340	85	305	1563	0.218	340	606	0.3	0.3	3.090	A
2	358	89	172	1317	0.272	358	473	0.4	0.4	3.938	A
3	741	185	170	1414	0.524	741	360	1.1	1.1	5.612	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	278	69	250	1600	0.174	278	496	0.3	0.2	2.859	A
2	292	73	140	1336	0.219	293	387	0.4	0.3	3.621	A
3	605	151	139	1434	0.422	607	294	1.1	0.8	4.576	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	233	58	209	1627	0.143	233	415	0.2	0.2	2.710	A
2	245	61	118	1350	0.181	245	324	0.3	0.2	3.419	A
3	507	127	116	1448	0.350	507	246	0.8	0.6	4.022	A

Junction 1 - Priority Roundabout - Baseline 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Baseline 2022	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	493	100.000
2		ONE HOUR	✓	277	100.000
3		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	274	219
	2	190	0	87
	3	236	186	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.33	3.48	0.5	A	452	679
2	0.24	3.89	0.3	A	254	381
3	0.33	4.09	0.5	A	387	581

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	371	93	140	1674	0.222	370	320	0.0	0.3	2.896	A
2	209	52	164	1322	0.158	208	345	0.0	0.2	3.391	A
3	318	79	143	1431	0.222	317	230	0.0	0.3	3.387	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	443	111	167	1655	0.268	443	383	0.3	0.4	3.117	A
2	249	62	197	1302	0.191	249	413	0.2	0.2	3.587	A
3	379	95	171	1414	0.268	379	275	0.3	0.4	3.653	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	543	136	205	1630	0.333	542	468	0.4	0.5	3.472	A
2	305	76	241	1276	0.239	305	506	0.2	0.3	3.892	A
3	465	116	209	1390	0.334	464	337	0.4	0.5	4.080	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	543	136	205	1630	0.333	543	469	0.5	0.5	3.476	A
2	305	76	241	1275	0.239	305	506	0.3	0.3	3.894	A
3	465	116	209	1390	0.334	465	337	0.5	0.5	4.086	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	443	111	167	1655	0.268	444	383	0.5	0.4	3.123	A
2	249	62	197	1302	0.191	249	414	0.3	0.2	3.593	A
3	379	95	171	1414	0.268	380	275	0.5	0.4	3.660	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	371	93	140	1673	0.222	371	321	0.4	0.3	2.906	A
2	209	52	165	1321	0.158	209	347	0.2	0.2	3.399	A
3	318	79	143	1431	0.222	318	231	0.4	0.3	3.396	A

Junction 1 - Priority Roundabout - DO NOTHING 2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	349	100.000
2		ONE HOUR	✓	430	100.000
3		ONE HOUR	✓	803	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	159	190
	2	256	0	174
	3	568	235	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.24	3.12	0.3	A	320	480
2	0.37	4.60	0.6	A	395	592
3	0.66	8.21	2.0	A	737	1105

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	263	66	176	1649	0.159	262	617	0.0	0.2	2.723	A
2	324	81	143	1335	0.242	322	295	0.0	0.3	3.728	A
3	605	151	192	1400	0.432	601	273	0.0	0.8	4.716	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	314	78	211	1626	0.193	314	740	0.2	0.3	2.880	A
2	387	97	171	1318	0.293	386	354	0.3	0.4	4.054	A
3	722	180	230	1377	0.524	720	327	0.8	1.1	5.747	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	384	96	258	1594	0.241	384	905	0.3	0.3	3.122	A
2	473	118	209	1295	0.366	473	433	0.4	0.6	4.594	A
3	884	221	281	1344	0.658	881	400	1.1	2.0	8.097	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	384	96	259	1594	0.241	384	907	0.3	0.3	3.124	A
2	473	118	209	1295	0.366	473	434	0.6	0.6	4.601	A
3	884	221	282	1344	0.658	884	401	2.0	2.0	8.211	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	314	78	212	1625	0.193	314	743	0.3	0.3	2.883	A
2	387	97	171	1318	0.293	387	355	0.6	0.4	4.065	A
3	722	180	231	1376	0.525	725	328	2.0	1.2	5.836	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	263	66	177	1648	0.159	263	622	0.3	0.2	2.730	A
2	324	81	143	1335	0.243	324	297	0.4	0.3	3.743	A
3	605	151	193	1400	0.432	606	274	1.2	0.8	4.770	A

Junction 1 - Priority Roundabout - DO NOTHING 2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.19	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)	Run automatically
D4	DO NOTHING 2027	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	659	100.000
2		ONE HOUR	✓	385	100.000
3		ONE HOUR	✓	302	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	292	367
	2	256	0	129
	3	202	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.43	3.90	0.8	A	605	907
2	0.36	5.02	0.6	A	353	530
3	0.25	3.74	0.3	A	277	416

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	496	124	75	1717	0.289	494	343	0.0	0.4	3.088	A
2	290	72	275	1255	0.231	289	294	0.0	0.3	3.907	A
3	227	57	192	1400	0.162	227	372	0.0	0.2	3.218	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	592	148	90	1707	0.347	592	411	0.4	0.6	3.387	A
2	346	87	330	1222	0.283	346	352	0.3	0.4	4.311	A
3	271	68	230	1377	0.197	271	445	0.2	0.3	3.419	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	726	181	110	1693	0.428	725	504	0.6	0.8	3.898	A
2	424	106	404	1177	0.360	423	431	0.4	0.6	5.008	A
3	333	83	281	1344	0.247	332	545	0.3	0.3	3.734	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	726	181	110	1693	0.428	726	504	0.8	0.8	3.905	A
2	424	106	404	1177	0.360	424	432	0.6	0.6	5.018	A
3	333	83	282	1344	0.247	333	546	0.3	0.3	3.735	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	592	148	90	1707	0.347	593	412	0.8	0.6	3.399	A
2	346	87	330	1222	0.283	347	353	0.6	0.4	4.326	A
3	271	68	231	1376	0.197	272	447	0.3	0.3	3.425	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	496	124	75	1717	0.289	497	345	0.6	0.4	3.101	A
2	290	72	277	1254	0.231	290	295	0.4	0.3	3.924	A
3	227	57	193	1400	0.162	228	374	0.3	0.2	3.224	A

Junction 1 - Priority Roundabout - DO NOTHING 2032, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.83	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)	Run automatically
D5	DO NOTHING 2032	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	368	100.000
2		ONE HOUR	✓	456	100.000
3		ONE HOUR	✓	850	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	168	200
	2	271	0	185
	3	601	249	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.26	3.21	0.4	A	338	507
2	0.39	4.81	0.7	A	418	628
3	0.70	9.49	2.4	A	780	1170

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	277	69	186	1642	0.169	276	653	0.0	0.2	2.766	A
2	343	86	150	1330	0.258	342	313	0.0	0.4	3.819	A
3	640	160	203	1393	0.459	636	289	0.0	0.9	4.971	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	331	83	223	1618	0.205	331	782	0.2	0.3	2.937	A
2	410	102	180	1313	0.312	409	374	0.4	0.5	4.183	A
3	764	191	243	1368	0.558	762	346	0.9	1.3	6.222	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	405	101	273	1584	0.256	405	957	0.3	0.4	3.204	A
2	502	126	220	1288	0.390	501	458	0.5	0.7	4.798	A
3	936	234	298	1334	0.702	932	423	1.3	2.4	9.291	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	405	101	274	1584	0.256	405	960	0.4	0.4	3.207	A
2	502	126	220	1288	0.390	502	459	0.7	0.7	4.808	A
3	936	234	298	1334	0.702	936	424	2.4	2.4	9.487	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	331	83	225	1616	0.205	331	787	0.4	0.3	2.943	A
2	410	102	180	1312	0.312	411	376	0.7	0.5	4.196	A
3	764	191	244	1368	0.559	768	347	2.4	1.3	6.353	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	277	69	188	1641	0.169	277	658	0.3	0.2	2.771	A
2	343	86	151	1330	0.258	344	315	0.5	0.4	3.832	A
3	640	160	204	1393	0.459	642	290	1.3	0.9	5.047	A

Junction 1 - Priority Roundabout - DO NOTHING 2032, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	DO NOTHING 2032	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	697	100.000
2		ONE HOUR	✓	408	100.000
3		ONE HOUR	✓	319	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	309	388
	2	271	0	137
	3	213	106	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.45	4.10	0.9	A	640	959
2	0.39	5.29	0.7	A	374	562
3	0.26	3.85	0.4	A	293	439

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	525	131	80	1714	0.306	523	363	0.0	0.5	3.170	A
2	307	77	291	1245	0.247	306	311	0.0	0.3	4.018	A
3	240	60	203	1393	0.172	239	394	0.0	0.2	3.274	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	627	157	95	1703	0.368	626	435	0.5	0.6	3.506	A
2	367	92	348	1211	0.303	366	373	0.3	0.5	4.475	A
3	287	72	243	1368	0.210	287	471	0.2	0.3	3.494	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	767	192	117	1689	0.454	766	532	0.6	0.9	4.092	A
2	449	112	427	1163	0.386	448	456	0.5	0.7	5.282	A
3	351	88	298	1334	0.263	351	577	0.3	0.4	3.842	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	767	192	117	1689	0.454	767	533	0.9	0.9	4.101	A
2	449	112	427	1163	0.386	449	457	0.7	0.7	5.294	A
3	351	88	298	1334	0.263	351	578	0.4	0.4	3.847	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	627	157	95	1703	0.368	628	436	0.9	0.6	3.516	A
2	367	92	349	1210	0.303	368	374	0.7	0.5	4.490	A
3	287	72	244	1368	0.210	287	473	0.4	0.3	3.501	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	525	131	80	1714	0.306	525	365	0.6	0.5	3.181	A
2	307	77	292	1244	0.247	308	313	0.5	0.3	4.036	A
3	240	60	204	1393	0.172	240	396	0.3	0.2	3.282	A

Junction 1 - Priority Roundabout - DO NOTHING 2042, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	DO NOTHING 2042	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	384	100.000
2		ONE HOUR	✓	478	100.000
3		ONE HOUR	✓	893	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	176	208
	2	284	0	194
	3	631	262	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.27	3.28	0.4	A	352	529
2	0.41	5.00	0.7	A	439	658
3	0.74	11.04	3.0	B	819	1229

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	289	72	196	1636	0.177	288	685	0.0	0.2	2.804	A
2	360	90	156	1327	0.271	358	328	0.0	0.4	3.896	A
3	672	168	213	1387	0.485	668	302	0.0	1.0	5.230	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	345	86	235	1610	0.214	345	821	0.2	0.3	2.988	A
2	430	107	187	1308	0.328	429	393	0.4	0.5	4.298	A
3	803	201	255	1361	0.590	801	361	1.0	1.5	6.724	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	423	106	287	1575	0.268	422	1003	0.3	0.4	3.279	A
2	526	132	229	1283	0.410	525	480	0.5	0.7	4.985	A
3	983	246	312	1325	0.742	978	442	1.5	2.9	10.704	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	423	106	288	1574	0.269	423	1007	0.4	0.4	3.282	A
2	526	132	229	1283	0.410	526	482	0.7	0.7	4.996	A
3	983	246	313	1325	0.742	983	443	2.9	3.0	11.036	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	345	86	237	1608	0.215	346	827	0.4	0.3	2.993	A
2	430	107	187	1308	0.329	431	396	0.7	0.5	4.313	A
3	803	201	256	1360	0.590	808	362	3.0	1.5	6.915	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	289	72	198	1635	0.177	289	691	0.3	0.2	2.811	A
2	360	90	157	1326	0.271	360	330	0.5	0.4	3.914	A
3	672	168	214	1387	0.485	674	303	1.5	1.0	5.325	A

Junction 1 - Priority Roundabout - DO NOTHING 2042, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	DO NOTHING 2042	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	732	100.000
2		ONE HOUR	✓	428	100.000
3		ONE HOUR	✓	333	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	325	407
	2	284	0	144
	3	222	111	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.48	4.30	1.0	A	672	1008
2	0.41	5.56	0.7	A	393	589
3	0.28	3.94	0.4	A	306	458

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	551	138	83	1711	0.322	549	379	0.0	0.5	3.246	A
2	322	81	305	1237	0.261	321	327	0.0	0.4	4.120	A
3	251	63	213	1387	0.181	250	413	0.0	0.2	3.319	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	658	165	100	1700	0.387	657	454	0.5	0.7	3.622	A
2	385	96	366	1200	0.321	384	392	0.4	0.5	4.629	A
3	299	75	255	1361	0.220	299	495	0.2	0.3	3.559	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	806	201	122	1685	0.478	805	556	0.7	1.0	4.287	A
2	471	118	447	1151	0.410	470	479	0.5	0.7	5.548	A
3	367	92	312	1325	0.277	366	606	0.3	0.4	3.940	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	806	201	122	1685	0.478	806	557	1.0	1.0	4.298	A
2	471	118	448	1150	0.410	471	480	0.7	0.7	5.565	A
3	367	92	313	1325	0.277	367	607	0.4	0.4	3.944	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	658	165	100	1700	0.387	659	456	1.0	0.7	3.637	A
2	385	96	367	1200	0.321	386	393	0.7	0.5	4.650	A
3	299	75	256	1360	0.220	300	496	0.4	0.3	3.564	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	551	138	84	1711	0.322	552	381	0.7	0.5	3.261	A
2	322	81	307	1236	0.261	323	329	0.5	0.4	4.143	A
3	251	63	214	1387	0.181	251	415	0.3	0.2	3.328	A

Junction 1 - Priority Roundabout - DO SOMETHING 2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	DO SOMETHING 2027	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	445	100.000
2		ONE HOUR	✓	442	100.000
3		ONE HOUR	✓	872	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	173	272
	2	268	0	174
	3	637	235	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.31	3.42	0.5	A	408	613
2	0.39	5.02	0.7	A	406	608
3	0.72	10.04	2.6	B	800	1200

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	335	84	176	1649	0.203	334	678	0.0	0.3	2.870	A
2	333	83	204	1298	0.256	331	306	0.0	0.4	3.905	A
3	656	164	201	1395	0.471	653	335	0.0	0.9	5.069	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	400	100	211	1626	0.246	400	812	0.3	0.3	3.082	A
2	397	99	244	1274	0.312	397	366	0.4	0.5	4.310	A
3	784	196	241	1370	0.572	782	401	0.9	1.4	6.409	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	490	122	257	1595	0.307	489	992	0.3	0.5	3.418	A
2	487	122	299	1240	0.392	486	448	0.5	0.7	5.004	A
3	960	240	295	1336	0.719	955	490	1.4	2.6	9.801	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	490	122	259	1594	0.307	490	996	0.5	0.5	3.423	A
2	487	122	299	1240	0.392	487	449	0.7	0.7	5.015	A
3	960	240	295	1336	0.719	960	491	2.6	2.6	10.039	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	400	100	213	1625	0.246	401	818	0.5	0.3	3.090	A
2	397	99	245	1273	0.312	398	368	0.7	0.5	4.322	A
3	784	196	241	1369	0.572	789	402	2.6	1.4	6.563	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	335	84	177	1648	0.203	335	683	0.3	0.3	2.881	A
2	333	83	205	1297	0.256	333	308	0.5	0.4	3.922	A
3	656	164	202	1394	0.471	658	336	1.4	0.9	5.151	A

Junction 1 - Priority Roundabout - DO SOMETHING 2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.65	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)	Run automatically
D10	DO SOMETHING 2027	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	761	100.000
2		ONE HOUR	✓	399	100.000
3		ONE HOUR	✓	385	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	307	454
	2	270	0	129
	3	285	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.49	4.42	1.0	A	698	1047
2	0.39	5.56	0.7	A	366	549
3	0.32	4.15	0.5	A	353	530

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	573	143	75	1717	0.334	571	416	0.0	0.5	3.293	A
2	300	75	341	1215	0.247	299	305	0.0	0.3	4.119	A
3	290	72	202	1394	0.208	289	437	0.0	0.3	3.417	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	684	171	90	1707	0.401	683	498	0.5	0.7	3.691	A
2	359	90	408	1175	0.305	358	366	0.3	0.5	4.627	A
3	346	87	242	1369	0.253	346	524	0.3	0.4	3.695	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	838	209	110	1694	0.495	837	610	0.7	1.0	4.405	A
2	439	110	499	1120	0.392	438	447	0.5	0.7	5.543	A
3	424	106	297	1335	0.318	423	641	0.4	0.5	4.146	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	838	209	110	1693	0.495	838	611	1.0	1.0	4.417	A
2	439	110	500	1119	0.393	439	448	0.7	0.7	5.559	A
3	424	106	297	1334	0.318	424	642	0.5	0.5	4.151	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	684	171	90	1707	0.401	685	500	1.0	0.7	3.707	A
2	359	90	409	1174	0.306	360	367	0.7	0.5	4.646	A
3	346	87	243	1368	0.253	347	525	0.5	0.4	3.703	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	573	143	75	1717	0.334	574	418	0.7	0.5	3.308	A
2	300	75	342	1214	0.247	301	307	0.5	0.3	4.139	A
3	290	72	204	1393	0.208	290	439	0.4	0.3	3.430	A

Junction 1 - Priority Roundabout - DO SOMETHING 2032, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	DO SOMETHING 2032	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	464	100.000
2		ONE HOUR	✓	468	100.000
3		ONE HOUR	✓	919	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	182	282
	2	283	0	185
	3	670	249	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.32	3.52	0.5	A	426	639
2	0.42	5.26	0.7	A	429	644
3	0.76	12.00	3.3	B	843	1265

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	349	87	186	1642	0.213	348	714	0.0	0.3	2.918	A
2	352	88	212	1293	0.272	351	323	0.0	0.4	4.004	A
3	692	173	212	1388	0.499	688	350	0.0	1.0	5.369	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	417	104	223	1618	0.258	417	855	0.3	0.4	3.147	A
2	421	105	253	1268	0.332	420	387	0.4	0.5	4.455	A
3	826	207	254	1361	0.607	824	419	1.0	1.6	7.002	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	511	128	272	1585	0.322	510	1044	0.4	0.5	3.516	A
2	515	129	310	1234	0.418	514	473	0.5	0.7	5.248	A
3	1012	253	311	1326	0.763	1005	513	1.6	3.2	11.564	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	511	128	274	1584	0.323	511	1049	0.5	0.5	3.522	A
2	515	129	310	1234	0.418	515	474	0.7	0.7	5.262	A
3	1012	253	312	1325	0.763	1012	514	3.2	3.3	12.005	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	417	104	226	1616	0.258	418	862	0.5	0.4	3.154	A
2	421	105	254	1268	0.332	422	389	0.7	0.5	4.473	A
3	826	207	255	1361	0.607	833	420	3.3	1.7	7.241	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	349	87	188	1641	0.213	350	720	0.4	0.3	2.929	A
2	352	88	213	1293	0.273	353	325	0.5	0.4	4.025	A
3	692	173	213	1387	0.499	694	352	1.7	1.1	5.476	A

Junction 1 - Priority Roundabout - DO SOMETHING 2032, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	DO SOMETHING 2032	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	799	100.000
2		ONE HOUR	✓	422	100.000
3		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	324	475
	2	285	0	137
	3	296	106	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.52	4.67	1.1	A	733	1100
2	0.42	5.90	0.8	A	387	581
3	0.33	4.29	0.5	A	369	553

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	602	150	79	1714	0.351	599	436	0.0	0.6	3.384	A
2	318	79	356	1206	0.263	316	323	0.0	0.4	4.242	A
3	303	76	214	1387	0.218	301	459	0.0	0.3	3.480	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	718	180	95	1703	0.422	718	522	0.6	0.8	3.830	A
2	379	95	427	1163	0.326	379	386	0.4	0.5	4.815	A
3	361	90	256	1360	0.266	361	550	0.3	0.4	3.782	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	880	220	117	1689	0.521	878	639	0.8	1.1	4.653	A
2	465	116	522	1106	0.420	464	473	0.5	0.8	5.869	A
3	443	111	313	1324	0.334	442	673	0.4	0.5	4.280	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	880	220	117	1689	0.521	880	640	1.1	1.1	4.670	A
2	465	116	523	1105	0.420	465	473	0.8	0.8	5.900	A
3	443	111	314	1324	0.334	443	674	0.5	0.5	4.288	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	718	180	95	1703	0.422	720	523	1.1	0.8	3.848	A
2	379	95	428	1163	0.326	380	387	0.8	0.5	4.837	A
3	361	90	257	1360	0.266	362	551	0.5	0.4	3.789	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	602	150	80	1714	0.351	602	438	0.8	0.6	3.405	A
2	318	79	358	1205	0.264	318	324	0.5	0.4	4.265	A
3	303	76	215	1386	0.218	303	461	0.4	0.3	3.493	A

Junction 1 - Priority Roundabout - DO SOMETHING 2042, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.54	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)	Run automatically
D13	DO SOMETHING 2042	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	480	100.000
2		ONE HOUR	✓	490	100.000
3		ONE HOUR	✓	962	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	190	290
	2	296	0	194
	3	700	262	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.34	3.61	0.5	A	440	661
2	0.44	5.49	0.8	A	450	674
3	0.80	14.57	4.2	B	883	1324

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	361	90	196	1636	0.221	360	746	0.0	0.3	2.960	A
2	369	92	218	1290	0.286	367	339	0.0	0.4	4.090	A
3	724	181	222	1382	0.524	720	363	0.0	1.1	5.672	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	432	108	235	1610	0.268	431	893	0.3	0.4	3.207	A
2	440	110	260	1264	0.349	440	405	0.4	0.6	4.585	A
3	865	216	266	1354	0.639	862	435	1.1	1.8	7.639	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	528	132	286	1576	0.335	528	1090	0.4	0.5	3.606	A
2	540	135	319	1228	0.439	538	495	0.6	0.8	5.471	A
3	1059	265	325	1317	0.804	1050	532	1.8	4.0	13.745	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	528	132	288	1574	0.336	528	1096	0.5	0.5	3.614	A
2	540	135	319	1228	0.439	539	498	0.8	0.8	5.487	A
3	1059	265	326	1316	0.805	1059	533	4.0	4.2	14.569	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	432	108	238	1608	0.268	432	903	0.5	0.4	3.218	A
2	440	110	261	1263	0.349	442	409	0.8	0.6	4.605	A
3	865	216	267	1354	0.639	874	436	4.2	1.9	8.021	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	361	90	198	1635	0.221	362	752	0.4	0.3	2.970	A
2	369	92	219	1289	0.286	369	341	0.6	0.4	4.112	A
3	724	181	223	1381	0.524	727	365	1.9	1.2	5.809	A

Junction 1 - Priority Roundabout - DO SOMETHING 2042, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	DO SOMETHING 2042	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	834	100.000
2		ONE HOUR	✓	442	100.000
3		ONE HOUR	✓	416	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	340	494
	2	298	0	144
	3	305	111	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	5	0	5
	3	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.54	4.93	1.2	A	765	1148
2	0.45	6.24	0.8	A	406	608
3	0.35	4.41	0.6	A	382	573

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	628	157	83	1711	0.367	625	452	0.0	0.6	3.474	A
2	333	83	370	1197	0.278	331	338	0.0	0.4	4.356	A
3	313	78	223	1381	0.227	312	478	0.0	0.3	3.534	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	750	187	100	1700	0.441	749	541	0.6	0.8	3.969	A
2	397	99	444	1153	0.345	397	405	0.4	0.5	4.990	A
3	374	93	268	1353	0.276	374	573	0.3	0.4	3.858	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	918	230	122	1685	0.545	917	663	0.8	1.2	4.905	A
2	487	122	543	1093	0.445	486	496	0.5	0.8	6.210	A
3	458	115	327	1316	0.348	457	701	0.4	0.6	4.402	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	918	230	122	1685	0.545	918	664	1.2	1.2	4.927	A
2	487	122	544	1092	0.445	487	497	0.8	0.8	6.238	A
3	458	115	328	1315	0.348	458	702	0.6	0.6	4.409	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	750	187	100	1700	0.441	751	543	1.2	0.8	3.990	A
2	397	99	445	1152	0.345	398	406	0.8	0.6	5.023	A
3	374	93	269	1352	0.277	375	575	0.6	0.4	3.868	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	628	157	84	1711	0.367	629	455	0.8	0.6	3.494	A
2	333	83	372	1196	0.278	333	340	0.6	0.4	4.385	A
3	313	78	225	1380	0.227	314	481	0.4	0.3	3.548	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Junction 2 - Existing T-junction - AM-PM.j9
Path: M:\Projects\22\22-010 Cherry Orchard - Sites 4 & 5 - C&S\Design\Civil\Traffic\Modelling 2026\3. Junction Modelling\Junction 2
Report generation date: 10/07/2026 11:49:42

»Junction 2 - Existing T-junction - Baseline 2022, AM
»Junction 2 - Existing T-junction - Baseline 2022, PM
»Junction 2 - Existing T-junction - DO NOTHING 2027, AM
»Junction 2 - Existing T-junction - DO NOTHING 2027, PM
»Junction 2 - Existing T-junction - DO NOTHING 2032, AM
»Junction 2 - Existing T-junction - DO NOTHING 2032, PM
»Junction 2 - Existing T-junction - DO NOTHING 2042, AM
»Junction 2 - Existing T-junction - DO NOTHING 2042, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Junction 2 - Existing T-junction - Baseline 2022					
Stream B-AC	0.0	9.26	0.05	0.0	7.96	0.01
Stream C-AB	0.0	7.86	0.01	0.0	0.00	0.00
	Junction 2 - Existing T-junction - DO NOTHING 2027					
Stream B-AC	0.1	9.83	0.05	0.0	8.33	0.02
Stream C-AB	0.0	8.18	0.01	0.0	0.00	0.00
	Junction 2 - Existing T-junction - DO NOTHING 2032					
Stream B-AC	0.1	10.87	0.07	0.0	8.30	0.02
Stream C-AB	0.0	8.40	0.01	0.0	0.00	0.00
	Junction 2 - Existing T-junction - DO NOTHING 2042					
Stream B-AC	0.1	10.78	0.06	0.0	8.47	0.02
Stream C-AB	0.0	8.59	0.01	0.0	0.00	0.00

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

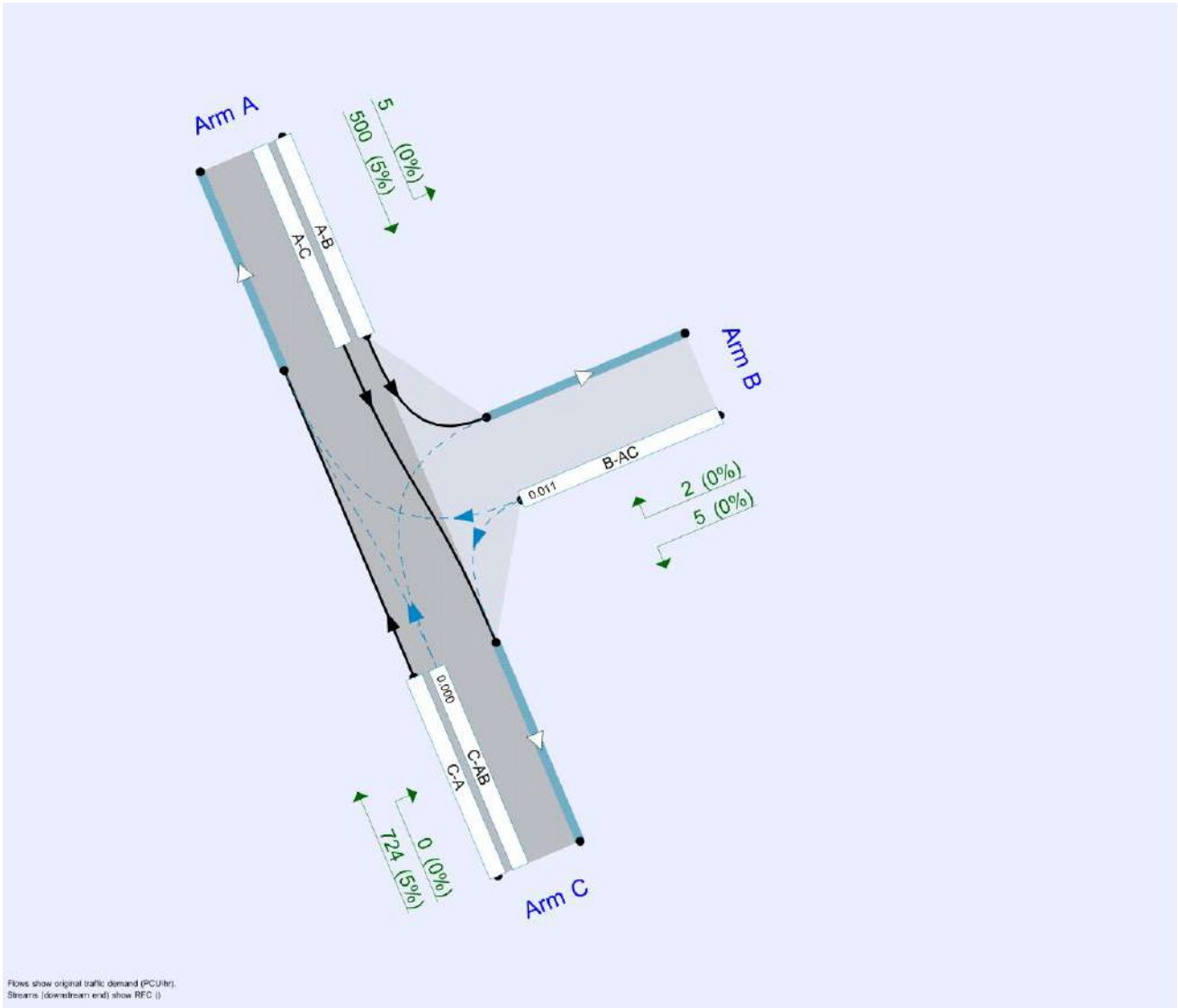
File summary

File Description

Title	
Location	
Site number	
Date	02/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\I.byrne
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline 2022	AM	ONE HOUR	08:00	09:30	15	✓
D2	Baseline 2022	PM	ONE HOUR	17:00	18:30	15	✓
D3	DO NOTHING 2027	AM	ONE HOUR	08:00	09:30	15	✓
D4	DO NOTHING 2027	PM	ONE HOUR	17:00	18:30	15	✓
D5	DO NOTHING 2032	AM	ONE HOUR	08:00	09:30	15	✓
D6	DO NOTHING 2032	PM	ONE HOUR	17:00	18:30	15	✓
D7	DO NOTHING 2042	AM	ONE HOUR	08:00	09:30	15	✓
D8	DO NOTHING 2042	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Junction 2 - Existing T-junction	✓	100.000	100.000

Junction 2 - Existing T-junction - Baseline 2022, 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		0.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Park West Avenue (N)		Major
B	Cedar Brook Avenue (E)		Minor
C	Park West Avenue (S)		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	9.00			100.0	✓	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	2.80	60	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	516	0.082	0.207	0.130	0.295
B-C	648	0.086	0.218	-	-
C-B	632	0.213	0.213	-	-

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)	Run automatically
D1	Baseline 2022	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	736	100.000
B		ONE HOUR	✓	17	100.000
C		ONE HOUR	✓	287	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	735
	B	5	0	12
	C	283	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	9.26	0.0	A	16	23
C-AB	0.01	7.86	0.0	A	4	6
C-A					260	390
A-B					0.92	1
A-C					674	1012

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	470	0.027	13	0.0	0.0	7.864	A
C-AB	3	0.75	515	0.006	3	0.0	0.0	7.029	A
C-A	213	53			213				
A-B	0.75	0.19			0.75				
A-C	553	138			553				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	444	0.034	15	0.0	0.0	8.394	A
C-AB	4	0.90	493	0.007	4	0.0	0.0	7.358	A
C-A	254	64			254				
A-B	0.90	0.22			0.90				
A-C	661	165			661				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	407	0.046	19	0.0	0.0	9.259	A
C-AB	4	1	462	0.010	4	0.0	0.0	7.863	A
C-A	312	78			312				
A-B	1	0.28			1				
A-C	809	202			809				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	407	0.046	19	0.0	0.0	9.261	A
C-AB	4	1	462	0.010	4	0.0	0.0	7.863	A
C-A	312	78			312				
A-B	1	0.28			1				
A-C	809	202			809				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	444	0.034	15	0.0	0.0	8.398	A
C-AB	4	0.90	493	0.007	4	0.0	0.0	7.358	A
C-A	254	64			254				
A-B	0.90	0.22			0.90				
A-C	661	165			661				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	470	0.027	13	0.0	0.0	7.870	A
C-AB	3	0.75	515	0.006	3	0.0	0.0	7.029	A
C-A	213	53			213				
A-B	0.75	0.19			0.75				
A-C	553	138			553				

Junction 2 - Existing T-junction - Baseline 2022, 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)	Run automatically
D2	Baseline 2022	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	398	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	587	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	4	394
	B	2	0	4
	C	587	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.96	0.0	A	6	8
C-AB	0.00	0.00	0.0	A	0	0
C-A					539	808
A-B					4	6
A-C					362	542

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	505	0.009	4	0.0	0.0	7.197	A
C-AB	0	0	1165	0.000	0	0.0	0.0	0.000	A
C-A	442	110			442				
A-B	3	0.75			3				
A-C	297	74			297				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	486	0.011	5	0.0	0.0	7.494	A
C-AB	0	0	1139	0.000	0	0.0	0.0	0.000	A
C-A	528	132			528				
A-B	4	0.90			4				
A-C	354	89			354				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	459	0.014	7	0.0	0.0	7.958	A
C-AB	0	0	1104	0.000	0	0.0	0.0	0.000	A
C-A	646	162			646				
A-B	4	1			4				
A-C	434	108			434				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	459	0.014	7	0.0	0.0	7.958	A
C-AB	0	0	1104	0.000	0	0.0	0.0	0.000	A
C-A	646	162			646				
A-B	4	1			4				
A-C	434	108			434				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	486	0.011	5	0.0	0.0	7.494	A
C-AB	0	0	1139	0.000	0	0.0	0.0	0.000	A
C-A	528	132			528				
A-B	4	0.90			4				
A-C	354	89			354				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	505	0.009	5	0.0	0.0	7.198	A
C-AB	0	0	1165	0.000	0	0.0	0.0	0.000	A
C-A	442	110			442				
A-B	3	0.75			3				
A-C	297	74			297				

Junction 2 - Existing T-junction - DO NOTHING 2027, 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		0.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	816	100.000
B		ONE HOUR	✓	18	100.000
C		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	815
	B	5	0	13
	C	349	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	9.83	0.1	A	17	25
C-AB	0.01	8.18	0.0	A	4	6
C-A					320	480
A-B					0.92	1
A-C					748	1122

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	457	0.030	13	0.0	0.0	8.114	A
C-AB	3	0.76	503	0.006	3	0.0	0.0	7.205	A
C-A	263	66			263				
A-B	0.75	0.19			0.75				
A-C	614	153			614				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	428	0.038	16	0.0	0.0	8.751	A
C-AB	4	0.90	478	0.008	4	0.0	0.0	7.588	A
C-A	314	78			314				
A-B	0.90	0.22			0.90				
A-C	733	183			733				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	386	0.051	20	0.0	0.1	9.828	A
C-AB	4	1	444	0.010	4	0.0	0.0	8.184	A
C-A	384	96			384				
A-B	1	0.28			1				
A-C	897	224			897				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	386	0.051	20	0.1	0.1	9.830	A
C-AB	4	1	444	0.010	4	0.0	0.0	8.184	A
C-A	384	96			384				
A-B	1	0.28			1				
A-C	897	224			897				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	428	0.038	16	0.1	0.0	8.756	A
C-AB	4	0.90	478	0.008	4	0.0	0.0	7.591	A
C-A	314	78			314				
A-B	0.90	0.22			0.90				
A-C	733	183			733				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	457	0.030	14	0.0	0.0	8.118	A
C-AB	3	0.76	503	0.006	3	0.0	0.0	7.205	A
C-A	263	66			263				
A-B	0.75	0.19			0.75				
A-C	614	153			614				

Junction 2 - Existing T-junction - DO NOTHING 2027, 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)	Run automatically
D4	DO NOTHING 2027	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	456	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	651	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	4	452
	B	2	0	4
	C	651	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	8.33	0.0	A	6	8
C-AB	0.00	0.00	0.0	A	0	0
C-A					597	896
A-B					4	6
A-C					415	622

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	492	0.009	4	0.0	0.0	7.390	A
C-AB	0	0	1146	0.000	0	0.0	0.0	0.000	A
C-A	490	123			490				
A-B	3	0.75			3				
A-C	340	85			340				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	470	0.011	5	0.0	0.0	7.750	A
C-AB	0	0	1116	0.000	0	0.0	0.0	0.000	A
C-A	585	146			585				
A-B	4	0.90			4				
A-C	406	102			406				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	439	0.015	7	0.0	0.0	8.326	A
C-AB	0	0	1076	0.000	0	0.0	0.0	0.000	A
C-A	717	179			717				
A-B	4	1			4				
A-C	498	124			498				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	439	0.015	7	0.0	0.0	8.326	A
C-AB	0	0	1076	0.000	0	0.0	0.0	0.000	A
C-A	717	179			717				
A-B	4	1			4				
A-C	498	124			498				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	470	0.011	5	0.0	0.0	7.752	A
C-AB	0	0	1116	0.000	0	0.0	0.0	0.000	A
C-A	585	146			585				
A-B	4	0.90			4				
A-C	406	102			406				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	492	0.009	5	0.0	0.0	7.393	A
C-AB	0	0	1146	0.000	0	0.0	0.0	0.000	A
C-A	490	123			490				
A-B	3	0.75			3				
A-C	340	85			340				

Junction 2 - Existing T-junction - DO NOTHING 2032, 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		0.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DO NOTHING 2032	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	864	100.000
B		ONE HOUR	✓	22	100.000
C		ONE HOUR	✓	373	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	863
	B	8	0	14
	C	368	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	10.87	0.1	B	20	30
C-AB	0.01	8.40	0.0	A	5	7
C-A					338	506
A-B					0.92	1
A-C					792	1188

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	433	0.038	16	0.0	0.0	8.645	A
C-AB	4	0.95	496	0.008	4	0.0	0.0	7.321	A
C-A	277	69			277				
A-B	0.75	0.19			0.75				
A-C	650	162			650				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	401	0.049	20	0.0	0.1	9.450	A
C-AB	5	1	470	0.010	5	0.0	0.0	7.740	A
C-A	331	83			331				
A-B	0.90	0.22			0.90				
A-C	776	194			776				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	355	0.068	24	0.1	0.1	10.863	B
C-AB	6	1	435	0.013	6	0.0	0.0	8.396	A
C-A	405	101			405				
A-B	1	0.28			1				
A-C	950	238			950				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	355	0.068	24	0.1	0.1	10.867	B
C-AB	6	1	435	0.013	6	0.0	0.0	8.397	A
C-A	405	101			405				
A-B	1	0.28			1				
A-C	950	238			950				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	401	0.049	20	0.1	0.1	9.456	A
C-AB	5	1	470	0.010	5	0.0	0.0	7.741	A
C-A	331	83			331				
A-B	0.90	0.22			0.90				
A-C	776	194			776				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	433	0.038	17	0.1	0.0	8.652	A
C-AB	4	0.95	496	0.008	4	0.0	0.0	7.324	A
C-A	277	69			277				
A-B	0.75	0.19			0.75				
A-C	650	162			650				

Junction 2 - Existing T-junction - DO NOTHING 2032, 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)	Run automatically
D6	DO NOTHING 2032	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	483	100.000
B		ONE HOUR	✓	7	100.000
C		ONE HOUR	✓	690	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	478
	B	2	0	5
	C	690	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	8.30	0.0	A	6	10
C-AB	0.00	0.00	0.0	A	0	0
C-A					633	950
A-B					5	7
A-C					439	658

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	496	0.011	5	0.0	0.0	7.341	A
C-AB	0	0	1137	0.000	0	0.0	0.0	0.000	A
C-A	519	130			519				
A-B	4	0.94			4				
A-C	360	90			360				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	473	0.013	6	0.0	0.0	7.711	A
C-AB	0	0	1106	0.000	0	0.0	0.0	0.000	A
C-A	620	155			620				
A-B	4	1			4				
A-C	430	107			430				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	441	0.017	8	0.0	0.0	8.305	A
C-AB	0	0	1063	0.000	0	0.0	0.0	0.000	A
C-A	760	190			760				
A-B	6	1			6				
A-C	526	132			526				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	441	0.017	8	0.0	0.0	8.305	A
C-AB	0	0	1063	0.000	0	0.0	0.0	0.000	A
C-A	760	190			760				
A-B	6	1			6				
A-C	526	132			526				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	473	0.013	6	0.0	0.0	7.713	A
C-AB	0	0	1106	0.000	0	0.0	0.0	0.000	A
C-A	620	155			620				
A-B	4	1			4				
A-C	430	107			430				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	496	0.011	5	0.0	0.0	7.342	A
C-AB	0	0	1137	0.000	0	0.0	0.0	0.000	A
C-A	519	130			519				
A-B	4	0.94			4				
A-C	360	90			360				

Junction 2 - Existing T-junction - DO NOTHING 2042, 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		0.20	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)	Run automatically
D7	DO NOTHING 2042	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	907	100.000
B		ONE HOUR	✓	20	100.000
C		ONE HOUR	✓	389	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	906
	B	6	0	14
	C	384	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	10.78	0.1	B	18	28
C-AB	0.01	8.59	0.0	A	5	7
C-A					352	528
A-B					0.92	1
A-C					831	1247

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	436	0.035	15	0.0	0.0	8.544	A
C-AB	4	0.95	489	0.008	4	0.0	0.0	7.423	A
C-A	289	72			289				
A-B	0.75	0.19			0.75				
A-C	682	171			682				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	403	0.045	18	0.0	0.0	9.351	A
C-AB	5	1	462	0.010	5	0.0	0.0	7.877	A
C-A	345	86			345				
A-B	0.90	0.22			0.90				
A-C	814	204			814				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	356	0.062	22	0.0	0.1	10.778	B
C-AB	6	1	425	0.013	6	0.0	0.0	8.591	A
C-A	423	106			423				
A-B	1	0.28			1				
A-C	998	249			998				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	356	0.062	22	0.1	0.1	10.782	B
C-AB	6	1	425	0.013	6	0.0	0.0	8.593	A
C-A	423	106			423				
A-B	1	0.28			1				
A-C	998	249			998				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	403	0.045	18	0.1	0.0	9.359	A
C-AB	5	1	462	0.010	5	0.0	0.0	7.877	A
C-A	345	86			345				
A-B	0.90	0.22			0.90				
A-C	814	204			814				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	436	0.035	15	0.0	0.0	8.553	A
C-AB	4	0.95	489	0.008	4	0.0	0.0	7.426	A
C-A	289	72			289				
A-B	0.75	0.19			0.75				
A-C	682	171			682				

Junction 2 - Existing T-junction - DO NOTHING 2042, 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)	Run automatically
D8	DO NOTHING 2042	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	505	100.000
B		ONE HOUR	✓	7	100.000
C		ONE HOUR	✓	724	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	500
	B	2	0	5
	C	724	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	8.47	0.0	A	6	10
C-AB	0.00	0.00	0.0	A	0	0
C-A					664	997
A-B					5	7
A-C					459	688

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	490	0.011	5	0.0	0.0	7.423	A
C-AB	0	0	1129	0.000	0	0.0	0.0	0.000	A
C-A	545	136			545				
A-B	4	0.94			4				
A-C	376	94			376				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	467	0.013	6	0.0	0.0	7.821	A
C-AB	0	0	1097	0.000	0	0.0	0.0	0.000	A
C-A	651	163			651				
A-B	4	1			4				
A-C	449	112			449				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	433	0.018	8	0.0	0.0	8.469	A
C-AB	0	0	1053	0.000	0	0.0	0.0	0.000	A
C-A	797	199			797				
A-B	6	1			6				
A-C	551	138			551				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	433	0.018	8	0.0	0.0	8.469	A
C-AB	0	0	1053	0.000	0	0.0	0.0	0.000	A
C-A	797	199			797				
A-B	6	1			6				
A-C	551	138			551				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	467	0.013	6	0.0	0.0	7.821	A
C-AB	0	0	1097	0.000	0	0.0	0.0	0.000	A
C-A	651	163			651				
A-B	4	1			4				
A-C	449	112			449				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	490	0.011	5	0.0	0.0	7.423	A
C-AB	0	0	1129	0.000	0	0.0	0.0	0.000	A
C-A	545	136			545				
A-B	4	0.94			4				
A-C	376	94			376				

TRANSYT 17

Version: 17.0.2.2770
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Filename: Import of Junction 2 - Proposed Signalised Crossroads - AM.t17
Path: M:\Projects\22\22-010 Cherry Orchard - Sites 4 & 5 - C&S\Design\Civil\Traffic\Modelling 2026\3. Junction Modelling\Junction 2
Report generation date: 14/07/2026 14:33:54

»A1 - Junction 2 - Proposed Layout : D1 - 2027 | DO SOMETHING | AM :
»A1 - Junction 2 - Proposed Layout : D2 - 2032 | DO SOMETHING | AM :
»A1 - Junction 2 - Proposed Layout : D3 - 2042 | DO SOMETHING | AM :

Summary of network performance

	AM			
	PI (£ per hr)	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Junction 2 - Proposed Layout - 2027 - DO SOMETHING			
Network	178.56	11.62	83% (TS D/1)	0 (0%)
	Junction 2 - Proposed Layout - 2032 - DO SOMETHING			
Network	201.74	13.14	87% (TS D/1)	0 (0%)
	Junction 2 - Proposed Layout - 2042 - DO SOMETHING			
Network	231.63	15.12	91% (TS D/1)	0 (0%)

File summary

File description

File title	(untitled)
Location	
Site number	
Driving side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\f.silva
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display OD matrix distances	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber	c m
			✓			✓		✓	✓						

Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	PCU	PCU	perHour	s	-Hour	perHour

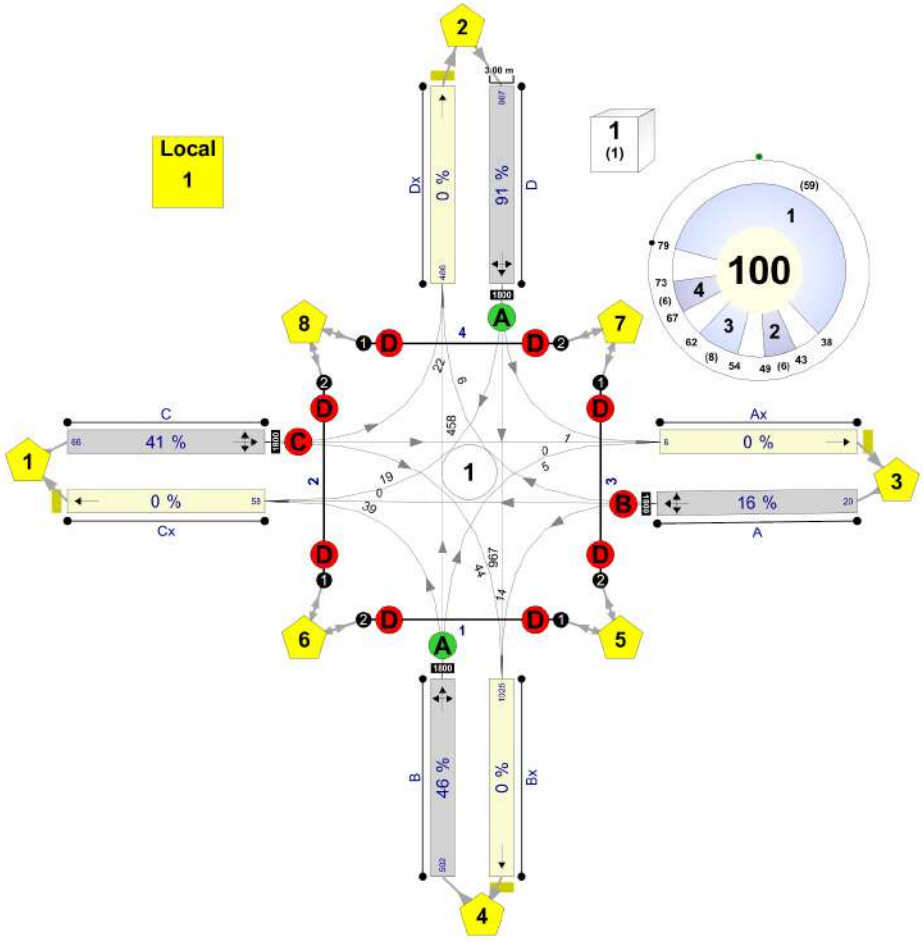
Sorting

Show names instead of IDs	Include IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Demand set display name template	Summary results columns	Summary results rows	Summary results rows order by ID	Link grouping	Source grouping	Colour Analysis/Demand Sets
	✓	Ascending	Numerical		ID	ID - Y | S | T	T	Y - S	✓	Normal	Normal	✓

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	10000	10000	-1	3	60	✓			0	0	0.00

Network Diagrams



(untitled)
Diagram produced using TRANSYT 17.0.2.2770

A1 - Junction 2 - Proposed Layout
D1 - 2027 | DO SOMETHING | AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	14/07/2026 14:33:34	14/07/2026 14:33:34	0.69	08:00	100	178.56	11.62	82.96	D/1	0	0	D/1	Ax/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Junction 2 - Proposed Layout			✓	D1,D2,D3	✓	D3	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2027	DO SOMETHING	AM	(untitled)			08:00		✓

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	6	300	0	0	Unknown	
	B	(untitled)	6	300	0	0	Unknown	
	C	(untitled)	6	300	0	0	Unknown	
	D	(untitled)	6	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3, 4	38, 49, 62, 73	45	
	2	(untitled)		Single	1, 2, 4, 3	19, 44, 71, 94	45	
	3	(untitled)		Single	1, 3, 2, 4	19, 44, 68, 95	45	
	4	(untitled)		Single	1, 3, 4, 2	19, 44, 71, 94	45	
	5	(untitled)		Single	1, 4, 2, 3	19, 47, 70, 94	45	
	6	(untitled)		Single	1, 4, 3, 2	19, 47, 70, 94	45	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		5	5	5
	B	5		5	5
	C	5	5		5
	D	6	6	6	

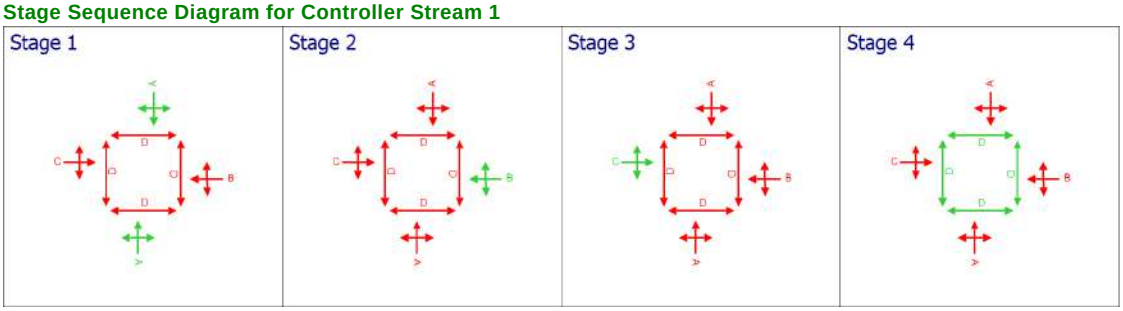
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	79	38	59	1	6
	2	✓	2	B	43	49	6	1	6
	3	✓	3	C	54	62	8	1	6
	4	✓	4	D	67	73	6	1	6

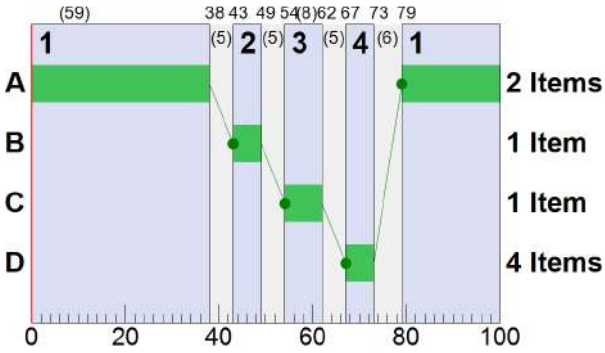
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	B	43	49	6
B	1	1	1	A	79	38	59
C	1	1	1	C	54	62	8
D	1	1	1	A	79	38	59

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	14/07/2026 14:33:34	14/07/2026 14:33:34	0.69	08:00	100	178.56	11.62	82.96	D/1	0	0	D/1	Ax/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	83	21	2892	532	122.74	13.55	136.29

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	De weig mult (
A	1	(untitled)	1	1	B	18	1800	6	6.00	14	600	47.08	46.08	94.23	0.48	1
Ax	1	(untitled)				5	Unrestricted	100	100.00	0	Unrestricted	1.00	0.00	0.00	0.00	1
B	1	(untitled)	1	1	A	466 <	1800	59	0.00	43	132	15.66	12.06	52.81	7.02 +	1
Bx	1	(untitled)				933	Unrestricted	100	24.00	0	Unrestricted	3.60	0.00	0.00	0.00	1
C	1	(untitled)	1	1	C	66	1800	8	0.00	41	145	54.17	50.57	100.23	1.86	1
Cx	1	(untitled)				58	Unrestricted	100	58.00	0	Unrestricted	3.60	0.00	0.00	0.00	1
D	1	(untitled)	1	1	A	896 <	1800	59	0.00	83	21	35.81	23.81	84.02	21.62 +	1
Dx	1	(untitled)				450	Unrestricted	100	19.00	0	Unrestricted	12.00	0.00	0.00	0.00	1

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	180.47	14.66	12.31	6.37	2.27	122.74	13.55	0.00	136.29
Bus									
Tram									
Pedestrians	2.04	3.38	0.60	2.98	0.00	42.27	0.00	0.00	42.27
TOTAL	182.51	18.04	10.12	9.35	2.27	165.01	13.55	0.00	178.56

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - Junction 2 - Proposed Layout
D2 - 2032 | DO SOMETHING | AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	14/07/2026 14:33:34	14/07/2026 14:33:35	1.12	08:00	100	201.74	13.14	87.41	D/1	0	0	D/1	Ax/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Junction 2 - Proposed Layout			✓	D1,D2,D3	✓	D3	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2032	DO SOMETHING	AM	(untitled)			08:00		✓

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	6	300	0	0	Unknown	
	B	(untitled)	6	300	0	0	Unknown	
	C	(untitled)	6	300	0	0	Unknown	
	D	(untitled)	6	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3, 4	38, 49, 62, 73	45	
	2	(untitled)		Single	1, 2, 4, 3	19, 44, 71, 94	45	
	3	(untitled)		Single	1, 3, 2, 4	19, 44, 68, 95	45	
	4	(untitled)		Single	1, 3, 4, 2	19, 44, 71, 94	45	
	5	(untitled)		Single	1, 4, 2, 3	19, 47, 70, 94	45	
	6	(untitled)		Single	1, 4, 3, 2	19, 47, 70, 94	45	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		5	5	5
	B	5		5	5
	C	5	5		5
	D	6	6	6	

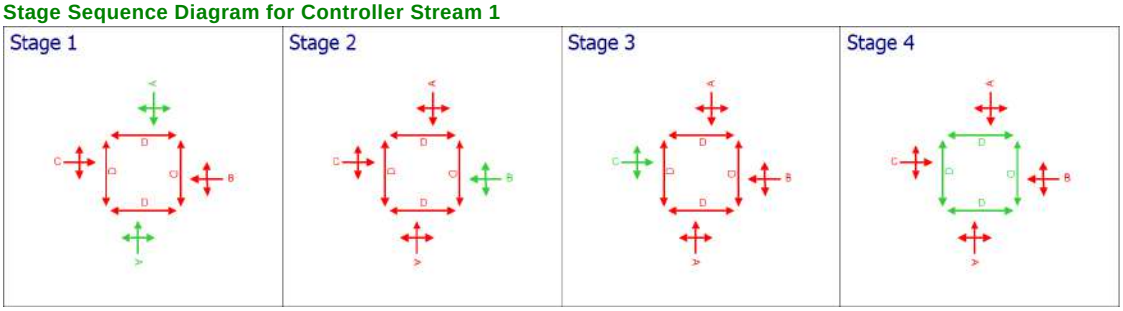
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	79	38	59	1	6
	2	✓	2	B	43	49	6	1	6
	3	✓	3	C	54	62	8	1	6
	4	✓	4	D	67	73	6	1	6

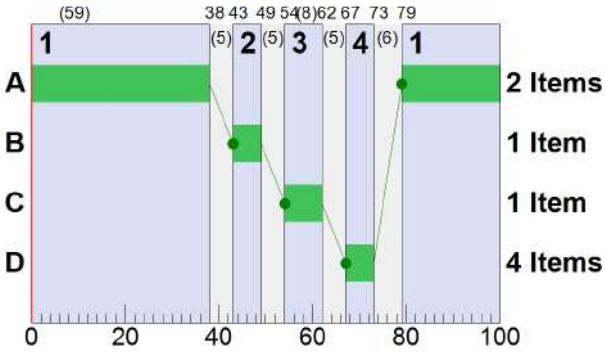
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	B	43	49	6
B	1	1	1	A	79	38	59
C	1	1	1	C	54	62	8
D	1	1	1	A	79	38	59

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	14/07/2026 14:33:34	14/07/2026 14:33:35	1.12	08:00	100	201.74	13.14	87.41	D/1	0	0	D/1	Ax/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	87	14	3036	532	144.32	15.15	159.47

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	De weig multi (
A	1	(untitled)	1	1	B	22	1800	6	5.00	17	473	47.84	46.84	95.86	0.59	1
Ax	1	(untitled)				6	Unrestricted	100	100.00	0	Unrestricted	1.00	0.00	0.00	0.00	1
B	1	(untitled)	1	1	A	486 <	1800	59	0.00	45	122	15.92	12.32	53.81	7.47 +	1
Bx	1	(untitled)				982	Unrestricted	100	23.00	0	Unrestricted	3.60	0.00	0.00	0.00	1
C	1	(untitled)	1	1	C	66	1800	8	0.00	41	145	54.17	50.57	100.23	1.86	1
Cx	1	(untitled)				58	Unrestricted	100	53.00	0	Unrestricted	3.60	0.00	0.00	0.00	1
D	1	(untitled)	1	1	A	944 <	1800	59	0.00	87	14	39.79	27.79	91.25	24.90 +	1
Dx	1	(untitled)				472	Unrestricted	100	18.00	0	Unrestricted	12.00	0.00	0.00	0.00	1

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	189.58	16.48	11.50	6.95	3.22	144.32	15.15	0.00	159.47
Bus									
Tram									
Pedestrians	2.04	3.38	0.60	2.98	0.00	42.27	0.00	0.00	42.27
TOTAL	191.62	19.86	9.65	9.92	3.22	186.59	15.15	0.00	201.74

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - Junction 2 - Proposed Layout
D3 - 2042 | DO SOMETHING | AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	14/07/2026 14:33:32	14/07/2026 14:33:34	2.25	08:00	100	231.63	15.12	91.39	D/1	0	0	D/1	Ax/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Junction 2 - Proposed Layout			✓	D1,D2,D3	✓	D3	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2042	DO SOMETHING	AM	(untitled)			08:00		✓

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	6	300	0	0	Unknown	
	B	(untitled)	6	300	0	0	Unknown	
	C	(untitled)	6	300	0	0	Unknown	
	D	(untitled)	6	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3, 4	38, 49, 62, 73	45	
	2	(untitled)		Single	1, 2, 4, 3	19, 44, 71, 94	45	
	3	(untitled)		Single	1, 3, 2, 4	19, 44, 68, 95	45	
	4	(untitled)		Single	1, 3, 4, 2	19, 44, 71, 94	45	
	5	(untitled)		Single	1, 4, 2, 3	19, 47, 70, 94	45	
	6	(untitled)		Single	1, 4, 3, 2	19, 47, 70, 94	45	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		5	5	5
	B	5		5	5
	C	5	5		5
	D	6	6	6	

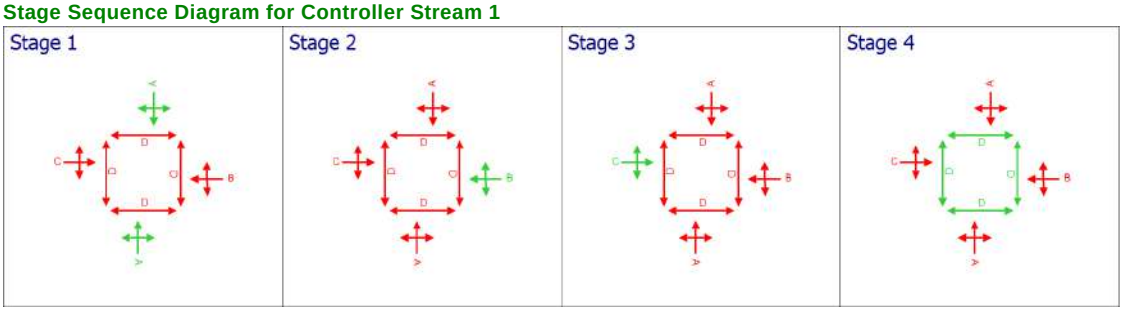
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	79	38	59	1	6
	2	✓	2	B	43	49	6	1	6
	3	✓	3	C	54	62	8	1	6
	4	✓	4	D	67	73	6	1	6

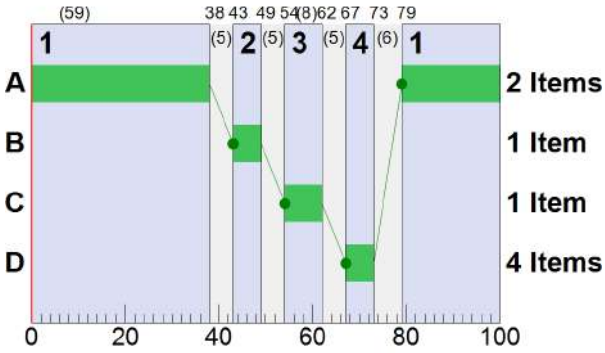
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	B	43	49	6
B	1	1	1	A	79	38	59
C	1	1	1	C	54	62	8
D	1	1	1	A	79	38	59

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	14/07/2026 14:33:32	14/07/2026 14:33:34	2.25	08:00	100	231.63	15.12	91.39	D/1	0	0	D/1	Ax/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	91	9	3150	532	172.48	16.88	189.36

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	De weig multi (
A	1	(untitled)	1	1	B	20	1800	6	5.00	16	530	47.44	46.44	95.43	0.54	1
Ax	1	(untitled)				6	Unrestricted	100	100.00	0	Unrestricted	1.00	0.00	0.00	0.00	1
B	1	(untitled)	1	1	A	502 <	1800	59	0.00	46	115	16.14	12.54	54.67	7.87 +	1
Bx	1	(untitled)				1025	Unrestricted	100	23.00	0	Unrestricted	3.60	0.00	0.00	0.00	1
C	1	(untitled)	1	1	C	66	1800	8	0.00	41	145	54.17	50.57	100.23	1.86	1
Cx	1	(untitled)				58	Unrestricted	100	49.00	0	Unrestricted	3.60	0.00	0.00	0.00	1
D	1	(untitled)	1	1	A	987 <	1800	59	0.00	91	9	45.60	33.60	100.12	28.48 +	1
Dx	1	(untitled)				486	Unrestricted	100	19.00	0	Unrestricted	12.00	0.00	0.00	0.00	1

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	197.04	18.71	10.53	7.44	4.71	172.48	16.88	0.00	189.36
Bus									
Tram									
Pedestrians	2.04	3.38	0.60	2.98	0.00	42.27	0.00	0.00	42.27
TOTAL	199.08	22.09	9.01	10.41	4.71	214.75	16.88	0.00	231.63

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 17

Version: 17.0.2.2770
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Filename: Import of Junction 2 - Proposed Signalised Crossroads - PM.t17
Path: M:\Projects\22\22-010 Cherry Orchard - Sites 4 & 5 - C&S\Design\Civil\Traffic\Modelling 2026\3. Junction Modelling\Junction 2
Report generation date: 14/07/2026 14:48:09

»A1 - Junction 2 - Proposed Layout : D1 - 2027 | DO SOMETHING | PM :
»A1 - Junction 2 - Proposed Layout : D2 - 2032 | DO SOMETHING | PM :
»A1 - Junction 2 - Proposed Layout : D3 - 2042 | DO SOMETHING | PM :

Summary of network performance

	PM			
	PI (£ per hr)	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Junction 2 - Proposed Layout - 2027 - DO SOMETHING			
Network	158.52	10.31	73% (TS B/1)	0 (0%)
	Junction 2 - Proposed Layout - 2032 - DO SOMETHING			
Network	170.09	11.05	76% (TS B/1)	0 (0%)
	Junction 2 - Proposed Layout - 2042 - DO SOMETHING			
Network	181.43	11.78	80% (TS B/1)	0 (0%)

File summary

File description

File title	(untitled)
Location	
Site number	
Driving side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\f.silva
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display OD matrix distances	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber	c m
			✓			✓		✓	✓						

Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	PCU	PCU	perHour	s	-Hour	perHour

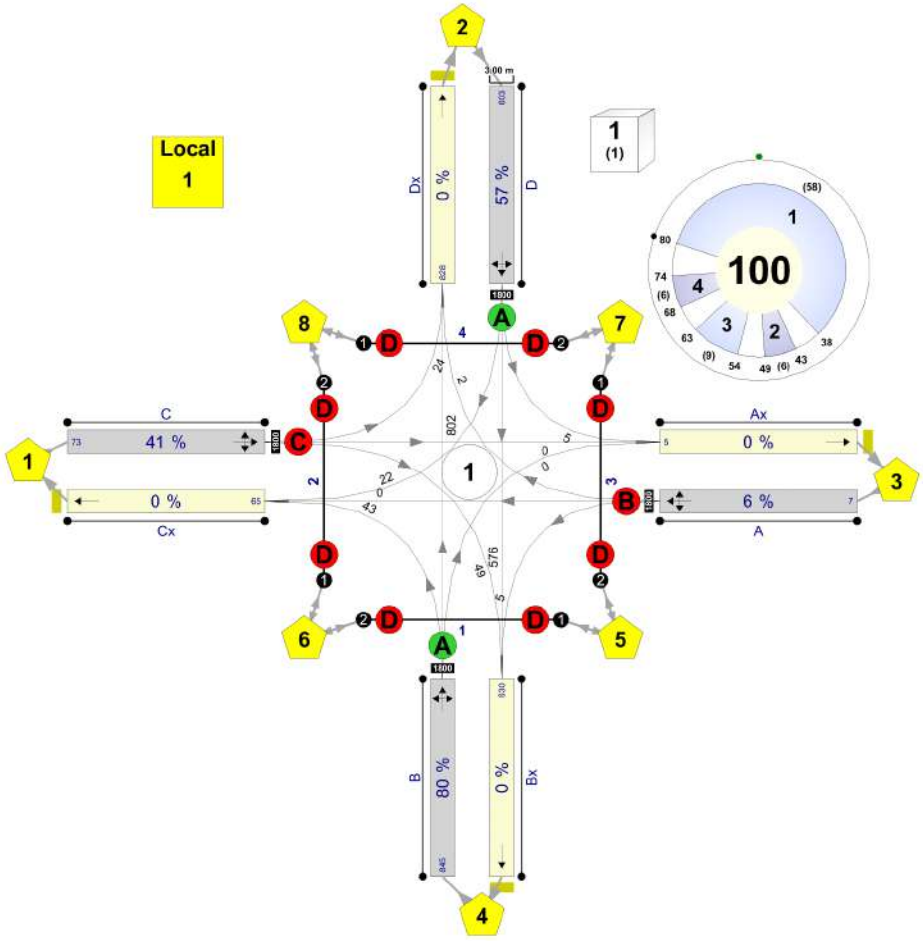
Sorting

Show names instead of IDs	Include IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Demand set display name template	Summary results columns	Summary results rows	Summary results rows order by ID	Link grouping	Source grouping	Colour Analysis/Demand Sets
	✓	Ascending	Numerical		ID	ID - Y | S | T	T	Y - S	✓	Normal	Normal	✓

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	10000	10000	-1	3	60	✓			0	0	0.00

Network Diagrams



(untitled)
Diagram produced using TRANSYT 17.0.2.2770

A1 - Junction 2 - Proposed Layout
D1 - 2027 | DO SOMETHING | PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	14/07/2026 14:46:22	14/07/2026 14:46:22	0.96	17:00	100	158.52	10.31	72.69	B/1	0	0	B/1	Ax/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Junction 2 - Proposed Layout			✓	D1,D2,D3	✓	D3	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2027	DO SOMETHING	PM	(untitled)			17:00		✓

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	6	300	0	0	Unknown	
	B	(untitled)	6	300	0	0	Unknown	
	C	(untitled)	6	300	0	0	Unknown	
	D	(untitled)	6	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3, 4	38, 49, 63, 74	45	
	2	(untitled)		Single	1, 2, 4, 3	19, 44, 71, 94	45	
	3	(untitled)		Single	1, 3, 2, 4	19, 44, 68, 95	45	
	4	(untitled)		Single	1, 3, 4, 2	19, 44, 71, 94	45	
	5	(untitled)		Single	1, 4, 2, 3	19, 47, 70, 94	45	
	6	(untitled)		Single	1, 4, 3, 2	19, 47, 70, 94	45	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		5	5	5
	B	5		5	5
	C	5	5		5
	D	6	6	6	

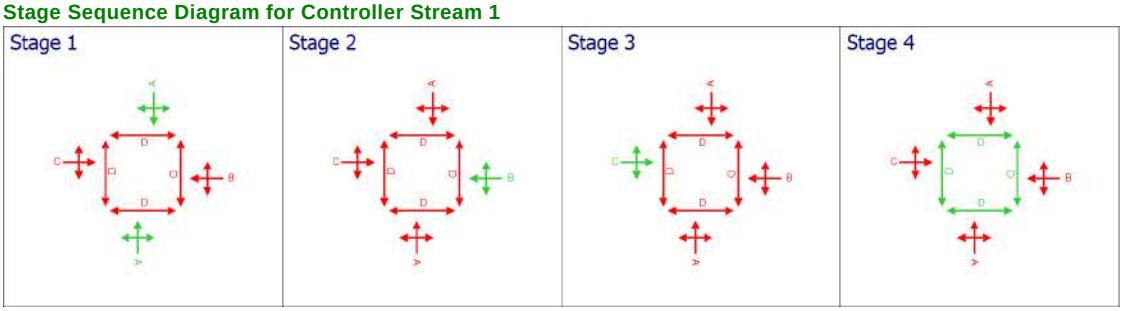
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	80	38	58	1	6
	2	✓	2	B	43	49	6	1	6
	3	✓	3	C	54	63	9	1	6
	4	✓	4	D	68	74	6	1	6

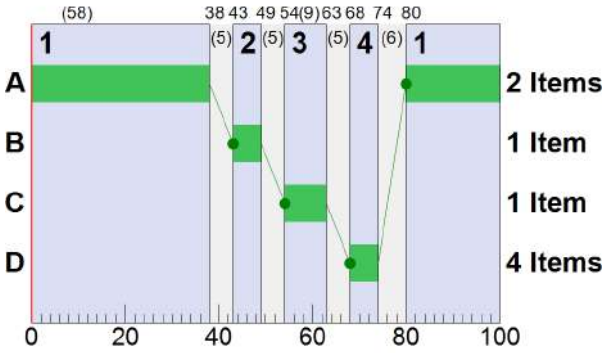
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	B	43	49	6
B	1	1	1	A	80	38	58
C	1	1	1	C	54	63	9
D	1	1	1	A	80	38	58

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	14/07/2026 14:46:22	14/07/2026 14:46:22	0.96	17:00	100	158.52	10.31	72.69	B/1	0	0	B/1	Ax/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	73	38	2810	531	104.12	12.13	116.25

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Del weigh multi (%
A	1	(untitled)	1	1	B	6	1800	6	6.00	5	2000	45.42	44.42	92.58	0.16	10
Ax	1	(untitled)				4	Unrestricted	100	100.00	0	Unrestricted	1.00	0.00	0.00	0.00	10
B	1	(untitled)	1	1	A	772 <	1800	58	0.00	73	38	22.78	19.18	73.28	16.18 +	10
Bx	1	(untitled)				581	Unrestricted	100	26.00	0	Unrestricted	3.60	0.00	0.00	0.00	10
C	1	(untitled)	1	1	C	73	1800	9	0.00	41	147	52.58	48.98	98.46	2.02	10
Cx	1	(untitled)				65	Unrestricted	100	41.00	0	Unrestricted	3.60	0.00	0.00	0.00	10
D	1	(untitled)	1	1	A	554	1800	58	0.00	52	92	25.99	13.99	58.64	9.36	10
Dx	1	(untitled)				755	Unrestricted	100	20.00	0	Unrestricted	12.00	0.00	0.00	0.00	10

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	175.71	13.19	13.32	5.95	1.38	104.12	12.13	0.00	116.25
Bus									
Tram									
Pedestrians	2.04	3.38	0.60	2.98	0.00	42.27	0.00	0.00	42.27
TOTAL	177.75	16.57	10.73	8.93	1.38	146.39	12.13	0.00	158.52

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - Junction 2 - Proposed Layout
D2 - 2032 | DO SOMETHING | PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	14/07/2026 14:46:23	14/07/2026 14:46:23	0.30	17:00	100	170.09	11.05	76.37	B/1	0	0	B/1	Ax/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Junction 2 - Proposed Layout			✓	D1,D2,D3	✓	D3	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2032	DO SOMETHING	PM	(untitled)			17:00		✓

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	6	300	0	0	Unknown	
	B	(untitled)	6	300	0	0	Unknown	
	C	(untitled)	6	300	0	0	Unknown	
	D	(untitled)	6	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3, 4	38, 49, 63, 74	45	
	2	(untitled)		Single	1, 2, 4, 3	19, 44, 71, 94	45	
	3	(untitled)		Single	1, 3, 2, 4	19, 44, 68, 95	45	
	4	(untitled)		Single	1, 3, 4, 2	19, 44, 71, 94	45	
	5	(untitled)		Single	1, 4, 2, 3	19, 47, 70, 94	45	
	6	(untitled)		Single	1, 4, 3, 2	19, 47, 70, 94	45	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		5	5	5
	B	5		5	5
	C	5	5		5
	D	6	6	6	

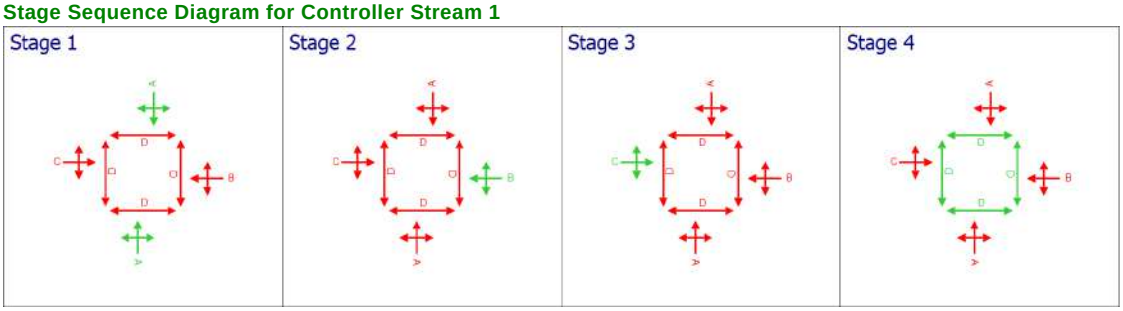
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	80	38	58	1	6
	2	✓	2	B	43	49	6	1	6
	3	✓	3	C	54	63	9	1	6
	4	✓	4	D	68	74	6	1	6

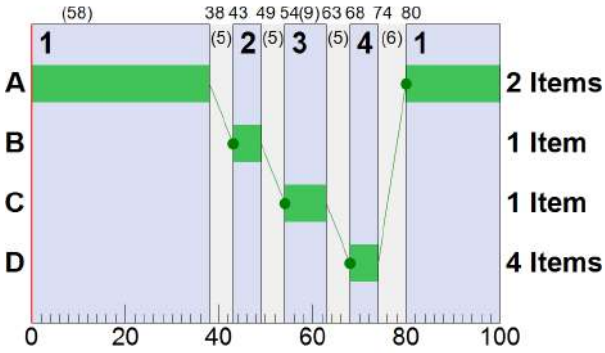
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	B	43	49	6
B	1	1	1	A	80	38	58
C	1	1	1	C	54	63	9
D	1	1	1	A	80	38	58

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	14/07/2026 14:46:23	14/07/2026 14:46:23	0.30	17:00	100	170.09	11.05	76.37	B/1	0	0	B/1	Ax/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	76	31	2944	531	114.64	13.18	127.83

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Del weigh multi (%
A	1	(untitled)	1	1	B	7	1800	6	6.00	6	1700	45.55	44.55	92.71	0.18	10
Ax	1	(untitled)				5	Unrestricted	100	100.00	0	Unrestricted	1.00	0.00	0.00	0.00	10
B	1	(untitled)	1	1	A	811 <	1800	58	0.00	76	31	24.29	20.69	76.91	17.89 +	10
Bx	1	(untitled)				608	Unrestricted	100	25.00	0	Unrestricted	3.60	0.00	0.00	0.00	10
C	1	(untitled)	1	1	C	73	1800	9	0.00	41	147	52.58	48.98	98.46	2.02	10
Cx	1	(untitled)				65	Unrestricted	100	41.00	0	Unrestricted	3.60	0.00	0.00	0.00	10
D	1	(untitled)	1	1	A	581	1800	58	0.00	55	83	26.45	14.45	60.17	10.01	10
Dx	1	(untitled)				794	Unrestricted	100	20.00	0	Unrestricted	12.00	0.00	0.00	0.00	10

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	184.31	14.22	12.96	6.39	1.68	114.64	13.18	0.00	127.83
Bus									
Tram									
Pedestrians	2.04	3.38	0.60	2.98	0.00	42.27	0.00	0.00	42.27
TOTAL	186.35	17.59	10.59	9.37	1.68	156.91	13.18	0.00	170.09

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - Junction 2 - Proposed Layout
D3 - 2042 | DO SOMETHING | PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	14/07/2026 14:46:20	14/07/2026 14:46:22	2.61	17:00	100	181.43	11.78	79.57	B/1	0	0	B/1	Ax/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Junction 2 - Proposed Layout			✓	D1,D2,D3	✓	D3	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2042	DO SOMETHING	PM	(untitled)			17:00		✓

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	6	300	0	0	Unknown	
	B	(untitled)	6	300	0	0	Unknown	
	C	(untitled)	6	300	0	0	Unknown	
	D	(untitled)	6	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3, 4	38, 49, 63, 74	45	
	2	(untitled)		Single	1, 2, 4, 3	19, 44, 71, 94	45	
	3	(untitled)		Single	1, 3, 2, 4	19, 44, 68, 95	45	
	4	(untitled)		Single	1, 3, 4, 2	19, 44, 71, 94	45	
	5	(untitled)		Single	1, 4, 2, 3	19, 47, 70, 94	45	
	6	(untitled)		Single	1, 4, 3, 2	19, 47, 70, 94	45	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		5	5	5
	B	5		5	5
	C	5	5		5
	D	6	6	6	

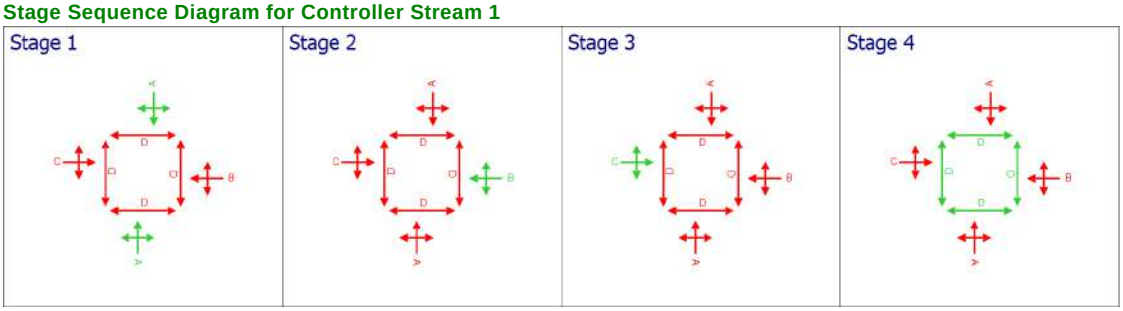
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	80	38	58	1	6
	2	✓	2	B	43	49	6	1	6
	3	✓	3	C	54	63	9	1	6
	4	✓	4	D	68	74	6	1	6

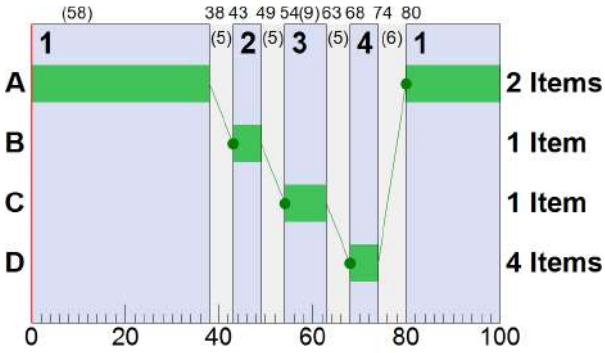
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	B	43	49	6
B	1	1	1	A	80	38	58
C	1	1	1	C	54	63	9
D	1	1	1	A	80	38	58

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	14/07/2026 14:46:20	14/07/2026 14:46:22	2.61	17:00	100	181.43	11.78	79.57	B/1	0	0	B/1	Ax/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	80	26	3056	531	125.02	14.14	139.16

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Del weigh multi (%
A	1	(untitled)	1	1	B	7	1800	6	6.00	6	1700	45.55	44.55	92.71	0.18	10
Ax	1	(untitled)				5	Unrestricted	100	100.00	0	Unrestricted	1.00	0.00	0.00	0.00	10
B	1	(untitled)	1	1	A	845 <	1800	58	0.00	80	26	25.91	22.31	80.46	19.59 +	10
Bx	1	(untitled)				630	Unrestricted	100	25.00	0	Unrestricted	3.60	0.00	0.00	0.00	10
C	1	(untitled)	1	1	C	73	1800	9	0.00	41	147	52.58	48.98	98.46	2.02	10
Cx	1	(untitled)				65	Unrestricted	100	41.00	0	Unrestricted	3.60	0.00	0.00	0.00	10
D	1	(untitled)	1	1	A	603	1800	58	0.00	57	76	26.86	14.86	61.37	10.59	10
Dx	1	(untitled)				828	Unrestricted	100	20.00	0	Unrestricted	12.00	0.00	0.00	0.00	10

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	191.59	15.19	12.61	6.78	2.03	125.02	14.14	0.00	139.16
Bus									
Tram									
Pedestrians	2.04	3.38	0.60	2.98	0.00	42.27	0.00	0.00	42.27
TOTAL	193.63	18.57	10.43	9.75	2.03	167.29	14.14	0.00	181.43

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Junction 3 - Existing T-junction - AM-PM.j9
Path: M:\Projects\22\22-010 Cherry Orchard - Sites 4 & 5 - C&S\Design\Civil\Traffic\Modelling 2026\3. Junction Modelling\Junction 3
Report generation date: 10/07/2026 16:12:23

»Junction 3 - Priority T-Junction - Baseline 2022, AM
»Junction 3 - Priority T-Junction - Baseline 2022, PM
»Junction 3 - Priority T-Junction - DO NOTHING 2027, AM
»Junction 3 - Priority T-Junction - DO NOTHING 2027, PM
»Junction 3 - Priority T-Junction - DO NOTHING 2032, AM
»Junction 3 - Priority T-Junction - DO NOTHING 2032, PM
»Junction 3 - Priority T-Junction - DO NOTHING 2042, AM
»Junction 3 - Priority T-Junction - DO NOTHING 2042, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Junction 3 - Priority T-Junction - Baseline 2022					
Stream B-C	0.1	9.26	0.08	0.0	7.47	0.02
Stream B-A	0.3	13.41	0.20	0.2	11.96	0.19
Stream C-AB	0.0	7.77	0.02	0.0	6.57	0.03
	Junction 3 - Priority T-Junction - DO NOTHING 2027					
Stream B-C	0.1	9.93	0.09	0.0	7.76	0.03
Stream B-A	0.3	15.26	0.24	0.3	12.99	0.22
Stream C-AB	0.0	8.09	0.02	0.0	6.72	0.03
	Junction 3 - Priority T-Junction - DO NOTHING 2032					
Stream B-C	0.1	10.42	0.10	0.0	7.95	0.03
Stream B-A	0.4	16.48	0.26	0.3	13.94	0.24
Stream C-AB	0.0	8.29	0.03	0.0	6.77	0.03
	Junction 3 - Priority T-Junction - DO NOTHING 2042					
Stream B-C	0.1	10.94	0.10	0.0	8.13	0.03
Stream B-A	0.4	17.80	0.29	0.3	14.68	0.26
Stream C-AB	0.0	8.49	0.03	0.0	6.83	0.03

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

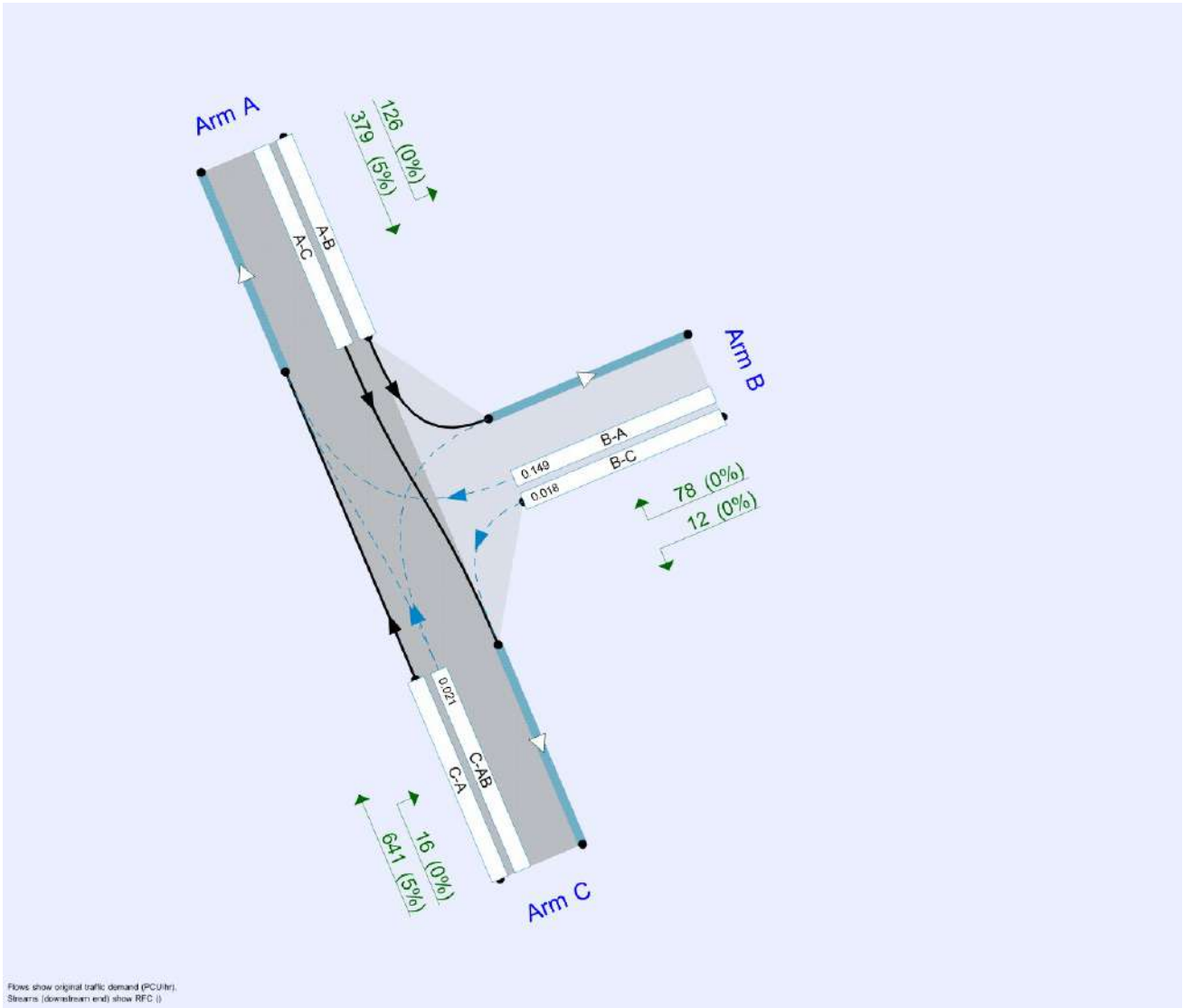
File summary

File Description

Title	
Location	
Site number	
Date	02/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\I.byrne
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline 2022	AM	ONE HOUR	08:00	09:30	15	✓
D2	Baseline 2022	PM	ONE HOUR	17:00	18:30	15	✓
D3	DO NOTHING 2027	AM	ONE HOUR	08:00	09:30	15	✓
D4	DO NOTHING 2027	PM	ONE HOUR	17:00	18:30	15	✓
D5	DO NOTHING 2032	AM	ONE HOUR	08:00	09:30	15	✓
D6	DO NOTHING 2032	PM	ONE HOUR	17:00	18:30	15	✓
D7	DO NOTHING 2042	AM	ONE HOUR	08:00	09:30	15	✓
D8	DO NOTHING 2042	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Junction 3 - Priority T-Junction	✓	100.000	100.000

Junction 3 - Priority T-Junction - Baseline 2022, 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		1.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Park West Avenue (N)		Major
B	Cedar Brook Walk (E)		Minor
C	Park West Avenue (S)		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	9.00			120.0	✓	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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	7.30	3.00	3.00	3.00	3.00		0.50	50	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	532	0.084	0.213	0.134	0.304
B-C	603	0.080	0.203	-	-
C-B	643	0.217	0.217	-	-

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)	Run automatically
D1	Baseline 2022	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	735	100.000
B		ONE HOUR	✓	91	100.000
C		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	104	631
	B	62	0	29
	C	224	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	9.26	0.1	A	27	40
B-A	0.20	13.41	0.3	B	57	85
C-AB	0.02	7.77	0.0	A	8	12
C-A					205	308
A-B					95	143
A-C					579	869

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	483	0.045	22	0.0	0.0	7.796	A
B-A	47	12	399	0.117	46	0.0	0.1	10.191	B
C-AB	7	2	526	0.013	7	0.0	0.0	6.938	A
C-A	169	42			169				
A-B	78	20			78				
A-C	475	119			475				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	458	0.057	26	0.0	0.1	8.337	A
B-A	56	14	373	0.149	56	0.1	0.2	11.338	B
C-AB	8	2	503	0.016	8	0.0	0.0	7.269	A
C-A	201	50			201				
A-B	93	23			93				
A-C	567	142			567				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	421	0.076	32	0.1	0.1	9.249	A
B-A	68	17	337	0.203	68	0.2	0.2	13.380	B
C-AB	10	3	473	0.021	10	0.0	0.0	7.775	A
C-A	247	62			247				
A-B	115	29			115				
A-C	695	174			695				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	421	0.076	32	0.1	0.1	9.260	A
B-A	68	17	337	0.203	68	0.2	0.3	13.409	B
C-AB	10	3	473	0.021	10	0.0	0.0	7.775	A
C-A	247	62			247				
A-B	115	29			115				
A-C	695	174			695				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	457	0.057	26	0.1	0.1	8.353	A
B-A	56	14	373	0.149	56	0.3	0.2	11.370	B
C-AB	8	2	504	0.016	8	0.0	0.0	7.269	A
C-A	201	50			201				
A-B	93	23			93				
A-C	567	142			567				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	483	0.045	22	0.1	0.0	7.816	A
B-A	47	12	399	0.117	47	0.2	0.1	10.229	B
C-AB	7	2	526	0.013	7	0.0	0.0	6.941	A
C-A	169	42			169				
A-B	78	20			78				
A-C	475	119			475				

Junction 3 - Priority T-Junction - Baseline 2022, 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		0.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Baseline 2022	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	397	100.000
B		ONE HOUR	✓	75	100.000
C		ONE HOUR	✓	531	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	104	293
	B	65	0	10
	C	518	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	7.47	0.0	A	9	14
B-A	0.19	11.96	0.2	B	60	89
C-AB	0.03	6.57	0.0	A	12	18
C-A					475	713
A-B					95	143
A-C					269	403

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	532	0.014	7	0.0	0.0	6.862	A
B-A	49	12	423	0.116	48	0.0	0.1	9.596	A
C-AB	10	2	585	0.017	10	0.0	0.0	6.259	A
C-A	390	97			390				
A-B	78	20			78				
A-C	221	55			221				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	516	0.017	9	0.0	0.0	7.093	A
B-A	58	15	402	0.145	58	0.1	0.2	10.471	B
C-AB	12	3	576	0.021	12	0.0	0.0	6.389	A
C-A	465	116			465				
A-B	93	23			93				
A-C	263	66			263				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	493	0.022	11	0.0	0.0	7.464	A
B-A	72	18	373	0.192	71	0.2	0.2	11.935	B
C-AB	15	4	563	0.026	15	0.0	0.0	6.566	A
C-A	570	142			570				
A-B	115	29			115				
A-C	323	81			323				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	493	0.022	11	0.0	0.0	7.467	A
B-A	72	18	373	0.192	72	0.2	0.2	11.956	B
C-AB	15	4	564	0.026	15	0.0	0.0	6.568	A
C-A	570	142			570				
A-B	115	29			115				
A-C	323	81			323				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	516	0.017	9	0.0	0.0	7.096	A
B-A	58	15	402	0.145	59	0.2	0.2	10.495	B
C-AB	12	3	576	0.021	12	0.0	0.0	6.389	A
C-A	465	116			465				
A-B	93	23			93				
A-C	263	66			263				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	532	0.014	8	0.0	0.0	6.866	A
B-A	49	12	423	0.116	49	0.2	0.1	9.630	A
C-AB	10	2	585	0.017	10	0.0	0.0	6.262	A
C-A	390	97			390				
A-B	78	20			78				
A-C	221	55			221				

Junction 3 - Priority T-Junction - DO NOTHING 2027, 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		1.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	815	100.000
B		ONE HOUR	✓	98	100.000
C		ONE HOUR	✓	295	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	113	702
	B	67	0	31
	C	285	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	9.93	0.1	A	28	43
B-A	0.24	15.26	0.3	C	61	92
C-AB	0.02	8.09	0.0	A	9	14
C-A					261	392
A-B					104	156
A-C					644	966

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	469	0.050	23	0.0	0.1	8.078	A
B-A	50	13	381	0.133	50	0.0	0.2	10.864	B
C-AB	8	2	514	0.015	8	0.0	0.0	7.115	A
C-A	215	54			215				
A-B	85	21			85				
A-C	529	132			529				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	440	0.063	28	0.1	0.1	8.739	A
B-A	60	15	351	0.172	60	0.2	0.2	12.365	B
C-AB	9	2	489	0.019	9	0.0	0.0	7.497	A
C-A	256	64			256				
A-B	102	25			102				
A-C	631	158			631				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	397	0.086	34	0.1	0.1	9.916	A
B-A	74	18	310	0.238	73	0.2	0.3	15.208	C
C-AB	11	3	457	0.025	11	0.0	0.0	8.088	A
C-A	314	78			314				
A-B	124	31			124				
A-C	773	193			773				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	397	0.086	34	0.1	0.1	9.932	A
B-A	74	18	310	0.238	74	0.3	0.3	15.260	C
C-AB	11	3	457	0.025	11	0.0	0.0	8.088	A
C-A	314	78			314				
A-B	124	31			124				
A-C	773	193			773				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	439	0.063	28	0.1	0.1	8.760	A
B-A	60	15	351	0.172	61	0.3	0.2	12.416	B
C-AB	9	2	489	0.019	9	0.0	0.0	7.501	A
C-A	256	64			256				
A-B	102	25			102				
A-C	631	158			631				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	468	0.050	23	0.1	0.1	8.101	A
B-A	50	13	381	0.133	51	0.2	0.2	10.917	B
C-AB	8	2	514	0.015	8	0.0	0.0	7.115	A
C-A	215	54			215				
A-B	85	21			85				
A-C	529	132			529				

Junction 3 - Priority T-Junction - DO NOTHING 2027, 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		0.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	DO NOTHING 2027	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	455	100.000
B		ONE HOUR	✓	81	100.000
C		ONE HOUR	✓	571	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	113	342
	B	70	0	11
	C	557	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	7.76	0.0	A	10	15
B-A	0.22	12.99	0.3	B	64	96
C-AB	0.03	6.72	0.0	A	13	20
C-A					511	766
A-B					104	156
A-C					314	471

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	522	0.016	8	0.0	0.0	7.008	A
B-A	53	13	411	0.128	52	0.0	0.1	10.028	B
C-AB	11	3	577	0.019	11	0.0	0.0	6.360	A
C-A	419	105			419				
A-B	85	21			85				
A-C	257	64			257				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	504	0.020	10	0.0	0.0	7.289	A
B-A	63	16	387	0.163	63	0.1	0.2	11.102	B
C-AB	13	3	566	0.023	13	0.0	0.0	6.511	A
C-A	500	125			500				
A-B	102	25			102				
A-C	307	77			307				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	476	0.025	12	0.0	0.0	7.758	A
B-A	77	19	354	0.218	77	0.2	0.3	12.960	B
C-AB	16	4	552	0.029	16	0.0	0.0	6.718	A
C-A	613	153			613				
A-B	124	31			124				
A-C	377	94			377				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	476	0.025	12	0.0	0.0	7.762	A
B-A	77	19	354	0.218	77	0.3	0.3	12.991	B
C-AB	16	4	553	0.029	16	0.0	0.0	6.718	A
C-A	613	153			613				
A-B	124	31			124				
A-C	377	94			377				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	503	0.020	10	0.0	0.0	7.297	A
B-A	63	16	387	0.163	63	0.3	0.2	11.134	B
C-AB	13	3	566	0.023	13	0.0	0.0	6.515	A
C-A	500	125			500				
A-B	102	25			102				
A-C	307	77			307				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	522	0.016	8	0.0	0.0	7.013	A
B-A	53	13	410	0.128	53	0.2	0.1	10.073	B
C-AB	11	3	577	0.019	11	0.0	0.0	6.363	A
C-A	419	105			419				
A-B	85	21			85				
A-C	257	64			257				

Junction 3 - Priority T-Junction - DO NOTHING 2032, 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		1.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DO NOTHING 2032	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	863	100.000
B		ONE HOUR	✓	104	100.000
C		ONE HOUR	✓	310	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	119	744
	B	71	0	33
	C	300	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	10.42	0.1	B	30	45
B-A	0.26	16.48	0.4	C	65	98
C-AB	0.03	8.29	0.0	A	9	14
C-A					275	413
A-B					109	164
A-C					683	1024

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	460	0.054	25	0.0	0.1	8.256	A
B-A	53	13	372	0.144	53	0.0	0.2	11.262	B
C-AB	8	2	506	0.015	8	0.0	0.0	7.224	A
C-A	226	56			226				
A-B	90	22			90				
A-C	560	140			560				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	429	0.069	30	0.1	0.1	9.009	A
B-A	64	16	340	0.188	64	0.2	0.2	12.992	B
C-AB	9	2	480	0.019	9	0.0	0.0	7.641	A
C-A	270	67			270				
A-B	107	27			107				
A-C	669	167			669				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	382	0.095	36	0.1	0.1	10.396	B
B-A	78	20	297	0.264	78	0.2	0.3	16.410	C
C-AB	11	3	446	0.025	11	0.0	0.0	8.290	A
C-A	330	83			330				
A-B	131	33			131				
A-C	819	205			819				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	382	0.095	36	0.1	0.1	10.420	B
B-A	78	20	297	0.264	78	0.3	0.4	16.482	C
C-AB	11	3	446	0.025	11	0.0	0.0	8.290	A
C-A	330	83			330				
A-B	131	33			131				
A-C	819	205			819				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	428	0.069	30	0.1	0.1	9.034	A
B-A	64	16	340	0.188	64	0.4	0.2	13.062	B
C-AB	9	2	480	0.019	9	0.0	0.0	7.642	A
C-A	270	67			270				
A-B	107	27			107				
A-C	669	167			669				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	460	0.054	25	0.1	0.1	8.285	A
B-A	53	13	372	0.144	54	0.2	0.2	11.327	B
C-AB	8	2	506	0.015	8	0.0	0.0	7.224	A
C-A	226	56			226				
A-B	90	22			90				
A-C	560	140			560				

Junction 3 - Priority T-Junction - DO NOTHING 2032, 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		1.04	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)	Run automatically
D6	DO NOTHING 2032	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	481	100.000
B		ONE HOUR	✓	86	100.000
C		ONE HOUR	✓	625	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	119	362
	B	75	0	11
	C	610	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	7.95	0.0	A	10	15
B-A	0.24	13.94	0.3	B	69	103
C-AB	0.03	6.77	0.0	A	14	21
C-A					559	839
A-B					109	164
A-C					332	498

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	516	0.016	8	0.0	0.0	7.086	A
B-A	56	14	401	0.141	56	0.0	0.2	10.400	B
C-AB	11	3	574	0.020	11	0.0	0.0	6.402	A
C-A	459	115			459				
A-B	90	22			90				
A-C	273	68			273				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	496	0.020	10	0.0	0.0	7.402	A
B-A	67	17	376	0.179	67	0.2	0.2	11.652	B
C-AB	14	3	563	0.025	14	0.0	0.0	6.559	A
C-A	548	137			548				
A-B	107	27			107				
A-C	325	81			325				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	465	0.026	12	0.0	0.0	7.947	A
B-A	83	21	341	0.242	82	0.2	0.3	13.903	B
C-AB	17	4	549	0.031	17	0.0	0.0	6.772	A
C-A	671	168			671				
A-B	131	33			131				
A-C	399	100			399				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	465	0.026	12	0.0	0.0	7.952	A
B-A	83	21	341	0.242	83	0.3	0.3	13.944	B
C-AB	17	4	550	0.031	17	0.0	0.0	6.772	A
C-A	671	168			671				
A-B	131	33			131				
A-C	399	100			399				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	496	0.020	10	0.0	0.0	7.408	A
B-A	67	17	376	0.179	68	0.3	0.2	11.700	B
C-AB	14	3	563	0.025	14	0.0	0.0	6.560	A
C-A	548	137			548				
A-B	107	27			107				
A-C	325	81			325				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	516	0.016	8	0.0	0.0	7.093	A
B-A	56	14	401	0.141	57	0.2	0.2	10.452	B
C-AB	11	3	574	0.020	11	0.0	0.0	6.402	A
C-A	459	115			459				
A-B	90	22			90				
A-C	273	68			273				

Junction 3 - Priority T-Junction - DO NOTHING 2042, 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		1.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	DO NOTHING 2042	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	906	100.000
B		ONE HOUR	✓	110	100.000
C		ONE HOUR	✓	324	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	126	780
	B	75	0	35
	C	313	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	10.94	0.1	B	32	48
B-A	0.29	17.80	0.4	C	69	103
C-AB	0.03	8.49	0.0	A	10	15
C-A					287	431
A-B					116	173
A-C					716	1074

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	453	0.058	26	0.0	0.1	8.430	A
B-A	56	14	364	0.155	56	0.0	0.2	11.656	B
C-AB	8	2	500	0.017	8	0.0	0.0	7.330	A
C-A	236	59			236				
A-B	95	24			95				
A-C	587	147			587				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	419	0.075	31	0.1	0.1	9.274	A
B-A	67	17	331	0.204	67	0.2	0.3	13.634	B
C-AB	10	3	473	0.021	10	0.0	0.0	7.782	A
C-A	281	70			281				
A-B	113	28			113				
A-C	701	175			701				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	368	0.105	38	0.1	0.1	10.904	B
B-A	83	21	285	0.290	82	0.3	0.4	17.709	C
C-AB	12	3	437	0.028	12	0.0	0.0	8.487	A
C-A	344	86			344				
A-B	139	35			139				
A-C	859	215			859				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	368	0.105	39	0.1	0.1	10.936	B
B-A	83	21	285	0.290	83	0.4	0.4	17.801	C
C-AB	12	3	437	0.028	12	0.0	0.0	8.488	A
C-A	344	86			344				
A-B	139	35			139				
A-C	859	215			859				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	418	0.075	32	0.1	0.1	9.310	A
B-A	67	17	331	0.204	68	0.4	0.3	13.725	B
C-AB	10	3	473	0.021	10	0.0	0.0	7.784	A
C-A	281	70			281				
A-B	113	28			113				
A-C	701	175			701				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	452	0.058	26	0.1	0.1	8.462	A
B-A	56	14	364	0.155	57	0.3	0.2	11.731	B
C-AB	8	2	500	0.017	8	0.0	0.0	7.334	A
C-A	236	59			236				
A-B	95	24			95				
A-C	587	147			587				

Junction 3 - Priority T-Junction - DO NOTHING 2042, 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		1.08	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)	Run automatically
D8	DO NOTHING 2042	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	505	100.000
B		ONE HOUR	✓	90	100.000
C		ONE HOUR	✓	657	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	126	379
	B	78	0	12
	C	641	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	8.13	0.0	A	11	17
B-A	0.26	14.68	0.3	B	72	107
C-AB	0.03	6.83	0.0	A	15	23
C-A					588	882
A-B					116	173
A-C					348	522

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	512	0.018	9	0.0	0.0	7.160	A
B-A	59	15	395	0.149	58	0.0	0.2	10.669	B
C-AB	12	3	571	0.021	12	0.0	0.0	6.443	A
C-A	482	121			482				
A-B	95	24			95				
A-C	285	71			285				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	490	0.022	11	0.0	0.0	7.508	A
B-A	70	18	368	0.191	70	0.2	0.2	12.062	B
C-AB	15	4	560	0.026	15	0.0	0.0	6.607	A
C-A	576	144			576				
A-B	113	28			113				
A-C	341	85			341				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	456	0.029	13	0.0	0.0	8.121	A
B-A	86	21	331	0.259	85	0.2	0.3	14.626	B
C-AB	18	5	547	0.034	18	0.0	0.0	6.827	A
C-A	705	176			705				
A-B	139	35			139				
A-C	417	104			417				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	456	0.029	13	0.0	0.0	8.128	A
B-A	86	21	331	0.259	86	0.3	0.3	14.676	B
C-AB	18	5	547	0.034	18	0.0	0.0	6.830	A
C-A	705	176			705				
A-B	139	35			139				
A-C	417	104			417				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	490	0.022	11	0.0	0.0	7.515	A
B-A	70	18	368	0.191	71	0.3	0.2	12.119	B
C-AB	15	4	560	0.026	15	0.0	0.0	6.611	A
C-A	576	144			576				
A-B	113	28			113				
A-C	341	85			341				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	511	0.018	9	0.0	0.0	7.171	A
B-A	59	15	395	0.149	59	0.2	0.2	10.730	B
C-AB	12	3	572	0.021	12	0.0	0.0	6.443	A
C-A	482	121			482				
A-B	95	24			95				
A-C	285	71			285				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Junction 3 - Proposed Staggered - AM-PM.j9
Path: M:\Projects\22\22-010 Cherry Orchard - Sites 4 & 5 - C&S\Design\Civil\Traffic\Modelling 2026\3. Junction Modelling\Junction 3
Report generation date: 10/07/2026 16:31:42

»Junction 3 - Proposed Layout - DO SOMETHING 2027, AM
»Junction 3 - Proposed Layout - DO SOMETHING 2027, PM
»Junction 3 - Proposed Layout - DO SOMETHING 2032, AM
»Junction 3 - Proposed Layout - DO SOMETHING 2032, PM
»Junction 3 - Proposed Layout - DO SOMETHING 2042, AM
»Junction 3 - Proposed Layout - DO SOMETHING 2042, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Junction 3 - Proposed Layout - DO SOMETHING 2027					
Stream B-CD	0.1	10.83	0.09	0.0	8.39	0.03
Stream B-A	0.4	18.54	0.28	0.3	15.84	0.25
Stream AB-CD	0.0	6.54	0.02	0.0	7.64	0.03
Stream D-ABC	0.1	10.62	0.10	0.1	11.71	0.11
Stream CD-AB	0.0	8.51	0.03	0.0	7.04	0.03
	Junction 3 - Proposed Layout - DO SOMETHING 2032					
Stream B-CD	0.1	11.48	0.10	0.0	8.64	0.03
Stream B-A	0.4	20.37	0.31	0.4	17.04	0.28
Stream AB-CD	0.0	6.57	0.02	0.0	7.76	0.03
Stream D-ABC	0.1	10.95	0.10	0.1	12.16	0.12
Stream CD-AB	0.0	8.73	0.03	0.0	7.10	0.03
	Junction 3 - Proposed Layout - DO SOMETHING 2042					
Stream B-CD	0.1	12.20	0.12	0.0	8.88	0.03
Stream B-A	0.5	22.44	0.34	0.4	18.15	0.30
Stream AB-CD	0.0	6.60	0.02	0.0	7.88	0.03
Stream D-ABC	0.1	11.26	0.10	0.1	12.61	0.12
Stream CD-AB	0.0	8.93	0.03	0.0	7.16	0.04

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

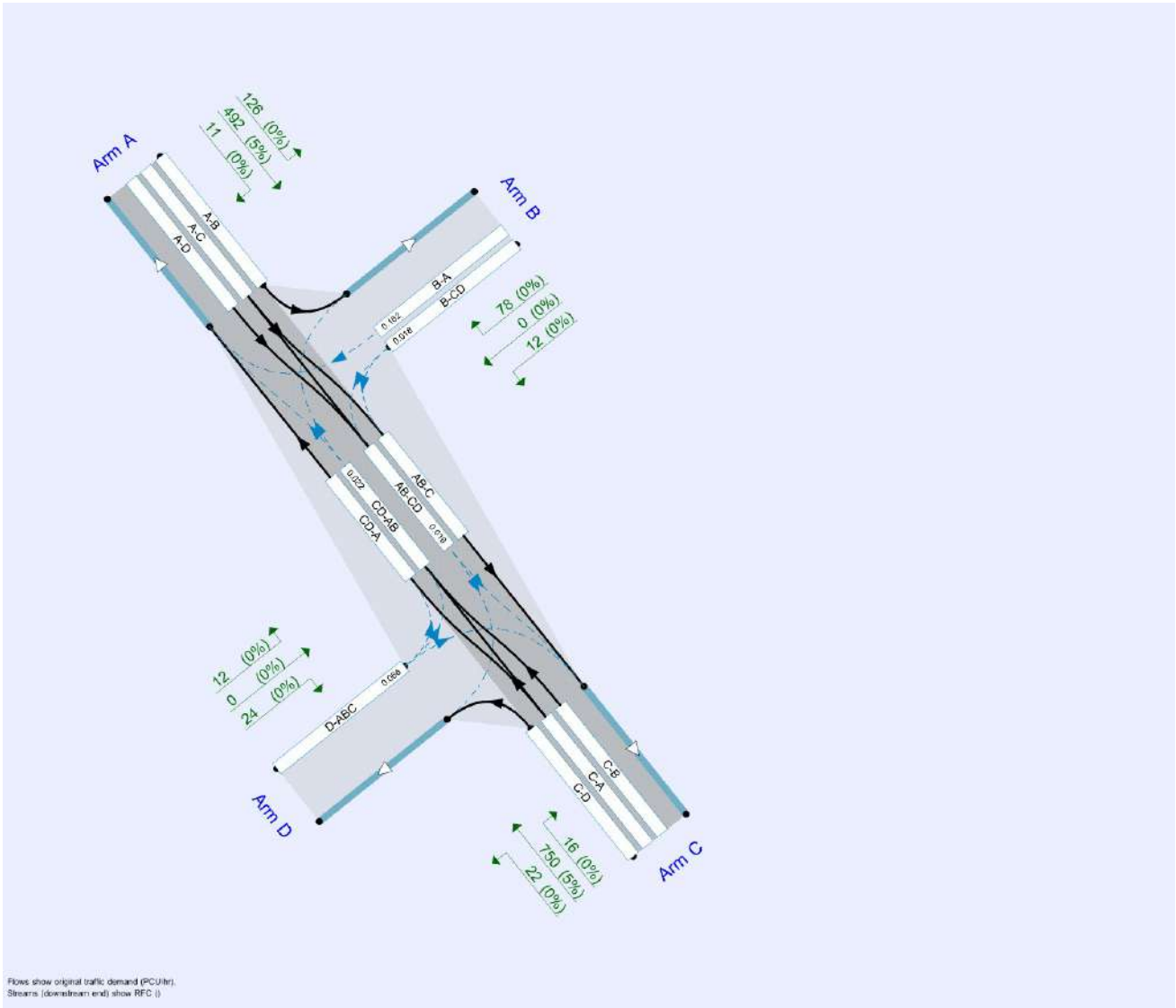
File summary

File Description

Title	
Location	
Site number	
Date	02/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\I.byrne
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	DO SOMETHING 2027	AM	ONE HOUR	08:00	09:30	15	✓
D2	DO SOMETHING 2027	PM	ONE HOUR	17:00	18:30	15	✓
D3	DO SOMETHING 2032	AM	ONE HOUR	08:00	09:30	15	✓
D4	DO SOMETHING 2032	PM	ONE HOUR	17:00	18:30	15	✓
D5	DO SOMETHING 2042	AM	ONE HOUR	08:00	09:30	15	✓
D6	DO SOMETHING 2042	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Junction 3 - Proposed Layout	✓	100.000	100.000

Junction 3 - Proposed Layout - DO SOMETHING 2027, 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		0.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Park West Avenue (N)		Major
B	Cedar Brook Walk (E)		Minor
C	Park West Avenue (S)		Major
D	Site Access (W)		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	9.00			120.0	✓	1.00
C	9.00			120.0	✓	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)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare		7.30	3.00	3.00	3.00	3.00		0.50	50	36
D	One lane	3.50								49	49

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/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	643	-	-	-	-	-	0.217	0.217	0.217	-	-
B-A	532	0.084	0.213	0.213	-	-	0.134	0.304	-	0.134	0.304
B-CD	602	0.080	0.203	0.203	-	-	-	-	-	-	-
CD-B	643	0.217	0.217	0.217	-	-	-	-	-	-	-
D-AB	688	-	-	-	-	-	0.232	0.232	0.092	-	-
D-C	544	-	0.137	0.311	0.137	0.311	0.218	0.218	0.086	-	-

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)	Run automatically
D1	DO SOMETHING 2027	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	921	100.000
B		ONE HOUR	✓	98	100.000
C		ONE HOUR	✓	416	100.000
D		ONE HOUR	✓	33	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	113	798	10
	B	67	0	31	0
	C	387	10	0	19
	D	11	0	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.09	10.83	0.1	B	28	43
B-A	0.28	18.54	0.4	C	61	92
A-B					104	156
A-C					732	1098
A-D					9	14
AB-CD	0.02	6.54	0.0	A	9	14
AB-C					760	1141
D-ABC	0.10	10.62	0.1	B	30	45
C-D					17	26
C-A					355	533
C-B					9	14
CD-AB	0.03	8.51	0.0	A	9	14
CD-A					365	548

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	6	451	0.052	23	0.0	0.1	8.405	A
B-A	50	13	352	0.143	50	0.0	0.2	11.881	B
A-B	85	21			85				
A-C	601	150			601				
A-D	8	2			8				
AB-CD	8	2	584	0.013	8	0.0	0.0	6.252	A
AB-C	624	156			624				
D-ABC	25	6	444	0.056	25	0.0	0.1	8.577	A
C-D	14	4			14				
C-A	291	73			291				
C-B	8	2			8				
CD-AB	8	2	498	0.015	8	0.0	0.0	7.347	A
CD-A	299	75			299				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	28	7	418	0.067	28	0.1	0.1	9.230	A
B-A	60	15	317	0.190	60	0.2	0.2	13.993	B
A-B	102	25			102				
A-C	717	179			717				
A-D	9	2			9				
AB-CD	9	2	574	0.016	9	0.0	0.0	6.375	A
AB-C	745	186			745				
D-ABC	30	7	416	0.071	30	0.1	0.1	9.326	A
C-D	17	4			17				
C-A	348	87			348				
C-B	9	2			9				
CD-AB	9	2	471	0.019	9	0.0	0.0	7.800	A
CD-A	358	89			358				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	34	9	367	0.093	34	0.1	0.1	10.809	B
B-A	74	18	268	0.275	73	0.2	0.4	18.436	C
A-B	124	31			124				
A-C	879	220			879				
A-D	11	3			11				
AB-CD	11	3	562	0.020	11	0.0	0.0	6.539	A
AB-C	912	228			912				
D-ABC	36	9	375	0.097	36	0.1	0.1	10.616	B
C-D	21	5			21				
C-A	426	107			426				
C-B	11	3			11				
CD-AB	11	3	435	0.026	11	0.0	0.0	8.506	A
CD-A	438	109			438				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	34	9	366	0.093	34	0.1	0.1	10.835	B
B-A	74	18	268	0.275	74	0.4	0.4	18.535	C
A-B	124	31			124				
A-C	879	220			879				
A-D	11	3			11				
AB-CD	11	3	563	0.020	11	0.0	0.0	6.539	A
AB-C	912	228			912				
D-ABC	36	9	375	0.097	36	0.1	0.1	10.623	B
C-D	21	5			21				
C-A	426	107			426				
C-B	11	3			11				
CD-AB	11	3	435	0.026	11	0.0	0.0	8.507	A
CD-A	438	109			438				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	28	7	417	0.067	28	0.1	0.1	9.256	A
B-A	60	15	317	0.190	61	0.4	0.2	14.081	B
A-B	102	25			102				
A-C	717	179			717				
A-D	9	2			9				
AB-CD	9	2	574	0.016	9	0.0	0.0	6.376	A
AB-C	745	186			745				
D-ABC	30	7	416	0.071	30	0.1	0.1	9.336	A
C-D	17	4			17				
C-A	348	87			348				
C-B	9	2			9				
CD-AB	9	2	471	0.019	9	0.0	0.0	7.801	A
CD-A	358	89			358				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	6	450	0.052	23	0.1	0.1	8.434	A
B-A	50	13	352	0.143	51	0.2	0.2	11.951	B
A-B	85	21			85				
A-C	601	150			601				
A-D	8	2			8				
AB-CD	8	2	584	0.013	8	0.0	0.0	6.254	A
AB-C	624	156			624				
D-ABC	25	6	444	0.056	25	0.1	0.1	8.589	A
C-D	14	4			14				
C-A	291	73			291				
C-B	8	2			8				
CD-AB	8	2	498	0.015	8	0.0	0.0	7.350	A
CD-A	300	75			300				

Junction 3 - Proposed Layout - DO SOMETHING 2027, 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		0.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	DO SOMETHING 2027	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	579	100.000
B		ONE HOUR	✓	81	100.000
C		ONE HOUR	✓	722	100.000
D		ONE HOUR	✓	36	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	113	455	11
	B	70	0	11	0
	C	686	14	0	22
	D	12	0	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.03	8.39	0.0	A	10	15
B-A	0.25	15.84	0.3	C	64	96
A-B					104	156
A-C					418	626
A-D					10	15
AB-CD	0.03	7.64	0.0	A	10	15
AB-C					427	641
D-ABC	0.11	11.71	0.1	B	33	50
C-D					20	30
C-A					629	944
C-B					13	19
CD-AB	0.03	7.04	0.0	A	13	20
CD-A					640	960

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	8	2	501	0.017	8	0.0	0.0	7.298	A
B-A	53	13	376	0.140	52	0.0	0.2	11.082	B
A-B	85	21			85				
A-C	343	86			343				
A-D	8	2			8				
AB-CD	8	2	531	0.016	8	0.0	0.0	6.888	A
AB-C	351	88			351				
D-ABC	27	7	424	0.064	27	0.0	0.1	9.065	A
C-D	17	4			17				
C-A	516	129			516				
C-B	11	3			11				
CD-AB	11	3	559	0.019	11	0.0	0.0	6.570	A
CD-A	525	131			525				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10	2	478	0.021	10	0.0	0.0	7.687	A
B-A	63	16	346	0.182	63	0.2	0.2	12.691	B
A-B	102	25			102				
A-C	409	102			409				
A-D	10	2			10				
AB-CD	10	3	511	0.020	10	0.0	0.0	7.190	A
AB-C	419	105			419				
D-ABC	32	8	392	0.083	32	0.1	0.1	10.011	B
C-D	20	5			20				
C-A	617	154			617				
C-B	13	3			13				
CD-AB	13	3	545	0.024	13	0.0	0.0	6.767	A
CD-A	627	157			627				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	3	442	0.027	12	0.0	0.0	8.383	A
B-A	77	19	304	0.253	77	0.2	0.3	15.783	C
A-B	124	31			124				
A-C	501	125			501				
A-D	12	3			12				
AB-CD	12	3	484	0.026	12	0.0	0.0	7.637	A
AB-C	513	128			513				
D-ABC	40	10	347	0.114	39	0.1	0.1	11.699	B
C-D	24	6			24				
C-A	755	189			755				
C-B	15	4			15				
CD-AB	16	4	529	0.031	16	0.0	0.0	7.037	A
CD-A	768	192			768				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	3	441	0.027	12	0.0	0.0	8.390	A
B-A	77	19	304	0.253	77	0.3	0.3	15.844	C
A-B	124	31			124				
A-C	501	125			501				
A-D	12	3			12				
AB-CD	12	3	484	0.026	12	0.0	0.0	7.640	A
AB-C	513	128			513				
D-ABC	40	10	347	0.114	40	0.1	0.1	11.711	B
C-D	24	6			24				
C-A	755	189			755				
C-B	15	4			15				
CD-AB	16	4	529	0.031	16	0.0	0.0	7.037	A
CD-A	768	192			768				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10	2	478	0.021	10	0.0	0.0	7.695	A
B-A	63	16	346	0.182	63	0.3	0.2	12.751	B
A-B	102	25			102				
A-C	409	102			409				
A-D	10	2			10				
AB-CD	10	3	511	0.020	10	0.0	0.0	7.194	A
AB-C	419	105			419				
D-ABC	32	8	392	0.083	33	0.1	0.1	10.024	B
C-D	20	5			20				
C-A	617	154			617				
C-B	13	3			13				
CD-AB	13	3	546	0.024	13	0.0	0.0	6.768	A
CD-A	627	157			627				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	8	2	501	0.017	8	0.0	0.0	7.308	A
B-A	53	13	376	0.140	53	0.2	0.2	11.138	B
A-B	85	21			85				
A-C	343	86			343				
A-D	8	2			8				
AB-CD	8	2	531	0.016	8	0.0	0.0	6.891	A
AB-C	351	88			351				
D-ABC	27	7	424	0.064	27	0.1	0.1	9.080	A
C-D	17	4			17				
C-A	516	129			516				
C-B	11	3			11				
CD-AB	11	3	559	0.019	11	0.0	0.0	6.570	A
CD-A	525	131			525				

Junction 3 - Proposed Layout - DO SOMETHING 2032, 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		0.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	DO SOMETHING 2032	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	969	100.000
B		ONE HOUR	✓	104	100.000
C		ONE HOUR	✓	431	100.000
D		ONE HOUR	✓	33	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	119	840	10
	B	71	0	33	0
	C	402	10	0	19
	D	11	0	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.10	11.48	0.1	B	30	45
B-A	0.31	20.37	0.4	C	65	98
A-B					109	164
A-C					771	1156
A-D					9	14
AB-CD	0.02	6.57	0.0	A	9	14
AB-C					801	1201
D-ABC	0.10	10.95	0.1	B	30	45
C-D					17	26
C-A					369	553
C-B					9	14
CD-AB	0.03	8.73	0.0	A	9	14
CD-A					379	568

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	25	6	443	0.056	25	0.0	0.1	8.604	A
B-A	53	13	343	0.156	53	0.0	0.2	12.354	B
A-B	90	22			90				
A-C	632	158			632				
A-D	8	2			8				
AB-CD	8	2	582	0.013	8	0.0	0.0	6.274	A
AB-C	657	164			657				
D-ABC	25	6	438	0.057	25	0.0	0.1	8.712	A
C-D	14	4			14				
C-A	303	76			303				
C-B	8	2			8				
CD-AB	8	2	490	0.016	8	0.0	0.0	7.462	A
CD-A	311	78			311				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	30	7	407	0.073	30	0.1	0.1	9.541	A
B-A	64	16	306	0.208	64	0.2	0.3	14.801	B
A-B	107	27			107				
A-C	755	189			755				
A-D	9	2			9				
AB-CD	9	2	572	0.016	9	0.0	0.0	6.401	A
AB-C	785	196			785				
D-ABC	30	7	408	0.073	30	0.1	0.1	9.520	A
C-D	17	4			17				
C-A	361	90			361				
C-B	9	2			9				
CD-AB	9	2	462	0.020	9	0.0	0.0	7.955	A
CD-A	371	93			371				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	36	9	351	0.104	36	0.1	0.1	11.440	B
B-A	78	20	255	0.307	77	0.3	0.4	20.223	C
A-B	131	33			131				
A-C	925	231			925				
A-D	11	3			11				
AB-CD	11	3	560	0.020	11	0.0	0.0	6.570	A
AB-C	961	240			961				
D-ABC	36	9	365	0.100	36	0.1	0.1	10.944	B
C-D	21	5			21				
C-A	443	111			443				
C-B	11	3			11				
CD-AB	11	3	424	0.027	11	0.0	0.0	8.727	A
CD-A	454	114			454				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	36	9	350	0.104	36	0.1	0.1	11.484	B
B-A	78	20	255	0.307	78	0.4	0.4	20.373	C
A-B	131	33			131				
A-C	925	231			925				
A-D	11	3			11				
AB-CD	11	3	560	0.020	11	0.0	0.0	6.570	A
AB-C	961	240			961				
D-ABC	36	9	365	0.100	36	0.1	0.1	10.948	B
C-D	21	5			21				
C-A	443	111			443				
C-B	11	3			11				
CD-AB	11	3	424	0.027	11	0.0	0.0	8.729	A
CD-A	454	114			454				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	30	7	406	0.073	30	0.1	0.1	9.582	A
B-A	64	16	306	0.208	64	0.4	0.3	14.920	B
A-B	107	27			107				
A-C	755	189			755				
A-D	9	2			9				
AB-CD	9	2	572	0.016	9	0.0	0.0	6.401	A
AB-C	785	196			785				
D-ABC	30	7	408	0.073	30	0.1	0.1	9.533	A
C-D	17	4			17				
C-A	361	90			361				
C-B	9	2			9				
CD-AB	9	2	462	0.020	9	0.0	0.0	7.958	A
CD-A	371	93			371				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	25	6	442	0.056	25	0.1	0.1	8.639	A
B-A	53	13	343	0.156	54	0.3	0.2	12.445	B
A-B	90	22			90				
A-C	632	158			632				
A-D	8	2			8				
AB-CD	8	2	582	0.013	8	0.0	0.0	6.276	A
AB-C	657	164			657				
D-ABC	25	6	438	0.057	25	0.1	0.1	8.727	A
C-D	14	4			14				
C-A	303	76			303				
C-B	8	2			8				
CD-AB	8	2	490	0.016	8	0.0	0.0	7.466	A
CD-A	311	78			311				

Junction 3 - Proposed Layout - DO SOMETHING 2032, 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		0.74	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)	Run automatically
D4	DO SOMETHING 2032	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	605	100.000
B		ONE HOUR	✓	86	100.000
C		ONE HOUR	✓	756	100.000
D		ONE HOUR	✓	36	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	119	475	11
	B	75	0	11	0
	C	719	15	0	22
	D	12	0	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.03	8.64	0.0	A	10	15
B-A	0.28	17.04	0.4	C	69	103
A-B					109	164
A-C					436	654
A-D					10	15
AB-CD	0.03	7.76	0.0	A	10	15
AB-C					446	669
D-ABC	0.12	12.16	0.1	B	33	50
C-D					20	30
C-A					660	990
C-B					14	21
CD-AB	0.03	7.10	0.0	A	14	21
CD-A					670	1005

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	8	2	496	0.017	8	0.0	0.0	7.385	A
B-A	56	14	369	0.153	56	0.0	0.2	11.458	B
A-B	90	22			90				
A-C	358	89			358				
A-D	8	2			8				
AB-CD	8	2	526	0.016	8	0.0	0.0	6.958	A
AB-C	366	91			366				
D-ABC	27	7	416	0.065	27	0.0	0.1	9.239	A
C-D	17	4			17				
C-A	541	135			541				
C-B	11	3			11				
CD-AB	12	3	556	0.021	11	0.0	0.0	6.615	A
CD-A	550	138			550				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10	2	470	0.021	10	0.0	0.0	7.818	A
B-A	67	17	338	0.200	67	0.2	0.2	13.298	B
A-B	107	27			107				
A-C	427	107			427				
A-D	10	2			10				
AB-CD	10	3	505	0.020	10	0.0	0.0	7.280	A
AB-C	437	109			437				
D-ABC	32	8	383	0.085	32	0.1	0.1	10.271	B
C-D	20	5			20				
C-A	646	162			646				
C-B	13	3			13				
CD-AB	14	3	542	0.026	14	0.0	0.0	6.820	A
CD-A	657	164			657				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	3	429	0.028	12	0.0	0.0	8.626	A
B-A	83	21	294	0.281	82	0.2	0.4	16.958	C
A-B	131	33			131				
A-C	523	131			523				
A-D	12	3			12				
AB-CD	12	3	477	0.026	12	0.0	0.0	7.759	A
AB-C	535	134			535				
D-ABC	40	10	336	0.118	39	0.1	0.1	12.148	B
C-D	24	6			24				
C-A	792	198			792				
C-B	17	4			17				
CD-AB	17	4	525	0.033	17	0.0	0.0	7.098	A
CD-A	804	201			804				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	3	429	0.028	12	0.0	0.0	8.637	A
B-A	83	21	294	0.281	83	0.4	0.4	17.043	C
A-B	131	33			131				
A-C	523	131			523				
A-D	12	3			12				
AB-CD	12	3	477	0.026	12	0.0	0.0	7.761	A
AB-C	535	134			535				
D-ABC	40	10	336	0.118	40	0.1	0.1	12.160	B
C-D	24	6			24				
C-A	792	198			792				
C-B	17	4			17				
CD-AB	17	4	526	0.033	17	0.0	0.0	7.098	A
CD-A	804	201			804				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10	2	470	0.021	10	0.0	0.0	7.829	A
B-A	67	17	338	0.200	68	0.4	0.3	13.378	B
A-B	107	27			107				
A-C	427	107			427				
A-D	10	2			10				
AB-CD	10	3	505	0.020	10	0.0	0.0	7.284	A
AB-C	437	109			437				
D-ABC	32	8	383	0.085	33	0.1	0.1	10.287	B
C-D	20	5			20				
C-A	646	162			646				
C-B	13	3			13				
CD-AB	14	3	543	0.026	14	0.0	0.0	6.821	A
CD-A	657	164			657				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	8	2	495	0.017	8	0.0	0.0	7.394	A
B-A	56	14	369	0.153	57	0.3	0.2	11.531	B
A-B	90	22			90				
A-C	358	89			358				
A-D	8	2			8				
AB-CD	8	2	526	0.016	8	0.0	0.0	6.959	A
AB-C	366	91			366				
D-ABC	27	7	416	0.065	27	0.1	0.1	9.257	A
C-D	17	4			17				
C-A	541	135			541				
C-B	11	3			11				
CD-AB	12	3	556	0.021	12	0.0	0.0	6.616	A
CD-A	550	138			550				

Junction 3 - Proposed Layout - DO SOMETHING 2042, 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		0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DO SOMETHING 2042	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1012	100.000
B		ONE HOUR	✓	110	100.000
C		ONE HOUR	✓	445	100.000
D		ONE HOUR	✓	33	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	126	876	10
	B	75	0	35	0
	C	415	11	0	19
	D	11	0	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.12	12.20	0.1	B	32	48
B-A	0.34	22.44	0.5	C	69	103
A-B					116	173
A-C					804	1206
A-D					9	14
AB-CD	0.02	6.60	0.0	A	9	14
AB-C					836	1253
D-ABC	0.10	11.26	0.1	B	30	45
C-D					17	26
C-A					381	571
C-B					10	15
CD-AB	0.03	8.93	0.0	A	10	15
CD-A					391	586

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26	7	435	0.061	26	0.0	0.1	8.796	A
B-A	56	14	335	0.168	56	0.0	0.2	12.830	B
A-B	95	24			95				
A-C	659	165			659				
A-D	8	2			8				
AB-CD	8	2	580	0.013	8	0.0	0.0	6.294	A
AB-C	685	171			685				
D-ABC	25	6	432	0.058	25	0.0	0.1	8.835	A
C-D	14	4			14				
C-A	312	78			312				
C-B	8	2			8				
CD-AB	8	2	484	0.017	8	0.0	0.0	7.574	A
CD-A	321	80			321				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	31	8	396	0.079	31	0.1	0.1	9.858	A
B-A	67	17	297	0.227	67	0.2	0.3	15.640	C
A-B	113	28			113				
A-C	788	197			788				
A-D	9	2			9				
AB-CD	9	2	570	0.016	9	0.0	0.0	6.425	A
AB-C	819	205			819				
D-ABC	30	7	400	0.074	30	0.1	0.1	9.704	A
C-D	17	4			17				
C-A	373	93			373				
C-B	10	2			10				
CD-AB	10	3	455	0.022	10	0.0	0.0	8.102	A
CD-A	383	96			383				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	39	10	335	0.115	38	0.1	0.1	12.133	B
B-A	83	21	243	0.340	82	0.3	0.5	22.220	C
A-B	139	35			139				
A-C	964	241			964				
A-D	11	3			11				
AB-CD	11	3	558	0.021	11	0.0	0.0	6.599	A
AB-C	1002	251			1002				
D-ABC	36	9	356	0.102	36	0.1	0.1	11.247	B
C-D	21	5			21				
C-A	457	114			457				
C-B	12	3			12				
CD-AB	13	3	416	0.030	13	0.0	0.0	8.935	A
CD-A	469	117			469				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	39	10	334	0.116	39	0.1	0.1	12.199	B
B-A	83	21	243	0.340	83	0.5	0.5	22.439	C
A-B	139	35			139				
A-C	964	241			964				
A-D	11	3			11				
AB-CD	11	3	558	0.020	11	0.0	0.0	6.601	A
AB-C	1003	251			1003				
D-ABC	36	9	356	0.102	36	0.1	0.1	11.256	B
C-D	21	5			21				
C-A	457	114			457				
C-B	12	3			12				
CD-AB	13	3	416	0.030	13	0.0	0.0	8.935	A
CD-A	469	117			469				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	31	8	395	0.080	32	0.1	0.1	9.914	A
B-A	67	17	297	0.227	68	0.5	0.3	15.800	C
A-B	113	28			113				
A-C	788	197			788				
A-D	9	2			9				
AB-CD	9	2	570	0.016	9	0.0	0.0	6.428	A
AB-C	819	205			819				
D-ABC	30	7	400	0.074	30	0.1	0.1	9.715	A
C-D	17	4			17				
C-A	373	93			373				
C-B	10	2			10				
CD-AB	10	3	455	0.022	10	0.0	0.0	8.104	A
CD-A	383	96			383				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26	7	434	0.061	26	0.1	0.1	8.839	A
B-A	56	14	335	0.168	57	0.3	0.2	12.936	B
A-B	95	24			95				
A-C	659	165			659				
A-D	8	2			8				
AB-CD	8	2	580	0.013	8	0.0	0.0	6.297	A
AB-C	686	171			686				
D-ABC	25	6	432	0.058	25	0.1	0.1	8.851	A
C-D	14	4			14				
C-A	312	78			312				
C-B	8	2			8				
CD-AB	8	2	484	0.017	8	0.0	0.0	7.575	A
CD-A	321	80			321				

Junction 3 - Proposed Layout - DO SOMETHING 2042, 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		0.77	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)	Run automatically
D6	DO SOMETHING 2042	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	629	100.000
B		ONE HOUR	✓	90	100.000
C		ONE HOUR	✓	788	100.000
D		ONE HOUR	✓	36	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	126	492	11
	B	78	0	12	0
	C	750	16	0	22
	D	12	0	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.03	8.88	0.0	A	11	17
B-A	0.30	18.15	0.4	C	72	107
A-B					116	173
A-C					451	677
A-D					10	15
AB-CD	0.03	7.88	0.0	A	10	15
AB-C					462	693
D-ABC	0.12	12.61	0.1	B	33	50
C-D					20	30
C-A					688	1032
C-B					15	22
CD-AB	0.04	7.16	0.0	A	15	23
CD-A					699	1048

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	9	2	491	0.018	9	0.0	0.0	7.468	A
B-A	59	15	363	0.162	58	0.0	0.2	11.783	B
A-B	95	24			95				
A-C	370	93			370				
A-D	8	2			8				
AB-CD	8	2	521	0.016	8	0.0	0.0	7.026	A
AB-C	379	95			379				
D-ABC	27	7	409	0.066	27	0.0	0.1	9.409	A
C-D	17	4			17				
C-A	565	141			565				
C-B	12	3			12				
CD-AB	12	3	554	0.022	12	0.0	0.0	6.657	A
CD-A	573	143			573				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	11	3	464	0.023	11	0.0	0.0	7.944	A
B-A	70	18	330	0.213	70	0.2	0.3	13.832	B
A-B	113	28			113				
A-C	442	111			442				
A-D	10	2			10				
AB-CD	10	3	499	0.020	10	0.0	0.0	7.367	A
AB-C	453	113			453				
D-ABC	32	8	374	0.086	32	0.1	0.1	10.527	B
C-D	20	5			20				
C-A	674	169			674				
C-B	14	4			14				
CD-AB	15	4	540	0.028	15	0.0	0.0	6.869	A
CD-A	684	171			684				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13	3	419	0.032	13	0.0	0.0	8.863	A
B-A	86	21	284	0.302	85	0.3	0.4	18.042	C
A-B	139	35			139				
A-C	542	135			542				
A-D	12	3			12				
AB-CD	13	3	470	0.027	12	0.0	0.0	7.877	A
AB-C	554	139			554				
D-ABC	40	10	325	0.122	39	0.1	0.1	12.597	B
C-D	24	6			24				
C-A	826	206			826				
C-B	18	4			18				
CD-AB	19	5	523	0.036	19	0.0	0.0	7.152	A
CD-A	838	209			838				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13	3	419	0.032	13	0.0	0.0	8.877	A
B-A	86	21	284	0.302	86	0.4	0.4	18.152	C
A-B	139	35			139				
A-C	542	135			542				
A-D	12	3			12				
AB-CD	13	3	470	0.027	13	0.0	0.0	7.879	A
AB-C	555	139			555				
D-ABC	40	10	325	0.122	40	0.1	0.1	12.612	B
C-D	24	6			24				
C-A	826	206			826				
C-B	18	4			18				
CD-AB	19	5	523	0.036	19	0.0	0.0	7.155	A
CD-A	838	209			838				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	11	3	463	0.023	11	0.0	0.0	7.959	A
B-A	70	18	330	0.213	71	0.4	0.3	13.931	B
A-B	113	28			113				
A-C	442	111			442				
A-D	10	2			10				
AB-CD	10	3	499	0.020	10	0.0	0.0	7.371	A
AB-C	453	113			453				
D-ABC	32	8	374	0.087	33	0.1	0.1	10.544	B
C-D	20	5			20				
C-A	674	169			674				
C-B	14	4			14				
CD-AB	15	4	540	0.028	15	0.0	0.0	6.872	A
CD-A	685	171			685				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	9	2	490	0.018	9	0.0	0.0	7.482	A
B-A	59	15	363	0.162	59	0.3	0.2	11.868	B
A-B	95	24			95				
A-C	370	93			370				
A-D	8	2			8				
AB-CD	8	2	521	0.016	8	0.0	0.0	7.029	A
AB-C	379	95			379				
D-ABC	27	7	409	0.066	27	0.1	0.1	9.430	A
C-D	17	4			17				
C-A	565	141			565				
C-B	12	3			12				
CD-AB	12	3	554	0.022	12	0.0	0.0	6.658	A
CD-A	573	143			573				

TRANSYT 17

Version: 17.0.2.2770
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Filename: Import of Junction 4 - Existing Layout - Signalised T-junction - AM.t17
Path: M:\Projects\22\22-010 Cherry Orchard - Sites 4 & 5 - C&S\Design\Civil\Traffic\Modelling 2026\3. Junction Modelling\Junction 4\120 seconds cycle\Existing Signalised T-junction
Report generation date: 13/07/2026 10:37:52

»A1 - Junction 4 - Existing Layout : D1 - 2022 | BASELINE | AM :
»A1 - Junction 4 - Existing Layout : D2 - 2027 | DO NOTHING | AM :
»A1 - Junction 4 - Existing Layout : D3 - 2032 | DO NOTHING | AM :
»A1 - Junction 4 - Existing Layout : D4 - 2042 | DO NOTHING | AM :

Summary of network performance

	AM				
	Set ID	PI (£ per hr)	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Junction 4 - Existing Layout - 2022 - BASELINE				
Network	D1	131.03	8.55	62% (TS A/1)	0 (0%)
	Junction 4 - Existing Layout - 2027 - DO NOTHING				
Network	D2	155.21	10.10	69% (TS A/1)	0 (0%)
	Junction 4 - Existing Layout - 2032 - DO NOTHING				
Network	D3	170.40	11.09	73% (TS A/1)	0 (0%)
	Junction 4 - Existing Layout - 2042 - DO NOTHING				
Network	D4	185.23	12.05	77% (TS A/1)	0 (0%)

File summary

File description

File title	(untitled)
Location	
Site number	
Driving side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\f.silva
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display OD matrix distances	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber	c m
			✓			✓		✓	✓						

Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	PCU	PCU	perHour	s	-Hour	perHour

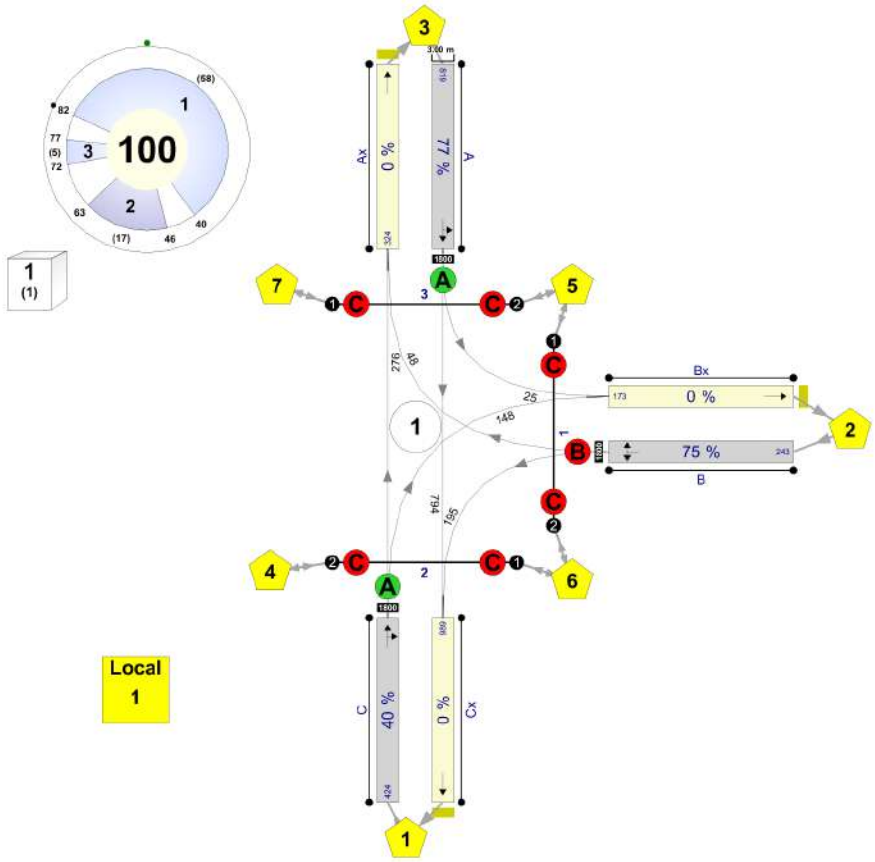
Sorting

Show names instead of IDs	Include IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Demand set display name template	Summary results columns	Summary results rows	Summary results rows order by ID	Link grouping	Source grouping	Colour Analysis/Demand Sets
	✓	Ascending	Numerical		ID	ID - Y | S | T	T	Y - S	✓	Normal	Normal	✓

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	10000	10000	-1	3	60	✓			0	0	0.00

Network Diagrams



(untitled)
Diagram produced using TRANSYT 17.0.2.2770

A1 - Junction 4 - Existing Layout
D1 - 2022 | BASELINE | AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 09:52:09	13/07/2026 09:52:09	0.46	08:00	100	131.03	8.55	62.43	A/1	0	0	A/1	Ax/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Junction 4 - Existing Layout			✓	D1,D2,D3,D4	✓	D4	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2022	BASELINE	AM	(untitled)			08:00		✓

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	5	300	0	0	Unknown	
	B	(untitled)	5	300	0	0	Unknown	
	C	(untitled)	5	300	0	0	Pedestrian	3

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3	40, 63, 77	35	
	2	(untitled)		Single	1, 3, 2	0, 33, 66	34	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		6	9
	B	5		9
	C	5	5	

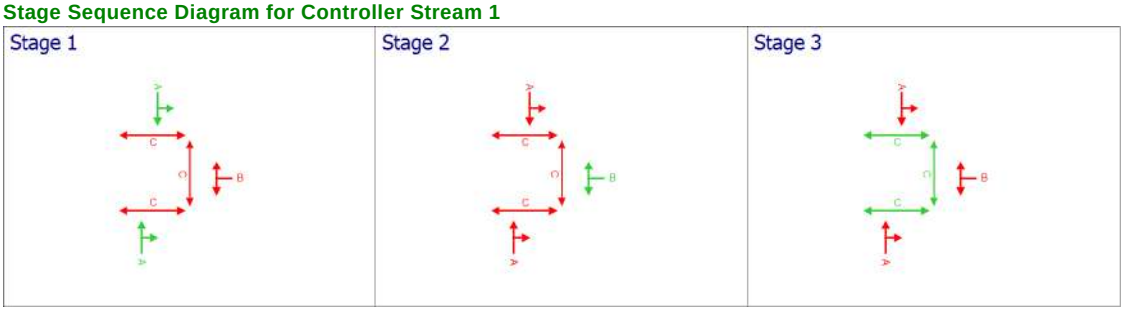
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	82	40	58	1	5
	2	✓	2	B	46	63	17	1	5
	3	✓	3	C	72	77	5	1	5

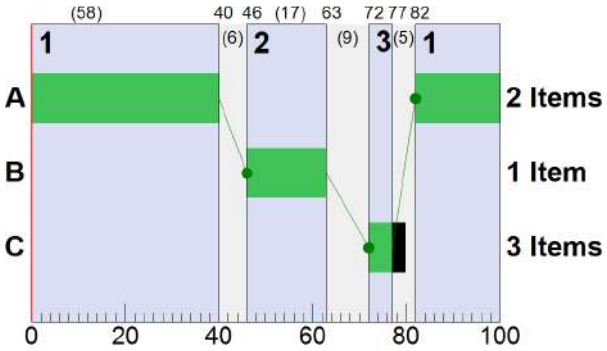
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	82	40	58
B	1	1	1	B	46	63	17
C	1	1	1	A	82	40	58

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 09:52:09	13/07/2026 09:52:09	0.46	08:00	100	131.03	8.55	62.43	A/1	0	0	A/1	Ax/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	62	60	2328	433	90.99	9.67	100.66

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Del weigh multi (%
A	1	(untitled)	1	1	A	663	1800	58	0.00	62	60	28.11	16.11	64.97	12.30	10
Ax	1	(untitled)				233	Unrestricted	100	18.00	0	Unrestricted	12.00	0.00	0.00	0.00	10
B	1	(untitled)	1	1	B	197	1800	17	0.00	61	64	58.23	46.23	98.46	5.50	10
Bx	1	(untitled)				132	Unrestricted	100	38.00	0	Unrestricted	12.00	0.00	0.00	0.00	10
C	1	(untitled)	1	1	A	304	1800	58	0.00	29	249	22.80	10.80	48.12	4.20	10
Cx	1	(untitled)				799	Unrestricted	100	12.00	0	Unrestricted	12.00	0.00	0.00	0.00	10

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	232.80	14.17	16.43	5.37	1.04	90.99	9.67	0.00	100.66
Bus									
Tram									
Pedestrians	1.56	2.44	0.64	2.14	0.00	30.37	0.00	0.00	30.37
TOTAL	234.36	16.61	14.11	7.51	1.04	121.37	9.67	0.00	131.03

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - Junction 4 - Existing Layout
D2 - 2027 | DO NOTHING | AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 09:52:09	13/07/2026 09:52:09	0.74	08:00	100	155.21	10.10	69.40	A/1	0	0	A/1	Ax/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Junction 4 - Existing Layout			✓	D1,D2,D3,D4	✓	D4	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2027	DO NOTHING	AM	(untitled)			08:00		✓

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	5	300	0	0	Unknown	
	B	(untitled)	5	300	0	0	Unknown	
	C	(untitled)	5	300	0	0	Pedestrian	3

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3	40, 63, 77	35	
	2	(untitled)		Single	1, 3, 2	0, 33, 66	34	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		6	9
	B	5		9
	C	5	5	

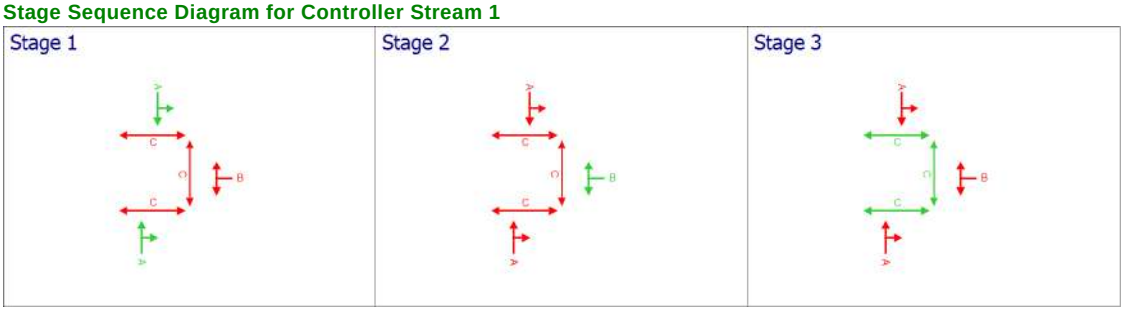
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	82	40	58	1	5
	2	✓	2	B	46	63	17	1	5
	3	✓	3	C	72	77	5	1	5

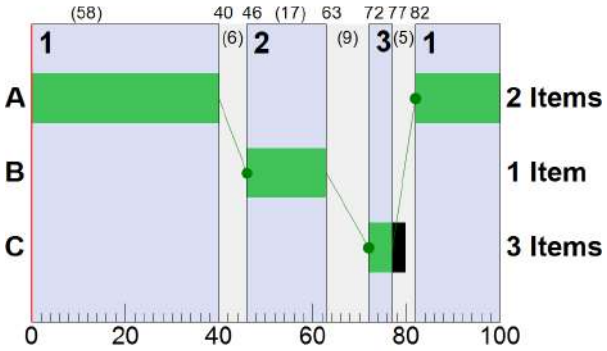
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	82	40	58
B	1	1	1	B	46	63	17
C	1	1	1	A	82	40	58

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 09:52:09	13/07/2026 09:52:09	0.74	08:00	100	155.21	10.10	69.40	A/1	0	0	A/1	Ax/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	69	44	2684	433	113.05	11.79	124.84

Final Prediction Table

Traffic Stream Results

			SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	De weig multi (
A	1	(untitled)	1	1	A	737	1800	58	0.00	69	44	30.04	18.04	70.38	14.91	1
Ax	1	(untitled)				295	Unrestricted	100	17.00	0	Unrestricted	12.00	0.00	0.00	0.00	1
B	1	(untitled)	1	1	B	219	1800	17	0.00	68	48	61.58	49.58	102.57	6.34	1
Bx	1	(untitled)				157	Unrestricted	100	38.00	0	Unrestricted	12.00	0.00	0.00	0.00	1
C	1	(untitled)	1	1	A	386	1800	58	0.00	36	175	23.67	11.67	51.06	5.68	1
Cx	1	(untitled)				890	Unrestricted	100	11.00	0	Unrestricted	12.00	0.00	0.00	0.00	1

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	268.40	16.91	15.87	6.39	1.57	113.05	11.79	0.00	124.84
Bus									
Tram									
Pedestrians	1.56	2.44	0.64	2.14	0.00	30.37	0.00	0.00	30.37
TOTAL	269.96	19.35	13.95	8.53	1.57	143.42	11.79	0.00	155.21

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - Junction 4 - Existing Layout
D3 - 2032 | DO NOTHING | AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 09:52:09	13/07/2026 09:52:10	1.17	08:00	100	170.40	11.09	73.45	A/1	0	0	A/1	Ax/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Junction 4 - Existing Layout			✓	D1,D2,D3,D4	✓	D4	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2032	DO NOTHING	AM	(untitled)			08:00		✓

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	5	300	0	0	Unknown	
	B	(untitled)	5	300	0	0	Unknown	
	C	(untitled)	5	300	0	0	Pedestrian	3

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3	40, 63, 77	35	
	2	(untitled)		Single	1, 3, 2	0, 33, 66	34	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		6	9
	B	5		9
	C	5	5	

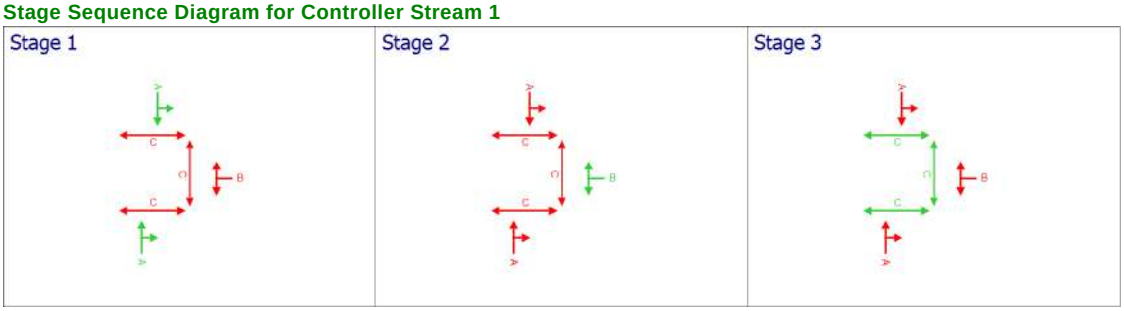
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	82	40	58	1	5
	2	✓	2	B	46	63	17	1	5
	3	✓	3	C	72	77	5	1	5

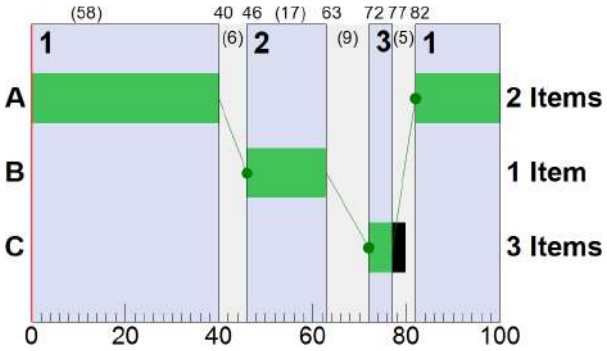
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	82	40	58
B	1	1	1	B	46	63	17
C	1	1	1	A	82	40	58

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 09:52:09	13/07/2026 09:52:10	1.17	08:00	100	170.40	11.09	73.45	A/1	0	0	A/1	Ax/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	73	36	2838	433	127.07	12.95	140.02

Final Prediction Table

Traffic Stream Results

			SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	De weig multi (
A	1	(untitled)	1	1	A	780	1800	58	0.00	73	36	31.46	19.46	73.97	16.60	1
Ax	1	(untitled)				310	Unrestricted	100	16.00	0	Unrestricted	12.00	0.00	0.00	0.00	1
B	1	(untitled)	1	1	B	233	1800	17	0.00	72	39	64.36	52.36	105.69	6.97	1
Bx	1	(untitled)				166	Unrestricted	100	38.00	0	Unrestricted	12.00	0.00	0.00	0.00	1
C	1	(untitled)	1	1	A	406	1800	58	0.00	38	162	23.90	11.90	51.67	5.98	1
Cx	1	(untitled)				943	Unrestricted	100	11.00	0	Unrestricted	12.00	0.00	0.00	0.00	1

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	283.80	18.41	15.42	6.94	2.01	127.07	12.95	0.00	140.02
Bus									
Tram									
Pedestrians	1.56	2.44	0.64	2.14	0.00	30.37	0.00	0.00	30.37
TOTAL	285.36	20.85	13.68	9.08	2.01	157.45	12.95	0.00	170.40

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - Junction 4 - Existing Layout
D4 - 2042 | DO NOTHING | AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 09:52:08	13/07/2026 09:52:09	1.18	08:00	100	185.23	12.05	77.12	A/1	0	0	A/1	Ax/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Junction 4 - Existing Layout			✓	D1,D2,D3,D4	✓	D4	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2042	DO NOTHING	AM	(untitled)			08:00		✓

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	5	300	0	0	Unknown	
	B	(untitled)	5	300	0	0	Unknown	
	C	(untitled)	5	300	0	0	Pedestrian	3

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3	40, 63, 77	35	
	2	(untitled)		Single	1, 3, 2	0, 33, 66	34	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		6	9
	B	5		9
	C	5	5	

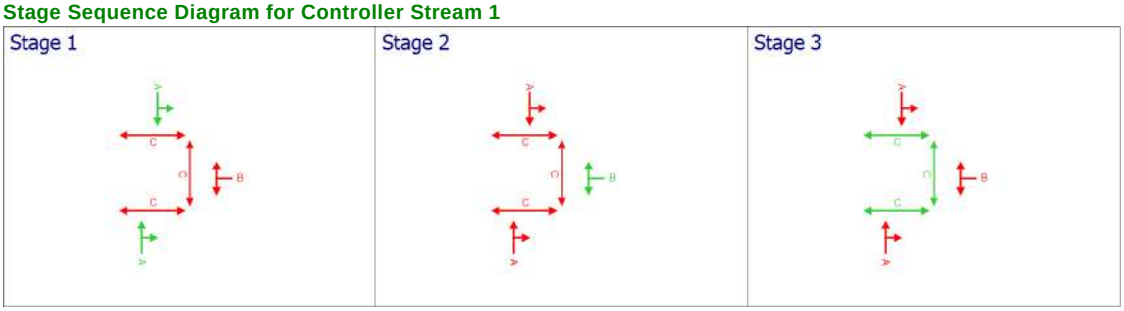
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	82	40	58	1	5
	2	✓	2	B	46	63	17	1	5
	3	✓	3	C	72	77	5	1	5

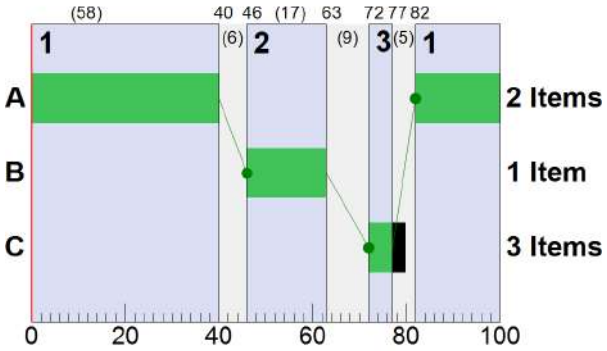
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	82	40	58
B	1	1	1	B	46	63	17
C	1	1	1	A	82	40	58

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 09:52:08	13/07/2026 09:52:09	1.18	08:00	100	185.23	12.05	77.12	A/1	0	0	A/1	Ax/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	77	30	2972	433	140.79	14.06	154.86

Final Prediction Table

Traffic Stream Results

			SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	De weig multi (
A	1	(untitled)	1	1	A	819 <	1800	58	0.00	77	30	33.04	21.04	77.67	18.34 +	1
Ax	1	(untitled)				324	Unrestricted	100	16.00	0	Unrestricted	12.00	0.00	0.00	0.00	1
B	1	(untitled)	1	1	B	243	1800	17	0.00	75	33	66.82	54.82	108.08	7.42	1
Bx	1	(untitled)				173	Unrestricted	100	37.00	0	Unrestricted	12.00	0.00	0.00	0.00	1
C	1	(untitled)	1	1	A	424	1800	58	0.00	40	150	24.12	12.12	52.59	6.37	1
Cx	1	(untitled)				989	Unrestricted	100	10.00	0	Unrestricted	12.00	0.00	0.00	0.00	1

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	297.20	19.82	14.99	7.43	2.49	140.79	14.06	0.00	154.86
Bus									
Tram									
Pedestrians	1.56	2.44	0.64	2.14	0.00	30.37	0.00	0.00	30.37
TOTAL	298.76	22.27	13.42	9.57	2.49	171.17	14.06	0.00	185.23

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 17

Version: 17.0.2.2770
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Import of Junction 4 - Existing Layout - Signalised T-junction - PM.t17
Path: M:\Projects\22\22-010 Cherry Orchard - Sites 4 & 5 - C&S\Design\Civil\Traffic\Modelling 2026\3. Junction Modelling\Junction 4\120 seconds cycle\Existing Signalised T-junction
Report generation date: 13/07/2026 10:59:01

»A1 - Junction 4 - Existing Layout : D1 - 2022 | BASELINE | PM :
»A1 - Junction 4 - Existing Layout : D2 - 2027 | DO NOTHING | PM :
»A1 - Junction 4 - Existing Layout : D3 - 2032 | DO NOTHING | PM :
»A1 - Junction 4 - Existing Layout : D4 - 2042 | DO NOTHING | PM :

Summary of network performance

	PM				
	Set ID	PI (£ per hr)	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Junction 4 - Existing Layout - 2022 - BASELINE				
Network	D1	116.91	7.61	62% (TS C/1)	0 (0%)
	Junction 4 - Existing Layout - 2027 - DO NOTHING				
Network	D2	137.83	8.95	69% (TS C/1)	0 (0%)
	Junction 4 - Existing Layout - 2032 - DO NOTHING				
Network	D3	150.77	9.79	74% (TS C/1)	0 (0%)
	Junction 4 - Existing Layout - 2042 - DO NOTHING				
Network	D4	164.79	10.70	77% (TS C/1)	0 (0%)

File summary

File description

File title	(untitled)
Location	
Site number	
Driving side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\f.silva
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display OD matrix distances	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber	c m
			✓			✓		✓	✓						

Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	PCU	PCU	perHour	s	-Hour	perHour

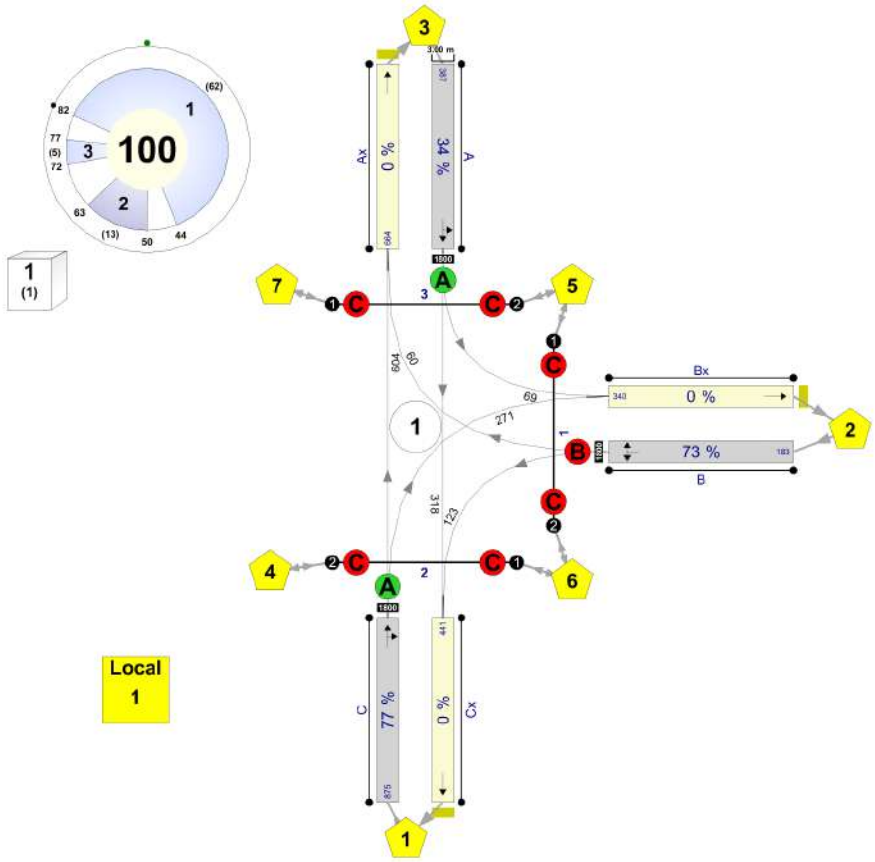
Sorting

Show names instead of IDs	Include IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Demand set display name template	Summary results columns	Summary results rows	Summary results rows order by ID	Link grouping	Source grouping	Colour Analysis/Demand Sets
	✓	Ascending	Numerical		ID	ID - Y | S | T	T	Y - S	✓	Normal	Normal	✓

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	10000	10000	-1	3	60	✓			0	0	0.00

Network Diagrams



(untitled)
Diagram produced using TRANSYT 17.0.2.2770

A1 - Junction 4 - Existing Layout
D1 - 2022 | BASELINE | PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 10:57:28	13/07/2026 10:57:28	0.54	17:00	100	116.91	7.61	62.43	C/1	0	0	C/1	Ax/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Junction 4 - Existing Layout			✓	D1,D2,D3,D4	✓	D4	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2022	BASELINE	PM	(untitled)			17:00		✓

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	5	300	0	0	Unknown	
	B	(untitled)	5	300	0	0	Unknown	
	C	(untitled)	5	300	0	0	Pedestrian	3

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3	44, 63, 77	35	
	2	(untitled)		Single	1, 3, 2	0, 33, 66	34	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		6	9
	B	5		9
	C	5	5	

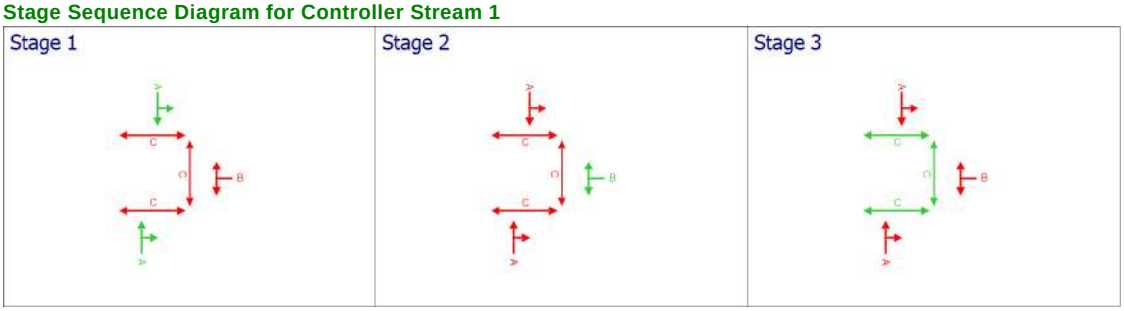
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	82	44	62	1	5
	2	✓	2	B	50	63	13	1	5
	3	✓	3	C	72	77	5	1	5

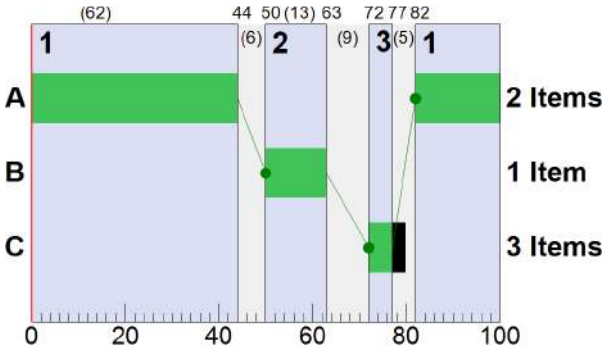
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	82	44	62
B	1	1	1	B	50	63	13
C	1	1	1	A	82	44	62

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 10:57:28	13/07/2026 10:57:28	0.54	17:00	100	116.91	7.61	62.43	C/1	0	0	C/1	Ax/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	62	60	2306	437	77.69	8.85	86.54

Final Prediction Table

Traffic Stream Results

			SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	De weig multi (
A	1	(untitled)	1	1	A	300	1800	62	0.00	26	278	20.79	8.79	43.08	3.71	1
Ax	1	(untitled)				538	Unrestricted	100	15.00	0	Unrestricted	12.00	0.00	0.00	0.00	1
B	1	(untitled)	1	1	B	145	1800	13	0.00	58	74	61.74	49.74	101.07	4.13	1
Bx	1	(untitled)				277	Unrestricted	100	32.00	0	Unrestricted	12.00	0.00	0.00	0.00	1
C	1	(untitled)	1	1	A	708	1800	62	0.00	62	60	25.91	13.91	60.74	12.32	1
Cx	1	(untitled)				338	Unrestricted	100	13.00	0	Unrestricted	12.00	0.00	0.00	0.00	1

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	230.60	13.16	17.53	4.52	0.95	77.69	8.85	0.00	86.54
Bus									
Tram									
Pedestrians	1.56	2.44	0.64	2.14	0.00	30.37	0.00	0.00	30.37
TOTAL	232.16	15.60	14.88	6.66	0.95	108.06	8.85	0.00	116.91

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - Junction 4 - Existing Layout
D2 - 2027 | DO NOTHING | PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 10:57:28	13/07/2026 10:57:28	0.80	17:00	100	137.83	8.95	69.49	C/1	0	0	C/1	Ax/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Junction 4 - Existing Layout			✓	D1,D2,D3,D4	✓	D4	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2027	DO NOTHING	PM	(untitled)			17:00		✓

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	5	300	0	0	Unknown	
	B	(untitled)	5	300	0	0	Unknown	
	C	(untitled)	5	300	0	0	Pedestrian	3

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3	44, 63, 77	35	
	2	(untitled)		Single	1, 3, 2	0, 33, 66	34	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		6	9
	B	5		9
	C	5	5	

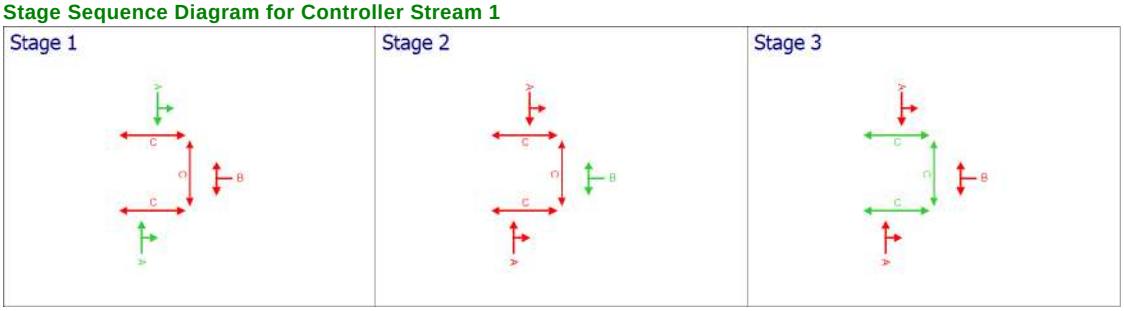
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	82	44	62	1	5
	2	✓	2	B	50	63	13	1	5
	3	✓	3	C	72	77	5	1	5

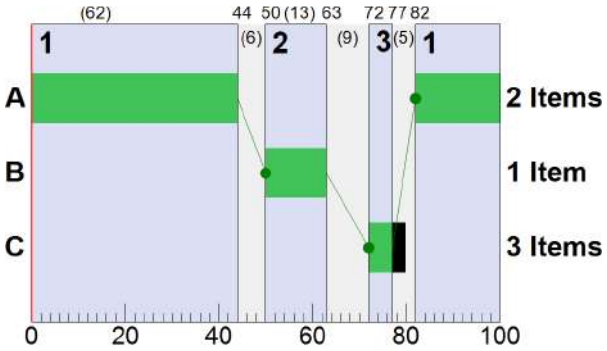
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	82	44	62
B	1	1	1	B	50	63	13
C	1	1	1	A	82	44	62

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 10:57:28	13/07/2026 10:57:28	0.80	17:00	100	137.83	8.95	69.49	C/1	0	0	C/1	Ax/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	69	44	2606	437	96.77	10.69	107.46

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	De weig multi (
A	1	(untitled)	1	1	A	350	1800	62	0.00	31	224	21.21	9.21	44.39	4.44	1
Ax	1	(untitled)				598	Unrestricted	100	14.00	0	Unrestricted	12.00	0.00	0.00	0.00	1
B	1	(untitled)	1	1	B	165	1800	13	0.00	65	53	65.89	53.89	105.54	4.91	1
Bx	1	(untitled)				306	Unrestricted	100	31.00	0	Unrestricted	12.00	0.00	0.00	0.00	1
C	1	(untitled)	1	1	A	788	1800	62	0.00	69	44	27.76	15.76	66.40	15.01	1
Cx	1	(untitled)				399	Unrestricted	100	12.00	0	Unrestricted	12.00	0.00	0.00	0.00	1

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	260.60	15.50	16.81	5.36	1.46	96.77	10.69	0.00	107.46
Bus									
Tram									
Pedestrians	1.56	2.44	0.64	2.14	0.00	30.37	0.00	0.00	30.37
TOTAL	262.16	17.95	14.61	7.50	1.46	127.14	10.69	0.00	137.83

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - Junction 4 - Existing Layout
D3 - 2032 | DO NOTHING | PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 10:57:28	13/07/2026 10:57:29	1.08	17:00	100	150.77	9.79	73.54	C/1	0	0	C/1	Ax/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Junction 4 - Existing Layout			✓	D1,D2,D3,D4	✓	D4	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2032	DO NOTHING	PM	(untitled)			17:00		✓

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	5	300	0	0	Unknown	
	B	(untitled)	5	300	0	0	Unknown	
	C	(untitled)	5	300	0	0	Pedestrian	3

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3	44, 63, 77	35	
	2	(untitled)		Single	1, 3, 2	0, 33, 66	34	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		6	9
	B	5		9
	C	5	5	

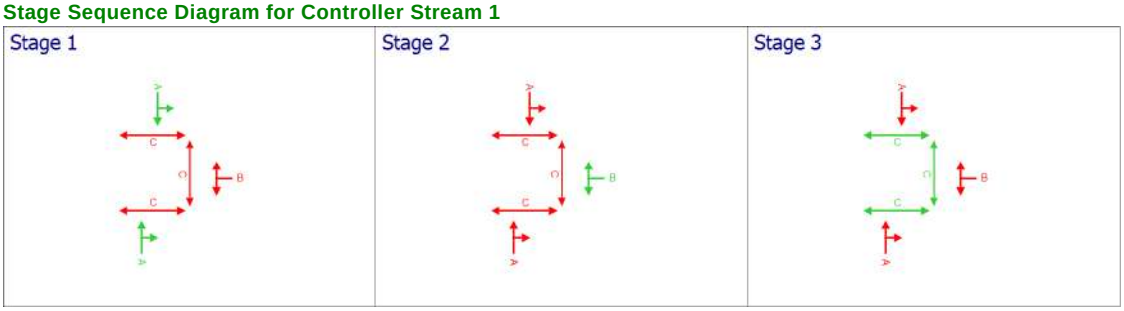
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	82	44	62	1	5
	2	✓	2	B	50	63	13	1	5
	3	✓	3	C	72	77	5	1	5

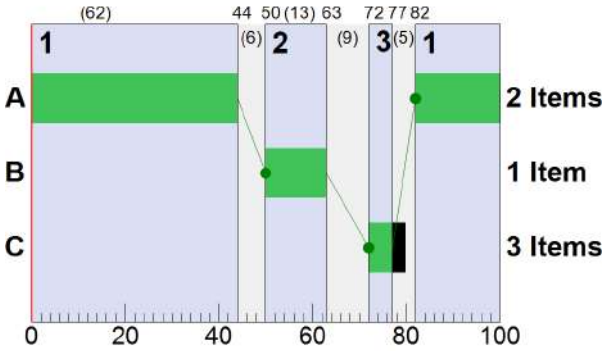
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	82	44	62
B	1	1	1	B	50	63	13
C	1	1	1	A	82	44	62

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 10:57:28	13/07/2026 10:57:29	1.08	17:00	100	150.77	9.79	73.54	C/1	0	0	C/1	Ax/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	74	36	2754	437	108.61	11.79	120.40

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	De weig multi (
A	1	(untitled)	1	1	A	369	1800	62	0.00	33	207	21.38	9.38	45.26	4.79	1
Ax	1	(untitled)				633	Unrestricted	100	14.00	0	Unrestricted	12.00	0.00	0.00	0.00	1
B	1	(untitled)	1	1	B	174	1800	13	0.00	69	45	68.32	56.32	108.31	5.33	1
Bx	1	(untitled)				323	Unrestricted	100	31.00	0	Unrestricted	12.00	0.00	0.00	0.00	1
C	1	(untitled)	1	1	A	834	1800	62	0.00	74	36	29.12	17.12	70.11	16.76	1
Cx	1	(untitled)				421	Unrestricted	100	11.00	0	Unrestricted	12.00	0.00	0.00	0.00	1

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	275.40	16.83	16.36	5.82	1.83	108.61	11.79	0.00	120.40
Bus									
Tram									
Pedestrians	1.56	2.44	0.64	2.14	0.00	30.37	0.00	0.00	30.37
TOTAL	276.96	19.27	14.37	7.96	1.83	138.99	11.79	0.00	150.77

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - Junction 4 - Existing Layout
D4 - 2042 | DO NOTHING | PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 10:57:28	13/07/2026 10:57:28	0.31	17:00	100	164.79	10.70	77.16	C/1	0	0	C/1	Ax/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Junction 4 - Existing Layout			✓	D1,D2,D3,D4	✓	D4	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2042	DO NOTHING	PM	(untitled)			17:00		✓

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	5	300	0	0	Unknown	
	B	(untitled)	5	300	0	0	Unknown	
	C	(untitled)	5	300	0	0	Pedestrian	3

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3	44, 63, 77	35	
	2	(untitled)		Single	1, 3, 2	0, 33, 66	34	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		6	9
	B	5		9
	C	5	5	

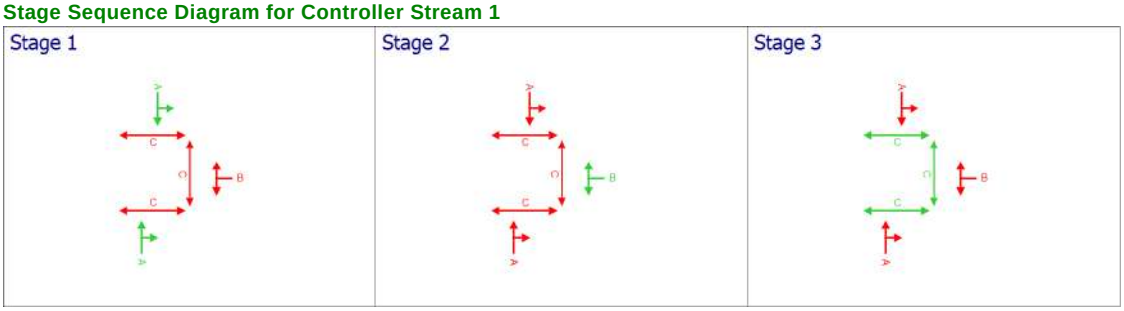
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	82	44	62	1	5
	2	✓	2	B	50	63	13	1	5
	3	✓	3	C	72	77	5	1	5

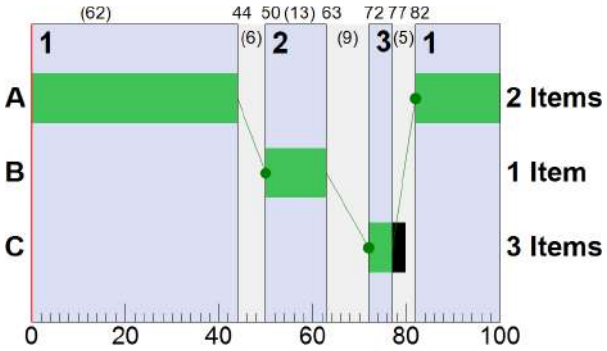
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	82	44	62
B	1	1	1	B	50	63	13
C	1	1	1	A	82	44	62

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 10:57:28	13/07/2026 10:57:28	0.31	17:00	100	164.79	10.70	77.16	C/1	0	0	C/1	Ax/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	77	30	2890	437	121.53	12.88	134.41

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	De weig multi (
A	1	(untitled)	1	1	A	387	1800	62	0.00	34	193	21.54	9.54	45.78	5.14	1
Ax	1	(untitled)				664	Unrestricted	100	13.00	0	Unrestricted	12.00	0.00	0.00	0.00	1
B	1	(untitled)	1	1	B	183	1800	13	0.00	73	38	71.26	59.26	111.08	5.75	1
Bx	1	(untitled)				340	Unrestricted	100	31.00	0	Unrestricted	12.00	0.00	0.00	0.00	1
C	1	(untitled)	1	1	A	875 <	1800	62	0.00	77	30	30.60	18.60	73.91	18.54 +	1
Cx	1	(untitled)				441	Unrestricted	100	11.00	0	Unrestricted	12.00	0.00	0.00	0.00	1

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	289.00	18.19	15.89	6.27	2.29	121.53	12.88	0.00	134.41
Bus									
Tram									
Pedestrians	1.56	2.44	0.64	2.14	0.00	30.37	0.00	0.00	30.37
TOTAL	290.56	20.64	14.08	8.41	2.29	151.91	12.88	0.00	164.79

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 17

Version: 17.0.2.2770
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Import of Junction 4 - Crossroads - AM.t17
Path: M:\Projects\22\22-010 Cherry Orchard - Sites 4 & 5 - C&S\Design\Civil\Traffic\Modelling 2026\3. Junction Modelling\Junction 4\Aug 2023 - Address DCC issues\Updated model\120 seconds cycle
Report generation date: 13/07/2026 15:17:12

»A1 - Proposed Junction 4 : D1 - 2027 | DO SOMETHING | AM :
»A1 - Proposed Junction 4 : D2 - 2032 | DO SOMETHING | AM :
»A1 - Proposed Junction 4 : D3 - 2042 | DO SOMETHING | AM :

Summary of network performance

	AM		
	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Proposed Junction 4 - 2027 - DO SOMETHING		
Network	24.54	93% (TS A/1)	0 (0%)
	Proposed Junction 4 - 2032 - DO SOMETHING		
Network	30.78	98% (TS A/1)	0 (0%)
	Proposed Junction 4 - 2042 - DO SOMETHING		
Network	72.06	110% (TS B/1)	2 (10%)

File summary

File description

File title	(untitled)
Location	
Site number	
Driving side	Left
Date	08/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\l.byrne
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display OD matrix distances	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber	c m
			✓			✓	✓	✓	✓	✓	✓	✓			

Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	PCU	PCU	perHour	s	-Hour	perHour

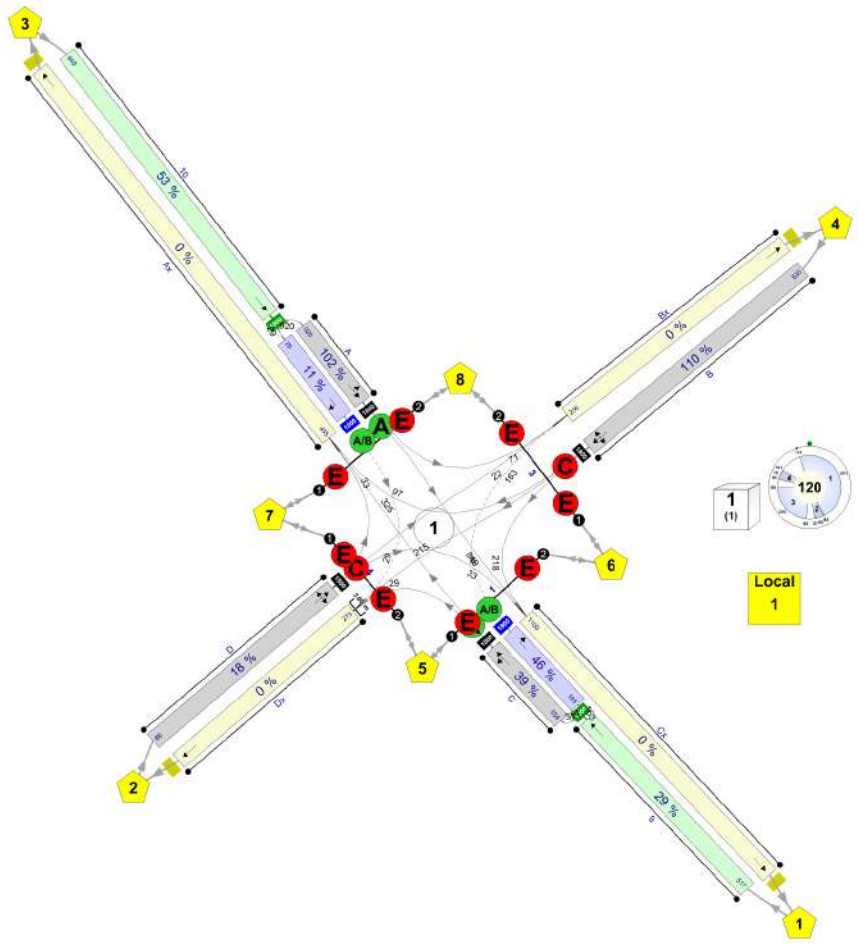
Sorting

Show names instead of IDs	Include IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Demand set display name template	Summary results columns	Summary results rows	Summary results rows order by ID	Link grouping	Source grouping	Colour Analysis/Demand Sets
	✓	Ascending	Numerical		ID	ID - Y | S | T	T	Y - S	✓	Normal	Normal	✓

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	3.00	999	200	-1	3	60	✓			0	0	0.00

Network Diagrams



(untitled)
Cycletime 0s / 120s
Timesteps 119 / 120
3
Diagram produced using TRANSYT 17.0.2.2770

A1 - Proposed Junction 4
D1 - 2027 | DO SOMETHING | AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 15:17:06	13/07/2026 15:17:06	0.59	08:00	120	2084.74	24.54	93.11	A/1	0	0	A/1	10/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Proposed Junction 4			✓	D1,D2,D3	✓	D3	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2027	DO SOMETHING	AM				08:00		✓

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	6	300	0	2	Unknown	
	B	(untitled)	6	6	0	3	Unknown	
	C	(untitled)	12	300	0	3	Unknown	
	E	(untitled)	6	6	0	0	Pedestrian	11

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3, 4	51, 57, 90, 101	53	
	2	(untitled)		Single	1, 2, 4, 3	31, 45, 62, 73, 92	53	
	3	(untitled)		Single	1, 3, 2, 4	21, 47, 77, 99, 0	58	
	4	(untitled)		Single	1, 3, 4, 2	20, 45, 74, 94, 113	53	
	5	(untitled)		Single	1, 4, 2, 3	22, 49, 71, 93, 119	58	
	6	(untitled)		Single	1, 4, 3, 2	22, 49, 70, 91, 113	53	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	E
From	A			5	5
	B			5	5
	C	5	5		5
	E	13	13	13	

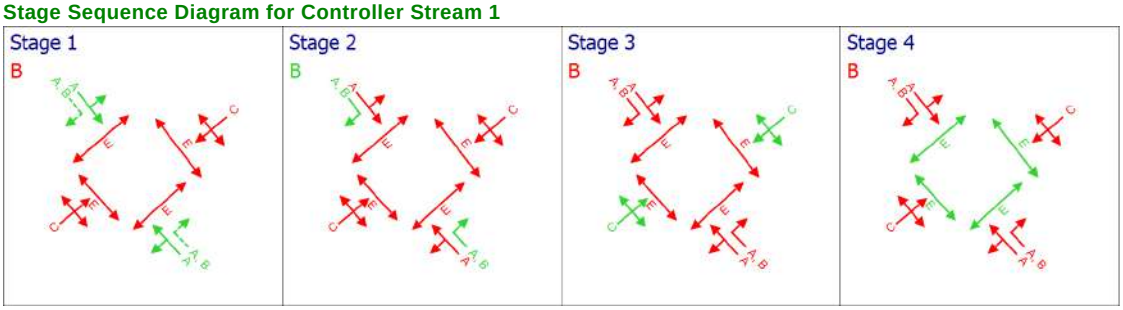
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	114	51	57	1	6
	2	✓	2	B	51	57	6	1	6
	3	✓	3	C	62	90	28	1	12
	4	✓	4	E	95	101	6	1	6

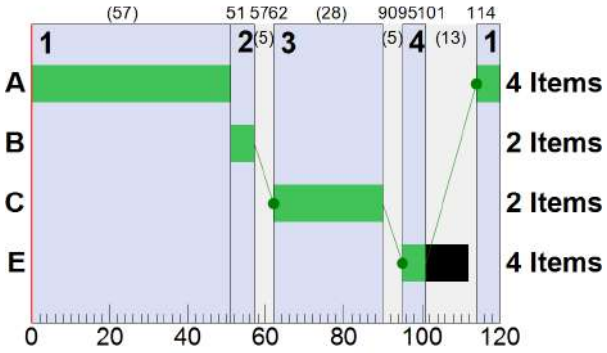
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	114	51	57
A	2	1	1	A	114	51	57
B	1	1	1	C	62	90	28
C	1	1	1	A	114	51	57
C	2	1	1	A	114	51	57
D	1	1	1	C	62	90	28

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	A	101	13	19
	2	✓	2	B	51	0	6
	3	✓	3	C	57	5	17
	4	✓	4	E	90	5	11

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	1	2	13	0
	B	1	2	3	0	0
	C	1	3	4	5	0
	E	1	4	1	5	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4
1	4	101	51	57	90

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 15:17:06	13/07/2026 15:17:06	0.59	08:00	120	2084.74	24.54	93.11	A/1	0	0	A/1	10/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	93	7	4834	1016	278.08	19.75	2014.32

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
A	1	(untitled)	1	1	A		838 <	1800	57	0.00	93	7	53.61	50.61	108.85	31.32 +
	2		1	1	A	B	29	457	63	61.00	11	779	16.87	13.87	48.07	0.43
Ax	1	(untitled)					426	Unrestricted	120	19.00	0	Unrestricted	12.00	0.00	0.00	0.00
B	1	(untitled)	1	1	C		310	1800	28	0.00	65	55	57.73	45.73	92.55	9.71
Bx	1	(untitled)					240	Unrestricted	120	40.00	0	Unrestricted	12.00	0.00	0.00	0.00
C	1	(untitled)	1	1	A		330 <	1800	57	0.00	37	173	21.33	19.53	60.55	6.80 +
	2		1	1	A	B	149	636	63	0.00	42	138	22.12	20.32	64.01	2.34
Cx	1	(untitled)					1001	Unrestricted	120	15.00	0	Unrestricted	12.00	0.00	0.00	0.00
D	1	(untitled)	1	1	C		88	1800	28	0.00	18	445	40.79	34.79	76.38	2.27
Dx	1	(untitled)					77	Unrestricted	120	79.00	0	Unrestricted	6.00	0.00	0.00	0.00
9	1		1				479	1800	120	46.00	27	276	5.27	0.36	0.00	0.05
10	1		1				867	1800	120	120.00	48	108	7.89	0.93	0.00	0.22

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	304.71	29.74	10.25	13.20	6.38	278.08	19.75	1716.48	2014.32
Bus									
Tram									
Pedestrians	1.60	5.29	0.30	4.96	0.00	70.42	0.00	0.00	70.42
TOTAL	306.31	35.03	8.74	18.16	6.38	348.51	19.75	1716.48	2084.74

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - Proposed Junction 4
D2 - 2032 | DO SOMETHING | AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 15:17:06	13/07/2026 15:17:07	1.10	08:00	120	3750.21	30.78	97.89	A/1	0	0	A/1	10/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Proposed Junction 4			✓	D1,D2,D3	✓	D3	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2032	DO SOMETHING	AM				08:00		✓

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	6	300	0	2	Unknown	
	B	(untitled)	6	6	0	3	Unknown	
	C	(untitled)	12	300	0	3	Unknown	
	E	(untitled)	6	6	0	0	Pedestrian	11

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3, 4	51, 57, 90, 101	53	
	2	(untitled)		Single	1, 2, 4, 3	31, 45, 62, 73, 92	53	
	3	(untitled)		Single	1, 3, 2, 4	21, 47, 77, 99, 0	58	
	4	(untitled)		Single	1, 3, 4, 2	20, 45, 74, 94, 113	53	
	5	(untitled)		Single	1, 4, 2, 3	22, 49, 71, 93, 119	58	
	6	(untitled)		Single	1, 4, 3, 2	22, 49, 70, 91, 113	53	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	E
From	A			5	5
	B			5	5
	C	5	5		5
	E	13	13	13	

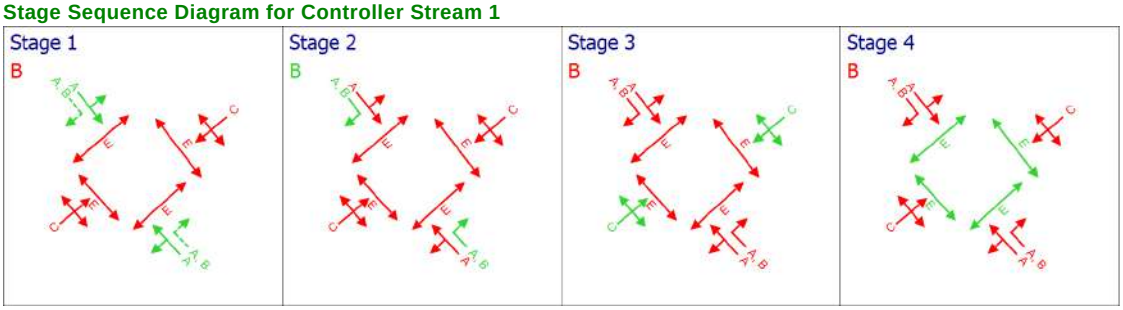
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	114	51	57	1	6
	2	✓	2	B	51	57	6	1	6
	3	✓	3	C	62	90	28	1	12
	4	✓	4	E	95	101	6	1	6

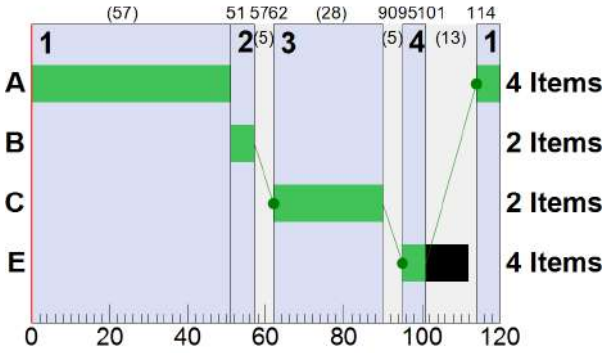
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	114	51	57
A	2	1	1	A	114	51	57
B	1	1	1	C	62	90	28
C	1	1	1	A	114	51	57
C	2	1	1	A	114	51	57
D	1	1	1	C	62	90	28

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	A	101	13	19
	2	✓	2	B	51	0	6
	3	✓	3	C	57	5	17
	4	✓	4	E	90	5	11

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	1	2	13	0
	B	1	2	3	0	0
	C	1	3	4	5	0
	E	1	4	1	5	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4
1	4	101	51	57	90

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 15:17:06	13/07/2026 15:17:07	1.10	08:00	120	3750.21	30.78	97.89	A/1	0	0	A/1	10/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	98	2	5049	1016	366.66	22.82	3679.79

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
A	1	(untitled)	1	1	A		881 <	1800	57	0.00	98	2	74.69	71.69	127.52	38.99 +
	2		1	1	A	B	29	457	63	61.00	11	779	16.87	13.87	48.07	0.43
Ax	1	(untitled)					441	Unrestricted	120	19.00	0	Unrestricted	12.00	0.00	0.00	0.00
B	1	(untitled)	1	1	C		323	1800	28	0.00	67	49	58.91	46.91	94.00	10.28
Bx	1	(untitled)					249	Unrestricted	120	40.00	0	Unrestricted	12.00	0.00	0.00	0.00
C	1	(untitled)	1	1	A		342 <	1800	57	0.00	38	163	21.54	19.74	60.93	7.15 +
	2		1	1	A	B	157	636	63	0.00	44	126	22.86	21.06	65.66	2.49
Cx	1	(untitled)					1053	Unrestricted	120	15.00	0	Unrestricted	12.00	0.00	0.00	0.00
D	1	(untitled)	1	1	C		88	1800	28	0.00	18	445	40.79	34.79	76.38	2.27
Dx	1	(untitled)					77	Unrestricted	120	78.00	0	Unrestricted	6.00	0.00	0.00	0.00
9	1		1				499	1800	120	48.00	28	261	5.29	0.38	0.00	0.05
10	1		1				910	1800	120	120.00	51	98	7.98	1.02	0.00	0.26

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	318.30	36.43	8.74	14.16	11.66	366.66	22.82	3290.32	3679.79
Bus									
Tram									
Pedestrians	1.60	5.29	0.30	4.96	0.00	70.42	0.00	0.00	70.42
TOTAL	319.90	41.72	7.67	19.12	11.66	437.08	22.82	3290.32	3750.21

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - Proposed Junction 4
D3 - 2042 | DO SOMETHING | AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 15:17:04	13/07/2026 15:17:05	1.88	08:00	120	5876.31	72.06	110.42	B/1	2	10	B/1	10/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Proposed Junction 4			✓	D1,D2,D3	✓	D3	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2042	DO SOMETHING	AM				08:00		✓

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	6	300	0	2	Unknown	
	B	(untitled)	6	6	0	3	Unknown	
	C	(untitled)	12	300	0	3	Unknown	
	E	(untitled)	6	6	0	0	Pedestrian	11

Stage Sequences

Controller stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3, 4	51, 57, 90, 101	53	
	2	(untitled)		Single	1, 2, 4, 3	23, 46, 74, 115	53	
	3	(untitled)		Single	1, 3, 2, 4	22, 55, 81, 107	58	
	4	(untitled)		Single	1, 3, 4, 2	23, 57, 85, 0	53	
	5	(untitled)		Single	1, 4, 2, 3	22, 49, 83, 115	58	
	6	(untitled)		Single	1, 4, 3, 2	23, 51, 93, 0	53	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	E
From	A			5	5
	B			5	5
	C	5	5		5
	E	13	13	13	

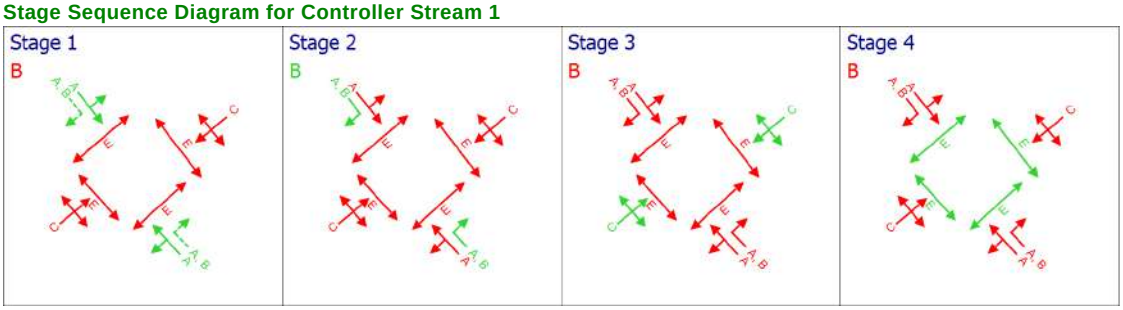
Resultant Stages

Controller stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	114	51	57	1	6
	2	✓	2	B	51	57	6	1	6
	3	✓	3	C	62	90	28	1	12
	4	✓	4	E	95	101	6	1	6

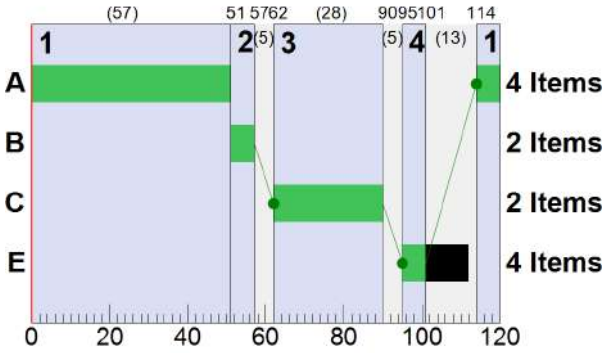
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	114	51	57
A	2	1	1	A	114	51	57
B	1	1	1	C	62	90	28
C	1	1	1	A	114	51	57
C	2	1	1	A	114	51	57
D	1	1	1	C	62	90	28

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	A	101	13	19
	2	✓	2	B	51	0	6
	3	✓	3	C	57	5	17
	4	✓	4	E	90	5	11

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	1	2	13	0
	B	1	2	3	0	0
	C	1	3	4	5	0
	E	1	4	1	5	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4
1	4	101	51	57	90

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 15:17:04	13/07/2026 15:17:05	1.88	08:00	120	5876.31	72.06	110.42	B/1	2	10	B/1	10/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	110	-9	5564	1016	952.89	36.33	5805.89

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			Q
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queu (PCU
A	1	(untitled)	1	1	A		920 <	1800	57	0.00	102	-2	112.49	109.49	157.27	50.23 +
	2		1	1	A	B	29	457	63	61.00	11	779	16.87	13.87	48.07	0.43
Ax	1	(untitled)					446	Unrestricted	120	16.00	0	Unrestricted	12.00	0.00	0.00	0.00
B	1	(untitled)	1	1	C		530 <	1800	28	0.00	110	-9	248.84	236.84	223.65	44.87 +
Bx	1	(untitled)					254	Unrestricted	120	40.00	0	Unrestricted	12.00	0.00	0.00	0.00
C	1	(untitled)	1	1	A		354 <	1800	57	0.00	39	154	21.77	19.97	61.57	7.40
	2		1	1	A	B	163	636	63	0.00	46	118	23.44	21.64	67.02	2.59
Cx	1	(untitled)					1061	Unrestricted	120	11.00	0	Unrestricted	12.00	0.00	0.00	0.00
D	1	(untitled)	1	1	C		88	1800	28	0.00	18	445	40.79	34.79	76.38	2.27
Dx	1	(untitled)					253	Unrestricted	120	60.00	0	Unrestricted	6.00	0.00	0.00	0.00
9	1		1				517	1800	120	49.00	29	248	5.31	0.40	0.00	0.06
10	1		1				949	1800	120	120.00	53	90	8.07	1.11	0.00	0.29

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	353.85	78.90	4.48	16.92	50.18	952.89	36.33	4816.67	5805.89
Bus									
Tram									
Pedestrians	1.60	5.29	0.30	4.96	0.00	70.42	0.00	0.00	70.42
TOTAL	355.45	84.19	4.22	21.88	50.18	1023.31	36.33	4816.67	5876.31

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 17

Version: 17.0.2.2770
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Filename: Import of Junction 4 - Crossroads - PM.t17
Path: M:\Projects\22\22-010 Cherry Orchard - Sites 4 & 5 - C&S\Design\Civil\Traffic\Modelling 2026\3. Junction Modelling\Junction 4
Report generation date: 13/07/2026 15:05:58

»A1 - Proposed Junction 4 : D1 - 2027 | DO SOMETHING | PM :
»A1 - Proposed Junction 4 : D2 - 2032 | DO SOMETHING | PM :
»A1 - Proposed Junction 4 : D3 - 2042 | DO SOMETHING | PM :

Summary of network performance

	PM			
	PI (£ per hr)	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Proposed Junction 4 - 2027 - DO SOMETHING			
Network	48625.04	32.88	93% (TS C/1)	0 (0%)
	Proposed Junction 4 - 2032 - DO SOMETHING			
Network	58074.46	39.26	98% (TS C/1)	0 (0%)
	Proposed Junction 4 - 2042 - DO SOMETHING			
Network	67972.73	48.64	102% (TS C/1)	1 (5%)

File summary

File description

File title	(untitled)
Location	
Site number	
Driving side	Left
Date	08/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\l.byrne
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display OD matrix distances	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber	c m
			✓			✓	✓	✓	✓	✓	✓	✓			

Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	PCU	PCU	perHour	s	-Hour	perHour

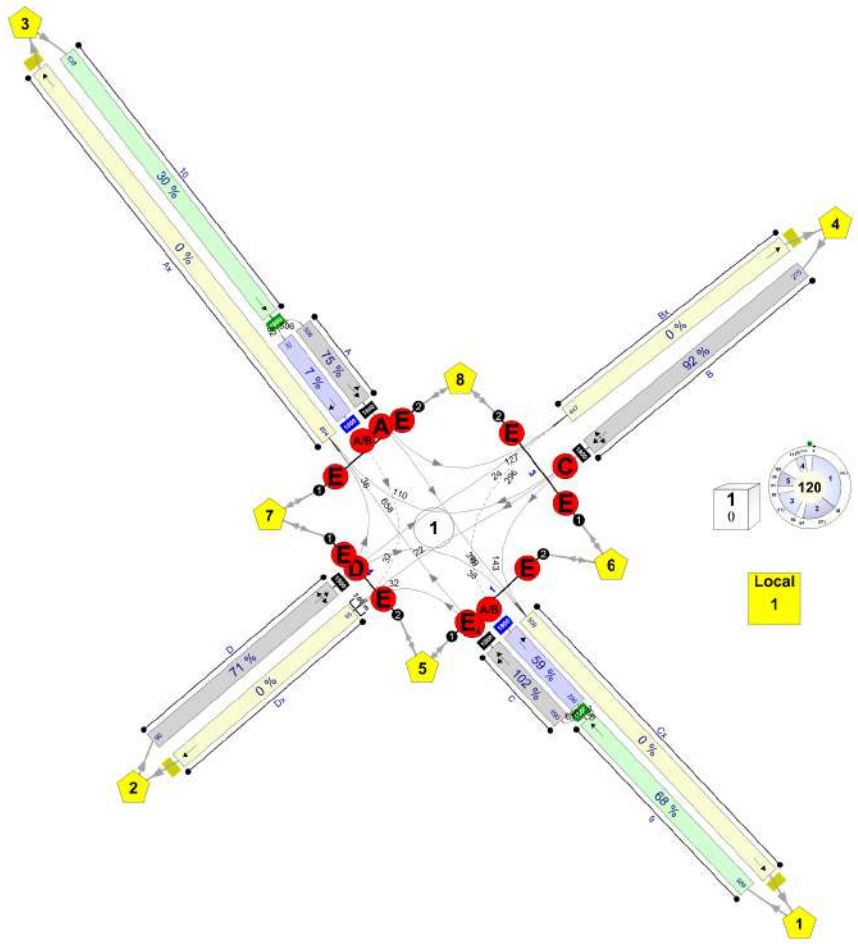
Sorting

Show names instead of IDs	Include IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Demand set display name template	Summary results columns	Summary results rows	Summary results rows order by ID	Link grouping	Source grouping	Colour Analysis/Demand Sets
	✓	Ascending	Numerical		ID	ID - Y | S | T	T	Y - S	✓	Normal	Normal	✓

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	3.00	999	200	-1	3	60	✓			0	0	0.00

Network Diagrams



(untitled)
Cycletime 0s / 120s
Timesteps 119 / 120
3
Diagram produced using TRANSYT 17.0.2.2770

A1 - Proposed Junction 4
D1 - 2027 | DO SOMETHING | PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 15:05:30	13/07/2026 15:05:31	1.02	17:00	120	48625.04	32.88	93.33	C/1	0	0	C/1	9/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Proposed Junction 4			✓	D1,D2,D3	✓	D3	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2027	DO SOMETHING	PM				17:00		✓

Network Options

Network timings

Network cycle time (s)	Minimum possible cycle time (s)	Absolute minimum possible cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
120	105	105		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)	Missing stage transition options
10000.00	10000.00	10000.00	2	Assume banned

Traffic options

Traffic model	Exclude blocking-back in DoS	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)		100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from traffic model	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	100	100	✓	✓			Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Cruise time coefficient	TRANSYT 16 compatibility mode
Default	35	80	✓

Normal Vehicle Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	Vehicle type	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	Bus	1.00	Default	0.94	30	85

Tram parameters

Name	Vehicle type	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy (%)	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Standard accuracy Hill Climb	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

Traffic node	Name	Description
1	(untitled)	

Arms and Traffic Streams

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
(ALL)	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
2		TrafficStream	C/1	100	0.00	
		TrafficStream	A/1	100	0.00	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Limit paths by length	Path length limit multiplier	Limit paths by number	Limit paths by flow
1	(untitled)	✓	✓	Lane Balancing			✓		✓	1.25		

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	32	598	269	0	0	0	0
	2	36	0	36	24	0	0	0	0
	3	349	32	0	120	0	0	0	0
	4	131	22	104	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	50	50	0
	6	0	0	0	0	50	0	0	50
	7	0	0	0	0	50	0	0	50
	8	0	0	0	0	0	50	50	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	9/1	Cx/1	#0000FF
	2	(untitled)	D/1	Dx/1	#FF0000
	3	(untitled)	10/1	Ax/1	#00FF00
	4	(untitled)	B/1	Bx/1	#FFFF00
	5	(untitled)	1:1E, 4:2E	1:1X, 4:2X	#00FFFF
	6	(untitled)	1:2E, 3:1E	1:2X, 3:1X	#FF00FF
	7	(untitled)	4:1E, 2:1E	4:1X, 2:1X	#008000
	8	(untitled)	3:2E, 2:2E	3:2X, 2:2X	#FFA500

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	4		2	1	D/1, Cx/1	Normal	36
	9		4	2	B/1, Dx/1	Normal	22
	10		4	3	B/1, Ax/1	Normal	104
	12		2	4	D/1, Bx/1	Normal	24
	18		1	2	9/1, C/1, Dx/1	Normal	32
	19		3	1	10/1, A/1, Cx/1	Normal	349
	20		4	1	B/1, Cx/1	Normal	131
	23		2	3	D/1, Ax/1	Normal	36
	31		1	3	9/1, C/1, Ax/1	Normal	598
	32		1	4	9/1, C/2, Bx/1	Normal	269
	34		3	4	10/1, A/1, Bx/1	Normal	120
	35		3	2	10/1, A/2, Dx/1	Normal	32

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	13		5	6	1:1E, 1:2X	Normal	50
	14		6	5	1:2E, 1:1X	Normal	50
	15		5	7	4:2E, 4:1X	Normal	50
	16		7	5	4:1E, 4:2X	Normal	50
	21		8	6	3:2E, 3:1X	Normal	50
	28		6	8	3:1E, 3:2X	Normal	50
	29		7	8	2:1E, 2:2X	Normal	50
	30		8	7	2:2E, 2:1X	Normal	50

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1	(untitled)		2	NetworkDefault	120	105

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	41	300	0	3	Unknown	
	B	(untitled)	6	300	0	3	Unknown	
	C	(untitled)	17	300	0	2	Unknown	
	D	(untitled)	6	300	0	2	Unknown	
	E	(untitled)	9	9	0	0	Pedestrian	0

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1
	5	E	1

Stage Sequences

Controller Stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3, 4, 5	21, 47, 73, 99, 0	107	
	2	(untitled)		Single	1, 2, 3, 5, 4	43, 64, 86, 100, 117	105	
	3	(untitled)		Single	1, 2, 4, 3, 5	21, 47, 77, 99, 0	107	
	4	(untitled)		Single	1, 2, 4, 5, 3	20, 45, 74, 94, 113	107	
	5	(untitled)		Single	1, 2, 5, 3, 4	22, 49, 71, 93, 119	107	
	6	(untitled)		Single	1, 2, 5, 4, 3	22, 49, 70, 91, 113	105	
	7	(untitled)		Single	1, 3, 2, 4, 5	20, 46, 73, 101, 0	112	
	8	(untitled)		Single	1, 3, 2, 5, 4	22, 49, 77, 98, 119	110	
	9	(untitled)		Single	1, 3, 4, 2, 5	22, 50, 77, 99, 0	112	
	10	(untitled)		Single	1, 3, 4, 5, 2	21, 48, 74, 94, 114	107	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A			5	5	5
	B			5	5	5
	C	5	5		5	5
	D	5	5	5		5
	E	13	13	13	11	

Banned Stage transitions for Controller Stream 1

		To				
		1	2	3	4	5
From	1					
	2					
	3					
	4					
	5					

Interstage Matrix for Controller Stream 1

		To				
		1	2	3	4	5
From	1	0	0	5	5	5
	2	0	0	5	5	5
	3	5	5	0	5	5
	4	5	5	5	0	5
	5	13	13	13	11	0

Resultant Stages

Controller Stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	2	43	41	1	41
	2	✓	2	B	43	64	21	1	6
	3	✓	3	C	69	86	17	1	17
	4	✓	5	E	91	100	9	1	9
	5	✓	4	D	111	117	6	1	6

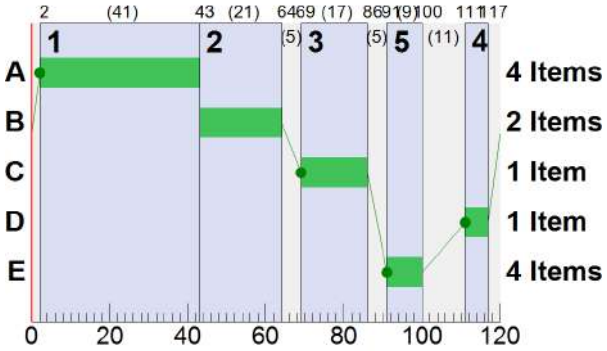
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	2	43	41
	B	1	✓	43	64	21
	C	1	✓	69	86	17
	D	1	✓	111	117	6
	E	1	✓	91	100	9

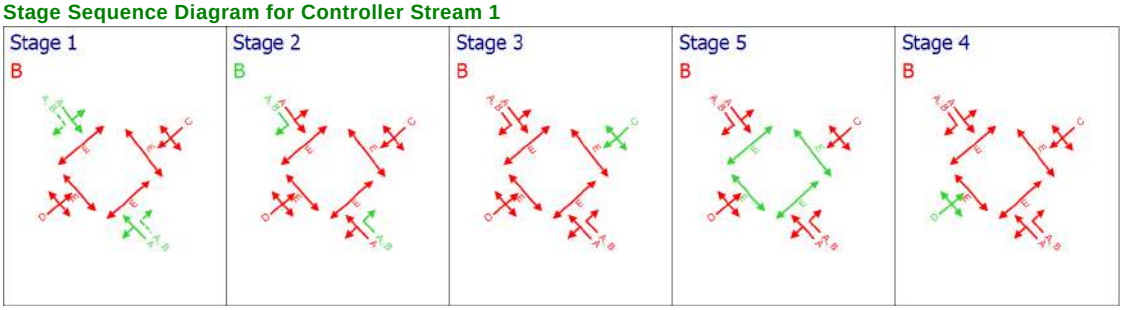
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	2	43	41
A	2	1	1	A	2	43	41
B	1	1	1	C	69	86	17
C	1	1	1	A	2	43	41
C	2	1	1	A	2	43	41
D	1	1	1	D	111	117	6

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
17:00-18:00	1	0.00	0.00	0.00	0.00

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	A	1	69	44	469	1800	41	37.68	13.94	801.43	69.71	5.15	74.87
		2	7	1236	32	777	62	13.95	0.48	24.15	1.76	0.20	1.96
	Ax	1	0	Unrestricted	738	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	86	17	257	1800	17	79.97	10.52	60.49	81.07	3.87	84.94
	Bx	1	0	Unrestricted	413	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	93	7	630	1800	41	63.05	25.27	968.69	156.67	9.25	165.92
		2	54	87	269	914	62	27.02	3.31	110.21	28.67	2.92	48163.72
	Cx	1	0	Unrestricted	516	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	71	41	96	1800	6	84.70	3.93	45.22	32.07	1.45	33.52
	Dx	1	0	Unrestricted	86	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	9	1	59	70	899	1800	120	4.09	9.41	132.20	14.49	3.14	17.63
	10	1	28	259	501	1800	120	0.39	0.05	0.53	0.76	0.00	0.76

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))	Effec gree (pe cycl
17:00-18:00	A	1	469	469	0		1800	675	69		44	0.00	41	45
		2	32	32	0		777	428	7		1236	0.00	62	66
	Ax	1	738	738	0		Unrestricted	Unrestricted	0		Unrestricted	0.82	120	12
	B	1	257	257	0		1800	300	86		17	0.00	17	20
	Bx	1	413	413	0		Unrestricted	Unrestricted	0		Unrestricted	0.81	120	12
	C	1	630	630	0		1800	675	93		7	0.26	41	45
		2	269	269	0		914	503	54		87	0.26	62	66
	Cx	1	516	516	0		Unrestricted	Unrestricted	0		Unrestricted	0.77	120	12
	D	1	96	96	0		1800	135	71		41	0.00	6	9
	Dx	1	86	86	0		Unrestricted	Unrestricted	0		Unrestricted	0.77	120	12
	9	1	899	899	0		1800	1529	59		70	0.00	120	12
	10	1	501	501	0		1800	1800	28		259	0.00	120	12

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
17:00-18:00	A	1	1.20	37.68	4.13	0.78	69.71	69.71	87.65	387.95	23.10	5.15	5.15
		2	1.20	13.95	0.12	0.00	1.76	1.76	49.18	15.65	0.09	0.20	0.20
	Ax	1	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	12.00	79.97	3.47	2.24	81.07	81.07	120.07	245.64	62.95	3.87	3.87
	Bx	1	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	1.80	63.05	5.89	5.15	156.67	156.67	117.09	592.41	145.27	9.25	9.25
		2	1.80	27.02	1.71	0.31	28.67	28.67	86.47	223.49	9.11	2.92	2.92
	Cx	1	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	6.00	84.70	1.45	0.81	32.07	32.07	120.27	92.58	22.88	1.45	1.45
	Dx	1	6.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	9	1	4.91	4.09	0.60	0.42	14.49	14.49	27.84	237.77	12.49	3.14	3.14
	10	1	6.96	0.39	0.00	0.05	0.76	0.76	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Average storage excess queue (PCU)	Average limit excess queue (PCU)	Excess queue penalty (£ per hr)	Mean end of green queue (PCU)	Mean end of red queue (PCU)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))	Estimated downstream blocking	Source of blocking
17:00-18:00	A	1	0.00	13.94	1.74	801.43	4.81	0.00	0.00	0.78	10.55	0.00	0.00	0.00		
		2	0.00	0.48	2.00	24.15	0.00	0.00	0.00	0.00	0.48	59.00	0.00	59.00		
	Ax	1	0.00	0.00	17.39	0.00	0.00	0.00	0.00			28.00	0.00	28.00		
	B	1	0.00	10.52	17.39	60.49	0.00	0.00	0.00	2.24	9.38	0.00	0.00	0.00		
	Bx	1	0.00	0.00	17.39	0.00	0.00	0.00	0.00			38.00	0.00	38.00		
	C	1	0.00	25.27	2.61	968.69	11.84	0.00	0.00	5.15	15.85	0.00	0.00	0.00		
		2	0.00	3.31	3.00	110.21	0.04	0.48	48132.13	0.31	3.31	0.00	0.00	0.00		
	Cx	1	0.00	0.00	17.39	0.00	0.00	0.00	0.00			31.00	0.00	31.00		
	D	1	0.00	3.93	8.70	45.22	0.00	0.00	0.00	0.81	3.77	0.00	0.00	0.00		
	Dx	1	0.00	0.00	8.70	0.00	0.00	0.00	0.00			56.00	0.00	56.00		
	9	1	0.00	9.41	7.12	132.20	0.10	0.00	0.00			0.00	120.00	120.00	✓	C/1 [PDM]
	10	1	0.00	0.05	10.09	0.53	0.00	0.00	0.00			0.00	94.00	94.00	✓	A/1 [PDM]

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Journey Time (s)
17:00-18:00	A	1	4.69	5.07	0.93	38.88
		2	0.32	0.13	2.38	15.15
	Ax	1	73.80	2.46	30.00	12.00
	B	1	25.70	6.57	3.91	91.97
	Bx	1	41.30	1.38	30.00	12.00
	C	1	9.45	11.35	0.83	64.85
		2	4.04	2.15	1.87	28.82
	Cx	1	51.60	1.72	30.00	12.00
	D	1	4.80	2.42	1.98	90.70
	Dx	1	4.30	0.14	30.00	6.00
	9	1	36.79	2.25	16.37	9.00
	10	1	29.07	1.02	28.43	7.35

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (PCU)	Mean End of Green Queue EoTS (PCU)	Mean End of Red Queue EoTS (PCU)	PCU Factor	Cost of traffic penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
17:00-18:00	A	1	0.00	0.00	✓	13.94	0.79	10.56	1.00	0.00	74.87	74.87
		2	0.00	0.00	✓	0.48	0.00	0.48	1.00	0.00	1.96	1.96
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	B	1	0.00	0.00	✓	10.66	2.38	9.52	1.00	0.00	84.94	84.94
	Bx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	C	1	0.00	0.00	✓	25.82	5.70	16.40	1.00	0.00	165.92	165.92
		2	0.00	0.00	✓	3.31	0.31	3.31	1.00	48132.13	31.58	48163.72
	Cx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	D	1	0.00	0.00	✓	3.96	0.84	3.80	1.00	0.00	33.52	33.52
	Dx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	9	1	0.00	0.00	✓	9.41			1.00	0.00	17.63	17.63
	10	1	0.00	0.00	✓	0.05			1.00	0.00	0.76	0.76

Pedestrian Crossing Results

Pedestrian Crossings: Pedestrian summary

Time Segment	Crossing	Side	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Mean max queue (Ped)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	(ALL)	(ALL)	6	50	11000	9	51.80	1.54	10.22	10.22

Pedestrian Crossings: Flows and signals

Time Segment	Crossing	Side	Calculated flow entering (Ped/hr)	Calculated flow out (Ped/hr)	Flow discrepancy (Ped/hr)	Adjusted flow warning	Calculated sat flow (Ped/hr)	Calculated capacity (Ped/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))	Effec gree (pe cycl
17:00-18:00	(ALL)	(ALL)	50	50	0		11000	825	6		1550	0.00	9	9

Pedestrian Crossings: Stops and delays

Time Segment	Crossing	Side	Mean Cruise Time per Ped (s)	Mean Delay per Ped (s)	Uniform delay (Ped-hr/hr)	Random plus oversat delay (Ped-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)
17:00-18:00	(ALL)	(ALL)	3.00	51.80	0.72	0.00	10.22	10.22

Pedestrian Crossings: Queues and blocking

Time Segment	Crossing	Side	Mean max queue (Ped)	Max queue storage (Ped)	Utilised storage (%)	Average storage excess queue (Ped)	Average limit excess queue (Ped)	Excess queue penalty (£ per hr)
17:00-18:00	(ALL)	(ALL)	1.54	10.00	15.42	0.00	0.00	0.00

Pedestrian Crossings: Journey times

Time Segment	Crossing	Side	Distance travelled (Ped-km/hr)	Time spent (Ped-hr/hr)	Mean journey speed (kph)	Journey Time (s)
17:00-18:00	(ALL)	(ALL)	0.20	0.76	0.26	54.80

Pedestrian Crossings: Advanced

Time Segment	Crossing	Side	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Mean Max Queue EoTS (Ped)	Ped Factor	Cost of traffic penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
17:00-18:00	(ALL)	(ALL)	0.00	0.00	1.54	1.00	0.00	10.22	10.22

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 15:05:30	13/07/2026 15:05:31	1.02	17:00	120	48625.04	32.88	93.33	C/1	0	0	C/1	9/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	93	7	4906	949	385.20	25.97	48543.31

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	6	400	72	51.80	81.73	81.73

Network Results: Flows and signals

Time Segment	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))	Effective green (s (per cycle))
17:00-18:00	5306	5306	0		93		7	1021	1043

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
17:00-18:00	6.69	23.13	9.76	466.93	466.93	1795.48	275.90	25.97	25.97

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
17:00-18:00	968.69	48132.13	212.00	214.00	426.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
17:00-18:00	287.45	42.74	6.72

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0.00	0.00	✓	1.00	48132.13	0.00	492.90	48625.04

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

		To							
		1	2	3	4	5	6	7	8
From	1	0.0	79.8	85.8	49.8	0.0	0.0	0.0	0.0
	2	102.7	0.0	102.7	102.7	0.0	0.0	0.0	0.0
	3	58.2	28.5	0.0	58.2	0.0	0.0	0.0	0.0
	4	104.0	98.0	104.0	0.0	0.0	0.0	0.0	0.0
	5	0.0	0.0	0.0	0.0	0.0	54.8	54.8	0.0
	6	0.0	0.0	0.0	0.0	54.8	0.0	0.0	54.8
	7	0.0	0.0	0.0	0.0	54.8	0.0	0.0	54.8
	8	0.0	0.0	0.0	0.0	0.0	54.8	54.8	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (PCU/hr)	Pedestrian calculated flow (Ped/hr)	Normal journey time (s)	Pedestrian journey time (s)	Normal journey dist (m)	Bus Journey Dist (m)	Tram Journey Dist (m)	Pedestrian journey dist (m)	Calculated Total Flow (PCU/hr)	Avg journey time (s)	Avg journey dist (m)
4	2	1	36		102.70		150.00	0.00	0.00	0.00	36	102.70	150.00
9	4	2	22		97.97		150.00	0.00	0.00	0.00	22	97.97	150.00
10	4	3	104		103.97		200.00	0.00	0.00	0.00	104	103.97	200.00
12	2	4	24		102.70		150.00	0.00	0.00	0.00	24	102.70	150.00
13	5	6		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
14	6	5		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
15	5	7		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
16	7	5		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
18	1	2	32		79.84		105.92	0.00	0.00	0.00	32	79.84	105.92
19	3	1	349		58.23		168.01	0.00	0.00	0.00	349	58.23	168.01
20	4	1	131		103.97		200.00	0.00	0.00	0.00	131	103.97	200.00
21	8	6		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
23	2	3	36		102.70		150.00	0.00	0.00	0.00	36	102.70	150.00
28	6	8		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
29	7	8		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
30	8	7		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
31	1	3	598		85.84		155.92	0.00	0.00	0.00	598	85.84	155.92
32	1	4	269		49.81		155.92	0.00	0.00	0.00	269	49.81	155.92
34	3	4	120		58.23		168.01	0.00	0.00	0.00	120	58.23	168.01
35	3	2	32		28.50		118.01	0.00	0.00	0.00	32	28.50	118.01

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
A	1	(untitled)	1	1	A		469 <	1800	41	0.00	69	44	38.88	37.68	87.65	13.94 +
	2		1	1	A	B	32	777	62	59.00	7	1236	15.15	13.95	49.18	0.48
Ax	1	(untitled)					738	Unrestricted	120	28.00	0	Unrestricted	12.00	0.00	0.00	0.00
B	1	(untitled)	1	1	C		257	1800	17	0.00	86	17	91.97	79.97	120.07	10.52
Bx	1	(untitled)					413	Unrestricted	120	38.00	0	Unrestricted	12.00	0.00	0.00	0.00
C	1	(untitled)	1	1	A		630 <	1800	41	0.00	93	7	64.85	63.05	117.09	25.27 +
	2		1	1	A	B	269 <	914	62	0.00	54	87	28.82	27.02	86.47	3.31 +
Cx	1	(untitled)					516	Unrestricted	120	31.00	0	Unrestricted	12.00	0.00	0.00	0.00
D	1	(untitled)	1	1	D		96	1800	6	0.00	71	41	90.70	84.70	120.27	3.93
Dx	1	(untitled)					86	Unrestricted	120	56.00	0	Unrestricted	6.00	0.00	0.00	0.00
9	1		1				899 <	1800	120	120.00	59	70	9.00	4.09	27.84	9.41 +
10	1		1				501	1800	120	94.00	28	259	7.35	0.39	0.00	0.05

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PENALTIE
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Cost of traffic penaltie (£ per hr
1	1	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
	2	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
2	1	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
	2	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
3	1	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
	2	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
4	1	(untitled)		1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
	2	(untitled)		1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	285.85	36.66	7.80	17.37	9.76	385.20	25.97	48132.13	48543.31
Bus									
Tram									
Pedestrians	1.60	6.09	0.26	5.76	0.00	81.73	0.00	0.00	81.73
TOTAL	287.45	42.74	6.72	23.13	9.76	466.93	25.97	48132.13	48625.04

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - Proposed Junction 4
D2 - 2032 | DO SOMETHING | PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 15:05:31	13/07/2026 15:05:31	0.65	17:00	120	58074.46	39.26	98.07	C/1	0	0	C/1	9/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Proposed Junction 4			✓	D1,D2,D3	✓	D3	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2032	DO SOMETHING	PM				17:00		✓

Network Options

Network timings

Network cycle time (s)	Minimum possible cycle time (s)	Absolute minimum possible cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
120	105	105		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)	Missing stage transition options
10000.00	10000.00	10000.00	2	Assume banned

Traffic options

Traffic model	Exclude blocking-back in DoS	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)		100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from traffic model	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	100	100	✓	✓			Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Cruise time coefficient	TRANSYT 16 compatibility mode
Default	35	80	✓

Normal Vehicle Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	Vehicle type	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	Bus	1.00	Default	0.94	30	85

Tram parameters

Name	Vehicle type	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy (%)	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Standard accuracy Hill Climb	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

Traffic node	Name	Description
1	(untitled)	

Arms and Traffic Streams

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
(ALL)	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
2		TrafficStream	C/1	100	0.00	
		TrafficStream	A/1	100	0.00	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Limit paths by length	Path length limit multiplier	Limit paths by number	Limit paths by flow
1	(untitled)	✓	✓	Lane Balancing			✓		✓	1.25		

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	32	630	283	0	0	0	0
	2	36	0	36	24	0	0	0	0
	3	365	32	0	123	0	0	0	0
	4	137	22	107	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	50	50	0
	6	0	0	0	0	50	0	0	50
	7	0	0	0	0	50	0	0	50
	8	0	0	0	0	0	50	50	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	9/1	Cx/1	#0000FF
	2	(untitled)	D/1	Dx/1	#FF0000
	3	(untitled)	10/1	Ax/1	#00FF00
	4	(untitled)	B/1	Bx/1	#FFFF00
	5	(untitled)	1:1E, 4:2E	1:1X, 4:2X	#00FFFF
	6	(untitled)	1:2E, 3:1E	1:2X, 3:1X	#FF00FF
	7	(untitled)	4:1E, 2:1E	4:1X, 2:1X	#008000
	8	(untitled)	3:2E, 2:2E	3:2X, 2:2X	#FFA500

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	4		2	1	D/1, Cx/1	Normal	36
	9		4	2	B/1, Dx/1	Normal	22
	10		4	3	B/1, Ax/1	Normal	107
	12		2	4	D/1, Bx/1	Normal	24
	18		1	2	9/1, C/1, Dx/1	Normal	32
	19		3	1	10/1, A/1, Cx/1	Normal	365
	20		4	1	B/1, Cx/1	Normal	137
	23		2	3	D/1, Ax/1	Normal	36
	31		1	3	9/1, C/1, Ax/1	Normal	630
	32		1	4	9/1, C/2, Bx/1	Normal	283
	34		3	4	10/1, A/1, Bx/1	Normal	123
	35		3	2	10/1, A/2, Dx/1	Normal	32

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	13		5	6	1:1E, 1:2X	Normal	50
	14		6	5	1:2E, 1:1X	Normal	50
	15		5	7	4:2E, 4:1X	Normal	50
	16		7	5	4:1E, 4:2X	Normal	50
	21		8	6	3:2E, 3:1X	Normal	50
	28		6	8	3:1E, 3:2X	Normal	50
	29		7	8	2:1E, 2:2X	Normal	50
	30		8	7	2:2E, 2:1X	Normal	50

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1	(untitled)		2	NetworkDefault	120	105

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	41	300	0	3	Unknown	
	B	(untitled)	6	300	0	3	Unknown	
	C	(untitled)	17	300	0	2	Unknown	
	D	(untitled)	6	300	0	2	Unknown	
	E	(untitled)	9	9	0	0	Pedestrian	0

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1
	5	E	1

Stage Sequences

Controller Stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3, 4, 5	21, 47, 73, 99, 0	107	
	2	(untitled)		Single	1, 2, 3, 5, 4	43, 64, 86, 100, 117	105	
	3	(untitled)		Single	1, 2, 4, 3, 5	21, 47, 77, 99, 0	107	
	4	(untitled)		Single	1, 2, 4, 5, 3	20, 45, 74, 94, 113	107	
	5	(untitled)		Single	1, 2, 5, 3, 4	22, 49, 71, 93, 119	107	
	6	(untitled)		Single	1, 2, 5, 4, 3	22, 49, 70, 91, 113	105	
	7	(untitled)		Single	1, 3, 2, 4, 5	20, 46, 73, 101, 0	112	
	8	(untitled)		Single	1, 3, 2, 5, 4	22, 49, 77, 98, 119	110	
	9	(untitled)		Single	1, 3, 4, 2, 5	22, 50, 77, 99, 0	112	
	10	(untitled)		Single	1, 3, 4, 5, 2	21, 48, 74, 94, 114	107	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A			5	5	5
	B			5	5	5
	C	5	5		5	5
	D	5	5	5		5
	E	13	13	13	11	

Banned Stage transitions for Controller Stream 1

		To				
		1	2	3	4	5
From	1					
	2					
	3					
	4					
	5					

Interstage Matrix for Controller Stream 1

		To				
		1	2	3	4	5
From	1	0	0	5	5	5
	2	0	0	5	5	5
	3	5	5	0	5	5
	4	5	5	5	0	5
	5	13	13	13	11	0

Resultant Stages

Controller Stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	2	43	41	1	41
	2	✓	2	B	43	64	21	1	6
	3	✓	3	C	69	86	17	1	17
	4	✓	5	E	91	100	9	1	9
	5	✓	4	D	111	117	6	1	6

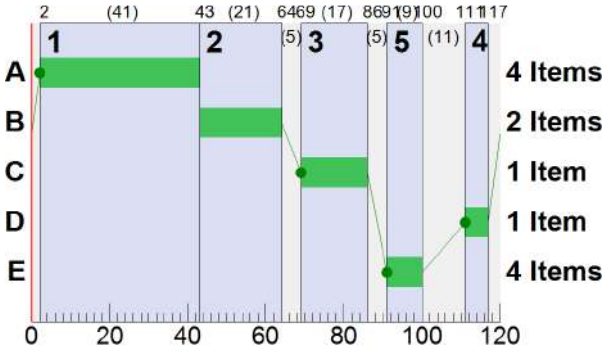
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	2	43	41
	B	1	✓	43	64	21
	C	1	✓	69	86	17
	D	1	✓	111	117	6
	E	1	✓	91	100	9

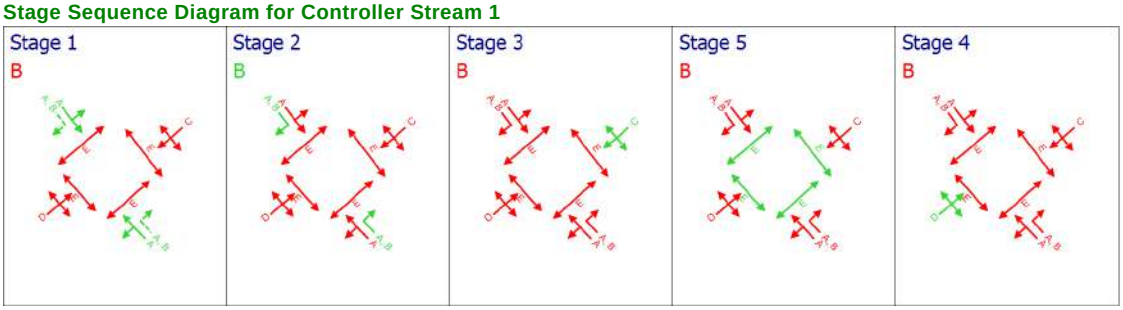
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	2	43	41
A	2	1	1	A	2	43	41
B	1	1	1	C	69	86	17
C	1	1	1	A	2	43	41
C	2	1	1	A	2	43	41
D	1	1	1	D	111	117	6

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
17:00-18:00	1	0.00	0.00	0.00	0.00

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	A	1	72	38	488	1800	41	38.99	14.75	848.34	75.06	5.47	80.53
		2	7	1236	32	777	62	13.95	0.48	24.15	1.76	0.20	1.96
	Ax	1	0	Unrestricted	773	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	89	13	266	1800	17	87.41	11.49	66.07	91.71	4.20	95.91
	Bx	1	0	Unrestricted	430	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	98	2	662	1800	41	85.74	31.24	1197.59	223.88	11.25	235.13
		2	56	78	283	914	62	27.58	3.36	112.00	30.79	3.11	57521.15
	Cx	1	0	Unrestricted	538	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	71	41	96	1800	6	84.70	3.93	45.22	32.07	1.45	33.52
	Dx	1	0	Unrestricted	86	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	9	1	63	58	945	1800	120	5.29	11.57	162.52	19.72	3.99	23.71
	10	1	29	246	520	1800	120	0.41	0.06	0.58	0.83	0.00	0.83

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))	Effec gree (pe cycl
17:00-18:00	A	1	488	488	0		1800	675	72		38	0.00	41	45
		2	32	32	0		777	428	7		1236	0.00	62	66
	Ax	1	773	773	0		Unrestricted	Unrestricted	0		Unrestricted	0.80	120	12
	B	1	266	266	0		1800	300	89		13	0.00	17	20
	Bx	1	430	430	0		Unrestricted	Unrestricted	0		Unrestricted	0.81	120	12
	C	1	662	662	0		1800	675	98		2	0.30	41	45
		2	283	283	0		914	503	56		78	0.30	62	66
	Cx	1	538	538	0		Unrestricted	Unrestricted	0		Unrestricted	0.76	120	12
	D	1	96	96	0		1800	135	71		41	0.00	6	9
	Dx	1	86	86	0		Unrestricted	Unrestricted	0		Unrestricted	0.75	120	12
	9	1	945	945	0		1800	1495	63		58	0.00	120	12
	10	1	520	520	0		1800	1800	29		246	0.00	120	12

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
17:00-18:00	A	1	1.20	38.99	4.36	0.93	75.06	75.06	89.36	408.67	27.42	5.47	5.47
		2	1.20	13.95	0.12	0.00	1.76	1.76	49.18	15.65	0.09	0.20	0.20
	Ax	1	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	12.00	87.41	3.61	2.85	91.71	91.71	125.91	256.06	78.86	4.20	4.20
	Bx	1	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	1.80	85.74	6.22	9.54	223.88	223.88	135.59	640.13	257.44	11.25	11.25
		2	1.80	27.58	1.81	0.36	30.79	30.79	87.66	237.38	10.70	3.11	3.11
	Cx	1	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	6.00	84.70	1.45	0.81	32.07	32.07	120.27	92.58	22.88	1.45	1.45
	Dx	1	6.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	9	1	4.91	5.29	0.85	0.54	19.72	19.72	33.67	302.04	16.14	3.99	3.99
	10	1	6.96	0.41	0.00	0.06	0.83	0.83	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Average storage excess queue (PCU)	Average limit excess queue (PCU)	Excess queue penalty (£ per hr)	Mean end of green queue (PCU)	Mean end of red queue (PCU)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))	Estimated downstream blocking	Source of blocking
17:00-18:00	A	1	0.00	14.75	1.74	848.34	5.26	0.00	0.00	0.93	11.09	0.00	0.00	0.00		
		2	0.00	0.48	2.00	24.15	0.00	0.00	0.00	0.00	0.48	59.00	0.00	59.00		
	Ax	1	0.00	0.00	17.39	0.00	0.00	0.00	0.00			25.00	0.00	25.00		
	B	1	0.00	11.49	17.39	66.07	0.00	0.00	0.00	2.85	10.23	0.00	0.00	0.00		
	Bx	1	0.00	0.00	17.39	0.00	0.00	0.00	0.00			37.00	0.00	37.00		
	C	1	0.00	31.24	2.61	1197.59	17.10	0.00	0.00	9.54	20.42	0.00	0.00	0.00		
		2	0.00	3.36	3.00	112.00	0.06	0.57	57487.25	0.36	3.36	0.00	0.00	0.00		
	Cx	1	0.00	0.00	17.39	0.00	0.00	0.00	0.00			29.00	0.00	29.00		
	D	1	0.00	3.93	8.70	45.22	0.00	0.00	0.00	0.81	3.77	0.00	0.00	0.00		
	Dx	1	0.00	0.00	8.70	0.00	0.00	0.00	0.00			55.00	0.00	55.00		
	9	1	0.00	11.57	7.12	162.52	0.33	0.00	0.00			0.00	120.00	120.00	✓	C/1 [PDM]
	10	1	0.00	0.06	10.09	0.58	0.00	0.00	0.00			0.00	97.00	97.00	✓	A/1 [PDM]

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Journey Time (s)
17:00-18:00	A	1	4.88	5.45	0.90	40.19
		2	0.32	0.13	2.38	15.15
	Ax	1	77.30	2.58	30.00	12.00
	B	1	26.60	7.35	3.62	99.41
	Bx	1	43.00	1.43	30.00	12.00
	C	1	9.93	16.10	0.62	87.54
		2	4.25	2.31	1.84	29.38
	Cx	1	53.80	1.79	30.00	12.00
	D	1	4.80	2.42	1.98	90.70
	Dx	1	4.30	0.14	30.00	6.00
	9	1	38.67	2.68	14.44	10.20
	10	1	30.17	1.06	28.35	7.37

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (PCU)	Mean End of Green Queue EoTS (PCU)	Mean End of Red Queue EoTS (PCU)	PCU Factor	Cost of traffic penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
17:00-18:00	A	1	0.00	0.00	✓	14.76	0.94	11.10	1.00	0.00	80.53	80.53
		2	0.00	0.00	✓	0.48	0.00	0.48	1.00	0.00	1.96	1.96
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	B	1	0.00	0.00	✓	11.75	3.10	10.49	1.00	0.00	95.91	95.91
	Bx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	C	1	0.00	0.00	✓	34.04	12.34	23.22	1.00	0.00	235.13	235.13
		2	0.00	0.00	✓	3.36	0.36	3.36	1.00	57487.25	33.90	57521.15
	Cx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	D	1	0.00	0.00	✓	3.96	0.84	3.80	1.00	0.00	33.52	33.52
	Dx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	9	1	0.00	0.00	✓	11.57			1.00	0.00	23.71	23.71
	10	1	0.00	0.00	✓	0.06			1.00	0.00	0.83	0.83

Pedestrian Crossing Results

Pedestrian Crossings: Pedestrian summary

Time Segment	Crossing	Side	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Mean max queue (Ped)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	(ALL)	(ALL)	6	50	11000	9	51.80	1.54	10.22	10.22

Pedestrian Crossings: Flows and signals

Time Segment	Crossing	Side	Calculated flow entering (Ped/hr)	Calculated flow out (Ped/hr)	Flow discrepancy (Ped/hr)	Adjusted flow warning	Calculated sat flow (Ped/hr)	Calculated capacity (Ped/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))	Effec gree (pe cycl
17:00-18:00	(ALL)	(ALL)	50	50	0		11000	825	6		1550	0.00	9	9

Pedestrian Crossings: Stops and delays

Time Segment	Crossing	Side	Mean Cruise Time per Ped (s)	Mean Delay per Ped (s)	Uniform delay (Ped-hr/hr)	Random plus oversat delay (Ped-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)
17:00-18:00	(ALL)	(ALL)	3.00	51.80	0.72	0.00	10.22	10.22

Pedestrian Crossings: Queues and blocking

Time Segment	Crossing	Side	Mean max queue (Ped)	Max queue storage (Ped)	Utilised storage (%)	Average storage excess queue (Ped)	Average limit excess queue (Ped)	Excess queue penalty (£ per hr)
17:00-18:00	(ALL)	(ALL)	1.54	10.00	15.42	0.00	0.00	0.00

Pedestrian Crossings: Journey times

Time Segment	Crossing	Side	Distance travelled (Ped-km/hr)	Time spent (Ped-hr/hr)	Mean journey speed (kph)	Journey Time (s)
17:00-18:00	(ALL)	(ALL)	0.20	0.76	0.26	54.80

Pedestrian Crossings: Advanced

Time Segment	Crossing	Side	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Mean Max Queue EoTS (Ped)	Ped Factor	Cost of traffic penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
17:00-18:00	(ALL)	(ALL)	0.00	0.00	1.54	1.00	0.00	10.22	10.22

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 15:05:31	13/07/2026 15:05:31	0.65	17:00	120	58074.46	39.26	98.07	C/1	0	0	C/1	9/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	98	2	5119	949	475.81	29.67	57992.73

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	6	400	72	51.80	81.73	81.73

Network Results: Flows and signals

Time Segment	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))	Effective green (s (per cycle))
17:00-18:00	5519	5519	0		98		2	1021	1043

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
17:00-18:00	6.70	24.17	15.09	557.54	557.54	1952.51	413.54	29.67	29.67

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
17:00-18:00	1197.59	57487.25	205.00	217.00	422.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
17:00-18:00	299.61	49.53	6.05

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0.00	0.00	✓	1.00	57487.25	0.00	587.21	58074.46

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

		To							
		1	2	3	4	5	6	7	8
From	1	0.0	103.7	109.7	51.6	0.0	0.0	0.0	0.0
	2	102.7	0.0	102.7	102.7	0.0	0.0	0.0	0.0
	3	59.6	28.5	0.0	59.6	0.0	0.0	0.0	0.0
	4	111.4	105.4	111.4	0.0	0.0	0.0	0.0	0.0
	5	0.0	0.0	0.0	0.0	0.0	54.8	54.8	0.0
	6	0.0	0.0	0.0	0.0	54.8	0.0	0.0	54.8
	7	0.0	0.0	0.0	0.0	54.8	0.0	0.0	54.8
	8	0.0	0.0	0.0	0.0	0.0	54.8	54.8	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (PCU/hr)	Pedestrian calculated flow (Ped/hr)	Normal journey time (s)	Pedestrian journey time (s)	Normal journey dist (m)	Bus Journey Dist (m)	Tram Journey Dist (m)	Pedestrian journey dist (m)	Calculated Total Flow (PCU/hr)	Avg journey time (s)	Avg journey dist (m)
4	2	1	36		102.70		150.00	0.00	0.00	0.00	36	102.70	150.00
9	4	2	22		105.41		150.00	0.00	0.00	0.00	22	105.41	150.00
10	4	3	107		111.41		200.00	0.00	0.00	0.00	107	111.41	200.00
12	2	4	24		102.70		150.00	0.00	0.00	0.00	24	102.70	150.00
13	5	6		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
14	6	5		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
15	5	7		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
16	7	5		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
18	1	2	32		103.74		105.92	0.00	0.00	0.00	32	103.74	105.92
19	3	1	365		59.56		168.01	0.00	0.00	0.00	365	59.56	168.01
20	4	1	137		111.41		200.00	0.00	0.00	0.00	137	111.41	200.00
21	8	6		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
23	2	3	36		102.70		150.00	0.00	0.00	0.00	36	102.70	150.00
28	6	8		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
29	7	8		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
30	8	7		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
31	1	3	630		109.74		155.92	0.00	0.00	0.00	630	109.74	155.92
32	1	4	283		51.58		155.92	0.00	0.00	0.00	283	51.58	155.92
34	3	4	123		59.56		168.01	0.00	0.00	0.00	123	59.56	168.01
35	3	2	32		28.52		118.01	0.00	0.00	0.00	32	28.52	118.01

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
A	1	(untitled)	1	1	A		488 <	1800	41	0.00	72	38	40.19	38.99	89.36	14.75 +
	2		1	1	A	B	32	777	62	59.00	7	1236	15.15	13.95	49.18	0.48
Ax	1	(untitled)					773	Unrestricted	120	25.00	0	Unrestricted	12.00	0.00	0.00	0.00
B	1	(untitled)	1	1	C		266	1800	17	0.00	89	13	99.41	87.41	125.91	11.49
Bx	1	(untitled)					430	Unrestricted	120	37.00	0	Unrestricted	12.00	0.00	0.00	0.00
C	1	(untitled)	1	1	A		662 <	1800	41	0.00	98	2	87.54	85.74	135.59	31.24 +
	2		1	1	A	B	283 <	914	62	0.00	56	78	29.38	27.58	87.66	3.36 +
Cx	1	(untitled)					538	Unrestricted	120	29.00	0	Unrestricted	12.00	0.00	0.00	0.00
D	1	(untitled)	1	1	D		96	1800	6	0.00	71	41	90.70	84.70	120.27	3.93
Dx	1	(untitled)					86	Unrestricted	120	55.00	0	Unrestricted	6.00	0.00	0.00	0.00
9	1		1				945 <	1800	120	120.00	63	58	10.20	5.29	33.67	11.57 +
10	1		1				520	1800	120	97.00	29	246	7.37	0.41	0.00	0.06

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PENALTIE
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Cost of traffic penaltie (£ per hr
1	1	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
	2	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
2	1	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
	2	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
3	1	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
	2	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
4	1	(untitled)		1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
	2	(untitled)		1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	298.01	43.44	6.86	18.42	15.09	475.81	29.67	57487.25	57992.73
Bus									
Tram									
Pedestrians	1.60	6.09	0.26	5.76	0.00	81.73	0.00	0.00	81.73
TOTAL	299.61	49.53	6.05	24.17	15.09	557.54	29.67	57487.25	58074.46

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - Proposed Junction 4
D3 - 2042 | DO SOMETHING | PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 15:05:29	13/07/2026 15:05:30	1.50	17:00	120	67972.73	48.64	102.22	C/1	1	5	C/1	9/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set	Demand Set(s) to optimise	Include in report	Locked
Proposed Junction 4			✓	D1,D2,D3	✓	D3	✓	

Demand Set Details

Year	Scenario	Time period	Description	Use Relationship	Relationship	Start time (HH:mm)	Locked	Run automatically
2042	DO SOMETHING	PM				17:00		✓

Network Options

Network timings

Network cycle time (s)	Minimum possible cycle time (s)	Absolute minimum possible cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
120	105	105		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)	Missing stage transition options
10000.00	10000.00	10000.00	2	Assume banned

Traffic options

Traffic model	Exclude blocking-back in DoS	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)		100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from traffic model	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	100	100	✓	✓			Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Cruise time coefficient	TRANSYT 16 compatibility mode
Default	35	80	✓

Normal Vehicle Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	Vehicle type	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	Bus	1.00	Default	0.94	30	85

Tram parameters

Name	Vehicle type	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy (%)	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Standard accuracy Hill Climb	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

Traffic node	Name	Description
1	(untitled)	

Arms and Traffic Streams

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
(ALL)	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
2		TrafficStream	C/1	100	0.00	
		TrafficStream	A/1	100	0.00	

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Limit paths by length	Path length limit multiplier	Limit paths by number	Limit paths by flow
1	(untitled)	✓	✓	Lane Balancing			✓		✓	1.25		

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	32	658	296	0	0	0	0
	2	36	0	36	24	0	0	0	0
	3	379	32	0	127	0	0	0	0
	4	143	22	110	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	50	50	0
	6	0	0	0	0	50	0	0	50
	7	0	0	0	0	50	0	0	50
	8	0	0	0	0	0	50	50	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	9/1	Cx/1	#0000FF
	2	(untitled)	D/1	Dx/1	#FF0000
	3	(untitled)	10/1	Ax/1	#00FF00
	4	(untitled)	B/1	Bx/1	#FFFF00
	5	(untitled)	1:1E, 4:2E	1:1X, 4:2X	#00FFFF
	6	(untitled)	1:2E, 3:1E	1:2X, 3:1X	#FF00FF
	7	(untitled)	4:1E, 2:1E	4:1X, 2:1X	#008000
	8	(untitled)	3:2E, 2:2E	3:2X, 2:2X	#FFA500

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	4		2	1	D/1, Cx/1	Normal	36
	9		4	2	B/1, Dx/1	Normal	22
	10		4	3	B/1, Ax/1	Normal	110
	12		2	4	D/1, Bx/1	Normal	24
	18		1	2	9/1, C/1, Dx/1	Normal	32
	19		3	1	10/1, A/1, Cx/1	Normal	379
	20		4	1	B/1, Cx/1	Normal	143
	23		2	3	D/1, Ax/1	Normal	36
	31		1	3	9/1, C/1, Ax/1	Normal	658
	32		1	4	9/1, C/2, Bx/1	Normal	296
	34		3	4	10/1, A/1, Bx/1	Normal	127
	35		3	2	10/1, A/2, Dx/1	Normal	32

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	13		5	6	1:1E, 1:2X	Normal	50
	14		6	5	1:2E, 1:1X	Normal	50
	15		5	7	4:2E, 4:1X	Normal	50
	16		7	5	4:1E, 4:2X	Normal	50
	21		8	6	3:2E, 3:1X	Normal	50
	28		6	8	3:1E, 3:2X	Normal	50
	29		7	8	2:1E, 2:2X	Normal	50
	30		8	7	2:2E, 2:1X	Normal	50

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
1	(untitled)		2	NetworkDefault	120	105

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	41	300	0	3	Unknown	
	B	(untitled)	6	300	0	3	Unknown	
	C	(untitled)	17	300	0	2	Unknown	
	D	(untitled)	6	300	0	2	Unknown	
	E	(untitled)	9	9	0	0	Pedestrian	0

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1
	5	E	1

Stage Sequences

Controller Stream	Sequence	Name	Description	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)		Single	1, 2, 3, 4, 5	21, 47, 73, 99, 0	107	
	2	(untitled)		Single	1, 2, 3, 5, 4	43, 64, 86, 100, 117	105	
	3	(untitled)		Single	1, 2, 4, 3, 5	21, 47, 77, 99, 0	107	
	4	(untitled)		Single	1, 2, 4, 5, 3	20, 45, 74, 94, 113	107	
	5	(untitled)		Single	1, 2, 5, 3, 4	22, 49, 71, 93, 119	107	
	6	(untitled)		Single	1, 2, 5, 4, 3	22, 49, 70, 91, 113	105	
	7	(untitled)		Single	1, 3, 2, 4, 5	20, 46, 73, 101, 0	112	
	8	(untitled)		Single	1, 3, 2, 5, 4	22, 49, 77, 98, 119	110	
	9	(untitled)		Single	1, 3, 4, 2, 5	22, 50, 77, 99, 0	112	
	10	(untitled)		Single	1, 3, 4, 5, 2	21, 48, 74, 94, 114	107	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A			5	5	5
	B			5	5	5
	C	5	5		5	5
	D	5	5	5		5
	E	13	13	13	11	

Banned Stage transitions for Controller Stream 1

		To				
		1	2	3	4	5
From	1					
	2					
	3					
	4					
	5					

Interstage Matrix for Controller Stream 1

		To				
		1	2	3	4	5
From	1	0	0	5	5	5
	2	0	0	5	5	5
	3	5	5	0	5	5
	4	5	5	5	0	5
	5	13	13	13	11	0

Resultant Stages

Controller Stream	Resultant Stage	Is Base Stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	2	43	41	1	41
	2	✓	2	B	43	64	21	1	6
	3	✓	3	C	69	86	17	1	17
	4	✓	5	E	91	100	9	1	9
	5	✓	4	D	111	117	6	1	6

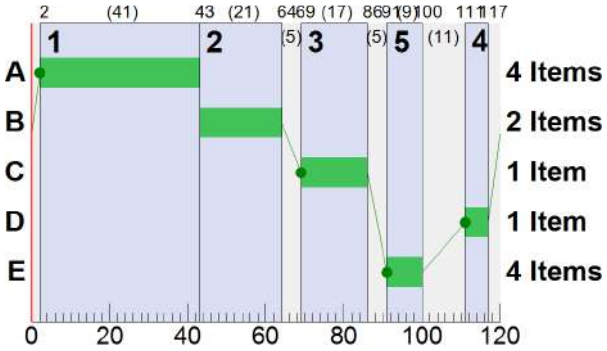
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	2	43	41
	B	1	✓	43	64	21
	C	1	✓	69	86	17
	D	1	✓	111	117	6
	E	1	✓	91	100	9

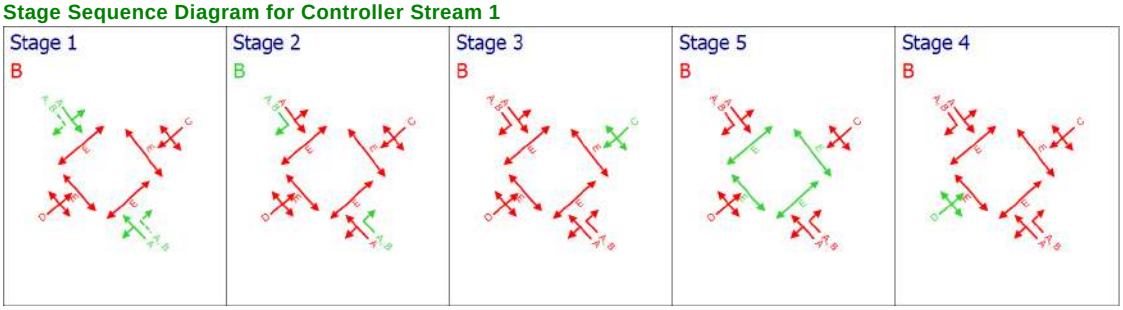
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	2	43	41
A	2	1	1	A	2	43	41
B	1	1	1	C	69	86	17
C	1	1	1	A	2	43	41
C	2	1	1	A	2	43	41
D	1	1	1	D	111	117	6

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
17:00-18:00	1	0.00	0.00	0.00	0.00

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	A	1	75	33	506	1800	41	40.42	15.72	903.67	80.67	5.80	86.47
		2	7	1236	32	777	62	13.95	0.48	24.15	1.76	0.20	1.96
	Ax	1	0	Unrestricted	790	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	92	9	275	1800	17	97.45	12.70	73.03	105.71	4.59	110.29
	Bx	1	0	Unrestricted	447	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	102	-2	690	1800	41	120.97	39.24	1504.02	329.25	13.74	342.99
		2	59	70	296	914	62	28.02	3.42	113.94	32.71	3.30	67284.16
	Cx	1	0	Unrestricted	558	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	71	41	96	1800	6	84.70	3.93	45.22	32.07	1.45	33.52
	Dx	1	0	Unrestricted	85	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	9	1	68	48	986	1800	120	6.64	14.12	198.39	25.82	4.89	30.70
	10	1	30	235	538	1800	120	0.43	0.06	0.63	0.90	0.00	0.90

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))	Effec gree (pe cycl
17:00-18:00	A	1	506	506	0		1800	675	75		33	0.00	41	45
		2	32	32	0		777	428	7		1236	0.00	62	66
	Ax	1	790	790	14	✓	Unrestricted	Unrestricted	0		Unrestricted	0.79	120	12
	B	1	275	275	0		1800	300	92		9	0.00	17	20
	Bx	1	447	447	0		Unrestricted	Unrestricted	0		Unrestricted	0.80	120	12
	C	1	690	675	0		1800	675	102	✓	-2	0.33	41	45
		2	296	296	0		914	503	59		70	0.33	62	66
	Cx	1	558	558	0		Unrestricted	Unrestricted	0		Unrestricted	0.76	120	12
	D	1	96	96	0		1800	135	71		41	0.00	6	9
	Dx	1	85	85	1	✓	Unrestricted	Unrestricted	0		Unrestricted	0.74	120	12
	9	1	986	986	0		1800	1461	68		48	0.00	120	12
	10	1	538	538	0		1800	1800	30		235	0.00	120	12

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
17:00-18:00	A	1	1.20	40.42	4.58	1.10	80.67	80.67	91.47	430.40	32.42	5.80	5.80
		2	1.20	13.95	0.12	0.00	1.76	1.76	49.18	15.65	0.09	0.20	0.20
	Ax	1	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	12.00	97.45	3.76	3.69	105.71	105.71	132.99	265.53	100.20	4.59	4.59
	Bx	1	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	1.80	120.97	6.26	16.92	329.25	329.25	162.31	670.85	424.77	13.74	13.74
		2	1.80	28.02	1.89	0.42	32.71	32.71	88.85	250.58	12.41	3.30	3.30
	Cx	1	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	6.00	84.70	1.45	0.81	32.07	32.07	120.27	92.58	22.88	1.45	1.45
	Dx	1	6.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	9	1	4.91	6.64	1.12	0.70	25.82	25.82	39.53	368.97	20.81	4.89	4.89
	10	1	6.96	0.43	0.00	0.06	0.90	0.90	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Average storage excess queue (PCU)	Average limit excess queue (PCU)	Excess queue penalty (£ per hr)	Mean end of green queue (PCU)	Mean end of red queue (PCU)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))	Estimated downstream blocking	Source of blocking
17:00-18:00	A	1	0.00	15.72	1.74	903.67	5.85	0.00	0.00	1.10	11.64	0.00	0.00	0.00		
		2	0.00	0.48	2.00	24.15	0.00	0.00	0.00	0.00	0.48	59.00	0.00	59.00		
	Ax	1	0.00	0.00	17.39	0.00	0.00	0.00	0.00			25.00	0.00	25.00		
	B	1	0.00	12.70	17.39	73.03	0.00	0.00	0.00	3.69	11.33	0.00	0.00	0.00		
	Bx	1	0.00	0.00	17.39	0.00	0.00	0.00	0.00			37.00	0.00	37.00		
	C	1	0.00	39.24	2.61	1504.02	24.70	0.00	0.00	16.92	27.70	0.00	0.00	0.00		
		2	0.00	3.42	3.00	113.94	0.09	0.67	67248.15	0.42	3.42	0.00	0.00	0.00		
	Cx	1	0.00	0.00	17.39	0.00	0.00	0.00	0.00			29.00	0.00	29.00		
	D	1	0.00	3.93	8.70	45.22	0.00	0.00	0.00	0.81	3.77	0.00	0.00	0.00		
	Dx	1	0.00	0.00	8.70	0.00	0.00	0.00	0.00			53.00	0.00	53.00		
	9	1	0.00	14.12	7.12	198.39	0.78	0.00	0.00			0.00	120.00	120.00	✓	C/1 [PDM]
	10	1	0.00	0.06	10.09	0.63	0.00	0.00	0.00			0.00	100.00	100.00	✓	A/1 [PDM]

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Journey Time (s)
17:00-18:00	A	1	5.06	5.85	0.87	41.62
		2	0.32	0.13	2.38	15.15
	Ax	1	78.97	2.63	30.00	12.00
	B	1	27.50	8.36	3.29	109.45
	Bx	1	44.70	1.49	30.00	12.00
	C	1	10.35	23.53	0.44	122.77
		2	4.44	2.45	1.81	29.82
	Cx	1	55.80	1.86	30.00	12.00
	D	1	4.80	2.42	1.98	90.70
	Dx	1	4.27	0.14	30.00	6.00
	9	1	40.35	3.16	12.76	11.55
	10	1	31.21	1.10	28.27	7.39

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (PCU)	Mean End of Green Queue EoTS (PCU)	Mean End of Red Queue EoTS (PCU)	PCU Factor	Cost of traffic penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
17:00-18:00	A	1	0.00	0.00	✓	15.73	1.11	11.65	1.00	0.00	86.47	86.47
		2	0.00	0.00	✓	0.48	0.00	0.48	1.00	0.00	1.96	1.96
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	B	1	0.00	0.00	✓	13.20	4.19	11.83	1.00	0.00	110.29	110.29
	Bx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	C	1	0.00	0.00	✓	49.35	27.04	37.82	1.00	0.00	342.99	342.99
		2	0.00	0.00	✓	3.42	0.42	3.42	1.00	67248.15	36.01	67284.16
	Cx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	D	1	0.00	0.00	✓	3.96	0.84	3.80	1.00	0.00	33.52	33.52
	Dx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	9	1	0.00	0.00	✓	14.12			1.00	0.00	30.70	30.70
	10	1	0.00	0.00	✓	0.06			1.00	0.00	0.90	0.90

Pedestrian Crossing Results

Pedestrian Crossings: Pedestrian summary

Time Segment	Crossing	Side	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Mean max queue (Ped)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	(ALL)	(ALL)	6	50	11000	9	51.80	1.54	10.22	10.22

Pedestrian Crossings: Flows and signals

Time Segment	Crossing	Side	Calculated flow entering (Ped/hr)	Calculated flow out (Ped/hr)	Flow discrepancy (Ped/hr)	Adjusted flow warning	Calculated sat flow (Ped/hr)	Calculated capacity (Ped/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))	Effec gree (pe cycl
17:00-18:00	(ALL)	(ALL)	50	50	0		11000	825	6		1550	0.00	9	9

Pedestrian Crossings: Stops and delays

Time Segment	Crossing	Side	Mean Cruise Time per Ped (s)	Mean Delay per Ped (s)	Uniform delay (Ped-hr/hr)	Random plus oversat delay (Ped-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)
17:00-18:00	(ALL)	(ALL)	3.00	51.80	0.72	0.00	10.22	10.22

Pedestrian Crossings: Queues and blocking

Time Segment	Crossing	Side	Mean max queue (Ped)	Max queue storage (Ped)	Utilised storage (%)	Average storage excess queue (Ped)	Average limit excess queue (Ped)	Excess queue penalty (£ per hr)
17:00-18:00	(ALL)	(ALL)	1.54	10.00	15.42	0.00	0.00	0.00

Pedestrian Crossings: Journey times

Time Segment	Crossing	Side	Distance travelled (Ped-km/hr)	Time spent (Ped-hr/hr)	Mean journey speed (kph)	Journey Time (s)
17:00-18:00	(ALL)	(ALL)	0.20	0.76	0.26	54.80

Pedestrian Crossings: Advanced

Time Segment	Crossing	Side	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Mean Max Queue EoTS (Ped)	Ped Factor	Cost of traffic penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
17:00-18:00	(ALL)	(ALL)	0.00	0.00	1.54	1.00	0.00	10.22	10.22

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	13/07/2026 15:05:29	13/07/2026 15:05:30	1.50	17:00	120	67972.73	48.64	102.22	C/1	1	5	C/1	9/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	102	-2	5299	949	608.89	33.96	67891.00

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	6	400	72	51.80	81.73	81.73

Network Results: Flows and signals

Time Segment	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))	Effective green (s (per cycle))
17:00-18:00	5699	5684	15	✓	102	✓	-2	1021	1043

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
17:00-18:00	6.69	24.93	23.70	690.62	690.62	2094.56	613.58	33.96	33.96

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
17:00-18:00	1504.02	67248.15	203.00	220.00	423.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
17:00-18:00	309.36	59.23	5.22

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0.00	0.00	✓	1.00	67248.15	0.00	724.58	67972.73

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

		To							
		1	2	3	4	5	6	7	8
From	1	0.0	140.3	146.3	53.4	0.0	0.0	0.0	0.0
	2	102.7	0.0	102.7	102.7	0.0	0.0	0.0	0.0
	3	61.0	28.5	0.0	61.0	0.0	0.0	0.0	0.0
	4	121.5	115.5	121.5	0.0	0.0	0.0	0.0	0.0
	5	0.0	0.0	0.0	0.0	0.0	54.8	54.8	0.0
	6	0.0	0.0	0.0	0.0	54.8	0.0	0.0	54.8
	7	0.0	0.0	0.0	0.0	54.8	0.0	0.0	54.8
	8	0.0	0.0	0.0	0.0	0.0	54.8	54.8	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (PCU/hr)	Pedestrian calculated flow (Ped/hr)	Normal journey time (s)	Pedestrian journey time (s)	Normal journey dist (m)	Bus Journey Dist (m)	Tram Journey Dist (m)	Pedestrian journey dist (m)	Calculated Total Flow (PCU/hr)	Avg journey time (s)	Avg journey dist (m)
4	2	1	36		102.70		150.00	0.00	0.00	0.00	36	102.70	150.00
9	4	2	22		115.45		150.00	0.00	0.00	0.00	22	115.45	150.00
10	4	3	110		121.45		200.00	0.00	0.00	0.00	110	121.45	200.00
12	2	4	24		102.70		150.00	0.00	0.00	0.00	24	102.70	150.00
13	5	6		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
14	6	5		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
15	5	7		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
16	7	5		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
18	1	2	32		140.32		105.92	0.00	0.00	0.00	32	140.32	105.92
19	3	1	379		61.01		168.01	0.00	0.00	0.00	379	61.01	168.01
20	4	1	143		121.45		200.00	0.00	0.00	0.00	143	121.45	200.00
21	8	6		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
23	2	3	36		102.70		150.00	0.00	0.00	0.00	36	102.70	150.00
28	6	8		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
29	7	8		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
30	8	7		50		54.80	4.00	4.00	4.00	4.00	50	54.80	4.00
31	1	3	658		146.32		155.92	0.00	0.00	0.00	658	146.32	155.92
32	1	4	296		53.36		155.92	0.00	0.00	0.00	296	53.36	155.92
34	3	4	127		61.01		168.01	0.00	0.00	0.00	127	61.01	168.01
35	3	2	32		28.54		118.01	0.00	0.00	0.00	32	28.54	118.01

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			Q
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queu (PCU
A	1	(untitled)	1	1	A		506 <	1800	41	0.00	75	33	41.62	40.42	91.47	15.72 +
	2		1	1	A	B	32	777	62	59.00	7	1236	15.15	13.95	49.18	0.48
Ax	1	(untitled)					790	Unrestricted	120	25.00	0	Unrestricted	12.00	0.00	0.00	0.00
B	1	(untitled)	1	1	C		275	1800	17	0.00	92	9	109.45	97.45	132.99	12.70
Bx	1	(untitled)					447	Unrestricted	120	37.00	0	Unrestricted	12.00	0.00	0.00	0.00
C	1	(untitled)	1	1	A		690 <	1800	41	0.00	102	-2	122.77	120.97	162.31	39.24 +
	2		1	1	A	B	296 <	914	62	0.00	59	70	29.82	28.02	88.85	3.42
Cx	1	(untitled)					558	Unrestricted	120	29.00	0	Unrestricted	12.00	0.00	0.00	0.00
D	1	(untitled)	1	1	D		96	1800	6	0.00	71	41	90.70	84.70	120.27	3.93
Dx	1	(untitled)					85	Unrestricted	120	53.00	0	Unrestricted	6.00	0.00	0.00	0.00
9	1		1				986 <	1800	120	120.00	68	48	11.55	6.64	39.53	14.12 +
10	1		1				538	1800	120	100.00	30	235	7.39	0.43	0.00	0.06

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PENALTIE
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	Journey Time (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Cost of traffic penaltie (£ per hr
1	1	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
	2	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
2	1	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
	2	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
3	1	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
	2	(untitled)	1	1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
4	1	(untitled)		1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00
	2	(untitled)		1	E	50	11000	9	6	1550	54.80	51.80	1.54	100	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	307.76	53.14	5.79	19.18	23.70	608.89	33.96	67248.15	67891.00
Bus									
Tram									
Pedestrians	1.60	6.09	0.26	5.76	0.00	81.73	0.00	0.00	81.73
TOTAL	309.36	59.23	5.22	24.93	23.70	690.62	33.96	67248.15	67972.73

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = stop or delay weighting has been set to a value other than 100%*
- *^ = stop or delay path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 5 - Existing Roundabout - AM-PM.j9
Path: M:\Projects\22\22-010 Cherry Orchard - Sites 4 & 5 - C&S\Design\Civil\Traffic\Modelling 2026\3. Junction Modelling\Junction 5
Report generation date: 10/07/2026 10:13:55

»Junction 6 - Priority Roundabout - Baseline 2022, AM
»Junction 6 - Priority Roundabout - Baseline 2022, PM
»Junction 6 - Priority Roundabout - DO NOTHING 2027, AM
»Junction 6 - Priority Roundabout - DO NOTHING 2027, PM
»Junction 6 - Priority Roundabout - DO NOTHING 2032, AM
»Junction 6 - Priority Roundabout - DO NOTHING 2032, PM
»Junction 6 - Priority Roundabout - DO NOTHING 2042, AM
»Junction 6 - Priority Roundabout - DO NOTHING 2042, PM
»Junction 6 - Priority Roundabout - DO SOMETHING 2027, AM
»Junction 6 - Priority Roundabout - DO SOMETHING 2027, PM
»Junction 6 - Priority Roundabout - DO SOMETHING 2032, AM
»Junction 6 - Priority Roundabout - DO SOMETHING 2032, PM
»Junction 6 - Priority Roundabout - DO SOMETHING 2042, AM
»Junction 6 - Priority Roundabout - DO SOMETHING 2042, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Junction 6 - Priority Roundabout - Baseline 2022					
Arm 1	0.1	3.19	0.06	0.1	3.09	0.05
Arm 2	0.1	2.02	0.07	0.2	2.21	0.15
Arm 3	0.1	2.67	0.11	0.1	2.63	0.08
	Junction 6 - Priority Roundabout - DO NOTHING 2027					
Arm 1	0.1	3.24	0.07	0.1	3.13	0.06
Arm 2	0.1	2.05	0.08	0.2	2.26	0.17
Arm 3	0.1	2.72	0.12	0.1	2.67	0.09
	Junction 6 - Priority Roundabout - DO NOTHING 2032					
Arm 1	0.1	3.28	0.07	0.1	3.16	0.06
Arm 2	0.1	2.06	0.09	0.2	2.28	0.18
Arm 3	0.2	2.74	0.13	0.1	2.69	0.10
	Junction 6 - Priority Roundabout - DO NOTHING 2042					
Arm 1	0.1	3.31	0.07	0.1	3.17	0.06
Arm 2	0.1	2.07	0.09	0.2	2.31	0.19
Arm 3	0.2	2.77	0.14	0.1	2.70	0.10
	Junction 6 - Priority Roundabout - DO SOMETHING 2027					
Arm 1	0.1	3.52	0.12	0.1	3.39	0.11
Arm 2	0.2	2.16	0.13	0.3	2.44	0.23
Arm 3	0.2	2.87	0.16	0.2	2.86	0.13
	Junction 6 - Priority Roundabout - DO SOMETHING 2032					
Arm 1	0.2	3.56	0.13	0.1	3.42	0.11
Arm 2	0.2	2.17	0.14	0.3	2.47	0.24
Arm 3	0.2	2.90	0.16	0.2	2.89	0.14
	Junction 6 - Priority Roundabout - DO SOMETHING 2042					
Arm 1	0.2	3.60	0.13	0.1	3.44	0.11
Arm 2	0.2	2.18	0.14	0.3	2.50	0.25
Arm 3	0.2	2.93	0.17	0.2	2.91	0.14

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

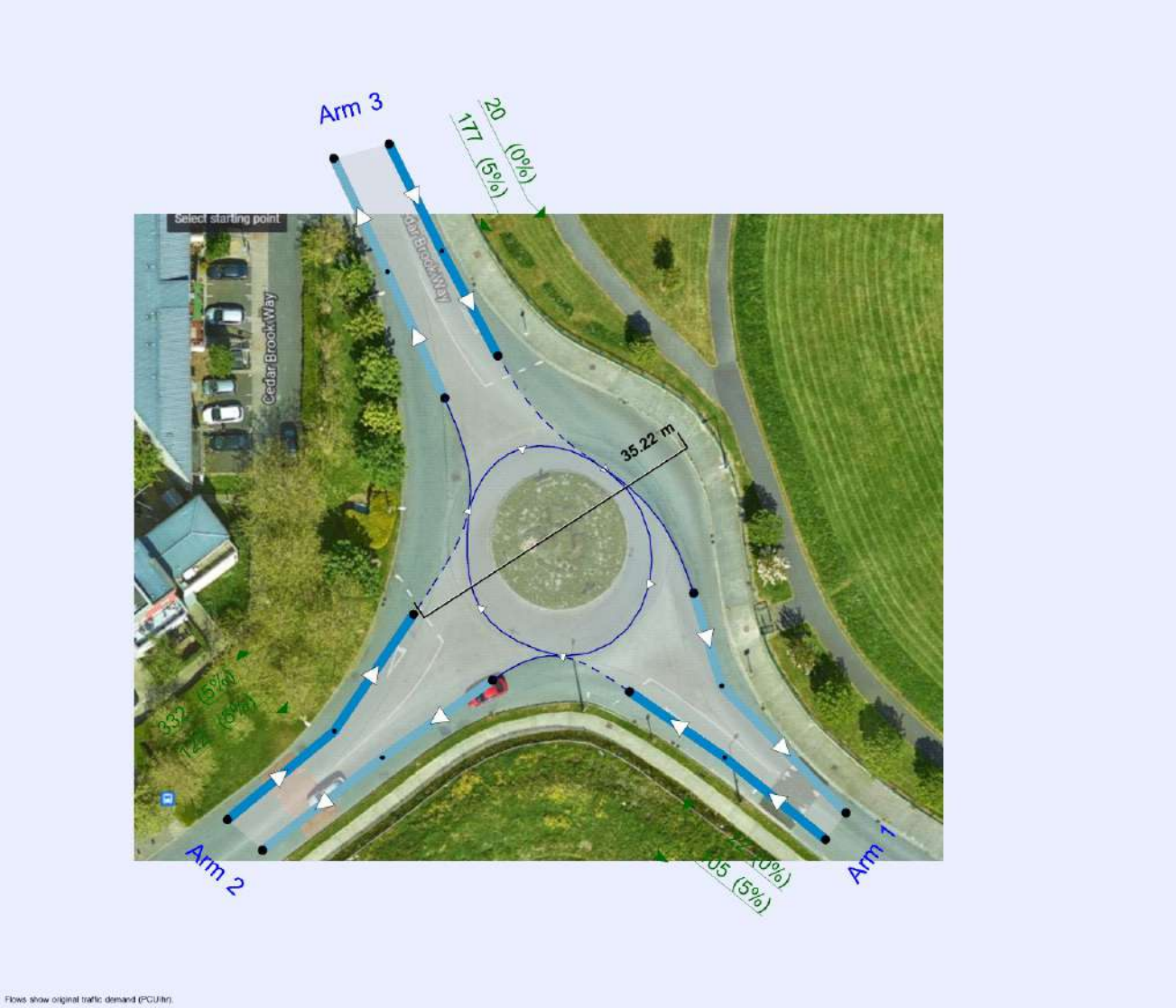
File summary

File Description

Title	
Location	
Site number	
Date	02/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\l.byrne
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline 2022	AM	ONE HOUR	08:00	09:30	15	✓
D2	Baseline 2022	PM	ONE HOUR	17:00	18:30	15	✓
D3	DO NOTHING 2027	AM	ONE HOUR	08:00	09:30	15	✓
D4	DO NOTHING 2027	PM	ONE HOUR	17:00	18:30	15	✓
D5	DO NOTHING 2032	AM	ONE HOUR	08:00	09:30	15	✓
D6	DO NOTHING 2032	PM	ONE HOUR	17:00	18:30	15	✓
D7	DO NOTHING 2042	AM	ONE HOUR	08:00	09:30	15	✓
D8	DO NOTHING 2042	PM	ONE HOUR	17:00	18:30	15	✓
D9	DO SOMETHING 2027	AM	ONE HOUR	08:00	09:30	15	✓
D10	DO SOMETHING 2027	PM	ONE HOUR	17:00	18:30	15	✓
D11	DO SOMETHING 2032	AM	ONE HOUR	08:00	09:30	15	✓
D12	DO SOMETHING 2032	PM	ONE HOUR	17:00	18:30	15	✓
D13	DO SOMETHING 2042	AM	ONE HOUR	08:00	09:30	15	✓
D14	DO SOMETHING 2042	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Junction 6 - Priority Roundabout	✓	100.000	100.000

Junction 6 - Priority Roundabout - Baseline 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Unnamed Road (S)	
2	Cedar Brook Way (W)	
3	Cedar Brook Way (N)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.77	5.11	3.7	17.0	35.0	24.6	
2	4.80	7.92	10.6	50.4	35.0	25.5	
3	3.60	6.48	8.6	42.5	35.0	21.1	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.582	1343
2	0.732	2029
3	0.648	1598

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline 2022	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	67	100.000
2		ONE HOUR	✓	130	100.000
3		ONE HOUR	✓	158	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	54	13
	2	20	0	110
	3	8	150	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	5	0	5
	3	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.06	3.19	0.1	A	61	92
2	0.07	2.02	0.1	A	119	179
3	0.11	2.67	0.1	A	145	217

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	50	13	113	1277	0.040	50	21	0.0	0.0	3.051	A
2	98	24	10	2021	0.048	98	153	0.0	0.1	1.964	A
3	119	30	15	1588	0.075	119	92	0.0	0.1	2.565	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	60	15	135	1264	0.048	60	25	0.0	0.1	3.108	A
2	117	29	12	2020	0.058	117	183	0.1	0.1	1.985	A
3	142	36	18	1586	0.090	142	111	0.1	0.1	2.610	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	74	18	165	1247	0.059	74	31	0.1	0.1	3.191	A
2	143	36	14	2018	0.071	143	224	0.1	0.1	2.015	A
3	174	43	22	1584	0.110	174	135	0.1	0.1	2.674	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	74	18	165	1246	0.059	74	31	0.1	0.1	3.191	A
2	143	36	14	2018	0.071	143	225	0.1	0.1	2.015	A
3	174	43	22	1584	0.110	174	135	0.1	0.1	2.674	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	60	15	135	1264	0.048	60	25	0.1	0.1	3.111	A
2	117	29	12	2020	0.058	117	184	0.1	0.1	1.986	A
3	142	36	18	1586	0.090	142	111	0.1	0.1	2.610	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	50	13	113	1277	0.040	50	21	0.1	0.0	3.054	A
2	98	24	10	2021	0.048	98	154	0.1	0.1	1.964	A
3	119	30	15	1588	0.075	119	93	0.1	0.1	2.566	A

Junction 6 - Priority Roundabout - Baseline 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Baseline 2022	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	58	100.000
2		ONE HOUR	✓	282	100.000
3		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	45	13
	2	51	0	231
	3	11	106	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	5	0	5
	3	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.05	3.09	0.1	A	53	80
2	0.15	2.21	0.2	A	259	388
3	0.08	2.63	0.1	A	107	161

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	44	11	80	1296	0.034	44	47	0.0	0.0	2.983	A
2	212	53	10	2021	0.105	212	113	0.0	0.1	2.089	A
3	88	22	38	1573	0.056	88	183	0.0	0.1	2.533	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	52	13	95	1287	0.041	52	56	0.0	0.0	3.026	A
2	254	63	12	2020	0.126	253	136	0.1	0.2	2.139	A
3	105	26	46	1568	0.067	105	219	0.1	0.1	2.571	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	64	16	117	1275	0.050	64	68	0.0	0.1	3.086	A
2	310	78	14	2018	0.154	310	166	0.2	0.2	2.213	A
3	129	32	56	1561	0.083	129	269	0.1	0.1	2.625	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	64	16	117	1275	0.050	64	68	0.1	0.1	3.086	A
2	310	78	14	2018	0.154	310	166	0.2	0.2	2.213	A
3	129	32	56	1561	0.083	129	269	0.1	0.1	2.625	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	52	13	95	1287	0.041	52	56	0.1	0.0	3.028	A
2	254	63	12	2020	0.126	254	136	0.2	0.2	2.139	A
3	105	26	46	1568	0.067	105	219	0.1	0.1	2.573	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	44	11	80	1296	0.034	44	47	0.0	0.0	2.984	A
2	212	53	10	2021	0.105	212	114	0.2	0.1	2.091	A
3	88	22	38	1573	0.056	88	184	0.1	0.1	2.535	A

Junction 6 - Priority Roundabout - DO NOTHING 2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	74	100.000
2		ONE HOUR	✓	155	100.000
3		ONE HOUR	✓	176	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	60	14
	2	25	0	130
	3	9	167	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	5	0	5
	3	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.07	3.24	0.1	A	68	102
2	0.08	2.05	0.1	A	142	213
3	0.12	2.72	0.1	A	162	242

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	56	14	125	1270	0.044	56	26	0.0	0.0	3.083	A
2	117	29	11	2021	0.058	116	170	0.0	0.1	1.984	A
3	133	33	19	1586	0.084	132	108	0.0	0.1	2.594	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	67	17	150	1255	0.053	66	31	0.0	0.1	3.149	A
2	139	35	13	2019	0.069	139	204	0.1	0.1	2.010	A
3	158	40	22	1583	0.100	158	129	0.1	0.1	2.645	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	81	20	184	1236	0.066	81	37	0.1	0.1	3.243	A
2	171	43	15	2017	0.085	171	250	0.1	0.1	2.046	A
3	194	48	28	1580	0.123	194	158	0.1	0.1	2.719	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	81	20	184	1236	0.066	81	37	0.1	0.1	3.243	A
2	171	43	15	2017	0.085	171	250	0.1	0.1	2.046	A
3	194	48	28	1580	0.123	194	159	0.1	0.1	2.719	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	67	17	150	1255	0.053	67	31	0.1	0.1	3.152	A
2	139	35	13	2019	0.069	139	204	0.1	0.1	2.010	A
3	158	40	22	1583	0.100	158	130	0.1	0.1	2.647	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	56	14	126	1269	0.044	56	26	0.1	0.0	3.087	A
2	117	29	11	2021	0.058	117	171	0.1	0.1	1.986	A
3	133	33	19	1586	0.084	133	108	0.1	0.1	2.594	A

Junction 6 - Priority Roundabout - DO NOTHING 2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	DO NOTHING 2027	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	65	100.000
2		ONE HOUR	✓	311	100.000
3		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	51	14
	2	57	0	254
	3	12	121	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	5	0	5
	3	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.06	3.13	0.1	A	60	89
2	0.17	2.26	0.2	A	285	428
3	0.09	2.67	0.1	A	122	183

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	49	12	91	1290	0.038	49	52	0.0	0.0	3.013	A
2	234	59	11	2021	0.116	234	129	0.0	0.1	2.115	A
3	100	25	43	1570	0.064	100	201	0.0	0.1	2.559	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	58	15	109	1279	0.046	58	62	0.0	0.0	3.062	A
2	280	70	13	2019	0.138	279	155	0.1	0.2	2.172	A
3	120	30	51	1565	0.076	120	241	0.1	0.1	2.603	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	72	18	133	1265	0.057	72	76	0.0	0.1	3.132	A
2	342	86	15	2017	0.170	342	189	0.2	0.2	2.256	A
3	146	37	63	1557	0.094	146	295	0.1	0.1	2.666	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	72	18	133	1265	0.057	72	76	0.1	0.1	3.132	A
2	342	86	15	2017	0.170	342	189	0.2	0.2	2.256	A
3	146	37	63	1557	0.094	146	295	0.1	0.1	2.666	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	58	15	109	1279	0.046	58	62	0.1	0.0	3.065	A
2	280	70	13	2019	0.138	280	155	0.2	0.2	2.172	A
3	120	30	51	1565	0.076	120	241	0.1	0.1	2.605	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	49	12	91	1290	0.038	49	52	0.0	0.0	3.016	A
2	234	59	11	2021	0.116	234	130	0.2	0.1	2.117	A
3	100	25	43	1570	0.064	100	202	0.1	0.1	2.559	A

Junction 6 - Priority Roundabout - DO NOTHING 2032, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DO NOTHING 2032	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	79	100.000
2		ONE HOUR	✓	164	100.000
3		ONE HOUR	✓	186	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	64	15
	2	27	0	137
	3	9	177	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	5	0	5
	3	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.07	3.28	0.1	A	72	109
2	0.09	2.06	0.1	A	150	226
3	0.13	2.74	0.2	A	171	256

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	59	15	133	1265	0.047	59	27	0.0	0.1	3.104	A
2	123	31	11	2020	0.061	123	181	0.0	0.1	1.992	A
3	140	35	20	1585	0.088	140	114	0.0	0.1	2.609	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	71	18	159	1250	0.057	71	32	0.1	0.1	3.175	A
2	147	37	13	2019	0.073	147	217	0.1	0.1	2.019	A
3	167	42	24	1582	0.106	167	137	0.1	0.1	2.664	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	87	22	195	1229	0.071	87	40	0.1	0.1	3.277	A
2	181	45	17	2016	0.090	180	265	0.1	0.1	2.058	A
3	205	51	30	1579	0.130	205	167	0.1	0.2	2.744	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	87	22	195	1229	0.071	87	40	0.1	0.1	3.277	A
2	181	45	17	2016	0.090	181	265	0.1	0.1	2.058	A
3	205	51	30	1579	0.130	205	167	0.2	0.2	2.744	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	71	18	159	1250	0.057	71	32	0.1	0.1	3.178	A
2	147	37	13	2019	0.073	148	217	0.1	0.1	2.021	A
3	167	42	24	1582	0.106	167	137	0.2	0.1	2.667	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	59	15	133	1265	0.047	60	27	0.1	0.1	3.108	A
2	123	31	11	2020	0.061	124	182	0.1	0.1	1.994	A
3	140	35	20	1585	0.088	140	114	0.1	0.1	2.612	A

Junction 6 - Priority Roundabout - DO NOTHING 2032, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	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)	Run automatically
D6	DO NOTHING 2032	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	69	100.000
2		ONE HOUR	✓	329	100.000
3		ONE HOUR	✓	141	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	54	15
	2	60	0	269
	3	13	128	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	5	0	5
	3	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.06	3.16	0.1	A	63	95
2	0.18	2.28	0.2	A	302	453
3	0.10	2.69	0.1	A	129	194

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	52	13	96	1287	0.040	52	55	0.0	0.0	3.027	A
2	248	62	11	2020	0.123	247	137	0.0	0.1	2.132	A
3	106	27	45	1569	0.068	106	213	0.0	0.1	2.572	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	62	16	115	1276	0.049	62	66	0.0	0.1	3.080	A
2	296	74	13	2019	0.147	296	164	0.1	0.2	2.193	A
3	127	32	54	1563	0.081	127	255	0.1	0.1	2.619	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	76	19	141	1261	0.060	76	80	0.1	0.1	3.155	A
2	362	91	17	2016	0.180	362	200	0.2	0.2	2.284	A
3	155	39	66	1555	0.100	155	313	0.1	0.1	2.687	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	76	19	141	1261	0.060	76	80	0.1	0.1	3.155	A
2	362	91	17	2016	0.180	362	200	0.2	0.2	2.284	A
3	155	39	66	1555	0.100	155	313	0.1	0.1	2.687	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	62	16	115	1276	0.049	62	66	0.1	0.1	3.080	A
2	296	74	13	2019	0.147	296	164	0.2	0.2	2.194	A
3	127	32	54	1563	0.081	127	255	0.1	0.1	2.619	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	52	13	96	1287	0.040	52	55	0.1	0.0	3.030	A
2	248	62	11	2020	0.123	248	137	0.2	0.1	2.134	A
3	106	27	45	1569	0.068	106	214	0.1	0.1	2.574	A

Junction 6 - Priority Roundabout - DO NOTHING 2042, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	DO NOTHING 2042	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	83	100.000
2		ONE HOUR	✓	171	100.000
3		ONE HOUR	✓	196	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	67	16
	2	28	0	143
	3	10	186	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	5	0	5
	3	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.07	3.31	0.1	A	76	114
2	0.09	2.07	0.1	A	157	235
3	0.14	2.77	0.2	A	180	270

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	62	16	140	1261	0.050	62	29	0.0	0.1	3.122	A
2	129	32	12	2020	0.064	128	190	0.0	0.1	1.998	A
3	148	37	21	1584	0.093	147	119	0.0	0.1	2.623	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	75	19	167	1245	0.060	75	34	0.1	0.1	3.197	A
2	154	38	14	2018	0.076	154	227	0.1	0.1	2.027	A
3	176	44	25	1582	0.111	176	143	0.1	0.1	2.682	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91	23	205	1223	0.075	91	42	0.1	0.1	3.306	A
2	188	47	18	2016	0.093	188	278	0.1	0.1	2.068	A
3	216	54	31	1578	0.137	216	175	0.1	0.2	2.767	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91	23	205	1223	0.075	91	42	0.1	0.1	3.306	A
2	188	47	18	2016	0.093	188	279	0.1	0.1	2.068	A
3	216	54	31	1578	0.137	216	175	0.2	0.2	2.767	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	75	19	167	1245	0.060	75	34	0.1	0.1	3.197	A
2	154	38	14	2018	0.076	154	228	0.1	0.1	2.029	A
3	176	44	25	1582	0.111	176	143	0.2	0.1	2.682	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	62	16	140	1261	0.050	63	29	0.1	0.1	3.123	A
2	129	32	12	2020	0.064	129	191	0.1	0.1	2.000	A
3	148	37	21	1584	0.093	148	120	0.1	0.1	2.626	A

Junction 6 - Priority Roundabout - DO NOTHING 2042, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	DO NOTHING 2042	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	72	100.000
2		ONE HOUR	✓	346	100.000
3		ONE HOUR	✓	147	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	56	16
	2	63	0	283
	3	13	134	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	5	0	5
	3	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.06	3.17	0.1	A	66	99
2	0.19	2.31	0.2	A	317	476
3	0.10	2.70	0.1	A	135	202

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	54	14	101	1284	0.042	54	57	0.0	0.0	3.039	A
2	260	65	12	2020	0.129	260	143	0.0	0.2	2.148	A
3	111	28	47	1567	0.071	110	225	0.0	0.1	2.583	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	65	16	120	1273	0.051	65	68	0.0	0.1	3.094	A
2	311	78	14	2018	0.154	311	171	0.2	0.2	2.214	A
3	132	33	57	1561	0.085	132	269	0.1	0.1	2.633	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	79	20	147	1257	0.063	79	84	0.1	0.1	3.174	A
2	381	95	18	2016	0.189	381	209	0.2	0.2	2.311	A
3	162	40	69	1553	0.104	162	329	0.1	0.1	2.704	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	79	20	148	1257	0.063	79	84	0.1	0.1	3.174	A
2	381	95	18	2016	0.189	381	209	0.2	0.2	2.311	A
3	162	40	69	1553	0.104	162	329	0.1	0.1	2.704	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	65	16	121	1272	0.051	65	68	0.1	0.1	3.095	A
2	311	78	14	2018	0.154	311	171	0.2	0.2	2.214	A
3	132	33	57	1561	0.085	132	269	0.1	0.1	2.633	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	54	14	101	1284	0.042	54	57	0.1	0.0	3.039	A
2	260	65	12	2020	0.129	261	143	0.2	0.2	2.150	A
3	111	28	47	1567	0.071	111	225	0.1	0.1	2.585	A

Junction 6 - Priority Roundabout - DO SOMETHING 2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	DO SOMETHING 2027	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	133	100.000
2		ONE HOUR	✓	238	100.000
3		ONE HOUR	✓	219	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	112	21
	2	64	0	174
	3	13	206	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	5	0	5
	3	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.12	3.52	0.1	A	122	183
2	0.13	2.16	0.2	A	218	328
3	0.16	2.87	0.2	A	201	301

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	100	25	155	1253	0.080	100	58	0.0	0.1	3.253	A
2	179	45	16	2017	0.089	179	239	0.0	0.1	2.056	A
3	165	41	48	1567	0.105	164	146	0.0	0.1	2.688	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	120	30	185	1235	0.097	119	69	0.1	0.1	3.361	A
2	214	53	19	2015	0.106	214	286	0.1	0.1	2.098	A
3	197	49	58	1561	0.126	197	175	0.1	0.2	2.763	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	146	37	227	1211	0.121	146	85	0.1	0.1	3.523	A
2	262	66	23	2012	0.130	262	350	0.1	0.2	2.160	A
3	241	60	70	1552	0.155	241	215	0.2	0.2	2.874	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	146	37	227	1211	0.121	146	85	0.1	0.1	3.523	A
2	262	66	23	2012	0.130	262	350	0.2	0.2	2.160	A
3	241	60	70	1552	0.155	241	215	0.2	0.2	2.874	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	120	30	185	1235	0.097	120	69	0.1	0.1	3.365	A
2	214	53	19	2015	0.106	214	286	0.2	0.1	2.100	A
3	197	49	58	1561	0.126	197	175	0.2	0.2	2.763	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	100	25	155	1252	0.080	100	58	0.1	0.1	3.257	A
2	179	45	16	2017	0.089	179	240	0.1	0.1	2.058	A
3	165	41	48	1567	0.105	165	147	0.2	0.1	2.688	A

Junction 6 - Priority Roundabout - DO SOMETHING 2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	DO SOMETHING 2027	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	120	100.000
2		ONE HOUR	✓	419	100.000
3		ONE HOUR	✓	183	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	100	20
	2	116	0	303
	3	19	164	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	5	0	5
	3	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.11	3.39	0.1	A	110	165
2	0.23	2.44	0.3	A	384	577
3	0.13	2.86	0.2	A	168	252

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	90	23	123	1271	0.071	90	101	0.0	0.1	3.174	A
2	315	79	15	2018	0.156	315	198	0.0	0.2	2.218	A
3	138	34	87	1541	0.089	137	243	0.0	0.1	2.678	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108	27	147	1257	0.086	108	121	0.1	0.1	3.261	A
2	377	94	18	2015	0.187	376	237	0.2	0.2	2.306	A
3	165	41	104	1530	0.108	164	290	0.1	0.1	2.752	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	132	33	180	1238	0.107	132	149	0.1	0.1	3.390	A
2	461	115	22	2012	0.229	461	290	0.2	0.3	2.436	A
3	201	50	128	1515	0.133	201	355	0.1	0.2	2.862	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	132	33	181	1238	0.107	132	149	0.1	0.1	3.390	A
2	461	115	22	2012	0.229	461	291	0.3	0.3	2.436	A
3	201	50	128	1515	0.133	201	356	0.2	0.2	2.862	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108	27	148	1257	0.086	108	121	0.1	0.1	3.265	A
2	377	94	18	2015	0.187	377	238	0.3	0.2	2.307	A
3	165	41	104	1530	0.108	165	291	0.2	0.1	2.755	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	90	23	124	1271	0.071	90	102	0.1	0.1	3.178	A
2	315	79	15	2018	0.156	316	199	0.2	0.2	2.222	A
3	138	34	87	1541	0.089	138	243	0.1	0.1	2.679	A

Junction 6 - Priority Roundabout - DO SOMETHING 2032, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	DO SOMETHING 2032	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	138	100.000
2		ONE HOUR	✓	247	100.000
3		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	116	22
	2	66	0	181
	3	13	216	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	5	0	5
	3	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.13	3.56	0.2	A	127	190
2	0.14	2.17	0.2	A	227	340
3	0.16	2.90	0.2	A	210	315

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	104	26	162	1248	0.083	104	59	0.0	0.1	3.276	A
2	186	46	17	2016	0.092	186	249	0.0	0.1	2.064	A
3	172	43	50	1566	0.110	172	152	0.0	0.1	2.704	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	124	31	194	1230	0.101	124	71	0.1	0.1	3.391	A
2	222	56	20	2014	0.110	222	298	0.1	0.1	2.109	A
3	206	51	59	1559	0.132	206	182	0.1	0.2	2.784	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152	38	238	1204	0.126	152	87	0.1	0.1	3.562	A
2	272	68	24	2011	0.135	272	365	0.1	0.2	2.173	A
3	252	63	73	1551	0.163	252	223	0.2	0.2	2.901	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152	38	238	1204	0.126	152	87	0.1	0.2	3.563	A
2	272	68	24	2011	0.135	272	366	0.2	0.2	2.173	A
3	252	63	73	1551	0.163	252	224	0.2	0.2	2.901	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	124	31	194	1229	0.101	124	71	0.2	0.1	3.392	A
2	222	56	20	2014	0.110	222	299	0.2	0.1	2.109	A
3	206	51	59	1559	0.132	206	183	0.2	0.2	2.785	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	104	26	163	1248	0.083	104	60	0.1	0.1	3.277	A
2	186	46	17	2016	0.092	186	250	0.1	0.1	2.066	A
3	172	43	50	1566	0.110	173	153	0.2	0.1	2.707	A

Junction 6 - Priority Roundabout - DO SOMETHING 2032, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	DO SOMETHING 2032	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	124	100.000
2		ONE HOUR	✓	437	100.000
3		ONE HOUR	✓	191	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	103	21
	2	119	0	318
	3	20	171	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	5	0	5
	3	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.11	3.42	0.1	A	114	171
2	0.24	2.47	0.3	A	401	601
3	0.14	2.89	0.2	A	175	263

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93	23	128	1268	0.074	93	104	0.0	0.1	3.190	A
2	329	82	16	2017	0.163	328	206	0.0	0.2	2.237	A
3	144	36	89	1540	0.093	143	255	0.0	0.1	2.692	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	111	28	154	1253	0.089	111	125	0.1	0.1	3.282	A
2	393	98	19	2015	0.195	393	246	0.2	0.3	2.330	A
3	172	43	107	1529	0.112	172	305	0.1	0.1	2.770	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137	34	188	1233	0.111	136	153	0.1	0.1	3.417	A
2	481	120	23	2012	0.239	481	301	0.3	0.3	2.469	A
3	210	53	131	1513	0.139	210	373	0.1	0.2	2.886	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137	34	188	1233	0.111	137	153	0.1	0.1	3.417	A
2	481	120	23	2012	0.239	481	302	0.3	0.3	2.469	A
3	210	53	131	1513	0.139	210	373	0.2	0.2	2.886	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	111	28	154	1253	0.089	112	125	0.1	0.1	3.285	A
2	393	98	19	2015	0.195	393	247	0.3	0.3	2.332	A
3	172	43	107	1528	0.112	172	305	0.2	0.1	2.773	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93	23	129	1268	0.074	93	105	0.1	0.1	3.194	A
2	329	82	16	2017	0.163	329	206	0.3	0.2	2.239	A
3	144	36	90	1540	0.093	144	255	0.1	0.1	2.693	A

Junction 6 - Priority Roundabout - DO SOMETHING 2042, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	DO SOMETHING 2042	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	142	100.000
2		ONE HOUR	✓	254	100.000
3		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	119	23
	2	67	0	187
	3	14	225	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	5	0	5
	3	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.13	3.60	0.2	A	130	195
2	0.14	2.18	0.2	A	233	350
3	0.17	2.93	0.2	A	219	329

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	107	27	169	1244	0.086	107	61	0.0	0.1	3.295	A
2	191	48	17	2016	0.095	191	258	0.0	0.1	2.071	A
3	180	45	50	1565	0.115	179	158	0.0	0.1	2.720	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	128	32	202	1225	0.104	128	73	0.1	0.1	3.416	A
2	228	57	21	2013	0.113	228	309	0.1	0.1	2.117	A
3	215	54	60	1559	0.138	215	189	0.1	0.2	2.803	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	156	39	248	1199	0.130	156	89	0.1	0.2	3.597	A
2	280	70	25	2010	0.139	280	378	0.1	0.2	2.184	A
3	263	66	74	1550	0.170	263	231	0.2	0.2	2.928	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	156	39	248	1198	0.130	156	89	0.2	0.2	3.597	A
2	280	70	25	2010	0.139	280	379	0.2	0.2	2.184	A
3	263	66	74	1550	0.170	263	231	0.2	0.2	2.928	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	128	32	202	1225	0.104	128	73	0.2	0.1	3.417	A
2	228	57	21	2013	0.113	228	310	0.2	0.1	2.119	A
3	215	54	60	1559	0.138	215	189	0.2	0.2	2.806	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	107	27	170	1244	0.086	107	61	0.1	0.1	3.297	A
2	191	48	17	2016	0.095	191	259	0.1	0.1	2.073	A
3	180	45	50	1565	0.115	180	158	0.2	0.1	2.722	A

Junction 6 - Priority Roundabout - DO SOMETHING 2042, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	DO SOMETHING 2042	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	127	100.000
2		ONE HOUR	✓	454	100.000
3		ONE HOUR	✓	197	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	105	22
	2	122	0	332
	3	20	177	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	5	0	5
	3	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.11	3.44	0.1	A	117	175
2	0.25	2.50	0.3	A	417	625
3	0.14	2.91	0.2	A	181	271

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96	24	133	1265	0.076	95	107	0.0	0.1	3.203	A
2	342	85	17	2016	0.170	341	212	0.0	0.2	2.255	A
3	148	37	92	1538	0.096	148	266	0.0	0.1	2.704	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114	29	159	1250	0.091	114	128	0.1	0.1	3.298	A
2	408	102	20	2014	0.203	408	253	0.2	0.3	2.353	A
3	177	44	110	1527	0.116	177	318	0.1	0.1	2.785	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	140	35	195	1229	0.114	140	156	0.1	0.1	3.439	A
2	500	125	24	2011	0.249	500	310	0.3	0.3	2.501	A
3	217	54	134	1511	0.144	217	390	0.1	0.2	2.905	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	140	35	195	1229	0.114	140	156	0.1	0.1	3.439	A
2	500	125	24	2011	0.249	500	310	0.3	0.3	2.501	A
3	217	54	134	1511	0.144	217	390	0.2	0.2	2.906	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114	29	159	1250	0.091	114	128	0.1	0.1	3.302	A
2	408	102	20	2014	0.203	408	254	0.3	0.3	2.356	A
3	177	44	110	1527	0.116	177	318	0.2	0.1	2.788	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96	24	133	1265	0.076	96	107	0.1	0.1	3.206	A
2	342	85	17	2016	0.170	342	212	0.3	0.2	2.257	A
3	148	37	92	1538	0.096	148	267	0.1	0.1	2.705	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Junction 6 - Existing Layout - AM-PM.j9
Path: M:\Projects\22\22-010 Cherry Orchard - Sites 4 & 5 - C&S\Design\Civil\Traffic\Modelling 2026\3. Junction Modelling\Junction 6
Report generation date: 10/07/2026 10:41:41

»Junction 6 - Existing Layout - BASELINE 2022, AM
»Junction 6 - Existing Layout - BASELINE 2022, PM
»Junction 6 - Existing Layout - DO NOTHING 2027, AM
»Junction 6 - Existing Layout - DO NOTHING 2027, PM
»Junction 6 - Existing Layout - DO SOMETHING 2027, AM
»Junction 6 - Existing Layout - DO SOMETHING 2027, PM
»Junction 6 - Existing Layout - DO NOTHING 2032, AM
»Junction 6 - Existing Layout - DO NOTHING 2032, PM
»Junction 6 - Existing Layout - DO SOMETHING 2032, AM
»Junction 6 - Existing Layout - DO SOMETHING 2032, PM
»Junction 6 - Existing Layout - DO NOTHING 2042, AM
»Junction 6 - Existing Layout - DO NOTHING 2042, PM
»Junction 6 - Existing Layout - DO SOMETHING 2042, AM
»Junction 6 - Existing Layout - DO SOMETHING 2042, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Junction 6 - Existing Layout - BASELINE 2022					
Stream B-C	0.0	5.84	0.02	0.0	5.65	0.02
Stream B-A	0.0	7.81	0.02	0.0	9.02	0.01
Stream C-AB	0.0	6.02	0.00	0.0	6.10	0.02
	Junction 6 - Existing Layout - DO NOTHING 2027					
Stream B-C	0.0	5.88	0.02	0.0	5.67	0.02
Stream B-A	0.0	7.84	0.02	0.0	9.17	0.01
Stream C-AB	0.0	6.03	0.00	0.0	6.13	0.02
	Junction 6 - Existing Layout - DO SOMETHING 2027					
Stream B-C	0.1	6.46	0.11	0.1	6.29	0.10
Stream B-A	0.1	9.35	0.07	0.1	9.81	0.05
Stream C-AB	0.1	6.44	0.06	0.1	6.83	0.12
	Junction 6 - Existing Layout - DO NOTHING 2032					
Stream B-C	0.0	5.89	0.02	0.0	5.68	0.02
Stream B-A	0.0	7.95	0.02	0.0	9.28	0.01
Stream C-AB	0.0	6.05	0.00	0.0	6.14	0.02
	Junction 6 - Existing Layout - DO SOMETHING 2032					
Stream B-C	0.1	6.48	0.11	0.1	6.32	0.10
Stream B-A	0.1	9.40	0.07	0.1	9.89	0.05
Stream C-AB	0.1	6.46	0.06	0.1	6.83	0.12
	Junction 6 - Existing Layout - DO NOTHING 2042					
Stream B-C	0.0	5.92	0.02	0.0	5.72	0.02
Stream B-A	0.0	7.87	0.03	0.0	9.02	0.01
Stream C-AB	0.0	6.05	0.00	0.0	6.15	0.02
	Junction 6 - Existing Layout - DO SOMETHING 2042					
Stream B-C	0.1	6.50	0.11	0.1	6.33	0.10
Stream B-A	0.1	9.39	0.07	0.1	9.93	0.05
Stream C-AB	0.1	6.46	0.06	0.1	6.85	0.12

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

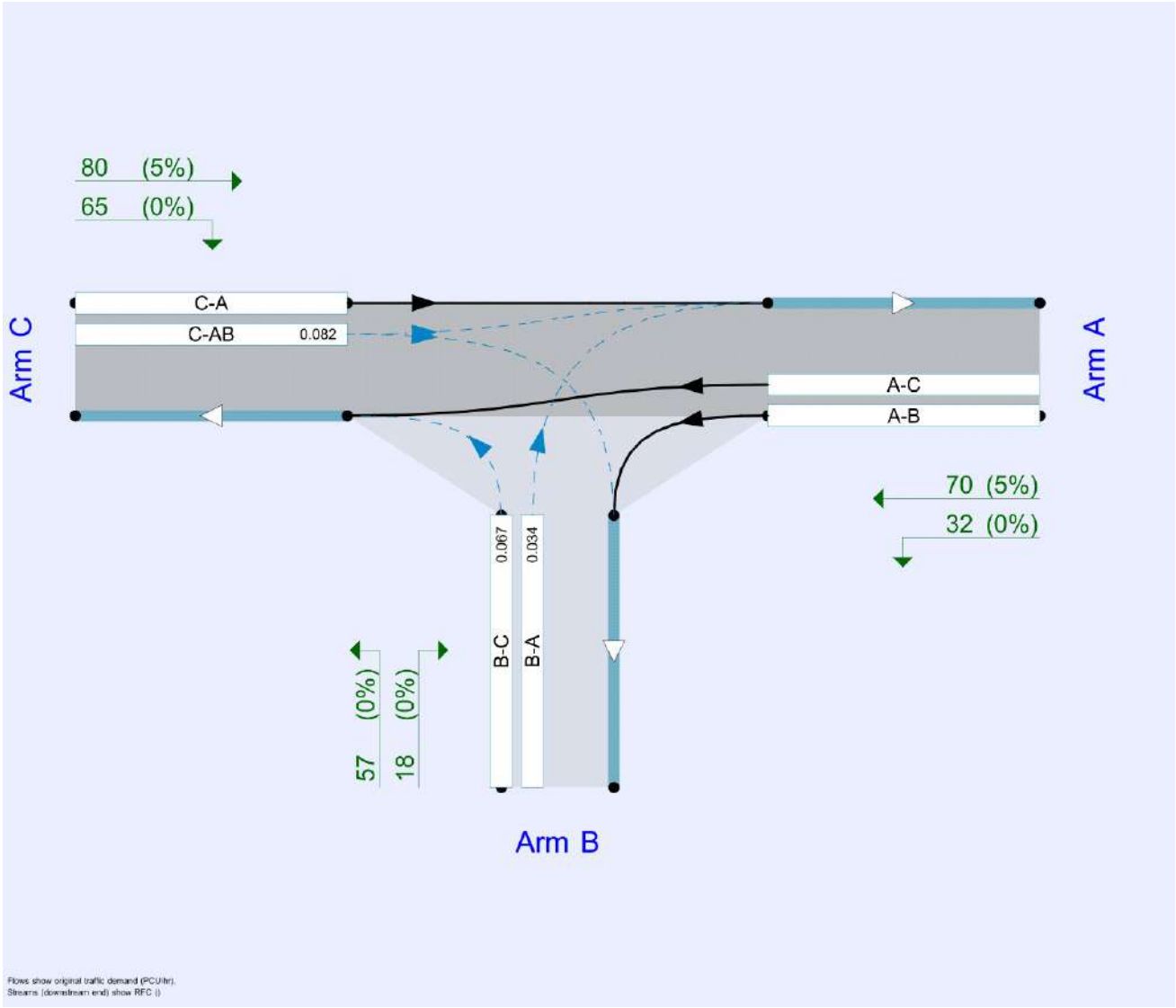
File summary

File Description

Title	
Location	
Site number	
Date	30/05/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\f.silva
Description	

Units

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



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	BASELINE 2022	AM	ONE HOUR	08:00	09:30	15
D2	BASELINE 2022	PM	ONE HOUR	17:00	18:30	15
D3	DO NOTHING 2027	AM	ONE HOUR	08:00	09:30	15
D4	DO NOTHING 2027	PM	ONE HOUR	17:00	18:30	15
D5	DO SOMETHING 2027	AM	ONE HOUR	08:00	09:30	15
D6	DO SOMETHING 2027	PM	ONE HOUR	17:00	18:30	15
D7	DO NOTHING 2032	AM	ONE HOUR	08:00	09:30	15
D8	DO NOTHING 2032	PM	ONE HOUR	17:00	18:30	15
D9	DO SOMETHING 2032	AM	ONE HOUR	08:00	09:30	15
D10	DO SOMETHING 2032	PM	ONE HOUR	17:00	18:30	15
D11	DO NOTHING 2042	AM	ONE HOUR	08:00	09:30	15
D12	DO NOTHING 2042	PM	ONE HOUR	17:00	18:30	15
D13	DO SOMETHING 2042	AM	ONE HOUR	08:00	09:30	15
D14	DO SOMETHING 2042	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Junction 6 - Existing Layout	100.000

Junction 6 - Existing Layout - BASELINE 2022, 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		1.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Barnville Park (E)		Major
B	Barnville Park (S)		Minor
C	Unnamed Road (W)		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	6.30			70.0	✓	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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	6.00	2.75	2.75	2.75	2.75		1.00	28	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	489	0.088	0.222	0.140	0.318
B-C	648	0.098	0.248	-	-
C-B	615	0.235	0.235	-	-

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	BASELINE 2022	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 (PCU/hr)	Scaling Factor (%)
A		✓	59	100.000
B		✓	21	100.000
C		✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	4	55
	B	9	0	12
	C	28	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	5.84	0.0	A
B-A	0.02	7.81	0.0	A
C-AB	0.00	6.02	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	635	0.014	9	0.0	5.749	A
B-A	7	477	0.014	7	0.0	7.660	A
C-AB	0.75	604	0.001	0.75	0.0	5.966	A
C-A	21			21			
A-B	3			3			
A-C	41			41			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	633	0.017	11	0.0	5.789	A
B-A	8	474	0.017	8	0.0	7.721	A
C-AB	0.90	602	0.001	0.90	0.0	5.987	A
C-A	25			25			
A-B	4			4			
A-C	49			49			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	629	0.021	13	0.0	5.844	A
B-A	10	471	0.021	10	0.0	7.809	A
C-AB	1	599	0.002	1	0.0	6.017	A
C-A	31			31			
A-B	4			4			
A-C	61			61			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	629	0.021	13	0.0	5.844	A
B-A	10	471	0.021	10	0.0	7.808	A
C-AB	1	599	0.002	1	0.0	6.017	A
C-A	31			31			
A-B	4			4			
A-C	61			61			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	633	0.017	11	0.0	5.789	A
B-A	8	474	0.017	8	0.0	7.721	A
C-AB	0.90	602	0.001	0.90	0.0	5.989	A
C-A	25			25			
A-B	4			4			
A-C	49			49			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	635	0.014	9	0.0	5.750	A
B-A	7	477	0.014	7	0.0	7.661	A
C-AB	0.75	604	0.001	0.75	0.0	5.968	A
C-A	21			21			
A-B	3			3			
A-C	41			41			

Junction 6 - Existing Layout - BASELINE 2022, 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		1.05	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)
D2	BASELINE 2022	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 (PCU/hr)	Scaling Factor (%)
A		✓	59	100.000
B		✓	14	100.000
C		✓	64	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	47
	B	3	0	11
	C	55	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	5.65	0.0	A
B-A	0.01	9.02	0.0	A
C-AB	0.02	6.10	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	654	0.013	8	0.0	5.574	A
B-A	2	409	0.006	2	0.0	8.848	A
C-AB	7	605	0.011	7	0.0	6.022	A
C-A	41			41			
A-B	9			9			
A-C	35			35			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	652	0.015	10	0.0	5.607	A
B-A	3	406	0.007	3	0.0	8.915	A
C-AB	8	603	0.013	8	0.0	6.054	A
C-A	49			49			
A-B	11			11			
A-C	42			42			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	649	0.019	12	0.0	5.652	A
B-A	3	403	0.008	3	0.0	9.015	A
C-AB	10	600	0.017	10	0.0	6.098	A
C-A	61			61			
A-B	13			13			
A-C	52			52			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	649	0.019	12	0.0	5.652	A
B-A	3	403	0.008	3	0.0	9.014	A
C-AB	10	600	0.017	10	0.0	6.098	A
C-A	61			61			
A-B	13			13			
A-C	52			52			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	652	0.015	10	0.0	5.607	A
B-A	3	407	0.007	3	0.0	8.916	A
C-AB	8	603	0.013	8	0.0	6.054	A
C-A	49			49			
A-B	11			11			
A-C	42			42			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	654	0.013	8	0.0	5.575	A
B-A	2	409	0.006	2	0.0	8.843	A
C-AB	7	605	0.011	7	0.0	6.022	A
C-A	41			41			
A-B	9			9			
A-C	35			35			

Junction 6 - Existing Layout - DO NOTHING 2027, 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		1.31	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	DO NOTHING 2027	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 (PCU/hr)	Scaling Factor (%)
A		✓	65	100.000
B		✓	23	100.000
C		✓	35	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	4	61
	B	10	0	13
	C	34	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	5.88	0.0	A
B-A	0.02	7.84	0.0	A
C-AB	0.00	6.03	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	633	0.015	10	0.0	5.773	A
B-A	8	477	0.016	7	0.0	7.669	A
C-AB	0.75	603	0.001	0.75	0.0	5.976	A
C-A	26			26			
A-B	3			3			
A-C	46			46			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	630	0.019	12	0.0	5.817	A
B-A	9	474	0.019	9	0.0	7.738	A
C-AB	0.90	601	0.002	0.90	0.0	6.000	A
C-A	31			31			
A-B	4			4			
A-C	55			55			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	627	0.023	14	0.0	5.878	A
B-A	11	470	0.023	11	0.0	7.837	A
C-AB	1	598	0.002	1	0.0	6.033	A
C-A	37			37			
A-B	4			4			
A-C	67			67			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	627	0.023	14	0.0	5.878	A
B-A	11	470	0.023	11	0.0	7.836	A
C-AB	1	598	0.002	1	0.0	6.033	A
C-A	37			37			
A-B	4			4			
A-C	67			67			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	630	0.019	12	0.0	5.820	A
B-A	9	474	0.019	9	0.0	7.737	A
C-AB	0.90	601	0.002	0.90	0.0	6.000	A
C-A	31			31			
A-B	4			4			
A-C	55			55			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	633	0.015	10	0.0	5.776	A
B-A	8	477	0.016	8	0.0	7.670	A
C-AB	0.75	603	0.001	0.75	0.0	5.978	A
C-A	26			26			
A-B	3			3			
A-C	46			46			

Junction 6 - Existing Layout - DO NOTHING 2027, 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		1.03	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	DO NOTHING 2027	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 (PCU/hr)	Scaling Factor (%)
A		✓	66	100.000
B		✓	15	100.000
C		✓	71	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	53
	B	3	0	12
	C	61	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	5.67	0.0	A
B-A	0.01	9.17	0.0	A
C-AB	0.02	6.13	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	654	0.014	9	0.0	5.582	A
B-A	2	403	0.006	2	0.0	8.978	A
C-AB	8	603	0.012	7	0.0	6.041	A
C-A	46			46			
A-B	10			10			
A-C	40			40			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	651	0.017	11	0.0	5.618	A
B-A	3	400	0.007	3	0.0	9.054	A
C-AB	9	601	0.015	9	0.0	6.076	A
C-A	55			55			
A-B	12			12			
A-C	48			48			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	648	0.020	13	0.0	5.668	A
B-A	3	396	0.008	3	0.0	9.167	A
C-AB	11	599	0.018	11	0.0	6.126	A
C-A	67			67			
A-B	14			14			
A-C	58			58			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	648	0.020	13	0.0	5.668	A
B-A	3	396	0.008	3	0.0	9.166	A
C-AB	11	599	0.018	11	0.0	6.126	A
C-A	67			67			
A-B	14			14			
A-C	58			58			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	651	0.017	11	0.0	5.619	A
B-A	3	400	0.007	3	0.0	9.055	A
C-AB	9	601	0.015	9	0.0	6.079	A
C-A	55			55			
A-B	12			12			
A-C	48			48			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	654	0.014	9	0.0	5.583	A
B-A	2	403	0.006	2	0.0	8.973	A
C-AB	8	603	0.012	8	0.0	6.043	A
C-A	46			46			
A-B	10			10			
A-C	40			40			

Junction 6 - Existing Layout - DO SOMETHING 2027, 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		3.40	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	DO SOMETHING 2027	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 (PCU/hr)	Scaling Factor (%)
A		✓	86	100.000
B		✓	88	100.000
C		✓	78	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	15	71
	B	26	0	62
	C	45	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	6.46	0.1	A
B-A	0.07	9.35	0.1	A
C-AB	0.06	6.44	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	636	0.073	46	0.1	6.100	A
B-A	20	425	0.046	19	0.0	8.874	A
C-AB	25	601	0.041	25	0.0	6.249	A
C-A	34			34			
A-B	11			11			
A-C	53			53			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	632	0.088	56	0.1	6.248	A
B-A	23	420	0.056	23	0.1	9.067	A
C-AB	30	598	0.050	30	0.1	6.331	A
C-A	40			40			
A-B	13			13			
A-C	64			64			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	626	0.109	68	0.1	6.458	A
B-A	29	414	0.069	29	0.1	9.344	A
C-AB	37	595	0.061	36	0.1	6.443	A
C-A	49			49			
A-B	17			17			
A-C	78			78			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	626	0.109	68	0.1	6.458	A
B-A	29	414	0.069	29	0.1	9.345	A
C-AB	37	595	0.061	37	0.1	6.443	A
C-A	49			49			
A-B	17			17			
A-C	78			78			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	632	0.088	56	0.1	6.253	A
B-A	23	420	0.056	23	0.1	9.070	A
C-AB	30	598	0.050	30	0.1	6.332	A
C-A	40			40			
A-B	13			13			
A-C	64			64			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	636	0.073	47	0.1	6.110	A
B-A	20	425	0.046	20	0.0	8.880	A
C-AB	25	601	0.041	25	0.0	6.253	A
C-A	34			34			
A-B	11			11			
A-C	53			53			

Junction 6 - Existing Layout - DO SOMETHING 2027, 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		3.16	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	DO SOMETHING 2027	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 (PCU/hr)	Scaling Factor (%)
A		✓	95	100.000
B		✓	73	100.000
C		✓	137	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	31	64
	B	18	0	55
	C	73	64	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	6.29	0.1	A
B-A	0.05	9.81	0.1	A
C-AB	0.12	6.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	642	0.064	41	0.1	5.986	A
B-A	14	402	0.034	13	0.0	9.270	A
C-AB	49	602	0.081	48	0.1	6.496	A
C-A	55			55			
A-B	23			23			
A-C	48			48			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	638	0.077	49	0.1	6.114	A
B-A	16	395	0.041	16	0.0	9.491	A
C-AB	58	601	0.097	58	0.1	6.636	A
C-A	65			65			
A-B	28			28			
A-C	58			58			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	633	0.096	60	0.1	6.293	A
B-A	20	387	0.051	20	0.1	9.807	A
C-AB	72	599	0.119	71	0.1	6.821	A
C-A	79			79			
A-B	34			34			
A-C	70			70			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	632	0.096	61	0.1	6.293	A
B-A	20	387	0.051	20	0.1	9.809	A
C-AB	72	600	0.119	72	0.1	6.826	A
C-A	79			79			
A-B	34			34			
A-C	70			70			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	638	0.077	50	0.1	6.119	A
B-A	16	396	0.041	16	0.0	9.494	A
C-AB	58	601	0.097	58	0.1	6.639	A
C-A	65			65			
A-B	28			28			
A-C	58			58			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	642	0.064	41	0.1	5.996	A
B-A	14	402	0.034	14	0.0	9.276	A
C-AB	49	602	0.081	49	0.1	6.509	A
C-A	55			55			
A-B	23			23			
A-C	48			48			

Junction 6 - Existing Layout - DO NOTHING 2032, 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		1.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	DO NOTHING 2032	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 (PCU/hr)	Scaling Factor (%)
A		✓	70	100.000
B		✓	24	100.000
C		✓	37	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	65
	B	10	0	14
	C	36	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	5.89	0.0	A
B-A	0.02	7.95	0.0	A
C-AB	0.00	6.05	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	634	0.017	10	0.0	5.775	A
B-A	8	471	0.016	7	0.0	7.773	A
C-AB	0.75	602	0.001	0.75	0.0	5.985	A
C-A	27			27			
A-B	4			4			
A-C	49			49			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	631	0.020	13	0.0	5.822	A
B-A	9	468	0.019	9	0.0	7.847	A
C-AB	0.90	600	0.002	0.90	0.0	6.010	A
C-A	32			32			
A-B	4			4			
A-C	58			58			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	627	0.025	15	0.0	5.888	A
B-A	11	464	0.024	11	0.0	7.953	A
C-AB	1	596	0.002	1	0.0	6.046	A
C-A	40			40			
A-B	6			6			
A-C	72			72			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	627	0.025	15	0.0	5.888	A
B-A	11	464	0.024	11	0.0	7.952	A
C-AB	1	596	0.002	1	0.0	6.046	A
C-A	40			40			
A-B	6			6			
A-C	72			72			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	631	0.020	13	0.0	5.823	A
B-A	9	468	0.019	9	0.0	7.848	A
C-AB	0.90	600	0.002	0.90	0.0	6.010	A
C-A	32			32			
A-B	4			4			
A-C	58			58			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	634	0.017	11	0.0	5.776	A
B-A	8	471	0.016	8	0.0	7.774	A
C-AB	0.75	602	0.001	0.75	0.0	5.985	A
C-A	27			27			
A-B	4			4			
A-C	49			49			

Junction 6 - Existing Layout - DO NOTHING 2032, 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		1.02	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)
D8	DO NOTHING 2032	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 (PCU/hr)	Scaling Factor (%)
A		✓	70	100.000
B		✓	16	100.000
C		✓	74	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	56
	B	3	0	13
	C	64	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	5.68	0.0	A
B-A	0.01	9.28	0.0	A
C-AB	0.02	6.14	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	654	0.015	10	0.0	5.586	A
B-A	2	399	0.006	2	0.0	9.078	A
C-AB	8	603	0.013	7	0.0	6.048	A
C-A	48			48			
A-B	11			11			
A-C	42			42			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	652	0.018	12	0.0	5.624	A
B-A	3	396	0.007	3	0.0	9.159	A
C-AB	9	601	0.015	9	0.0	6.085	A
C-A	58			58			
A-B	13			13			
A-C	50			50			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	648	0.022	14	0.0	5.678	A
B-A	3	391	0.008	3	0.0	9.278	A
C-AB	11	598	0.018	11	0.0	6.136	A
C-A	70			70			
A-B	15			15			
A-C	62			62			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	648	0.022	14	0.0	5.678	A
B-A	3	391	0.008	3	0.0	9.278	A
C-AB	11	598	0.018	11	0.0	6.136	A
C-A	70			70			
A-B	15			15			
A-C	62			62			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	652	0.018	12	0.0	5.627	A
B-A	3	396	0.007	3	0.0	9.158	A
C-AB	9	601	0.015	9	0.0	6.085	A
C-A	58			58			
A-B	13			13			
A-C	50			50			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	654	0.015	10	0.0	5.587	A
B-A	2	399	0.006	2	0.0	9.076	A
C-AB	8	603	0.013	8	0.0	6.048	A
C-A	48			48			
A-B	11			11			
A-C	42			42			

Junction 6 - Existing Layout - DO SOMETHING 2032, 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		3.33	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	DO SOMETHING 2032	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 (PCU/hr)	Scaling Factor (%)
A		✓	91	100.000
B		✓	89	100.000
C		✓	80	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	75
	B	26	0	63
	C	47	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	6.48	0.1	A
B-A	0.07	9.40	0.1	A
C-AB	0.06	6.46	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	636	0.075	47	0.1	6.114	A
B-A	20	423	0.046	19	0.0	8.915	A
C-AB	25	600	0.042	25	0.0	6.258	A
C-A	35			35			
A-B	12			12			
A-C	56			56			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	631	0.090	57	0.1	6.266	A
B-A	23	418	0.056	23	0.1	9.112	A
C-AB	30	597	0.050	30	0.1	6.342	A
C-A	42			42			
A-B	14			14			
A-C	67			67			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	625	0.111	69	0.1	6.482	A
B-A	29	412	0.070	29	0.1	9.398	A
C-AB	37	594	0.061	36	0.1	6.457	A
C-A	52			52			
A-B	18			18			
A-C	83			83			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	625	0.111	69	0.1	6.483	A
B-A	29	412	0.070	29	0.1	9.400	A
C-AB	37	594	0.061	37	0.1	6.457	A
C-A	52			52			
A-B	18			18			
A-C	83			83			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	631	0.090	57	0.1	6.272	A
B-A	23	418	0.056	23	0.1	9.118	A
C-AB	30	597	0.050	30	0.1	6.346	A
C-A	42			42			
A-B	14			14			
A-C	67			67			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	636	0.075	48	0.1	6.124	A
B-A	20	423	0.046	20	0.0	8.920	A
C-AB	25	600	0.042	25	0.0	6.264	A
C-A	35			35			
A-B	12			12			
A-C	56			56			

Junction 6 - Existing Layout - DO SOMETHING 2032, 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		3.12	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	DO SOMETHING 2032	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 (PCU/hr)	Scaling Factor (%)
A		✓	99	100.000
B		✓	75	100.000
C		✓	140	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	32	67
	B	18	0	57
	C	76	64	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	6.32	0.1	A
B-A	0.05	9.89	0.1	A
C-AB	0.12	6.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	642	0.067	43	0.1	6.003	A
B-A	14	399	0.034	13	0.0	9.334	A
C-AB	49	602	0.081	48	0.1	6.503	A
C-A	57			57			
A-B	24			24			
A-C	50			50			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	638	0.080	51	0.1	6.136	A
B-A	16	393	0.041	16	0.0	9.561	A
C-AB	58	600	0.097	58	0.1	6.644	A
C-A	68			68			
A-B	29			29			
A-C	60			60			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	632	0.099	63	0.1	6.323	A
B-A	20	384	0.052	20	0.1	9.887	A
C-AB	72	599	0.120	72	0.1	6.829	A
C-A	82			82			
A-B	35			35			
A-C	74			74			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	632	0.099	63	0.1	6.323	A
B-A	20	384	0.052	20	0.1	9.889	A
C-AB	72	599	0.120	72	0.1	6.832	A
C-A	82			82			
A-B	35			35			
A-C	74			74			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	638	0.080	51	0.1	6.141	A
B-A	16	393	0.041	16	0.0	9.562	A
C-AB	58	600	0.097	58	0.1	6.647	A
C-A	68			68			
A-B	29			29			
A-C	60			60			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	642	0.067	43	0.1	6.010	A
B-A	14	399	0.034	14	0.0	9.340	A
C-AB	49	602	0.081	49	0.1	6.512	A
C-A	57			57			
A-B	24			24			
A-C	50			50			

Junction 6 - Existing Layout - DO NOTHING 2042, 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		1.29	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)
D11	DO NOTHING 2042	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 (PCU/hr)	Scaling Factor (%)
A		✓	73	100.000
B		✓	25	100.000
C		✓	38	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	68
	B	11	0	14
	C	37	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	5.92	0.0	A
B-A	0.03	7.87	0.0	A
C-AB	0.00	6.05	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	631	0.017	10	0.0	5.799	A
B-A	8	477	0.017	8	0.0	7.681	A
C-AB	0.75	602	0.001	0.75	0.0	5.990	A
C-A	28			28			
A-B	4			4			
A-C	51			51			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	628	0.020	13	0.0	5.848	A
B-A	10	474	0.021	10	0.0	7.758	A
C-AB	0.90	599	0.002	0.90	0.0	6.017	A
C-A	33			33			
A-B	4			4			
A-C	61			61			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	624	0.025	15	0.0	5.916	A
B-A	12	470	0.026	12	0.0	7.869	A
C-AB	1	596	0.002	1	0.0	6.053	A
C-A	41			41			
A-B	6			6			
A-C	75			75			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	624	0.025	15	0.0	5.916	A
B-A	12	470	0.026	12	0.0	7.868	A
C-AB	1	596	0.002	1	0.0	6.053	A
C-A	41			41			
A-B	6			6			
A-C	75			75			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	628	0.020	13	0.0	5.848	A
B-A	10	474	0.021	10	0.0	7.759	A
C-AB	0.90	599	0.002	0.90	0.0	6.017	A
C-A	33			33			
A-B	4			4			
A-C	61			61			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	631	0.017	11	0.0	5.800	A
B-A	8	477	0.017	8	0.0	7.681	A
C-AB	0.75	602	0.001	0.75	0.0	5.993	A
C-A	28			28			
A-B	4			4			
A-C	51			51			

Junction 6 - Existing Layout - DO NOTHING 2042, 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		1.05	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)
D12	DO NOTHING 2042	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 (PCU/hr)	Scaling Factor (%)
A		✓	73	100.000
B		✓	17	100.000
C		✓	79	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	59
	B	4	0	13
	C	68	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	5.72	0.0	A
B-A	0.01	9.02	0.0	A
C-AB	0.02	6.15	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	650	0.015	10	0.0	5.625	A
B-A	3	412	0.007	3	0.0	8.805	A
C-AB	8	602	0.014	8	0.0	6.060	A
C-A	51			51			
A-B	11			11			
A-C	44			44			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	647	0.018	12	0.0	5.666	A
B-A	4	408	0.009	4	0.0	8.891	A
C-AB	10	600	0.017	10	0.0	6.099	A
C-A	61			61			
A-B	13			13			
A-C	53			53			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	643	0.022	14	0.0	5.722	A
B-A	4	404	0.011	4	0.0	9.017	A
C-AB	12	597	0.020	12	0.0	6.153	A
C-A	75			75			
A-B	15			15			
A-C	65			65			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	643	0.022	14	0.0	5.723	A
B-A	4	404	0.011	4	0.0	9.017	A
C-AB	12	597	0.020	12	0.0	6.153	A
C-A	75			75			
A-B	15			15			
A-C	65			65			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	647	0.018	12	0.0	5.666	A
B-A	4	409	0.009	4	0.0	8.891	A
C-AB	10	600	0.017	10	0.0	6.099	A
C-A	61			61			
A-B	13			13			
A-C	53			53			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	650	0.015	10	0.0	5.626	A
B-A	3	412	0.007	3	0.0	8.801	A
C-AB	8	602	0.014	8	0.0	6.062	A
C-A	51			51			
A-B	11			11			
A-C	44			44			

Junction 6 - Existing Layout - DO SOMETHING 2042, 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		3.31	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	DO SOMETHING 2042	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 (PCU/hr)	Scaling Factor (%)
A		✓	94	100.000
B		✓	90	100.000
C		✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	78
	B	27	0	63
	C	48	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	6.50	0.1	A
B-A	0.07	9.39	0.1	A
C-AB	0.06	6.46	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	634	0.075	47	0.1	6.128	A
B-A	20	425	0.048	20	0.0	8.893	A
C-AB	25	599	0.042	25	0.0	6.264	A
C-A	36			36			
A-B	12			12			
A-C	59			59			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	629	0.090	57	0.1	6.284	A
B-A	24	420	0.058	24	0.1	9.097	A
C-AB	30	597	0.050	30	0.1	6.349	A
C-A	43			43			
A-B	14			14			
A-C	70			70			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	623	0.111	69	0.1	6.504	A
B-A	30	413	0.072	30	0.1	9.391	A
C-AB	37	593	0.062	36	0.1	6.465	A
C-A	53			53			
A-B	18			18			
A-C	86			86			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	623	0.111	69	0.1	6.504	A
B-A	30	413	0.072	30	0.1	9.392	A
C-AB	37	593	0.062	37	0.1	6.465	A
C-A	53			53			
A-B	18			18			
A-C	86			86			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	629	0.090	57	0.1	6.289	A
B-A	24	420	0.058	24	0.1	9.100	A
C-AB	30	597	0.050	30	0.1	6.350	A
C-A	43			43			
A-B	14			14			
A-C	70			70			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	634	0.075	48	0.1	6.136	A
B-A	20	425	0.048	20	0.1	8.901	A
C-AB	25	599	0.042	25	0.0	6.267	A
C-A	36			36			
A-B	12			12			
A-C	59			59			

Junction 6 - Existing Layout - DO SOMETHING 2042, 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		3.08	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)
D14	DO SOMETHING 2042	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 (PCU/hr)	Scaling Factor (%)
A		✓	102	100.000
B		✓	75	100.000
C		✓	145	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	32	70
	B	18	0	57
	C	80	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	6.33	0.1	A
B-A	0.05	9.93	0.1	A
C-AB	0.12	6.85	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	641	0.067	43	0.1	6.009	A
B-A	14	398	0.034	13	0.0	9.359	A
C-AB	49	601	0.082	49	0.1	6.515	A
C-A	60			60			
A-B	24			24			
A-C	53			53			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	637	0.080	51	0.1	6.144	A
B-A	16	391	0.041	16	0.0	9.592	A
C-AB	59	600	0.099	59	0.1	6.658	A
C-A	71			71			
A-B	29			29			
A-C	63			63			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	631	0.099	63	0.1	6.332	A
B-A	20	382	0.052	20	0.1	9.928	A
C-AB	73	599	0.122	73	0.1	6.846	A
C-A	87			87			
A-B	35			35			
A-C	77			77			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	631	0.099	63	0.1	6.333	A
B-A	20	382	0.052	20	0.1	9.930	A
C-AB	73	599	0.122	73	0.1	6.849	A
C-A	87			87			
A-B	35			35			
A-C	77			77			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	637	0.080	51	0.1	6.146	A
B-A	16	391	0.041	16	0.0	9.595	A
C-AB	59	600	0.099	59	0.1	6.664	A
C-A	71			71			
A-B	29			29			
A-C	63			63			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	641	0.067	43	0.1	6.019	A
B-A	14	398	0.034	14	0.0	9.363	A
C-AB	49	601	0.082	49	0.1	6.524	A
C-A	60			60			
A-B	24			24			
A-C	53			53			

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 7 - Existing Roundabout - AM-PM.j9
Path: M:\Projects\22\22-010 Cherry Orchard - Sites 4 & 5 - C&S\Design\Civil\Traffic\Modelling 2026\3. Junction Modelling\Junction 7
Report generation date: 10/07/2026 09:52:32

»Junction 7 - Existing Layout - 2022 BASELINE, AM
»Junction 7 - Existing Layout - 2022 BASELINE, PM
»Junction 7 - Existing Layout - 2027 DO NOTHING, AM
»Junction 7 - Existing Layout - 2027 DO NOTHING, PM
»Junction 7 - Existing Layout - 2027 DO SOMETHING, AM
»Junction 7 - Existing Layout - 2027 DO SOMETHING, PM
»Junction 7 - Existing Layout - 2032 DO NOTHING, AM
»Junction 7 - Existing Layout - 2032 DO NOTHING, PM
»Junction 7 - Existing Layout - 2032 DO SOMETHING, AM
»Junction 7 - Existing Layout - 2032 DO SOMETHING, PM
»Junction 7 - Existing Layout - 2042 DO NOTHING, AM
»Junction 7 - Existing Layout - 2042 DO NOTHING, PM
»Junction 7 - Existing Layout - 2042 DO SOMETHING, AM
»Junction 7 - Existing Layout - 2042 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Junction 7 - Existing Layout - 2022 BASELINE					
Arm 1	0.4	7.72	0.30	2.6	17.13	0.72
Arm 2	1.8	7.31	0.64	0.6	4.47	0.38
Arm 3	0.6	11.08	0.36	5.1	46.51	0.86
Arm 4	1.6	6.71	0.61	0.4	3.47	0.26
	Junction 7 - Existing Layout - 2027 DO NOTHING					
Arm 1	0.7	9.47	0.39	4.2	25.53	0.81
Arm 2	2.7	9.72	0.73	0.8	5.08	0.44
Arm 3	0.7	13.14	0.43	16.6	128.15	1.01
Arm 4	2.5	9.23	0.71	0.4	3.72	0.30
	Junction 7 - Existing Layout - 2027 DO SOMETHING					
Arm 1	1.0	11.73	0.49	8.7	49.69	0.92
Arm 2	3.6	12.35	0.78	1.1	5.86	0.50
Arm 3	0.8	15.00	0.46	30.7	224.02	1.11
Arm 4	3.9	13.15	0.80	0.7	4.21	0.39
	Junction 7 - Existing Layout - 2032 DO NOTHING					
Arm 1	0.8	10.27	0.43	6.0	34.90	0.87
Arm 2	3.4	11.82	0.77	0.9	5.42	0.47
Arm 3	0.9	14.52	0.47	33.0	226.17	1.11
Arm 4	3.2	11.31	0.76	0.5	3.82	0.32
	Junction 7 - Existing Layout - 2032 DO SOMETHING					
Arm 1	1.1	12.97	0.53	14.8	78.13	0.97
Arm 2	4.8	15.86	0.83	1.2	6.28	0.53
Arm 3	1.0	16.83	0.50	50.8	357.39	1.22
Arm 4	5.4	17.57	0.85	0.7	4.34	0.40
	Junction 7 - Existing Layout - 2042 DO NOTHING					
Arm 1	0.8	11.05	0.45	8.6	48.61	0.91
Arm 2	4.4	14.64	0.82	1.0	5.78	0.50
Arm 3	1.0	16.12	0.51	50.9	336.96	1.20
Arm 4	4.1	14.13	0.80	0.5	3.92	0.33
	Junction 7 - Existing Layout - 2042 DO SOMETHING					
Arm 1	1.3	14.28	0.56	24.4	116.45	1.02
Arm 2	6.6	21.21	0.87	1.3	6.69	0.56
Arm 3	1.2	19.02	0.55	69.7	546.05	1.31
Arm 4	7.9	24.91	0.90	0.7	4.45	0.42

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

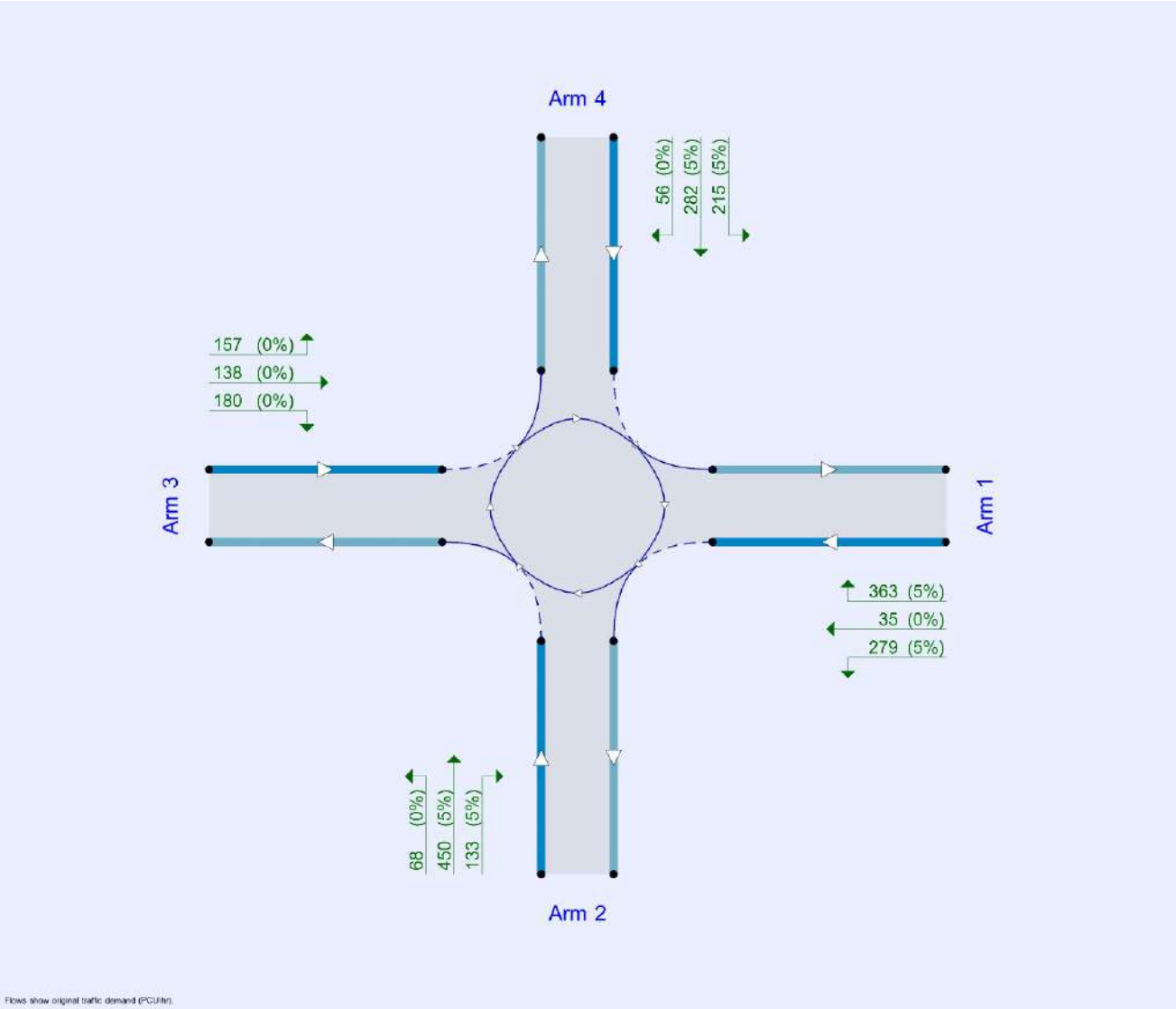
File summary

File Description

Title	
Location	
Site number	
Date	30/05/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\f.silva
Description	

Units

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



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	2022 BASELINE	AM	ONE HOUR	08:00	09:30	15
D2	2022 BASELINE	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 7 - Existing Layout	100.000

Junction 7 - Existing Layout - 2022 BASELINE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Park West Road (E)	
2	Park West Avenue (S)	
3	Park West Road (W)	
4	Park West Avenue (N)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.20	4.20	0.0	4.5	41.0	56.0	
2	4.40	6.40	5.0	39.5	41.0	42.0	
3	3.90	3.90	0.0	3.0	41.0	57.0	
4	4.50	6.60	7.5	38.5	41.0	33.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.411	943
2	0.609	1571
3	0.338	744
4	0.648	1721

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 BASELINE	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 (PCU/hr)	Scaling Factor (%)
1		✓	187	100.000
2		✓	829	100.000
3		✓	167	100.000
4		✓	781	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	70	57	60
	2	306	0	257	266
	3	35	83	0	49
	4	300	375	106	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	5
	2	5	0	0	5
	3	0	0	0	0
	4	5	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.30	7.72	0.4	A
2	0.64	7.31	1.8	A
3	0.36	11.08	0.6	B
4	0.61	6.71	1.6	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	141	422	770	0.183	140	0.2	5.902	A
2	624	167	1469	0.425	621	0.8	4.372	A
3	126	473	584	0.215	125	0.3	7.824	A
4	588	317	1516	0.388	585	0.7	4.024	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	168	506	735	0.229	168	0.3	6.557	A
2	745	200	1449	0.514	744	1.1	5.268	A
3	150	567	552	0.272	150	0.4	8.937	A
4	702	380	1475	0.476	701	0.9	4.844	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	206	619	689	0.299	205	0.4	7.690	A
2	913	245	1422	0.642	910	1.8	7.225	A
3	184	694	509	0.361	183	0.6	11.007	B
4	860	465	1420	0.606	857	1.6	6.641	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	206	621	688	0.299	206	0.4	7.719	A
2	913	246	1422	0.642	913	1.8	7.311	A
3	184	696	509	0.361	184	0.6	11.079	B
4	860	467	1419	0.606	860	1.6	6.711	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	168	509	734	0.229	169	0.3	6.590	A
2	745	201	1449	0.514	748	1.1	5.337	A
3	150	570	551	0.272	151	0.4	9.011	A
4	702	383	1473	0.477	705	1.0	4.900	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	141	426	769	0.183	141	0.2	5.938	A
2	624	168	1469	0.425	625	0.8	4.423	A
3	126	477	583	0.216	126	0.3	7.893	A
4	588	320	1514	0.388	589	0.7	4.065	A

Junction 7 - Existing Layout - 2022 BASELINE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	17.56	C

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	2022 BASELINE	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 (PCU/hr)	Scaling Factor (%)
1		✓	508	100.000
2		✓	464	100.000
3		✓	387	100.000
4		✓	348	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	225	27	256
	2	100	0	56	308
	3	111	149	0	127
	4	131	173	44	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	5
	2	5	0	0	5
	3	0	0	0	0
	4	5	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.72	17.13	2.6	C
2	0.38	4.47	0.6	A
3	0.86	46.51	5.1	E
4	0.26	3.47	0.4	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	382	273	831	0.460	379	0.9	8.277	A
2	349	244	1422	0.246	348	0.3	3.492	A
3	291	497	576	0.506	287	1.0	12.309	B
4	262	268	1548	0.169	261	0.2	2.918	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	457	328	809	0.565	455	1.3	10.600	B
2	417	293	1393	0.300	417	0.4	3.847	A
3	348	596	543	0.641	345	1.7	17.973	C
4	313	322	1513	0.207	313	0.3	3.129	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	559	398	780	0.717	555	2.5	16.402	C
2	511	357	1354	0.377	510	0.6	4.451	A
3	426	728	498	0.856	415	4.6	38.721	E
4	383	388	1470	0.261	383	0.4	3.456	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	559	402	778	0.719	559	2.6	17.132	C
2	511	360	1352	0.378	511	0.6	4.466	A
3	426	731	497	0.858	424	5.1	46.514	E
4	383	395	1466	0.261	383	0.4	3.469	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	457	334	806	0.567	461	1.4	11.085	B
2	417	297	1390	0.300	418	0.4	3.865	A
3	348	600	541	0.643	361	1.9	21.228	C
4	313	332	1506	0.208	313	0.3	3.149	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	382	277	830	0.461	384	0.9	8.506	A
2	349	247	1421	0.246	350	0.3	3.512	A
3	291	501	574	0.507	295	1.1	13.025	B
4	262	273	1544	0.170	262	0.2	2.932	A

Junction 7 - Existing Layout - 2027 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.79	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 (PCU/hr)	Scaling Factor (%)
1		✓	231	100.000
2		✓	924	100.000
3		✓	187	100.000
4		✓	889	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	97	69	65
	2	341	0	279	304
	3	41	90	0	56
	4	325	442	122	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	5
	2	5	0	0	5
	3	0	0	0	0
	4	5	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.39	9.47	0.7	A
2	0.73	9.72	2.7	A
3	0.43	13.14	0.7	B
4	0.71	9.23	2.5	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	174	490	742	0.234	173	0.3	6.524	A
2	696	192	1454	0.478	692	0.9	4.860	A
3	141	532	564	0.250	139	0.3	8.451	A
4	669	353	1493	0.448	666	0.8	4.523	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	208	587	702	0.296	207	0.4	7.516	A
2	831	230	1431	0.580	829	1.4	6.160	A
3	168	637	529	0.318	168	0.5	9.956	A
4	799	423	1447	0.552	797	1.3	5.763	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	254	717	649	0.392	253	0.7	9.397	A
2	1017	281	1400	0.727	1012	2.6	9.481	A
3	206	778	481	0.428	205	0.7	12.984	B
4	979	517	1386	0.706	974	2.4	9.006	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	254	720	648	0.393	254	0.7	9.470	A
2	1017	282	1400	0.727	1017	2.7	9.724	A
3	206	782	480	0.429	206	0.7	13.139	B
4	979	520	1385	0.707	979	2.5	9.231	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	208	591	700	0.297	209	0.4	7.588	A
2	831	231	1430	0.581	836	1.5	6.315	A
3	168	642	527	0.319	169	0.5	10.093	B
4	799	427	1445	0.553	804	1.3	5.899	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	174	494	740	0.235	174	0.3	6.586	A
2	696	193	1453	0.479	698	1.0	4.941	A
3	141	536	563	0.250	141	0.3	8.556	A
4	669	356	1490	0.449	671	0.9	4.591	A

Junction 7 - Existing Layout - 2027 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	38.21	E

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 (PCU/hr)	Scaling Factor (%)
1		✓	560	100.000
2		✓	537	100.000
3		✓	427	100.000
4		✓	392	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	251	32	277
	2	121	0	61	355
	3	124	161	0	142
	4	142	200	50	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	5
	2	5	0	0	5
	3	0	0	0	0
	4	5	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.81	25.53	4.2	D
2	0.44	5.08	0.8	A
3	1.01	128.15	16.6	F
4	0.30	3.72	0.4	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	422	307	817	0.516	417	1.1	9.323	A
2	404	268	1408	0.287	403	0.4	3.731	A
3	321	563	553	0.581	316	1.3	14.861	B
4	295	302	1526	0.193	294	0.2	3.046	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	503	367	792	0.635	501	1.8	12.801	B
2	483	321	1376	0.351	482	0.6	4.204	A
3	384	675	516	0.744	379	2.6	25.322	D
4	352	361	1487	0.237	352	0.3	3.308	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	617	439	763	0.808	608	3.9	23.103	C
2	591	390	1333	0.443	590	0.8	5.050	A
3	470	824	465	1.010	435	11.4	77.545	F
4	432	423	1447	0.298	431	0.4	3.694	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	617	445	761	0.811	616	4.2	25.531	D
2	591	395	1331	0.444	591	0.8	5.081	A
3	470	829	464	1.013	449	16.6	128.148	F
4	432	433	1441	0.300	432	0.4	3.720	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	503	390	783	0.643	512	2.0	14.330	B
2	483	328	1372	0.352	484	0.6	4.239	A
3	384	682	513	0.748	437	3.4	61.495	F
4	352	400	1462	0.241	353	0.3	3.386	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	422	313	815	0.517	425	1.1	9.742	A
2	404	272	1405	0.288	405	0.4	3.760	A
3	321	569	551	0.583	329	1.5	16.741	C
4	295	311	1520	0.194	295	0.3	3.070	A

Junction 7 - Existing Layout - 2027 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	12.81	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)
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 (PCU/hr)	Scaling Factor (%)
1		✓	276	100.000
2		✓	971	100.000
3		✓	187	100.000
4		✓	1000	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	97	69	110
	2	341	0	279	351
	3	41	90	0	56
	4	379	499	122	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	5
	2	5	0	0	5
	3	0	0	0	0
	4	5	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.49	11.73	1.0	B
2	0.78	12.35	3.6	B
3	0.46	15.00	0.8	C
4	0.80	13.15	3.9	B

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	208	532	725	0.287	206	0.4	7.175	A
2	731	225	1434	0.510	727	1.1	5.237	A
3	141	600	541	0.260	139	0.3	8.934	A
4	753	353	1493	0.504	749	1.0	5.021	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	248	637	681	0.364	247	0.6	8.587	A
2	873	270	1407	0.620	871	1.7	6.918	A
3	168	719	501	0.336	168	0.5	10.779	B
4	899	423	1447	0.621	896	1.7	6.789	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	304	777	624	0.487	302	1.0	11.550	B
2	1069	329	1371	0.780	1062	3.5	11.798	B
3	206	877	447	0.460	205	0.8	14.738	B
4	1101	516	1387	0.794	1093	3.8	12.420	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	304	782	622	0.489	304	1.0	11.735	B
2	1069	331	1369	0.781	1069	3.6	12.348	B
3	206	883	446	0.462	206	0.8	15.003	C
4	1101	519	1385	0.795	1100	3.9	13.146	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	248	645	678	0.366	250	0.6	8.740	A
2	873	273	1405	0.621	880	1.7	7.198	A
3	168	727	498	0.337	169	0.5	10.990	B
4	899	428	1444	0.622	908	1.8	7.108	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	208	537	723	0.288	209	0.4	7.274	A
2	731	227	1433	0.510	734	1.1	5.351	A
3	141	606	539	0.261	141	0.4	9.068	A
4	753	357	1490	0.505	756	1.1	5.133	A

Junction 7 - Existing Layout - 2027 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	61.47	F

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 (PCU/hr)	Scaling Factor (%)
1		✓	614	100.000
2		✓	594	100.000
3		✓	427	100.000
4		✓	509	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	251	32	331
	2	121	0	61	412
	3	124	161	0	142
	4	199	260	50	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	5
	2	5	0	0	5
	3	0	0	0	0
	4	5	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.92	49.69	8.7	E
2	0.50	5.86	1.1	A
3	1.11	224.02	30.7	F
4	0.39	4.21	0.7	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	462	351	799	0.579	457	1.4	10.846	B
2	447	307	1384	0.323	445	0.5	3.998	A
3	321	646	526	0.612	315	1.5	16.692	C
4	383	301	1526	0.251	382	0.3	3.282	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	552	420	771	0.716	548	2.5	16.572	C
2	534	369	1347	0.397	533	0.7	4.619	A
3	384	774	482	0.796	377	3.3	31.925	D
4	458	360	1488	0.307	457	0.5	3.645	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	676	496	740	0.914	656	7.4	38.356	E
2	654	443	1301	0.503	653	1.0	5.783	A
3	470	939	427	1.102	411	18.1	115.649	F
4	560	407	1457	0.385	560	0.6	4.186	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	676	499	738	0.916	671	8.7	49.689	E
2	654	452	1296	0.505	654	1.1	5.856	A
3	470	948	423	1.110	419	30.7	224.020	F
4	560	413	1454	0.385	560	0.7	4.210	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	552	453	757	0.729	575	3.0	22.775	C
2	534	385	1337	0.399	535	0.7	4.702	A
3	384	790	477	0.805	462	11.3	171.148	F
4	458	417	1451	0.315	458	0.5	3.790	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	462	369	792	0.584	468	1.5	11.867	B
2	447	315	1380	0.324	448	0.5	4.039	A
3	321	654	523	0.615	360	1.7	26.806	D
4	383	331	1507	0.254	384	0.4	3.352	A

Junction 7 - Existing Layout - 2032 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.68	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)
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 (PCU/hr)	Scaling Factor (%)
1		✓	244	100.000
2		✓	977	100.000
3		✓	197	100.000
4		✓	940	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	102	73	69
	2	361	0	295	321
	3	43	95	0	59
	4	345	466	129	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	5
	2	5	0	0	5
	3	0	0	0	0
	4	5	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.43	10.27	0.8	B
2	0.77	11.82	3.4	B
3	0.47	14.52	0.9	B
4	0.76	11.31	3.2	B

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	184	516	731	0.251	182	0.3	6.769	A
2	736	203	1448	0.508	731	1.1	5.169	A
3	148	562	554	0.268	147	0.4	8.816	A
4	708	373	1480	0.478	704	0.9	4.816	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	219	619	689	0.318	219	0.5	7.910	A
2	878	243	1423	0.617	876	1.6	6.778	A
3	177	673	516	0.343	176	0.5	10.576	B
4	845	447	1432	0.590	843	1.5	6.354	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	269	755	633	0.424	268	0.7	10.158	B
2	1076	297	1390	0.774	1069	3.4	11.341	B
3	217	822	466	0.465	216	0.8	14.287	B
4	1035	546	1368	0.757	1028	3.1	10.861	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	269	759	631	0.426	269	0.8	10.269	B
2	1076	298	1389	0.774	1075	3.4	11.815	B
3	217	827	465	0.467	217	0.9	14.523	B
4	1035	549	1366	0.758	1035	3.2	11.310	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	219	625	686	0.320	220	0.5	8.010	A
2	878	245	1422	0.618	885	1.7	7.029	A
3	177	680	514	0.345	178	0.5	10.772	B
4	845	452	1429	0.592	852	1.5	6.578	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	184	521	729	0.252	184	0.4	6.840	A
2	736	205	1446	0.509	738	1.1	5.276	A
3	148	567	552	0.269	149	0.4	8.946	A
4	708	377	1477	0.479	710	1.0	4.909	A

Junction 7 - Existing Layout - 2032 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	63.07	F

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 (PCU/hr)	Scaling Factor (%)
1		✓	594	100.000
2		✓	566	100.000
3		✓	453	100.000
4		✓	414	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	266	34	294
	2	127	0	64	375
	3	132	171	0	150
	4	150	211	53	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	5
	2	5	0	0	5
	3	0	0	0	0
	4	5	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.87	34.90	6.0	D
2	0.47	5.42	0.9	A
3	1.11	226.17	33.0	F
4	0.32	3.82	0.5	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	447	324	810	0.552	442	1.3	10.111	B
2	426	284	1398	0.305	424	0.5	3.852	A
3	341	595	543	0.628	335	1.6	16.829	C
4	312	319	1515	0.206	311	0.3	3.116	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	534	388	784	0.681	530	2.1	14.659	B
2	509	341	1364	0.373	508	0.6	4.390	A
3	407	713	503	0.810	399	3.6	32.445	D
4	372	381	1475	0.252	372	0.4	3.406	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	654	455	756	0.865	641	5.4	29.689	D
2	623	412	1320	0.472	622	0.9	5.373	A
3	499	869	450	1.108	436	19.4	116.299	F
4	456	431	1442	0.316	455	0.5	3.803	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	654	458	755	0.866	652	6.0	34.899	D
2	623	418	1316	0.473	623	0.9	5.420	A
3	499	875	448	1.113	444	33.0	226.172	F
4	456	437	1438	0.317	456	0.5	3.821	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	534	421	771	0.693	548	2.5	17.851	C
2	509	350	1358	0.375	510	0.6	4.440	A
3	407	724	499	0.816	485	13.6	179.438	F
4	372	439	1437	0.259	373	0.4	3.528	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	447	346	801	0.558	452	1.4	10.914	B
2	426	289	1395	0.305	427	0.5	3.885	A
3	341	602	540	0.631	388	1.8	30.340	D
4	312	355	1491	0.209	312	0.3	3.185	A

Junction 7 - Existing Layout - 2032 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	16.31	C

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 (PCU/hr)	Scaling Factor (%)
1		✓	289	100.000
2		✓	1024	100.000
3		✓	197	100.000
4		✓	1050	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	102	73	114
	2	361	0	295	368
	3	43	95	0	59
	4	398	523	129	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	5
	2	5	0	0	5
	3	0	0	0	0
	4	5	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.53	12.97	1.1	B
2	0.83	15.86	4.8	C
3	0.50	16.83	1.0	C
4	0.85	17.57	5.4	C

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	218	559	714	0.305	216	0.4	7.468	A
2	771	236	1427	0.540	766	1.2	5.596	A
3	148	631	531	0.279	147	0.4	9.333	A
4	790	373	1480	0.534	786	1.2	5.377	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	260	669	668	0.389	259	0.6	9.100	A
2	921	283	1399	0.658	918	1.9	7.697	A
3	177	755	489	0.362	176	0.6	11.504	B
4	944	447	1432	0.659	941	2.0	7.601	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318	814	609	0.523	316	1.1	12.682	B
2	1127	345	1361	0.828	1117	4.6	14.670	B
3	217	920	433	0.501	215	1.0	16.402	C
4	1156	545	1369	0.845	1144	5.1	15.870	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318	822	606	0.525	318	1.1	12.970	B
2	1127	348	1359	0.829	1127	4.8	15.856	C
3	217	928	431	0.504	217	1.0	16.827	C
4	1156	549	1366	0.846	1155	5.4	17.570	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	260	681	664	0.391	262	0.7	9.324	A
2	921	287	1396	0.659	931	2.1	8.195	A
3	177	766	485	0.365	179	0.6	11.818	B
4	944	454	1428	0.661	957	2.1	8.203	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	218	565	711	0.306	218	0.5	7.590	A
2	771	239	1426	0.541	774	1.2	5.747	A
3	148	637	528	0.281	149	0.4	9.510	A
4	790	377	1477	0.535	794	1.2	5.528	A

Junction 7 - Existing Layout - 2032 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	96.92	F

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 (PCU/hr)	Scaling Factor (%)
1		✓	648	100.000
2		✓	623	100.000
3		✓	453	100.000
4		✓	533	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	266	34	348
	2	127	0	64	432
	3	132	171	0	150
	4	208	272	53	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	5
	2	5	0	0	5
	3	0	0	0	0
	4	5	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.97	78.13	14.8	F
2	0.53	6.28	1.2	A
3	1.22	357.39	50.8	F
4	0.40	4.34	0.7	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	488	370	791	0.616	481	1.6	11.924	B
2	469	324	1374	0.341	467	0.5	4.132	A
3	341	677	515	0.662	334	1.8	19.170	C
4	401	318	1515	0.265	400	0.4	3.368	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	583	441	762	0.764	577	3.1	19.683	C
2	560	387	1335	0.419	559	0.7	4.841	A
3	407	811	470	0.867	395	4.8	42.706	E
4	479	378	1476	0.325	479	0.5	3.768	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	713	510	734	0.973	681	11.3	52.315	F
2	686	460	1291	0.531	684	1.2	6.177	A
3	499	980	413	1.208	406	28.1	168.065	F
4	587	411	1455	0.403	586	0.7	4.324	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	713	512	733	0.973	699	14.8	78.135	F
2	686	471	1285	0.534	686	1.2	6.281	A
3	499	991	409	1.219	408	50.8	354.648	F
4	587	413	1454	0.404	587	0.7	4.336	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	583	463	753	0.773	626	4.0	36.191	E
2	560	417	1317	0.425	562	0.8	4.988	A
3	407	840	460	0.885	451	39.8	357.388	F
4	479	416	1452	0.330	480	0.5	3.872	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	488	430	767	0.636	496	1.9	14.331	B
2	469	332	1369	0.343	470	0.5	4.188	A
3	341	688	511	0.667	489	2.7	157.832	F
4	401	423	1447	0.277	402	0.4	3.598	A

Junction 7 - Existing Layout - 2042 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	14.19	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)
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 (PCU/hr)	Scaling Factor (%)
1		✓	254	100.000
2		✓	1026	100.000
3		✓	207	100.000
4		✓	985	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	106	76	72
	2	379	0	310	337
	3	45	100	0	62
	4	362	488	135	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	5
	2	5	0	0	5
	3	0	0	0	0
	4	5	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.45	11.05	0.8	B
2	0.82	14.64	4.4	B
3	0.51	16.12	1.0	C
4	0.80	14.13	4.1	B

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	191	541	721	0.265	190	0.4	6.989	A
2	772	212	1442	0.536	768	1.2	5.482	A
3	156	590	545	0.286	154	0.4	9.188	A
4	742	392	1468	0.505	737	1.1	5.111	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	228	648	677	0.337	228	0.5	8.277	A
2	922	254	1417	0.651	920	1.9	7.447	A
3	186	706	505	0.368	185	0.6	11.230	B
4	885	470	1417	0.625	883	1.7	6.990	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	280	790	619	0.452	278	0.8	10.896	B
2	1130	310	1383	0.817	1120	4.3	13.705	B
3	228	861	453	0.503	226	1.0	15.757	C
4	1085	572	1351	0.803	1075	4.0	13.223	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	280	796	616	0.454	280	0.8	11.054	B
2	1130	311	1381	0.818	1129	4.4	14.641	B
3	228	867	451	0.505	228	1.0	16.122	C
4	1085	577	1348	0.805	1084	4.1	14.130	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	228	657	674	0.339	230	0.5	8.413	A
2	922	256	1415	0.652	932	2.0	7.865	A
3	186	716	502	0.371	188	0.6	11.512	B
4	885	476	1413	0.627	895	1.8	7.370	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	191	546	719	0.266	192	0.4	7.078	A
2	772	214	1441	0.536	776	1.2	5.621	A
3	156	596	543	0.287	157	0.4	9.348	A
4	742	396	1465	0.506	744	1.1	5.231	A

Junction 7 - Existing Layout - 2042 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	91.86	F

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 (PCU/hr)	Scaling Factor (%)
1		✓	623	100.000
2		✓	594	100.000
3		✓	475	100.000
4		✓	436	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	279	35	309
	2	133	0	68	393
	3	138	180	0	157
	4	158	222	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	5
	2	5	0	0	5
	3	0	0	0	0
	4	5	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.91	48.61	8.6	E
2	0.50	5.78	1.0	A
3	1.20	336.96	50.9	F
4	0.33	3.92	0.5	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	469	341	803	0.584	463	1.4	10.917	B
2	447	298	1390	0.322	445	0.5	3.971	A
3	358	624	533	0.671	350	1.9	18.969	C
4	328	334	1505	0.218	327	0.3	3.185	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	560	407	776	0.722	556	2.6	16.739	C
2	534	357	1354	0.394	533	0.7	4.577	A
3	427	748	491	0.869	415	4.9	41.690	E
4	392	397	1464	0.268	392	0.4	3.502	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	686	468	751	0.913	666	7.4	37.911	E
2	654	430	1310	0.499	653	1.0	5.707	A
3	523	908	437	1.197	429	28.4	160.877	F
4	480	434	1441	0.333	479	0.5	3.907	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	686	470	750	0.914	681	8.6	48.610	E
2	654	438	1305	0.501	654	1.0	5.776	A
3	523	917	434	1.205	433	50.9	336.963	F
4	480	436	1439	0.334	480	0.5	3.916	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	560	431	766	0.731	582	3.1	22.540	C
2	534	372	1345	0.397	535	0.7	4.653	A
3	427	763	486	0.879	477	38.5	335.379	F
4	392	439	1437	0.273	392	0.4	3.599	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	469	399	779	0.602	475	1.6	12.593	B
2	447	304	1386	0.323	448	0.5	4.012	A
3	358	632	530	0.674	501	2.7	143.100	F
4	328	436	1439	0.228	329	0.3	3.382	A

Junction 7 - Existing Layout - 2042 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	21.78	C

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 (PCU/hr)	Scaling Factor (%)
1		✓	300	100.000
2		✓	1073	100.000
3		✓	207	100.000
4		✓	1096	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	106	76	118
	2	379	0	310	384
	3	45	100	0	62
	4	416	545	135	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	5
	2	5	0	0	5
	3	0	0	0	0
	4	5	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.56	14.28	1.3	B
2	0.87	21.21	6.6	C
3	0.55	19.02	1.2	C
4	0.90	24.91	7.9	C

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	226	583	704	0.321	224	0.5	7.749	A
2	808	246	1421	0.568	802	1.3	5.969	A
3	156	659	521	0.299	154	0.4	9.766	A
4	825	391	1468	0.562	820	1.3	5.753	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	270	698	656	0.411	269	0.7	9.607	A
2	965	295	1392	0.693	961	2.3	8.574	A
3	186	789	477	0.390	185	0.6	12.293	B
4	985	469	1417	0.695	981	2.3	8.536	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330	846	596	0.554	328	1.2	13.836	B
2	1181	358	1353	0.873	1166	6.1	18.555	C
3	228	958	420	0.542	226	1.1	18.333	C
4	1207	570	1352	0.892	1187	7.1	20.758	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330	857	591	0.559	330	1.3	14.279	B
2	1181	362	1351	0.875	1180	6.6	21.206	C
3	228	969	417	0.547	228	1.2	19.020	C
4	1207	576	1348	0.895	1204	7.9	24.909	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	270	716	649	0.415	272	0.7	9.945	A
2	965	300	1389	0.695	981	2.4	9.503	A
3	186	805	472	0.394	188	0.7	12.772	B
4	985	478	1411	0.698	1007	2.5	9.745	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	226	590	701	0.322	227	0.5	7.893	A
2	808	249	1420	0.569	812	1.4	6.173	A
3	156	667	519	0.301	157	0.4	9.976	A
4	825	397	1464	0.563	830	1.4	5.960	A

Junction 7 - Existing Layout - 2042 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	146.45	F

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 (PCU/hr)	Scaling Factor (%)
1		✓	677	100.000
2		✓	651	100.000
3		✓	475	100.000
4		✓	553	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	279	35	363
	2	133	0	68	450
	3	138	180	0	157
	4	215	282	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	5
	2	5	0	0	5
	3	0	0	0	0
	4	5	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1.02	116.45	24.4	F
2	0.56	6.69	1.3	A
3	1.31	546.05	69.7	F
4	0.42	4.45	0.7	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	510	386	785	0.649	502	1.9	13.020	B
2	490	337	1366	0.359	488	0.6	4.272	A
3	358	706	505	0.708	349	2.2	21.922	C
4	416	333	1506	0.277	415	0.4	3.443	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	609	458	755	0.806	601	3.9	23.236	C
2	585	403	1326	0.442	584	0.8	5.067	A
3	427	845	458	0.932	408	7.0	56.860	F
4	497	392	1467	0.339	497	0.5	3.873	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	745	522	729	1.023	695	16.4	68.538	F
2	717	470	1285	0.558	715	1.3	6.574	A
3	523	1013	402	1.302	398	38.3	226.100	F
4	609	412	1454	0.419	608	0.7	4.440	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	745	523	729	1.023	713	24.4	116.448	F
2	717	481	1278	0.561	717	1.3	6.693	A
3	523	1024	398	1.315	397	69.7	487.259	F
4	609	412	1454	0.419	609	0.7	4.448	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	609	470	750	0.811	684	5.5	69.597	F
2	585	453	1296	0.452	587	0.9	5.320	A
3	427	893	442	0.965	436	67.4	546.055	F
4	497	412	1455	0.342	498	0.5	3.935	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	510	442	762	0.669	523	2.2	16.548	C
2	490	350	1358	0.361	491	0.6	4.343	A
3	358	720	500	0.715	493	33.5	372.517	F
4	416	431	1443	0.289	417	0.4	3.670	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Junction 8 - Proposed T-junction - AM-PM.j9
Path: M:\Projects\22\22-010 Cherry Orchard - Sites 4 & 5 - C&S\Design\Civil\Traffic\Modelling 2026\3. Junction Modelling\Junction 8
Report generation date: 10/07/2026 11:27:19

»Junction 8 - Proposed Layout - DO SOMETHING 2027, AM
»Junction 8 - Proposed Layout - DO SOMETHING 2027, PM
»Junction 8 - Proposed Layout - DO SOMETHING 2032, AM
»Junction 8 - Proposed Layout - DO SOMETHING 2032, PM
»Junction 8 - Proposed Layout - DO SOMETHING 2042, AM
»Junction 8 - Proposed Layout - DO SOMETHING 2042, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Junction 8 - Proposed Layout - DO SOMETHING 2027					
Stream B-AC	0.1	12.02	0.11	0.1	13.41	0.13
Stream C-AB	0.0	6.62	0.02	0.0	7.81	0.03
	Junction 8 - Proposed Layout - DO SOMETHING 2032					
Stream B-AC	0.1	12.43	0.11	0.2	14.00	0.13
Stream C-AB	0.0	6.66	0.02	0.0	7.95	0.03
	Junction 8 - Proposed Layout - DO SOMETHING 2042					
Stream B-AC	0.1	12.83	0.11	0.2	14.60	0.14
Stream C-AB	0.0	6.69	0.02	0.0	8.07	0.03

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

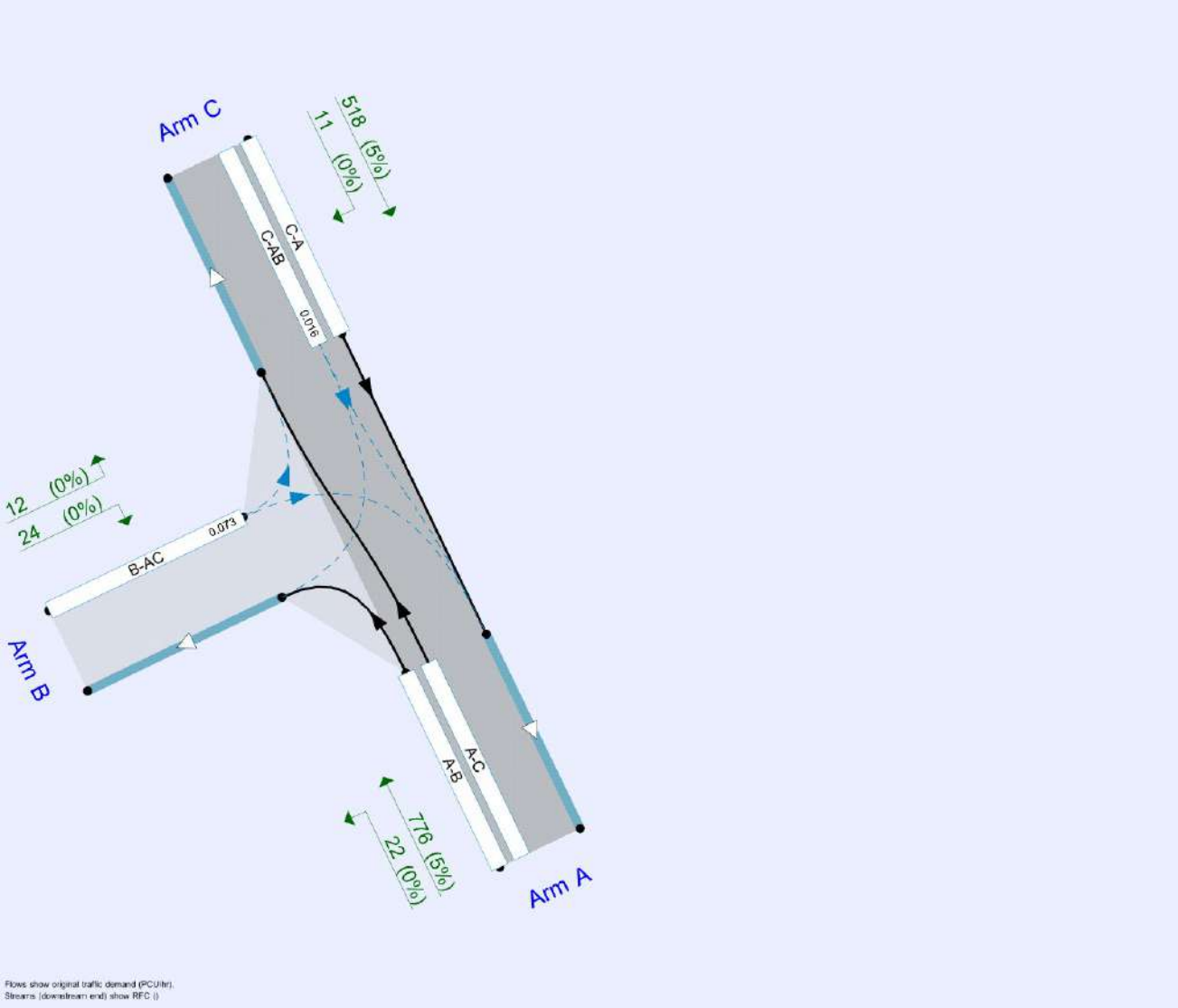
File summary

File Description

Title	
Location	
Site number	
Date	02/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\l.byrne
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	DO SOMETHING 2027	AM	ONE HOUR	08:00	09:30	15	✓
D2	DO SOMETHING 2027	PM	ONE HOUR	17:00	18:30	15	✓
D3	DO SOMETHING 2032	AM	ONE HOUR	08:00	09:30	15	✓
D4	DO SOMETHING 2032	PM	ONE HOUR	17:00	18:30	15	✓
D5	DO SOMETHING 2042	AM	ONE HOUR	08:00	09:30	15	✓
D6	DO SOMETHING 2042	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Junction 8 - Proposed Layout	✓	100.000	100.000

Junction 8 - Proposed Layout - DO SOMETHING 2027, 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		0.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Park West Avenue (S)		Major
B	Site Access Road (W)		Minor
C	Park West Avenue (N)		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	8.00			120.0	✓	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	2.80	49	49

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	507	0.084	0.213	0.134	0.305
B-C	642	0.090	0.227	-	-
C-B	643	0.228	0.228	-	-

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)	Run automatically
D1	DO SOMETHING 2027	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	425	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	851	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	19	406
	B	22	0	11
	C	841	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.11	12.02	0.1	B	30	45
C-AB	0.02	6.62	0.0	A	9	14
C-A					771	1157
A-B					17	26
A-C					373	559

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	405	0.061	25	0.0	0.1	9.456	A
C-AB	8	2	579	0.013	8	0.0	0.0	6.304	A
C-A	633	158			633				
A-B	14	4			14				
A-C	306	76			306				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	376	0.079	30	0.1	0.1	10.377	B
C-AB	9	2	569	0.016	9	0.0	0.0	6.439	A
C-A	756	189			756				
A-B	17	4			17				
A-C	365	91			365				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	336	0.108	36	0.1	0.1	12.011	B
C-AB	11	3	556	0.021	11	0.0	0.0	6.621	A
C-A	926	231			926				
A-B	21	5			21				
A-C	447	112			447				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	336	0.108	36	0.1	0.1	12.020	B
C-AB	11	3	556	0.021	11	0.0	0.0	6.623	A
C-A	926	231			926				
A-B	21	5			21				
A-C	447	112			447				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	376	0.079	30	0.1	0.1	10.389	B
C-AB	9	2	569	0.016	9	0.0	0.0	6.440	A
C-A	756	189			756				
A-B	17	4			17				
A-C	365	91			365				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	405	0.061	25	0.1	0.1	9.471	A
C-AB	8	2	579	0.013	8	0.0	0.0	6.307	A
C-A	633	158			633				
A-B	14	4			14				
A-C	306	76			306				

Junction 8 - Proposed Layout - DO SOMETHING 2027, 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		0.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	DO SOMETHING 2027	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	732	100.000
B		ONE HOUR	✓	36	100.000
C		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	710
	B	24	0	12
	C	480	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	13.41	0.1	B	33	50
C-AB	0.03	7.81	0.0	A	10	15
C-A					440	660
A-B					20	30
A-C					652	977

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	385	0.070	27	0.0	0.1	10.044	B
C-AB	8	2	524	0.016	8	0.0	0.0	6.987	A
C-A	361	90			361				
A-B	17	4			17				
A-C	535	134			535				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	353	0.092	32	0.1	0.1	11.223	B
C-AB	10	3	502	0.020	10	0.0	0.0	7.318	A
C-A	431	108			431				
A-B	20	5			20				
A-C	638	160			638				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	308	0.129	39	0.1	0.1	13.396	B
C-AB	12	3	474	0.026	12	0.0	0.0	7.812	A
C-A	528	132			528				
A-B	24	6			24				
A-C	782	195			782				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	308	0.129	40	0.1	0.1	13.415	B
C-AB	12	3	474	0.026	12	0.0	0.0	7.813	A
C-A	528	132			528				
A-B	24	6			24				
A-C	782	195			782				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	353	0.092	33	0.1	0.1	11.242	B
C-AB	10	3	502	0.020	10	0.0	0.0	7.322	A
C-A	431	108			431				
A-B	20	5			20				
A-C	638	160			638				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	385	0.070	27	0.1	0.1	10.068	B
C-AB	8	2	524	0.016	8	0.0	0.0	6.987	A
C-A	361	90			361				
A-B	17	4			17				
A-C	535	134			535				

Junction 8 - Proposed Layout - DO SOMETHING 2032, 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		0.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	DO SOMETHING 2032	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	440	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	895	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	19	421
	B	22	0	11
	C	885	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.11	12.43	0.1	B	30	45
C-AB	0.02	6.66	0.0	A	9	14
C-A					812	1218
A-B					17	26
A-C					386	579

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	399	0.062	25	0.0	0.1	9.617	A
C-AB	8	2	577	0.013	8	0.0	0.0	6.328	A
C-A	666	167			666				
A-B	14	4			14				
A-C	317	79			317				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	369	0.080	30	0.1	0.1	10.617	B
C-AB	9	2	566	0.016	9	0.0	0.0	6.467	A
C-A	795	199			795				
A-B	17	4			17				
A-C	378	95			378				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	326	0.112	36	0.1	0.1	12.421	B
C-AB	11	3	553	0.021	11	0.0	0.0	6.654	A
C-A	974	243			974				
A-B	21	5			21				
A-C	464	116			464				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	326	0.112	36	0.1	0.1	12.434	B
C-AB	11	3	553	0.021	11	0.0	0.0	6.656	A
C-A	974	243			974				
A-B	21	5			21				
A-C	464	116			464				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	369	0.080	30	0.1	0.1	10.633	B
C-AB	9	2	567	0.016	9	0.0	0.0	6.470	A
C-A	795	199			795				
A-B	17	4			17				
A-C	378	95			378				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	399	0.062	25	0.1	0.1	9.637	A
C-AB	8	2	577	0.013	8	0.0	0.0	6.328	A
C-A	666	167			666				
A-B	14	4			14				
A-C	317	79			317				

Junction 8 - Proposed Layout - DO SOMETHING 2032, 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		0.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	DO SOMETHING 2032	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	766	100.000
B		ONE HOUR	✓	36	100.000
C		ONE HOUR	✓	511	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	744
	B	24	0	12
	C	500	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	14.00	0.2	B	33	50
C-AB	0.03	7.95	0.0	A	10	15
C-A					459	688
A-B					20	30
A-C					683	1024

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	378	0.072	27	0.0	0.1	10.257	B
C-AB	8	2	518	0.016	8	0.0	0.0	7.063	A
C-A	376	94			376				
A-B	17	4			17				
A-C	560	140			560				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	344	0.094	32	0.1	0.1	11.546	B
C-AB	10	3	496	0.020	10	0.0	0.0	7.416	A
C-A	449	112			449				
A-B	20	5			20				
A-C	669	167			669				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	297	0.134	39	0.1	0.2	13.990	B
C-AB	13	3	466	0.027	12	0.0	0.0	7.945	A
C-A	550	138			550				
A-B	24	6			24				
A-C	819	205			819				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	297	0.134	40	0.2	0.2	14.000	B
C-AB	13	3	466	0.027	13	0.0	0.0	7.945	A
C-A	550	138			550				
A-B	24	6			24				
A-C	819	205			819				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	344	0.094	33	0.2	0.1	11.567	B
C-AB	10	3	496	0.020	10	0.0	0.0	7.420	A
C-A	449	112			449				
A-B	20	5			20				
A-C	669	167			669				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	377	0.072	27	0.1	0.1	10.280	B
C-AB	8	2	518	0.016	8	0.0	0.0	7.063	A
C-A	376	94			376				
A-B	17	4			17				
A-C	560	140			560				

Junction 8 - Proposed Layout - DO SOMETHING 2042, 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		0.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DO SOMETHING 2042	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	454	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	933	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	19	435
	B	22	0	11
	C	923	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.11	12.83	0.1	B	30	45
C-AB	0.02	6.69	0.0	A	9	14
C-A					847	1270
A-B					17	26
A-C					399	599

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	393	0.063	25	0.0	0.1	9.767	A
C-AB	8	2	575	0.013	8	0.0	0.0	6.350	A
C-A	695	174			695				
A-B	14	4			14				
A-C	327	82			327				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	362	0.082	30	0.1	0.1	10.843	B
C-AB	9	2	564	0.016	9	0.0	0.0	6.494	A
C-A	830	207			830				
A-B	17	4			17				
A-C	391	98			391				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	317	0.115	36	0.1	0.1	12.817	B
C-AB	11	3	551	0.021	11	0.0	0.0	6.686	A
C-A	1016	254			1016				
A-B	21	5			21				
A-C	479	120			479				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	317	0.115	36	0.1	0.1	12.830	B
C-AB	11	3	551	0.021	11	0.0	0.0	6.688	A
C-A	1016	254			1016				
A-B	21	5			21				
A-C	479	120			479				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	362	0.082	30	0.1	0.1	10.859	B
C-AB	9	2	564	0.016	9	0.0	0.0	6.494	A
C-A	830	207			830				
A-B	17	4			17				
A-C	391	98			391				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	393	0.063	25	0.1	0.1	9.786	A
C-AB	8	2	575	0.013	8	0.0	0.0	6.350	A
C-A	695	174			695				
A-B	14	4			14				
A-C	327	82			327				

Junction 8 - Proposed Layout - DO SOMETHING 2042, 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		0.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	DO SOMETHING 2042	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	798	100.000
B		ONE HOUR	✓	36	100.000
C		ONE HOUR	✓	529	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	776
	B	24	0	12
	C	518	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	14.60	0.2	B	33	50
C-AB	0.03	8.07	0.0	A	10	16
C-A					475	713
A-B					20	30
A-C					712	1068

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	371	0.073	27	0.0	0.1	10.462	B
C-AB	8	2	513	0.016	8	0.0	0.0	7.136	A
C-A	390	97			390				
A-B	17	4			17				
A-C	584	146			584				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	336	0.096	32	0.1	0.1	11.865	B
C-AB	10	3	490	0.021	10	0.0	0.0	7.511	A
C-A	465	116			465				
A-B	20	5			20				
A-C	698	174			698				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	286	0.138	39	0.1	0.2	14.572	B
C-AB	13	3	459	0.027	13	0.0	0.0	8.075	A
C-A	570	142			570				
A-B	24	6			24				
A-C	854	214			854				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	286	0.138	40	0.2	0.2	14.595	B
C-AB	13	3	459	0.027	13	0.0	0.0	8.075	A
C-A	570	142			570				
A-B	24	6			24				
A-C	854	214			854				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	336	0.096	33	0.2	0.1	11.891	B
C-AB	10	3	490	0.021	10	0.0	0.0	7.512	A
C-A	465	116			465				
A-B	20	5			20				
A-C	698	174			698				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	371	0.073	27	0.1	0.1	10.488	B
C-AB	8	2	513	0.016	8	0.0	0.0	7.136	A
C-A	390	97			390				
A-B	17	4			17				
A-C	584	146			584				

D. Traffic Survey 2026

IDASO
Innovative Data Solutions

Project Reference:

260239 - Park West and Cherry Orchard Dublin

10 Pedestrian

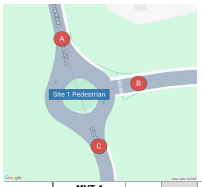
UK	+44 (0)20 3883 7753
Ireland	+353 (0)44 931 8019
Belgium	+32 (0)334 606 35

Website: idaso.co
info@idasoltd.com

IDASO

Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Date: Wed 22 Apr 2026

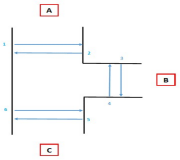




IDASO

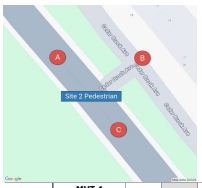
Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: Site 1 Pedestrian
Location: Cloverhill Road/Park West Avenue/Palmerstown Way
Date: Wed 22-Apr-2026

Arm A - Cloverhill Rd
Arm B - Park West Avenue
Arm C - Palmerstown Way



	MVT 1				MVT 2				MVT 3				MVT 4				MVT 5				MVT 6			
TIME	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	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
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	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
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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	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
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
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
02:00	0	0	0	0	0	0	0	0	1	0	1	1	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
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
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
H/TOT	0	0	0	0	0	0	0	0	1	0	1	1	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	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
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	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
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
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
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
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
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
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	1	1	1	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	1	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	1	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	4	1	5	5	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	4	1	5	5	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	4	2	6	6	6	1	7	7	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	2	1	3	3	0	1	1	1	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	1	1	1	2	1	3	3	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	2	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	2	1	3	3	0	3	3	3	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	6	4	10	10	2	5	7	7	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	2	2	2	2	1	3	3	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	1	1	1	3	1	4	4	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	1	1	1	2	2	4	4	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	1	1	2	2	1	3	4	4	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	5	6	6	8	7	15	15	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	1	1	2	2	1	0	1	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	1	2	2	5	2	7	7	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	2	2	2	0	2	2	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	2	0	2	2	1	0	1	1	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	1	0	1	1	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	3	0	3	3	4	1	5	5	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	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	0	3	0	3	3	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	1	2	2	5	0	5	5	0	0	0	0	0	0	0	0
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13:15	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	1	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	6	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	2	2	4	4	2	1	3	3	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	4	7	7	2	2	4	4	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	2	1	3	3	2	0	2	2	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	1	0	1	1	3	0	3	3	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	5	1	6	6	6	0	6	6	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	4	1	5	5	0	1	1	1	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	3	0	3	3	2	1	3	3	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	2	2	4	4	2	2	4	4	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	9	3	12	12	5	4	9	9	0	0	0	0	0	0	0	0
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17:15	0	0	0	0	0	0	0	0	2	0	2	2	1	3	4	4	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	2	3	5	5	1	3	4	4	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	8	7	15	15	6	7	13	13	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	3	1	4	4	3	0	3	3	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	1	1	2	2	2	0	2	2	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	6	2	8	8	6	1	7	7	0	0	0	0	0	0	0	0
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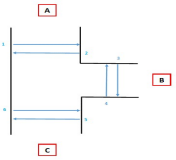
19:15	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	1	0	1	1	1	1	2	2	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	2	3	5	5	0	1	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	5	4	9	9	2	3	5	5	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	1	0	1	1	1	1	2	2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	4	0	4	4	1	2	3	3	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0
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
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
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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	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	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	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
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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	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
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
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
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
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
24 TOT	0	0	0	0	0	0	0	0	59	35	94	94	68	40	108	108	0	0	0	0	0	0	0	0



IDASO

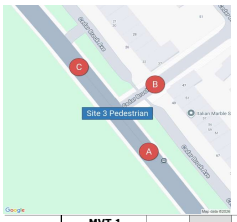
Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: Site 2 Pedestrian
Location: Park West Avenue/Cedar Brook Avenue
Date: Wed 22-Apr-2026

Arm A - Park West Avenue
Arm B - Cedar Brook Ave
Arm C - Park West Avenue



	MVT 1				MVT 2				MVT 3				MVT 4				MVT 5				MVT 6			
TIME	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	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
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
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
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
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
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
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
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
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
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
02:45	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	1	1	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	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
03:30	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	1	1	1	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
04:30	0	0	0	0	0	0	0	0	0	1	1	1	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	1	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	2	2	1	0	1	1	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	1	1	2	2	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	1	0	1	1	0	0	0	0	0	0	0	0
05:30	0	0	0	0	1	0	1	1	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	2	1	3	3	1	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	1	1	3	2	5	5	3	1	4	4	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	2	0	2	2	3	1	4	4	0	0	0	0	0	0	0	0
06:30	0	0	0	0	1	0	1	1	5	0	5	5	1	0	1	1	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	2	3	5	5	0	2	2	2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	1	1	10	3	13	13	4	3	7	7	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	2	8	10	10	2	1	3	3	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	3	3	6	6	2	1	3	3	0	0	0	0	0	0	0	0
07:30	1	0	1	1	0	0	0	0	3	1	4	4	6	2	8	8	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	3	4	4	4	3	7	7	0	0	0	0	0	0	0	0
H/TOT	1	0	1	1	0	0	0	0	9	15	24	24	14	7	21	21	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	4	3	7	7	4	1	5	5	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	7	2	9	9	5	2	7	7	0	0	0	0	0	0	0	0
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08:45	0	0	0	0	0	0	0	0	1	4	5	5	3	0	3	3	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	18	13	31	31	15	8	23	23	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	3	1	4	4	2	0	2	2	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	3	1	4	4	4	1	5	5	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	8	2	10	10	8	1	9	9	0	0	0	0	0	0	0	0
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10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0
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10:45	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	4	0	4	4	4	3	7	7	1	0	1	1	0	0	0	0
11:00	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
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11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	6	0	6	6	3	2	5	5	0	0	0	0	0	0	0	0
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12:15	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	11	2	13	13	4	1	5	5	0	0	0	0	3	0	3	3
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13:15	0	0	0	0	0	0	0	0	2	1	3	3	6	0	6	6	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	5	5	10	10	15	2	17	17	0	0	0	0	0	0	0	0
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14:15	0	0	0	0	0	0	0	0	3	2	5	5	3	3	6	6	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	2	2	4	4	6	0	6	6	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	3	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	10	5	15	15	10	5	15	15	0	0	0	0	0	1	1	1
15:00	0	0	0	0	0	0	0	0	3	0	3	3	1	2	3	3	0	0	0	0	0	0	0	0
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15:30	3	0	3	3	0	0	0	0	4	0	4	4	1	2	3	3	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	2	0	2	2	8	1	9	9	0	0	0	0	0	0	0	0
H/TOT	3	0	3	3	0	0	0	0	10	2	12	12	12	5	17	17	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	2	4	6	6	3	2	5	5	0	0	0	0	1	0	1	1
16:15	0	0	0	0	0	0	0	0	5	2	7	7	1	8	9	9	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	2	3	5	5	2	2	4	4	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	7	4	11	11	5	5	10	10	0	0	0	0	1	0	1	1
H/TOT	0	0	0	0	0	0	0	0	16	13	29	29	11	17	28	28	0	0	0	0	2	0	2	2
17:00	0	0	0	0	1	0	1	1	3	0	3	3	8	5	13	13	0	0	0	0	1	0	1	1
17:15	1	0	1	1	0	0	0	0	6	3	9	9	6	2	8	8	0	0	0	0	1	0	1	1
17:30	0	0	0	0	0	0	0	0	2	5	7	7	3	1	4	4	0	0	0	0	0	0	0	0
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H/TOT	2	1	3	3	1	0	1	1	17	11	28	28	19	8	27	27	0	0	0	0	2	0	2	2
18:00	0	0	0	0	0	0	0	0	2	3	5	5	1	5	6	6	0	0	0	0	0	0	0	0
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18:45	0	0	0	0	0	1	1	1	1	1	2	2	4	2	6	6	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	1	2	2	9	6	15	15	8	12	20	20	0	0	0	0	0	0	0	0
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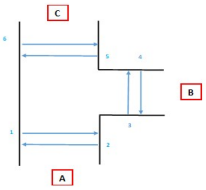
19:15	0	0	0	0	0	0	0	0	3	1	4	4	3	1	4	4	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	3	1	4	4	4	0	4	4	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	2	2	4	4	3	2	5	5	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	8	6	14	14	16	3	19	19	0	0	0	0	0	0	0	0
20:00	0	0	0	0	1	0	1	1	4	0	4	4	1	0	1	1	0	0	0	0	0	0	0	0
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20:45	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	1	1	11	1	12	12	1	0	1	1	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	2	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	3	0	3	3	1	1	2	2	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	1	1	1	3	0	3	3	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	2	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	7	3	10	10	4	1	5	5	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	2	1	3	3	0	0	0	0	1	0	1	1	0	0	0	0
22:15	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1	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
22:45	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	2	0	2	2	2	1	3	3	2	0	2	2	1	0	1	1	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
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
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
23:45	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0
24 TOT	6	1	7	7	7	1	8	8	165	94	259	259	155	80	235	235	2	0	2	2	7	1	8	8



IDASO

Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: Site 3 Pedestrian
Location: Park West Avenue/Cedar Brook Walk
Date: Wed 22-Apr-2026

Arm A - Park West Avenue
Arm B - Cedar Brook Walk
Arm C - Park West Avenue



	MVT 1				MVT 2				MVT 3				MVT 4				MVT 5				MVT 6			
TIME	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	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
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
00:30	0	0	0	0	0	0	0	0	3	0	3	3	3	0	3	3	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
H/TOT	0	0	0	0	0	0	0	0	3	0	3	3	3	0	3	3	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
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
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
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
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
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
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
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
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
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
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	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
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
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
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
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
05:00	0	0	0	0	2	0	2	2	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	0	1	1	1	0	1	1
05:30	0	0	0	0	1	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	3	0	3	3	2	2	4	4	2	0	2	2	1	0	1	1	1	0	1	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1	1	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	1	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	1	0	1	1	3	0	3	3	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	2	2	2	2	3	5	5	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	3	4	4	7	3	10	10	0	1	1	1	0	0	0	0
07:00	0	0	0	0	0	0	0	0	1	0	1	1	2	6	8	8	0	1	1	1	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	5	1	0	1	1	0	0	0	0
07:30	0	0	0	0	0	0	0	0	6	2	8	8	2	0	2	2	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	4	2	6	6	1	1	2	2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	11	4	15	15	7	10	17	17	1	1	2	2	0	0	0	0
08:00	0	0	0	0	0	0	0	0	4	3	7	7	1	1	2	2	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	1	1	1	4	1	5	5	6	2	8	8	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	3	3	3	5	3	8	8	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	3	0	3	3	1	2	3	3	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	1	1	11	7	18	18	13	8	21	21	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	2	0	2	2	1	0	1	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	1	1	0	2	2	2	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	1	0	1	1	4	1	5	5	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	6	0	6	6	5	3	8	8	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	1	4	4	1	0	1	1	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	2	0	2	2	2	0	2	2	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	2	0	2	2
H/TOT	0	0	0	0	0	0	0	0	3	0	3	3	5	0	5	5	0	0	0	0	2	0	2	2
12:00	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	1	3	3	9	0	9	9	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	4	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	6	0	6	6	1	1	2	2	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	3	0	3	3	1	0	1	1	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	2	0	2	2	0	1	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	15	0	15	15	2	2	4	4	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	2	2	2	1	0	1	1	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	1	3	4	4	1	1	2	2	0	0	0	0	1	0	1	1
14:30	0	0	0	0	0	0	0	0	2	0	2	2	1	1	2	2	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	5	8	8	4	3	7	7	0	0	0	0	1	0	1	1
15:00	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	1	2	3	3	3	0	3	3	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	4	0	4	4	1	0	1	1	0	0	0	0	0	0	0	0

H/TOT	0	0	0	0	0	0	0	0	7	3	10	10	5	0	5	5	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	2	2	4	4	2	2	4	4	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	3	6	9	9	4	1	5	5	1	0	1	1	1	0	1	1	1
16:30	0	0	0	0	0	0	0	0	3	2	5	5	1	2	3	3	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	2	4	6	6	7	4	11	11	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	10	14	24	24	14	9	23	23	1	0	1	1	1	0	1	1	1
17:00	0	0	0	0	0	0	0	0	4	5	9	9	3	0	3	3	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	4	1	5	5	3	2	5	5	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	2	2	4	4	0	3	3	3	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	1	0	1	1	0	0	0	0	2	3	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	1	1	10	8	18	18	8	8	16	16	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	2	4	6	6	0	1	1	1	1	0	1	1	0	0	0	0	0
18:15	0	0	0	0	1	0	1	1	1	3	4	4	0	1	1	1	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	2	1	3	3	1	1	2	2	1	0	1	1	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	2	2	4	4	0	0	0	0	0	1	1	1	0	0	0	0	0
H/TOT	0	0	0	0	1	0	1	1	7	10	17	17	1	3	4	4	2	1	3	3	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	1	0	1	1	0	2	2	2	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	5	0	5	5	1	1	2	2	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	1	0	1	1	3	1	4	4	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	2	0	2	2	1	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	9	0	9	9	5	4	9	9	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	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	0	0	0	0	0	0	1	0	1	1	0
20:30	0	0	0	0	0	1	1	1	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
H/TOT	0	0	0	0	0	1	1	1	0	0	0	0	3	0	3	3	0	0	0	0	1	0	1	1	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	1	1	2	2	1	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	1	1	1	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	1	2	2	5	3	8	8	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	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
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
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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	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
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
23:30	0	0	0	0	0	1	1	1	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	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	0	0	0	0	5	3	8	8	104	60	164	164	100	57	157	157	6	3	9	9	6	0	6	6	

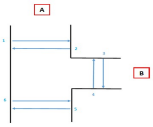


IDASO

Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: Site 4 Pedestrian
Location: Park West Avenue/Barnville Park West Road
Date: Wed 22-Apr-2026

Arm A - Park West Avenue
Arm B - Cedar Brook Way
Arm C - Park West Avenue

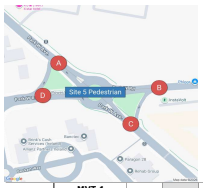
Construction works were noted throughout the survey;





	MVT 1				MVT 2				MVT 3				MVT 4				MVT 5				MVT 6			
TIME	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	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
00:15	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	0	1	1	0	0	0	0
00:30	0	0	0	0	0	0	0	0	3	0	3	3	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
H/TOT	0	0	0	0	0	0	0	0	4	0	4	4	1	0	1	1	1	0	1	1	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
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
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	1	1	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	1	0	1	1	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
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
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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	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
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
03:30	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	1	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
04:30	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	1	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	1	0	1	1	0	2	2	2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	2	3	3	1	3	4	4	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	1	1	2	2	2	0	2	2	0	0	0	0	0	0	0	0
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05:45	0	0	0	0	0	0	0	0	3	2	5	5	2	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	5	5	10	10	7	1	8	8	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	2	0	2	2	1	0	1	1	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	3	2	5	5	1	0	1	1	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	8	1	9	9	18	1	19	19	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	7	3	10	10	8	1	9	9	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	20	6	26	26	28	2	30	30	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	1	6	7	7	7	0	7	7	0	0	0	0	0	0	0	0
07:15	1	0	1	1	1	0	1	1	10	6	16	16	3	1	4	4	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	9	0	9	9	8	2	10	10	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	6	3	9	9	6	3	9	9	0	0	0	0	0	0	0	0
H/TOT	1	0	1	1	1	0	1	1	26	15	41	41	24	6	30	30	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	9	2	11	11	8	0	8	8	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	15	4	19	19	11	2	13	13	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	10	5	15	15	7	3	10	10	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	5	3	8	8	3	0	3	3	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	39	14	53	53	29	5	34	34	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	7	0	7	7	7	0	7	7	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	3	0	3	3	6	0	6	6	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	8	1	9	9	3	0	3	3	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	6	1	7	7	1	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	24	2	26	26	17	0	17	17	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	2	1	3	3	6	0	6	6	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2	0	0	0	0	0	0	0	0
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10:45	0	0	0	0	0	0	0	0	3	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	12	2	14	14	9	0	9	9	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	3	0	3	3	2	0	2	2	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	5	0	5	5	2	1	3	3	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	12	0	12	12	5	1	6	6	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	5	1	6	6	3	0	3	3	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	3	0	3	3	1	1	2	2	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	4	0	4	4	2	0	2	2	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	4	0	4	4	2	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	16	1	17	17	8	1	9	9	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	8	1	9	9	7	0	7	7	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	4	1	5	5	8	0	8	8	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	26	4	30	30	33	0	33	33	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	2	0	2	2	3	2	5	5	0	0	0	0	0	0	0	0
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14:45	0	0	0	0	0	0	0	0	2	2	4	4	1	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	13	6	19	19	19	5	24	24	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	4	0	4	4	6	1	7	7	0	0	0	0	0	0	0	0
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15:30	0	0	0	0	0	0	0	0	10	0	10	10	6	3	9	9	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	3	0	3	3	10	1	11	11	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	20	1	21	21	23	6	29	29	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	5	2	7	7	10	3	13	13	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	18	1	19	19	2	8	10	10	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	5	1	6	6	19	3	22	22	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	10	5	15	15	8	6	14	14	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	38	9	47	47	39	20	59	59	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	22	2	24	24	9	7	16	16	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	11	2	13	13	16	0	16	16	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	9	2	11	11	7	5	12	12	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	7	1	8	8	3	0	3	3	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	49	7	56	56	35	12	47	47	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	6	0	6	6	16	8	24	24	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	4	1	5	5	10	4	14	14	0	0	0	0	0	0	0	0
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18:45	0	0	0	0	0	0	0	0	5	0	5	5	3	0	3	3	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	15	2	17	17	38	13	51	51	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	4	2	6	6	7	0	7	7	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	4	0	4	4	9	0	9	9	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	5	1	6	6	3	0	3	3	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	4	0	4	4	10	0	10	10	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	17	3	20	20	29	0	29	29	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	2	0	2	2	3	0	3	3	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	5	0	5	5	3	1	4	4	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	9	0	9	9	8	2	10	10	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	3	1	4	4	5	0	5	5	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	3	0	3	3	1	0	1	1	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	9	1	10	10	10	0	10	10	0	0	0	0	0	0	0	0

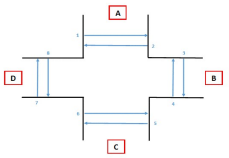
22:00	0	0	0	0	0	0	0	0	1	0	1	1	3	0	3	3	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	1	0	1	1	3	0	3	3	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	2	2	7	0	7	7	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	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
23:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3	0	0	0	0	0	0	0	0
24 TOT	1	0	1	1	1	0	1	1	358	82	440	440	373	78	451	451	1	0	1	1	0	0	0	0



IDASO

Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: Site 5 Pedestrian
Location: Park West Avenue/Park West Road
Date: Wed 22-Apr-2026

Arm A - Park West Avenue
Arm B - Park West Road
Arm C - Park West Avenue
Arm D - Park West Road



	MVT 1				MVT 2				MVT 3				MVT 4				MVT 5				MVT 6				MVT 7				MVT 8			
TIME	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	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
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
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
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
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
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
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
01:30	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
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
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
02:00	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
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
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
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	4	0	4	4	0	0	0
H/TOT	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4	0	4	4
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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	0	0	0	0	0	0	0	0	0	1	1	1
03:45	1	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	0
H/TOT	1	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	2	2	2
04:00	0	0	0	0	0	0	0	0	0	1	1	1	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	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	1	1	1	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
H/TOT	0	0	0	0	0	0	0	0	0	2	2	2	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	1	1	2	2	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	1	0	1	1	0	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	0	0	1	1	1	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	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	1	3	3	0	1	1	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	1	0	1	1	0	0	0	0	0	2	2	2	1	0	1	1	0	0	0	0	0	0	0	0	0	5	1	6	6	0	2	2
06:30	0	0	0	0	1	0	1	1	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	6	1	7
06:45	1	0	1	1	0	0	0	0	4	1	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	4	0	4
H/TOT	2	0	2	2	1	0	1	1	6	3	9	9	1	0	1	1	0	0	0	0	0	0	0	0	0	7	5	12	12	10	3	13
07:00	0	0	0	0	0	0	0	0	4	0	4	4	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	6	2	8
07:15	0	0	0	0	1	0	1	1	0	4	4	4	1	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	1	2	1	3
07:30	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	14	3	17
07:45	0	0	0	0	0	0	0	0	2	1	3	3	0	1	1	1	1	0	1	1	0	0	0	0	0	0	2	2	2	9	1	10
H/TOT	0	0	0	0	1	0	1	1	8	5	13	13	2	1	3	3	2	0	2	2	0	0	0	0	0	3	2	5	5	31	7	38
08:00	0	0	0	0	1	0	1	1	5	1	6	6	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	28	0	28
08:15	3	0	3	3	1	0	1	1	5	3	8	8	3	1	4	4	0	0	0	0	3	0	3	3	2	0	2	2	15	3	18	18
08:30	1	0	1	1	0	0	0	0	2	2	4	4	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1	1	23	1	24	24
08:45	1	0	1	1	2	0	2	2	3	2	5	5	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	45	0	45	45
H/TOT	5	0	5	5	4	0	4	4	15	8	23	23	4	1	5	5	0	0	0	0	5	0	5	5	2	2	4	4	111	4	115	115
09:00	1	0	1	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	11	0	11
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	14	0	14
09:30	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	10	0	10
09:45	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1	0	0	0	0	0	1	0	1	1	8	0	8
H/TOT	1	0	1	1	0	0	0	0	2	2	4	4	0	0	0	0	1	0	1	1	0	0	0	0	0	6	1	7	7	43	0	43	43
10:00	0	1	1	1	0	0	0	0	3	0	3	3	2	0	2	2	0	0	0	0	1	0	1	1	0	2	2	2	4	0	4	4
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
10:30	1	0	1	1	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1
10:45	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2	2	3	0	3
H/TOT	1	1	2	2	0	0	0	0	5	0	5	5	4	0	4	4	1	0	1	1	1	0	1	1	2	3	5	5	8	0	8	8
11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	2	2	0	2
11:15	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	2	1	0	1
11:30	1	0	1	1	0	0	0	0	1	0	1	1	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	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
H/TOT	1	0	1	1	0	0	0	0	2	0	2	2	3	0	3	3	0	0	0	0	0	0	0	0	0	2	2	4	4	0	4	4
12:00	1	0	1	1	0	0	0	0	0	2	2	2	1	1	2	2	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	2	1	3	3	1	0	1	1	3	0	3	3	4	0	4	4	0	0	0	0	2	0	2	2
12:30	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	1	1	3	0	3	3	3	0	3	3	1	0	1	1
12:45	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3	0	0	0
H/TOT	2	0	2	2	1	0	1	1	2	3	5	5	2	1	3	3	5	0	5	5	8	0	8	8	5	1	6	6	3	0	3	3
13:00	0	0	0	0	1	0	1	1	4	0	4	4	1	0	1	1	4	0	4	4	1	0	1	1	1	0	1	1	1	0	1	1
13:15	0	0	0	0	0	0	0	0	2	1	3	3	3	0	3	3	0	0	0	0	1	0	1	1	5	0	5	5	1	0	1	1
13:30	1	0	1	1	0	0	0	0	2	0	2	2	0	0	0	0	2	0	2	2	2	0	2	2	0	1	1	1	5	0	5	5
13:45	0	0	0	0	0	0	0	0	2	1	3	3	5	0	5	5	0	0	0	0	0	0	0	0	3	0	3	3	6	0	6	6
H/TOT	1	0	1	1	1	0	1	1	10	2	12	12	9	0	9	9	6	0	6	6	4	0	4	4	9	1	10	10	13	0	13	13
14:00	1	0	1	1	0	0	0	0	1	0	1	1	0	0	0	0	3	0	3	3	2	0	2	2	3	0	3	3	6	0	6	6
14:15	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	2	0	2	2	4	2	6	6	3	0	3	3
14:30	2	0	2	2	0	0	0	0	0	1	1	1	4	0	4	4	1	0	1	1	0	0	0	0	3	0	3	3	1	1	2	2
14:45	0	0	0	0	0	0	0	0	1	2	3	3	2	0	2	2	1	0	1	1	1	0	1	1	1	1	2	2	5	0	5	5
H/TOT	3	0	3	3	0	0	0	0	3	3	6	6	7	0	7	7	5	0	5	5	5	0	5	5	11	3	14	14	15	1	16	16
15:00	0	0	0	0	0	0	0	0	2	0	2	2	1	1	2	2	2	0	2	2	0	0	0	0	4	0	4	4	2	0	2	2
15:15	0	0	0	0	0	0	0	0	3	0	3	3	2	0	2	2	0	0	0	0	0	0	0	0	2	2	4	4	1	0	1	1
15:30	0	0	0	0	2	0	2	2	2	1	3	3	1	1	2	2	0	0	0	0	0	0	0	0	7	0	7	7	3	0	3	3
15:45	0	0	0	0	0	0	0	0	3	2	5	5	0	1	1	1	0	0	0	0	0	0	0	0	8	1	9	9	6	0	6	6
H/TOT	0	0	0	0	2	0	2	2	10	3	13	13	4	3	7	7	2	0	2	2	0	0	0	0	21	3	24	24	12	0	12	12
16:00	0	0	0	0	3	0	3	3	1	0	1	1	2	3	5	5	0	0	0	0	0	0	0	0	10	0	10	10	4	0	4	4
16:15	1	0	1	1	2	0	2	2	2	1	3	3	0	3	3	3	1	0	1	1	0	0	0	0	10	0	10	10	0	0	0	0
16:30	1	0	1	1	0	0	0	0	2	3	5	5	5	2	7	7	1	0	1	1	0	0	0	0	25	5	30	30	0	1	1	1
16:45	0	0	0	0	0	0	0	0	2	6	8	8	3	2	5	5	0	0	0	0	0	0	0	0	12	2	14	14	0	1	1	1
H/TOT	2	0	2	2	5	0	5	5	7	10	17	17	10	10	20	20	2	0	2	2	0	0	0	0	57	7	64	64	4	2	6	6
17:00	0	0	0	0	12	0	12	12	1	1	2	2	5	1	6	6	2	0	2	2	0	0	0	0	32	1	33	33	7	1	8	8
17:15	0	0	0	0	3	0	3	3	1	1	2	2	9	0	9	9	0	0	0	0	0	0	0	0	38	3	41	41	4	0	4	4
17:30	1	1	2	2	0	0	0	0	0	2	2	2	1	2	3	3	0	1	1	1	0	0	0	0	8	2	10	10	1	0	1	1
17:45	0	0	0	0	1	0	1	1	1	1	2	2	3	1	4	4	3	0	3	3	0	0	0	0	22	1	23	23	2	0	2	2
H/TOT	1	1	2	2	16	0	16	16	3	5	8	8	18	4	22	22	5	1	6	6	0	0	0	0	100	7	107	107	14	1	15	15
18:00	0	0	0	0	2	0	2	2	3	0	3	3	1	0	1	1	0	0	0	0	0	0	0	0	3	3	6	6	1	0	1	1
18:15	0	1	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	11	11	0	0	0	0
18:30	0	0	0	0	0	0	0	0	2	0	2	2	2	0	2	2	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2
18:45	1	0	1	1	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1	2	3	5	5	2	1	3	3
H/TOT	1	1	2	2	3	0	3	3	5	0	5	5	4	0	4	4	0	0	0	0	1	0	1	1	15	8	23	23	5	1	6	6
19:00	0	0	0	0	0	0	0	0	4	0	4	4	2	0	2	2	0	0	0	0	0	0	0	0	1	1	2	2	1	1	2	2

19:15	0	1	1	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	0	0	0	0
19:30	0	0	0	0	0	0	0	0	3	1	4	4	2	0	2	2	0	0	0	0	0	0	0	0	3	0	3	3	4	0	4	4
19:45	0	0	0	0	0	0	0	0	1	1	2	2	4	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	1	1	0	0	0	0	9	2	11	11	8	0	8	8	0	0	0	0	0	0	0	0	6	3	9	9	5	1	6	6
20:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	2	1	3	3	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
20:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
20:45	0	1	1	1	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	1	1	0	0	0	0	0	0	0	0	4	1	5	5	0	0	0	0	0	0	0	0	2	1	3	3	2	0	2	2
21:00	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	2	0	2	2	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	1	0	1	1
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	1	0	1	1	0	0	0	0
H/TOT	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	0	3	3	2	0	2	2
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
22:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0	0	0	0	0	1	0	1	1	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
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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0	0	0	0	0	1	0	1	1	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	1	0	1	1	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	1	0	1	1	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	1	0	1	1	0	0	0	0
23:45	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5	0	0	0	0
24 TOT	21	5	26	26	36	1	37	37	90	49	139	139	83	23	106	106	29	1	30	30	24	0	24	24	261	49	310	310	286	22	308	308

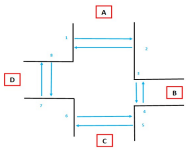


IDASO

Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: Site 6 Pedestrian
Location: Existing Phase 3 Site Access- Cedar Brook Way
Date: Wed 22-Apr-2026

Arm A - Cedar Brook Way
Arm B - Site Access
Arm C - Cedar Brook Way
Arm D - Cedar Brook Walk

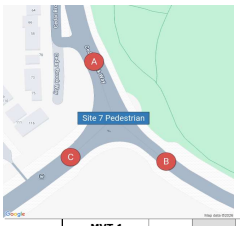
Construction works were noted throughout the survey;





	MVT 1				MVT 2				MVT 3				MVT 4				MVT 5				MVT 6				MVT 7				MVT 8			
TIME	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU
00:00	0	0	0	0	0	0	0	0	1	0	1	1	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	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
00:30	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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
H/TOT	0	0	0	0	2	0	2	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
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
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
01:30	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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
04:30	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	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
H/TOT	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	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
05:15	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
05:30	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
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1
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	1	0	1	1	1	0	1	1
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
06:15	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1
06:30	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	1	4	4
06:45	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2
H/TOT	0	0	0	0	2	0	2	2	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	3	3
07:00	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	1	0	1	1
07:15	0	0	0	0	0	0	0	0	3	0	3	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
07:30	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2
07:45	2	0	2	2	1	0	1	1	0	0	0	0	0	0	0	0	3	0	3	3	1	0	1	1	4	0	4	4	4	0	4	4
H/TOT	2	0	2	2	2	0	2	2	5	0	5	5	1	0	1	1	3	0	3	3	3	0	3	3	6	0	6	6	13	0	13	13
08:00	0	0	0	0	4	0	4	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	5	0	5	5
08:15	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	2	0	2	2	4	0	4	4	3	0	3	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	10	10	2	0	2	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	0	3	3	3	0	3	3
H/TOT	0	0	0	0	5	0	5	5	2	0	2	2	0	0	0	0	1	0	1	1	2	0	2	2	19	1	20	20	13	0	13	13
09:00	1	0	1	1	4	0	4	4	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	1	0	1	1	4	0	4	4
09:15	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	4	0	4	4
09:30	0	0	0	0	1	0	1	1	3	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0
09:45	1	0	1	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0
H/TOT	3	0	3	3	6	0	6	6	5	0	5	5	1	0	1	1	0	0	0	0	0	0	0	0	6	0	6	6	8	0	8	8
10:00	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	2	0	2	2	2	0	2	2
10:15	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
10:45	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
H/TOT	1	0	1	1	2	0	2	2	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	3	0	3	3	8	0	8	8
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4	1	0	1	1
11:15	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
11:30	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2
11:45	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
H/TOT	0	0	0	0	5	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5	8	0	8	8
12:00	0	0	0	0	1	0	1	1	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	1	0	1	1	1	1	2	2
12:15	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	1	0	1	1
12:30	0	0	0	0	1	0	1	1	2	0	2	2	2	0	2	2	0	0	0	0	1	0	1	1	0	0	0	0	3	0	3	3
12:45	0	0	0	0	2	0	2	2	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	2	0	2	2	3	0	3	3
H/TOT	0	0	0	0	5	0	5	5	3	0	3	3	4	0	4	4	0	0	0	0	1	0	1	1	6	0	6	6	8	1	9	9
13:00	1	0	1	1	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	2	0	2	2	3	0	3	3
13:15	0	0	0	0	1	0	1	1	1	0	1	1	2	0	2	2	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2
13:30	1	0	1	1	0	0	0	0	2	0	2	2	2	0	2	2	0	0	0	0	0	0	0	0	3	0	3	3	4	0	4	4
13:45	2	0	2	2	2	0	2	2	4	0	4	4	1	0	1	1	0	0	0	0	1	0	1	1	7	0	7	7	4	0	4	4
H/TOT	4	0	4	4	3	0	3	3	8	0	8	8	6	0	6	6	0	0	0	0	1	0	1	1	13	0	13	13	13	0	13	13
14:00	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4	2	0	2	2
14:15	1	0	1	1	3	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	9	6	2	8	8
14:30	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5	9	0	9	9
14:45	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1
H/TOT	1	0	1	1	7	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	19	19	18	2	20	20
15:00	0	0	0	0	1	0	1	1	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
15:15	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	3	3
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4	3	0	3	3
15:45	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1
H/TOT	0	0	0	0	2	0	2	2	2	0	2	2	2	0	2	2	0	0	0	0	0	0	0	0	6	0	6	6	9	0	9	9
16:00	2	0	2	2	0	0	0	0	2	0	2	2	0	0	0	0	1	0	1	1	0	0	0	0	5	0	5	5	2	0	2	2
16:15	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	9
16:30	1	0	1	1	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	1	1	5	0	5	5
16:45	0	0	0	0	1	0	1	1	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	8	4	0	4	4
H/TOT	3	0	3	3	2	0	2	2	5	0	5	5	1	0	1	1	1	0	1	1	0	0	0	0	14	0	14	14	20	0	20	20
17:00	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0	1	0	1	1	0	0	0	0	2	0	2	2	2	0	2	2
17:15	0	0	0	0	2	0	2	2	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	5	0	5	5	6	0	6	6
17:30	1	0	1	1	0	0	0	0	4	0	4	4	1	0	1	1	0	0	0	0	0	0	0	0	2	0	2	2	3	0	3	3
17:45	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	3	3
H/TOT	2	1	3	3	2	0	2	2	7	0	7	7	2	0	2	2	1	0	1	1	0	0	0	0	10	0	10	10	14	0	14	14
18:00	0	0	0	0	1	0	1	1	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	5	1	6	6	3	0	3	3
18:15	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	6	0	6	6	5	0	5	5
18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	2	0	2	2	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	3	0	3	3
H/TOT	0	0	0	0	2	0	2	2	1	0	1	1	3	0	3	3	1	0	1	1	0	0	0	0	13	1	14	14	11	0	11	11
19:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2	3	0	3	3
19:15	2	0	2	2	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2
19:30	0	0	0	0	0	0	0	0	6	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	3	0	3	3
19:45	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1	1	0	1	1	3	0	3	3	1	0	1	1
H/TOT	3	0	3	3	0	0	0	0	9	0	9	9	0	0	0	0	1	0	1	1	2	0	2	2	8	0	8	8	9	0	9	9
20:00	0	0	0	0	2	0	2	2	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	2	0	2	2	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	2	0	2	2	0	0	0	0
20:30	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	3	0	3	3
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	2	0	2	2	1	0	1	1
H/TOT	2	0	2	2	2	0	2	2	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	8	0	8	8	4	0	4	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
21:15	1	0	1	1	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2

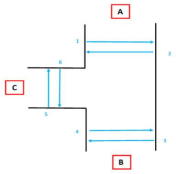
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
H/TOT	1	0	1	1	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	4	0	4	4
22:00	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2
22:15	3	0	3	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4	1	0	1	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	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
H/TOT	3	0	3	3	2	0	2	2	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	5	0	5	5	3	0	3	3
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	1	0	1	1	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
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	1	0	1	1	0	0	0	0
23:45	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
H/TOT	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	1	0	1	1
24 TOT	26	1	27	27	53	0	53	53	52	0	52	52	25	0	25	25	8	0	8	8	10	0	10	10	150	2	152	152	173	4	177	177



IDASO

Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: Site 7 Pedestrian
Location: Barnville Walk/Barnville Park/Cedar Brooke Way
Date: Wed 22-Apr-2026

Arm A - Cedar Brooke Way
Arm B - Barnville Walk
Arm C - Barnville Park
Arm D - Cedar Brooke Way



	MVT 1				MVT 2				MVT 3				MVT 4				MVT 5				MVT 6			
TIME	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	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
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0
01:00	1	0	1	1	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
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
H/TOT	1	0	1	1	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
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
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
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
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
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
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
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
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
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
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
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
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
06:45	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	2	2	2	0	2	2	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
07:15	1	0	1	1	4	0	4	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	1	0	1	1
07:45	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2
H/TOT	1	0	1	1	5	0	5	5	3	0	3	3	0	0	0	0	2	0	2	2	3	0	3	3
08:00	2	0	2	2	1	0	1	1	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
08:15	1	0	1	1	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
08:30	6	0	6	6	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0
H/TOT	9	0	9	9	1	0	1	1	3	0	3	3	0	0	0	0	4	0	4	4	0	0	0	0
09:00	0	0	0	0	0	0	0	0	4	0	4	4	1	0	1	1	4	0	4	4	0	0	0	0
09:15	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1
09:30	1	0	1	1	0	0	0	0	3	0	3	3	0	0	0	0	1	0	1	1	0	0	0	0
09:45	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	1	1	2	0	2	2	7	0	7	7	1	0	1	1	6	0	6	6	1	0	1	1
10:00	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	2	0	2	2	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
10:30	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	0	1	1	0	0	0	0
H/TOT	0	0	0	0	1	0	1	1	2	0	2	2	2	0	2	2	3	0	3	3	0	0	0	0
11:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	1	1	0	0	0	0	1	0	1	1	0	0	0	0	2	0	2	2	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	2	2	0	0	0	0	1	0	1	1	0	0	0	0	4	0	4	4	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0
12:15	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	2	0	2	2	2	0	2	2
12:30	1	0	1	1	0	0	0	0	2	0	2	2	1	0	1	1	2	0	2	2	0	0	0	0
12:45	3	0	3	3	0	0	0	0	1	0	1	1	1	0	1	1	2	0	2	2	0	0	0	0
H/TOT	4	0	4	4	0	0	0	0	4	1	5	5	3	0	3	3	7	0	7	7	2	0	2	2
13:00	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1	1	1	2	2
13:15	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
13:30	1	0	1	1	3	0	3	3	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1
13:45	3	0	3	3	3	0	3	3	3	0	3	3	1	0	1	1	2	0	2	2	2	0	2	2
H/TOT	5	0	5	5	6	0	6	6	4	0	4	4	2	0	2	2	4	0	4	4	4	1	5	5
14:00	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1	1
14:15	3	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0
14:30	5	0	5	5	3	0	3	3	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
H/TOT	9	0	9	9	4	0	4	4	0	0	0	0	0	0	0	0	6	0	6	6	1	1	2	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
15:15	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
15:30	6	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

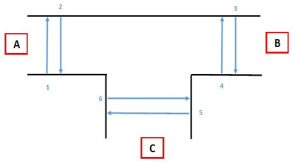
15:45	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	8	0	8	8	1	0	1	1	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0
16:00	0	0	0	0	2	0	2	2	0	0	0	0	1	0	1	1	0	0	0	0	2	0	2	2	0
16:15	0	0	0	0	4	0	4	4	0	1	1	1	0	0	0	0	1	0	1	1	0	0	0	0	0
16:30	1	0	1	1	1	0	1	1	0	0	0	0	2	0	2	2	0	0	0	0	1	0	1	1	0
16:45	2	0	2	2	3	0	3	3	1	0	1	1	0	0	0	0	2	0	2	2	0	0	0	0	0
H/TOT	3	0	3	3	10	0	10	10	1	1	2	2	3	0	3	3	3	0	3	3	3	0	3	3	0
17:00	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0
17:30	0	0	0	0	2	0	2	2	3	0	3	3	1	0	1	1	0	0	0	0	1	0	1	1	0
17:45	0	0	0	0	2	0	2	2	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1	0
H/TOT	2	0	2	2	6	0	6	6	3	0	3	3	2	0	2	2	2	0	2	2	2	0	2	2	0
18:00	2	0	2	2	1	0	1	1	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0
18:15	5	0	5	5	2	0	2	2	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0
18:30	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	3	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	7	0	7	7	7	0	7	7	0	0	0	0	2	0	2	2	2	0	2	2	0	0	0	0	0
19:00	1	0	1	1	3	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0
19:15	1	0	1	1	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0
19:30	4	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	1	0	1	1	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1	1	0	1	1	0
H/TOT	7	0	7	7	5	0	5	5	1	0	1	1	0	0	0	0	1	0	1	1	4	0	4	4	0
20:00	2	0	2	2	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	0	1	1	0
20:15	2	0	2	2	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0
20:45	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	6	0	6	6	1	0	1	1	0	1	1	1	1	0	1	1	1	0	1	1	3	0	3	3	0
21:00	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
21:15	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	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
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
H/TOT	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0
22:15	1	0	1	1	0	0	0	0	1	0	1	1	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
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
H/TOT	1	0	1	1	0	0	0	0	1	0	1	1	0	0	0	0	2	0	2	2	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
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
23:30	1	0	1	1	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
H/TOT	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	70	0	70	70	51	0	51	51	30	3	33	33	16	0	16	16	54	0	54	54	25	2	27	27	



IDASO

Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: Site 8 Pedestrian
Location: Barnville Park
Date: Wed 22-Apr-2026

Arm A - Barnville Park
Arm B - Barnville Park
Arm C - Barnville Park



	MVT 1				MVT 2				MVT 3				MVT 4				MVT 5				MVT 6			
TIME	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
00:15	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	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
H/TOT	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	2	0	2	2	2	0	2	2
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
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
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
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
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
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
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
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
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
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
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
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
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
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
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	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
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	1	1	3	0	3	3	3	0	3	3	0	0	0	0
09:00	0	0	0	0	1	0	1	1	2	0	2	2	3	0	3	3	0	0	0	0	1	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	1	1	2	0	2	2	4	0	4	4	2	0	2	2	3	0	3	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1
10:15	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	2	2	1	0	1	1	0	0	0	0	1	0	1	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	2	0	2	2	3	0	3	3
12:30	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0
12:45	0	0	0	0	1	0	1	1	1	0	1	1	2	0	2	2	0	0	0	0	1	0	1	1
H/TOT	1	0	1	1	1	0	1	1	3	0	3	3	3	0	3	3	4	0	4	4	4	0	4	4
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
13:15	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1	3	0	3	3
13:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	5	0	5	5
H/TOT	0	0	0	0	0	0	0	0	2	0	2	2	2	0	2	2	1	0	1	1	9	0	9	9
14:00	1	0	1	1	1	0	1	1	0	1	1	1	0	0	0	0	1	0	1	1	1	0	1	1
14:15	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	4	0	4	4
14:30	0	0	0	0	0	0	0	0	1	0	1	1	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	1	0	1	1	1	0	1	1	2	0	2	2
H/TOT	1	0	1	1	1	0	1	1	2	1	3	3	2	0	2	2	2	0	2	2	7	0	7	7
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	1	3	0	3	3
H/TOT	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	1	0	1	1	5	0	5	5
16:00	0	0	0	0	0	0	0	0	2	0	2	2	4	0	4	4	1	0	1	1	3	0	3	3
16:15	0	0	0	0	0	0	0	0	4	0	4	4	1	0	1	1	1	0	1	1	2	0	2	2
16:30	0	0	0	0	0	0	0	0	3	0	3	3	3	0	3	3	0	0	0	0	2	0	2	2
16:45	0	0	0	0	0	0	0	0	2	0	2	2	2	0	2	2	2	0	2	2	0	0	0	0

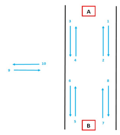
H/TOT	0	0	0	0	0	0	0	0	11	0	11	11	10	0	10	10	4	0	4	4	7	0	7	7
17:00	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2	1	0	1	1	1	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4	0	0	0	0	1	0	1	1
17:30	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0	1	0	1	1	0	0	0	0
17:45	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	7	0	7	7	6	0	6	6	2	0	2	2	2	0	2	2
18:00	1	0	1	1	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	2	0	0	0	0
18:15	0	0	0	0	0	0	0	0	4	2	6	6	5	0	5	5	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	5	0	5	5	0	0	0	0	0	0	0	0	1	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
H/TOT	1	0	1	1	0	0	0	0	9	2	11	11	7	0	7	7	2	0	2	2	1	0	1	1
19:00	0	0	0	0	0	0	0	0	9	1	10	10	7	3	10	10	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0	6	0	6	6	1	0	1	1
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
H/TOT	0	0	0	0	0	0	0	0	15	1	16	16	7	3	10	10	6	0	6	6	2	0	2	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	1	0	0	0	0
20:15	0	0	0	0	2	0	2	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	2	0	2	2
20:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	2	0	2	2	3	0	3	3	1	1	2	2	1	0	1	1	2	0	2	2
21:00	0	0	0	0	0	0	0	0	1	0	1	1	5	0	5	5	0	0	0	0	1	0	1	1
21:15	0	0	0	0	0	0	0	0	5	0	5	5	0	0	0	0	0	0	0	0	1	0	1	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	6	0	6	6	7	0	7	7	0	0	0	0	2	0	2	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0
22:15	0	0	0	0	1	0	1	1	2	0	2	2	1	0	1	1	0	0	0	0	2	0	2	2
22:30	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
22:45	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	1	1	3	0	3	3	3	0	3	3	1	0	1	1	2	0	2	2	3	0	3	3
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
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
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
23:45	0	0	0	0	0	0	0	0	2	0	2	2	1	0	1	1	1	0	1	1	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	2	2	1	0	1	1	1	0	1	1	0	0	0	0
24 TOT	4	0	4	4	8	0	8	8	71	4	75	75	56	4	60	60	38	0	38	38	51	0	51	51

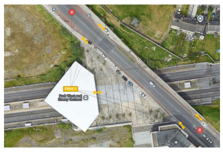


IDASO

Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: PEDS 1
Location: Park West and Cherry Orchard Station
Date: Wed 22-Apr-2026

Arm A - Park West Avenue
Arm B -Park West Avenue





Movement 10 – entries to the train station; Movement 9 – exits from the train station.

	MVT 1				MVT 2				MVT 3				MVT 4				MVT 5			
TIME	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU
00:00	2	0	2	2	0	0	0	0	2	0	2	2	2	0	2	2	0	0	0	0
00:15	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0
00:30	3	0	3	3	0	0	0	0	6	0	6	6	4	0	4	4	0	0	0	0
00:45	0	0	0	0	0	0	0	0	11	0	11	11	0	0	0	0	0	0	0	0
H/TOT	5	0	5	5	1	0	1	1	20	0	20	20	6	0	6	6	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:15	0	0	0	0	0	0	0	0	2	0	2	2	3	0	3	3	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
01:45	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	2	0	2	2	3	0	3	3	0	1	1	1
02:00	0	0	0	0	1	0	1	1	1	0	1	1	1	0	1	1	1	0	1	1
02:15	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
02:45	1	0	1	1	1	0	1	1	0	0	0	0	1	0	1	1	0	0	0	0
H/TOT	1	0	1	1	2	0	2	2	1	0	1	1	2	0	2	2	1	0	1	1
03:00	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	1	4	0	4	4
03:15	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	1	1	1	0	0	0	0	0	0	0	0
03:45	1	1	2	2	0	0	0	0	1	0	1	1	3	0	3	3	0	0	0	0
H/TOT	1	1	2	2	0	0	0	0	1	2	3	3	4	0	4	4	4	0	4	4
04:00	0	1	1	1	0	0	0	0	0	0	0	0	5	0	5	5	0	0	0	0
04:15	0	0	0	0	0	0	0	0	3	0	3	3	4	0	4	4	2	0	2	2
04:30	0	1	1	1	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
04:45	0	0	0	0	0	0	0	0	1	0	1	1	3	0	3	3	0	2	2	2
H/TOT	0	2	2	2	0	0	0	0	4	0	4	4	13	0	13	13	2	2	4	4
05:00	1	1	2	2	1	0	1	1	0	0	0	0	2	1	3	3	2	1	3	3
05:15	1	1	2	2	0	0	0	0	0	0	0	0	5	0	5	5	1	0	1	1
05:30	1	3	4	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
05:45	1	2	3	3	1	0	1	1	0	0	0	0	2	0	2	2	0	0	0	0
H/TOT	4	7	11	11	3	0	3	3	0	0	0	0	9	1	10	10	3	1	4	4
06:00	1	0	1	1	1	0	1	1	0	1	1	1	3	0	3	3	0	1	1	1
06:15	1	4	5	5	0	0	0	0	5	1	6	6	3	0	3	3	4	0	4	4
06:30	3	2	5	5	7	0	7	7	5	2	7	7	9	2	11	11	3	2	5	5
06:45	4	4	8	8	2	1	3	3	3	0	3	3	1	1	2	2	0	2	2	2
H/TOT	9	10	19	19	10	1	11	11	13	4	17	17	16	3	19	19	7	5	12	12
07:00	0	7	7	7	1	0	1	1	1	1	2	2	4	1	5	5	1	0	1	1
07:15	5	8	13	13	2	0	2	2	10	0	10	10	0	1	1	1	1	2	3	3
07:30	3	1	4	4	3	1	4	4	10	0	10	10	11	1	12	12	2	2	4	4
07:45	7	5	12	12	3	2	5	5	7	0	7	7	13	0	13	13	0	1	1	1
H/TOT	15	21	36	36	9	3	12	12	28	1	29	29	28	3	31	31	4	5	9	9
08:00	7	2	9	9	0	0	0	0	4	0	4	4	11	1	12	12	0	1	1	1
08:15	7	5	12	12	4	0	4	4	16	0	16	16	17	2	19	19	2	3	5	5
08:30	6	4	10	10	5	1	6	6	7	0	7	7	11	3	14	14	2	2	4	4
08:45	3	3	6	6	2	0	2	2	3	0	3	3	8	0	8	8	0	0	0	0
H/TOT	23	14	37	37	11	1	12	12	30	0	30	30	47	6	53	53	4	6	10	10
09:00	4	1	5	5	3	0	3	3	3	0	3	3	7	0	7	7	3	0	3	3
09:15	2	0	2	2	1	0	1	1	6	0	6	6	17	0	17	17	0	0	0	0
09:30	8	1	9	9	2	0	2	2	6	0	6	6	2	1	3	3	5	1	6	6
09:45	5	2	7	7	1	0	1	1	3	1	4	4	2	0	2	2	0	0	0	0
H/TOT	19	4	23	23	7	0	7	7	18	1	19	19	28	1	29	29	8	1	9	9
10:00	4	0	4	4	5	0	5	5	1	0	1	1	1	1	2	2	2	1	3	3
10:15	0	0	0	0	2	0	2	2	1	0	1	1	2	0	2	2	2	0	2	2
10:30	1	0	1	1	1	0	1	1	3	0	3	3	5	0	5	5	1	0	1	1
10:45	3	0	3	3	2	0	2	2	3	1	4	4	0	1	1	1	0	1	1	1
H/TOT	8	0	8	8	10	0	10	10	8	1	9	9	8	2	10	10	5	2	7	7
11:00	3	0	3	3	1	1	2	2	2	0	2	2	0	0	0	0	0	0	0	0
11:15	2	0	2	2	2	0	2	2	6	0	6	6	2	0	2	2	1	0	1	1
11:30	0	0	0	0	0	0	0	0	2	0	2	2	1	0	1	1	3	0	3	3
11:45	1	0	1	1	0	0	0	0	2	0	2	2	1	0	1	1	1	0	1	1
H/TOT	6	0	6	6	3	1	4	4	12	0	12	12	4	0	4	4	5	0	5	5
12:00	1	1	2	2	3	0	3	3	2	0	2	2	1	0	1	1	0	0	0	0
12:15	0	1	1	1	1	2	3	3	5	0	5	5	1	0	1	1	0	0	0	0
12:30	4	0	4	4	2	0	2	2	3	0	3	3	1	0	1	1	2	0	2	2
12:45	3	0	3	3	3	0	3	3	0	1	1	1	2	1	3	3	4	1	5	5
H/TOT	8	2	10	10	9	2	11	11	10	1	11	11	5	1	6	6	6	1	7	7
13:00	8	1	9	9	8	0	8	8	0	0	0	0	2	1	3	3	4	1	5	5
13:15	5	2	7	7	6	1	7	7	3	0	3	3	6	0	6	6	4	0	4	4
13:30	7	0	7	7	4	0	4	4	5	0	5	5	5	1	6	6	0	1	1	1
13:45	13	2	15	15	5	0	5	5	7	0	7	7	5	0	5	5	6	0	6	6
H/TOT	33	5	38	38	23	1	24	24	15	0	15	15	18	2	20	20	14	2	16	16
14:00	8	0	8	8	4	2	6	6	0	0	0	0	1	0	1	1	5	0	5	5
14:15	3	0	3	3	5	1	6	6	1	2	3	3	10	2	12	12	6	2	8	8
14:30	4	1	5	5	5	0	5	5	4	1	5	5	1	1	2	2	3	0	3	3
14:45	5	2	7	7	0	0	0	0	0	0	0	0	2	0	2	2	0	3	3	3
H/TOT	20	3	23	23	14	3	17	17	5	3	8	8	14	3	17	17	14	5	19	19
15:00	7	0	7	7	6	1	7	7	3	0	3	3	6	0	6	6	1	0	1	1
15:15	15	1	16	16	1	0	1	1	2	2	4	4	1	2	3	3	7	2	9	9
15:30	9	1	10	10	4	2	6	6	2	0	2	2	6	2	8	8	7	1	8	8
15:45	8	2	10	10	4	0	4	4	3	0	3	3	4	1	5	5	14	1	15	15
H/TOT	39	4	43	43	15	3	18	18	10	2	12	12	17	5	22	22	29	4	33	33
16:00	7	2	9	9	5	4	9	9	6	0	6	6	14	0	14	14	17	0	17	17
16:15	7	1	8	8	2	7	9	9	7	1	8	8	0	2	2	2	24	3	27	27
16:30	5	3	8	8	8	1	9	9	4	0	4	4	16	2	18	18	38	3	41	41
16:45	8	4	12	12	8	4	12	12	6	1	7	7	3	6	9	9	10	5	15	15
H/TOT	27	10	37	37	23	16	39	39	23	2	25	25	33	10	43	43	89	11	100	100
17:00	3	3	6	6	5	6	11	11	18	0	18	18	6	2	8	8	50	1	51	51
17:15	4	1	5	5	10	1	11	11	10	0	10	10	10	1	11	11	46	1	47	47
17:30	6	2	8	8	4	3	7	7	10	2	12	12	8	2	10	10	30	2	32	32
17:45	11	1	12	12	3	0	3	3	7	1	8	8	1	0	1	1	25	4	29	29
H/TOT	24	7	31	31	22	10	32	32	45	3	48	48	25	5	30	30	151	8	159	159
18:00	4	0	4	4	5	6	11	11	8	1	9	9	10	3	13	13	11	3	14	14
18:15	5	0	5	5	1	2	3	3	6	0	6	6	10	3	13	13	11	2	13	13
18:30	2	1	3	3	3	0	3	3	4	0	4	4	13	0	13	13	8	0	8	8
18:45	4	0	4	4	0	0	0	0	3	1	4	4	12	2	14	14	10	1	11	11
H/TOT	15	1	16	16	9	8	17	17	21	2	23	23	45	8	53	53	40	6	46	46
19:00	2	2	4	4	0	0	0	0	7	1	8	8	3	0	3	3	1	1	2	2
19:15	3	0	3	3	0	0	0	0	3	0	3	3	8	1	9	9	3	1	4	4
19:30	2	1	3	3	3	0	3	3	11	0	11	11	1	0	1	1	5	0	5	5
19:45	6	1	7	7	2	0	2	2	4	0	4	4	6	0	6	6	2	0	2	2
H/TOT	13	4	17	17	5	0	5	5	25	1	26	26	18	1	19	19	11	2	13	13
20:00	1	0	1	1	2	0	2	2	4	0	4	4	0	0	0	0	5	0	5	5
20:15	3	1	4	4	1	0	1	1	3	0	3	3	3	0	3	3	1	0	1	1
20:30	2	0	2	2	1	1	2	2	0	0	0	0	2	0	2	2	1	0	1	1
20:45	3	0	3	3	3	1	4	4	1	0	1	1	1	0	1	1	3	1	4	4
H/TOT	9	1	10	10	7	2	9	9	8	0	8	8	6	0	6	6	10	1	11	11
21:00	0	0	0	0	0	0	0	0	3	1	4	4	5	0	5	5	0	0	0	0
21:15	2	0	2	2	0	1	1	1	3	0	3	3	2	0	2	2	0	0	0	0
21:30	1	1	2	2	1	0	1	1	3	0	3	3	0	0	0	0	1	0	1	1
21:45	0	0	0	0	0	0	0	0	4	0	4	4	0	0	0	0	0	0	0	0
H/TOT	3	1	4	4	1	1	2	2	13	1	14	14	7	0	7	7	1	0	1	1
22:00	0	0	0	0	0	0	0	0	1	1	2	2	2	0	2	2	1	0	1	1
22:15	1	0	1	1	4	0	4	4	2	0	2	2	1	0	1	1	2	0	2	2
22:30	0	0	0	0	1	0	1	1	0	0	0	0	5	0	5	5	0	0	0	0
22:45	1	0	1	1	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0
H/TOT	2	0	2	2	5	0	5	5	5	1	6	6	8	0	8	8	3	0	3	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	1
23:30	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	0	1	1
23:45	3	0	3	3	0	0	0	0	2	0	2	2	0	1	1	1	0	1	1	1
H/TOT	3	0	3	3	0	1	1	1	2	0	2	2	1	2	3	3	2	1	3	3
24 TOT	287	97	384	384	189	53	242	242	319	25	344	344	365	53	418	418	413	64	477	477

	MVT 6				MVT 7				MVT 8				MVT 9				MVT 10			
TIME	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU	PEDS	P/C	TOT	PCU
00:00	1	0	1	1	0	0	0	0	1	0	1	1	2	0	2	2	1	0	1	1
00:15	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	3	0	3	3	1	0	1	1	2	0	2	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	12
H/TOT	1	0	1	1	1	0	1	1	4	0	4	4	3	0	3	3	15	0	15	15
01:00	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	5	0	5	5	5	0	5	5
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:45	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	5	0	5	5	6	0	6	6
02:00	1	0	1	1	1	0	1	1	0	0	0	0	1	0	1	1	1	0	1	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1
02:30	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	2	0	2	2	1	0	1	1
H/TOT	1	0	1	1	1	0	1	1	0	0	0	0	4	0	4	4	3	0	3	3
03:00	0	1	1	1	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
03:30	0	1	1	1	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4	0	0	0	0
H/TOT	0	2	2	2	0	0	0	0	0	0	0	0	7	0	7	7	1	0	1	1
04:00	0	0	0	0	0	0	0	0	0	1	1	1	10	0	10	10	1	0	1	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	3	0	3	3
04:30	1	0	1	1	0	0	0	0	0	1	1	1	1	0	1	1	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0
H/TOT	1	0	1	1	0	0	0	0	0	2	2	2	15	0	15	15	4	0	4	4
05:00	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
05:15	1	0	1	1	1	0	1	1	1	1	2	2	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	2	0	2	2
05:45	0	0	0	0	0	0	0	0	3	1	4	4	0	0	0	0	0	0	0	0
H/TOT	1	0	1	1	1	0	1	1	4	5	9	9	0	0	0	0	2	0	2	2
06:00	0	1	1	1	0	0	0	0	1	0	1	1	3	0	3	3	1	0	1	1
06:15	0	1	1	1	1	0	1	1	2	4	6	6	0	0	0	0	11	0	11	11
06:30	11	1	12	12	1	0	1	1	6	2	8	8	25	2	27	27	23	2	25	25
06:45	0	0	0	0	0	0	0	0	3	4	7	7	1	0	1	1	12	0	12	12
H/TOT	11	3	14	14	2	0	2	2	12	10	22	22	29	2	31	31	47	2	49	49
07:00	16	1	17	17	0	0	0	0	3	4	7	7	23	1	24	24	12	0	12	12
07:15	1	0	1	1	1	0	1	1	2	7	9	9	1	0	1	1	27	0	27	27
07:30	17	0	17	17	1	0	1	1	4	1	5	5	43	2	45	45	17	0	17	17
07:45	23	2	25	25	1	1	2	2	3	5	8	8	83	0	83	83	29	4	33	33
H/TOT	57	3	60	60	3	1	4	4	12	17	29	29	150	3	153	153	85	4	89	89
08:00	16	0	16	16	0	0	0	0	4	1	5	5	14	0	14	14	11	0	11	11
08:15	39	2	41	41	3	0	3	3	10	5	15	15	91	2	93	93	39	1	40	40
08:30	26	2	28	28	0	1	1	1	8	3	11	11	95	2	97	97	19	0	19	19
08:45	50	0	50	50	0	0	0	0	11	4	15	15	47	0	47	47	7	0	7	7
H/TOT	131	4	135	135	3	1	4	4	33	13	46	46	247	4	251	251	76	1	77	77
09:00	15	0	15	15	0	0	0	0	1	1	2	2	29	1	30	30	21	0	21	21
09:15	21	0	21	21	1	0	1	1	3	0	3	3	46	0	46	46	3	0	3	3
09:30	16	0	16	16	0	0	0	0	4	1	5	5	19	1	20	20	21	0	21	21
09:45	10	1	11	11	3	0	3	3	5	1	6	6	7	1	8	8	9	2	11	11
H/TOT	62	1	63	63	4	0	4	4	13	3	16	16	101	3	104	104	54	2	56	56
10:00	6	0	6	6	3	0	3	3	2	0	2	2	13	0	13	13	6	0	6	6
10:15	5	0	5	5	1	0	1	1	1	0	1	1	4	0	4	4	5	0	5	5
10:30	0	0	0	0	0	0	0	0	1	1	2	2	1	0	1	1	5	0	5	5
10:45	1	0	1	1	2	0	2	2	2	0	2	2	4	0	4	4	5	0	5	5
H/TOT	12	0	12	12	6	0	6	6	6	1	7	7	22	0	22	22	21	0	21	21
11:00	1	1	2	2	1	0	1	1	2	0	2	2	7	1	8	8	2	0	2	2
11:15	4	0	4	4	3	0	3	3	2	0	2	2	5	0	5	5	6	0	6	6
11:30	1	0	1	1	0	0	0	0	0	0	0	0	1	0	1	1	3	0	3	3
11:45	1	0	1	1	0	0	0	0	1	0	1	1	4	0	4	4	6	0	6	6
H/TOT	7	1	8	8	4	0	4	4	5	0	5	5	17	1	18	18	17	0	17	17
12:00	4	0	4	4	1	0	1	1	1	2	3	3	3	1	4	4	4	0	4	4
12:15	1	0	1	1	1	2	3	3	0	1	1	1	2	0	2	2	3	0	3	3
12:30	0	0	0	0	1	0	1	1	3	0	3	3	0	0	0	0	7	0	7	7
12:45	5	1	6	6	0	0	0	0	1	0	1	1	5	0	5	5	13	1	14	14
H/TOT	10	1	11	11	3	2	5	5	5	3	8	8	10	1	11	11	27	1	28	28
13:00	2	0	2	2	5	0	5	5	5	0	5	5	8	0	8	8	3	0	3	3
13:15	0	0	0	0	4	0	4	4	6	1	7	7	0	0	0	0	7	0	7	7
13:30	5	0	5	5	3	0	3	3	4	0	4	4	11	0	11	11	9	0	9	9
13:45	6	0	6	6	5	0	5	5	4	2	6	6	17	0	17	17	14	1	15	15
H/TOT	13	0	13	13	17	0	17	17	19	3	22	22	36	0	36	36	33	1	34	34
14:00	1	0	1	1	0	2	2	2	2	0	2	2	9	0	9	9	8	0	8	8
14:15	7	1	8	8	4	1	5	5	1	0	1	1	16	0	16	16	5	0	5	5
14:30	1	1	2	2	1	1	2	2	4	1	5	5	2	0	2	2	12	0	12	12
14:45	2	0	2	2	0	0	0	0	3	2	5	5	10	0	10	10	4	0	4	4
H/TOT	11	2	13	13	5	4	9	9	10	3	13	13	37	0	37	37	29	0	29	29
15:00	1	0	1	1	4	1	5	5	1	0	1	1	10	0	10	10	2	0	2	2
15:15	4	1	5	5	0	0	0	0	1	1	2	2	7	0	7	7	20	0	20	20
15:30	4	0	4	4	1	2	3	3	3	1	4	4	8	0	8	8	20	0	20	20
15:45	0	0	0	0	2	0	2	2	3	2	5	5	3	0	3	3	26	0	26	26
H/TOT	9	1	10	10	7	3	10	10	8	4	12	12	28	0	28	28	68	0	68	68
16:00	5	0	5	5	2	4	6	6	0	2	2	2	27	0	27	27	30	0	30	30
16:15	3	0	3	3	1	7	8	8	2	1	3	3	0	0	0	0	46	2	48	48
16:30	2	1	3	3	4	2	6	6	2	3	5	5	32	1	33	33	60	1	61	61
16:45	1	1	2	2	6	5	11	11	3	4	7	7	0	1	1	1	33	0	33	33
H/TOT	11	2	13	13	13	18	31	31	7	10	17	17	59	2	61	61	169	3	172	172
17:00	6	1	7	7	4	5	9	9	1	2	3	3	15	0	15	15	82	1	83	83
17:15	5	0	5	5	10	0	10	10	0	1	1	1	17	1	18	18	90	0	90	90
17:30	3	1	4	4	4	3	7	7	4	1	5	5	23	0	23	23	58	3	61	61
17:45	0	1	1	1	3	0	3	3	1	1	2	2	1	0	1	1	49	3	52	52
H/TOT	14	3	17	17	21	8	29	29	6	5	11	11	56	1	57	57	279	7	286	286
18:00	1	1	2	2	3	7	10	10	3	0	3	3	23	1	24	24	19	1	20	20
18:15	2	0	2	2	1	2	3	3	0	0	0	0	12	0	12	12	17	0	17	17
18:30	5	1	6	6	1	0	1	1	2	1	3	3	24	1	25	25	14	0	14	14
18:45	4	1	5	5	1	0	1	1	4	0	4	4	24	0	24	24	14	0	14	14
H/TOT	12	3	15	15	6	9	15	15	9	1	10	10	83	2	85	85	64	1	65	65
19:00	0	2	2	2	0	0	0	0	1	1	2	2	15	0	15	15	8	1	9	9
19:15	1	0	1	1	0	0	0	0	3	0	3	3	15	0	15	15	9	0	9	9
19:30	5	0	5	5	3	0	3	3	1	1	2	2	5	0	5	5	10	0	10	10
19:45	3	0	3	3	3	0	3	3	1	1	2	2	23	0	23	23	4	0	4	4
H/TOT	9	2	11	11	6	0	6	6	6	3	9	9	58	0	58	58	31	1	32	32
20:00	2	0	2	2	2	0	2	2	1	0	1	1	1	0	1	1	5	0	5	5
20:15	1	0	1	1	1	0	1	1	0	1	1	1	11	0	11	11	5	0	5	5
20:30	2	0	2	2	1	1	2	2	2	0	2	2	5	0	5	5	3	0	3	3
20:45	0	1	1	1	1	1	2	2	0	0	0	0	0	1	1	1	0	0	0	0
H/TOT	5	1	6	6	5	2	7	7	3	1	4	4	17	1	18	18	13	0	13	13
21:00	5	1	6	6	0	0	0	0	0	0	0	0	13	0	13	13	3	0	3	3
21:15	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	1	0	1	1
21:30	1	0	1	1	0	0	0	0	0	1	1	1	3	0	3	3	2	0	2	2
21:45	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	0	1	1
H/TOT	6	1	7	7	1	1	2	2	0	2	2	2	16	0	16	16	7	0	7	7
22:00	1	1	2	2	0	0	0	0	0	0	0	0	6	0	6	6	3	0	3	3
22:15	3	0	3	3	4	0	4	4	1	0	1	1	7	0	7	7	1	0	1	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	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
H/TOT	4	1	5	5	4	0	4	4	1	0	1	1	15	0	15	15	4	0	4	4
23:00	0	0	0	0	0	0	0	0	1	0	1	1	8	0	8	8	1	0	1	1
23:15	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	1	1	1	0	0	0	0	0	0	0	0	1	0	1	1
23:45	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	2	0	2	2
H/TOT	0	0	0	0	0	1	1	1	2	0	2	2	8	0	8	8	4	0	4	4
24 TOT	388	31	419	419	113	50	163	163	165	86	251	251	1023	20	1043	1043	1059	23	1082	1082

IDASO
Innovative Data Solutions

Project Reference:

260239 - Park West and Cherry Orchard Dublin 10

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IDASO

Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Date: Wed 22 Apr 2026





IDASO

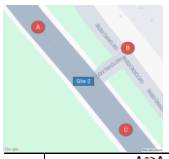
Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: Site 1
Location: Cloverhill Road/Park West Avenue/Palmerstown Way
Date: Wed 22-Apr-2026
AM Peak: 07:30 — 08:30 **Total:** 1255
PM Peak: 16:00 — 17:00 **Total:** 1199
15 Min Peak: 07:45 — 08:00 **Total:** 337

Arm A - Cloverhill Road
Arm B - Park West Avenue
Arm C - Palmerstown Way

	A => A									A => B									A => C								
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
00:00	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	7.5	0	0	6	1	0	0	0	7	7
00:15	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	4	5	0	0	2	0	0	0	0	2	2
00:30	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	7	7.5	0	0	5	0	0	0	0	5	5
00:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	7	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	16	1	4	0	0	21	23	0	0	20	1	0	0	0	21	21
01:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	3	0	0	0	0	3	3
01:15	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	5	5	0	0	5	1	0	0	0	6	6
01:30	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	3.5	0	0	5	1	0	0	0	6	6
01:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	5	2	0	0	11	12	0	0	15	2	0	0	0	17	17
02:00	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
02:15	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
02:30	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
02:45	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	1	3	0	0	8	9.5	0	0	2	1	0	0	0	3	3
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
03:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	1	1	0	0	3	3.5
03:30	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	4	5	0	0	2	0	0	0	0	2	2
03:45	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	0	0	0	0	0	0	5	2	2	0	0	9	10	0	0	5	1	2	0	0	8	9
04:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	3	4.3	0	0	0	1	0	0	0	1	1
04:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	5	0	0	0	0	5	5
04:30	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	6	5.2	0	0	5	0	0	0	0	5	5
04:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	4	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	1	0	8	5	0	1	0	15	15.5	0	0	14	1	0	0	0	15	15
05:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	8	0	1	0	0	9	9.5
05:15	0	0	0	0	0	0	0	0	0	1	0	3	1	1	0	0	6	5.7	1	0	6	0	0	0	0	7	6.2
05:30	0	0	0	0	0	0	0	0	0	2	0	13	2	0	1	0	18	17.7	1	0	19	1	2	0	0	23	23.2
05:45	0	0	0	0	0	0	0	0	0	1	0	15	2	0	0	0	18	17.2	0	0	13	2	3	1	0	19	21.8
H/TOT	0	0	0	0	0	0	0	0	0	4	0	32	6	1	1	0	44	42.6	2	0	46	3	6	1	0	58	60.7
06:00	0	0	0	0	0	0	0	0	0	0	0	21	6	0	2	0	29	31.6	0	0	13	1	0	1	0	15	16.3
06:15	0	0	0	0	0	0	0	0	0	1	0	25	3	0	3	0	32	35.1	1	1	19	6	0	1	0	28	27.9
06:30	0	0	0	0	0	0	0	0	0	0	1	40	13	1	2	0	57	59.5	1	0	33	14	3	1	0	52	54
06:45	0	0	0	0	0	0	0	0	0	3	0	56	16	2	4	0	81	84.8	0	0	27	7	3	0	0	37	38.5
H/TOT	0	0	0	0	0	0	0	0	0	4	1	142	38	3	11	0	199	211	2	1	92	28	6	3	0	132	136.7
07:00	0	0	0	0	0	0	0	0	0	8	0	55	10	4	3	0	80	79.5	0	0	37	8	1	2	0	48	51.1
07:15	0	0	0	0	0	0	0	0	0	2	1	58	12	3	3	0	79	82.2	2	0	34	10	1	0	0	47	45.9
07:30	0	0	0	0	0	0	0	0	0	1	3	59	21	0	1	0	85	83.7	0	0	61	11	1	1	0	74	75.8
07:45	0	0	0	0	0	0	0	0	0	3	0	90	13	1	1	1	109	109.4	0	1	41	11	4	3	0	60	65.3
H/TOT	0	0	0	0	0	0	0	0	0	14	4	262	56	8	8	1	353	354.8	2	1	173	40	7	6	0	229	238.1
08:00	0	0	0	0	0	0	0	0	0	5	1	80	14	3	2	0	105	104.5	0	0	49	14	2	1	0	66	68.3
08:15	0	0	0	0	0	0	0	0	0	2	1	74	8	4	3	1	93	97.7	0	0	48	12	3	1	0	64	66.8
08:30	0	0	0	0	0	0	0	0	0	1	0	67	13	1	4	0	86	90.9	0	0	29	11	3	0	0	43	44.5
08:45	0	0	0	0	0	0	0	0	0	1	2	67	11	2	4	0	87	91.2	0	1	28	12	4	0	0	45	46.4
H/TOT	0	0	0	0	0	0	0	0	0	9	4	288	46	10	13	1	371	384.3	0	1	154	49	12	2	0	218	226
09:00	0	0	0	0	0	0	0	0	0	0	0	67	14	3	6	0	90	99.3	0	0	24	9	1	1	0	35	36.8
09:15	0	0	0	0	0	0	0	0	0	0	0	77	7	4	5	0	93	101.5	0	0	40	6	5	3	0	54	60.4
09:30	0	0	0	0	0	0	0	0	0	1	0	57	14	1	2	0	75	77.3	0	0	33	13	5	0	0	51	53.5
09:45	0	0	0	0	0	0	0	0	0	2	0	41	14	3	1	0	61	62.2	0	0	31	7	2	1	0	41	43.3
H/TOT	0	0	0	0	0	0	0	0	0	3	0	242	49	11	14	0	319	340.3	0	0	128	35	13	5	0	181	194
10:00	0	0	0	0	0	0	0	0	0	0	0	55	12	1	3	0	71	75.4	0	1	30	11	6	1	0	49	52.7
10:15	0	0	0	0	0	0	0	0	0	1	0	26	15	4	2	0	48	51.8	0	0	18	9	4	1	0	32	35.3
10:30	0	0	0	0	0	0	0	0	0	0	1	40	12	2	3	0	58	62.3	0	0	32	6	5	3	0	46	52.4
10:45	0	0	0	0	0	0	0	0	0	0	1	21	13	2	1	0	38	39.7	0	0	28	9	2	0	0	39	40
H/TOT	0	0	0	0	0	0	0	0	0	1	2	142	52	9	9	0	215	229.2	0	1	108	35	17	5	0	166	180.4
11:00	0	0	1	0	0	0	0	1	1	0	0	38	9	1	1	0	49	50.8	0	0	30	12	3	1	0	46	48.8
11:15	0	0	0	0	0	0	0	0	0	0	0	41	6	3	3	0	53	58.4	0	0	29	2	4	1	0	36	39.3
11:30	0	0	0	0	0	0	0	0	0	0	0	49	4	4	6	0	63	72.8	0	0	32	7	5	0	0	44	46.5
11:45	0	0	0	0	0	0	0	0	0	0	2	37	11	2	5	0	57	63.3	0	0	28	7	2	2	0	39	42.6
H/TOT	0	0	1	0	0	0	0	1	1	0	2	165	30	10	15	0	222	245.3	0	0	119	28	14	4	0	165	177.2
12:00	0	0	0	0	0	0	0	0	0	0	1	39	12	1	3	0	56	59.8	0	0	43	9	3	0	0	55	56.5
12:15	0	0	0	0	0	0	0	0	0	0	0	46	12	3	0	0	61	62.5	1	2	35	11	1	0	0	50	48.5
12:30	0	0	0	0	0	0	0	0	0	0	1	37	13	2	6	0	59	67.2	0	1	35	10	2	3	0	51	55.3
12:45	0	0	0	0	0	0	0	0	0	2	1	46	7	3	2	0	61	62.9	0	0	32	6	4	2	0	44	48.6
H/TOT	0	0	0	0	0	0	0	0	0	2	3	168	44	9	11	0	237	252.4	1	3	145	36	10	5	0	200	208.9
13:00	0	0	0	0	0	0	0	0	0	2	1	43	14	0	1	1	62	62.1	0	0	51	6	2	1	0	60	62.3
13:15	0	0	0	0	0	0	0	0	0	1	3	47	7	2	0	1	61	60.4	0	0	35	2	2	1	0	40	42.3
13:30	0	0	0	0	0	0	0	0	0	1	1	42	16	2	2	0	64	66.2	0	0	43	3	5	1	0	52	55.8
13:45	0	0	0	0	0	0	0	0	0	0	0	52	11	1	2	1	67	71.1	1	0	31	6	8	1	0	47	51.5
H/TOT	0	0	0	0	0	0	0	0	0	4	5	184	48	5	5	3	254	259.8	1	0	160	17	17	4	0	199	211.9
14:00	0	0	0	0	0	0	0	1	1	0	1	38	10	1	6	0	56	63.7	0	0	33	6	4	3	0	48	51.9
14:15	0	0	0	0	0	0	0	0	0	3	0	35	5	0	1	0	44	42.9	2	0	31	12	2	1	0	48	48.7
14:30	0	0	0	0	0	0	0	0	0	1	1	52	4	2	3	0	63	66.5	0	0	32	4	3	1	0	40	42.8
14:45	0	0	0	0	0	0	0	0	0	0	2	34	8	2	0	0	46	45.8	1	1	38	12	4	0	0	56	56.6
H/TOT	0	0	1	0	0	0	0	1	1	4	4	159	27	5	10	0	209	218.9	3	1	134	34	13	5	0	190	200
15:00	0	0	0	0	0	0	0	0	0	2	1	38	9	2	3	0	55	57.7	0	0	43	6	4	2	0	55	59.6
15:15	0	0	0	0	0	0	0	0	0	0	1	47	7	4	0	0	59	60.4	1	0	32	5	4	1	0	43	45.5
15:30	0	0	1	0	0	0	0	1	1	0	0	35	4	1	0	0	40	40.5	0	0	42	8	3	1	0	54	56.8
15:45	0	0	0	0	0	0	0	0	0	0	0	52	6	2	1	0	61	63.3	0	0	48	5	5	2	0	60	65.1
H/TOT	0	0	1	0	0	0	0	1	1	2	2	172	26	9	4	0	215	221.9	1	0	165	24	16	6	0	212	227
16:00	0	0	0	0	0	0	0	0	0	2	1	47	10	2	0	0	62	60.8	0	0	35	3	2	0	0	40	41
16:15	0	0	0	0	0	0	0	0	0	1	0	41	5	2	0	0	49	49.2	0	0	35	7	0	1	0	43	44.3
16:30	0	0	0	0	0	0	0	0	0	1	1	64	5	0	0	0	71	69.6	0	0	37	2	2	2	0	43	46.6
16:45	0	0	1	0	0	0	0	1	1	3	0	47	8	0	0	0	58	55.6	1	0	39	5	6	0	0	51	53.2
H/TOT	0	0	1	0	0	0	0	1	1	7	2	199	28	4	0	0	240	235.2	1	0	146	17	10	3	0	177	185.1
17:00	0	0	0	0	0	0	0	0	0	2	0	47	2	2	0	0	53	52.4	1	0	36	3	0	0	0	40	39.2
17:15	0	0	0	0	0	0	0	0	0	3	1	51	6	0	2	0	63	62.6	1	0	18	3	0	0	0	22	21.2
17:30	0	0	0	0	0	0	0	0	0	2	1	45	7	1	0	0	56	54.3	2	0	24	4	0	0	0	30	28.4
17:45	0	0	0	0	0	0	0	0	0	1	0	48	8	1	0	0	58	57.7	0	1	26	1	0	1	0	29	29.7
H/TOT	0	0	0	0	0	0	0	0	0	8	2	191	23	4	2	0	230	227	4	1	104	11	0	1	0	121	118.5
18:00	0	0	0	0	0	0	0	0	0	3	0	34	1	1	1	0	40	39.4	0	1	33	4	0	0	0	38	37.4
18:15	0	0	0	0	0	0	0	0	0	2	0	44	4	0	0	0	50	48.4	0	0	30	1	1	0	0	32	32.5
18:30	0	0	0	0	0	0	0	0	0	1	0	38	4	0	0	0	43	42.2	1	0	24	2	0	0	0	27	26.2
18:45	0	0	0	0	0	0	0	0	0	1	0	28	3	0	0	0	32	31.2	0	0	30	4	0	0	0	34	34
H/TOT	0	0	0	0	0	0	0	0	0	7	0	144	12	1	1	0	165	161.2	1	1	117	11	1	0	0	131	130.1
19:00	0	0	0	0	0	0	0	0	0	1	0	30	3	0	0	0	34	33.2	1	1	31	5	0	0	0	38	36.6
19:15	0	0	0	0	0	0	0	0	0	1	2	39	7	0	0	0	49	47	0	0	32	0	0	0	0	32	32
19:30	0	0	0	0	0	0	0	0	0	0	0	38	3	2	0	0	43	44	0	1	36	1	1	0	0	39	38.9
19:45	0	0	0	0	0	0	0	0	0	2	1	62	6	0	0	0	71	68.8	4	0	81	5	0	0	0	90	86.8
H/TOT	0	0	0	0	0	0	0	0	0	4	3	169	19	2	0	0	197	193	5	2	180	11	1	0	0	199	194.3
20:00	0	0	0	0	0	0	0	0	0	0	0	36	3	1	0	0	40	40.5	0	1	21	2	0	0	0	24	23.4
20:15	0	0	0	0	0	0	0	0	0	0	0	31	1	0	0	0	32	32	0	0	31	6	1	0	0	38	38.5
20:30	0	0	0	0	0	0	0	0	0	0	1	25	3	0	0	0	29	28.4	0	0	24	2	1	0	0	27	27.5
20:45	0	0	0	0	0	0	0	0	0	1	0	24	2	0	0	0	27	26.2	0	0	19	2	0	0	0	21	21
H/TOT	0	0	0	0	0	0	0	0	0	1	1	116	9	1	0	0	128	127.1	0	1	95	12	2	0	0	110	110.4
21:00	0	0	0	0	0	0	0	0	0	1	0	23	3	0	0	0	27	26.2	0	0	23	2	0	0	0	25	25
21:15	0	0	0	0	0	0	0	0	0	0	0	24	1	1	0	0	26	26.5	0	0	23	2	0	0	0	25	25
21:30	0	0	0	0	0	0	0	0	0	1	0	20	2	0	0	0	23	22.2	0	0	29	1	0	0	0	30	30
21:45	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	10	9.2	0	1	16	0	0	0	0	17	16.4
H/TOT	0	0	0	0	0	0	0	0	0	3	0	76	6	1	0	0	86	84.1	0	1	91	5	0	0	0	97	96.4
22:00	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	19	19	0	0	20	0	0	0	1	21	22
22:15	0	0	0	0	0	0	0	0	0	0	0	12	1	1	0	0	14	14.5	0	0	13	1	0	0	0	14	14
22:30	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	7	0	0	0	0	7	7
22:45	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	0	10	0	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	0	0	47	4	2	0	0	53	54	0	0	50	1	0	0	1	52	53
23:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	8	0	0	0	0	8	8
23:15	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	6	0	0	0	0	6	6
23:30	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	8.5	0	0	4	0	0	0	0	4	4
23:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	7	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	21	2	1	0	0	24	24.5	0	0	25	0	0	0	0	25	25
24 TOT	0	0	4	0	0	0	0	4	4	78	35	2956	539	107	105	5	3825	3936.6	23	14	2288	403	147	50	1	2926	3038.7

B => A									B => B									B => C								
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
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	3
0	0	6	0	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0	0	13	0	1	1	0	15	16.8	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	1	9
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
0	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	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	1	0	5	0	1	0	0	7
0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
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
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
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	0	4	0	2	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	7
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	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
0	0	0	1	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	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	2	1	2	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
0	0	2	0	0	1	0	3	4.3	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	6
0	0	3	3	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
0	0	10	4	0	1	0	15	16.3	0	0	0	0	0	0	0	0	0	1	0	7	3	1	0	0	12
3	0	2	0	0	0	0	5	2.6	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3
0	0	6	0	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
0	0	15	1	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0	3	0	5	0	1	0	0	9
1	0	9	1	1	0	0	12	11.7	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	7
4	0	32	2	2	1	0	41	40.1	0	0	0	0	0	0	0	0	0	5	2	13	1	1	0	0	22
0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	2	0	6	1	1	0	1	11
0	0	11	2	2	0	0	15	16	0	0	0	0	0	0	0	0	0	1	1	3	1	1	0	0	7
0	0	17	2	1	1	0	21	22.8	0	0	0	0	0	0	0	0	0	1	0	15	3	1	0	0	20
2	0	26	6	1	5	0	40	45.4	0	0	0	0	0	0	0	0	0	1	0	14	2	0	3	0	20
2	0	62	11	4	6	0	85	93.2	0	0	0	0	0	0	0	0	0	5	1	38	7	3	3	1	58
0	0	15	3	2	3	0	23	27.9	0	0	0	0	0	0	0	0	0	3	1	7	4	3	1	1	20
0	1	21	5	0	3	0	30	33.3	0	0	1	0	0	0	0	1	1	2	0	15	5	1	1	0	24
2	0	18	7	1	4	0	32	36.1	0	0	0	0	0	0	0	0	0	1	0	28	4	2	1	0	36
2	0	31	9	0	3	0	45	47.3	0	0	0	0	0	0	0	0	0	1	0	28	5	1	0	0	35
4	1	85	24	3	13	0	130	144.6	0	0	1	0	0	0	0	1	1	7	1	78	18	7	3	1	115
0	0	24	5	3	3	0	35	40.4	0	0	0	0	0	0	0	0	0	2	0	23	10	3	0	0	38
0	0	16	4	3	3	0	26	31.4	0	0	0	0	0	0	0	0	0	1	0	30	6	0	2	1	40
7	0	14	2	3	2	0	28	26.5	0	0	0	0	0	0	0	0	0	1	0	27	6	1	1	0	36
0	0	17	7	1	1	0	26	27.8	0	0	0	0	0	0	0	0	0	0	0	25	5	2	1	0	33
7	0	71	18	10	9	0	115	126.1	0	0	0	0	0	0	0	0	0	4	0	105	27	6	4	1	147
1	0	4	5	0	2	1	13	15.8	0	0	0	0	1	0	0	1	1.5	0	0	30	11	0	1	0	42
1	0	20	12	1	3	0	37	40.6	0	0	0	0	0	0	0	0	0	0	0	20	3	3	1	1	28
0	1	32	10	1	4	0	48	53.1	0	0	0	0	0	0	0	0	0	1	0	13	7	3	2	0	26
1	0	20	4	2	4	0	31	36.4	0	0	0	0	0	0	0	0	0	0	0	13	2	3	3	0	21
3	1	76	31	4	13	1	129	145.9	0	0	0	0	1	0	0	1	1.5	1	0	76	23	9	7	1	117
1	0	20	9	2	3	0	35	39.1	0	0	0	1	0	0	0	1	1	0	1	6	3	2	1	0	13
1	0	24	8	3	4	0	40	45.9	0	0	0	0	0	0	0	0	0	0	0	7	7	1	1	0	16
1	0	25	10	2	1	0	39	40.5	0	0	0	0	0	0	0	0	0	0	0	17	6	3	0	1	27
0	0	28	8	2	3	0	41	45.9	0	0	0	0	0	0	0	0	0	0	0	8	2	3	0	0	13
3	0	97	35	9	11	0	155	171.4	0	0	0	1	0	0	0	1	1	0	1	38	18	9	2	1	69
0	1	34	6	2	1	0	44	45.7	0	0	0	0	0	0	0	0	0	0	0	10	6	1	1	0	18
0	0	33	5	2	5	0	45	52.5	0	0	0	0	0	0	0	0	0	0	0	12	5	3	2	1	23
3	2	32	14	0	4	0	55	56.6	0	0	0	0	0	0	0	0	0	0	0	14	5	2	0	0	21
0	0	28	7	3	1	0	39	41.8	0	0	0	0	0	0	0	0	0	0	0	10	2	1	0	0	13
3	3	127	32	7	11	0	183	196.6	0	0	0	0	0	0	0	0	0	0	0	46	18	7	3	1	75
0	1	35	8	0	5	0	49	54.9	0	0	1	0	0	0	0	1	1	0	0	18	5	1	3	0	27
0	1	31	5	0	1	0	38	38.7	0	0	0	0	0	0	0	0	0	1	0	23	3	4	1	1	33
0	0	35	5	2	2	0	44	47.6	0	0	0	0	0	0	0	0	0	0	0	24	7	4	0	0	35
0	0	29	5	1	5	1	41	49	0	0	0	0	0	0	0	0	0	0	0	17	3	3	2	0	25
0	2	130	23	3	13	1	172	190.2	0	0	1	0	0	0	0	1	1	1	0	82	18	12	6	1	120
1	0	39	4	1	1	0	46	47	0	0	0	0	0	0	0	0	0	0	0	23	5	5	1	0	34
0	0	33	7	0	4	0	44	49.2	0	0	0	0	0	0	0	0	0	1	0	14	8	1	1	0	25
0	0	45	6	0	2	0	53	55.6	0	0	0	0	0	0	0	0	0	1	0	23	4	2	1	1	32
0	1	32	4	1	3	0	41	44.8	0	0	0	0	0	0	0	0	0	0	0	26	9	3	0	0	38
1	1	149	21	2	10	0	184	196.6	0	0	0	0	0	0	0	0	0	2	0	86	26	11	3	1	129
2	0	39	7	0	3	0	51	53.3	0	0	0	0	0	0	0	0	0	0	0	33	10	4	0	1	48
3	0	20	4	2	3	0	32	34.5	0	0	0	0	0	0	0	0	0	0	0	17	8	0	1	1	27
0	1	40	9	2	4	0	56	61.6	0	0	0	1	0	0	0	1	1	0	0	20	8	1	3	0	32
1	1	38	3	2	4	0	49	53.8	0	0	0	0	0	0	0	0	0	0	0	22	3	4	0	0	29
6	2	137	23	6	14	0	188	203.2	0	0	0	1	0	0	0	1	1	0	0	92	29	9	4	1	135
1	1	31	10	2	1	0	46	46.9	0	0	1	0	0	0	0	1	1	1	0	28	8	1	0	0	38
0	0	34	11	4	1	0	50	53.3	0	0	0	0	0	0	0	0	0	0	0	26	5	1	1	0	33
1	1	41	2	1	1	0	47	47.4	0	0	0	0	0	0	0	0	0	0	0	29	5	3	1	1	39
2	1	44	12	1	1	0	61	60.6	0	0	0	0	0	0	0	0	0	1	2	48	5	0	1	0	57
4	3	150	35	8	4	0	204	208.2	0	0	1	0	0	0	0	1	1	2	2	131	23	5	3	1	167
2	1	48	9	0	0	0	60	57.8	0	0	1	0	0	0	0	1	1	0	0	41	15	3	0	0	59
9	3	47	3	1	2	0	65	59.1	0	0	1	0	1	0	0	2	2.5	0	0	50	12	0	1	1	64
2	1	43	5	0	1	0	52	51.1	0	0	0	0	0	0	0	0	0	1	0	56	12	0	1	0	69
6	1	43	6	0	0	0	56	50.6	0	0	0	0	0	0	0	0	0	1	0	57	11	4	2	0	75
19	6	181	23	1	3	0	233	218.6	0	0	2	0	1	0	0	3	3.5	2	0	204	50	7	3	1	267
2	0	44	5	0	0	0	51	49.4	0	0	0	0	0	0	0	0	0	5	1	54	10	1	0	1	72
3	2	43	6	1	0	0	55	51.9	0	0	0	0	0	0	0	0	0	1	1	68	6	1	1	0	78
1	0	43	8	0	0	0	52	51.2	0	0	0	0	1	0	0	1	1.5	1	2	59	5	2	0	1	70
1	0	34	9	3	1	0	48	50	0	0	0	0	0	0	0	0	0	0	0	64	8	1	0	0	73
7	2	164	28	4	1	0	206	202.5	0	0	0	0	1	0	0	1	1.5	7	4	245	29	5	1	2	293
5	1	41	4	1	0	0	52	47.9	0	0	0	0	0	0	0	0	0	1	0	53	3	2	0	0	59
3	0	29	7	0	0	0	39	36.6	0	0	0	0	0	0	0	0	0	4	0	42	3	1	0	0	50
2	0	41	2	1	0	0	46	44.9	0	0	0	0	0	0	0	0	0	0	0	37	4	0	0	1	42
1	2	51	4	1	0	0	59	57.5	0	0	0	0	0	0	0	0	0	3	0	21	2	0	0	0	26
11	3	162	17	3	0	0	196	186.9	0	0	0	0	0	0	0	0	0	8	0	153	12	3	0	1	177
1	0	35	6	0	0	0	42	41.2	0	0	0	0	0	0	0	0	0	1	0	31	3	0	0	0	35
1	0	27	3	1	2	0	34	36.3	0	0	0	0	0	0	0	0	0	1	0	14	2	0	0	0	17
0	0	16	5	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	1	17
1	0	28	2	1	0	0	32	31.7	0	0	0	0	0	0	0	0	0	1	0	11	1	0	0	0	13
3	0	106	16	2	2	0	129	130.2	0	0	0	0	0	0	0	0	0	3	0	71	7	0	0	1	82
0	0	26	5	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	1	16	0	0	1	0	18
2	0	24	0	2	0	0	28	27.4	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	1	12
0	0	18	2	0	0	0	20	20	0	0	0	0	0	0	0	0	0	1	0	16	1	0	0	0	18
0	0	14	2	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16
2	0	82	9	2	0	0	95	94.4	0	0	0	0	0	0	0	0	0	1	1	57	3	0	1	1	64
0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
1	0	15	0	0	0	0	16	15.2	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	1	14
0	1	21	3	0	0	0	25	24.4	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10
0	0	15	0	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14
1	1	64	3	1	0	0	70	69.1	0	0	0	0	0	0	0	0	0	0	0	44	4	0	0	1	49
0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
0	0	9	0	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	1	12
0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	7
0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
0	0	38	4	1	0	0	43	43.5	0	0	0	0	0	0	0	0	0	0	1	29	1	0	0	1	32
0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3
0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3
1	0	8	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
1	0	3	1	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
2	0	22	2	0	0	0	26	24.4	0	0	0	0	0	0	0	0	0	0	1	11	0	0	0	1	13
82	25	1970	363	77	113	2	2632	2738.8	0	0	5	2	3	0	0	10	11.5	50	14	1624	320	98	43	20	2169

C => A										C => B									C => C								
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
4.5	0	0	3	0	0	0	0	3	3	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
2	1	0	4	0	0	0	0	5	4.2	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
3	0	0	3	0	0	0	0	3	3	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
1	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
10.5	1	0	13	0	0	0	0	14	13.2	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0
0.2	0	0	5	1	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
5	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
1.5	1	0	5	0	1	0	0	7	6.7	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1
0	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
6.7	1	0	14	4	1	0	0	20	19.7	0	0	6	0	0	0	0	6	6	0	0	1	0	0	0	0	1	1
2	0	0	2	0	1	0	0	3	3.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
2	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
3.5	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
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
7.5	0	0	6	2	1	0	0	9	9.5	0	0	2	0	1	0	0	3	3.5	0	0	1	0	0	0	0	1	1
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
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
0	0	0	0	0	2	0	0	2	3	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0
3	0	0	3	1	2	0	0	6	7	2	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0
5.2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0
1.5	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
2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	1	0	0	1	1.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
11.7	0	0	0	0	1	0	0	1	1.5	2	0	6	0	0	0	0	8	6.4	0	0	0	0	0	0	0	0	0
2.4	0	0	3	1	2	0	0	6	7	1	0	2	0	0	0	1	4	4.2	0	0	0	0	0	0	0	0	0
1.4	0	0	8	3	1	0	0	12	12.5	2	0	2	1	0	0	0	5	3.4	0	0	0	0	0	0	0	0	0
7.1	0	0	2	2	7	0	0	11	14.5	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0
6.4	2	0	8	1	2	0	0	13	12.4	0	0	11	3	0	0	0	14	14	0	0	0	0	0	0	0	0	0
17.3	2	0	21	7	12	0	0	42	46.4	3	0	15	4	0	0	2	24	23.6	0	0	0	0	0	0	0	0	0
10.9	1	0	19	4	4	0	0	28	29.2	1	0	3	4	0	0	1	9	9.2	0	0	0	0	0	0	0	0	0
6.1	0	0	19	3	1	0	0	23	23.5	1	0	4	4	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0
19.7	1	1	23	5	1	0	0	31	30.1	0	0	13	5	1	2	0	21	24.1	0	0	1	0	0	0	0	1	1
23.1	0	0	36	3	2	1	0	42	44.3	3	0	16	2	0	0	0	21	18.6	0	0	0	0	0	0	0	0	0
59.8	2	1	97	15	8	1	0	124	127.1	5	0	36	15	1	2	1	60	60.1	0	0	1	0	0	0	0	1	1
20.8	1	0	38	6	2	1	0	48	49.5	2	0	17	5	0	2	1	27	29	0	0	0	0	0	0	0	0	0
24.2	2	0	30	4	0	1	0	37	36.7	2	0	25	4	0	1	0	32	31.7	0	0	0	0	0	0	0	0	0
37.5	3	0	40	8	1	0	0	52	50.1	1	1	24	6	2	3	0	37	40.5	0	0	0	0	0	0	0	0	0
34.7	2	1	38	7	2	1	0	51	51.1	2	0	27	3	3	2	0	37	39.5	0	0	0	0	0	0	0	0	0
117.2	8	1	146	25	5	3	0	188	187.4	7	1	93	18	5	8	1	133	140.7	0	0	0	0	0	0	0	0	0
37.9	0	0	36	4	3	0	0	43	44.5	0	0	26	6	0	0	0	32	32	0	0	0	0	0	0	0	0	0
42.8	0	1	13	6	2	1	0	23	24.7	1	2	27	0	3	3	1	37	41.4	0	0	0	0	0	0	0	0	0
37	3	0	18	3	2	0	0	26	24.6	3	0	25	6	1	0	0	35	33.1	0	0	0	0	0	0	0	0	0
35.3	1	0	11	2	0	1	0	15	15.5	3	0	28	5	2	0	0	38	36.6	0	0	0	0	0	0	0	0	0
153	4	1	78	15	7	2	0	107	109.3	7	2	106	17	6	3	1	142	143.1	0	0	0	0	0	0	0	0	0
43.3	1	0	24	4	2	0	0	31	31.2	0	1	16	5	1	2	0	25	27.5	0	0	0	0	0	0	0	0	0
31.8	0	0	25	3	2	2	0	32	35.6	1	1	31	6	0	0	1	40	39.6	0	0	1	0	0	0	0	1	1
29.3	0	0	16	7	2	0	0	25	26	1	1	17	7	4	1	0	31	32.9	0	0	0	0	0	0	0	0	0
26.4	0	0	16	10	1	0	0	27	27.5	0	0	15	0	3	0	0	18	19.5	0	0	0	0	0	0	0	0	0
130.8	1	0	81	24	7	2	0	115	120.3	2	3	79	18	8	3	1	114	119.5	0	0	1	0	0	0	0	1	1
14.7	0	1	11	6	1	1	0	20	21.2	0	0	16	4	0	1	0	21	22.3	0	0	0	0	0	0	0	0	0
17.8	0	0	30	3	5	3	0	41	47.4	0	0	12	5	3	0	1	21	23.5	0	0	0	0	0	0	0	0	0
29.5	0	0	22	6	3	3	0	34	39.4	1	0	15	4	2	1	0	23	24.5	0	0	0	1	0	0	0	1	1
14.5	0	0	26	9	5	0	0	40	42.5	1	1	8	4	2	1	0	17	17.9	0	0	0	0	0	0	0	0	0
76.5	0	1	89	24	14	7	0	135	150.5	2	1	51	17	7	3	1	82	88.2	0	0	0	1	0	0	0	1	1
19.8	1	0	14	7	1	1	0	24	25	0	0	8	7	2	0	1	18	20	0	0	0	0	0	0	0	0	0
28.1	0	0	17	12	3	1	0	33	35.8	0	0	14	6	1	0	0	21	21.5	0	0	0	0	0	0	0	0	0
22	2	0	29	6	2	0	0	39	38.4	0	0	13	3	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0
13.5	0	0	19	3	1	0	0	23	23.5	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0
83.4	3	0	79	28	7	2	0	119	122.7	0	0	46	18	4	0	1	69	72	0	0	0	0	0	0	0	0	0
31.4	0	0	20	3	3	1	0	27	29.8	0	0	14	6	3	1	0	24	26.8	0	0	0	1	0	0	0	1	1
36.5	0	0	25	2	1	2	0	30	33.1	0	0	19	4	5	0	1	29	32.5	0	0	0	0	0	0	0	0	0
37	0	1	22	3	1	2	0	29	31.5	0	2	16	5	2	3	0	28	31.7	0	0	0	0	0	0	0	0	0
29.1	2	0	21	4	5	1	0	33	35.2	1	0	29	5	0	2	0	37	38.8	0	0	0	0	0	0	0	0	0
134	2	1	88	12	10	6	0	119	129.6	1	2	78	20	10	6	1	118	129.8	0	0	0	1	0	0	0	1	1
37.8	1	0	37	6	0	1	0	45	45.5	0	0	16	0	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0
26	0	0	25	3	0	1	0	29	30.3	1	0	29	3	1	0	1	35	35.7	0	0	0	0	0	0	0	0	0
34.5	1	0	23	4	1	1	0	30	31	0	0	8	2	1	1	0	12	13.8	0	0	0	0	0	0	0	0	0
39.5	0	2	31	0	1	0	0	34	33.3	1	0	33	3	1	0	0	38	37.7	0	0	0	0	0	0	0	0	0
137.8	2	2	116	13	2	3	0	138	140.1	2	0	86	8	4	1	1	102	104.7	0	0	0	0	0	0	0	0	0
49	1	0	38	5	2	2	0	38	40.8	0	1	30	5	3	1	0	40	42.2	0	0	1	0	0	0	0	0	0
29.3	2	1	23	3	0	1	0	30	29.1	0	0	24	3	4	1	1	33	37.3	0	0	0	0	0	0	0	0	0
36.4	0	0	22	2	0	1	0	25	26.3	0	1	14	6	2	1	0	24	25.7	0	0	1	0	0	0	0	1	1
31	0	0	26	7	0	1	0	34	35.3	3	0	15	3	5	0	0	26	26.1	0	0	0	0	0	0	0	0	0
145.7	3	1	99	17	2	5	0	127	131.5	3	2	83	17	14	3	1	123	131.3	0	0	2	0	0	0	0	2	2
37.7	1	0	21	9	1	1	0	33	34	1	0	28	0	1	0	0	30	29.7	0	0	0	0	0	0	0	0	0
34.8	0	0	20	6	0	0	0	26	26	0	0	16	3	1	0	1	21	22.5	0	0	0	0	0	0	0	0	0
42.8	1	1	19	5	1	0	0	27	26.1	0	0	22	4	1	0	0	27	27.5	0	0	0	0	0	0	0	0	0
56.3	1	1	11	4	0	1	0	18	17.9	0	0	25	9	0	0	0	34	34	0	0	0	0	0	0	0	0	0
171.6	3	2	71	24	2	2	0	104	104	1	0	91	16	3	0	1	112	113.7	0	0	0	0	0	0	0	0	0
60.5	2	0	19	4	0	0	0	25	23.4	2	1	31	8	5	2	0	49	51.9	0	0	0	0	0	0	0	0	0
66.3	1	0	10	5	1	1	0	18	19	1	0	36	2	2	0	1	42	43.2	0	0	1	0	1	0	0	2	2.5
68.2	0	1	17	2	0	2	0	22	24	2	1	35	3	2	1	0	44	44.1	0	0	0	0	0	0	0	0	0
78.8	5	0	16	3	0	0	0	24	20	2	1	42	5	2	0	0	52	50.8	0	0	0	0	0	0	0	0	0
273.8	8	1	62	14	1	3	0	89	86.4	7	3	144	18	11	3	1	187	190	0	0	1	0	1	0	0	2	2.5
68.9	2	2	7	3	0	0	0	14	11.2	0	0	50	4	1	1	0	56	57.8	0	0	0	0	0	0	0	0	0
78.4	0	0	19	2	0	1	0	22	23.3	3	0	17	6	2	0	1	29	28.6	0	0	1	0	0	0	0	1	1
70	2	0	13	0	0	0	0	15	13.4	2	0	42	6	0	0	0	50	48.4	0	0	0	0	0	0	0	0	0
73.5	0	0	22	0	0	0	0	22	22	2	0	27	4	1	0	0	34	32.9	0	0	0	0	0	0	0	0	0
290.8	4	2	61	5	0	1	0	73	69.9	7	0	136	20	4	1	1	169	167.7	0	0	1	0	0	0	0	1	1
59.2	5	0	27	0	0	0	0	32	28	2	0	17	1	0	0	0	20	18.4	0	0	0	0	0	0	0	0	0
47.3	3	0	19	0	0	0	0	22	19.6	0	0	17	3	1	0	1	22	23.5	0	0	0	0	0	0	0	0	0
43	0	0	14	2	1	1	0	18	19.8	0	0	22	0	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0
23.6	0	0	21	3	0	0	0	24	24	0	0	23	3	0	0	0	26	26	0	0	0	0	0	0	0	0	0
173.1	8	0	81	5	1	1	0	96	91.4	2	0	79	7	2	0	1	91	91.4	0	0	0	0	0	0	0	0	0
34.2	0	0	15	4	0	0	0	19	19	2	0	30	0	0	0	0	32	30.4	0	0	0	0	0	0	0	0	0
16.2	0	0	29	4	0	0	0	33	33	0	0	14	2	0	0	1	17	18	0	0	0	0	0	0	0	0	0
18	0	0	27	0	1	0	0	28	28.5	2	0	6	1	0	0	0	9	7.4	0	0	0	0	0	0	0	0	0
12.2	0	0	13	0	0	0	0	13	13	1	0	17	0	0	0	0	18	17.2	0	0	0	0	0	0	0	0	0
80.6	0	0	84	8	1	0	0	93	93.5	5	0	67	3	0	0	1	76	73	0	0	0	0	0	0	0	0	0
18.7	0	1	17	3	0	0	0	21	20.4	0	0	14	2	0	0	0	16	16	0	0	0	0	0	0	0	0	0
13	0	0	21	1	0	0	0	22	22	0	0	8	0	0	0	1	9	10	0	0	0	0	0	0	0	0	0
17.2	0	0	17	2	1	0	0	20	20.5	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
16	0	0	19	0	0	0	0	19	19	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
64.9	0	1	74	6	1	0	0	82	81.9	0	0	44	2	0	0	1	47	48	0	0	0	0	0	0	0	0	0
11	0	0	18	3	0	0	0	21	21	0	0	11	0	0	0	1	12	13	0	0	2	0	0	0	0	2	2
15	0	0	12	1	1	0	0	14	14.5	1	1	13	1	0	0	0	16	14.6	0	0	0	0	0	0	0	0	0
10	0	0	11	0	0	0	0	11	11	0	0	6	1	0	0	0	7	7	0	0	0	1	0	0	0	1	1
14	1	0	7	1	0	0	0	9	8.2	1	0	8	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0
50	1	0	48	5	1	0	0	55	54.7	2	1	38	2	0	0	1	44	42.8	0	0	2	1	0	0	0	3	3
10	1	0	12	1	0	0	0	14	13.2	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
13	0	0	4	0	0	0	0	4	4	0	0	9	0	0	0	1	10	11	0	0	0	0	0	0	0	0	0
6.4	0	0	9	0	0	0	0	9	9	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
3	0	0	5	0	0	0	0	5	5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
32.4	1	0	30	1	0	0	0	32	31.2	0	0	30	0	0	0	1	31	32	0	0	0	0	0	0	0	0	0
4	0	0	6	2	1	0	0	9	9.5	0	0	5	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0
2.4	0	0	5	0	0	0	0	5	5	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
5	0	0	4	0	0	0	0	4	4	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
2	0	0	3	0	0	0	0	3	3	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
13.4	0	0	18	2	1	0	0	21	21.5	0	0	20	0	0	0	1	21	22	0	0	0	0	0	0	0	0	0
2245.5	54	14	1459	257	87	38	0	1909	1950.1	60	15	1347	222	80	33	20	1777	1822.9	0	0	10	3	1	0	0	14	14.5



IDASO

Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: Site 2
Location: Park West Avenue/Cedar Brook Avenue
Date: Wed 22-Apr-2026
AM Peak: 07:45 — 08:45 **Total:** 818
PM Peak: 16:15 — 17:15 **Total:** 947
15 Min Peak: 16:45 — 17:00 **Total:** 242

Arm A - Park West Avenue
Arm B - Cedar Brook Avenue
Arm C - Park West Avenue

	A => A									A => B									A => C								
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
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	0	11	11.5
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	2	0	0	7	8
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	13	13.5
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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	3	4	0	0	35	37
01:00	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
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6	6
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	7.5
01:45	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	5	2	0	0	17	18
02:00	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
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	4
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	3.5
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	7	1	3	0	0	11	12.5
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
03:15	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
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	5	5.2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	2	2	0	0	11	10.4
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	1	0	5	5.5
04:15	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
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	0	0	0	7	5.4
04:45	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	14	5	0	1	0	23	21.9
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	1	6	6.2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	5	2	1	0	0	11	9.1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	13	2	0	1	1	19	19.7
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	23	5	0	0	0	29	28.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	7	0	44	10	1	1	2	65	63.2
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	25	8	0	1	1	36	37.5
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	31	6	0	4	0	43	46.6
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	48	19	2	4	0	74	79.6
06:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6	0	74	18	2	4	0	104	105.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	9	1	178	51	4	13	1	257	269.1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	70	15	4	5	1	105	106.5
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	1	80	14	3	4	0	106	108.9
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	81	25	2	3	0	116	117.5
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5	1	104	19	4	4	1	138	141.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	21	5	335	73	13	16	2	465	474.5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5	1	101	23	2	1	0	133	130.7
08:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	92	9	8	5	1	119	127.7
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5	1	95	15	2	4	1	123	125.6
08:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	3	2	97	20	4	5	0	131	135.9
H/TOT	0	0	0	0	0	0	0	0	0	1	0	3	2	0	0	0	0	6	5.2	15	6	385	67	16	15	2	506	519.9
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	89	21	3	8	0	122	133.3
09:15	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	1.2	0	1	93	14	6	4	1	119	127.6
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	104	21	5	5	0	138	144.8
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	57	16	6	0	0	80	82.2
H/TOT	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	4	3.2	3	3	343	72	20	17	1	459	487.9
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	71	16	1	5	0	94	100.2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	38	21	6	2	1	69	74.8
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	56	16	5	4	0	83	89.3
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	35	18	4	2	0	62	64.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4	3	200	71	16	13	1	308	328.9
11:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	42	12	3	1	1	59	62.8
11:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	55	16	4	3	0	78	83.9
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	55	7	5	6	0	73	83.3
11:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	2	53	13	2	5	0	75	81.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	2	205	48	14	15	1	285	311.3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	52	16	4	4	0	77	83.6
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	61	13	7	0	1	82	86.5
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	55	17	4	9	0	88	99.9
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	70	11	2	4	0	91	94.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	3	5	238	57	17	17	1	338	364.2
13:00	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	1	1	57	15	2	1	1	78	79.9
13:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	3	71	10	3	0	1	89	88.9
13:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	1	52	18	2	3	1	79	82.7
13:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	79	13	3	1	1	98	101
H/TOT	0	0	0	0	0	0	0	0	0	1	0	7	2	0	0	0	8	7.2	5	5	259	56	10	5	4	344	352.5
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	63	11	2	7	0	85	93.9
14:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	1	0	57	11	5	3	1	78	84.6
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	2	68	7	5	4	0	88	92.9
14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.4	3	1	50	12	7	0	0	73	73.5
H/TOT	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	1.6	6	5	238	41	19	14	1	324	344.9
15:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	61	13	3	3	0	82	86
15:15	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3	1.6	1	0	61	9	4	0	1	76	78.2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	7	4	0	0	73	75
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	74	13	2	1	0	90	92.3
H/TOT	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	5	3.6	2	1	258	42	13	4	1	321	331.5
16:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	3	2	79	17	7	2	0	110	112.5
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	77	7	5	0	1	92	93.9
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	97	8	2	1	0	113	111.7
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	5	1	90	12	2	0	0	110	106.4
H/TOT	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	13	5	343	44	16	3	1	425	424.5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	89	9	3	1	0	104	105.2
17:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	4	1	73	11	2	2	1	94	94.8
17:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0.6	2	1	83	9	2	0	0	97	95.8
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	3	0	75	13	1	0	0	92	90.1
H/TOT	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	6	2.8	11	2	320	42	8	3	1	387	385.9
18:00	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	1.4	3	0	55	1	2	1	0	62	61.9
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	63	5	1	0	1	72	71.9
18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	53	4	1	0	0	59	58.7
18:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	0	54	6	0	0	0	60	60
H/TOT	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	6	3.6	6	0	225	16	4	1	1	253	252.5
19:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	3	0	60	2	0	0	0	65	62.6
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	51	9	0	0	1	63	62.6
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	44	4	2	0	0	53	51.8
19:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	2	1	81	6	0	0	0	90	87.8
H/TOT	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	8	3	236	21	2	0	1	271	264.8
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	5	1	0	0	57	57.5
20:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	36	2	0	0	1	39	40
20:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	34	5	0	0	0	40	39.4
20:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	37	2	0	0	0	39	39
H/TOT	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	1	158	14	1	0	1	175	175.9
21:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	34	3	0	0	0	38	37.2
21:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	1	34	2	1	0	1	39	39.9
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	28	3	0	0	0	32	31.2
21:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	1	0	15	0	0	0	0	16	15.2
H/TOT	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	5	3.4	3	1	111	8	1	0	1	125	123.5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	26	26
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1	1	0	1	25	26.5
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	22	22
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	10	10.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	4	2	0	1	83	85
23:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	10	0	0	0	1	11	12
23:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	10	2	0	0	0	12	12
23:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	12	0	1	0	0	13	13.5
23:45	0	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	38	2	1	0	1	42	43.5
24 TOT	0	0	0	0	0	0	0	0	0	17	2	44	8	1	0	0	72	57.7	121	48	4254	755	189	138	25	5530	5703.1

B => A									B => B									B => C							
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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	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	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	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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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
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
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
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20	1	44	8	0	0	0	73	56.4	0	0	0	0	0	0	0	0	0	1	0	37	4	1	0	0	43

	C => A									C => B									C => C								
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
0	0	0	3	0	1	0	1	5	6.5	0	0	0	0	0	0	0	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
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
0	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	18	1	2	1	1	23	26.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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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
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0	1	0	11	1	1	0	0	14	13.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1.5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	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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1.5	0	0	5	1	2	0	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	3	0	4	0	0	0	0	7	4.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	2	0	7	0	0	1	0	10	9.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1	7	1	99	16	7	10	1	141	152.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	1	19	8	5	3	1	39	44.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.2	2	1	36	9	1	4	0	53	56.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
2	3	0	49	11	3	5	0	71	76.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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7.2	9	2	158	42	10	15	1	237	254.1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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1	3	1	156	55	14	20	2	251	283	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	1	1	26	12	4	4	0	48	53.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	30	12	4	6	0	53	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	45	18	6	0	1	70	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	32	11	4	3	0	50	55.9	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
1	2	1	133	53	18	13	1	221	245.7	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	1	48	10	3	3	0	65	69.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	36	10	5	6	1	58	69.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	2	44	18	2	4	0	71	75.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
1	0	0	38	12	4	3	0	57	62.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	3	166	50	14	16	1	251	277.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	1	58	11	1	6	0	77	84.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	58	9	5	2	1	77	81.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	51	10	4	2	0	67	71.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	53	9	4	8	1	75	88.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	2	220	39	14	18	2	296	326.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	64	9	7	1	0	81	85.8	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	1	0	44	14	0	5	0	64	69.7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
2	1	0	66	10	2	3	1	83	88.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	57	13	4	3	0	77	82.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	231	46	13	12	1	305	326.5	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	2	0	83	17	4	3	0	89	93.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	3	0	36	12	2	4	1	58	62.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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0	6	2	221	56	16	18	1	320	346.4	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
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0	0	0	63	16	6	2	0	87	92.6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
1	3	2	65	8	4	2	1	85	87	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	2	91	16	1	2	0	112	113.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	4	5	276	55	13	7	1	361	371.4	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
0	2	2	89	23	3	0	0	119	117.7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
1	7	1	109	18	2	3	1	141	140.7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
1	3	1	94	14	1	1	0	114	112.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	6	1	97	18	3	2	0	127	125.7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
2	18	5	389	73	9	6	1	501	496.9	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
1	7	3	98	16	1	0	1	126	120.1	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
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1	3	2	99	14	3	0	1	122	120.9	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
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5	14	8	407	55	10	2	2	498	491.6	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
1	6	1	89	10	3	0	0	109	105.1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
1	6	0	70	7	1	0	0	84	79.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	4	2	71	7	1	0	0	85	81.1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
3	17	3	312	30	6	0	1	369	357.6	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
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0	2	0	39	5	0	1	0	47	46.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1	3	0	169	22	2	2	1	199	201.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	1	41	5	0	1	0	48	48.7	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
1	2	0	35	0	2	0	1	40	40.4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
1	1	0	34	2	0	0	0	37	36.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	32	4	0	0	0	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	3	1	142	11	2	1	1	161	161.3	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
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0	1	1	102	8	1	0	1	114	114.1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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0	0	0	19	1	1	0	1	22	23.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	1	14	1	0	0	0	16	15.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	67	4	1	0	1	74	74.9	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	8	1	0	0	1	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	6	0	0	0	0	7	6.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	13	0	0	0	0	14	13.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	5	1	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	1	32	2	0	0	1	38	36.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42.7	112	38	3555	677	178	156	22	4738	4939.4	0	0	37	5	0	0	0	42	42	0	0	1	0	0	0	0	1	1



IDASO

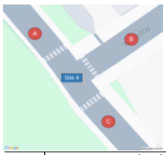
Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: Site 3
Location: Park West Avenue/Cedar Brook Walk
Date: Wed 22-Apr-2026
AM Peak: 07:45 — 08:45 **Total:** 830
PM Peak: 16:15 — 17:15 **Total:** 949
15 Min Peak: 17:00 — 17:15 **Total:** 241

Arm A - Park West Avenue
Arm B - Cedar Brook Walk
Arm C - Park West Avenue

	A => A									A => B									A => C								
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
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	3	4.5
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	6	7.3
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
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	2	1	1	16	19.3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2
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
01:30	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
01:45	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	8	1	1	0	0	11	10.7
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3.5
02:15	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
02:30	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
02:45	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	3	0	0	13	14.5
03:00	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
03:15	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
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5
03:45	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	2	0	0	8	9
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	3	1	1	0	9	10
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6	6
04:30	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
04:45	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	14	7	1	1	0	24	25
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	5	2.6
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	1	0	7	8.3
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15	1	2	0	0	19	19.2
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	2	1	0	0	13	12.9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	32	3	3	1	0	44	43
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	11	1	1	0	1	15	15.7
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	14	1	4	0	0	20	21.2
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18	5	1	1	0	26	27
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	35	5	1	9	0	53	62.8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	78	12	7	10	1	114	126.7
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	15	7	5	3	1	31	38.4
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	25	8	0	4	0	39	42.8
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	35	12	2	5	0	56	61.9
07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	0	40	11	1	3	0	58	60
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	6	1	115	38	8	15	1	184	203.1
08:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	1	0	30	12	6	3	0	52	58.1
08:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	27	9	3	5	1	46	54.2
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4	0	31	10	4	5	0	54	59.3
08:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	19	8	3	0	0	30	31.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	6	0	107	39	16	13	1	182	203.1
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	24	15	1	3	1	45	49.6
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	32	14	5	6	1	59	69.5
09:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	1	34	12	3	4	0	55	60.3
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	9	5	7	0	46	57.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	3	1	115	50	14	20	2	205	237
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	23	12	4	4	0	45	50.8
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	23	12	3	6	0	44	53.3
10:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	36	18	6	0	1	61	65
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	11	5	3	0	46	52.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	1	109	53	18	13	1	196	221.5
11:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	1	42	10	2	3	0	58	62.3
11:15	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	30	10	5	7	1	53	65.6
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	32	17	2	3	0	57	59.9
11:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	32	13	4	3	0	53	58.3
H/TOT	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	1	4	136	50	13	16	1	221	246.1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	48	8	1	6	0	63	71.3
12:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	1	45	9	5	2	1	64	68.7
12:30	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	38	8	4	2	0	52	56.6
12:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	41	9	4	8	1	63	76.4
H/TOT	0	0	1	0	0	0	0	1	1	0	0	4	2	0	0	0	6	6	1	1	172	34	14	18	2	242	273
13:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	57	8	7	1	0	73	77.8
13:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	36	9	0	5	0	51	56.7
13:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	52	10	2	3	1	69	74.1
13:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	46	12	4	3	0	65	70.9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	2	0	191	39	13	12	1	258	279.5
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	53	13	4	3	0	75	78.3
14:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	3	0	36	12	2	5	1	59	65.1
14:30	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	1	42	13	3	6	0	65	73.7
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	46	9	7	4	0	68	75.3
H/TOT	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	6	2	177	47	16	18	1	267	293.4
15:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	1	41	14	2	1	0	60	60.9
15:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	54	15	6	2	0	77	82.6
15:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	3	2	53	8	4	2	1	73	75
15:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	1	72	14	1	2	0	90	92.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	4	4	220	51	13	7	1	300	311
16:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	2	1	79	19	3	0	0	104	103.3
16:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	7	1	96	14	2	3	1	124	123.7
16:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	3	1	85	11	1	1	0	102	100.8
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	6	1	69	11	2	2	0	91	89.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	18	4	329	55	8	6	1	421	417
17:00	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	6	3	91	11	1	0	1	113	107.9
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	86	8	2	0	0	103	99.2
17:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	3	1	84	12	3	0	1	104	103.5
17:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	89	13	4	1	0	107	110.3
H/TOT	0	0	0	0	0	0	0	0	0	1	0	14	0	0	0	0	15	14.2	12	8	350	44	10	1	2	427	420.9
18:00	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	6	1	81	10	4	0	0	102	98.6
18:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	6	0	50	7	0	0	0	63	58.2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	61	4	1	0	1	68	68.7
18:45	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	3	1	54	6	1	0	0	65	62.5
H/TOT	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	9	8.2	16	2	246	27	6	0	1	298	288
19:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	45	4	1	1	0	52	53
19:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	22	5	0	1	0	29	29.5
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	5	0	0	1	30	31
19:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	25	3	1	0	0	29	29.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	2	0	116	17	2	2	1	140	143
20:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	1	30	3	0	1	0	35	35.7
20:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	2	0	25	1	2	0	1	31	31.4
20:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	30	1	0	0	0	32	31.2
20:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	21	3	0	0	0	24	24
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	3	1	106	8	2	1	1	122	122.3
21:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	10	1	0	0	0	11	11
21:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	19	1	0	0	1	22	22.2
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22	4	0	0	0	27	26.4
21:45	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	21	1	1	0	0	23	23.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	1	1	72	7	1	0	1	83	83.1
22:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	20	1	0	0	0	21	21
22:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	12	1	1	0	1	15	16.5
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	1	0	0	0	11	10.4
22:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	8	1	0	0	0	9	9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	1	49	4	1	0	1	56	56.9
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	1	8	9
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	5	4.4
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	11	10.2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	4	1	0	0	0	6	5.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	1	24	2	0	0	1	30	28.8
24 TOT	0	0	1	1	0	0	0	2	2	3	0	112	10	0	0	0	125	122.6	96	33	2791	591	174	155	22	3862	4075.9

B => A									B => B									B => C								
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
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
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
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
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	1
0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
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
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0	0	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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1	0	147	14	3	0	0	165	165.7	0	0	0	0	0	0	0	0	0	16	5	798	91	4	1	0	915

C => A										C => B									C => C								
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
2	0	0	6	1	1	0	0	8	8.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
3	0	0	4	1	2	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	8	1	1	0	0	10	10.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
1	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
7	0	0	21	3	4	0	0	28	30	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
1	0	0	0	0	1	0	0	1	1.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
2	0	0	1	3	0	0	0	4	4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	0	2	1	1	0	0	4	4.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
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3	3	0	14	5	0	1	0	23	21.9	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
2	1	0	3	1	0	0	1	6	6.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.4	3	0	4	1	1	0	0	9	7.1	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
3.4	2	0	12	2	0	1	1	18	18.7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
4	1	0	20	4	0	0	0	25	24.2	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
11.8	7	0	39	8	1	1	2	58	56.2	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0
4.2	1	0	25	6	0	1	1	34	35.5	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0
3.4	2	0	29	5	0	4	0	40	43.6	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
10	0	1	45	18	2	3	0	69	73.3	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
7	5	0	72	18	1	5	0	101	104	1	0	5	0	1	0	0	7	6.7	0	0	0	0	0	0	0	0	0
24.6	8	1	171	47	3	13	1	244	256.4	1	0	9	4	1	0	0	15	14.7	0	0	0	0	0	0	0	0	0
6.8	10	2	66	12	4	5	1	98	99.5	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0
12.7	5	1	78	13	3	4	0	104	106.1	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0
17.7	2	3	75	22	2	3	0	107	108.5	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
13	5	1	99	19	4	4	0	132	134.6	0	0	10	3	0	0	1	14	15	0	0	0	0	0	0	0	0	0
50.2	22	5	318	66	13	16	1	441	448.7	0	0	24	7	0	0	1	32	33	0	0	0	0	0	0	0	0	0
21	5	1	96	21	2	1	0	126	123.7	0	0	7	2	0	0	0	9	9	0	0	0	0	0	0	0	0	0
17.4	2	2	78	9	7	5	1	104	112.2	0	0	14	0	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0
15	4	1	81	14	2	4	1	107	110.4	1	0	12	2	0	0	0	15	14.2	0	0	0	0	0	0	0	0	0
19	3	2	80	19	4	5	0	113	117.9	0	0	21	1	0	0	0	22	22	0	0	0	0	0	0	0	0	0
72.4	14	6	335	63	15	15	2	450	464.2	1	0	54	5	1	0	0	61	60.7	0	0	0	0	0	0	0	0	0
12	0	1	78	20	2	8	0	109	119.8	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0
18	0	1	67	13	7	4	1	93	102.1	0	0	20	1	0	0	0	21	21	0	0	0	0	0	0	0	0	0
9	2	1	93	18	5	4	0	123	128.5	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0
8	1	0	48	17	6	1	0	73	76.5	0	0	8	0	0	0	0	8	8	0	0	1	0	0	0	0	1	1
47	3	3	286	68	20	17	1	398	426.9	0	0	60	4	0	0	0	64	64	0	0	1	0	0	0	0	1	1
3	1	0	55	14	1	5	0	76	82.2	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0
8.7	1	0	32	20	6	2	1	62	67.8	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
12	1	1	47	16	5	4	0	74	80.3	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
5	1	2	30	17	3	2	0	55	57.1	0	0	6	1	1	0	0	8	8.5	0	0	1	0	0	0	0	1	1
28.7	4	3	164	67	15	13	1	267	287.4	0	0	35	4	1	0	0	40	40.5	0	0	1	0	0	0	0	1	1
5	0	0	37	12	2	1	1	53	56.3	0	0	5	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0
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6	0	2	48	12	2	6	0	70	77.6	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
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9	0	1	40	16	4	4	0	65	71.6	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
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11	1	1	38	12	2	1	0	55	55.9	0	0	22	2	0	0	1	25	26	0	0	0	0	0	0	0	0	0
13	1	3	50	11	2	0	1	68	67.4	0	0	21	0	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0
14	1	1	42	19	2	3	1	69	73.5	1	0	11	0	0	0	0	12	11.2	0	0	0	0	0	0	0	0	0
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51	4	5	188	53	9	5	3	267	274.8	1	0	69	4	1	0	1	76	76.7	0	0	0	0	0	0	0	0	0
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23	1	2	45	5	3	4	0	60	64.7	1	0	23	2	1	0	0	27	26.7	0	0	0	0	0	0	0	0	0
17	2	1	34	9	8	0	0	54	55.8	1	0	17	3	0	0	0	21	20.2	0	0	0	0	0	0	0	0	0
57	4	5	167	32	18	14	1	241	263	2	0	77	9	1	0	0	89	87.9	0	0	0	0	0	0	0	0	0
17	0	1	45	12	2	3	0	63	67.3	1	0	17	1	1	0	0	20	19.7	0	0	0	0	0	0	0	0	0
12	0	0	41	8	3	0	1	53	55.5	1	0	20	1	0	0	0	22	21.2	0	0	0	0	0	0	0	0	0
15	0	0	42	5	5	0	0	52	54.5	0	0	22	2	0	0	0	24	24	0	0	0	0	0	0	0	0	0
20.4	0	0	54	9	2	1	0	66	68.3	0	0	19	4	0	0	0	23	23	0	0	0	0	0	0	0	0	0
64.4	0	1	182	34	12	4	1	234	245.6	2	0	78	8	1	0	0	89	87.9	0	0	0	0	0	0	0	0	0
20.4	1	0	53	8	5	2	0	69	73.3	2	2	26	9	2	0	0	41	39.2	0	0	0	0	0	0	0	0	0
16	1	0	50	4	4	0	1	60	62.2	1	0	23	3	1	0	0	28	27.7	0	0	0	0	0	0	0	0	0
14	2	0	54	6	2	1	0	65	65.7	1	2	48	2	0	0	0	53	51	0	0	0	0	0	0	0	0	0
36.5	5	1	62	7	2	0	0	77	73.4	0	0	28	5	0	0	0	33	33	0	0	0	0	0	0	0	0	0
86.9	9	1	219	25	13	3	1	271	274.6	4	4	125	19	3	0	0	155	150.9	0	0	0	0	0	0	0	0	0
17.2	0	0	47	5	3	1	0	56	58.8	2	0	41	4	0	0	0	47	45.4	0	0	0	0	0	0	0	0	0
27.5	3	1	38	8	2	2	1	55	56.6	0	0	37	2	0	0	0	39	39	0	0	0	0	0	0	0	0	0
18	2	1	55	5	1	0	0	64	62.3	1	0	30	5	0	0	0	36	35.2	0	0	0	0	0	0	0	0	0
17	2	0	43	7	2	0	0	54	53.4	1	0	33	6	0	0	0	40	39.2	0	0	0	0	0	0	0	0	0
79.7	7	2	183	25	8	3	1	229	231.1	4	0	141	17	0	0	0	162	158.8	0	0	0	0	0	0	0	0	0
11	2	0	36	1	2	1	0	42	42.7	1	0	20	0	0	0	0	21	20.2	0	0	0	0	0	0	0	0	0
18	2	0	37	4	0	0	1	44	43.4	0	0	27	1	1	0	0	29	29.5	0	0	0	0	0	0	0	0	0
28	1	0	35	4	1	0	0	41	40.7	0	0	19	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0
18.6	0	0	34	5	0	0	0	39	39	0	0	20	1	0	0	0	21	21	0	0	0	0	0	0	0	0	0
75.6	5	0	142	14	3	1	1	166	165.8	1	0	86	3	1	0	0	91	90.7	0	0	0	0	0	0	0	0	0
25	3	0	37	2	0	0	0	42	39.6	0	0	24	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0
15.2	0	1	33	6	0	0	1	41	41.4	1	0	18	3	0	0	0	22	21.2	0	0	0	0	0	0	0	0	0
10	2	1	26	3	1	0	0	33	31.3	0	0	17	1	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0
9	2	1	64	5	0	0	0	72	69.8	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0
59.2	7	3	160	16	1	0	1	188	182.1	1	0	77	5	1	0	0	84	83.7	0	0	0	0	0	0	0	0	0
14	0	0	31	3	1	0	0	35	35.5	0	0	20	2	0	0	0	22	22	0	0	0	0	0	0	0	0	0
11	0	0	20	0	0	0	1	21	22	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0
6	0	1	25	3	0	0	0	29	28.4	0	0	10	2	0	0	0	12	12	0	0	0	0	0	0	0	0	0
12	0	0	25	1	0	0	0	26	26	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0
43	0	1	101	7	1	0	1	111	111.9	0	0	59	7	0	0	0	66	66	0	0	0	0	0	0	0	0	0
10	1	0	19	1	0	0	0	21	20.2	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0
8	0	1	14	1	1	0	1	18	18.9	0	0	20	1	0	0	0	21	21	0	0	0	0	0	0	0	0	0
9	1	0	23	1	0	0	0	25	24.2	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0
7	1	0	11	0	0	0	0	12	11.2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
34	3	1	67	3	1	0	1	76	74.5	0	0	44	5	0	0	0	49	49	0	0	0	0	0	0	0	0	0
4	0	0	11	2	0	0	0	13	13	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
8	0	0	13	0	1	0	1	15	16.5	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
5	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
1	0	0	4	0	1	0	0	5	5.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
18	0	0	42	3	2	0	1	48	50	0	0	34	1	0	0	0	35	35	0	0	0	0	0	0	0	0	0
2	0	0	6	0	0	0	1	7	8	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
3	0	0	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
3	0	0	9	0	1	0	0	10	10.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
1	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
9	0	0	23	1	1	0	1	26	27.5	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0
902.5	103	44	3191	648	178	138	23	4325	4507.6	19	4	1099	111	12	0	2	1247	1237.4	0	0	4	0	0	0	0	4	4



IDASO

Survey Name:	260239 - Park West and Cherry Orchard Dublin 10			Arm A - Park West Avenue
Site:	Site 4			Arm B - Cedar Brook Way
Location:	Park West Avenue/Barnville Park West Road			Arm C - Park West Avenue
Date:	Wed 22-Apr-2026			
AM Peak:	07:45 — 08:45	**Total:**	992	
PM Peak:	16:00 — 17:00	**Total:**	960	
15 Min Peak:	17:30 — 17:45	**Total:**	256	

Construction works were noted throughout the survey; however, traffic flow was not impacted.



	A => A									A => B									A => C											
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**
00:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	3	0	1	0	0	4	4.5	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	2	1	0	0	7	7.5	0	0	2
00:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	6	1	2	0	0	9	10	0	0	1
00:45	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	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	16	4	4	0	0	24	26	0	0	4
01:00	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
01:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	3	0	0	0	3	3	0	0	3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	5	5.5	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	3	4	2	0	0	9	10	0	0	3
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	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	4	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	1	0	0	0	1	1	0	0	0
02:45	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	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	2	1	2	0	0	5	6	0	0	2
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
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	4	4.2	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	2	3	0	0	11	10.9	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	1	0	4	4.5	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	1	0	0	0	3	3	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	3	0	0	0	9	7.4	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	8	1	0	0	0	9	9	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	3	0	16	5	0	1	0	25	23.9	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	2.2	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	3	4.5	3	0	4	1	0	0	0	8	5.6	0	0	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	16	2	0	1	0	21	20.7	0	0	2
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	19	2	0	0	0	23	21.4	0	0	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4	6.5	8	0	40	6	0	1	0	55	49.9	0	0	7
06:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	21	8	0	1	0	31	31.5	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	0	23	3	1	4	0	34	37.3	2	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	35	15	2	5	0	61	65.5	2	0	2
06:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	3	0	63	18	1	6	0	91	96.9	0	0	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	4	5	10	1	142	44	4	16	0	217	231.2	4	0	6
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	10	0	65	13	4	7	0	99	102.1	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	7	1	71	12	3	3	0	97	96.2	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	4	5.3	3	3	70	22	2	2	0	102	101.4	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	5	1	101	19	3	3	0	132	132.8	1	0	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	0	0	1	1	8	10.3	25	5	307	66	12	15	0	430	432.5	1	0	8
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	103	18	1	0	0	127	123.7	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4.3	4	2	85	11	7	3	0	112	115	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	1	5	7.3	5	0	83	10	2	3	0	103	103.9	0	0	6
08:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	4	6.6	3	3	88	17	4	3	0	118	119.7	0	0	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	3	0	4	2	11	18.2	16	6	359	56	14	9	0	460	462.3	0	0	13
09:00	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	0	1	78	19	1	8	0	107	117.3	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	1	5	7.3	0	0	68	10	6	2	0	86	91.6	0	0	7
09:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	6	7.3	1	2	90	17	6	4	0	120	126.2	0	0	3
09:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	0	54	15	6	1	0	78	80.7	0	0	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	2	1	2	1	18	22.1	3	3	290	61	19	15	0	391	415.8	0	0	15
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	4	7.9	1	0	56	16	1	1	0	75	76	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	3	4.5	1	0	39	20	5	2	0	67	71.3	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	4	0	1	1	0	6	7.8	1	1	41	15	4	1	0	63	64.9	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	2	38	13	3	2	0	59	61.1	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	2	2	4	1	14	21.2	4	3	174	64	13	6	0	264	273.3	0	0	5
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	35	12	3	3	0	53	58.4	0	0	4
11:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	1	6	8.3	0	0	44	17	3	2	0	66	70.1	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	4	5.8	0	0	41	7	3	3	0	54	59.4	0	0	3
11:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	5	6.3	0	2	46	15	4	4	0	71	77	0	0	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	0	2	3	1	17	22.9	0	2	166	51	13	12	0	244	264.9	0	0	13
12:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	1	36	16	5	3	0	62	67	0	0	6
12:15	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	4	5.5	0	0	46	10	8	2	0	66	72.6	0	0	4
12:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	5	7.6	0	2	46	17	3	7	0	75	84.4	0	0	4
12:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3.3	1	2	54	11	4	4	0	76	81.2	0	0	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	0	1	3	1	13	18.4	2	5	182	54	20	16	0	279	305.2	0	0	17
13:00	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	4	5.8	0	1	37	12	2	0	0	52	52.4	0	0	8
13:15	0	0	0	0	0	0	0	0	0	1	0	6	2	0	0	1	10	10.2	1	3	44	13	2	0	0	63	61.4	0	0	5
13:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	1	51	15	2	3	1	73	78.3	0	0	5
13:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	2	0	48	12	3	2	1	68	71.5	0	0	6
H/TOT	0	0	0	0	0	0	0	0	0	1	0	16	2	1	1	1	22	24	3	5	180	52	9	5	2	256	263.6	0	0	24
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4.6	0	2	50	10	2	4	0	68	73	0	0	7
14:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	1	5	7.3	1	0	40	9	5	3	0	58	63.6	0	0	3
14:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	6	7.3	1	2	36	7	3	2	0	51	53.1	0	0	4
14:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	2	1	41	6	5	1	0	56	57.6	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	0	0	4	1	16	22.2	4	5	167	32	15	10	0	233	247.3	0	0	16
15:00	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	9	9.5	0	1	42	16	4	3	0	66	71.3	0	0	4
15:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4	2	0	38	8	2	0	0	50	49.4	0	0	5
15:30	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	1.4	1	0	44	5	5	0	0	55	56.7	0	0	7
15:45	0	0	0	0	0	0	0	0	0	0	0	10	0	0	1	0	11	12.3	0	0	54	8	2	0	0	64	65	0	1	8
H/TOT	0	0	0	0	0	0	0	0	0	2	0	21	0	1	1	1	26	27.2	3	1	178	37	13	3	0	235	242.4	0	1	24
16:00	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	1	0	41	5	4	2	0	53	56.8	0	0	4
16:15	0	0	0	0	0	0	0	0	0	0	0	11	1	1	0	1	14	15.5	1	0	40	4	3	0	0	48	48.7	0	1	5
16:30	0	0	0	0	0	0	0	0	0	1	0	6	1	1	0	0	9	8.7	0	0	48	6	2	1	0	57	59.3	0	0	8
16:45	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	6	1	52	7	1	0	0	67	62.1	0	0	11
H/TOT	0	0	0	0	0	0	0	0	0	1	0	33	5	2	0	1	42	43.2	8	1	181	22	10	3	0	225	226.9	0	1	28
17:00	0	0	0	0	0	0	0	0	0	1	0	12	1	0	0	0	14	13.2	3	0	44	5	3	1	0	56	56.4	1	0	12
17:15	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	1	12	13	3	0	31	10	4	4	0	52	56.8	0	0	12
17:30	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	2	2	46	5	1	0	0	56	53.7	0	0	4
17:45	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	2	0	40	6	1	0	0	49	47.9	0	0	14
H/TOT	0	0	0	0	0	0	0	0	0	1	0	45	5	0	0	1	52	52.2	10	2	161	26	9	5	0	213	214.8	1	0	42
18:00	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	7.2	2	0	27	3	2	0	0	34	33.4	0	0	6
18:15	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	1	6	6.2	1	0	33	5	0	1	0	40	40.5	0	0	9
18:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	34	3	1	0	0	39	38.7	0	0	17
18:45	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	32	4	0	0	0	36	36	1	0	7
H/TOT	0	0	0	0	0	0	0	0	0	2	0	21	2	0	0	1	26	25.4	4	0	126	15	3	1	0	149	148.6	1	0	39
19:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	2	0	31	1	0	0	0	34	32.4	0	0	9
19:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	1	7	8	0	1	42	6	0	0	0	49	48.4	0	0	2
19:30	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	6	5.2	1	1	22	2	2	0	0	28	27.6	0	0	6
19:45	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	2	1	68	5	1	0	0	77	75.3	0	0	4
H/TOT	0	0	0	0	0	0	0	0	0	1	0	17	4	0	0	1	23	23.2	5	3	163	14	3	0	0	188	183.7	0	0	21
20:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	29	3	1	0	0	33	33.5	0	0	3
20:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	2.2	0	0	21	0	0	0	0	21	21	2	0	6
20:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	1	25	3	0	0	0	29	28.4	0	0	11
20:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	23	1	0	0	0	24	24	0	0	7
H/TOT	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	1	12	12.2	0	1	98	7	1	0	0	107	106.9	2	0	27
21:00	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	1	0	19	1	0	0	0	21	20.2	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4	0	1	13	2	1	0	0	17	16.9	0	0	8
21:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	21	1	0	0	0	23	22.2	0	0	5
21:45	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	0	0	10	0	0	0	0	10	10	0	0	5
H/TOT	0	0	0	0	0	0	0	0	0	2	0	11	0	0	0	1	14	13.4	2	1	63	4	1	0	0	71	69.3	0	0	18
22:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	10	2	0	0	0	12	12	0	0	4
22:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	5	0	0	11	0	1	0	0	12	12.5	0	0	2
22:30	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	1	2
22:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	1	1	0	0	3	3.5	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	1	14	15	0	0	33	3	2	0	0	38	39	0	1	10
23:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	0	0	7	0	0	0	0	7	7	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	4	1	0	0	0	5	5	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	5	0	1	0	0	6	6.5	0	0	4
23:45	0	0	0	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	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	10	11	0	0	17	1	1	0	0	19	19.5	0	0	6
24 TOT	0	0	0	0	0	0	0	0	0	11	0	266	26	12	23	21	359	407.1	112	44	3068	631	173	118	2	4148	4273.9	9	3	349

B => A						B => B									B => C								
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
0	1	0	1	2	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	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	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	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	1	0	1	6	7.5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	5
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3
0	0	0	0	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	0	0	0	0	0	0	0	0	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	3	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	5	7
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	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	1	0	0	0	0	1	1
0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	5
0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5	6
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2
0	0	0	0	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	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	0	0	0	0	0	0	0	0	1	1	0	0	1	3	4
0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	2	2	1	0	1	7	7.7
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	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	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	2	3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	6	7
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	2	2	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	5	4.2
1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3	4	1	0	1	9	10.5
0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	6.5
1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	1	0	14	6	2	0	1	24	25.2
0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	1	9	10.5
0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0	2	0	9	1	0	0	0	12	10.4
2	0	0	0	6	4.4	0	0	0	0	0	0	0	0	0	2	0	12	2	2	0	1	19	19.4
0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	3	0	14	7	0	0	1	25	23.6
2	0	0	1	13	10.8	0	0	0	0	0	0	0	0	0	7	0	40	12	3	0	3	65	63.9
2	0	1	1	4	6.3	0	0	0	0	0	0	0	0	0	1	0	22	4	3	0	2	31	34.5
0	0	1	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	18	4	0	0	1	23	24
0	0	1	0	4	5.3	0	0	0	0	0	0	0	0	0	1	0	34	6	1	0	1	43	43.7
1	0	1	0	7	7.5	0	0	0	0	0	0	0	0	0	1	0	25	4	1	0	1	32	32.7
3	0	4	1	17	22.4	0	0	0	0	0	0	0	0	0	2	0	99	18	5	0	5	129	134.9
1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	28	7	0	0	2	37	39
1	0	2	1	5	8.6	0	0	0	0	0	0	0	0	0	0	0	42	3	0	0	1	46	47
0	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0	0	0	36	6	1	0	1	44	45.5
1	1	1	0	6	7.8	0	0	0	0	0	0	0	0	0	1	0	55	7	1	0	1	65	65.7
3	1	4	1	22	28.7	0	0	0	0	0	0	0	0	0	1	0	161	23	2	0	5	192	197.2
5	0	2	0	9	11.6	0	0	0	0	0	0	0	0	0	0	0	34	6	0	0	2	42	44
0	1	0	1	9	10.5	0	0	0	0	0	0	0	0	0	1	0	34	3	1	0	0	39	38.7
1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	2	27	29
0	0	1	0	4	5.3	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	1	19	20
6	1	3	1	26	31.4	0	0	0	0	0	0	0	0	0	1	0	105	15	1	0	5	127	131.7
1	0	1	0	3	4.3	0	0	0	0	0	0	0	0	0	0	0	11	0	2	0	1	14	16
2	0	2	0	5	7.6	0	0	0	0	0	0	0	0	0	0	1	11	0	1	0	1	14	14.9
1	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	8	7	1	0	1	17	18.5
0	0	1	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	1	12	13.5
4	0	4	1	14	20.2	0	0	0	0	0	0	0	0	0	0	1	39	8	5	0	4	57	62.9
0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	11	3	1	0	1	16	17.5
0	0	1	1	4	6.3	0	0	0	0	0	0	0	0	0	0	0	24	2	0	0	2	28	30
0	0	1	0	4	5.3	0	0	0	0	0	0	0	0	0	0	0	14	1	1	0	0	16	16.5
0	0	1	0	5	6.3	0	0	0	0	0	0	0	0	0	0	0	12	2	2	0	1	17	19
0	0	3	1	17	21.9	0	0	0	0	0	0	0	0	0	0	0	61	8	4	0	4	77	83
0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	1	1	20	2	0	0	2	26	26.6
0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	1	0	11	3	2	0	1	18	19.2
0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	1	21	2	1	0	1	26	26.9
0	0	2	0	5	7.6	0	0	0	0	0	0	0	0	0	0	0	14	2	1	0	1	18	19.5
0	2	2	1	22	26.6	0	0	0	0	0	0	0	0	0	2	2	66	9	4	0	5	88	92.2
0	0	1	0	9	10.3	0	0	0	0	0	0	0	0	0	0	0	14	3	0	0	2	19	21
1	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0	1	0	16	2	0	0	1	20	20.2
0	1	0	1	7	8.5	0	0	0	0	0	0	0	0	0	0	0	15	4	0	0	0	19	19
1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	1	0	30	3	1	0	2	37	38.7
2	1	2	1	30	34.1	0	0	0	0	0	0	0	0	0	2	0	75	12	1	0	5	95	98.9
0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	1	0	11	5	0	0	1	18	18.2
3	0	2	1	9	12.6	0	0	0	0	0	0	0	0	0	2	0	14	5	0	0	1	22	21.4
1	0	3	0	8	11.9	0	0	0	0	0	0	0	0	0	0	0	28	3	0	0	1	32	33
0	2	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	22	2	1	0	1	26	27.5
4	2	5	1	28	36.5	0	0	0	0	0	0	0	0	0	3	0	75	15	1	0	4	98	100.1
0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	28	6	0	0	2	36	38
2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	1	0	16	5	1	0	0	23	22.7
2	1	0	1	11	12.5	0	0	0	0	0	0	0	0	0	0	0	12	6	1	0	1	20	21.5
3	0	0	0	12	11.4	0	0	0	0	0	0	0	0	0	2	0	22	2	1	1	1	29	30.2
7	1	0	1	34	34.9	0	0	0	0	0	0	0	0	0	3	0	78	19	3	1	4	108	112.4
3	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	2	19	21
3	1	0	1	11	11.9	0	0	0	0	0	0	0	0	0	1	0	13	2	0	0	0	16	15.2
1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	2	0	16	1	0	0	1	20	19.4
2	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	2	19	21
9	3	0	1	42	43.9	0	0	0	0	0	0	0	0	0	3	0	61	5	0	0	5	74	76.6
0	1	0	1	15	15.7	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	1	17	18
0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	1	0	11	1	0	0	1	14	14.2
4	0	0	1	9	10	0	0	0	0	0	0	0	0	0	3	0	16	1	0	0	0	20	17.6
1	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	12	4	0	0	2	18	20
5	1	0	2	51	52.7	0	0	0	0	0	0	0	0	0	4	0	54	7	0	0	4	69	69.8
0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	1	16	17
0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	1	19	20
0	0	0	1	18	19	0	0	0	0	0	0	0	0	0	0	0	21	4	2	0	1	28	30
2	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	1	0	14	4	0	0	0	19	18.2
2	0	0	1	43	43.2	0	0	0	0	0	0	0	0	0	1	0	65	11	2	0	3	82	85.2
2	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	2	25	27
1	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	1	26	2	0	0	0	29	28.4
1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18	18
1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	1	13	4	0	0	2	20	21.4
5	0	0	1	27	28	0	0	0	0	0	0	0	0	0	0	2	78	8	0	0	4	92	94.8
2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	1	13	14
0	0	0	1	9	8.4	0	0	0	0	0	0	0	0	0	1	0	9	1	0	0	1	12	12.2
0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	1	14	15
0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	1	11	1	0	0	1	14	14.4
2	0	0	1	32	31.4	0	0	0	0	0	0	0	0	0	1	1	42	5	0	0	4	53	55.6
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	1	10	11
1	0	0	1	10	11	0	0	0	0	0	0	0	0	0	0	1	9	1	1	0	1	13	13.9
0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	10	11
1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	7	6.2
2	0	0	1	21	22	0	0	0	0	0	0	0	0	0	1	1	30	4	1	0	3	40	42.1
0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	1	11	0	0	0	3	15	17.4
0	0	0	0	3	2.4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4
0	0	0	1	12	12.4	0	0	0	0	0	0	0	0	0	0	1	23	1	0	0	4	29	32.4
0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	6
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	4	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	2.2
0	0	0	1	7	8	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	3	12	14.2
57	14	27	20	479	532.1	0	0	0	0	0	0	0	0	0	34	8	1189	190	35	1	81	1538	1605.8

C => A									C => B									C => C								
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
0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	3	0	0	1	0	4	5.3	0	0	2	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0
0	0	2	1	0	0	0	3	3	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	2	0	1	0	0	3	3.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	8	1	1	1	0	11	12.8	0	0	4	1	0	0	1	6	7	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	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	0	1	0	0	2	2.5	0	0	2	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0
0	0	3	1	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
1	0	6	1	1	0	0	9	8.7	0	0	3	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0
0	0	1	0	1	0	0	2	2.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	7	1	2	0	0	10	11	0	0	4	0	0	0	1	5	6	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	3	0	0	0	0	3	3	0	0	1	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	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
0	0	6	1	2	0	0	9	10	0	0	1	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0
1	0	1	3	1	1	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	3	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
2	0	3	1	0	0	0	6	4.4	0	0	1	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0
3	0	12	7	1	1	0	24	23.4	0	0	1	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0
1	0	2	0	0	0	0	3	2.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	5	0	1	1	0	7	8.8	0	0	3	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0
1	0	13	0	1	0	0	15	14.7	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	1	7	2	1	0	0	11	10.9	0	0	0	1	0	0	1	2	3	0	0	0	0	0	0	0	0	0
2	1	27	2	3	1	0	36	36.6	0	0	6	1	0	0	2	9	11	0	0	0	0	0	0	0	0	0
1	0	13	1	1	1	0	17	18	0	0	3	1	0	0	1	5	6	0	0	0	0	0	0	0	0	0
1	0	17	1	5	1	0	25	28	0	0	2	2	0	0	1	5	6	0	0	0	0	0	0	0	0	0
4	0	25	6	1	8	0	44	51.7	0	0	4	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0
4	0	30	5	1	7	0	47	53.4	0	0	5	0	0	2	1	8	11.6	0	0	0	0	0	0	0	0	0
10	0	85	13	8	17	0	133	151.1	0	0	14	3	0	2	4	23	29.6	0	0	0	0	0	0	0	0	0
1	0	20	7	5	2	0	35	39.3	1	0	6	1	0	0	1	9	9.2	0	0	0	0	0	0	0	0	0
1	1	25	8	0	3	0	38	40.5	1	0	5	3	1	0	2	12	13.7	0	0	0	0	0	0	0	0	0
3	0	35	14	1	4	0	57	60.3	2	0	7	6	1	1	2	19	21.2	0	0	0	0	0	0	0	0	0
1	0	38	9	1	1	0	50	51	2	0	20	5	0	0	1	28	27.4	0	0	0	0	0	0	0	0	0
6	1	118	38	7	10	0	180	191.1	6	0	38	15	2	1	6	68	71.5	0	0	0	0	0	0	0	0	0
1	0	30	12	6	4	0	53	60.4	0	0	22	5	0	1	1	29	31.3	0	0	0	0	0	0	0	0	0
2	0	35	5	3	1	0	46	47.2	0	0	23	4	1	0	2	30	32.5	0	0	0	0	0	0	0	0	0
4	0	30	10	4	3	0	51	53.7	1	0	34	3	2	0	1	41	42.2	0	0	0	0	0	0	0	0	0
0	0	15	10	2	0	0	27	28	1	0	24	1	1	0	1	28	28.7	0	0	0	0	0	0	0	0	0
7	0	110	37	15	8	0	177	189.3	2	0	103	13	4	1	5	128	134.7	0	0	0	0	0	0	0	0	0
1	0	24	12	0	0	1	38	38.2	0	0	33	3	1	0	1	38	39.5	0	0	0	0	0	0	0	0	0
1	0	28	13	5	8	0	55	67.1	0	0	23	2	0	0	1	26	27	0	0	0	0	0	0	0	0	0
0	1	35	13	4	3	0	56	61.3	0	0	14	6	0	0	1	21	22	0	0	0	0	0	0	0	0	0
0	0	23	7	4	6	0	40	49.8	0	0	15	3	1	0	1	20	21.5	0	0	0	0	0	0	0	0	0
2	1	110	45	13	17	1	189	216.4	0	0	85	14	2	0	4	105	110	0	0	0	0	0	0	0	0	0
0	1	21	12	4	2	0	40	44	2	0	21	2	0	0	1	26	25.4	0	0	0	0	0	0	0	0	0
0	0	24	10	3	3	0	40	45.4	0	0	13	5	1	0	1	20	21.5	0	0	0	0	0	0	0	0	0
0	0	36	17	6	0	0	59	62	0	0	18	3	1	0	1	23	24.5	0	0	0	0	0	0	0	0	0
0	1	27	12	5	2	0	47	51.5	1	0	11	1	2	0	1	16	17.2	0	0	0	0	0	0	0	0	0
0	2	108	51	18	7	0	186	202.9	3	0	63	11	4	0	4	85	88.6	0	0	0	0	0	0	0	0	0
0	0	38	12	2	4	0	56	62.2	1	0	16	2	3	0	1	23	24.7	0	0	0	0	0	0	0	0	0
0	0	28	8	6	5	0	47	56.5	1	0	9	2	0	0	1	13	13.2	0	0	0	0	0	0	0	0	0
1	2	33	18	3	3	0	60	63.4	0	0	16	4	0	0	1	21	22	0	0	0	0	0	0	0	0	0
0	1	33	12	4	4	0	54	60.6	0	1	23	3	0	1	1	29	30.7	0	0	0	0	0	0	0	0	0
1	3	132	50	15	16	0	217	242.7	2	1	64	11	3	1	4	86	90.6	0	0	0	0	0	0	0	0	0
0	0	41	6	1	4	0	52	57.7	0	0	26	4	0	0	1	31	32	0	0	0	0	0	0	0	0	0
1	1	40	9	5	1	0	57	59.4	1	0	19	2	2	0	1	25	26.2	0	0	0	0	0	0	0	0	0
0	0	32	9	3	1	0	45	47.8	0	0	14	2	1	0	1	18	19.5	0	0	0	0	0	0	0	0	0
0	0	41	8	5	6	1	61	72.3	1	0	22	3	1	0	1	28	28.7	0	0	0	0	0	0	0	0	0
1	1	154	32	14	12	1	215	237.2	2	0	81	11	4	0	4	102	106.4	0	0	0	0	0	0	0	0	0
0	0	52	7	7	0	0	66	69.5	1	0	27	3	2	0	1	34	35.2	0	0	0	0	0	0	0	0	0
1	0	33	8	0	6	0	48	55	0	1	22	4	0	0	1	28	28.4	0	0	0	0	0	0	0	0	0
1	0	51	8	2	2	0	64	66.8	0	0	24	6	0	1	1	32	34.3	0	0	0	0	0	0	0	0	0
0	0	39	11	4	2	0	56	60.6	0	0	11	2	1	1	1	16	18.8	0	0	0	0	0	0	0	0	0
2	0	175	34	13	10	0	234	251.9	1	1	84	15	3	2	4	110	116.7	0	0	0	0	0	0	0	0	0
2	0	67	14	5	2	0	67	70.5	0	0	26	4	0	0	1	31	32	0	0	0	0	0	0	0	0	0
4	0	42	9	2	3	0	60	61.7	0	1	28	4	1	0	1	35	35.9	0	0	0	0	0	0	0	0	0
0	1	41	11	3	4	0	60	66.1	0	0	25	8	0	0	1	34	35	0	0	0	0	0	0	0	0	0
1	1	43	9	4	3	0	61	65.5	0	1	24	4	2	0	2	33	35.4	0	0	0	0	0	0	0	0	0
7	2	170	43	14	12	0	248	263.8	0	2	103	20	3	0	5	133	138.3	0	0	0	0	0	0	0	0	0
1	1	40	10	2	2	0	56	58.2	1	0	24	2	0	0	0	27	26.2	0	0	0	0	0	0	0	0	0
1	0	48	14	5	3	0	71	76.6	1	1	25	8	1	1	2	39	41.4	0	0	0	0	0	0	0	0	0
4	2	50	7	3	2	0	68	67.7	0	0	23	7	0	0	1	31	32	0	0	0	0	0	0	0	0	0
0	0	68	8	1	3	0	80	84.4	1	0	33	7	0	0	1	42	42.2	0	0	0	0	0	0	0	0	0
6	3	206	39	11	10	0	275	286.9	3	1	105	24	1	1	4	139	141.8	0	0	0	0	0	0	0	0	0
2	1	87	15	2	0	0	107	105.8	2	0	38	6	0	0	1	47	46.4	0	0	0	0	0	0	0	0	0
7	0	86	11	1	2	0	107	104.5	1	0	36	7	0	0	2	46	47.2	0	0	0	0	0	0	0	0	0
4	1	76	10	2	2	0	95	94.8	1	0	38	4	0	0	0	43	42.2	0	0	0	0	0	0	0	0	0
7	1	60	9	0	1	0	78	73.1	2	1	46	4	0	0	1	54	52.8	0	0	0	0	0	0	0	0	0
20	3	309	45	5	5	0	387	378.2	6	1	158	21	0	0	4	190	188.6	0	0	0	0	0	0	0	0	0
6	3	67	9	0	0	0	85	78.4	0	0	43	7	0	0	1	51	52	0	0	0	0	0	0	0	0	0
1	4	75	5	2	0	0	87	84.8	0	0	42	2	0	0	0	44	44	0	0	0	0	0	0	0	0	0
5	1	77	7	3	0	0	93	89.9	1	0	52	5	1	0	3	62	64.7	0	0	0	0	0	0	0	0	0
1	0	84	11	5	1	0	102	105	0	0	40	7	0	1	1	49	51.3	0	0	0	0	0	0	0	0	0
13	8	303	32	10	1	0	367	358.1	1	0	177	21	1	1	5	206	212	0	0	0	0	0	0	0	0	0
6	1	74	10	1	0	0	92	87.1	2	0	34	6	0	0	1	43	42.4	0	0	0	0	0	0	0	0	0
6	0	43	5	0	0	0	54	49.2	0	0	24	2	0	0	1	27	28	0	0	0	0	0	0	0	0	0
2	0	40	4	1	0	0	47	45.9	0	0	26	2	0	0	1	29	30	0	0	0	0	0	0	0	0	0
1	1	49	5	1	0	0	57	56.1	0	0	23	4	0	0	1	28	29	0	0	0	0	0	0	0	0	0
15	2	206	24	3	0	0	250	238.3	2	0	107	14	0	0	4	127	129.4	0	0	0	0	0	0	0	0	0
1	0	42	2	1	1	0	47	48	0	0	14	3	0	0	1	18	19	0	0	0	0	0	0	0	0	0
1	0	23	4	0	1	0	29	29.5	0	1	17	3	0	0	0	21	20.4	0	0	0	0	0	0	0	0	0
0	0	17	4	0	0	0	21	21	0	0	14	3	2	0	1	20	22	0	0	0	0	0	0	0	0	0
0	0	23	1	1	0	0	25	25.5	0	0	14	1	0	0	1	16	17	0	0	0	0	0	0	0	0	0
2	0	105	11	2	2	0	122	124	0	1	59	10	2	0	3	75	78.4	0	0	0	0	0	0	0	0	0
0	1	31	1	0	1	0	34	34.7	0	0	15	6	0	0	1	22	23	0	0	0	0	0	0	0	0	0
1	0	22	1	2	0	0	26	26.2	0	0	13	0	0	0	1	14	15	0	0	0	0	0	0	0	0	0
1	0	21	2	0	0	0	24	23.2	0	1	19	0	1	0	1	22	22.9	0	0	0	0	0	0	0	0	0
0	0	14	4	0	0	0	18	18	1	0	9	0	1	0	0	11	10.7	0	0	0	0	0	0	0	0	0
2	1	88	8	2	1	0	102	102.1	1	1	56	6	2	0	3	69	71.6	0	0	0	0	0	0	0	0	0
0	0	15	1	0	0	0	16	16	0	1	13	0	0	0	1	15	15.4	0	0	0	0	0	0	0	0	0
1	0	12	2	0	0	0	15	14.2	0	0	14	1	0	0	1	16	17	0	0	0	0	0	0	0	0	0
0	1	18	2	0	0	0	21	20.4	0	0	8	4	0	0	1	13	14	0	0	0	0	0	0	0	0	0
0	0	19	2	1	0	0	22	22.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
1	1	64	7	1	0	0	74	73.1	0	1	40	5	0	0	3	49	51.4	0	0	0	0	0	0	0	0	0
0	0	16	2	0	0	0	18	18	0	0	12	2	0	0	1	15	16	0	0	0	0	0	0	0	0	0
0	0	13	1	1	0	0	15	15.5	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
0	0	8	1	0	0	0	9	9	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
0	0	6	1	0	0	0	7	7	0	0	3	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0
0	0	43	5	1	0	0	49	49.5	0	0	34	2	0	0	2	38	40	0	0	0	0	0	0	0	0	0
0	0	5	1	0	0	0	6	6	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
0	1	4	0	0	0	0	5	4.4	1	0	3	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0
1	0	6	0	0	0	0	7	6.2	1	0	2	0	0	0	1	4	4.2	0	0	0	0	0	0	0	0	0
1	0	4	1	0	0	0	5	5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
1	1	19	2	0	0	0	23	21.6	2	0	13	1	0	0	1	17	16.4	0	0	0	0	0	0	0	0	0
102	30	2571	529	162	131	2	3527	3680.7	31	9	1403	219	31	9	77	1779	1853	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: Site 5
Location: Park West Avenue/Park West Road
Date: Wed 22-Apr-2026
AM Peak: 08:00 — 09:00 **Total:** 1899
PM Peak: 16:00 — 17:00 **Total:** 1710
15 Min Peak: 08:30 — 08:45 **Total:** 501

Arm A - Park West Avenue
Arm B - Park West Road
Arm C - Park West Avenue
Arm D - Park West Road

	A => A									A => B									A => C								
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
00:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	3	1	1	0	1	6	7.5
00:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	4	1	1	0	0	6	6.5
00:30	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	5	1	1	0	0	7	7.5
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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	6.5	0	0	13	4	3	0	1	21	23.5
01:00	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	1	1	2
01:15	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
01:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5	0	0	2	0	0	0	0	2	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	2	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	4	5	0	0	3	1	0	0	2	6	8
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
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0	0	1	0	0	0	0	1	1
02:30	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
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	1	6	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0	0	6	2	0	0	1	9	10
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	1.2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	5	6
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	1	0	1	2	2	0	0	6	6.2
03:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	3	0	0	1	5	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	2	0	3	8	4	0	1	18	19.4
04:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	3	3.5	1	0	2	1	0	0	0	4	3.2
04:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5
04:30	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	5	3.4	0	0	1	3	0	0	0	4	4
04:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	5	2	1	0	1	9	10.5
H/TOT	0	0	0	0	0	0	0	0	0	3	0	7	1	0	1	0	12	10.9	1	0	13	6	1	0	1	22	22.7
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	8	7.2
05:15	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4	3.2	3	0	5	1	0	0	0	9	6.6
05:30	0	0	0	1	0	0	1	1.5	0	0	5	2	0	1	0	0	8	9.3	2	0	11	3	1	0	1	18	17.9
05:45	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	11	10.2	1	0	8	3	1	0	0	13	12.7
H/TOT	0	0	0	0	1	0	0	1	1.5	2	0	17	3	0	1	0	23	22.7	7	0	30	8	2	0	1	48	44.4
06:00	0	0	0	0	0	0	0	0	0	0	0	10	6	0	1	0	17	18.3	0	0	17	5	1	0	0	23	23.5
06:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	4	0	14	19.2	4	0	15	6	1	0	1	27	25.3
06:30	0	0	1	0	0	0	0	1	1	2	0	12	6	1	2	0	23	24.5	4	1	28	9	3	3	1	49	51.6
06:45	0	0	0	0	0	0	0	0	0	4	0	20	11	1	5	0	41	44.8	1	0	44	19	0	0	1	65	65.2
H/TOT	0	0	1	0	0	0	0	1	1	6	0	51	24	2	12	0	95	106.8	9	1	104	39	5	3	3	164	165.6
07:00	0	0	0	0	0	0	0	0	0	8	0	29	10	1	5	0	53	53.6	3	0	32	12	6	3	1	57	62.5
07:15	0	0	0	0	0	0	0	0	0	4	1	34	9	1	2	0	51	50.3	7	0	39	9	2	0	2	59	56.4
07:30	0	0	0	0	0	0	0	0	0	0	0	35	17	2	2	0	56	59.6	6	2	69	11	0	1	0	89	84.3
07:45	0	0	0	0	0	0	0	0	0	4	1	31	16	1	3	0	56	56.6	2	0	64	7	4	0	2	79	81.4
H/TOT	0	0	0	0	0	0	0	0	0	16	2	129	52	5	12	0	216	220.1	18	2	204	39	12	4	5	284	284.6
08:00	0	0	0	0	0	0	0	0	0	0	0	43	13	2	0	0	58	59	3	1	56	14	0	0	2	76	75
08:15	0	0	0	0	0	0	0	0	0	2	1	46	13	5	3	0	70	74.2	5	0	59	5	1	0	1	71	68.5
08:30	0	0	0	0	0	0	0	0	0	3	0	42	8	2	2	0	57	58.2	2	0	46	9	2	1	1	61	62.7
08:45	0	0	0	0	0	0	0	0	0	1	2	40	10	2	3	0	58	60.9	3	0	73	13	2	0	1	92	91.6
H/TOT	0	0	0	0	0	0	0	0	0	6	3	171	44	11	8	0	243	252.3	13	1	234	41	5	1	5	300	297.8
09:00	0	0	1	0	0	0	1	2	3	1	1	32	13	2	5	0	54	60.1	1	0	47	15	0	0	1	64	64.2
09:15	0	0	0	0	0	0	0	0	0	0	0	39	9	2	4	0	54	60.2	1	0	43	7	4	1	0	56	58.5
09:30	0	0	0	0	0	0	0	0	0	0	0	39	8	3	3	0	53	58.4	1	0	33	12	3	1	2	52	56
09:45	0	0	0	0	0	0	0	0	0	0	0	20	6	6	1	0	33	37.3	1	0	34	11	0	0	1	47	47.2
H/TOT	0	0	1	0	0	0	1	2	3	1	1	130	36	13	13	0	194	216	4	0	157	45	7	2	4	219	225.9
10:00	0	0	0	0	0	0	0	0	0	0	0	23	9	0	1	0	33	34.3	2	0	37	8	3	0	1	51	51.9
10:15	0	0	0	0	0	0	0	0	0	0	1	19	10	2	2	0	34	37	1	0	19	12	3	0	1	36	37.7
10:30	0	0	0	0	0	0	0	0	0	1	0	14	11	2	1	0	29	30.5	0	1	32	14	4	0	1	52	54.4
10:45	0	0	0	0	0	0	0	0	0	0	1	11	14	4	2	0	32	36	0	0	32	1	0	0	1	34	35
H/TOT	0	0	0	0	0	0	0	0	0	1	2	67	44	8	6	0	128	137.8	3	1	120	35	10	0	4	173	179
11:00	0	0	0	0	0	0	0	0	0	0	0	19	10	1	0	0	30	30.5	0	0	25	6	2	1	1	35	38.3
11:15	0	0	0	0	0	0	0	0	0	0	0	14	5	1	2	0	22	25.1	0	0	36	11	1	0	1	49	50.5
11:30	0	0	0	0	0	0	0	0	0	0	0	15	4	4	2	0	25	29.6	0	0	37	2	1	0	1	41	42.5
11:45	0	0	0	0	0	0	0	0	0	0	1	29	8	2	3	0	43	47.3	0	1	41	10	4	3	1	60	66.3
H/TOT	0	0	0	0	0	0	0	0	0	0	1	77	27	8	7	0	120	132.5	0	1	139	29	8	4	4	185	197.6
12:00	0	0	0	0	0	0	0	0	0	0	0	16	5	2	3	0	26	30.9	2	2	35	10	5	0	1	55	55.7
12:15	0	0	0	0	0	0	0	0	0	0	0	19	6	8	1	0	34	39.3	1	0	41	6	2	1	2	53	56.5
12:30	0	0	1	0	0	0	0	1	1	0	1	15	11	2	6	0	35	43.2	0	1	42	8	2	1	1	55	57.7
12:45	0	0	0	0	0	0	0	0	0	0	2	23	4	3	3	0	35	39.2	0	0	37	8	2	1	1	49	52.3
H/TOT	0	0	1	0	0	0	0	1	1	0	3	73	26	15	13	0	130	152.6	3	3	155	32	11	3	5	212	222.2
13:00	0	0	0	0	0	0	0	0	0	0	0	20	8	2	0	0	30	31	1	1	33	10	1	0	2	48	49.1
13:15	0	0	0	0	0	0	0	0	0	1	2	18	5	1	0	0	27	25.5	1	1	36	9	1	0	1	49	49.1
13:30	0	0	0	0	0	0	0	0	0	0	0	9	8	1	1	0	19	20.8	0	1	44	10	1	0	1	57	57.9
13:45	0	0	0	0	0	0	0	0	0	1	0	26	7	2	2	0	38	40.8	2	0	54	6	2	2	3	69	74
H/TOT	0	0	0	0	0	0	0	0	0	2	2	73	28	6	3	0	114	118.1	4	3	167	35	5	2	7	223	230.1
14:00	0	0	0	0	0	0	0	0	0	0	1	17	5	2	4	0	29	34.6	3	0	29	10	0	0	1	43	44.1
14:15	0	0	0	0	0	0	0	0	0	0	0	22	9	5	2	0	38	43.1	3	0	36	6	0	1	2	48	48.9
14:30	0	0	0	0	0	0	0	0	0	0	1	18	5	2	2	0	28	31	2	0	33	3	1	0	1	40	39.9
14:45	0	0	0	0	0	0	0	0	0	0	0	26	5	3	1	0	35	37.8	2	1	42	5	2	0	1	53	52.8
H/TOT	0	0	0	0	0	0	0	0	0	0	2	83	24	12	9	0	130	146.5	7	2	140	24	3	1	5	182	183
15:00	0	0	0	0	0	0	0	0	0	0	0	27	7	1	2	0	37	40.1	0	1	37	16	4	1	1	60	63.7
15:15	0	0	0	0	0	0	0	0	0	1	0	16	3	3	0	0	23	23.7	0	0	39	10	0	0	1	50	51
15:30	0	0	0	1	0	0	0	1	1	0	0	20	3	4	0	0	27	29	1	0	40	7	2	0	1	51	52.2
15:45	0	0	0	0	0	0	0	0	0	0	0	18	2	1	0	0	21	21.5	2	0	46	5	2	1	1	57	58.7
H/TOT	0	0	0	1	0	0	0	1	1	1	0	81	15	9	2	0	108	114.3	3	1	162	38	8	2	4	218	225.6
16:00	0	0	0	0	0	0	0	0	0	0	0	35	6	4	2	0	47	51.6	0	0	23	4	0	0	1	28	29
16:15	0	0	0	0	0	0	0	0	0	0	0	28	5	3	0	0	36	37.5	1	0	21	2	0	0	1	25	25.2
16:30	0	0	0	0	0	0	0	0	0	0	0	28	4	2	1	0	46	48.3	2	0	29	2	0	0	1	34	33.4
16:45	0	0	0	0	0	0	0	0	0	0	0	30	5	1	0	0	36	36.5	5	1	27	2	0	0	1	36	32.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	132	20	10	3	0	165	173.9	8	1	100	10	0	0	4	123	120
17:00	0	0	0	0	0	0	0	0	0	1	0	14	1	2	1	0	19	20.5	3	0	32	6	1	0	2	44	44.1
17:15	0	0	0	0	0	0	0	0	0	1	0	28	5	4	2	0	40	43.8	3	0	16	4	0	2	1	26	27.2
17:30	0	0	1	0	0	0	0	1	1	2	0	16	3	1	0	0	22	20.9	1	2	28	2	0	0	0	33	31
17:45	0	0	0	1	0	0	0	1	1	1	0	23	6	1	0	0	31	30.7	1	0	36	3	0	0	2	42	43.2
H/TOT	0	0	1	1	0	0	0	2	2	5	0	81	15	8	3	0	112	115.9	8	2	112	15	1	2	5	145	145.5
18:00	0	0	0	0	0	0	0	0	0	0	0	9	4	0	0	0	13	13	1	0	25	2	2	0	1	31	32.2
18:15	0	0	0	0	0	0	0	0	0	0	0	7	3	0	1	0	11	12.3	0	0	34	2	0	0	1	37	38
18:30	0	0	0	0	0	0	0	0	0	0	0	9	2	1	0	0	12	12.5	3	0	43	5	2	0	2	55	55.6
18:45	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	0	0	26	4	0	0	0	30	30
H/TOT	0	0	0	0	0	0	0	0	0	0	0	43	10	1	1	0	55	56.8	4	0	128	13	4	0	4	153	155.8
19:00	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	1	0	41	1	0	0	2	45	46.2
19:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	2	54	6	0	0	0	62	60.8
19:30	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	1	1	33	1	2	0	0	38	37.6
19:45	0	0	1	0	0	0	0	1	1	0	0	10	2	0	0	0	12	12	2	2	56	8	1	0	2	71	70.7
H/TOT	0	0	1	0	0	0	0	1	1	0	0	29	5	0	0	0	34	34	4	5	184	16	3	0	4	216	215.3
20:00	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	0	34	4	0	0	1	39	40
20:15	0	0	1	0	1	0	0	2	2.5	0	0	7	0	0	0	0	7	7	1	0	21	1	0	0	1	24	24.2
20:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	27	5	0	0	0	32	32
20:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	1	23	3	0	0	2	29	30.4
H/TOT	0	0	1	0	1	0	0	2	2.5	0	0	21	0	1	0	0	22	22.5	1	1	105	13	0	0	4	124	126.6
21:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	2	0	19	2	0	0	1	24	23.4
21:15	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	8.5	0	2	12	2	0	0	1	17	16.8
21:30	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	0	27	0	0	0	1	28	29
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17
H/TOT	0	0	0	0	0	0	0	0	0	1	0	11	1	1	0	0	14	13.7	2	2	74	5	0	0	3	86	86.2
22:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	19	0	0	0	0	19	19
22:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	1	15	1	1	0	3	21	23.9
22:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	12	1	0	0	0	13	13
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	1	7	8.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	1	51	2	2	0	4	60	64.4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	2	10	12
23:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	7	0	0	0	0	7	7
23:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	1	1	0	0	5	5.5
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	19	1	1	0	3	24	27.5
24 TOT	0	0	6	2	2	0	1	11	13	44	16	1290	379	116	94	0	1939	2074.4	101	27	2423	461	95	24	84	3215	3280.7

A => D									B => A									B => B								
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
0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	4.3	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	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	0	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0
0	0	3	0	0	0	0	3	3	0	0	5	0	1	1	0	7	8.8	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	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	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	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
0	0	2	1	0	0	0	3	3	0	0	3	0	1	0	0	4	4.5	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	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	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	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	6	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	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	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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0	1	4	1	0	0	0	6	5.4	0	1	7	8	2	1	0	19	20.7	0	0	0	0	0	0	0	0
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0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0
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4	8	640	55	3	0	0	710	703.5	36	10	1078	322	99	85	1	1631	1757.2	1	0	19	4	6	1	0	31

	B => C									B => D									C => A									C => B									C => C				
PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1
0	0	0	0	3	1	0	0	4	4.5	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	3	0	3	1	0	7	9.8	0	0	0	0	0
0	0	0	0	2	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	4	0	1	0	1	6	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	1	7	1	0	0	9	9.5	0	0	3	0	0	0	0	3	3	0	0	8	2	1	0	1	12	13.5	0	0	3	0	6	3	0	12	18.9	0	0	0	0	0
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0	0	0	0	0	1	2	0	3	6.1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	1	0	2	3.8	0	0	0	0	0
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				C => D									D => A									D => B									D => C										
OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C
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0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	39	4	0	0	0	43	43	0	0	17	1	0	0	0	18	18	1	1	50	5	0	0	0	57	55.6	0	0
0	0	0	0	0	0	10	1	0	0	0	11	11	1	0	25	1	0	0	0	27	26.2	1	0	29	0	0	0	0	30	29.2	0	0	32	1	0	0	0	33	33	0	0
0	0	1	1	0	0	7	1	0	0	0	8	8	0	0	42	0	0	0	0	42	42	0	2	29	0	0	0	0	31	29.8	0	0	47	5	0	0	0	52	52	0	0
0	0	0	0	2	0	16	0	0	0	0	18	16.4	1	0	35	0	0	0	0	36	35.2	0	1	31	3	0	0	0	35	34.4	1	0	28	0	0	0	0	29	28.2	0	0
0	0	1	1	2	0	49	3	0	0	0	54	52.4	2	0	141	5	0	0	0	148	146.4	1	3	106	4	0	0	0	114	111.4	2	1	157	11	0	0	0	171	168.8	0	0
0	0	0	0	0	1	10	1	0	0	0	12	11.4	0	1	34	0	0	0	0	35	34.4	2	0	14	2	0	0	0	18	16.4	0	0	50	1	0	0	0	51	51	0	0
0	0	0	0	0	0	14	3	2	0	0	19	20	0	1	35	0	0	0	0	36	35.4	0	0	38	1	0	0	0	39	39	0	2	19	1	0	0	0	22	20.8	0	0
0	0	1	1	1	0	13	1	1	0	0	16	15.7	0	0	29	0	0	0	0	29	29	3	1	21	4	0	0	0	29	26	0	0	43	0	1	0	0	44	44.5	0	0
0	0	0	0	0	0	18	1	0	0	0	19	19	0	0	16	0	0	0	0	16	16	1	0	17	0	0	0	0	18	17.2	0	1	42	3	0	0	0	46	45.4	0	0
0	0	1	1	1	1	55	6	3	0	0	66	66.1	0	2	114	0	0	0	0	116	114.8	6	1	90	7	0	0	0	104	98.6	0	3	154	5	1	0	0	163	161.7	0	0
0	0	0	0	1	0	9	1	0	0	0	11	10.2	0	0	11	0	0	0	0	11	11	1	0	15	1	0	0	0	17	16.2	0	0	19	2	0	0	0	21	21	0	0
0	0	1	1	1	0	9	0	0	0	0	10	9.2	0	0	12	0	0	0	0	12	12	1	0	8	0	0	0	0	9	8.2	0	0	20	1	0	0	0	21	21	0	0
0	0	1	1	2	0	7	3	0	0	0	12	10.4	0	0	6	1	0	0	0	7	7	2	0	7	0	0	0	0	9	7.4	0	0	20	1	1	0	0	22	22.5	0	0
0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	10	0	0	0	0	10	10	0	0	2	0	0	0	0	2	2	1	0	11	0	0	0	0	12	11.2	0	0
0	0	2	2	4	0	33	4	0	0	0	41	37.8	0	0	39	1	0	0	0	40	40	4	0	32	1	0	0	0	37	33.8	1	0	70	4	1	0	0	76	75.7	0	0
0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	9	1	0	0	0	10	10	0	0	7	0	0	0	0	7	7	2	0	8	1	0	0	0	11	9.4	0	0
0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	2	1	0	0	0	3	3	1	0	4	0	0	0	0	5	4.2	0	0	5	0	0	0	0	5	5	0	0
0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	0	2	2	0	0	4	1	0	0	0	5	5	1	1	4	0	0	0	0	6	4.6	0	0
0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	5	1	0	0	0	6	6	0	0	4	0	0	0	0	4	4	0	0	5	1	0	0	0	6	6	0	0
0	0	1	1	0	0	24	2	0	0	0	26	26	0	0	18	3	0	0	0	21	21	1	0	19	1	0	0	0	21	20.2	3	1	22	2	0	0	0	28	25	0	0
0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	3	0	0	0	0	3	3	1	0	3	0	0	0	0	4	3.2	0	0	7	0	0	0	0	7	7	0	0
0	0	0	0	1	0	6	1	0	0	0	8	7.2	0	0	2	0	0	0	0	2	2	0	0	4	1	0	0	0	5	5	0	0	4	0	0	0	0	4	4	0	0
0	0	0	0	0	0	6	3	0	0	0	9	9	0	0	8	1	0	0	0	9	9	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	6	1	0	0	0	7	7	0	0	1	0	0	0	0	1	1	0	1	5	0	0	0	0	6	5.4	0	0	3	1	0	0	0	4	4	0	0
0	0	0	0	1	0	26	5	0	0	0	32	31.2	0	0	14	1	0	0	0	15	15	1	1	12	1	0	0	0	15	13.6	0	0	21	1	0	0	0	22	22	0	0
0	0	0	0	0	1	7	1	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	8	1	0	0	0	9	9	0	0
0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	3	0	0	0	3	3	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	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0
0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	4	0	0	0	0	4	4	0	1	1	1	0	0	0	3	2.4	0	0	4	0	0	0	0	4	4	0	0
0	0	0	0	0	1	17	2	0	0	0	20	19.4	0	0	8	0	0	0	0	8	8	0	1	6	2	0	0	0	9	8.4	0	0	16	4	0	0	0	20	20	0	0
0	0	0	0	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	0	0	1	0	0	0	0	1	1	0	0
0	0	1	1	0	0	3	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	2	1	0	0	0	3	3	0	0
0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	0	1	0	0	0	1	1	0	0	2	1	0	0	0	3	3	0	0	3	1	0	0	0	4	4	0	0
0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0
0	0	1	1	0	0	15	3	0	0	0	18	18	0	0	4	1	0	0	0	5	5	0	0	4	2	0	0	0	6	6	0	0	7	2	0	0	0	9	9	0	0
0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	1	1	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	3	4	0	0	0	7	7	0	0
0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	1	0	0	0	0	1	1	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	2	1	0	0	0	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	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	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0
0	0	0	0	0	0	9	6	0	0	0	15	15	0	0	2	1	0	0	0	3	3	0	0	4	1	0	0	0	5	5	0	0	5	5	0	0	0	10	10	0	0
0	0	25	24.9	15	14	1118	140	21	2	0	1310	1302.7	3	5	616	44	4	1	0	673	670.9	35	12	491	121	14	2	0	675	649.4	11	14	1025	128	14	0	0	1192	1181.8	0	0

D => D						
CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	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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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	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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0	0	0	0	0	0	0
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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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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	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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0	0	0	0	0	0	0
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0	0	0	0	0	0	0
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0	0	0	0	0	0	0
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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
1	0	0	0	0	1	1
1	0	0	0	0	1	1
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
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	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	2	0	0	0	2	2
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	2	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	0
0	0	0	0	0	0	0
0	0	0	0	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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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	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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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	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	2	0	0	0	4	4



IDASO

Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: Site 6
Location: Cedar Brook Way/Cedar Brook Walk
Date: Wed 22-Apr-2026
AM Peak: 08:15 — 09:15 **Total:** 378
PM Peak: 17:00 — 18:00 **Total:** 381
15 Min Peak: 17:30 — 17:45 **Total:** 110
Construction works were noted throughout the survey; however, traffic flow was not impacted.

Arm A - Cedar Brook Way
Arm B - Unnamed Road
Arm C - Cedar Brook Way
Arm D - Cedar Brook Walk



	A => A									A => B									A => C											
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
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	5.5	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	3	0	0	0	0	3	3	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
00:45	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
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	2	10	12.5	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	1	0	0	0	1	2	3	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	3	1	0	0	0	4	4	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	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	1	2	3	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	1	0	0	2	8	10	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	1	0	0	0	0	1	1	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
02:30	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
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	5	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	6	0	1	0	1	8	9.5	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0
03:15	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
03:30	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
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	3	4	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	3	2	1	0	1	8	8.7	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	0	0	0	0	1	1	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	3	0	0	0	0	3	3	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
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	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	0	0	0	1	6	7	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	4	0	0	0	0	4	4	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	7	6.2	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	1	0	1	11	12.5	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	7	1	1	0	0	9	9.5	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	20	7	2	0	1	31	32.2	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	5	2	1	0	2	10	12.5	1	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	11	1	0	0	0	16	12.8	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	14	4	2	0	1	24	23.6	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	17	8	0	0	1	28	27.4	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	47	15	3	0	4	78	76.3	1	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	5	3	0	3	33	37.5	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	5	0	0	1	24	25	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	40	5	1	0	1	48	48.7	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	29	5	1	0	2	39	39.9	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	109	20	5	0	7	144	151.1	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	8	0	0	1	42	43	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	4	0	0	2	48	50	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	7	1	0	1	51	52.5	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	58	8	2	1	1	71	73.5	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	175	27	3	1	5	212	219	0	0	0
09:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	38	10	0	0	2	50	52	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	36	3	2	0	1	43	44.2	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	6	0	0	2	33	35	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	2	0	1	24	26	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	119	20	4	0	6	150	157.2	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	10	1	0	0	1	12	13	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	2	1	0	1	17	17.9	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	8	1	0	2	21	23.5	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	2	14	16	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	1	43	12	2	0	6	64	70.4	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	4	1	0	0	22	22.5	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	3	27	30	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	13	2	3	0	2	20	23.5	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	74	8	5	0	5	92	99.5	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	2	0	0	1	29	29.4	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	16	3	2	0	2	24	26.2	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	2	1	0	1	30	30.9	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	2	1	0	1	21	22.5	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	83	9	4	0	5	104	109	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	2	27	29	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	3	0	0	1	25	26	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	4	1	0	1	28	29.5	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	32	4	1	0	2	40	41.7	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	97	14	2	0	6	120	126.2	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	19	7	0	0	1	28	28.2	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	7	0	0	2	24	26	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	3	0	1	1	40	42.3	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	5	3	0	2	33	36.5	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	92	22	3	1	6	125	133	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	5	0	0	1	37	38	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	21	6	1	0	1	30	30.7	0	0	0
15:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	21	9	2	0	1	33	35	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	29	4	1	0	1	38	37.3	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	1	102	24	4	0	4	138	141	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	4	1	0	2	23	25.5	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	22	4	1	0	1	30	30.1	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	27	3	0	0	1	33	32.4	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	2	1	0	3	29	32.5	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	88	13	3	0	7	115	120.5	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	26	2	1	0	1	31	31.7	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	22	0	0	0	1	24	24.2	1	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	23	5	0	0	1	32	30.6	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	24	5	0	0	2	31	33	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	95	12	1	0	5	118	119.5	1	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	1	28	29	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	21	2	2	0	1	26	28	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	38	3	0	0	2	43	45	1	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	25	7	0	0	0	34	32.4	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	109	14	2	0	4	131	134.4	1	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	29	5	0	0	2	37	38.4	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	24	1	0	0	1	26	27	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	24	1	0	0	1	26	27	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	5	0	0	1	24	24.4	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	94	12	0	0	5	113	116.8	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	15	3	0	0	1	19	20	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	15	1	0	0	2	21	20.6	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	22	2	0	0	1	25	26	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	1	0	0	1	21	21.4	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	70	7	0	0	5	86	88	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	8	3	0	0	1	12	13	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15	1	1	0	2	20	21.9	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	14	0	0	0	1	15	16	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	11	2	0	0	0	14	13.2	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	48	6	1	0	4	61	64.1	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	12	0	0	0	0	12	12	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	0	4	16	19.4	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	6	5.4	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	4	0	0	0	1	5	6	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	31	1	0	0	5	39	42.8	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	3	0	0	0	3	6	9	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	4	0	0	0	0	4	4	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	6	1	0	0	0	7	7	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	1	0	0	0	1	2	3	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	14	1	0	0	4	19	23	0	0	0
24 TOT	0	0	2	0	0	0	0	2	2	0	0	0	0	0	1	0	1	2.3	36	11	1536	247	47	2	101	1980	2071.7	3	0	0

A => D						B => A									B => B								
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
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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B => C									B => D									C => A									C => B									C => C					
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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			C => D									D => A									D => B									D => C											
PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	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	0	0	1	0.2	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0
0	1	0.2	3	0	0	0	0	0	0	3	0.6	3	0	0	0	0	0	0	3	0.6	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	1.2	0	0	0

D => D					
LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
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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0	0	0	0	0	0
0	0	0	0	0	0
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0	0	0	0	0	0
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0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
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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0	0	0	0	0	0
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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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0	0	0	0	0	0
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0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
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0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
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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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0



IDASO

Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: Site 7
Location: Barnville Walk/Barnville Park/Cedar Brooke Way
Date: Wed 22-Apr-2026
AM Peak: 08:30 — 09:30 **Total:** 423
PM Peak: 16:45 — 17:45 **Total:** 430
15 Min Peak: 08:45 — 09:00 **Total:** 128

Arm A - Cedar Brooke Way
Arm B - Barnville Park
Arm C - Cedar Brooke Way

	A => A									A => B									A => C								
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
00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	2	2	4
00:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2
00:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2
00:45	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	2	7	9
01:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	1	2	3
01:15	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
01:30	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
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	1	2	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	2	6	8
02:00	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
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
02:30	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
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	1	2	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	1	6	7.5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2
03:15	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
03:30	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
03:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	1	3	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	2	2	1	0	1	7	7.7
04:00	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
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	0	0	1	1
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
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5	6
05:00	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
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	1	0	3	1	0	0	0	5	4.2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	5	6
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	7.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	1	0	13	4	1	0	1	20	20.7
06:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	4	2	1	0	2	9	11.5
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	9	1	0	0	0	13	10.6
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	11	4	2	0	1	21	20.6
06:45	0	0	1	0	0	0	0	1	1	0	0	0	1	1	0	0	2	2.5	1	0	12	7	0	0	1	21	21.2
H/TOT	0	0	1	0	0	0	0	1	1	0	0	1	1	2	0	0	4	5	7	0	36	14	3	0	4	64	63.9
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5	0	0	16	0	2	0	3	21	25
07:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	14	5	0	0	1	20	21
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	31	3	0	0	1	36	36.2
07:45	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	1	0	23	5	1	0	2	32	33.7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	4	1	0	0	11	11.5	2	0	84	13	3	0	7	109	115.9
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	4	0	0	31	7	0	0	1	39	40
08:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	34	4	0	0	2	40	42
08:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	28	7	1	0	1	37	38.5
08:45	0	0	0	0	0	0	0	0	0	1	0	12	1	0	0	0	14	13.2	1	0	47	6	1	1	1	57	59
H/TOT	0	0	0	0	0	0	0	0	0	1	0	18	1	2	0	0	22	22.2	1	0	140	24	2	1	5	173	179.5
09:00	0	0	2	0	0	0	0	2	2	0	0	8	0	0	0	0	8	8	0	0	34	9	0	0	2	45	47
09:15	0	0	1	0	0	0	0	1	1	0	0	5	1	0	0	0	6	6	1	0	29	3	2	0	1	36	37.2
09:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	18	5	0	0	2	25	27
09:45	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	15	1	2	0	1	19	21
H/TOT	0	0	4	0	0	0	0	4	4	0	0	19	1	0	0	0	20	20	1	0	96	18	4	0	6	125	132.2
10:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	5	1	0	0	1	7	8
10:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	1	6	1	1	0	1	10	10.9
10:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.2	0	0	6	6	1	0	2	15	17.5
10:45	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	7	0	0	0	2	9	11
H/TOT	0	0	0	0	0	0	0	0	0	1	0	6	1	1	0	0	9	8.7	0	1	24	8	2	0	6	41	47.4
11:00	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	13	2	0	0	0	15	15
11:15	0	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	7	7.5	0	0	19	0	0	0	3	22	25
11:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	16	1	1	0	0	18	18.5
11:45	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	10	2	2	0	2	16	19
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	4	2	0	0	18	19	0	0	58	5	3	0	5	71	77.5
12:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	1	1	21	1	0	0	1	25	24.6
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	3	2.9	1	0	15	2	2	0	2	22	24.2
12:30	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4	4.5	0	0	24	2	0	0	1	27	28
12:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	13	2	1	0	1	17	18.5
H/TOT	0	0	0	0	0	0	0	0	0	0	1	7	4	2	0	0	14	14.4	2	1	73	7	3	0	5	91	95.3
13:00	0	0	1	1	0	0	0	2	2	1	0	2	0	0	0	0	3	2.2	0	0	14	2	0	0	2	18	20
13:15	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	15	3	0	0	1	19	20
13:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	20	3	0	0	1	24	25
13:45	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5	1	0	19	3	1	0	2	26	27.7
H/TOT	0	0	2	1	0	0	0	3	3	1	0	15	2	0	0	0	18	17.2	1	0	68	11	1	0	6	87	92.7
14:00	0	0	1	0	0	0	0	1	1	0	0	6	0	0	0	0	6	6	1	0	17	8	0	0	1	27	27.2
14:15	0	0	1	0	0	0	0	1	1	0	0	5	1	0	0	0	6	6	2	0	10	5	0	0	2	19	19.4
14:30	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	28	3	0	1	1	33	35.3
14:45	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	7.5	0	0	21	3	2	0	2	28	31
H/TOT	0	0	2	0	0	0	0	2	2	0	0	24	3	1	0	0	28	28.5	3	0	76	19	2	1	6	107	112.9
15:00	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	5	6	0	0	22	4	0	0	1	27	28
15:15	0	0	0	1	0	0	0	1	1	0	0	6	1	0	0	0	7	7	1	0	17	5	1	0	1	25	25.7
15:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	16	7	1	0	1	25	26.5
15:45	0	0	1	0	0	0	0	1	1	0	0	8	1	0	0	0	9	9	2	1	22	1	1	0	1	28	27.3
H/TOT	0	0	1	1	0	0	0	2	2	0	0	18	2	2	0	0	22	23	3	1	77	17	3	0	4	105	107.5
16:00	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	0	0	12	3	1	0	2	18	20.5
16:15	0	0	1	0	0	0	0	1	1	0	1	8	2	0	0	0	11	10.4	0	0	17	3	0	0	1	21	22
16:30	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8.5	2	0	23	2	0	0	1	28	27.4
16:45	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	20	2	1	0	3	26	29.5
H/TOT	0	0	1	0	0	0	0	1	1	0	1	32	5	1	0	0	39	38.9	2	0	72	10	2	0	7	93	99.4
17:00	0	0	1	0	0	0	0	1	1	0	1	6	0	0	0	0	7	6.4	0	0	20	1	1	0	1	23	24.5
17:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0	18	0	0	0	1	20	20.2
17:30	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	8	8	3	0	14	5	0	0	1	23	21.6
17:45	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	9	9	0	0	16	5	0	0	2	23	25
H/TOT	0	0	1	0	0	0	0	1	1	0	1	21	6	0	0	0	28	27.4	4	0	68	11	1	0	5	89	91.3
18:00	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	15	1	0	0	1	17	18
18:15	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	15	0	1	0	1	17	18.5
18:30	0	0	2	0	0	0	0	2	2	0	0	7	1	0	0	0	8	8	0	0	23	2	0	0	2	27	29
18:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	1	0	11	3	0	0	0	15	14.2
H/TOT	0	0	3	0	0	0	0	3	3	0	0	20	3	0	0	0	23	23	1	0	64	6	1	0	4	76	79.7
19:00	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	9	8.2	0	1	26	2	0	0	2	31	32.4
19:15	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	19	1	0	0	1	21	22
19:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	17	0	0	0	1	18	19
19:45	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	0	0	5	4	0	0	1	10	11
H/TOT	0	0	0	0	0	0	0	0	0	2	0	25	2	0	0	0	29	27.4	0	1	67	7	0	0	5	80	84.4
20:00	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	14	2	0	0	1	17	18
20:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	7	1	0	0	2	10	12
20:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	12	1	0	0	1	14	15
20:45	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	5	4.4	0	1	10	1	0	0	1	13	13.4
H/TOT	0	0	0	0	0	0	0	0	0	0	1	14	3	0	0	0	18	17.4	0	1	43	5	0	0	5	54	58.4
21:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	6	1	0	0	1	8	9
21:15	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	0	1	9	1	1	0	2	14	15.9
21:30	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	8	0	0	0	1	9	10
21:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	7	1	0	0	0	9	8.2
H/TOT	0	0	0	0	0	0	0	0	0	1	0	16	2	0	0	0	19	18.2	1	1	30	3	1	0	4	40	43.1
22:00	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	9	0	0	0	0	9	9
22:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	2	6	0	0	4	12	14.8
22:30	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
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	5
H/TOT	0	0	1	0	0	0	0	1	1	0	0	8	0	0	0	0	8	8	0	2	21	1	0	0	5	29	32.8
23:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	3	5	8
23:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	2	0	0	0	0	2	2
23:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5
23:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	9	0	0	0	4	13	17
24 TOT	0	0	16	2	0	0	0	18	18	6	4	273	45	15	0	0	343	343.3	30	8	1137	186	34	2	101	1498	1589.8

B => A									B => B									B => C								
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
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
0	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
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
0	0	0	0	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	0	0	0	0	2	0	1	0	0	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
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0	1	2	0	0	0	0	3	2.4	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
1	1	10	2	0	0	0	14	12.6	1	0	0	0	0	0	0	1	0.2	2	0	27	2	0	0	0	31
1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6
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0	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
1	0	5	2	0	0	0	8	7.2	0	0	0	1	0	0	0	1	1	0	0	18	3	0	0	0	21
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
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0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
8	1	186	35	3	0	0	233	227.5	1	0	6	2	0	0	0	9	8.2	12	3	396	59	12	0	0	482

	C => A									C => B									C => C								
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
1.5	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
1	0	0	2	0	0	0	1	3	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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
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
3.5	0	0	4	1	0	0	1	6	7	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
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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
0	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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2	0	0	2	0	1	0	1	4	5.5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
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0	0	0	1	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1	0	0	1	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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2	0	0	1	0	1	0	2	4	6.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
6.5	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	0
2	0	0	0	1	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.5	0	0	5	1	1	0	4	11	15.5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
1.2	0	0	3	2	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.2	0	0	2	2	0	0	2	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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5.2	0	0	7	0	0	0	1	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12.8	0	0	16	4	0	0	5	25	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12.5	1	0	4	1	0	0	1	7	7.2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
5	1	0	5	2	1	0	3	12	14.7	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
10.5	2	0	10	4	1	0	1	18	17.9	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	1	1	1
8.2	2	0	19	3	0	0	2	26	26.4	0	0	1	2	0	0	0	3	3	0	0	1	0	0	0	0	1	1	1
36.2	6	0	38	10	2	0	7	63	66.2	0	0	5	4	0	0	0	9	9	0	0	0	1	1	0	0	0	2	2
5	0	0	19	5	0	0	1	25	26	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
6	0	0	22	2	1	0	3	28	31.5	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
13	0	0	33	4	2	0	2	41	44	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
14.5	1	0	23	3	1	0	1	29	29.7	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
38.5	1	0	97	14	4	0	7	123	131.2	0	0	7	2	0	0	0	9	9	0	0	1	0	0	0	0	1	1	
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23	0	0	85	14	2	1	5	107	114.3	0	0	12	2	1	0	0	15	15.5	0	0	1	0	0	0	0	1	1	
4	2	0	19	2	0	0	1	24	23.4	0	0	3	0	0	0	0	3	3	0	0	0	0	0	1	0	1	2.3	
7	0	0	10	6	2	0	2	20	23	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
6	0	0	16	3	1	0	1	21	22.5	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
5	1	0	4	1	2	0	1	9	10.2	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
22	3	0	49	12	5	0	5	74	79.1	0	0	16	1	0	0	0	17	17	0	0	0	0	0	1	0	1	2.3	
8.5	0	0	15	2	3	0	1	21	23.5	1	0	4	0	1	0	0	6	5.7	0	0	0	0	0	0	0	0	0	0
4	1	0	11	2	0	0	2	16	17.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
6.5	0	0	15	4	0	0	1	20	21	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0
4	0	1	23	3	0	1	1	29	30.7	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
23	1	1	64	11	3	1	5	86	92.4	1	0	12	0	2	0	0	15	15.2	0	0	0	0	0	0	0	0	0	0
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2	1	0	19	1	2	0	2	25	27.2	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
3.9	0	0	13	2	0	0	1	16	17	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
4	0	0	19	2	1	0	1	23	24.5	1	0	4	1	0	0	0	6	5.2	0	0	0	0	0	0	0	0	0	0
13.9	1	0	78	9	3	0	5	96	101.7	1	0	13	2	1	0	0	17	16.7	0	0	0	0	0	0	0	0	0	0
8	0	0	26	3	2	0	1	32	34	1	0	3	0	1	0	0	5	4.7	0	0	0	0	0	0	0	0	0	0
6	0	1	20	6	0	0	2	29	30.4	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
12.5	0	0	24	5	0	1	1	31	33.3	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
6	0	0	11	2	0	1	1	15	17.3	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
32.5	0	1	81	16	2	2	5	107	115	1	0	19	1	2	0	0	23	23.2	0	0	0	0	0	0	0	0	0	0
5	0	0	22	4	0	0	1	27	28	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0
3	0	1	22	3	1	0	2	29	30.9	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
7	0	0	24	7	0	0	1	32	33	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
8.5	0	1	20	3	2	0	2	28	30.4	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
23.5	0	2	88	17	3	0	6	116	122.3	1	0	26	3	0	0	0	30	29.2	0	0	0	0	0	0	0	0	0	0
8	1	0	27	1	1	0	0	30	29.7	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
5	1	1	24	4	1	1	3	35	38.4	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
8.5	2	0	20	5	0	0	0	27	25.4	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
10	1	0	34	4	0	0	2	41	42.2	0	0	9	4	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
31.5	5	1	105	14	2	1	5	133	135.7	0	0	22	8	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0
5	1	0	35	8	0	0	1	45	45.2	1	0	5	1	0	0	0	7	6.2	0	0	1	0	0	0	0	1	1	
4.6	1	0	38	5	0	0	3	47	49.2	0	0	8	2	0	0	0	10	10	0	0	0	1	1	0	0	2	2.5	
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4	2	1	45	4	0	0	1	53	51.8	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
19.6	5	1	156	23	1	0	5	191	191.9	2	0	29	4	0	0	0	35	33.4	0	0	1	1	1	0	0	3	3.5	
6.2	1	0	51	7	0	0	1	60	60.2	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
4.2	0	0	48	3	0	0	1	52	53	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
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9	0	0	36	5	0	1	1	43	45.3	1	0	13	2	0	0	0	16	15.2	0	0	0	0	0	0	0	0	0	0
27.4	2	0	193	20	1	1	6	223	229.2	1	0	33	5	0	0	0	39	38.2	0	0	0	0	0	0	0	0	0	0
9	1	0	33	6	0	0	1	41	41.2	1	0	5	1	0	0	0	7	6.2	0	0	1	0	0	0	0	1	1	
10.7	0	0	23	0	0	0	2	25	27	1	0	5	1	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0
16	0	0	25	2	0	0	1	28	29	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
17.2	0	0	16	3	0	0	1	20	21	0	0	10	2	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0
52.9	1	0	97	11	0	0	5	114	118.2	2	0	28	5	0	0	0	35	33.4	0	0	1	0	0	0	0	1	1	
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7	1	0	15	3	1	0	1	21	21.7	0	0	3	1	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
13.4	0	0	14	1	0	0	1	16	17	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
32.4	1	0	54	9	1	0	4	69	72.7	1	1	23	6	1	0	0	32	31.1	0	0	0	0	0	0	0	0	0	0
2	0	0	12	5	0	0	1	18	19	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
8.4	0	0	12	0	0	0	2	14	16	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0
11	0	1	14	0	1	0	1	17	17.9	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
8	1	0	10	0	1	0	0	12	11.7	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
29.4	1	1	48	5	2	0	4	61	64.6	1	0	18	1	0	0	0	20	19.2	0	0	0	0	0	0	0	0	0	0
6	0	1	10	0	0	0	1	12	12.4	1	0	6	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0
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21	0	1	35	3	0	0	4	43	46.4	2	0	16	2	0	0	0	20	18.4	0	0	0	0	0	0	0	0	0	0
3	0	0	6	1	0	0	1	8	9	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
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1	0	0	3	0	0	0	1	4	5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
10	0	0	28	1	0	0	3	32	35	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0
1	0	0	5	1	0	0	1	7	8	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
2	0	0	1	0	0	0	0	1	1	1	0	5	0	0	0	0	6	5.2	0	0	0	0	0	0	0	0	0	0
2	1	0	2	0	0	0	1	4	4.2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
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	0
6	1	0	10	1	0	0	2	14	15.2	1	0	13	0	0	0	0	14	13.2	0	0	0	0	0	0	0	0	0	0
476.6	28	8	1338	196	33	6	98	1707	1802.1	14	1	326	47	7	0	0	395	386.7	0	0	5	2	1	1	0	9	10.8	



IDASO

Survey Name: 260239 - Park West and Cherry Orchard Dublin 10
Site: Site 8
Location: Barnville Park
Date: Wed 22-Apr-2026
AM Peak: 08:30 — 09:30 **Total:** 117
PM Peak: 17:30 — 18:30 **Total:** 158
15 Min Peak: 17:45 — 18:00 **Total:** 50

Arm A - Barnville Park
Arm B - Barnville Park
Arm C - Barnville Park

	A => A									A => B									A => C									
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
00:00	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
00:15	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
00:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
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
H/TOT	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
01:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
01:30	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
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
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
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
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
02:30	0	0	0	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
02:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	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
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
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
03:45	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
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
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
04:15	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
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
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
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
05:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	1	0	0	1	1.5	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0
05:30	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
05:45	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
H/TOT	0	0	0	0	1	0	0	1	1.5	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	1	0	0	0	0	1	1	0
06:15	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	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	5	0	0	1	0	0	0	0	1	1	2
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
07:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	1	1	0	0	0	2	2	0
07:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	0	2	0	0	0	2	2	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	5	1	0	0	14	14.5	0	0	2	3	0	0	0	5	5	1
08:00	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	0	0	0	0	1	0	0	1	1.5	0
08:15	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1
08:45	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	1	0	2	0	0	0	0	3	2.2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	22	3	1	0	0	26	26.5	1	0	5	0	1	0	0	7	6.7	1
09:00	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	2	0	0	0	0	2	2	0
09:15	0	0	1	0	0	0	0	1	1	0	0	5	2	0	0	0	7	7	0	0	1	0	0	0	0	1	1	0
09:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	1	0	0	0	0	1	1	0
09:45	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	1
H/TOT	0	0	1	0	0	0	0	1	1	0	0	26	3	1	0	0	30	30.5	0	0	5	0	0	0	0	5	5	1
10:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	1	0	0	0	1	1	0
10:30	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	1
10:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	1	0	1	0	0	2	2.5	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	21	21	0	0	1	1	1	0	0	3	3.5	1
11:00	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	6	5.2	0	0	2	0	1	0	0	3	3.5	0
11:15	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	6	6.5	0	0	5	0	0	0	0	5	5	0
11:30	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	7	7.5	0	0	2	0	0	0	0	2	2	0
11:45	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	15	5	3	0	0	24	24.7	0	0	9	0	1	0	0	10	10.5	0
12:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	3	0	0	0	0	3	3	0
12:15	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	5	5.5	0	1	0	0	0	0	0	1	0.4	0
12:30	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	7	8	0	0	1	1	0	0	0	2	2	0
12:45	0	0	0	0	0	0	0	0	0	1	0	3	2	0	0	0	6	5.2	0	0	1	0	0	0	0	1	1	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	14	5	3	0	0	23	23.7	0	1	5	1	0	0	0	7	6.4	0
13:00	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	10	9.2	0	0	5	1	1	0	0	7	7.5	0
13:30	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	0	1	0	0	0	1	1	0
13:45	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	0	0	5	0	0	0	0	5	5	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	25	1	1	0	0	29	27.9	0	0	10	2	1	0	0	13	13.5	0
14:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	4	0	0	0	0	5	4.2	0
14:15	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	0	0	1	0	0	0	0	1	1	0
14:30	0	1	0	0	0	0	0	1	1	0	0	14	2	0	0	0	16	16	0	0	3	1	0	0	0	4	4	0
14:45	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	5	0	1	0	0	6	6.5	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	36	6	0	0	0	42	42	1	0	13	1	1	0	0	16	15.7	0
15:00	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	9	9.5	0	0	0	0	1	0	0	1	1.5	0
15:15	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13	13	0	0	1	0	0	0	0	1	1	0
15:30	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	0
15:45	0	0	0	0	0	0	0	0	0	0	0	14	4	0	0	0	18	18	0	0	3	1	0	0	0	4	4	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	36	9	1	0	0	46	46.5	0	0	4	1	1	0	0	6	6.5	0
16:00	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	1	0	3	1	0	0	0	5	4.2	0
16:15	0	0	0	0	0	0	0	0	0	0	0	14	4	0	0	0	18	18	0	1	2	0	0	0	0	3	2.4	0
16:30	0	0	0	0	0	0	0	0	0	0	1	0	14	0	0	0	15	14.2	0	0	2	0	1	0	0	3	3.5	0
16:45	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	0	0	2	0	0	0	0	2	2	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	53	8	0	0	0	62	61.2	1	1	9	1	1	0	0	13	12.1	0
17:00	0	0	0	0	0	0	0	0	0	0	1	12	1	0	0	0	14	13.4	0	0	2	0	0	0	0	2	2	0
17:15	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	1	0	0	0	0	1	1	0
17:30	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	11	0	0	5	2	0	0	0	7	7	1
17:45	0	0	0	0	0	0	0	0	0	0	0	19	4	0	0	0	23	23	1	0	1	1	0	0	0	3	2.2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	46	8	0	0	0	55	54.4	1	0	9	3	0	0	0	13	12.2	1
18:00	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	6	5.2	0	0	3	0	0	0	0	3	3	1
18:15	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	11	1	0	2	0	0	0	0	3	2.2	1
18:30	0	0	1	0	0	0	0	1	1	0	0	11	1	0	0	0	12	12	0	0	3	1	0	0	0	4	4	0
18:45	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16	0	0	1	0	0	0	0	1	1	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	37	7	0	0	0	45	44.2	1	0	9	1	0	0	0	11	10.2	2
19:00	0	0	0	0	0	0	0	0	0	1	0	14	3	0	0	0	18	17.2	0	0	4	0	0	0	0	4	4	0
19:15	0	0	0	0	0	0	0	0	0	1	1	8	2	0	0	0	12	10.6	0	0	6	1	0	0	0	7	7	0
19:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	1	1	1	0	0	3	3.5	0
19:45	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	1	0	3	0	0	0	0	4	3.2	0
H/TOT	0	0	0	0	0	0	0	0	0	2	1	36	6	0	0	0	45	42.8	1	0	14	2	1	0	0	18	17.7	0
20:00	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	0	0	7	2	0	0	0	9	9	2
20:15	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	2.4	0	0	3	0	0	0	0	3	3	2
20:30	0	0	2	0	0	0	0	2	2	0	0	9	0	0	0	0	9	9	0	0	0	1	0	0	0	1	1	0
20:45	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	1	0	0	0	0	0	1	0.4	0
H/TOT	0	0	2	0	0	0	0	2	2	0	0	20	1	0	0	0	24	21.6	0	1	10	3	0	0	0	14	13.4	4
21:00	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	7.2	0	0	4	0	0	0	0	4	4	1
21:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	1	0	2	1	0	0	0	4	3.2	0
21:30	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4	0	0	2	2	0	0	0	4	4	0
21:45	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	1	0	2	0	0	0	0	3	2.2	0
H/TOT	0	0	2	0	0	0	0	2	2	1	0	21	1	0	0	0	23	22.2	2	0	10	3	0	0	0	15	13.4	1
22:00	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	3	0	0	0	0	3	3	0
22:15	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
22:30	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
22:45	0	0	0	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20	20	0	0	7	0	0	0	0	7	7	0
23:00	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
23:15	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	6	5.2	0	0	1	0	0	0	0	1	1	0
23:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	0	2	2	0
23:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	16	1	0	0	0	18	17.2	0	0	3	0	0	0	0	3	3	0
24 TOT	0	0	7	0	1	0	0	8	8.5	13	2	468	72	13	0	0	568	562.9	8	3	130	22	8	0	0	171	166.8	14

B => A								B => B								B => 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
0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
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	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	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	0	1	0	0	0	0	1	1
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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	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	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
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	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	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
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
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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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	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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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	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	0	0
0	2	3	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	5	3	0	0	0	8	8	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	0	0
0	2	1	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	5	0	0	0	0	6	5.2	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	0	1	0	0	0	0	1	1
0	12	2	0	0	0	16	14.4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	5	6	1	0	0	12	12.5	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	0	0	1	0	0	0	0	1	1
0	11	2	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	7	1	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	28	9	2	0	0	40	40.2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	16	0	0	0	0	17	16.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	16	1	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
0	42	2	1	0	0	46	45.7	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
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	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
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	6	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	29	2	0	0	0	32	31.2	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
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	5	3	0	0	0	9	8.2	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	0	0	0	0	0	0	0	0
0	22	6	0	0	0	29	28.2	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
0	6	3	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
0	5	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	20	4	2	0	0	26	27	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6	6
0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	2	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
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
0	13	5	2	0	0	20	21	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
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0	10	2	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
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0	30	2	0	0	0	32	32	1	0	0	0	0	0	0	1	0.2	0	0	5	0	0	0	0	5	5
0	6	6	0	0	0	6	6	1	0	0	0	0	0	0	1	0.2	1	0	1	0	0	0	0	2	1.2
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
0	9	3	0	0	0	12	12	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	1	0	0	0	0	0	0	1	0.2	2	0	2	2	0	0	0	6	4.4
0	23	6	0	0	0	29	29	2	0	0	0	0	0	0	2	0.4	3	0	3	2	0	0	0	8	5.6
0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	9	1	0	0	0	10	10	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0.2
0	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
0	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
0	37	7	0	0	0	44	44	0	0	1	0	0	0	0	1	1	1	0	4	2	0	0	0	7	6.2
0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
0	9	0	0	0	0	9	9	2	0	0	0	0	0	0	2	0.4	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	1	0	1	0	0	0	0	2	1.2
0	26	4	0	0	0	30	30	2	0	0	0	0	0	0	2	0.4	1	0	5	1	0	0	0	7	6.2
0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	6	0	0	0	0	6	6	1	0	0	0	0	0	0	1	0.2	3	0	1	0	0	0	0	4	1.6
0	9	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	2.4
0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2
0	31	2	0	0	0	34	33.2	1	0	0	0	0	0	0	1	0.2	6	0	10	0	0	0	0	16	11.2
0	8	1	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
0	10	0	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	1.4
0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	9	4	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	39	5	0	0	0	46	44.4	0	0	0	0	0	0	0	0	0	2	0	6	1	0	0	0	9	7.4
0	4	4	0	0	0	8	8	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2
0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2
0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
1	12	1	0	0	0	14	13.4	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2
1	33	6	0	0	0	40	39.4	0	0	0	0	0	0	0	0	0	3	0	10	1	0	0	0	14	11.6
0	1	2	0	0	0	5	3.4	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	7	3.8
0	9	0	0	0	0	11	9.4	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	2.4
0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3	1.4
0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	2.4
0	30	3	0	0	0	37	33.8	0	0	0	0	0	0	0	0	0	10	0	7	1	0	0	0	18	10
0	3	1	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	2.2
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2
0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	15	3	0	0	0	19	18.2	0	0	0	0	0	0	0	0	0	2	0	8	1	0	0	0	11	9.4
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	5	4.2
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	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	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
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	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
1	465	73	8	0	0	561	553.2	6	0	1	0	0	0	0	7	2.2	29	0	83	16	0	0	0	128	104.8

C => A									C => B									C => C								
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
0	0	0	0	0	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	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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0	0	0	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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7	3	116	23	6	0	0	155	150.6	29	0	88	12	2	0	0	131	108.8	4	0	0	0	0	0	0	4	0.8

UK and Ireland Office Locations

