

Blackrock Louth Residential Development

Traffic and Transport Assessment

Kingsbridge Consultancy Ltd

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Contents

Chapter	Page
1. Background	5
1.1. Proposed Scheme	5
1.2. Methodology	5
1.3. Scoping Document	5
1.4. Reference Documents	5
1.5. Policy and Best Practice	5
2. Receiving Environment	6
2.1. Site Location	6
2.2. Pedestrians and Cyclist Facilities	6
2.3. Public Transport Facilities	7
2.4. Local Amenities	8
2.5. Local Road Network	8
2.6. Traffic Surveys	8
3. Proposed Development	9
3.1. Subject Application	9
3.2. Site Access and Internal Layout	9
3.3. Parking	10
4. Future Transport Proposals	11
5. Traffic Characteristics	12
5.1. Assessment Years	12
5.2. Trip Rates and Traffic Generation	12
5.3. Trip Distribution and Assignment	14
6. Traffic Impact	16
6.1. Percentage Traffic Impact	16
6.2. Junction Assessment Terminology	17
6.3. Opening Year Assessment	18
6.4. Opening Year + 5	19
6.5. Opening Year + 15	21
7. Development Access Junction - Sensitivity Analysis	24
7.1. Introduction	24
7.2. Trip Distribution and Assignment	24
7.3. Assessment Output Terminology	24
7.4. Junction Capacity Assessment	24
8. Summary and Conclusion	27
8.1. Summary	27
8.2. Conclusion	27
Appendix A. Walking, Cycling, Public Transport Catchment	29
Appendix B. Traffic Surveys	30
Appendix C. Traffic Growth and TRICS Assessment	31
Appendix D. Traffic Movement Diagrams	32
Appendix E. Junction Modelling Results	33
Appendix F. Scoping Document	34

Tables

Table 5-1	Total Person Trip Rates (and Trip Volumes)	12
Table 5-2	Localised Vehicle Trip Rate	14
Table 5-3	Vehicle Traffic Generation	14
Table 5-4	Trip Distribution Percentages	14
Table 6-1	Percentage Traffic Increase	16
Table 6-2	2020 Opening Year Assessment - Junction 3	18
Table 6-3	2020 Opening Year Assessment - Junction 4	18
Table 6-4	2020 Opening Year Assessment - Junction 5	19
Table 6-5	2020 Opening Year Assessment - Junction 10	19
Table 6-6	2020 Opening Year +5 Assessment - Junction 3	20
Table 6-7	2020 Opening Year +5 Assessment - Junction 4	20
Table 6-8	2020 Opening Year +5 Assessment - Junction 5	20
Table 6-9	2020 Opening Year +5 Assessment - Junction 10	21
Table 6-10	2020 Opening Year +15 Assessment - Junction 3	21
Table 6-11	2020 Opening Year +15 Assessment - Junction 4	22
Table 6-12	2020 Opening Year +15 Assessment - Junction 5	22
Table 6-13	2020 Opening Year +15 Assessment -	23
Table 7-1	Proposed Development + Adjacent Zoned Lands – Traffic Generation	24
Table 7-2	Proposed Development + Adjacent Zoned Lands – Junction Assessment Results	25

Figures

Figure 2-1 - Site Location	6
Figure 3-1 - Site Layout	9
Figure 3-2 – Development Access Junction Layout	10
Figure 5-1 - Small Area Sites	13
Figure 6-1 - Level of Service Criteria	17
Figure 7-1 – Junction 10 (Model Layout)	25

1. Background

1.1. Proposed Scheme

This report details the Traffic and Transportation Assessment (TTA) associated with a planning application for the proposed development at Lands at Haggardstown, Blackrock, Dundalk, Co.Louth.

A full description of the development is included in the Planning Report and full details of road layouts are contained on the engineering drawings and in the Infrastructure Design Report, all of which accompany this application.

In overall terms the development is to consist of the construction of 483 no. new residential units. The development will also include for a crèche, associated open space, the provision of two new access points facilitating vehicular access junctions onto the R172 Blackrock Road, and all associated internal roads and infrastructural works.

1.2. Methodology

The following tasks were considered during the preparation of the TTA:

- Assess surrounding road and transport infrastructure;
- Identify plans for future road infrastructure and transport upgrades;
- Undertake traffic counts to quantify the base line traffic scenario;
- Determine trip generation, distribution and assignment associated with proposed development;
- Establish future years and associated traffic flows;
- Quantify the predicted traffic impact of the proposed development;

1.3. Scoping Document

A Scoping Document was issued to Louth County Council in January 2018. LCC provided comments on the scoping which were in turn incorporated into the scope and the scope was then agreed. The agreed Scoping Document is contained within Appendix F of this TTA.

1.4. Reference Documents

This TTA should be read with reference to all other submitted planning application documentation including the Infrastructure Design Report - Roads and drawings, and the architectural and landscape architectural layout plans.

1.5. Policy and Best Practice

This TTA has been carried out in accordance with National, County and Local level policy. In particular it has been carried out in accordance with the following policy documents and best practice guidance documents.

- Louth County Council - Development Plan 2017 – 2023;
- Dundalk and Environs Development Plan Variation No. 1 2011
- Transport Infrastructure Ireland - Traffic and Transport Assessment Guidelines 2014;
- Transport Infrastructure Ireland - PAG Unit 5.3 Travel Demand Projections 2016.

2. Receiving Environment

2.1. Site Location

The proposed development is located within the townland of Haggardstown, Blackrock, Co. Louth. The location of the site is shown in Figure 2.1 below.



Figure 2-1 - Site Location

To the north the proposed development site is bounded by the rear of a number of private dwellings that access directly onto the local cul-de-sac laneway referred to as Bóthar Maol. The north east corner directly bounds Bóthar Maol for approximately 60m. Along the eastern boundary there lies a number of private properties with associated lands and out buildings. The site is ultimately bounded to the east by the R172 which adjoins the Dundalk Bay SAC. The main vehicular access to the site will be provided off the R172.

The southern boundary of the proposed site is bounded by agricultural lands and ultimately by Birches lane and the rear of a number of properties that access onto this lane. The site layout facilitates future pedestrian, cyclist and vehicular access onto the zoned lands to the south. The west of the proposed site is directly bounded by Dundalk Golf Club.

2.2. Pedestrians and Cyclist Facilities

The proposed layout of the development will allow for extensive pedestrian permeability and connectivity throughout the site. It will also allow for good connection to external pedestrian facilities on the local road network. These will predominantly be provided through pedestrian and cyclist access onto both the R172 and Bóthar Maol. The pedestrian and cyclist access onto the R172 is in combination with the main vehicular site entrance, whilst the access onto Bothar Maol are pedestrian and cyclist only access, one provided to the north east of the site in vicinity of the Bothar Maol / R172 junction and one provided further west along Bothar Maol.

The proposed development is advantageously located in terms of access to local services amenities and employment opportunities and many of these are located within a 2km walking distance of the site. A 2km walking distance equates to a maximum 24 minute journey time based on a comfortable walking speed of 1.4m/s. Drawing 5161486/HTR/SK/007 as contained within Appendix A illustrates the catchment area achievable within a desirable, acceptable and maximum walking distance are identified as 6, 12 and 24 minutes respectively. These walking journey times are based on the

existing walking links to and from the site. It can be seen that many significant land uses such as the IDA lands, Dundalk Retail Park and Blackrock Village are within these walking distances from the proposed site.

In terms of cycling, there is an extensive area within a cycling distance of 4.8km. This equates to a journey time of 24 minutes based on a comfortable cycling speed of 3.3m/s. Drawing 5161486/HTR/SK/008 as contained within Appendix A illustrates the catchment area achievable within 6, 12 and 24 minutes cycling journey time based on the existing cycling links to and from the site. It can be seen that all of Blackrock and a significant portion of Dundalk, including the Town Centre, DKIT and employment sites to the south and east of the town, are within these cycling distances from the site.

2.3. Public Transport Facilities

The following existing bus services operate within vicinity of the proposed development site. These are shown on drawing 5161486/HTR/SK/004 as contained within Appendix A.

2.3.1. Local Routes:

- Route 169 - Blackrock to Dundalk:
 - This local route, operated by Halpenny Travel, runs from Blackrock Village to Dundalk with stops along Avenue Road, DKIT and St Patricks Cathedral. There are 11 daily weekday services outbound from Blackrock during, 7 services on a Saturday and 2 on a Sunday. There are 10 daily weekday services inbound to Blackrock, 6 services on a Saturday and 2 on a Sunday. Services to DKIT only run during college term;

2.3.2. Commuter Routes:

- Route 900 & 901 - Dundalk to Dublin:
 - This commuter route, operated by Matthews, runs from Dundalk to Dublin via Drogheda with stops at the Marshes Shopping Centre-Dundalk, DKIT campus, Georges Street-Drogheda and Cathal Brugha Street-Dublin. There are over 20 daily weekday services each way and a number of services operating on Saturday and Sunday. The 900 does not service Drogheda, whilst the 901 does. The 901D services the DCU campus with 1 daily service;
- Route 902 & 903 - Dundalk to Dublin:
 - This commuter route, operated by Matthews, runs from Dundalk to Dublin via Drogheda with stops at the Marshes Shopping Centre-Dundalk, DKIT campus, Georges Street-Drogheda and the IFSC-Dublin with 2 daily weekday services each way. The 902 does not service Drogheda, whilst the 903 does;
- Route 904 - Dundalk to Dublin:
 - This commuter route, operated by Matthews, runs from Dundalk to Dublin via Drogheda with the main stops at the Marshes Shopping Centre-Dundalk, DKIT campus, Georges Street-Drogheda and the UCD Campus-Dublin with 2 daily weekday services each way;
- Route 100X - Dundalk to Dublin:
 - This commuter route, operated by Bus Eireann, runs from Dundalk to Dublin via Dublin Airport, with stops at Dundalk Bus Station, DKIT campus, Castlebellingham, Dunleer, Drogheda, Balbriggan, Dublin Airport and Dublin City Centre (Wilton Terrace). There are hourly services between 03:30 to 20:30 from Dundalk and hourly services between 06:40 to 23:40 to Dundalk from Monday to Sunday.

It is considered that the proposed development is well located, granting opportunity to access both services and employment opportunities in the local environs via public transport. The existing route of the 169 bus routes along the R172 presents the opportunity to provide a bus stop directly outside or within the proposed development and therefore a direct public transport link to Dundalk town centre and Blackrock village

In a wider context there are also significant accessibility opportunities for commuter access to employment and college destinations in Dublin via sustainable transport means.

2.4. Local Amenities

As discussed above, the proposed development site is well placed in terms of availability of local amenities. There are a number of schools within 5 km of the site including St. Francis National Scholl Blackrock, Scoil Na GCreagacga Dubha Blackrock, St Joesephs National School Dundalk, Muire Na NGael National School Dundalk, Gaelscoil Dhun Gealghan Dundalk and Ó'Fiaich Secondary School Dundalk. The proposed site is also located on the door step to Dundalk Institute of technology.

In addition, the subject site is also conveniently located to a number of sports and leisure facilities such as Dundalk Golf Club, Na Piarasigh GAA Club, Bay Football Club, DKIT Sports Arena and Fitness Centre and Dundalk Cinema. Furthermore, the subject site has good access to a Dundalk Retail Park which offers retail outlets such as computer stores, homes stores, DIY stores, sports stores and cafes and restaurants. There is also another retail area south west of the Hoey's Lane / N52 roundabout which is anchored by a large grocery store with adjoining units including a pharmacy.

2.5. Local Road Network

As noted the proposed development will access onto the R172 north of Blackrock Village. The R172 is the main link between Blackrock and Dundalk. In a southerly direction it proceeds through the Blackrock Village providing access to all main residential areas, community services, retail stores and amenities. Further south it intersects with the R132 Dublin Road connecting Dundalk with Drogheda. In a northerly direction the R172 provides access to residential, retail and employment lands to the south east of Dundalk and the town centre. It provides connection with the N52 at three locations via its links with Finnabair Crescent, Hoeyes Lane and Avenue Road. The N52 acts as a distributor road bordering the east of the town centre providing access to numerous residential commercial and employment lands. It also provides access to both main Dundalk interchanges on the Dublin to Belfast M1 motorway.

2.6. Traffic Surveys

Junction turning counts have been undertaken at 9 no. locations as shown on Figure 8-2 below. A larger example of the below Figure is included within Appendix B. 6 no. of these are located to the north of the development and include junctions on the R172 and junctions with the N52. A further 3 no. junctions along the R172 to the south on approach to Blackrock Village are also included. In addition, volume and speed surveys have also been undertaken in vicinity of R172 and Bothár Maol junction.

3. Proposed Development

3.1. Subject Application

The proposed development is a residential development in nature consisting of 6 no. duplexes, 219 no. apartments and 258 housing units equating to a total provision of 483 dwelling units. The site will also contain a 677 m² crèche and associated open space. It is proposed that all 483 units of the proposed development will be served by a new access junction accessing onto the R172, approximately 300m north of Birches Lane. The proposed Site Layout is shown in Figure 3-1 below.



Figure 3-1 - Site Layout

3.2. Site Access and Internal Layout

The proposed main access junction on the R172 will operate under priority control and will include provision for right turning traffic into the proposed development in the form of a ghost island right turn lane. This junction incorporates a 20m deceleration length and a 20m turning length equating to a full queuing length in the order of 45m capable of accommodating up to 8 no. PCU (1 PCU assumed to equate to 5.75m). The junction design has been used to model the junction capacity as reported in Chapter 6 of this TTA. The layout is presented below and detailed further in the Engineering Drawings and Report.

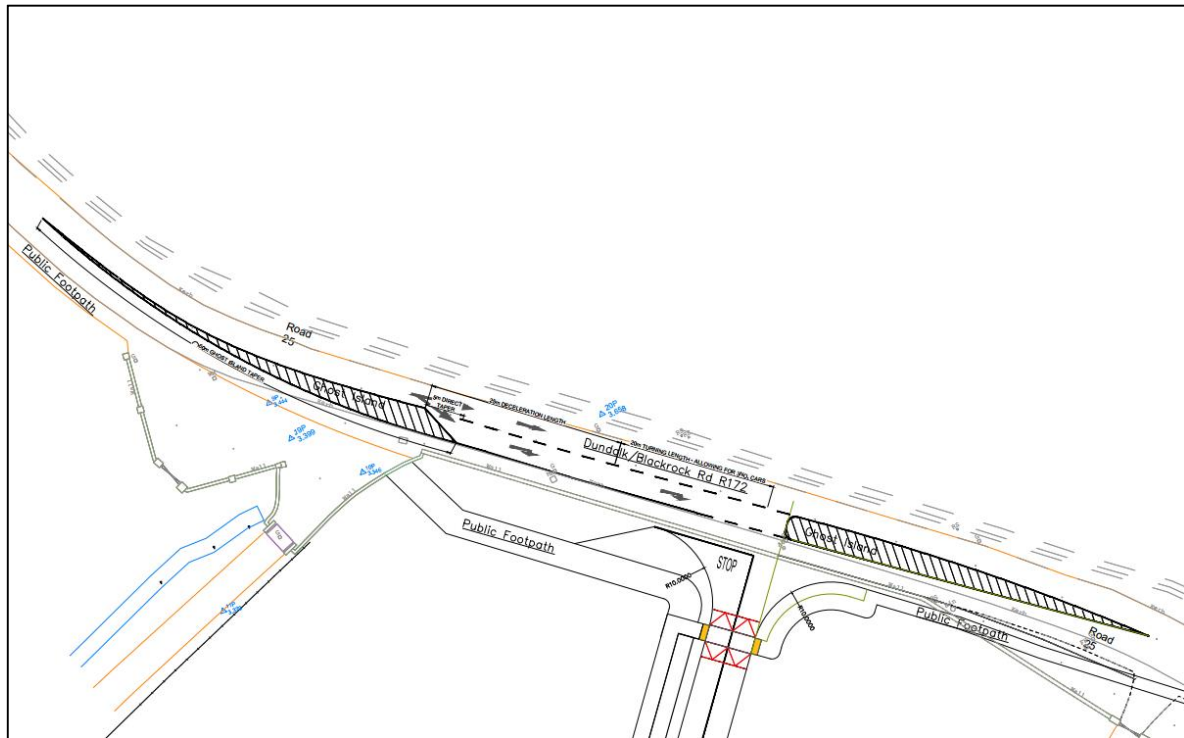


Figure 3-2 – Development Access Junction Layout

The proposed internal layout is detailed with the Engineering Report and compliance with DMURS is set out within the DMURS Statement.

3.3. Parking

In terms of car parking 2 no. spaces per unit are being provided for houses. There are a total of 258 no. houses, however it should be noted that 257 no. of these are standard dwellings whilst one is a disability bungalow with 4 no. allocated parking spaces. As such there is a total house parking provision of 518 no. spaces. In terms of apartments and duplexes 1 no. space per unit is being provided equating to 225 no. spaces and 1 no. space per 4 no units are being allocated for visitors equating to 57 no. spaces. These provisions are in accordance with the Louth County Development Plan for the house units and Design Standards for New Apartments (2018) for apartments and duplexes. 24 no. spaces are being provided for the crèche to cater for staff and set-down. In totality there are 824 no. car parking spaces being provided.

In terms of bicycle parking, residents of house type units shall be facilitated to provide secure cycle storage within their own property through incorporating separate access to rear garden adjacent the dwelling. Apartment and duplex residents will be allocated private secure and shelter parking via bike stores that are appropriately located throughout the development in vicinity of the proposed apartment units. A standard of 1 space per bedroom will be provided for residents and 1 space per 2 no. units for associated visitors equating to 392 no. spaces and 112 no. spaces respectively. This provision for the apartments and duplexes are in accordance with the Louth County Development Plan and Design Standards for New Apartments (2018) guidance respectively. 8 no. bicycle spaces are being provided for the crèche.

4. Future Transport Proposals

A review of the Louth County development Plan and Dundalk and Environs Development Plan indicate that there are no new roads proposed in vicinity of the proposed development site.

However, there are proposals for improving and upgrading a number of key existing routes. In particular these are proposed to include:

- Finnabair Crescent.
- N52 (between Finnabair Crescent and Tom Bellewe Avenue).
- Hoey's Lane (between N52 and R172 Blackrock Road).
- Elements of R172 Blackrock road and N52 further north.
- Old Golf Links Road
- Seafield Road
- R172 Blackrock road (between Sandy Lane and R132)

The above road upgrades will consist of improved pedestrian and cycle facilities.

5. Traffic Characteristics

5.1. Assessment Years

To determine the impact of the proposed development site and to demonstrate that it can operate sustainably within the local road network, the following assessment years have been considered:

- Base Year: 2018
- Opening Year: 2020
- Opening plus five: 2025
- Opening plus fifteen: 2035

The 'Link Based Methodology' outlined within TII Project Appraisal Guidelines Unit 5.3 'Travel Demand Projections' has been utilised and 'Central' growth factors as associated with Region 1 'Dublin' have been applied. The baseline flows have been factored up to the 2020 opening year, the 2025 opening year plus five and the 2035 opening year plus fifteen. Refer to Appendix C for an extract of the growth rates from the TII guidance document.

This growth in background traffic would be considered to be a conservative estimate however it would also be considered to account for traffic from adjacent zoned land that would be subject to future planning approvals.

The AM and PM peak hour traffic periods have been identified as occurring between 08:00 to 09:00 and 17:00 to 18:00 respectively.

5.2. Trip Rates and Traffic Generation

A trip rate estimation exercise has been undertaken using the TRICS (Trip Rate Information Computer System) online system. The land uses chosen for the trip rate analysis were '03 Residential/K-Mixed Private House (Flats and Houses) and '04 Educational/D-Nursery' for the creche unit. Given the location of the proposed development and the breakdown in terms of unit types (i.e. over 80% of apartment units are 2 beds or more) it is considered that application of a mixed unit trip rate inclusive of houses, apartments and duplexes is more appropriate.

Trip rates calculated are derived from multimodal surveys and thus the trip rates presented below relate to total people arriving and departing. Given the diverse breakdown in units in terms of beds, it is considered appropriate that trip rates associated with the residential element are calculated per bedroom. The non-residential creche trip rates are per 100 m². A number of selection criteria have been applied to obtain a representative sample size of comparable sites. Refer to Appendix C for full details of the TRICS data. Table 5-1 below details the total person trip rates and resultant person trips estimated for the development during 08:00 – 09:00 AM and 17:00 – 18:00 PM peak hours.

Type	Period	No. Units	No. Beds	Arrival		Departure		Two-way	
				Rate	Volume	Rate	Volume	Rate	Volume
Houses / Apartments / Duplexes	AM	483 Dwelling	1349	0.061	82	0.262	355	0.342	437
	PM			0.238	323	0.102	138	0.342	461
Crèche	AM	677 Sqm	n/a	7.097	48	4.516	31	11.61	79
	PM			3.594	24	5.346	36	8.940	61

Table 5-1 Total Person Trip Rates (and Trip Volumes)

In order to determine an appropriate mode share associated with private vehicles arriving and departing the proposed development, a review of Census 2016 was undertaken. A review of the 'Small Areas' adjacent to the site were reviewed and amalgamated to derive an appropriate mode share. The 'Small Areas' utilised are all located in close proximity to the propose site and are presented in Figure 5-1 below:

Small Areas Chosen

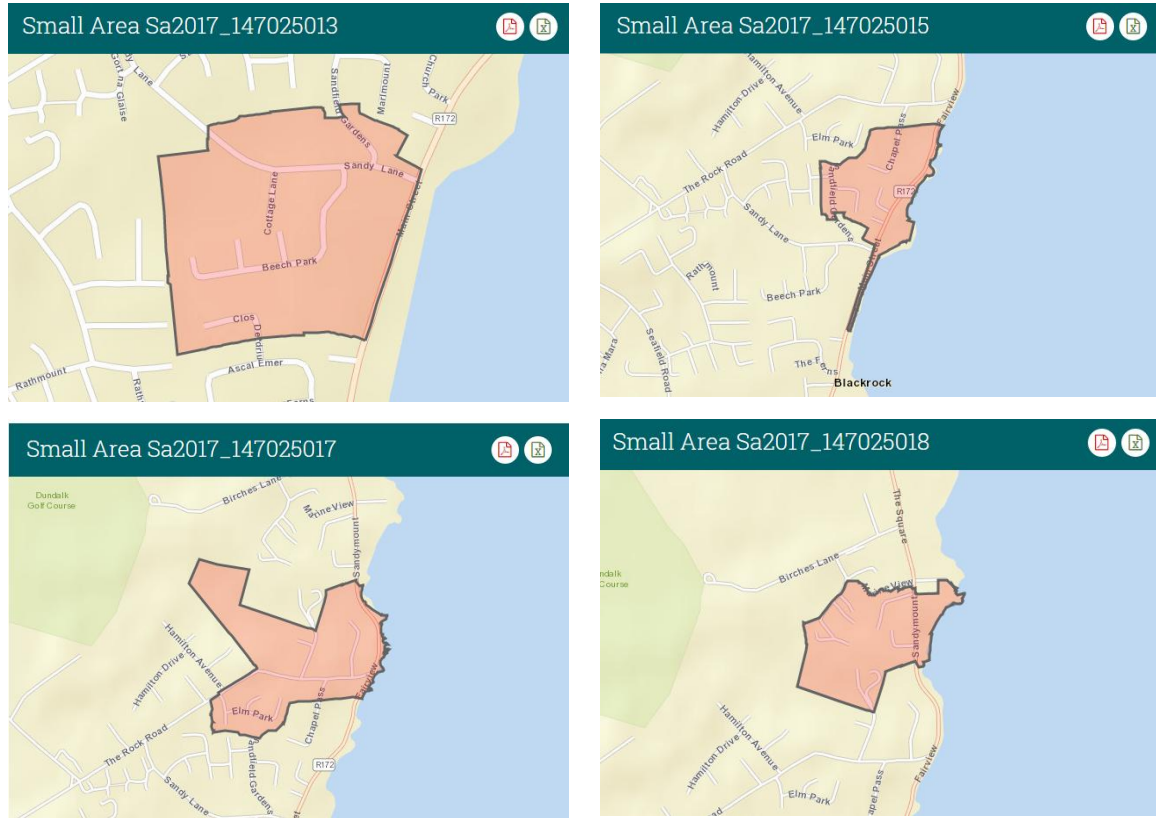
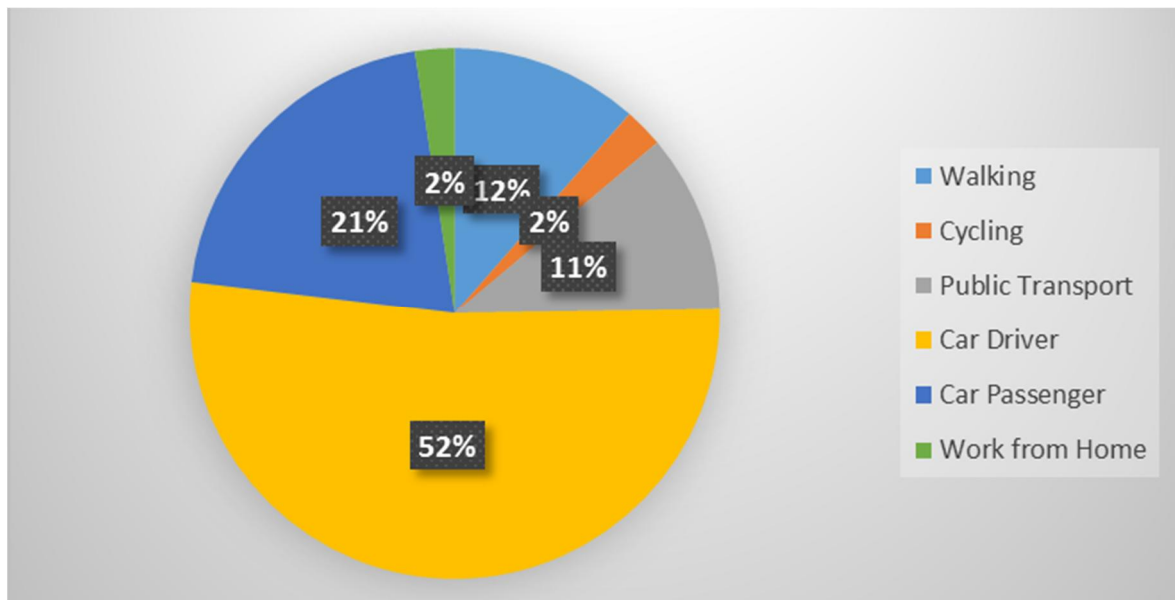


Figure 5-1 - Small Area Sites

The amalgamation of the above 'Small Areas' results in the following mode shares:

Figure 8-4 Localised Mode Share



As such a mode share of 52% has been applied to the total people trip rates to derive localised vehicle trip rates. Table 5-2 below indicates these below.

Type	Period	Size	No. Bedrooms	Arrival	Departure	Two-way
Houses / Apartments / Duplex	AM	483 (Units)	1,349	0.032	0.137	0.168
	PM			0.124	0.054	0.177
Crèche	AM	677 Sqm	n/a	3.699	2.354	6.053
	PM			1.873	2.787	4.660

Table 5-2 Localised Vehicle Trip Rate

The resultant vehicle traffic generation in terms of volumes for the proposed development is presented below in Table 5-3.

Type	Period	Size	No. Bedrooms	Arrival	Departure	Two-way
Houses	AM	483 (Units)	1,349	43	185	228
	PM			168	72	240
Crèche	AM	677 Sqm	n/a	22	14	36
	PM			11	17	28
Total (AM)				65	199	264
Total (PM)				179	89	268

Table 5-3 Vehicle Traffic Generation

5.3. Trip Distribution and Assignment

The trip distribution of vehicles originating and terminating at the proposed development has been based on the distribution of traffic arriving and departing the local road as defined by the traffic survey locations agreed as part of the TTA scoping exercise. The distribution percentages for each entry and exit point to this local road network has been calculated from the available traffic turning proportions from the January 2018 traffic surveys. These percentages are presented in Table 5.4 below.

Zone		AM				PM			
ID	Description	In	Out	%In	%Out	In	Out	%In	%Out
1	Red Barns Road	392	306	12%	10%	273	428	10%	14%
2	Main St.	316	221	10%	7%	194	370	7%	12%
3	Sandy Lane	207	158	6%	5%	97	124	3%	4%
4	Rock Rd.	193	200	6%	6%	86	212	3%	7%
5	Birch's Lane	82	44	2%	1%	71	67	3%	2%
6	Proposed Access	0	0	0%	0%	0	0	0%	0%
7	Bothar Maol	14	2	0%	0%	5	1	0%	0%
8	N52(SW)	775	586	23%	19%	743	428	27%	14%
9	Hoey's lane (from/to IRR)	184	277	6%	9%	190	228	7%	7%
10	Hoey's lane (from/to N52 S)	188	198	6%	6%	162	243	6%	8%
11	N52(N) (from/to IRR)	172	142	5%	4%	217	243	8%	8%
12	N52(N) (from/to N52 S)	586	583	18%	18%	351	529	13%	17%
13	Avenue Rd.	206	446	6%	14%	392	279	14%	9%
Total		2780	3151	100%	100%	2780	3151	100%	100%

Table 5-4 Trip Distribution Percentages

The resultant distribution and assignment of development traffic generation volumes are illustrated in Appendix D Traffic Movement Diagrams.

6. Traffic Impact

6.1. Percentage Traffic Impact

An initial assessment was undertaken to quantify the additional traffic from the proposed development that will be distributed onto the local road network.

In order to determine what level of increase is considered acceptable, reference has been made to the TII Traffic and Transport Assessment Guidelines (May 2014). This document outlines the following thresholds:

- Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road;
- Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive.

Based on review of video footage and on-site observations during the peak hour periods it is considered that the local road network junctions of interest are not congested. Thus, only junctions where the percentage traffic increase, due to the proposed development, exceeds 10% will be subject to further detailed junction assessment. In order to identify these junctions, the traffic increase resulting from the proposed development have been calculated and are outlined in Table 7-1 below.

Junction		Period	Existing Traffic	Development Traffic	Predicted Traffic	Traffic Increase
ID	Description					
J1	Red Barns Road / Avenue Road / R172 Blackrock Road Roundabout	AM	1237	59	1296	4.80%
		PM	1252	63	1315	5.03%
J2	Inner relief Road / R172 Blackrock Road Priority Junction	AM	1151	93	1244	8.06%
		PM	1229	103	1332	8.35%
J3	Hoey's Lane / N52 Roundabout Junction	AM	2109	98	2207	4.66%
		PM	2027	95	2122	4.67%
J4	Finnabair Crescent / N52 Priority Junction	AM	1569	117	1686	7.46%
		PM	1347	210	1557	15.58%
J5	Finnabair Crescent / R172 Blackrock Road Priority Junction	AM	996	210	1206	21.07%
		PM	1128	218	1346	19.31%
J6	Birches Lane / R172 Blackrock Road Priority Junction	AM	865	55	920	6.38%
		PM	918	51	969	5.54%
J7	Rock Road / R172 Blackrock Road Priority Junction	AM	916	51	967	5.54%
		PM	844	44	888	5.26%
J8	Sandy Lane / R172 Blackrock Road Priority Junction	AM	778	34	813	4.40%
		PM	706	33	739	4.65%

Table 6-1 Percentage Traffic Increase

The above assessment indicates that 2 no. junctions exceed the 10% threshold. These are the Finnabair Crescent / N52 priority junction (Junction 4) and the Finnabair Road / R172 Blackrock Road priority junction (Junction 5). Given that the N52 / Hoey's Lane roundabout junction (Junction 3) is situated on a national route and is within the development sphere of influence as agreed with the Local Authority is considered prudent to also analyse the impact on this junction. In addition, it is also

considered necessary to assess the junction capacity of the proposed development access junctions, Junction 10, onto the R172 as this is where the proposed development traffic is most concentrated.

6.2. Junction Assessment Terminology

All junctions assessed on the local road network are either roundabout junctions or priority-controlled junctions. Thus, all junctions have been assessed using TRL Junctions software programme. Specifically, roundabouts have been assessed using the ARCADY module and priority-controlled junctions have been assessed using the PICADY module of this programme.

As both modules are developed by TRL, the terminology for results of roundabout and priority junction analysis are the same. The following terminology should be referenced when interpreting the assessment results:

- **RFC:** This is the ratio of demand flow to capacity. The practical capacity threshold is normally 0.85. An RFC below 0.85 represents a junction which is operating in an efficient and stable condition. An RFC of between 0.85 and 1 represents variable operation, and may be said to be operating adequately, if the queueing and delay are deemed acceptable. RFC values in excess of 1 represent an oversaturated condition;
- **Max Queue Length:** This represents the maximum queue length of vehicles waiting to enter the junction on each arm;
- **Average Delay:** This shows the average amount of traffic delay at the junction per vehicle over the peak hour period.
- **PCU:** Passenger Car Unit. 1 car / LGV equals 1 PCU, 1 Medium HGV equals 1.5 PCU, 1 Bus equals 2.0 PCU, 1 Large HGV equals 2.3 PCU. 1 PCU equals 5.75m.

In order to ascertain what level of delay is acceptable for a priority junction, the Level of Service (LoS) Criteria from the Highway Capacity Manual (HCM) 2010 has been referenced. Figure 6-1 below outlines the LoS from A to F for the relevant average delay in seconds per vehicle.

Level of Service	Average Control Delay (seconds/vehicle)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F ¹	>50

Source: *Highway Capacity Manual 2010*, Transportation Research Board, 2010.

1. If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned an individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay.

Figure 6-1 - Level of Service Criteria

Full junction modelling results are contained within Appendix E.

6.3. Opening Year Assessment

6.3.1. Junction 3

Scenario	Arm / Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Without Development	Arm 1	2.2	9.41	0.69	1.1	6.34	0.53
	Arm 2	0.4	5.19	0.31	0.5	4.39	0.31
	Arm 3	1.3	6.30	0.56	1.8	7.79	0.64
	Arm 4	0.8	6.89	0.45	0.8	7.60	0.46
With Development	Arm 1	2.4	9.95	0.71	1.3	7.05	0.57
	Arm 2	0.5	5.37	0.33	0.5	4.62	0.33
	Arm 3	1.6	7.21	0.61	2.0	8.50	0.67
	Arm 4	0.9	7.40	0.47	1.0	8.35	0.50

Table 6-2 2020 Opening Year Assessment - Junction 3

The without development scenario assessment indicates that Junction 3, Hoey's Lane / N52 Roundabout Junction, operates well within capacity with minimum queueing and slight delays of maximum 9.41 seconds that would equate to a free-flowing level of service during both AM and PM peak hours.

The with development scenario assessment indicates that the traffic generation associated with the proposed development will have minimum impact during both AM and PM peak hours with slightly decreased capacity that is well within the capacity threshold of 0.85 and slightly increased queueing and delay.

6.3.2. Junction 4

Scenario	Arm / Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Without Development	Stream B-C	0.3	9.56	0.24	0.3	9.28	0.22
	Stream B-A	0.1	19.03	0.10	0.5	18.58	0.36
	Stream C-AB	0.5	10.11	0.32	0.3	7.21	0.20
With Development	Stream B-C	0.6	12.00	0.35	0.4	10.16	0.26
	Stream B-A	0.6	27.09	0.38	0.9	25.46	0.49
	Stream C-AB	0.6	10.85	0.36	0.3	8.33	0.30

Table 6-3 2020 Opening Year Assessment - Junction 4

The without development scenario assessment indicates that Junction 4, Finnabair Crescent / N52 Priority Junction, operates well within capacity with minimum queueing and acceptable delays of maximum 19.03 seconds that would equate to a stable flow level of service during both AM and PM peak hours.

The with development scenario assessment indicates that the traffic generation associated with the proposed development will have minimum impact during both AM and PM peak hours with slightly decreased capacity, well within the capacity threshold of 0.85, and slightly increased queueing and tolerable increase in delay to maximum of 27.09 seconds.

6.3.3. Junction 5

Scenario	Arm / Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Without Development	Stream B-C	0.1	6.77	0.06	0.5	8.62	0.35
	Stream B-A	0.1	13.06	0.07	0.5	14.34	0.35
	Stream C-AB	0.5	7.22	0.26	0.1	4.30	0.04
With Development	Stream B-C	0.1	8.61	0.08	0.7	11.81	0.42
	Stream B-A	0.3	14.56	0.21	1.5	23.64	0.60
	Stream C-AB	0.6	7.86	0.29	0.1	4.18	0.04

Table 6-4 2020 Opening Year Assessment - Junction 5

The without development scenario assessment indicates that Junction 5, Finnabair Crescent / R172 Blackrock Road Priority Junction, operates well within capacity with minimum queuing and acceptable delays of maximum 14.34 seconds that would equate to a stable flow level of service during both AM and PM peak hours.

The with development scenario assessment indicates that the traffic generation associated with the proposed development will have minimum impact during both AM and PM peak hours with slightly decreased capacity, well within the capacity threshold of 0.85, and slightly increased queuing and an acceptable increase in delay to maximum 23.64 seconds.

6.3.4. Junction 10

Scenario	Arm / Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
With Development	Stream B-AC	1.1	17.52	0.52	0.3	9.73	0.23
	Stream C-AB	0.4	6.74	0.17	1.7	6.98	0.48

Table 6-5 2020 Opening Year Assessment - Junction 10

The proposed access junction is operating well within capacity with minimal queuing and acceptable delay. Of note is that the maximum queuing length on the major road traffic stream entering the proposed development is in the order of 2 no. PCU, well below the physical queuing length of 8 PCU available at the major road right turn lane.

6.4. Opening Year + 5

6.4.1. Junction 3

Scenario	Arm / Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Without Development	Arm 1	2.9	11.68	0.75	1.1	6.34	0.53
	Arm 2	0.5	5.70	0.34	0.5	4.39	0.31
	Arm 3	1.6	7.25	0.61	1.8	7.79	0.64
	Arm 4	1.0	7.74	0.49	0.8	7.60	0.46
	Arm 1	3.3	12.83	0.77	1.3	7.05	0.57

With Development	Arm 2	0.6	6.12	0.38	0.5	4.62	0.33
	Arm 3	2.0	8.59	0.67	2.0	8.50	0.67
	Arm 4	1.1	8.51	0.52	1.0	8.35	0.50

Table 6-6 2020 Opening Year +5 Assessment - Junction 3

The without development scenario assessment indicates that Junction 3, Hoey’s Lane / N52 Roundabout Junction, operates well within capacity with minimum queueing and slight delays of maximum 11.68 seconds that would equate to a stable flow level of service during both AM and PM peak hours.

The with development scenario assessment indicates that the traffic generation associated with the proposed development will have minimum impact during both AM and PM peak hours with slightly decreased capacity, within the capacity threshold of 0.85 and slightly increased queueing and delay.

6.4.2. Junction 4

Scenario	Arm / Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Without Development	Stream B-C	0.3	9.65	0.24	0.3	9.37	0.22
	Stream B-A	0.1	19.03	0.10	0.5	18.58	0.36
	Stream C-AB	0.5	10.11	0.32	0.3	7.21	0.20
With Development	Stream B-C	0.6	12.00	0.35	0.4	10.25	0.26
	Stream B-A	0.6	27.09	0.38	0.9	25.46	0.49
	Stream C-AB	0.6	10.85	0.36	0.4	8.33	0.30

Table 6-7 2020 Opening Year +5 Assessment - Junction 4

The without development scenario assessment indicates that Junction 4, Finnabair Crescent / N52 Priority Junction, operates well within capacity with minimum queueing and acceptable delays of maximum 19.03 seconds that would equate to a stable flow level of service during both AM and PM peak hours.

The with development scenario assessment indicates that the traffic generation associated with the proposed development will have minimum impact during both AM and PM peak hours with slightly decreased capacity, within the capacity threshold of 0.85 and slightly increased queueing and tolerable increase in delay to maximum of 27.09 seconds.

6.4.3. Junction 5

Scenario	Arm / Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Without Development	Stream B-C	0.1	6.77	0.06	0.5	8.62	0.35
	Stream B-A	0.1	13.06	0.07	0.5	14.34	0.35
	Stream C-AB	0.5	7.22	0.26	0.1	4.32	0.04
With Development	Stream B-C	0.1	8.61	0.08	0.7	11.81	0.42
	Stream B-A	0.3	14.56	0.21	1.5	23.64	0.60
	Stream C-AB	0.6	7.86	0.29	0.1	4.20	0.04

Table 6-8 2020 Opening Year +5 Assessment - Junction 5

The without development scenario assessment indicates that Junction 5, Finnabair Crescent / R172 Blackrock Road Priority Junction, operates well within capacity with minimum queueing and acceptable delays of maximum 14.34 seconds that would equate to a stable flow level of service during both AM and PM peak hours.

The with development scenario assessment indicates that the traffic generation associated with the proposed development will have minimum impact during both AM and PM peak hours with slightly decreased capacity, well within the capacity threshold of 0.85 and slightly increased queueing and an acceptable increase in delay to maximum 23.64 seconds.

6.4.4. Junction 10

Scenario	Arm / Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
With Development	Stream B-AC	1.1	17.52	0.52	0.3	9.73	0.23
	Stream C-AB	0.4	6.74	0.17	1.7	7.02	0.48

Table 6-9 2020 Opening Year +5 Assessment - Junction 10

The proposed access junction is operating well within capacity with minimal queueing and acceptable delay. Of note is that the maximum queueing length on the major road traffic stream entering the proposed development is in the order of 2 no. PCU, well below the physical queueing length of 8 PCU available at the major road right turn lane.

6.5. Opening Year + 15

6.5.1. Junction 3

Scenario	Arm / Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Without Development	Arm 1	4.8	17.81	0.84	1.7	8.43	0.64
	Arm 2	0.7	6.65	0.40	0.6	5.18	0.38
	Arm 3	2.2	9.31	0.69	3.5	13.52	0.78
	Arm 4	1.3	9.49	0.57	1.4	11.02	0.59
With Development	Arm 1	5.6	20.51	0.86	2.1	9.73	0.68
	Arm 2	0.8	7.24	0.44	0.7	5.50	0.41
	Arm 3	2.9	11.58	0.75	4.2	15.73	0.81
	Arm 4	1.5	10.62	0.60	1.7	12.65	0.63

Table 6-10 2020 Opening Year +15 Assessment - Junction 3

The without development scenario assessment indicates that Junction 3, Hoey's Lane / N52 Roundabout Junction, operates well within capacity with minimum queueing and slight delays of maximum 17.81 seconds that would equate to a stable flow level of service during both AM and PM peak hours.

The with development scenario assessment indicates that the traffic generation associated with the proposed development will have minimum impact during both AM and PM peak hours with slightly decreased capacity, within the capacity threshold of 0.85 and slightly increased queueing and delay.

The results indicate that Arm 1 is approaching or at capacity. It can be seen that this is predominantly due to the increase in background growth in traffic and not the impact of the proposed development traffic.

6.5.2. Junction 4

Scenario	Arm / Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Without Development	Stream B-C	0.5	11.32	0.30	0.4	10.93	0.28
	Stream B-A	0.2	28.12	0.16	0.9	27.16	0.48
	Stream C-AB	0.7	12.31	0.40	0.3	7.86	0.25
With Development	Stream B-C	0.8	15.73	0.44	0.5	12.43	0.33
	Stream B-A	1.1	51.21	0.54	1.8	45.07	0.66
	Stream C-AB	0.8	13.57	0.45	0.5	9.22	0.34

Table 6-11 2020 Opening Year +15 Assessment - Junction 4

The without development scenario assessment indicates that Junction 4, Finnabair Crescent / N52 Priority Junction, operates well within capacity with minimum queueing and acceptable delays of maximum 19.03 seconds that would equate to a stable flow level of service during both AM and PM peak hours.

The with development scenario assessment indicates that the traffic generation associated with the proposed development will have minimum impact during both AM and PM peak hours with slightly decreased capacity, within the capacity threshold of 0.85 and slightly increased queueing and tolerable increase in delay to maximum to 51.31 seconds.

6.5.3. Junction 5

Scenario	Arm / Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Without Development	Stream B-C	0.1	7.30	0.08	0.7	10.30	0.43
	Stream B-A	0.1	15.45	0.10	0.8	17.95	0.44
	Stream C-AB	0.8	8.08	0.33	0.1	4.19	0.05
With Development	Stream B-C	0.1	9.35	0.10	1.2	17.23	0.56
	Stream B-A	0.4	18.22	0.26	2.5	37.76	0.73
	Stream C-AB	1.0	9.00	0.38	0.1	4.06	0.05

Table 6-12 2020 Opening Year +15 Assessment - Junction 5

The without development scenario assessment indicates that Junction 5, Finnabair Crescent / R172 Blackrock Road Priority Junction, operates well within capacity with minimum queueing and acceptable delays of maximum 17.95 seconds that would equate to a stable flow level of service during both AM and PM peak hours.

The with development scenario assessment indicates that the traffic generation associated with the proposed development will have minimum impact during both AM and PM peak hours with slightly decreased capacity, within the capacity threshold of 0.85 and slightly increased queueing and a tolerable increase in delay to maximum 37.76 seconds.

6.5.4. Junction 10

Scenario	Arm / Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
With Development	Stream B-AC	1.3	20.8	0.56	0.3	10.36	0.24
	Stream C-AB	0.4	6.8	0.19	2.4	7.54	0.54

Table 6-13 2020 Opening Year +15 Assessment -

The proposed access junction is operating well within capacity with minimal queuing and acceptable delay. Of note is that the maximum queuing length on the major road traffic stream entering the proposed development is in the order of 3 no. PCU, well below the physical queuing length of 8 PCU available at the major road right turn lane.

7. Development Access Junction - Sensitivity Analysis

7.1. Introduction

In order to ensure that the proposed development access junction is appropriately design to accommodate the potential future development of adjacent residential zoned lands to the east and south, a sensitivity analysis has been undertaken.

In order to take account of the surrounding zoned residential lands and their potential development a number of assumption were made as follows:

- A density of 35 dwellings per hectare has been applied. This is considered to be an appropriate assumption in comparison to the proposed development and allows for a robust assessment to be undertaken.
- The resultant number of dwellings were then split in a similar ratio of houses to apartments as that of the proposed development.
- The dwellings were then added to the proposed development to generate a total development (proposed development + adjacent zoned lands) consisting of 832 dwellings.

Trip rates are the same as those estimated for the proposed development. **Error! Reference source not found.** below details the vehicle traffic generation estimated for the total lands during 08:00-09:00 AM and 17:00-18:00 PM peak hours.

	Period	Units	Arrival	Departure	Two-way
Trip Rate Beds	AM	2597 Beds	0.032	0.137	0.168
	PM		0.124	0.053	0.177
Trip Rate Creche	AM	677 sq. m	3.699	2.354	6.053
	PM		1.873	2.787	4.660
Traffic Generation	AM	Total Development and Adjacent Lands	104	367	472
	PM		332	154	486

Table 7-1 Proposed Development + Adjacent Zoned Lands – Traffic Generation

7.2. Trip Distribution and Assignment

The trip distribution of vehicles originating and terminating at the adjacent zoned lands has been taken as the same as that of the proposed site outlined in Section 5.3. As such, the distribution percentages for each entry and exit point to this local road network has been calculated from the available traffic turning proportions from the January 2018 traffic surveys. These percentages are presented in Table 5-4 previously.

7.3. Assessment Output Terminology

This is as per Section 6.2 of this TTA.

7.4. Junction Capacity Assessment

The proposed development access junction has been analysed during the 2020 Opening Year, 2025 Opening Year + 5 and 2035 Opening Year + 15 scenarios using the PICADY module contained within the TRL junction modelling software programme Junctions9.

The results of the junction assessment are detailed in

below.

Assessment Year	Arm/Stream	AM			PM		
		Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2020	Minor Road Arm / B-AC	4.2	45.80	0.83	0.5	11.88	0.33
	Major Road Arm / C-AB	0.4	6.97	0.20	5.6	16.91	0.78
2025	Minor Road Arm / B-AC	4.2	45.80	0.83	0.5	11.88	0.33
	Major Road Arm / C-AB	0.4	6.97	0.20	5.6	16.91	0.78
2035	Minor Road Arm / B-AC	6.4	70.20	0.90	0.5	13.06	0.35
	Major Road Arm / C-AB	0.5	7.06	0.22	12.0	32.55	0.89

Table 7-2 Proposed Development + Adjacent Zoned Lands – Junction Assessment Results

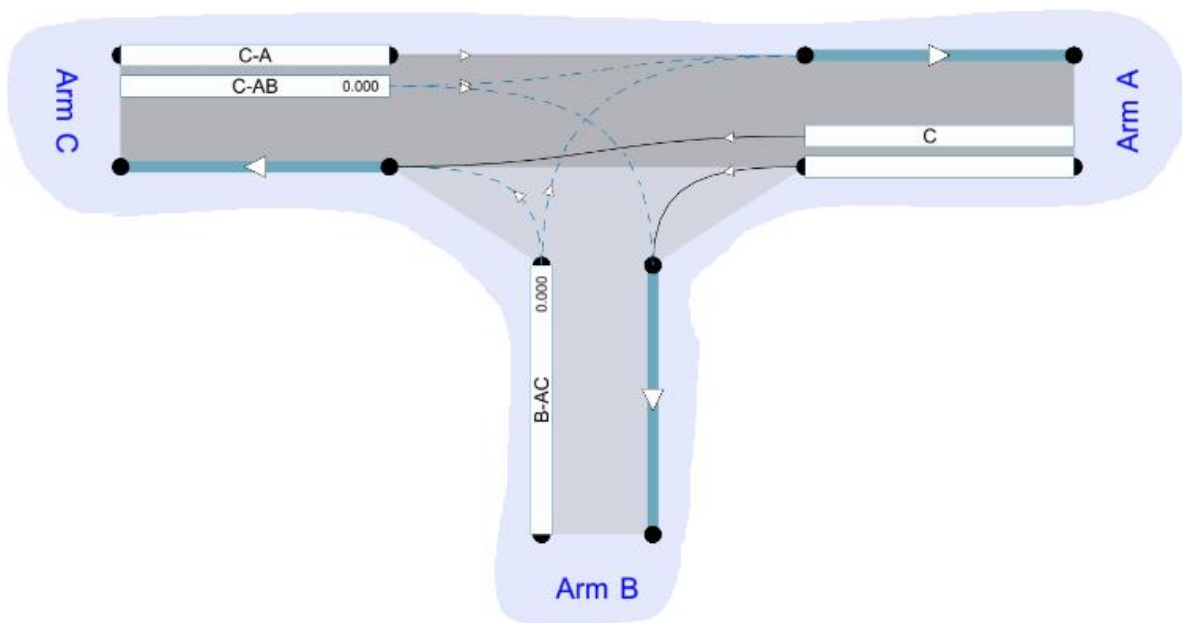


Figure 7-1 – Junction 10 (Model Layout)

The above results show that with the introduction of traffic generation from the proposed development, potential future development lands and the associated traffic growth of the R172, the proposed new access junction will operate near capacity during the 2020 Opening Year and 2025 Opening Year +5 with an RFC of 0.83 associated with the minor road traffic stream B-AC during the AM peak. During the PM period the major road traffic stream C-AB is operating with an RFC of 0.78. Queuing on either arm is minimal during the AM and PM peaks, however the delay on the minor road arm for traffic exiting the development in the morning peak is at 46 seconds, which is somewhat above the expected levels of acceptability. It is worth noting that this delay would not impact on the R172 and would be contained within the proposed development. Delays during the PM are of an acceptable level.

During the final design year 2035 the junction is operating just above capacity with an RFC of 0.90, again occurring on the minor road arm during the AM period. During the PM period the major road arm is also operating above capacity with an RFC of 0.89. Queuing on the major road for traffic entering the development has more than doubled to 12 pcu's in the PM peak which may impact on the straight-ahead traffic on the R172. All other queuing is at an acceptable level. Maximum delays

at the junction have also risen from opening year to 70.20 seconds during the AM peak on the minor road arm. This is considered to be above what would be deemed tolerable.

Based on the junction assessment carried out it can be concluded that a priority junction will provide an adequate means of access and egress to the proposed development. Based on the supplementary sensitivity analysis undertaken, in order to facilitate the future full development of the adjacent lands to the proposed development, it is considered that the proposed priority-controlled development access junction is designed and construction so as to easily and efficiently allow for future potential upgrading to a signal-controlled junction.

8. Summary and Conclusion

8.1. Summary

This report details the Traffic and Transportation Assessment (TTA) associated with a planning application for the proposed development at Lands at Haggardstown, Blackrock, Dundalk, Co.Louth.

In overall terms the development is to consist of the construction of 483 no. new residential units. The development will also include for a crèche, associated open space, the provision of two new access points facilitating vehicular access junctions onto the R172 Blackrock Road, and all associated internal roads and infrastructural works.

The proposed development is advantageously located in terms of access to local services amenities and employment opportunities and many of these are located within a 2km walking distance of the site. There are many significant land uses such as the IDA lands, Dundalk Retail Park and Blackrock Village are within these walking distances from the proposed site.

In terms of cycling, there is an extensive area within a cycling distance of 4.8km. As such all of Blackrock and a significant portion of Dundalk, including the Town Centre, DKIT and local employment opportunities to the south and east of the town, are within these cycling distances from the site.

The proposed main development access junction will operate under priority control and will include provision for right turning traffic into the proposed development in the form of a ghost island right turn lane. The junction design has been used to model the junction capacity as reported in Chapter 6 of this TTA. The junction layout is detailed further in the Engineering report. The proposed internal layout is detailed with the Engineering Report and compliance with DMURS is discussed with the Roads Engineers DMURS Statement.

Car parking provisions are provided in accordance with the Louth County Development Plan and Design Standards for New Apartments guidance equating to 518 no. in curtilage spaces for house units and 225 no. spaces for apartment / duplex units and 57 related visitor spaces. Adequate staff parking and set-down is proposed for the crèche.

In terms of bicycle parking, provisions are in accordance with the Louth County Development Plan and Design Standards for New Apartments guidance. House units will be facilitated for all bicycle parking needs via back gardens. Apartments and duplexes will be facilitated by 392 no. spaces via private secure and shelter parking bike stores that are appropriately located throughout the development. A further 112 no. spaces are provided for visitors.

Once in operation the proposed development is predicted to establish permanent travel patterns onto the surrounding local road network by virtue of its predicted traffic generation. These travel patterns would be considered to be reflective of the existing traffic characteristics of the locale road network in Blackrock and Dundalk. The predicted impact at key junction locations as presented are predicted to have a slight to moderate effect but would remain consistent with baseline trends.

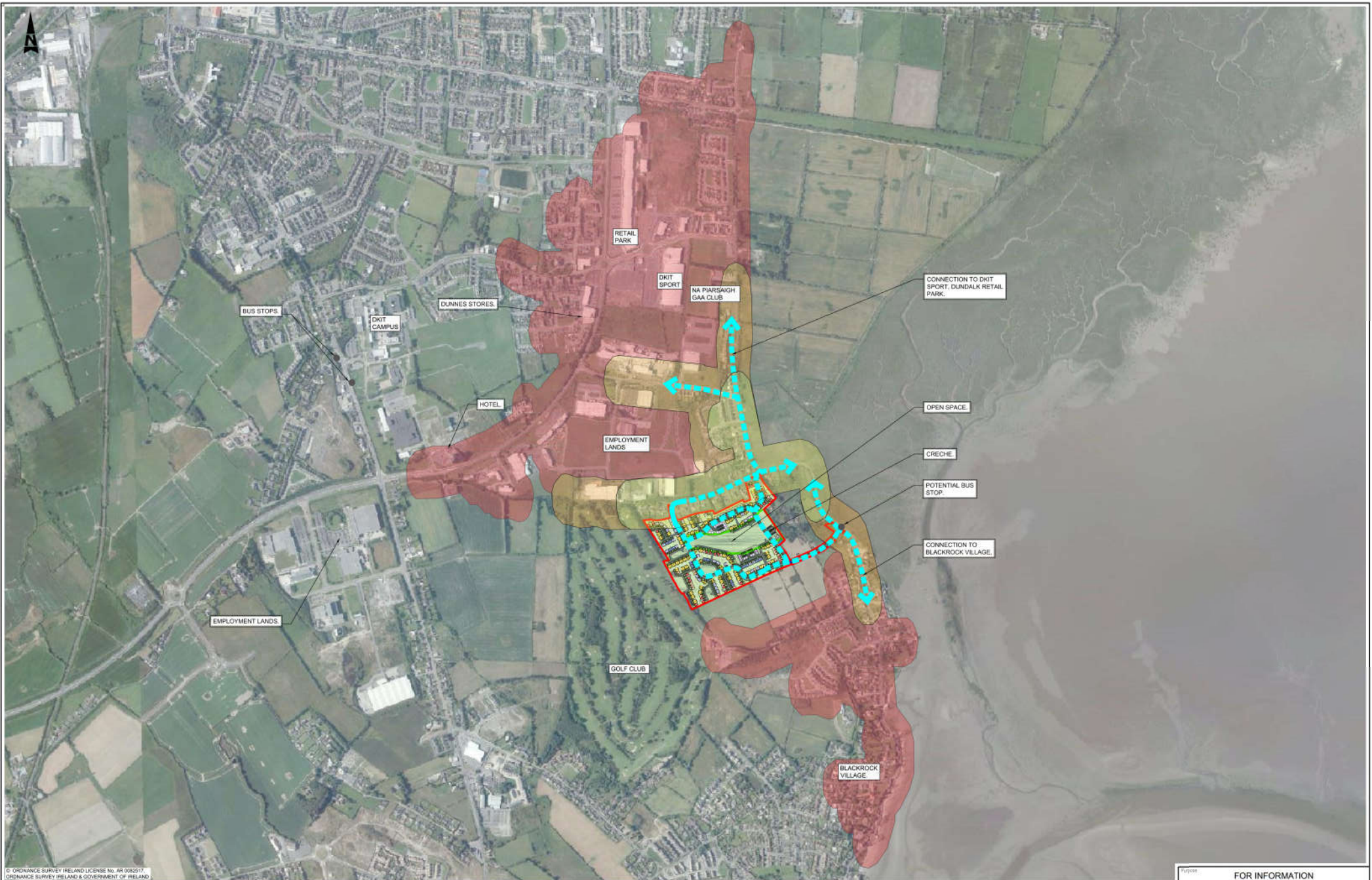
The main junction impacted upon by the proposed development is Junction 3, the Hoey's Lane / N52 Roundabout Junction. The results indicate that this junction is operating slightly over its the theoretical capacity threshold of 0.85 during the 2035 assessment year with the development in place. However, when comparing to the scenario without the development in the same assessment year it can be seen that the impact due to the proposed development is negligible, rising from 0.84 to 0.86 RFC and the main impact on this junction is due to growth in background traffic. Notwithstanding, consideration of all the modelled data indicates a maximum queue length of less than 6 pcu and a delay of less than 21 seconds per vehicle. These results indicate that the junction is operating within acceptable limits in terms of Level of Service.

8.2. Conclusion

This report concludes that the impacts of the proposed development in the context of the receiving environment, pedestrian, cyclist and public transport facilities and impact on the adjacent local road network constitutes both an appropriate and sustainable form of development.

Appendices

Appendix A. Walking, Cycling, Public Transport Catchment



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KEY:	
	WALKING DISTANCE 500m (6 MINUTES)
	WALKING DISTANCE 1000m (12 MINUTES)
	WALKING DISTANCE 2000m (24 MINUTES)
	WALKING LINKS
	SITE BOUNDARY
	BUS STOP

Rev	Description	By	Date	Chk'd	Auth
A	FOR INFORMATION	BH	20.02.18	CF	KB
-	FOR INFORMATION	BH	19.02.18	CF	KB

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Client	KINGSBRIDGE CONSULTANCY LTD
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Purpose		FOR INFORMATION			
Title		EXISTING WALKING TIMES AND DISTANCES			
Original Scale	Design/Drawn	Checked	CF	Authorised	KB
NOT TO SCALE	Date: 20.02.18	Date: 20.02.18	Date: 20.02.18	Date: 20.02.18	
Date:	Drawing Number	5161486 / HTR / SK / 005		Rev	A



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REV	DESCRIPTION
1	CYCLING DISTANCE 1200m (6 MINUTES)
2	CYCLING DISTANCE 2400m (12 MINUTES)
3	CYCLING DISTANCE 4800m (24 MINUTES)
4	WALKING LINKS
5	SITE BOUNDARY
6	BUS STOP

Rev	Description	By	Date	CHK'd	Auth
A	FOR INFORMATION	BH	20.02.18	CF	KB
-	FOR INFORMATION	BH	19.02.18	CF	KB

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Purpose		FOR INFORMATION			
Title		EXISTING CYCLE TIMES AND DISTANCES			
Original Scale	Design/Drawn	Checked	CF	Authorised	KB
NOT TO SCALE	BH	19.02.18	19.02.18	19.02.18	19.02.18
Status	Drawing Number	5161486 / HTR / SK / 006		Rev	A

Appendix B. Traffic Surveys



Arm A Blackrock Road (E)								Total
Destination : Arm A Blackrock Road (E)								
Car	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	2	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	2	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	1.5	0	0	0	0	1.5
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	1.5	0	0	0	0	1.5
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	2	1.5	0	0	0	0	3.5

Destination : Arm B Bothar Maol								Total
Car	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0
1 Hr	3	0	0	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
11:00	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0
12:15	2	0	0	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
14:00	0	1	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1
1 Hr	1	1	0	0	0	0	0	2
15:00	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1
15:30	1	0	0	0	0	0	0	1
15:45	2	0	0	0	0	0	0	2
1 Hr	4	0	0	0	0	0	0	4
16:00	1	0	0	0	0	0	0	1
16:15	2	0	0	0	0	0	0	2
16:30	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0
1 Hr	4	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
18:00	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2
Total	20	1	0	0	0	0	0	21

Destination : Arm C Blackrock Road (W)								Total
Car	LGV	OGV1	OGV2	PSV	MC	PC		
7	1	0	0	0	0	0	0	8
15	1	0	0	2	0	0	0	18
26	3	0	0	2	0	0	0	31
37	8	0	0	2	0	0	0	47
85	13	0	0	6	0	0	0	104
49	3	1.5	2.3	2	0	0	0	57.8
108	7	0	0	0	0	0	0	115
136	12	0	2.3	0	0	0	0	150.3
191	14	3	0	0	0	0	0	208
484	36	4.5	4.6	2	0	0	0	531.1
105	6	1.5	0	0	0	0	0	112.5
60	9	0	0	2	0	0	0	71
51	9	0	2.3	0	0	0	0	62.3
40	4	0	0	0	0	0	0	44
256	28	1.5	2.3	2	0	0	0	289.8
40	7	3	0	0	0	0	0	50
47	9	0	0	2	0	0	0	58
48	6	1.5	0	0	0	0.2	0	55.7
49	8	0	0	0	0	0	0	57
184	30	4.5	0	2	0	0.2	0	220.7
40	7	0	0	0	0	0.2	0	47.2
43	14	0	0	0	0	0	0	57
44	12	0	0	2	0	0	0	58
52	3	0	0	2	0	0	0	57
179	36	0	0	4	0	0.2	0	219.2
45	6	0	0	0	0	0	0	51
51	6	0	2.3	0	0	0	0	59.3
77	8	3	0	0	0	0	0	88
56	4	0	0	0	0	0	0	60
229	24	3	2.3	0	0	0	0	261.8
57	17	1.5	4.6	0	0	0	0	80.1
45	8	0	0	0.4	0	0	0	53.4
59	9	3	2.3	0	0	0	0	73.3
72	11	1.5	0	4	0	0.2	0	88.7
233	45	6	6.9	4	0.4	0.2	0	295.5
56	13	0	0	0	0	0	0	69
68	5	0	0	2	0	0	0	75
48	6	3	0	0	0	0	0	57
66	10	0	0	0	0	0	0	76
238	34	3	0	2	0	0	0	277
62	7	3	0	0	0	0	0	72
44	3	0	0	0	0	0	0	47
66	8	1.5	0	2	0	0	0	77.5
52	11	0	0	0	0	0	0	63
224	29	4.5	0	2	0	0	0	259.5
57	9	1.5	0	0	0	0	0	67.5
44	4	0	0	0	0	0	0	48
49	6	0	2.3	2	0	0	0	59.3
42	6	0	0	0	0	0	0	48
192	25	1.5	2.3	2	0	0	0	222.8
44	2	1.5	0	0	0	0	0	47.5
44	5	1.5	0	0	0	0	0	50.5
36	1	0	0	2	0	0	0	39
66	1	0	0	0	0	0	0	67
190	9	3	0	2	0	0	0	204
51	2	1.5	0	0	0	0	0	54.5
41	3	0	0	0	0	0	0	44
43	2	0	0	0	0	0	0	45
49	1	0	0	0	0	0	0	50
184	8	1.5	0	0	0	0	0	193.5
Total	2678	317	33	18.4	28	0.4	0.6	3075.4

Arm Totals
8
18
31
47
104
5



Origin : Arm B Bothar Maol

	Destination : Arm A Blackrock Road (E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	3	0	0	0	0	0	0	3
1 Hr	3	0	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0.2	1.2
10:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0.2	1.2
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	1	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1
1 Hr	1	1	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0
14:15	0	1	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1
1 Hr	1	1	0	0	0	0	0	2
15:00	1	0	0	0	0	0	0	1
15:15	1	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1
1 Hr	3	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2
16:45	1	0	0	0	0	0	0	1
1 Hr	3	0	0	0	0	0	0	3
17:00	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
Total	18	2	0	0	0	0	0.2	20.2

	Destination : Arm B Bothar Maol							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

	Destination : Arm C Blackrock Road (W)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:15	5	0	0	0	0	0	0	5
08:30	2	0	0	0	0	0	0	2
08:45	1	0	0	0	0	0	0	1
1 Hr	9	0	0	0	0	0	0	9
09:00	3	0	0	0	0	0	0	3
09:15	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	4	0	0	0	0	0	0	4
10:00	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0
10:30	1	1	0	0	0	0	0	2
10:45	2	0	0	0	0	0	0	2
1 Hr	4	1	0	0	0	0	0	5
11:00	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
12:00	1	0	0	0	0	0	0	1
12:15	1	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0
12:45	1	1	0	0	0	0	0	2
1 Hr	3	1	0	0	0	0	0	4
13:00	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0
13:45	3	0	0	0	0	0	0	3
1 Hr	4	0	0	0	0	0	0	4
14:00	1	0	0	0	0	0	0	1
14:15	1	1	0	0	0	0	0	2
14:30	1	0	0	0	0	0	0	1
14:45	1	0	0	0	0	0	0	1
1 Hr	4	1	0	0	0	0	0	5
15:00	2	1	0	0	0	0	0	3
15:15	2	0	0	0	0	0	0	2
15:30	1	0	0	0	0	0	0	1
15:45	2	1	0	0	0	0	0	3
1 Hr	7	2	0	0	0	0	0	9
16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
17:00	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1
1 Hr	3	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	0	0	2
18:45	2	0	0	0	0	0	0	2
1 Hr	4	0	0	0	0	0	0	4
Total	45	5	0	0	0	0	0	50

Arm Totals
0
0
1
0



ORIGIN SUMMARY

	Origin : Arm A Blackrock Road (E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	7	1	0	0	0	0	0	8
07:15	15	1	0	0	2	0	0	18
07:30	26	3	0	0	2	0	0	31
07:45	37	8	0	0	2	0	0	47
1 Hr	85	13	0	0	6	0	0	104
08:00	49	3	1.5	2.3	2	0	0	57.8
08:15	108	7	0	0	0	0	0	115
08:30	136	12	0	2.3	0	0	0	150.3
08:45	191	14	3	0	0	0	0	208
1 Hr	484	36	4.5	4.6	2	0	0	531.1
09:00	107	6	1.5	0	0	0	0	114.5
09:15	60	9	0	0	2	0	0	71
09:30	52	9	0	2.3	0	0	0	63.3
09:45	40	4	0	0	0	0	0	44
1 Hr	259	28	1.5	2.3	2	0	0	292.8
10:00	40	9	3	0	0	0	0	52
10:15	47	9	0	0	2	0	0	58
10:30	48	6	1.5	0	0	0	0.2	55.7
10:45	50	8	0	0	0	0	0	58
1 Hr	185	32	4.5	0	2	0	0.2	223.7
11:00	41	7	0	0	0	0	0.2	48.2
11:15	43	14	0	0	0	0	0	57
11:30	44	12	0	0	2	0	0	58
11:45	52	3	0	0	2	0	0	57
1 Hr	180	36	0	0	4	0	0.2	220.2
12:00	45	6	0	0	0	0	0	51
12:15	53	6	1.5	2.3	0	0	0	62.8
12:30	77	8	3	0	0	0	0	88
12:45	96	4	0	0	0	0	0	100
1 Hr	231	24	4.5	2.3	0	0	0	261.8
13:00	57	17	1.5	4.6	0	0	0	80.1
13:15	45	8	0	0	0	0.4	0	53.4
13:30	59	9	3	2.3	0	0	0	73.3
13:45	73	11	1.5	0	4	0	0.2	89.7
1 Hr	234	45	6	6.9	4	0.4	0.2	296.5
14:00	56	14	0	0	0	0	0	70
14:15	68	5	0	0	2	0	0	75
14:30	48	6	3	0	0	0	0	57
14:45	67	10	0	0	0	0	0	77
1 Hr	239	35	3	0	2	0	0	279
15:00	62	7	3	0	0	0	0	72
15:15	45	3	0	0	0	0	0	48
15:30	67	8	1.5	0	2	0	0	78.5
15:45	54	11	0	0	0	0	0	65
1 Hr	228	29	4.5	0	2	0	0	263.5
16:00	58	9	1.5	0	0	0	0	68.5
16:15	46	4	0	0	0	0	0	50
16:30	50	6	0	2.3	2	0	0	60.3
16:45	42	6	0	0	0	0	0	48
1 Hr	198	25	1.5	2.3	2	0	0	226.8
17:00	44	2	1.5	0	0	0	0	47.5
17:15	44	5	1.5	0	0	0	0	50.5
17:30	36	1	0	0	2	0	0	39
17:45	67	1	0	0	0	0	0	68
1 Hr	191	9	3	0	2	0	0	205
18:00	53	2	1.5	0	0	0	0	56.5
18:15	41	3	0	0	0	0	0	44
18:30	43	2	0	0	0	0	0	45
18:45	49	1	0	0	0	0	0	50
1 Hr	186	8	1.5	0	0	0	0	195.5
Total	2698	320	34.5	18.4	28	0.4	0.6	3099.9

	Origin : Arm B Bothar Maol							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
08:00	1	0	0	0	0	0	0	1
08:15	5	0	0	0	0	0	0	5
08:30	2	0	0	0	0	0	0	2
08:45	4	0	0	0	0	0	0	4
1 Hr	12	0	0	0	0	0	0	12
09:00	3	0	0	0	0	0	0	3
09:15	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1
1 Hr	5	0	0	0	0	0	0	5
10:00	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0
10:30	2	1	0	0	0	0	0.2	3.2
10:45	2	0	0	0	0	0	0	2
1 Hr	5	1	0	0	0	0	0.2	6.2
11:00	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
12:00	1	0	0	0	0	0	0	1
12:15	1	1	0	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0
12:45	2	1	0	0	0	0	0	3
1 Hr	4	2	0	0	0	0	0	6
13:00	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0
13:45	4	0	0	0	0	0	0	4
1 Hr	5	0	0	0	0	0	0	5
14:00	1	0	0	0	0	0	0	1
14:15	1	2	0	0	0	0	0	3
14:30	1	0	0	0	0	0	0	1
14:45	2	0	0	0	0	0	0	2
1 Hr	5	2	0	0	0	0	0	7
15:00	3	1	0	0	0	0	0	4
15:15	3	0	0	0	0	0	0	3
15:30	1	0	0	0	0	0	0	1
15:45	3	1	0	0	0	0	0	4
1 Hr	10	2	0	0	0	0	0	12
16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2
16:45	2	0	0	0	0	0	0	2
1 Hr	5	0	0	0	0	0	0	5
17:00	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1
1 Hr	5	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	2	0	0	0	0	0	0	2
18:45	2	0	0	0	0	0	0	2
1 Hr	5	0	0	0	0	0	0	5
Total	63	7	0	0	0	0	0.2	70.2

	Origin : Arm C Blackrock Road (W)							Total	Origins Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	7	2	0	0	0	0	0	9	17
07:15	11	1	0	0	0	0	0	12	30
07:30	18	7	0	0	0	0	0	25	57
07:45	17	12	1.5	0	0	0	0	30.5	77.5
1 Hr	53	22	1.5	0	0	0	0	76.5	181.5
08:00	30	13	0	0	0	0	0	43	101.8
08:15	39	9	0	0	0	0	0	48	168
08:30	50	3	1.5	0	0	0	0	54.5	206.8
08:45	64	8	1.5	2.3	0	0	0	75.8	287.8
1 Hr	183	33	3	2.3	0	0	0	221.3	764.4
09:00	53	10	1.5	0	2	0	0	66.5	184
09:15	48	6	0	0	0	0.4	0	54.4	126.4
09:30	25	2	0	0	0	0	0	27	90.3
09:45	42	6	0	0	0	0	0	48	93
1 Hr	168	24	1.5	0	2	0.4	0	195.9	493.7
10:00	27	9	1.5	0	2	0	0	39.5	92.5
10:15	41	8	0	0	0	0	0	49	107
10:30	37	13	0	0	0	0	0	50	108.9
10:45	43	7	0	0	0	0	0.2	50.2	110.2
1 Hr	148	37	1.5	0	2	0	0.2	188.7	418.6
11:00	46	7	1.5	2.3	0	0	0	56.8	106
11:15	57	4	0	0	2	0	0.2	63.2	120.2
11:30	47	4	1.5	0	2	0	0	54.5	112.5
11:45	65	6	0	0	0	0	0	71	128
1 Hr	215	21	3	2.3	4	0	0.2	245.5	486.7
12:00	55	7	1.5	2.3	0	0	0	65.8	117.8
12:15	60	6	0	2.3	0	0	0	68.3	133.1
12:30	67	8	1.5	2.3	0	0	0	78.8	166.8
12:45	71	12	0	0	0	0	0	83	146
1 Hr	253	33	3	6.9	0	0	0	295.9	563.7
13:00	89	6	1.5	2.3	0	0	0	98.8	178.9
13:15	94	11	1.5	0	0	0	0	106.5	160.9
13:30	90	6	0	0	6	0	0	102	175.3
13:45	80	10	3	0	0	0	0	93	186.7
1 Hr	353	33	6	2.3	6	0	0	400.3	701.8
14:00	76	4	1.5	0	0	0	0.2	81.7	152.7
14:15	72	16	1.5	0	0	0	0	89.5	167.5
14:30	67	9	0	0	0	0.4	0	76.4	134.4
14:45	58	12	1.5	2.3	0	0	0	73.8	152.8
1 Hr	273	41	4.5	2.3	0	0.4	0.2	321.4	607.4
15:00	68	8	0	0	0	0	0	76	152
15:15	69	12	0	0	0	0	0.2	81.2	132.2
15:30	83	4	0	0	0	0	0	87	166.5
15:45	88	7	0	0	2	0	0	97	166
1 Hr	308	31	0	0	2	0	0.2	341.2	616.7
16:00	99	5	1.5	0	0	0	0	105.5	175
16:15	96	7	3	2.3	2	0	0	110.3	160.3
16:30	101	11	1.5	0	0				



DESTINATION SUMMARY

	Destination : Arm A Blackrock Road (E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	7	2	0	0	0	0	0	9
07:15	11	1	0	0	0	0	0	12
07:30	19	7	0	0	0	0	0	26
07:45	17	12	1.5	0	0	0	0	30.5
1 Hr	54	22	1.5	0	0	0	0	77.5
08:00	30	13	0	0	0	0	0	43
08:15	39	9	0	0	0	0	0	48
08:30	50	3	1.5	0	0	0	0	54.5
08:45	67	8	1.5	2.3	0	0	0	78.8
1 Hr	186	33	3	2.3	0	0	0	224.3
09:00	53	10	1.5	0	2	0	0	66.5
09:15	48	6	0	0	0	0.4	0	54.4
09:30	25	2	0	0	0	0	0	27
09:45	43	6	0	0	0	0	0	49
1 Hr	169	24	1.5	0	2	0.4	0	196.9
10:00	27	11	1.5	0	2	0	0	41.5
10:15	41	8	0	0	0	0	0	49
10:30	38	13	0	0	0	0	0.2	51.2
10:45	43	6	0	0	0	0	0.2	49.2
1 Hr	149	38	1.5	0	2	0	0.4	190.9
11:00	46	7	1.5	2.3	0	0	0	56.8
11:15	57	4	0	0	2	0	0.2	63.2
11:30	47	4	1.5	0	2	0	0	54.5
11:45	65	6	0	0	0	0	0	71
1 Hr	215	21	3	2.3	4	0	0.2	245.5
12:00	55	7	1.5	2.3	0	0	0	65.8
12:15	60	7	1.5	2.3	0	0	0	70.8
12:30	67	8	1.5	2.3	0	0	0	78.8
12:45	72	12	0	0	0	0	0	84
1 Hr	254	34	4.5	6.9	0	0	0	299.4
13:00	89	6	1.5	2.3	0	0	0	98.8
13:15	94	11	1.5	0	0	0	0	106.5
13:30	90	6	0	0	6	0	0	102
13:45	81	10	3	0	0	0	0	94
1 Hr	354	33	6	2.3	6	0	0	401.3
14:00	76	4	1.5	0	0	0	0.2	81.7
14:15	72	17	1.5	0	0	0	0	90.5
14:30	67	9	0	0	0	0.4	0	76.4
14:45	59	12	1.5	2.3	0	0	0	74.8
1 Hr	274	42	4.5	2.3	0	0.4	0.2	323.4
15:00	69	8	0	0	0	0	0	77
15:15	70	12	0	0	0	0	0.2	82.2
15:30	83	4	0	0	0	0	0	87
15:45	89	7	0	0	2	0	0	98
1 Hr	311	31	0	0	2	0	0.2	344.2
16:00	99	5	1.5	0	0	0	0	105.5
16:15	96	7	3	2.3	2	0	0	110.3
16:30	103	11	1.5	0	0	0	0	115.5
16:45	109	5	0	0	0	0	0	114
1 Hr	407	28	6	2.3	2	0	0	445.3
17:00	136	4	1.5	0	0	0	0	141.5
17:15	157	2	0	0	2	0	0	161
17:30	140	2	0	0	0	0	0	142
17:45	137	2	1.5	0	0	0	0	140.5
1 Hr	570	10	3	0	2	0	0	585
18:00	106	1	1.5	0	0	0	0	108.5
18:15	95	0	0	0	2	0	0	97
18:30	61	0	0	0	2	0	0	63
18:45	50	0	0	0	0	0	0	50
1 Hr	312	1	1.5	0	4	0	0	318.5
Total	3255	317	36	18.4	24	0.8	1	3652.2

	Destination : Arm B Bothar Maol							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0
1 Hr	3	0	0	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
11:00	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0
12:15	2	0	0	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
14:00	0	1	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1
1 Hr	1	1	0	0	0	0	0	2
15:00	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1
15:30	1	0	0	0	0	0	0	1
15:45	2	0	0	0	0	0	0	2
1 Hr	4	0	0	0	0	0	0	4
16:00	1	0	0	0	0	0	0	1
16:15	2	0	0	0	0	0	0	2
16:30	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0
1 Hr	4	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
18:00	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2
Total	20	1	0	0	0	0	0	21

	Destination : Arm C Blackrock Road (W)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	7	1	0	0	0	0	0	8
07:15	15	1	0	0	2	0	0	18
07:30	26	3	0	0	2	0	0	31
07:45	37	8	0	0	2	0	0	47
1 Hr	85	13	0	0	6	0	0	104
08:00	50	3	1.5	2.3	2	0	0	58.8
08:15	113	7	0	0	0	0	0	120
08:30	138	12	0	2.3	0	0	0	152.3
08:45	192	14	3	0	0	0	0	209
1 Hr	493	36	4.5	4.6	2	0	0	540.1
09:00	108	6	1.5	0	0	0	0	115.5
09:15	61	9	0	0	2	0	0	72
09:30	51	9	0	2.3	0	0	0	62.3
09:45	40	4	0	0	0	0	0	44
1 Hr	260	28	1.5	2.3	2	0	0	293.8
10:00	41	7	3	0	0	0	0	51
10:15	47	9	0	0	2	0	0	58
10:30	49	7	1.5	0	0	0	0.2	57.7
10:45	51	9	0	0	0	0	0	60
1 Hr	188	32	4.5	0	2	0	0.2	226.7
11:00	41	7	0	0	0	0	0.2	48.2
11:15	43	14	0	0	0	0	0	57
11:30	44	12	0	0	2	0	0	58
11:45	52	3	0	0	2	0	0	57
1 Hr	180	36	0	0	4	0	0.2	220.2
12:00	46	6	0	0	0	0	0	52
12:15	52	6	0	2.3	0	0	0	60.3
12:30	77	8	3	0	0	0	0	88
12:45	57	5	0	0	0	0	0	62
1 Hr	232	25	3	2.3	0	0	0	262.3
13:00	57	17	1.5	4.6	0	0	0	80.1
13:15	46	8	0	0	0	0.4	0	54.4
13:30	59	9	3	2.3	0	0	0	73.3
13:45	75	11	1.5	0	4	0	0.2	91.7
1 Hr	237	45	6	6.9	4	0.4	0.2	299.5
14:00	57	13	0	0	0	0	0	70
14:15	69	6	0	0	2	0	0	77
14:30	49	6	3	0	0	0	0	58
14:45	67	10	0	0	0	0	0	77
1 Hr	242	35	3	0	2	0	0	282
15:00	64	8	3	0	0	0	0	75
15:15	46	3	0	0	0	0	0	49
15:30	67	8	1.5	0	2	0	0	78.5
15:45	54	12	0	0	0	0	0	66
1 Hr	231	31	4.5	0	2	0	0	268.5
16:00	58	9	1.5	0	0	0	0	68.5
16:15	44	4	0	0	0	0	0	48
16:30	49	6	0	2.3	2	0	0	59.3
16:45	43	6	0	0	0	0	0	49
1 Hr	194	25	1.5	2.3	2	0	0	224.8
17:00	46	2	1.5	0	0	0	0	49.5
17:15	44	5	1.5	0	0	0	0	50.5
17:30	37	1	0	0	2	0	0	40
17:45	67	1	0	0	0	0	0	68
1 Hr	194	9						



Origin Arm A Red Barns Road

	Destination : Arm A Red Barns Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

	Destination : Arm B Blackrock Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16	2	0	0	0	0	0	0.2	18.2
16	2	0	0	0	0.4	0	0	18.4
30	4	0	0	0	0	0.4	0	34.4
46	2	1.5	0	0	0	0.2	0	49.7
108	10	1.5	0	0	0.4	0.8	0	120.7
38	3	0	0	0	0	0.2	0	41.2
48	4	0	0	0	0	0	0	52
83	1	0	0	0	0	0	0	84
103	4	0	4.6	0	0	0	0	111.6
272	12	0	4.6	0	0	0.2	0	288.8
36	4	1.5	2.3	0	0	0	0	43.8
27	2	0	0	0	0	0	0	29
24	2	0	0	0	0	0	0	26
34	2	4.5	0	0	0	0	0	40.5
121	10	6	2.3	0	0	0	0	139.3
18	2	1.5	0	0	0	0.2	0	21.7
18	1	0	0	0	0	0	0	19
24	2	0	2.3	0	0	0	0	28.3
18	1	4.5	0	0	0	0	0	23.5
78	6	6	2.3	0	0	0.2	0	92.5
15	1	3	0	0	0	0	0	19
12	3	1.5	0	0	0	0	0	16.5
16	2	1.5	0	0	0	0	0	19.5
17	2	0	0	0	0	0	0	19
60	8	6	0	0	0	0	0	74
22	2	1.5	2.3	0	0	0	0	27.8
23	1	0	0	0	0	0	0	24
20	4	0	0	0	0	0	0	24
30	0	0	2.3	0	0	0	0	32.3
95	7	1.5	4.6	0	0	0	0	108.1
33	3	0	0	0	0	0.2	0	36.2
25	4	0	0	0	0	0	0	29
26	4	1.5	0	0	0	0	0	31.5
31	4	1.5	0	0	0	0.2	0	36.7
115	15	3	0	0	0	0.4	0	133.4
37	4	0	2.3	2	0	0	0	45.3
28	1	0	0	0	0	0.2	0	29.2
42	6	0	0	0	0	0	0	48
30	4	0	0	0	0	0	0	34
137	15	0	2.3	2	0	0.2	0	156.5
19	3	1.5	0	0	0	0	0	23.5
25	2	0	0	0	0	0.2	0	27.2
34	1	0	0	0	0	0	0	35
29	4	0	0	0	0	0	0	33
107	10	1.5	0	0	0	0.2	0	118.7
42	2	0	0	0	0	0	0	44
29	3	0	0	2	0	0	0	34
27	2	0	0	2	0	0	0	31
36	3	0	0	0	0	0	0	39
134	10	0	0	4	0	0	0	148
45	6	0	0	0	0	0	0	51
47	3	0	0	2	0	0.2	0	52.2
36	11	0	0	0	0	0	0	47
45	4	0	0	0	0	0	0	49
173	24	0	0	2	0	0.2	0	199.2
35	0	0	0	2	0	0	0	37
36	3	0	0	0	0	0	0	39
21	4	0	0	0	0	0.2	0	25.2
28	5	0	0	0	0	0	0	33
120	12	0	0	2	0	0.2	0	134.2
Total	1520	139	25.5	16.1	10	0.4	2.4	1713

	Destination : Arm C Avenue Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
3	1	0	0	0	0	0	0	4
5	0	0	0	0	0	0	0	5
13	2	0	0	0	0	0	0	15
10	2	0	2.3	0	0	0	0	14.3
31	5	0	2.3	0	0	0	0	38.3
11	2	0	0	0	0	0	0	13
19	0	0	0	0	0	0	0	19
41	4	0	0	0	0.4	0	0	45.4
25	3	0	0	0	0	0	0	28
96	9	0	0	0	0.4	0	0	105.4
8	1	0	0	0	0	0	0	9
3	2	0	0	0	0	0.2	0	5.2
9	1	1.5	0	0	0	0	0	11.5
9	0	0	0	0	0	0	0	9
29	4	1.5	0	0	0	0.2	0	34.7
9	0	0	0	0	0	0	0	9
8	1	0	0	0	0	0	0	9
4	1	1.5	0	0	0	0	0	6.5
6	1	0	0	0	0	0	0	7
27	3	1.5	0	0	0	0	0	31.5
7	2	0	0	0	0	0.2	0	9.2
9	0	0	0	0	0	0	0	9
10	0	1.5	0	0	0	0	0	11.5
11	1	0	0	0	0	0	0	12
37	3	1.5	0	0	0	0.2	0	41.7
9	1	0	0	0	0	0	0	10
10	1	0	0	2	0	0	0	13
12	1	1.5	0	0	0	0	0	14.5
11	0	1.5	0	0	0	0	0	12.5
42	3	3	0	2	0	0	0	50
16	1	0	0	0	0	0	0	17
21	0	0	0	0	0	0	0	21
13	1	0	0	0	0	0	0	14
6	2	0	0	0	0	0	0	8
56	4	0	0	0	0	0	0	60
19	2	0	0	0	0	0	0	21
23	2	1.5	0	0	0	0	0	26.5
20	1	1.5	0	0	0	0	0	22.5
11	1	0	0	0	0	0	0	12
73	6	3	0	0	0	0	0	82
14	1	1.5	0	0	0	0	0	16.5
15	0	0	0	0	0	0	0	15
13	2	0	0	0	0	0	0	15
13	0	1.5	0	0	0	0	0	14.5
55	3	3	0	0	0	0	0	61
15	1	0	0	0	0	0	0	16
8	3	0	0	0	0	0	0	11
12	1	0	0	0	0	0	0	13
16	1	0	0	0	0	0	0	17
51	6	0	0	0	0	0	0	57
14	0	0	0	0	0	0	0	14
15	1	0	0	0	0	0	0	16
18	4	0	0	0	0	0	0	22
19	3	0	0	0	0	0	0	22
66	8	0	0	0	0	0	0	74
14	1	0	0	0	0	0	0	15
17	1	0	0	0	0	0	0	18
16	1	0	0	0	0	0	0	17
14	3	0	0	0	0	0	0	17
61	6	0	0	0	0	0	0	67
Total	624	60	13.5	2.3	2	0.4	0.4	702.6

Arm Totals
22.2
23.4
49.4
64
159
54.2



Origin Arm B Blackrock Road

	Destination : Arm A Red Barns Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	4	2	0	0	0	0	0	6
07:15	7	2	0	0	0	0	0	9
07:30	12	0	0	0	0	0	0	12
07:45	12	2	0	2.3	0	0	0	16.3
1 Hr	35	6	0	2.3	0	0	0	43.3
08:00	20	4	0	0	0	0	0	24
08:15	40	5	1.5	0	0	0	0	46.5
08:30	83	2	0	0	0	0	0	85
08:45	75	3	1.5	2.3	0	0	0	81.8
1 Hr	218	14	3	2.3	0	0	0	237.3
09:00	43	3	0	0	0	0	0.2	46.2
09:15	21	3	1.5	0	0	0	0.4	25.9
09:30	18	3	0	0	0	0	0	21
09:45	12	3	0	0	0	0	0	15
1 Hr	94	12	1.5	0	0	0	0.6	108.1
10:00	20	2	0	0	0	0	0	22
10:15	21	2	0	0	0	0	0.2	23.2
10:30	24	2	0	0	0	0	0	26
10:45	21	2	0	0	0	0	0	23
1 Hr	86	8	0	0	0	0	0.2	94.2
11:00	18	3	0	0	0	0	0	21
11:15	12	3	1.5	0	0	0	0	16.5
11:30	13	7	0	2.3	0	0	0	22.3
11:45	21	2	0	0	0	0	0.2	23.2
1 Hr	64	15	1.5	2.3	0	0	0.2	83
12:00	29	0	0	0	0	0	0	29
12:15	34	4	0	0	0	0	0	38
12:30	27	3	0	0	0	0	0	30
12:45	30	2	3	0	0	0	0	35
1 Hr	120	9	3	0	0	0	0	132
13:00	42	2	0	0	0	0	0	44
13:15	30	2	0	2.3	0	0	0	34.3
13:30	24	4	0	0	0	0	0	28
13:45	32	2	1.5	0	0	0	0	35.5
1 Hr	128	10	1.5	2.3	0	0	0	141.8
14:00	35	4	1.5	0	0	0	0	40.5
14:15	29	5	0	2.3	0	0	0	36.3
14:30	34	2	0	0	0	0	0	36
14:45	37	2	0	0	0	0	0	39
1 Hr	135	13	1.5	2.3	0	0	0	151.8
15:00	33	3	0	0	0	0	0	36
15:15	31	1	0	0	0	0	0.2	32.2
15:30	37	3	1.5	0	2	0	0.2	43.7
15:45	40	1	0	0	2	0	0	43
1 Hr	141	8	1.5	0	4	0	0.4	154.9
16:00	39	4	0	0	2	0	0	45
16:15	46	7	0	0	0	0	0.2	53.2
16:30	54	6	0	0	0	0	0	60
16:45	61	4	0	0	0	0	0	65
1 Hr	200	21	0	0	2	0	0.2	223.2
17:00	93	12	0	0	0	0.8	0	105.8
17:15	84	5	0	0	0	0	0	89
17:30	75	8	0	0	0	0	0.2	83.2
17:45	67	5	1.5	0	0	0	0	73.5
1 Hr	319	30	1.5	0	0	0.8	0.2	351.5
18:00	50	2	0	0	0	0	0.2	52.2
18:15	31	3	0	0	0	0	0	34
18:30	41	2	0	0	0	0	0	43
18:45	46	2	0	0	0	0	0	48
1 Hr	168	9	0	0	0	0	0.2	177.2
Total	1708	155	15	11.5	6	0.8	2	1898

	Destination : Arm B Blackrock Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
10:00	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	1.5	0	0	0	0	1.5
12:45	2	0	0	0	0	0	0	2
1 Hr	2	0	1.5	0	0	0	0	3.5
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	1
14:15	2	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1
1 Hr	4	0	0	0	0	0	0	4
15:00	1	0	0	0	0	0	0	1
15:15	2	0	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	3	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
Total	17	0	1.5	0	0	0	0	18.5

	Destination : Arm C Avenue Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	10	0	0	0	0	0	0.2	10.2
07:15	7	0	0	0	4	0	0	11
07:30	23	4	1.5	0	0	0	0	28.5
07:45	27	2	0	0	2	0	0	31
1 Hr	67	6	1.5	0	6	0	0.2	80.7
08:00	39	4	0	0	2	0	0	45
08:15	65	6	0	0	0	0	0.2	71.2
08:30	108	6	0	0	0	0	0	114
08:45	75	4	0	0	0	0	0	79
1 Hr	287	20	0	0	2	0	0.2	309.2
09:00	74	4	3	0	0	0	0	81
09:15	41	1	0	0	2	0	0	44
09:30	38	1	1.5	2.3	0	0	0	42.8
09:45	40	4	3	0	0	0	0	47
1 Hr	193	10	7.5	2.3	2	0	0	214.8
10:00	24	2	0	0	0	0	0	26
10:15	32	3	3	2.3	2	0	0	42.3
10:30	35	4	0	0	0	0	0	39
10:45	30	4	0	2.3	2	0	0	38.3
1 Hr	121	13	3	4.6	4	0	0	145.6
11:00	21	4	1.5	0	0	0	0	26.5
11:15	30	3	0	0	0	0	0	33
11:30	32	3	0	0	0	0.4	0	35.4
11:45	31	2	0	0	2	0	0	35
1 Hr	114	12	1.5	0	2	0.4	0	129.9
12:00	43	1	0	0	0	0	0.2	44.2
12:15	42	3	0	4.6	0	0	0	49.6
12:30	33	3	0	0	0	0	0.2	36.2
12:45	30	5	0	0	0	0	0	35
1 Hr	148	12	0	4.6	0	0	0.4	165
13:00	37	4	1.5	0	0	0	0	42.5
13:15	28	2	1.5	0	0	0	0.4	31.9
13:30	31	4	1.5	0	2	0	0	38.5
13:45	48	5	0	0	0	0	0	53
1 Hr	144	15	4.5	0	2	0	0.4	165.9
14:00	44	4	1.5	0	0	0	0	49.5
14:15	45	4	0	0	2	0	0.2	51.2
14:30	35	4	1.5	0	0	0	0	40.5
14:45	54	3	1.5	2.3	0	0	0	60.8
1 Hr	178	15	4.5	2.3	2	0	0.2	202
15:00	39	6	0	0	0	0	0	45
15:15	53	2	0	0	4	0	0	59
15:30	45	0	0	0	0	0	0	45
15:45	50	3	0	0	0	0	0	53
1 Hr	187	11	0	0	4	0	0	202
16:00	39	4	0	0	0	0.4	0	43.4
16:15	44	4	0	0	0	0	0	48
16:30	32	10	1.5	0	0	0	0.2	43.7
16:45	45	6	0	0	2	0	0.2	53.2
1 Hr	160	24	1.5	0	2	0.4	0.4	188.3
17:00	48	8	0	0	0	0	0	56
17:15	36	3	0	0	0	0	0	39
17:30	48	3	1.5	0	2	0	0.2	54.7
17:45	50	2	0	0	0	0	0	52
1 Hr	182	16	1.5	0	2	0	0.2	201.7
18:00								



ORIGIN SUMMARY

	Origin : Arm A Red Barns Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	19	3	0	0	0	0	0.2	22.2
07:15	21	2	0	0	0	0.4	0	23.4
07:30	43	6	0	0	0	0	0.4	49.4
07:45	56	4	1.5	2.3	0	0	0.2	64
1 Hr	139	15	1.5	2.3	0	0.4	0.8	159
08:00	49	5	0	0	0	0	0.2	54.2
08:15	67	4	0	0	0	0	0	71
08:30	124	5	0	0	0	0.4	0	129.4
08:45	128	7	0	4.6	0	0	0	139.6
1 Hr	368	21	0	4.6	0	0.4	0.2	394.2
09:00	44	5	1.5	2.3	0	0	0	52.8
09:15	30	4	0	0	0	0	0.2	34.2
09:30	33	3	1.5	0	0	0	0	37.5
09:45	43	2	4.5	0	0	0	0	49.5
1 Hr	150	14	7.5	2.3	0	0	0.2	174
10:00	27	2	1.5	0	0	0	0.2	30.7
10:15	26	2	0	0	0	0	0	28
10:30	28	3	1.5	2.3	0	0	0	34.8
10:45	24	2	4.5	0	0	0	0	30.5
1 Hr	105	9	7.5	2.3	0	0	0.2	124
11:00	22	3	3	0	0	0	0.2	28.2
11:15	21	3	1.5	0	0	0	0	25.5
11:30	26	2	3	0	0	0	0	31
11:45	28	3	0	0	0	0	0	31
1 Hr	97	11	7.5	0	0	0	0.2	115.7
12:00	31	3	1.5	2.3	0	0	0	37.8
12:15	33	2	0	0	2	0	0	37
12:30	32	5	1.5	0	0	0	0	38.5
12:45	41	0	1.5	2.3	0	0	0	44.8
1 Hr	137	10	4.5	4.6	2	0	0	158.1
13:00	49	4	0	0	0	0	0.2	53.2
13:15	46	4	0	0	0	0	0	50
13:30	39	5	1.5	0	0	0	0	45.5
13:45	37	6	1.5	0	0	0	0.2	44.7
1 Hr	171	19	3	0	0	0	0.4	193.4
14:00	56	6	0	2.3	2	0	0	66.3
14:15	51	3	1.5	0	0	0	0.2	55.7
14:30	62	7	1.5	0	0	0	0	70.5
14:45	41	5	0	0	0	0	0	46
1 Hr	210	21	3	2.3	2	0	0.2	238.5
15:00	33	4	3	0	0	0	0	40
15:15	40	2	0	0	0	0	0.2	42.2
15:30	47	3	0	0	0	0	0	50
15:45	42	4	1.5	0	0	0	0	47.5
1 Hr	162	13	4.5	0	0	0	0.2	179.7
16:00	57	3	0	0	0	0	0	60
16:15	37	6	0	0	2	0	0	45
16:30	39	3	0	0	2	0	0	44
16:45	52	4	0	0	0	0	0	56
1 Hr	185	16	0	0	4	0	0	205
17:00	59	6	0	0	0	0	0	65
17:15	62	4	0	0	2	0	0.2	68.2
17:30	54	15	0	0	0	0	0	69
17:45	64	7	0	0	0	0	0	71
1 Hr	239	32	0	0	2	0	0.2	273.2
18:00	49	1	0	0	2	0	0	52
18:15	53	4	0	0	0	0	0	57
18:30	37	5	0	0	0	0	0.2	42.2
18:45	42	8	0	0	0	0	0	50
1 Hr	181	18	0	0	2	0	0.2	201.2
Total	2144	199	39	18.4	12	0.8	2.8	2416

	Origin : Arm B Blackrock Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
14	2	0	0	0	0	0	0.2	16.2
14	2	0	0	4	0	0	0	20
35	4	1.5	0	0	0	0	0	40.5
39	4	0	2.3	2	0	0	0	47.3
102	12	1.5	2.3	6	0	0.2	0	124
59	8	0	0	2	0	0	0	69
105	11	1.5	0	0	0	0.2	0	117.7
191	8	0	0	0	0	0	0	199
151	7	1.5	2.3	0	0	0	0	161.8
506	34	3	2.3	2	0	0.2	0	547.5
117	7	3	0	0	0	0.2	0	127.2
62	4	1.5	0	2	0	0.4	0	69.9
57	4	1.5	2.3	0	0	0	0	64.8
52	7	3	0	0	0	0	0	62
288	22	9	2.3	2	0	0.6	0	323.9
45	4	0	0	0	0	0	0	49
53	5	3	2.3	2	0	0.2	0	65.5
60	6	0	0	0	0	0	0	66
51	6	0	2.3	2	0	0	0	61.3
209	21	3	4.6	4	0	0.2	0	241.8
39	7	1.5	0	0	0	0	0	47.5
42	6	1.5	0	0	0	0	0	49.5
45	10	0	2.3	0	0.4	0	0	57.7
52	4	0	0	2	0	0.2	0	58.2
178	27	3	2.3	2	0.4	0.2	0	212.9
72	1	0	0	0	0	0.2	0	73.2
76	7	0	4.6	0	0	0	0	87.6
60	6	1.5	0	0	0	0.2	0	67.7
62	7	3	0	0	0	0	0	72
270	21	4.5	4.6	0	0	0.4	0	300.5
79	6	1.5	0	0	0	0	0	86.5
58	4	1.5	2.3	0	0	0.4	0	66.2
55	8	1.5	0	2	0	0	0	66.5
80	7	1.5	0	0	0	0	0	88.5
272	25	6	2.3	2	0	0.4	0	307.7
80	8	3	0	0	0	0	0	91
76	9	0	2.3	2	0	0.2	0	89.5
69	6	1.5	0	0	0	0	0	76.5
92	5	1.5	2.3	0	0	0	0	100.8
317	28	6	4.6	2	0	0.2	0	357.8
73	9	0	0	0	0	0	0	82
86	3	0	0	4	0	0.2	0	93.2
82	3	1.5	0	2	0	0.2	0	88.7
90	4	0	0	2	0	0	0	96
331	19	1.5	0	8	0	0.4	0	359.9
78	8	0	0	2	0.4	0	0	88.4
91	11	0	0	0	0	0.2	0	102.2
86	16	1.5	0	0	0	0.2	0	103.7
106	10	0	0	2	0	0.2	0	118.2
361	45	1.5	0	4	0.4	0.6	0	412.5
141	20	0	0	0	0.8	0	0	161.8
120	8	0	0	0	0	0	0	128
125	11	1.5	0	2	0	0.4	0	139.9
117	7	1.5	0	0	0	0	0	125.5
503	46	3	0	2	0.8	0.4	0	555.2
90	8	0	0	0	0	0.2	0	98.2
59	7	0	0	0	0	0	0	66
73	3	0	0	0	0	0	0	76
80	6	0	0	0	0	0	0	86
302	24	0	0	0	0	0.2	0	326.2
Total	3639	324	42	25.3	34	1.6	4	4070

	Origin : Arm C Avenue Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
3	1	1.5	0	0	0	0	0	5.5
6	2	1.5	0	0	0	0	0	9.5
12	4	0	0	2	0	0.2	0	18.2
12	7	0	0	0	0	0	0	19
33	14	3	0	2	0	0.2	0	52.2
17	5	1.5	2.3	0	0	0	0	25.8
18	8	0	6.9	2	0	0	0	34.9
37	3	1.5	0	2	0	0.2	0	43.7
59	11	0	0	2	0	0	0	72
131	27	3	9.2	6	0	0.2	0	176.4
47	5	1.5	0	2	0	0.2	0	55.7
25	5	1.5	0	4	0	0	0	35.5
32	1	0	0	2	0	0	0	35
32	6	1.5	4.6	2	0	0	0	46.1
136	17	4.5	4.6	10	0	0.2	0	172.3
32	1	3	0	4	0	0	0	40
25	3	0	0	0	0	0	0	28
34	7	1.5	2.3	4	0	0	0	48.8
26	1	1.5	0	2	0	0	0	30.5
117	12	6	2.3	10	0	0	0	147.3
18	4	1.5	0	4	0	0.2	0	27.7
40	3	3	0	4	0	0.6	0	50.6
30	5	0	0	2	0.4	0.2	0	37.6
50	6	1.5	0	2	0	0	0	59.5
138	18	6	0	12	0.4	0	0	175.4
48	6	0	2.3	2	0	0	0	58.3
35	3	0	0	2	0	0	0	40
47	5	1.5	0	2	0	0	0	55.5
59	6	0	0	2	0	0	0	67
189	20	1.5	2.3	8	0	0	0	220.8
65	11	0	2.3	2	0	0	0	80.3
62	5	1.5	0	6	0	0	0	74.5
45	4	0	0	0	0	0	0	49
60	2	0	0	2	0	0	0	64
232	22	1.5	2.3	10	0	0	0	267.8
43	4	3	0	2	0	0.2	0	52.2
42	4	0	0	2	0	0	0	48
56	8	1.5	2.3	2	0	0	0	69.8
67	6	3	0	2	0	0.2	0	78.2
208	22	7.5	2.3	8	0	0.4	0	248.2
46	4	0	0	6	0	0	0	56
45	4	1.5	0	0	0	0	0	50.5
47	5	1.5	0	0	0	0	0	53.5
50	4	0	0	4	0	0	0	58
188	17	3	0	10	0	0	0	218
75	6	0	0	0	0	0.2	0	81.2
63	5	3	0	4	0	0	0	75
52	3	1.5	0	4	0	0	0	60.5
64	8	1.5	0	2	0.4	0	0	75.9
254	22	6	0	10	0.4	0.2	0	292.6
94	5	0	0	4	0	0	0	103
82	6	0	0	0	0	0	0	88
82	9	0	0	0	0	0	0	91
101								



DESTINATION SUMMARY

	Destination : Arm A Red Barns Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	5	2	0	0	0	0	0	7
07:15	8	3	1.5	0	0	0	0	12.5
07:30	17	2	0	0	0	0	0.2	19.2
07:45	16	3	0	2.3	0	0	0	21.3
1 Hr	46	10	1.5	2.3	0	0	0.2	60
08:00	27	4	0	0	0	0	0	31
08:15	46	6	1.5	0	0	0	0	53.5
08:30	90	2	0	0	0	0	0	92
08:45	88	3	1.5	2.3	0	0	0	94.8
1 Hr	251	15	3	2.3	0	0	0	271.3
09:00	60	6	0	0	0	0	0.2	66.2
09:15	30	3	1.5	0	0	0	0.4	34.9
09:30	24	3	0	0	0	0	0	27
09:45	15	4	0	0	0	0	0	19
1 Hr	129	16	1.5	0	0	0	0.6	147.1
10:00	27	2	1.5	0	0	0	0	30.5
10:15	27	3	0	0	0	0	0.2	30.2
10:30	30	4	0	0	0	0	0	34
10:45	24	2	0	0	0	0	0	26
1 Hr	108	11	1.5	0	0	0	0.2	120.7
11:00	25	4	1.5	0	0	0	0	30.5
11:15	19	3	4.5	0	2	0	0	28.5
11:30	19	7	0	2.3	0	0.4	0	28.7
11:45	29	2	0	0	0	0	0.2	31.2
1 Hr	92	16	6	2.3	2	0.4	0.2	118.9
12:00	41	1	0	0	0	0	0	42
12:15	44	4	0	0	0	0	0	48
12:30	34	4	1.5	0	0	0	0	39.5
12:45	45	3	3	0	0	0	0	51
1 Hr	164	12	4.5	0	0	0	0	180.5
13:00	58	4	0	0	0	0	0	62
13:15	43	5	0	2.3	0	0	0	50.3
13:30	36	5	0	0	0	0	0	41
13:45	47	2	1.5	0	0	0	0	50.5
1 Hr	184	16	1.5	2.3	0	0	0	203.8
14:00	44	5	1.5	0	0	0	0	50.5
14:15	42	7	0	2.3	0	0	0	51.3
14:30	44	3	0	0	0	0	0	47
14:45	58	4	1.5	0	0	0	0	63.5
1 Hr	188	19	3	2.3	0	0	0	212.3
15:00	39	4	0	0	0	0	0	43
15:15	43	1	0	0	0	0	0.2	44.2
15:30	48	4	1.5	0	2	0	0.2	55.7
15:45	49	3	0	0	4	0	0	56
1 Hr	179	12	1.5	0	6	0	0.4	198.9
16:00	45	5	0	0	2	0	0	52
16:15	59	8	1.5	0	0	0	0.2	68.7
16:30	63	9	0	0	0	0	0	72
16:45	72	5	0	0	0	0	0	77
1 Hr	239	27	1.5	0	2	0	0.2	269.7
17:00	112	14	0	0	0	0.8	0	126.8
17:15	100	5	0	0	0	0	0	105
17:30	95	9	0	0	0	0	0.2	104.2
17:45	84	7	1.5	0	0	0	0	92.5
1 Hr	391	35	1.5	0	0	0.8	0.2	428.5
18:00	67	4	0	0	0	0	0.2	71.2
18:15	49	4	0	0	0	0	0	53
18:30	54	5	0	0	0	0	0	59
18:45	67	5	0	0	0	0	0	72
1 Hr	237	18	0	0	0	0	0.2	255.2
Total	2208	207	27	11.5	10	1.2	2.2	2467

	Destination : Arm B Blackrock Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
18	3	1.5	0	0	0	0	0.2	22.7
21	3	0	0	0	0.4	0	0	24.4
37	6	0	0	2	0	0.4	0	45.4
54	8	1.5	0	0	0	0.2	0	63.7
1 Hr	130	20	3	0	2	0.4	0.8	166.2
48	8	1.5	2.3	0	0	0.2	0	60
60	11	0	6.9	2	0	0	0	79.9
113	4	1.5	0	2	0	0.2	0	120.7
150	15	0	4.6	2	0	0	0	171.6
1 Hr	371	38	3	13.8	6	0	0.4	432.2
66	6	3	2.3	2	0	0.2	0	79.5
43	7	1.5	0	4	0	0	0	55.5
51	3	0	0	2	0	0	0	56
63	7	6	4.6	2	0	0	0	82.6
1 Hr	223	23	10.5	6.9	10	0	0.2	273.6
44	3	3	0	4	0	0.2	0	54.2
37	3	0	0	0	0	0	0	40
53	7	1.5	4.6	4	0	0	0	70.1
41	2	6	0	2	0	0	0	51
1 Hr	175	15	10.5	4.6	10	0	0.2	215.3
26	4	3	0	4	0	0.2	0	37.2
45	6	1.5	0	2	0	0.6	0	55.1
40	7	1.5	0	2	0	0.2	0	50.7
59	8	1.5	0	2	0	0	0	70.5
1 Hr	170	25	7.5	0	10	0	1	213.5
58	7	1.5	4.6	2	0	0	0	73.1
48	4	0	0	2	0	0	0	54
60	8	1.5	0	2	0	0	0	71.5
76	5	0	2.3	2	0	0	0	85.3
1 Hr	242	24	3	6.9	8	0	0	283.9
82	12	0	2.3	2	0	0.2	0	98.5
74	6	1.5	0	6	0	0	0	87.5
59	7	1.5	0	0	0	0	0	67.5
76	6	1.5	0	2	0	0.2	0	85.7
1 Hr	291	31	4.5	2.3	10	0	0.4	339.2
72	7	3	2.3	4	0	0.2	0	88.5
59	3	0	0	2	0	0.2	0	64.2
88	13	1.5	2.3	2	0	0	0	106.8
77	8	1.5	0	2	0	0.2	0	88.7
1 Hr	296	31	6	4.6	10	0	0.6	348.2
60	6	1.5	0	6	0	0	0	73.5
60	6	1.5	0	0	0	0.2	0	67.7
70	5	1.5	0	0	0	0	0	76.5
70	6	0	0	2	0	0	0	78
1 Hr	260	23	4.5	0	8	0	0.2	295.7
111	7	0	0	0	0	0.2	0	118.2
80	7	1.5	0	6	0	0	0	94.5
70	2	1.5	0	6	0	0	0	79.5
89	10	1.5	0	2	0.4	0	0	102.9
1 Hr	350	26	4.5	0	14	0.4	0.2	395.1
120	9	0	0	4	0	0	0	133
113	9	0	0	2	0	0.2	0	124.2
100	19	0	0	0	0	0	0	119
129	7	1.5	0	2	0	0	0	139.5
1 Hr	462	44	1.5	0	8	0	0.2	515.7
99	2	1.5	0	6	0	0	0	108.5
80	6	0	0	2	0	0	0	88
57	9	0	0	2	0	0.2	0	68.2
72	6	0	0	0	0	0	0	78
1 Hr	308	23	1.5	0	10	0	0.2	342.7
Total	3278	323	60	39.1	106	0.8	4.4	3811

	Destination : Arm C Avenue Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
13	1	0	0	0	0	0	0.2	14.2
12	0	0	0	4	0	0	0	16
36	6	1.5	0	0	0	0	0	43.5
37	4	0	2.3	2	0	0	0	45.3
1 Hr	98	11	1.5	2.3	6	0	0.2	119
50	6	0	0	2	0	0	0	58
84	6	0	0	0	0	0.2	0	90.2
149	10	0	0	0	0.4	0	0	159.4
100	7	0	0	0	0	0	0	107
1 Hr	383	29	0	0	2	0.4	0.2	414.6
82	5	3	0	0	0	0	0	90
44	3	0	0	2	0	0.2	0	49.2
47	2	3	2.3	0	0	0	0	54.3
49	4	3	0	0	0	0	0	56
1 Hr	222	14	9	2.3	2	0	0.2	249.5
33	2	0	0	0	0	0	0	35
40	4	3	2.3	2	0	0	0	51.3
39	5	1.5	0	0	0	0	0	45.5
36	5	0	2.3	2	0	0	0	45.3
1 Hr	148	16	4.5	4.6	4	0	0	177.1
28	6	1.5	0	0	0	0.2	0	35.7
39	3	0	0	0	0	0	0	42
42	3	1.5	0	0	0.4	0	0	46.9
42	3	0	0	2	0	0	0	47
1 Hr	151	15	3	0	2	0.4	0.2	171.6
52	2	0	0	0	0	0.2	0	54.2
52	4	0	4.6	2	0	0	0	62.6
45	4	1.5	0	0	0	0.2	0	50.7
41	5	1.5	0	0	0	0	0	47.5
1 Hr	190	15	3	4.6	2	0	0.4	215
53	5	1.5	0	0	0	0	0	59.5
49	2	1.5	0	0	0	0.4	0	52.9
44	5	1.5	0	2	0	0	0	52.5
54	7	0	0	0	0	0	0	61
1 Hr	200	19	4.5	0	2	0	0.4	225.9
63	6	1.5	0	0	0	0	0	70.5
68	6	1.5	0	2	0	0.2	0	77.7
55	5	3	0	0	0	0	0	63
65	4	1.5	2.3	0	0	0	0	72.8
1 Hr	251	21	7.5	2.3	2	0	0.2	284
53	7	1.5	0	0	0	0	0	61.5
68	2	0	0	4	0	0	0	74
58	2	0	0	0	0	0	0	60
63	3	1.5	0	0	0	0	0	67.5
1 Hr	242	14	3	0	4	0	0	263
54	5	0	0	0	0.4	0	0	59.4
52	7	0	0	0	0	0	0	59
44	11	1.5	0	0	0	0.2	0	56.7
61	7	0	0	2	0	0.2	0	70.2
1 Hr	211	30	1.5	0	2	0.4	0.4	245.3
62	8	0	0	0	0	0	0	70
51	4	0	0	0	0	0	0	55
66	7	1.5	0	2	0			



Origin Arm A Blackrock Road(N)

	Destination : Arm A Blackrock Road(N)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

	Destination : Arm B Blackrock Road(S)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
14	1	0	2.3	0	0	0	17.3	
13	4	0	0	0	0.4	0.2	17.6	
25	5	0	0	2	0.4	0	32.4	
38	7	0	0	0	0	0.2	45.2	
90	17	0	2.3	2	0.8	0.4	112.5	
35	5	3	2.3	0	0	0.2	45.5	
44	10	0	6.9	0	0	0	60.9	
56	2	0	0	0	0	0.2	58.2	
91	12	1.5	4.6	0	0	0	109.1	
226	29	4.5	13.8	0	0	0.4	273.7	
55	5	1.5	2.3	2	0	0	65.8	
35	2	0	2.3	0	0	0	39.3	
37	3	0	0	0	0	0	40	
39	3	7.5	2.3	0	0	0	51.8	
166	13	9	6.9	2	0	0	196.9	
35	2	3	0	0	0	0.2	40.2	
31	3	0	0	0	0	0	34	
40	6	3	4.6	2	0	0	55.6	
33	1	1.5	0	0	0	0	35.5	
139	12	7.5	4.6	2	0	0.2	165.3	
21	2	3	0	0	0	0	26	
34	5	1.5	0	2	0	0.6	43.1	
35	3	1.5	0	0	0	0.2	39.7	
51	6	1.5	0	0	0	0	55.5	
141	16	7.5	0	2	0	0.8	167.3	
50	6	0	4.6	0	0	0	60.6	
40	3	0	0	0	0	0	43	
51	6	0	0	2	0	0	59	
57	4	0	2.3	0	0	0	63.3	
198	19	0	6.9	2	0	0	225.9	
70	8	0	2.3	0	0	0.2	80.5	
59	4	1.5	0	4	0	0	68.5	
54	4	0	0	0	0	0	58	
55	5	0	0	0	0	0	60	
238	21	1.5	2.3	4	0	0.2	267	
51	3	3	2.3	0	0	0.2	59.5	
45	2	0	0	0	0	0.2	47.2	
52	8	3	2.3	0	0	0	65.3	
58	6	3	0	0	0	0	67	
206	19	9	4.6	0	0	0.4	239	
47	2	1.5	0	2	0	0	52.5	
47	7	1.5	0	0	0	0.2	55.7	
57	5	1.5	0	0	0	0	63.5	
60	5	0	0	0	0	0	65	
211	19	4.5	0	2	0	0.2	236.7	
87	6	0	0	0	0	0.2	93.2	
67	5	1.5	0	4	0	0	77.5	
63	3	1.5	0	6	0	0	73.5	
86	8	0	0	0	0.4	0	94.4	
303	22	3	0	10	0.4	0.2	338.6	
84	8	0	0	0	0	0	92	
104	6	0	0	2	0	0	112	
91	14	0	0	0	0	0	105	
108	7	0	2.3	0	0	0	117.3	
387	35	0	2.3	2	0	0	426.3	
80	4	0	0	4	0	0	88	
57	4	0	0	2	0	0	63	
47	4	0	0	8	0	0.2	59.2	
57	5	0	0	0	0	0	62	
241	17	0	0	14	0	0.2	272.2	
Total	2546	239	46.5	43.7	42	1.2	3	2921

	Destination : Arm C Inner Relief Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
8	1	0	0	0	0	0	9	
9	0	0	0	0	0	0	9	
12	2	0	0	0	0.4	0	14.4	
21	1	0	0	0	0	0.2	22.2	
50	4	0	0	0	0.4	0.2	54.6	
18	0	0	0	0	0	0	18	
15	1	0	0	2	0	0	18	
37	1	0	0	2	0	0	40	
55	2	0	0	2	0	0	59	
125	4	0	0	6	0	0	135	
28	2	1.5	0	0	0	0	31.5	
9	3	0	0	4	0	0	16	
12	2	0	0	2	0	0	16	
17	1	0	0	2	0	0	20	
66	8	1.5	0	8	0	0	83.5	
5	1	0	0	2	0	0	8	
12	0	0	0	2	0	0	14	
13	0	0	0	2	0	0	15	
7	0	4.5	0	2	0.4	0	13.9	
37	1	4.5	0	8	0.4	0	50.9	
7	0	0	0	4	0	0	11	
7	2	0	0	0	0	0.2	9.2	
5	2	0	0	2	0	0	9	
9	1	0	0	2	0	0	12	
28	5	0	0	8	0	0.2	41.2	
7	2	1.5	0	2	0	0	12.5	
7	1	0	0	2	0	0	10	
11	1	1.5	0	0	0	0	13.5	
10	1	0	0	2	0	0	13	
35	5	3	0	6	0	0	49	
13	1	0	0	2	0	0	16	
12	3	0	0	2	0	0	17	
6	1	0	0	2	0	0	9	
14	2	1.5	0	2	0	0.2	19.7	
45	7	1.5	0	8	0	0.2	61.7	
18	2	0	0	4	0	0	24	
13	1	0	0	2	0	0	16	
27	2	0	0	2	0	0	31	
20	1	0	0	2	0	0	23	
78	6	0	0	10	0	0	94	
6	1	0	0	4	0	0	11	
10	0	0	0	0	0	0	10	
17	1	0	0	0	0	0	18	
9	0	0	0	2	0	0	11	
42	2	0	0	6	0	0	50	
11	0	0	0	0	0	0	11	
9	1	0	0	2	0	0	12	
7	0	0	0	0	0	0	7	
7	1	0	0	2	0	0	10	
7	2	0	0	4	0	0	40	
14	2	0	0	4	0	0	20	
15	0	0	0	0	0	0.2	15.2	
8	1	0	0	0	0	0	9	
11	1	0	0	2	0	0	14	
48	4	0	0	6	0	0.2	58.2	
18	1	1.5	0	2	0	0	22.5	
17	2	0	0	0	0	0	19	
10	1	0	0	0	0	0	11	
16	1	0	0	0	0	0	17	
61	5	1.5	0	2	0	0	69.5	
Total	622	53	12	0	72	0.8	0.8	787.6

Arm Totals
26.3
26.6
46.8
67.4
167.1
63.5
78.9
98.2
168.1
408.7
97.3
55.3
56
71.8
280.4
48.2
48
70.6
49.4
216.2
37
52.3
48.7
70.5
208.5
73.1
53
72.5
76.3
274.9
96.5
85.5
67
79.7
328.7
83.5
63.2
96.3
90
333
63.5
65.7
81.5
76
286.7
104.2
89.5
80.5
104.4
378.6
112



Origin : Arm B Blackrock Road(S)

	Destination : Arm A Blackrock Road(N)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	12	1	0	0	0	0.4	0	13.4
07:15	12	1	0	0	4	0	0	17
07:30	30	2	1.5	0	0	0	0	33.5
07:45	33	4	0	2.3	2	0	0	41.3
1 Hr	87	8	1.5	2.3	6	0.4	0	105.2
08:00	45	6	0	0	2	0	0.2	53.2
08:15	76	9	0	0	0	0	0	85
08:30	138	9	0	0	0	0	0	147
08:45	115	3	1.5	0	0	0	0	119.5
1 Hr	374	27	1.5	0	2	0	0.2	404.7
09:00	91	6	3	0	0	0	0.2	100.2
09:15	52	1	0	0	2	0	0.2	55.2
09:30	41	5	1.5	2.3	0	0	0	49.8
09:45	41	5	3	0	0	0	0	49
1 Hr	225	17	7.5	2.3	2	0	0.4	254.2
10:00	38	3	0	0	0	0	0	41
10:15	34	4	3	2.3	2	0	0	45.3
10:30	38	5	0	0	0	0	0	43
10:45	40	4	1.5	2.3	2	0.4	0	50.2
1 Hr	150	16	4.5	4.6	4	0.4	0	179.5
11:00	25	4	0	0	0	0	0	29
11:15	27	5	0	0	0	0	0	32
11:30	41	7	0	0	0	0.4	0	48.4
11:45	40	3	1.5	0	2	0	0	46.5
1 Hr	133	19	1.5	0	2	0.4	0	155.9
12:00	56	1	0	2.3	0	0	0.2	59.5
12:15	53	4	0	2.3	0	0	0	59.3
12:30	39	5	0	0	0	0	0.2	44.2
12:45	43	5	3	0	0	0	0	51
1 Hr	191	15	3	4.6	0	0	0.4	214
13:00	56	5	1.5	0	0	0	0	62.5
13:15	41	3	1.5	2.3	0	0	0.4	48.2
13:30	35	6	1.5	0	2	0	0	44.5
13:45	40	6	0	0	0	0	0	46
1 Hr	172	20	4.5	2.3	2	0	0.4	201.2
14:00	57	8	3	0	0	0	0.2	68.2
14:15	47	8	0	2.3	2	0	0	59.3
14:30	42	4	1.5	0	0	0	0	47.5
14:45	73	4	1.5	2.3	0	0	0	80.8
1 Hr	219	24	6	4.6	2	0	0.2	255.8
15:00	54	5	0	0	0	0	0	59
15:15	62	8	0	0	4	0	0.2	74.2
15:30	52	4	1.5	0	2	0	0	59.5
15:45	60	4	0	0	2	0	0	66
1 Hr	228	21	1.5	0	8	0	0.2	258.7
16:00	57	7	0	0	0	0.4	0	64.4
16:15	64	7	0	0	0	0	0.2	71.2
16:30	67	14	1.5	0	0	0	0.2	82.7
16:45	67	8	0	0	2	0	0.2	77.2
1 Hr	255	38	1.5	0	2	0.4	0.6	295.5
17:00	112	15	0	0	0	0.8	0	127.8
17:15	67	8	0	0	0	0	0	75
17:30	80	5	1.5	0	2	0	0	88.5
17:45	58	6	1.5	0	0	0	0	65.5
1 Hr	317	34	3	0	2	0.8	0	356.8
18:00	57	7	0	0	0	0	0	64
18:15	43	4	0	0	0	0	0	47
18:30	38	3	0	0	0	0	0	41
18:45	54	3	0	0	0	0	0	57
1 Hr	192	17	0	0	0	0	0	209
Total	2543	254	36	20.7	32	2.4	2.4	2891

	Destination : Arm B Blackrock Road(S)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

	Destination : Arm C Inner Relief Rd							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	1	0	0	0	0	0.4	0	1.4
07:15	1	0	0	0	0	0	0	1
07:30	2	0	0	0	0	0	0	2
07:45	2	1	0	0	0	0	0	3
1 Hr	6	1	0	0	0	0.4	0	7.4
08:00	6	0	0	0	0	0	0	6
08:15	12	1	0	0	0	0	0	13
08:30	21	1	0	2.3	0	0	0	24.3
08:45	25	0	0	0	0	0	0	25
1 Hr	64	2	0	2.3	0	0	0	68.3
09:00	18	2	1.5	0	0	0	0	21.5
09:15	11	1	0	0	0	0	0	12
09:30	14	0	0	0	0	0	0	14
09:45	12	0	0	0	0	0	0	12
1 Hr	55	3	1.5	0	0	0	0	59.5
10:00	10	1	0	0	0	0	0	11
10:15	15	0	0	0	0	0	0	15
10:30	9	0	0	0	0	0	0	9
10:45	15	0	0	0	0	0	0	15
1 Hr	49	1	0	0	0	0	0	50
11:00	7	2	0	0	0	0	0	9
11:15	12	1	0	0	0	0.2	0	13.2
11:30	12	1	0	0	0	0	0	13
11:45	10	1	0	0	0	0.2	0	11.2
1 Hr	41	5	0	0	0	0.4	0	46.4
12:00	19	0	0	0	0	0	0	19
12:15	13	2	0	0	0	0	0	15
12:30	11	1	0	0	0	0	0	12
12:45	8	0	0	0	0	0	0	8
1 Hr	51	3	0	0	0	0	0	54
13:00	17	0	0	0	0	0	0	17
13:15	9	1	0	0	0	0	0	10
13:30	13	1	0	0	0	0.2	0	14.2
13:45	10	3	1.5	0	0	0	0	14.5
1 Hr	49	5	1.5	0	0	0.2	0	55.7
14:00	17	0	0	0	0	0	0	17
14:15	13	1	1.5	0	0	0	0	15.5
14:30	8	1	0	0	0	0	0	9
14:45	24	1	0	0	0	0	0	25
1 Hr	62	3	1.5	0	0	0	0	66.5
15:00	13	2	0	0	0	0	0	15
15:15	17	1	0	0	0	0	0	18
15:30	15	1	0	0	0	0	0	16
15:45	13	2	0	0	0	0	0	15
1 Hr	58	6	0	0	0	0	0	64
16:00	14	2	0	0	0	0	0	16
16:15	20	2	0	0	0	0	0	22
16:30	12	0	0	0	0	0	0	12
16:45	11	0	1.5	0	0	0	0	12.5
1 Hr	57	4	1.5	0	0	0	0	62.5
17:00	25	1	0	0	0	0	0	26
17:15	20	0	0	0	0	0	0	20
17:30	21	0	0	0	0	0	0	21
17:45	9	0	0	0	0	0	0	9
1 Hr	75	1	0	0	0	0	0	76
18:00	15	0	0	0	0	0	0	15
18:15								



ORIGIN SUMMARY

	Origin : Arm A Blackrock Road(N)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	22	2	0	2.3	0	0	0	26.3
07:15	22	4	0	0	0	0.4	0.2	26.6
07:30	37	7	0	0	2	0.8	0	46.8
07:45	59	8	0	0	0	0	0.4	67.4
1 Hr	140	21	0	2.3	2	1.2	0.6	167.1
08:00	53	5	3	2.3	0	0	0.2	63.5
08:15	59	11	0	6.9	2	0	0	78.9
08:30	93	3	0	0	2	0	0.2	98.2
08:45	146	14	1.5	4.6	2	0	0	168.1
1 Hr	351	33	4.5	13.8	6	0	0.4	408.7
09:00	83	7	3	2.3	2	0	0	97.3
09:15	44	5	0	2.3	4	0	0	55.3
09:30	49	5	0	0	2	0	0	56
09:45	56	4	7.5	2.3	2	0	0	71.8
1 Hr	232	21	10.5	6.9	10	0	0	280.4
10:00	40	3	3	0	2	0	0.2	48.2
10:15	43	3	0	0	2	0	0	48
10:30	53	6	3	4.6	4	0	0	70.6
10:45	40	1	6	0	2	0.4	0	49.4
1 Hr	176	13	12	4.6	10	0.4	0.2	216.2
11:00	28	2	3	0	4	0	0	37
11:15	41	7	1.5	0	2	0	0.8	52.3
11:30	40	5	1.5	0	2	0	0.2	48.7
11:45	60	7	1.5	0	2	0	0	70.5
1 Hr	169	21	7.5	0	10	0	1	208.5
12:00	57	8	1.5	4.6	2	0	0	73.1
12:15	47	4	0	0	2	0	0	53
12:30	62	7	1.5	0	2	0	0	72.5
12:45	67	5	0	2.3	2	0	0	76.3
1 Hr	233	24	3	6.9	8	0	0	274.9
13:00	83	9	0	2.3	2	0	0.2	96.5
13:15	71	7	1.5	0	6	0	0	85.5
13:30	60	5	0	0	2	0	0	67
13:45	69	7	1.5	0	2	0	0.2	79.7
1 Hr	283	28	3	2.3	12	0	0.4	328.7
14:00	69	5	3	2.3	4	0	0.2	83.5
14:15	58	3	0	0	2	0	0.2	63.2
14:30	79	10	3	2.3	2	0	0	96.3
14:45	78	7	3	0	2	0	0	90
1 Hr	284	25	9	4.6	10	0	0.4	333
15:00	53	3	1.5	0	6	0	0	63.5
15:15	57	7	1.5	0	0	0	0.2	65.7
15:30	74	6	1.5	0	0	0	0	81.5
15:45	69	5	0	0	2	0	0	76
1 Hr	253	21	4.5	0	8	0	0.2	286.7
16:00	98	6	0	0	0	0	0.2	104.2
16:15	76	6	1.5	0	6	0	0	89.5
16:30	70	3	1.5	0	6	0	0	80.5
16:45	93	9	0	0	2	0.4	0	104.4
1 Hr	337	24	3	0	14	0.4	0.2	378.6
17:00	98	10	0	0	4	0	0	112
17:15	119	6	0	0	2	0	0.2	127.2
17:30	99	15	0	0	0	0	0	114
17:45	119	8	0	2.3	2	0	0	131.3
1 Hr	435	39	0	2.3	8	0	0.2	484.5
18:00	98	5	1.5	0	6	0	0	110.5
18:15	74	6	0	0	2	0	0	82
18:30	57	5	0	0	8	0	0.2	70.2
18:45	73	6	0	0	0	0	0	79
1 Hr	302	22	1.5	0	16	0	0.2	341.7
Total	3195	292	58.5	43.7	114	2	3.8	3709

	Origin : Arm B Blackrock Road(S)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
13	1	0	0	0	0.8	0	0	14.8
13	1	0	0	4	0	0	0	18
32	2	1.5	0	0	0	0	0	35.5
35	5	0	2.3	2	0	0	0	44.3
93	9	1.5	2.3	6	0.8	0	0	112.6
51	6	0	0	2	0	0.2	0	59.2
88	10	0	0	0	0	0	0	98
159	10	0	2.3	0	0	0	0	171.3
140	3	1.5	0	0	0	0	0	144.5
438	29	1.5	2.3	2	0	0.2	0	473
109	8	4.5	0	0	0	0.2	0	121.7
63	2	0	0	2	0	0.2	0	67.2
55	5	1.5	2.3	0	0	0	0	63.8
53	5	3	0	0	0	0	0	61
280	20	9	2.3	2	0	0.4	0	313.7
48	4	0	0	0	0	0	0	52
49	4	3	2.3	2	0	0	0	60.3
47	5	0	0	0	0	0	0	52
55	4	1.5	2.3	2	0.4	0	0	65.2
199	17	4.5	4.6	4	0.4	0	0	229.5
32	6	0	0	0	0	0	0	38
39	6	0	0	0	0	0.2	0	45.2
53	8	0	0	0	0.4	0	0	61.4
50	4	1.5	0	2	0	0.2	0	57.7
174	24	1.5	0	2	0.4	0.4	0	202.3
75	1	0	2.3	0	0	0.2	0	78.5
66	6	0	2.3	0	0	0	0	74.3
50	6	0	0	0	0	0.2	0	56.2
51	5	3	0	0	0	0	0	59
242	18	3	4.6	0	0	0.4	0	268
73	5	1.5	0	0	0	0	0	79.5
50	4	1.5	2.3	0	0	0.4	0	58.2
48	7	1.5	0	2	0	0.2	0	58.7
50	9	1.5	0	0	0	0	0	60.5
221	25	6	2.3	2	0	0.6	0	256.9
74	8	3	0	0	0	0.2	0	85.2
60	9	1.5	2.3	2	0	0	0	74.8
50	5	1.5	0	0	0	0	0	56.5
97	5	1.5	2.3	0	0	0	0	105.8
281	27	7.5	4.6	2	0	0.2	0	322.3
67	7	0	0	0	0	0	0	74
79	9	0	0	4	0	0.2	0	92.2
67	5	1.5	0	2	0	0	0	75.5
73	6	0	0	2	0	0	0	81
286	27	1.5	0	8	0	0.2	0	322.7
71	9	0	0	0	0.4	0	0	80.4
84	9	0	0	0	0	0.2	0	93.2
79	14	1.5	0	0	0	0.2	0	94.7
78	8	1.5	0	2	0	0.2	0	89.7
312	40	3	0	2	0.4	0.6	0	358
137	16	0	0	0	0.8	0	0	153.8
87	8	0	0	0	0	0	0	95
101	5	1.5	0	2	0	0	0	109.5
67	6	1.5	0	0	0	0	0	74.5
392	35	3	0	2	0.8	0	0	432.8
72	7	0	0	0	0	0	0	79
52	6	0	0	0	0	0.2	0	58.2
47	3	0	0	0	0	0	0	50
68	4	0	0	0	0	0	0	72
239	20	0	0	0	0	0.2	0	259.2
Total	3157	291	42	23	32	2.8	3.2	3551

	Origin : Arm C Inner Relief Rd							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	4
2	0	1.5	0	0	0	0	0	3.5
7	2	0	0	0	0	0	0	9
13	3	1.5	0	0	0	0	0	17.5
11	2	0	2.3	0	0.4	0	0	15.7
25	2	1.5	0	0	0	0	0	28.5
38	2	0	0	0	0	0	0	40
34	3	0	2.3	0	0	0	0	39.3
108	9	1.5	4.6	0	0.4	0	0	123.5
31	4	0	0	0	0	0	0	35
8	2	1.5	0	0	0	0	0	11.5
18	4	0	0	0	0	0	0	22
18	2	0	0	0	0	0	0	20
75	12	1.5	0	0	0	0	0	88.5
15	1	0	0	0	0	0	0	16
30	1	0	0	0	0	0	0	31
29	1	0	0	2	0	0	0	32
21	1	0	0	0	0	0	0	22
95	4	0	0	2	0	0	0	101
24	1	0	0	0	0	0	0	25
25	4	1.5	0	0	0	0	0	30.5
21	4	0	2.3	0	0	0	0	27.3
25	1	0	0	0	0	0.2	0	26.2
95	10	1.5	2.3	0	0	0.2	0	109
35	0	0	0	0	0	0	0	35
35	4	0	0	0	0	0	0	39
35	2	0	0	0	0	0	0	37
29	3	0	0	0	0	0	0	32
134	9	0	0	0	0	0	0	143
47	0	0	0	0	0	0.2	0	47.2
33	1	1.5	0	0	0	0	0	35.5
38	2	0	0	0	0	0	0	40
24	3	1.5	0	0	0	0	0	28.5
142	6	3	0	0	0	0.2	0	151.2
36	1	0	0	0	0	0	0	37
32	3	0	0	0	0	0	0	35
46	0	0	0	0	0	0	0	46
33	2	0	0	0	0	0	0	35
147	6	0	0	0	0	0	0	153
47	3	0	0	0	0	0.4	0	50.4
33	0	0	0	0	0	0	0	33
38	4	0	0	0	0	0.2	0	42.2
44	2	0	0	0	0	0	0	46
162	9	0	0	0	0	0.6	0	171.6
46	3	0	0	0	0	0	0	49
44	2	0	2.3	0	0	0	0	48.3
45	5	0	0	0	0	0	0	50
56	2	0	0	0	0	0	0	58
191	12	0	2.3	0	0	0	0	205.3
53	3	0	0	0	0	0	0	56
78	4	1.5	0	0	0	0	0	83.5
68	6	0	0	0	0	0	0	74
62	5	0	0	0	0	0.4	0	



DESTINATION SUMMARY

	Destination : Arm A Blackrock Road(N)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	12	2	0	0	0	0.4	0	14.4
07:15	14	1	0	0	4	0	0	19
07:30	32	2	1.5	0	0	0	0	35.5
07:45	37	6	0	2.3	2	0	0	47.3
1 Hr	95	11	1.5	2.3	6	0.4	0	116.2
08:00	53	6	0	0	2	0	0.2	61.2
08:15	97	11	1.5	0	0	0	0	109.5
08:30	175	11	0	0	0	0	0	186
08:45	142	5	1.5	2.3	0	0	0	150.8
1 Hr	467	33	3	2.3	2	0	0.2	507.5
09:00	113	9	3	0	0	0	0.2	125.2
09:15	55	2	1.5	0	2	0	0.2	60.7
09:30	52	6	1.5	2.3	0	0	0	61.8
09:45	50	6	3	0	0	0	0	59
1 Hr	270	23	9	2.3	2	0	0.4	306.7
10:00	44	3	0	0	0	0	0	47
10:15	50	4	3	2.3	2	0	0	61.3
10:30	57	5	0	0	0	0	0	62
10:45	53	5	1.5	2.3	2	0.4	0	64.2
1 Hr	204	17	4.5	4.6	4	0.4	0	234.5
11:00	37	5	0	0	0	0	0	42
11:15	39	9	0	0	0	0	0	48
11:30	51	9	0	2.3	0	0.4	0	62.7
11:45	52	4	1.5	0	2	0	0.2	59.7
1 Hr	179	27	1.5	2.3	2	0.4	0.2	212.4
12:00	70	1	0	2.3	0	0	0.2	73.5
12:15	76	6	0	2.3	0	0	0	84.3
12:30	57	7	0	0	0	0	0.2	64.2
12:45	57	6	3	0	0	0	0	66
1 Hr	260	20	3	4.6	0	0	0.4	288
13:00	79	5	1.5	0	0	0	0	85.5
13:15	57	4	1.5	2.3	0	0	0.4	65.2
13:30	57	6	1.5	0	2	0	0	66.5
13:45	59	7	1.5	0	0	0	0	67.5
1 Hr	252	22	6	2.3	2	0	0.4	284.7
14:00	77	9	3	0	0	0	0.2	89.2
14:15	69	9	0	2.3	2	0	0	82.3
14:30	65	4	1.5	0	0	0	0	70.5
14:45	94	6	1.5	2.3	0	0	0	103.8
1 Hr	305	28	6	4.6	2	0	0.2	345.8
15:00	77	8	0	0	0	0	0.4	85.4
15:15	81	8	0	0	4	0	0.2	93.2
15:30	72	6	1.5	0	2	0	0.2	81.7
15:45	80	4	0	0	2	0	0	86
1 Hr	310	26	1.5	0	8	0	0.8	346.3
16:00	86	8	0	0	0	0.4	0	94.4
16:15	89	9	0	0	0	0	0.2	98.2
16:30	88	17	1.5	0	0	0	0.2	106.7
16:45	101	10	0	0	2	0	0.2	113.2
1 Hr	364	44	1.5	0	2	0.4	0.6	412.5
17:00	145	17	0	0	0	0.8	0	162.8
17:15	115	8	0	0	0	0	0	123
17:30	126	11	1.5	0	2	0	0	140.5
17:45	101	10	1.5	0	0	0	0.4	112.9
1 Hr	487	46	3	0	2	0.8	0.4	539.2
18:00	87	8	0	0	0	0	0	95
18:15	64	6	0	0	0	0	0	70
18:30	66	3	0	0	0	0	0	69
18:45	78	4	0	0	0	0	0	82
1 Hr	295	21	0	0	0	0	0	316
Total	3488	318	40.5	25.3	32	2.4	3.6	3910

	Destination : Arm B Blackrock Road(S)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
14	1	0	2.3	0	0	0	0	17.3
15	4	0	0	0	0.4	0.2	0	19.6
25	5	1.5	0	2	0.4	0	0	33.9
41	7	0	0	0	0	0.2	0	48.2
95	17	1.5	2.3	2	0.8	0.4	0	119
38	7	3	4.6	0	0.4	0.2	0	53.2
48	10	0	6.9	0	0	0	0	64.9
57	2	0	0	0	0	0.2	0	59.2
98	13	1.5	4.6	0	0	0	0	117.1
241	32	4.5	16.1	0	0.4	0.4	0	294.4
64	6	1.5	2.3	2	0	0	0	75.8
38	3	0	2.3	0	0	0	0	43.3
44	6	0	0	0	0	0	0	50
48	4	7.5	2.3	0	0	0	0	61.8
194	19	9	6.9	2	0	0	0	230.9
44	3	3	0	0	0	0.2	0	50.2
45	4	0	0	0	0	0	0	49
50	7	3	4.6	4	0	0	0	68.6
41	1	1.5	0	0	0	0	0	43.5
180	15	7.5	4.6	4	0	0.2	0	211.3
33	2	3	0	0	0	0	0	38
47	5	3	0	2	0	0.6	0	57.6
46	5	1.5	0	0	0	0.2	0	52.7
64	6	1.5	0	0	0	0	0	71.5
190	18	9	0	2	0	0.8	0	219.8
71	6	0	4.6	0	0	0	0	81.6
52	5	0	0	0	0	0	0	57
68	6	0	0	2	0	0	0	76
71	6	0	2.3	0	0	0	0	79.3
262	23	0	6.9	2	0	0	0	293.9
94	8	0	2.3	0	0	0.4	0	104.7
76	4	3	0	4	0	0	0	87
70	6	0	0	0	0	0	0	76
60	7	0	0	0	0	0	0	67
300	25	3	2.3	4	0	0.4	0	334.7
67	3	3	2.3	0	0	0.2	0	75.5
55	4	0	0	0	0	0.2	0	59.2
75	8	3	2.3	0	0	0	0	88.3
70	6	3	0	0	0	0	0	79
267	21	9	4.6	0	0	0.4	0	302
71	2	1.5	0	2	0	0	0	76.5
61	7	1.5	0	0	0	0.2	0	69.7
75	7	1.5	0	0	0	0	0	83.5
84	7	0	0	0	0	0	0	91
291	23	4.5	0	2	0	0.2	0	320.7
104	8	0	0	0	0	0.2	0	112.2
85	5	1.5	2.3	4	0	0	0	97.8
87	5	1.5	0	6	0	0	0	99.5
108	8	0	0	0	0.4	0	0	116.4
384	26	3	2.3	10	0.4	0.2	0	425.9
103	9	0	0	0	0	0	0	112
134	10	1.5	0	2	0	0	0	147.5
113	14	0	0	0	0	0	0	127
127	8	0	2.3	0	0	0	0	137.3
477	41	1.5	2.3	2	0	0	0	523.8
114	5	0	0	4	0	0	0	123
79	4	0	0	2	0	0	0	85
66	4	0	0	8	0	0.2	0	78.2
70	7	0	0	0	0	0	0	77
329	20	0	0	14	0	0.2	0	363.2
Total	3210	280	52.5	48.3	44	1.6	3.2	3640

	Destination : Arm C Inner Relief Rd							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
9	1	0	0	0	0	0.4	0	10.4
10	0	0	0	0	0	0	0	10
14	2	0	0	0	0	0.4	0	16.4
23	2	0	0	0	0	0	0.2	25.2
56	5	0	0	0	0	0.8	0.2	62
24	0	0	0	0	0	0	0	24
27	2	0	0	2	0	0	0	31
58	2	0	2.3	2	0	0	0	64.3
80	2	0	0	2	0	0	0	84
189	6	0	2.3	6	0	0	0	203.3
46	4	3	0	0	0	0	0	53
22	4	0	0	4	0	0	0	30
26	2	0	0	2	0	0	0	30
29	1	0	0	2	0	0	0	32
123	11	3	0	8	0	0	0	145
15	2	0	0	2	0	0	0	19
27	0	0	0	2	0	0	0	29
22	0	0	0	2	0	0	0	24
22	0	4.5	0	2	0.4	0	0	28.9
86	2	4.5	0	8	0.4	0	0	100.9
14	2	0	0	4	0	0	0	20
19	3	0	0	0	0	0.4	0	22.4
17	3	0	0	2	0	0	0	22
19	2	0	0	2	0	0.2	0	23.2
69	10	0	0	8	0	0.6	0	87.6
26	2	1.5	0	2	0	0	0	31.5
20	3	0	0	2	0	0	0	25
22	2	1.5	0	0	0	0	0	25.5
19	1	0	0	2	0	0	0	22
87	8	3	0	6	0	0	0	104
30	1	0	0	2	0	0	0	33
21	4	0	0	2	0	0	0	27
19	2	0	0	2	0	0.2	0	23.2
24	5	3	0	2	0	0.2	0	34.2
94	12	3	0	8	0	0.4	0	117.4
35	2	0	0	4	0	0	0	41
26	2	1.5	0	2	0	0	0	31.5
35	3	0	0	2	0	0	0	40
44	2	0	0	2	0	0	0	48
140	9	1.5	0	10	0	0	0	160.5
19	3	0	0	4	0	0	0	26
27	1	0	0	0	0	0	0	28
32	2	0	0	0	0	0	0	34
22	2	0	0	2	0	0	0	26
100	8	0	0	6	0	0	0	114
25	2	0	0	0	0	0	0	27
30	3	0	0	2	0	0	0	35
19	0	0	0	0	0	0	0	19
18	1	1.5	0	2	0	0	0	22.5
92	6	1.5	0	4	0	0	0	103.5
40	3	0	0	4	0	0	0	47
35	0	0	0	0	0	0.2	0	35.2
29	1	0	0	0	0	0	0	30
20	1	0	0	2	0	0	0	23

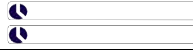


Origin Arm A N52(N)

	Destination : Arm A N52(N)							Total
	Car	LGV	GGV1	GGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

	Destination : Arm B Inner Relief Road							Total
	Car	LGV	GGV1	GGV2	PSV	MC	PC	
1	0	0	0	0	0	0	0	1
3	0	1.5	0	0	0	0	0	4.5
4	1	1.5	0	0	0	0	0	6.5
8	0	0	0	0	0	0	0	8
16	1	3	0	0	0	0	0	20
4	1	0	4.6	0	0	0	0	9.6
7	0	0	0	0	0	0	0	7
7	0	0	0	0	0	0	0	7
11	0	0	2.3	0	0	0	0	13.3
29	1	0	6.9	0	0	0	0	36.9
12	2	1.5	0	0	0	0	0	15.5
15	4	0	2.3	0	0	0	0	21.3
14	1	0	0	0	0	0	0	15
13	1	0	4.6	0	0	0	0	18.6
54	8	1.5	6.9	0	0	0	0	79.4
4	1	0	0	0	0	0	0	5
9	1	0	0	0	0	0	0	10
15	1	3	0	0	0	0	0	19
13	4	1.5	0	0	0	0	0	18.5
41	7	4.5	0	0	0	0	0	52.5
6	0	0	0	0	0	0	0	6
18	1	1.5	0	0	0	0	0	20.5
13	2	0	2.3	0	0	0	0	17.3
9	0	0	0	0	0	0	0	9.8
48	3	1.5	2.3	0	0	0	0	53.6
16	0	1.5	0	0	0	0	0	17.5
15	1	0	0	0	0	0	0	16
10	2	0	0	0	0	0	0	12
12	5	3	0	0	0	0	0	20
63	8	4.5	0	0	0	0	0	69.5
27	3	1.5	0	0	0	0	0	31.5
14	2	1.5	0	0	0	0	0	17.5
17	3	0	0	0	0	0	0	20
12	1	0	0	0	0	0	0	13
70	9	3	0	0	0	0	0	82
21	3	0	0	0	0	0	0	24
12	3	1.5	0	0	0	0	0	16.5
12	1	0	0	0	0	0	0	13
19	1	0	0	0	0	0	0	20
64	8	1.5	0	0	0	0	0	73.5
16	1	0	0	0	0	0	0	16
19	3	1.5	0	0	0	0	0	23.5
18	2	0	0	0	0	0	0	20
19	0	0	0	0	0	0	0	19
34	8	1.5	0	0	0	0	0	81.5
15	1	0	0	0	0	0	0	16
17	0	0	2.3	0	0	0	0	19.3
24	1	0	0	0	0	0	0	25
15	0	0	0	0	0	0	0	15
71	2	0	2.3	0	0	0	0	75.3
26	0	0	0	0	0	0	0	26
20	3	1.5	0	0	0	0	0	24.5
16	2	0	0	0	0	0	0	18
19	0	0	0	0	0	0	0	19
81	5	1.5	0	0	0	0	0	87.5
16	0	0	0	0	0	0	0	16
14	4	0	0	0	0	0	0	18
21	2	0	0	0	0	0	0	23
37	2	0	0	0	0	0	0	39
88	8	0	0	0	0	0	0	96
Total	687	86	22.5	18.4	0	0	0	794.7

	Destination : Arm C N52(S)							Total
	Car	LGV	GGV1	GGV2	PSV	MC	PC	
61	9	4.5	2.3	0	0	0	0	76.8
71	6	3	2.3	0	0	0	0	82.7
105	11	6	4.6	6	0	0	0	132.6
110	16	4.5	4.6	0	0	0	0	135.5
347	42	18	13.8	6	0	0	0	427.8
90	14	7.5	0	0	0	0	0	111.5
79	17	6	2.3	0	0	0	0	104.5
94	6	4.5	2.3	4	0	0	0	110.8
116	13	4.5	6.9	0	0	0	0	140.4
379	50	22.5	11.5	4	0	0	0	467.2
78	15	6	2.3	0	0	0	0	101.3
64	5	6	4.6	4	0	0	0	83.6
57	4	1.5	16.1	2	0	0	0	81
54	7	7.5	6.9	0	0	0	0	75.4
283	31	21	29.9	6	0	0	0	341.3
37	18	7.5	4.6	0	0	0	0	67.3
45	13	7.5	13.8	4	0	0	0	83.3
52	11	10.5	2.3	0	0	0	0	76.2
48	15	7.5	2.3	0	0	0	0	73.8
183	57	33	23	4	0	0	0	300.6
66	10	4.5	0	0	0	0	0	80.5
42	6	6	4.6	0	0	0	0	58.6
57	12	1.5	2.3	0	0	0	0	73
48	8	9	4.6	2	0	0	0	71.6
213	36	21	11.5	2	0	0	0	283.7
73	10	6	6.9	2	0	0	0	97.9
40	9	7.5	2.3	0	0	0	0	58.8
60	14	3	4.6	0	0	0	0	81.6
70	14	9	4.6	2	0	0	0	99.6
243	47	25.5	18.4	4	0	0	0	337.9
81	6	6	6.9	0	0	0	0	99.9
71	8	1.5	2.3	2	0	0	0	84.8
85	10	4.5	0	0	0	0	0	81.5
86	18	7.5	6.9	0	0	0	0	118.4
303	42	18.5	16.1	4	0	0	0	384.6
69	10	0	9.2	0	0	0	0	88.2
58	8	4.5	9.2	4	0	0	0	83.7
44	8	4.5	4.6	0	0	0	0	61.1
54	16	3	11.5	0	0	0	0	84.5
225	42	12	34.5	4	0	0	0	317.5
56	7	4.5	4.6	0	0	0	0	72.1
66	7	9	4.6	4	0	0	0	91
64	14	1.5	2.3	0	0	0	0	81.8
91	7	1.5	4.6	0	0	0	0	104.1
277	35	16.5	16.1	4	0	0	0	340.5
55	13	3	2.3	0	0	0	0	73.3
64	11	3	2.3	0	0	0	0	80.3
73	7	1.5	2.3	0	0	0	0	83.8
55	6	3	4.6	0	0	0	0	68.6
247	37	10.5	11.5	0	0	0	0	306.5
47	8	3	0	0	0	0	0	58.4
34	5	0	0	0	0	0	0	39
64	8	1.5	0	2	0	0	0	75.5
41	7	1.5	0	0	0	0	0	49.5
186	28	6	0	2	0	0	0	222.4
62	6	0	2.3	0	0	0	0	70.3
46	3	1.5	0	0	0	0	0	50.5
61	2	0	4.6	0	0	0	0	67.6
43	2	0	0	0	0	0	0	45
212	13	1.5	6.9	0	0	0	0	233.4
Total	306							



Origin Arm B Inner Relief Road

Time	Destination : Arm A NS2(N)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	1	0	0	0	0	0	0	1
07:15	3	0	0	0	0	0	0	3
07:30	6	2	0	0	0	0	0	8
07:45	6	2	0	0	0	0	0	8
1 Hr	16	4	0	0	0	0	0	20
08:00	4	3	1.5	0	0	0	0	8.5
08:15	18	1	0	0	0	0	0	19
08:30	9	1	1.5	0	0	0	0	11.5
08:45	16	2	0	0	0	0	0	18
1 Hr	47	7	3	0	0	0	0	57
09:00	7	1	0	0	0	0	0	8
09:15	11	2	0	0	0	0	0	13
09:30	13	3	1.5	0	0	0	0	17.5
09:45	16	4	0	0	0	0	0	20
1 Hr	47	10	1.5	0	0	0	0	58.5
10:00	21	7	1.5	0	0	0	0	29.5
10:15	27	2	0	0	0	0	0	29
10:30	25	3	0	0	0	0	0	28
10:45	22	0	0	0	0	0	0	22
1 Hr	85	12	1.5	0	0	0	0	108.5
11:00	28	3	1.5	0	0	0	0	32.5
11:15	28	1	1.5	0	0	0	0	30.5
11:30	29	2	0	0	0	0	0	31
11:45	23	1	0	0	0	0	0	24
1 Hr	108	7	3	0	0	0	0	118
12:00	18	1	0	0	0	0	0	19
12:15	48	6	1.5	0	0	0	0	55.5
12:30	31	3	1.5	0	0	0	0	35.5
12:45	36	3	1.5	0	0	0	0	40.5
1 Hr	133	13	4.5	0	0	0	0	150.5
13:00	44	2	0	0	0	0	0	46
13:15	29	7	0	0	0	0	0	36
13:30	41	3	0	0	0	0	0	44
13:45	45	2	0	2.3	0	0	0	49.3
1 Hr	159	14	2.3	0	0	0	0	175.3
14:00	31	2	0	2.3	0	0	0	35.3
14:15	44	3	0	0	0	0	0	47
14:30	31	6	1.5	0	0	0	0	38.5
14:45	44	5	0	0	0	0	0	49
1 Hr	150	16	1.5	2.3	0	0	0	169.3
15:00	44	3	3	0	0	0	0	50
15:15	33	5	0	0	0	0	0	38
15:30	44	4	0	0	0	0	0.2	48.2
15:45	45	1	0	0	0	0	0	46
1 Hr	166	13	3	0	0	0	0.2	182.2
16:00	46	2	0	0	2	0	0	50
16:15	42	4	0	0	0	0	0	46
16:30	34	4	0	0	0	0	0	38
16:45	40	1	1.5	0	0	0	0	42.5
1 Hr	162	11	1.5	0	2	0	0	176.5
17:00	26	0	0	0	0	0	0	26
17:15	35	3	0	0	0	0.4	0	38.4
17:30	43	2	0	0	0	0	0	45
17:45	34	1	0	0	0	0	0	35
1 Hr	138	6	0	0	0	0.4	0	144.4
18:00	32	0	1.5	0	0	0	0	33.5
18:15	22	2	0	0	0	0	0.2	24.2
18:30	17	2	0	0	0	0	0	19
18:45	26	3	0	0	0	0	0	29
1 Hr	97	7	1.5	0	0	0	0.2	105.7
Total	1318	120	21	4.6	2	0.4	0.4	1466.4

Time	Destination : Arm B Inner Relief Rd							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	Destination : Arm C NS2(S)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	2	0	0	0	0	0	0	2
07:15	4	0	0	0	0	0	0	4
07:30	5	0	0	0	0	0	0.2	5.2
07:45	8	1	0	0	0	0	0	9
1 Hr	19	1	0	0	0	0	0.2	20.2
08:00	15	0	0	0	0	0	0	15
08:15	13	0	0	0	0	0	0	13
08:30	15	0	0	0	0	0	0	15
08:45	24	0	0	0	0	0	0	24
1 Hr	58	0	0	0	0	0	0	58
09:00	13	0	0	0	0	0	0	13
09:15	10	2	0	0	0	0	0	12
09:30	14	1	0	0	0	0	0	15
09:45	14	1	0	0	0	0	0	15
1 Hr	51	4	0	0	0	0	0	55
10:00	11	0	0	0	0	0	0	11
10:15	15	0	0	0	0	0	0	15
10:30	14	1	0	0	0	0	0	15
10:45	14	0	0	0	0	0	0	14
1 Hr	54	1	0	0	0	0	0	55
11:00	13	2	0	0	0	0	0	15
11:15	14	0	0	0	0	0	0	14
11:30	15	1	0	0	0	0	0	16
11:45	17	1	0	0	0	0	0	18
1 Hr	59	4	0	0	0	0	0	63
12:00	15	1	0	0	0	0	0	16
12:15	24	1	0	0	0	0	0	25
12:30	19	1	0	0	0	0	0	20
12:45	18	1	0	0	0	0	0	19
1 Hr	76	4	0	0	0	0	0	80
13:00	25	1	0	0	0	0	0	26
13:15	18	2	0	0	0	0	0	20
13:30	25	1	0	0	0	0	0	26
13:45	29	2	0	0	0	0	0	31
1 Hr	97	6	0	0	0	0	0	103
14:00	22	1	0	0	0	0	0	23
14:15	26	1	0	0	0	0	0	27
14:30	19	2	0	0	0	0	0	21
14:45	27	2	0	0	0	0	0	29
1 Hr	83	6	0	0	0	0	0	89
15:00	21	0	0	0	0	0	0	21
15:15	20	1	0	0	0	0	0	21
15:30	24	1	0	0	0	0	0	25
15:45	25	1	0	0	0	0	0	26
1 Hr	90	3	0	0	0	0	0	93
16:00	22	1	0	0	0	0	0	23
16:15	22	1	0	0	0	0	0	23
16:30	20	1	0	0	0	0	0	21
16:45	22	0	0	0	2	0	0	24
1 Hr	86	3	0	0	2	0	0	91
17:00	20	0	0	0	0	0	0	20
17:15	23	0	0	0	0	0	0	23
17:30	22	1	0	0	0	0	0	23
17:45	19	0	0	0	0	0	0	19
1 Hr	84	1	0	0	0	0	0	85
18:00	22	1	0	0	0	0	0	23
18:15	17	0	0	0	0	0	0	17
18:30	15	0	0	0	0	0	0	15
18:45	16	0	0	0	0	0	0	16



Origin Arm D Hoey's Lane

Time	Destination : Arm A NS2(N)							Total
	Car	LGV	DGV1	DGV2	PSV	MC	PC	
07:00	7	2	1.5	0	0	0	0	10.5
07:15	6	0	1.5	0	0	0	0	7.5
07:30	2	1	0	0	0	0	0	3
07:45	19	1	0	0	0	0	0	20
1 Hr	34	4	3	0	0	0	0	41
08:00	17	0	0	0	0	0.4	0	17.4
08:15	34	4	0	0	2	0	0	40
08:30	55	3	0	0	0	0	0	58
08:45	42	2	0	0	0	0	0	44
1 Hr	148	9	0	0	2	0.4	0	159.4
09:00	23	2	1.5	2.3	0	0	0	28.8
09:15	28	2	0	0	0	0	0	30
09:30	40	2	1.5	0	0	0	0	43.5
09:45	37	3	0	0	0	0	0	40
1 Hr	128	9	3	2.3	0	0	0	142.3
10:00	28	1	0	0	0	0	0	29
10:15	36	4	0	4.6	0	0	0	44.6
10:30	34	0	0	0	2	0	0	36
10:45	26	4	1.5	0	0	0	0	31.5
1 Hr	124	9	1.5	4.6	2	0	0	141.1
11:00	42	2	1.5	0	0	0	0	45.5
11:15	30	1	1.5	0	0	0	0	32.5
11:30	30	5	0	2.3	0	0	0	37.3
11:45	31	4	0	0	0	0	0	35
1 Hr	133	12	3	2.3	0	0	0	150.3
12:00	54	1	0	0	0	0	0	55
12:15	47	2	0	0	0	0	0	49
12:30	46	1	1.5	0	0	0	0	48.5
12:45	56	0	0	0	0	0	0	56
1 Hr	203	4	1.5	0	0	0	0	208.5
13:00	48	1	1.5	0	0	0	0	50.5
13:15	45	0	0	0	0	0	0	45
13:30	31	3	0	0	0	0	0	34
13:45	34	3	0	0	0	0	0	37
1 Hr	158	7	1.5	0	0	0	0	166.5
14:00	60	4	0	0	0	0	0	64
14:15	46	4	0	0	0	0	0	50
14:30	45	4	0	0	0	0	0	49
14:45	37	2	0	0	0	0	0	39
1 Hr	168	14	0	0	0	0	0	182
15:00	54	1	0	0	0	0	0	55
15:15	49	4	1.5	0	2	0	0	56.5
15:30	52	1	0	0	0	0	0	53
15:45	48	2	0	2.3	0	0	0	52.3
1 Hr	203	8	1.5	2.3	2	0	0	216.8
16:00	41	0	0	0	0	0	0	41
16:15	57	0	0	0	0	0	0	57
16:30	46	2	0	0	0	0	0	48
16:45	60	2	0	0	0	0	0	62
1 Hr	204	4	0	0	0	0	0	208
17:00	57	1	0	0	0	0	0	58
17:15	46	3	0	0	0	0	0	49
17:30	33	6	0	0	0	0	0	39
17:45	49	1	1.5	0	0	0	0	51.5
1 Hr	185	11	1.5	0	0	0	0	197.5
18:00	52	1	0	0	0	0	0	53
18:15	46	1	0	0	0	0	0	47
18:30	37	4	1.5	0	0	0	0	42.5
18:45	56	7	0	0	0	0	0	63
1 Hr	191	13	1.5	0	0	0	0	205.5
Total	1899	104	18	11.5	6	0.4	0	2038.3

Time	Destination : Arm B Inner Relief Rd							Total
	Car	LGV	DGV1	DGV2	PSV	MC	PC	
4	0	0	0	0	0	0	0	4
4	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	3
3	1	0	0	0	0	0	0	4
14	1	0	0	0	0	0	0	15
9	2	1.5	0	0	0	0	0	12.5
22	0	0	0	0	0	0	0	22
19	0	0	0	0	0	0	0	19
30	3	0	0	4	0	0	0	37
20	5	1.5	0	4	0	0	0	30.5
21	0	0	0	0	0	0	0	21
7	1	1.5	0	0	0	0	0	9.5
8	5	0	0	0	0	0	0	13
2	2	0	0	0	0	0	0	4
38	8	1.5	0	0	0	0	0	47.5
13	0	0	0	0	0	0.2	0	13.2
13	2	0	0	0	0	0	0	15
13	3	0	0	0	0	0	0	16
12	2	0	0	0	0	0	0	14
51	7	0	0	0	0	0.2	0	58.2
14	0	0	0	0	0	0	0	14
14	4	0	0	0	0	0	0	18
9	5	0	0	0	0	0.2	0	14.2
12	0	0	0	0	0	0	0	12
49	8	0	0	0	0	0.2	0	58.2
18	1	0	0	0	0	0	0	19
13	3	1.5	0	0	0	0	0	17.5
8	0	0	0	0	0	0	0	8
24	0	0	0	0	0	0	0	24
63	4	1.5	0	0	0	0	0	68.5
20	0	0	0	0	0.4	0	0	20.4
24	2	0	0	0	0	0	0	26
14	2	0	0	0	0	0	0	16
18	1	1.5	0	0	0	0	0	20.5
76	5	1.5	0	0	0.4	0	0	82.9
24	3	0	0	0	0	0	0	27
19	1	0	0	0	0	0	0	20
18	0	0	0	0	0	0	0	18
18	2	0	0	0	0	0	0	20
79	6	0	0	0	0	0	0	85
14	3	0	0	0	0	0	0	17
15	3	0	0	0	0	0	0	18
23	2	0	0	0	0	0	0	25
22	3	0	0	0	0	0	0	25
74	11	0	0	0	0	0	0	85
25	5	0	0	0	0	0	0	30
13	2	0	0	0	0	0	0	15
16	4	0	0	0	0	0	0	20
10	1	0	0	0	0	0	0	11
64	12	0	0	0	0	0	0	76
18	5	0	0	0	0	0	0	23
24	0	0	0	0	0	0	0	24
16	2	0	0	0	0	0	0	18
25	1	0	0	0	0	0	0	26
63	8	0	0	0	0	0	0	71
19	1	0	0	0	0	0	0	19
19	0	0	0	0	0	0	0	19
18	0	0	0	0	0	0	0	18
20	3	0	0	0	0	0	0	23
75	4	0	0	0	0	0	0	79
746	80	6	0	4	0.4	0.4	0	836.8

Time	Destination : Arm C NS2(S)							Total
	Car	LGV	DGV1	DGV2	PSV	MC	PC	
1	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	5
10	1	0	0	0	0	0	0	11
24	1	0	0	0	0	0	0	25
40	2	0	0	0	0	0	0	42
11	1	0	0	0	0	0	0	12
24	1	0	0	0	0	0	0	25
21	0	0	0	0	0	0	0	21
25	1	0	0	0	0	0	0	26
91	3	0	0	0	0	0	0	94
30	1	0	0	0	0	0	0	31
10	0	0	0	0	0	0	0	10
7	0	0	0	0	0	0.2	0	7.2
8	2	0	0	0	0	0	0	11
56	3	0	0	0	0	0.2	0	59.2
12	2	0	0	0	0	0	0	14
7	0	0	0	0	0	0	0	7
7	2	0	2.3	0	0	0	0	11.3
4	0	0	0	0	0	0	0	4
30	4	0	2.3	0	0	0	0	36.3
4	1	0	0	0	0	0	0	5
8	0	0	0	0	0	0	0	8
13	1	0	0	0	0	0	0	14
18	2	0	0	0	0	0	0	20
43	4	0	0	0	0	0	0	47
14	0	1.5	0	0	0	0	0	15.5
7	0	0	0	0	0	0	0	7
10	0	0	0	0	0	0	0	10
31	2	0	0	0	0	0	0	33
62	2	1.5	0	0	0	0	0	65.5
13	4	0	0	0	0	0	0	17
23	2	0	0	0	0	0	0	25
21	0	0	0	0	0	0	0	21
21	1	0	0	2	0	0	0	24
78	7	0	0	2	0	0	0	87
13	1	0	0	0	0	0	0	14
9	2	0	0	0	0	0	0	11
18	1	0	0	0	0	0	0	19
21	2	0	0	0	0	0	0	23
61	6	0	0	0	0	0	0	67
13	2	0	0	0	0	0	0	15
18	1	0	0	0	0	0	0	19
20	3	0	0	0	0	0	0	23
14	2	0	0	0	0	0	0	16
65	8	0	0	0	0	0	0	73
16	0	0	0	0	0	0	0	16
13	2	0	0	0	0	0	0	15
17	2	0	0	0	0	0	0	19
9	1	0	0	0	0	0	0	10
55	5	0	0	0	0	0	0	60
17	0	0	0	0	0	0	0	17
12	1	0	0	0	0	0	0	13
10	0	0	0	0	0	0	0	10
21	2	0	0	0	0	0	0	23
60	3	0	0	0	0	0	0	63
14	0	0	0	0	0	0	0	14
17	3	0	0	0	0	0	0	20
11	1	0	2.3	0	0	0	0	14.3
5	2	0	0	0	0	0	0	7
47	8	0	2.3	0	0	0	0	55.3
678	53	1.5	4.6	2	0	0.2	0	739.3

Time	Destination : Arm D Hoey's Lane							Total
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ORIGIN SUMMARY

Origin 1	Arm A N52(N)							Total
	Car	LGV	DGV1	DGV2	PSV	MC	PC	
07:00	63	9	4.5	2.3	0	0	0	78.8
07:15	77	8	4.5	2.3	0	0	0.4	90.2
07:30	112	13	10.5	4.6	8	0	0.2	148.3
07:45	131	19	4.5	4.6	0	0	0.4	159.5
1 Hr	383	47	24	13.8	8	0	1	476.8
08:00	111	21	7.5	4.6	0	0	0	144.1
08:15	129	23	7.5	2.3	0	0	0.2	162
08:30	163	8	4.5	2.3	8	0	0	185.8
08:45	191	17	6	9.2	0	0	0	222.2
1 Hr	584	69	25.5	18.4	8	0	0.2	715.1
09:00	154	24	7.5	2.3	0	0	0	187.8
09:15	115	11	7.5	6.9	4	0	0	144.4
09:30	96	16	1.5	16.1	4	0	0.4	134
09:45	109	13	7.5	11.5	0	0	0	141
1 Hr	474	64	24	35.8	8	0	0.4	607.2
10:00	80	22	7.5	4.6	0	0	0.2	114.3
10:15	80	20	7.5	13.8	4	0	0	125.3
10:30	101	17	13.5	2.3	0	0	0.4	134.2
10:45	93	22	9	2.3	0	0	0	126.3
1 Hr	354	81	37.5	23	4	0	0.8	500.1
11:00	100	12	4.5	0	2	0	0	118.5
11:15	98	12	7.5	4.6	0	0	0	122.1
11:30	106	16	1.5	4.6	0	0	0.2	128.3
11:45	97	9	9	4.6	2	0.8	0	122.4
1 Hr	401	49	22.5	13.8	4	0.8	0.2	491.3
12:00	124	10	7.5	6.9	2	0	0	150.4
12:15	96	16	7.5	2.3	0	0	0	121.8
12:30	99	18	3	4.6	0	0	0	124.6
12:45	121	20	12	4.6	2	0	0	159.6
1 Hr	440	64	30	15.4	4	0	0	556.4
13:00	155	13	9	6.9	0	0	0	183.9
13:15	116	15	3	2.3	2	0	0	138.3
13:30	112	17	4.5	0	4	0	0	137.5
13:45	139	20	7.5	6.9	0	0	0	173.4
1 Hr	522	65	24	16.1	6	0	0	633.1
14:00	130	18	1.5	9.2	0	0	0	158.7
14:15	112	14	7.5	9.2	4	0	0	146.7
14:30	103	10	4.5	4.6	0	0	0	122.1
14:45	129	23	4.5	11.5	0	0	0	168
1 Hr	474	65	18	34.5	4	0	0	595.5
15:00	109	13	4.5	4.6	0	0	0	131.1
15:15	114	15	10.5	4.6	4	0.4	0	148.5
15:30	128	20	1.5	2.3	2	0	0	153.8
15:45	140	10	1.5	4.6	0	0	0	156.1
1 Hr	491	58	18	16.1	6	0.4	0	589.5
16:00	128	16	3	2.3	0	0	0	146.3
16:15	126	19	3	4.6	2	0	0	154.6
16:30	132	14	1.5	2.3	0	0	0	149.8
16:45	126	9	3	4.6	0	0	0	142.6
1 Hr	512	58	10.5	13.8	2	0	0	596.3
17:00	140	10	4.5	0	0	0	0	154.9
17:15	113	12	1.5	0	0	0	0	126.5
17:30	140	13	1.5	0	2	0	0	156.5
17:45	118	11	1.5	0	0	0	0	130.5
1 Hr	511	46	9	0	2	0	0	568.4
18:00	102	8	0	2.3	0	0	0	112.3
18:15	88	13	1.5	0	0	0	0	102.5
18:30	101	6	0	4.6	0	0	0	111.6
18:45	117	6	0	0	0	0	0	123
1 Hr	408	33	1.5	6.9	0	0	0	449.4
Total	5564	699	244.5	211.6	56	1.6	2.4	6779.1

Origin 1	Arm B Inner Relief Rd							Total
	Car	LGV	DGV1	DGV2	PSV	MC	PC	
8	0	0	0	0	0	0	0	8.4
18	1	0	0	0	0	0	0	19.2
21	2	0	0	2	0	0	0.2	25.2
32	5	0	0	0	0	0	0	37
78	8	0	0	2	0	0.4	0	89.8
25	3	1.5	0	0	0	0	0	29.5
48	3	0	0	2	0	0	0	53
56	2	1.5	0	2	0	0	0	61.5
90	2	0	0	4	0	0	0	96
219	10	3	0	8	0	0	0	240
50	3	3	2.3	0	0	0	0	58.3
37	8	0	0	4	0	0	0	49
52	4	1.5	2.3	0	0	0	0	59.9
53	7	0	0	4	0	0	0	84
182	22	4.5	4.6	8	0	0	0	231.1
42	8	3	0	2	0	0	0	55
55	3	0	0	2	0	0	0	60
51	4	1.5	0	2	0	0	0	58.5
52	2	3	0	2	0.4	0	0	59.4
200	17	7.5	0	8	0.4	0	0	232.9
50	9	1.5	0	4	0	0	0	64.5
51	2	1.5	0	0	0	0.2	0	54.7
56	4	0	0	2	0	0	0	62
62	7	0	0	2	0	0	0	71
219	22	3	0	8	0	0	0	252.2
55	6	0	0	2	0.4	0	0	63.4
88	7	1.5	0	2	0	0	0	98.5
71	6	1.5	0	0	0	0	0	79.5
67	7	1.5	0	2	0	0	0	72.5
281	29	4.5	0	6	0.4	0	0	317.9
92	5	3	0	2	0	0	0	102
67	9	0	0	2	0	0	0	79
62	5	0	0	2	0	0.2	0	69.2
107	9	0	2.3	2	0	0	0.2	120.5
358	28	3	2.3	8	0	0.4	0	399.7
81	4	0	2.3	2	0	0	0.2	89.5
91	4	0	0	2	0	0	0	87
72	10	1.5	0	2	0	0	0	85.5
101	9	0	0	2	0	0	0	112
345	27	1.5	2.3	8	0	0.2	0	384
79	3	3	0	4	0	0	0	89
74	6	0	0	0	0	0	0	80
67	5	0	0	0	0	0.2	0	92.2
83	3	0	0	2	0	0	0	88
333	17	3	0	6	0	0.2	0	359.2
80	4	0	0	2	0	0	0	86
81	5	1.5	0	2	0	0	0	89.5
74	5	0	0	0	0	0	0	79
82	3	1.5	0	12	0	0	0	86.5
317	17	3	0	16	0	0	0	363
75	1	0	0	0	0	0	0	76
84	3	0	0	4	0.4	0	0	91.4
80	5	0	0	0	0	0	0	85
72	2	0	0	2	0	0	0	76
311	11	0	0	6	0.4	0	0	328.4
81	1	1.5	0	0	0	0	0	83.3
63	3	0	0	2	0	0.2	0	68.2
55	2	0	0	0	0	0	0	57
68	4	0	0	0	0	0	0	72
287	10	1.5	0	2	0	0.2	0	289.7
Total	3121	215	34.5	8.2	86	1.6	1.8	3468.9

Origin 1	Arm C N52(S)							Total
	Car	LGV	DGV1	DGV2	PSV	MC	PC	
20	2	1.5	2.3	2	0	0	0	27.8
27	5	3	2.3	0	0	0	0	37.3
42	3	1.5	4.6	0	0	0	0	51.1
89	19	1.5	9.2	0	0	0	0	118.7
178	29	7.5	18.4	2	0	0	0	234.9
118	18	1.5	2.3	0	0.4	0	0	140.2
152	21	1.5	6.9	0	0.4	0	0	181.8
135	16	3	2.3	0	0	0	0	156.3
142	18	4.5	4.6	6	0	0	0	175.1
597	73	10.5	16.1	6	0.6	0	0	653.4
108	15	6	9.2	0	0	0	0	138.2
109	11	3	11.5	0	0	0	0	134.5
105	21	7.5	4.6	0	0	0	0	138.1
109	12	10.5	2.3	0	0	0	0	133.8
431	59	27	27.6	0	0	0	0	544.6
93	13	9	2.3	0	0	0	0	117.3
80	7	4.5	4.6	0	0	0	0	96.1
79	5	6	0	2	0	0	0	92
75	10	7.5	6.9	2	0	0	0	101.4
327	35	27	13.8	4	0	0	0	406.8
76	10	6	4.6	0	0	0	0	96.6
80	18	10.5	4.6	0	0	0	0	113.1
84	8	3	6.9	0	0	0	0	101.9
82	6	10.5	2.3	2	0	0	0	102.8
322	42	30	18.4	2	0	0	0	414.4
112	24	9	4.6	0	0	0	0	149.6
80	13	6	9.2	0	0	0	0	108.2
114	19	6	6.9	0	0	0.2	0	146.1
108	13	1.5	0	0	0	0	0	122.5
414	69	22.5	20.7	0	0	0	0	526.4
123	13	4.5	2.3	2	0	0	0	144.8
111	18	1.5	6.9	0	0	0	0	137.4
95	11	3	2.3	0	0	0	0	113.3
102	10	6	9.2	2	0	0	0	129.2
431	52	15	20.7	4	0	0	0	522.7
130	10	3	11.5	0	0	0	0	154.5
105	17	4.5	9.2	0	0	0	0	135.7
100	17	7.5	6.9	2	0	0	0	133.4
91	13	6	0	2	0	0	0	112
426	57	21	27.6	4	0	0	0	535.5
108	15	7.5	4.6	0	0	0.2	0	133.3
109	17	3	2.3	2	0	0	0	133.3
114	16	7.5	4.6	2	0	0.2	0	144.3
116	10	15	4.6	0	0	0	0	145.6
445	58	33	16.1	4	0	0.4	0	556.5
145	11	4.5	2.3	4	0	0	0	166.8
118	13	4.5	2.3	2	0.4	0	0	140.2
156	14	4.5						



DESTINATION SUMMARY

Destination : Arm A NS2(N)	Total						
	Cnr	LGV	DGV1	DGV2	PSV	MC	PC
07:00	23	3	1.5	2.3	0	0	29.8
07:15	32	3	4.5	2.3	0	0	41.6
07:30	43	5	1.5	4.6	0	0	54.1
07:45	97	18	1.5	6.9	0	0	123.4
1 Hr	195	29	9	16.1	0	0	249.1
08:00	125	20	3	2.3	0	0.4	151.7
08:15	181	24	0	6.9	2	0	213.9
08:30	158	18	4.5	2.3	0	0	182.8
08:45	150	21	3	4.6	0	0	178.5
1 Hr	615	83	10.5	16.1	2	0.4	727.7
09:00	116	15	7.5	11.5	0	0	150
09:15	112	12	3	11.5	0	0	138.5
09:30	126	23	9	4.6	0	0	162.9
09:45	115	18	9	2.3	0	0	144.3
1 Hr	469	68	28.5	29.9	0	0	595.4
10:00	110	20	10.5	2.3	0	0	142.8
10:15	102	12	3	9.2	0	0	126.2
10:30	114	6	6	0	2	0	128
10:45	98	12	9	6.9	0	0	125.9
1 Hr	424	50	28.5	18.4	2	0	522.9
11:00	116	12	6	4.6	0	0	138.6
11:15	112	15	13.5	2.3	0	0	142.8
11:30	114	13	3	9.2	0	0	139.2
11:45	99	11	10.5	0	2	0	122.5
1 Hr	441	51	33	16.1	2	0	543.1
12:00	135	24	9	4.6	0	0	172.6
12:15	143	20	7.5	9.2	0	0	179.7
12:30	130	14	6	6.9	0	0.2	157.1
12:45	139	8	1.5	0	0	0	148.5
1 Hr	547	66	24	20.7	0	0.2	657.9
13:00	151	13	6	2.3	2	0	174.3
13:15	138	21	1.5	2.3	0	0	162.8
13:30	119	16	3	2.3	0	0	140.3
13:45	156	14	4.5	6.9	2	0	183.4
1 Hr	564	64	15	13.8	4	0	660.8
14:00	179	16	3	13.8	0	0	211.9
14:15	182	20	4.5	9.2	0	0	185.7
14:30	133	23	9	6.9	2	0	173.9
14:45	135	19	6	0	2	0	162
1 Hr	589	78	22.5	29.9	4	0	733.4
15:00	165	18	10.5	2.3	0	0	195.8
15:15	138	23	4.5	2.3	0	0	171.6
15:30	158	19	7.5	4.6	2	0.4	191.5
15:45	169	13	1.5	6.9	0	0	203.6
1 Hr	630	73	37.5	16.1	6	0.4	783
16:00	163	11	4.5	2.3	2	0	182.8
16:15	150	13	3	2.3	2	0.4	170.7
16:30	179	19	4.5	2.3	2	0	207
16:45	168	16	6	2.3	2	0.2	194.5
1 Hr	660	59	18	9.2	8	0.4	785
17:00	170	16	4.5	4.6	2	0	197.1
17:15	178	16	3	0	0.4	0	197.4
17:30	176	14	1.5	2.3	0	0	193.8
17:45	168	13	3	0	0	0	184
1 Hr	692	59	12	6.9	2	0.4	772.3
18:00	157	10	3	4.6	0	0	174.4
18:15	164	12	1.5	2.3	2	0.2	182
18:30	115	12	1.5	2.3	0	0	130.8
18:45	117	16	0	4.6	0	0	137.5
1 Hr	553	50	6	13.8	2	0.2	659
Total	6389	730	244.5	207	32	1.2	7804.9

Destination : Arm B Inner Relief Rd	Total						
	Cnr	LGV	DGV1	DGV2	PSV	MC	PC
7	1	0	0	2	0	0	10
10	1	1.5	0	0	0	0	13.5
9	1	1.5	0	0	0	0	11.5
19	4	0	0	0	0	0	23
45	7	3	0	2	0	0	57
19	4	1.5	4.6	0	0.4	0	29.5
37	2	1.5	0	0	0	0	40.5
49	1	0	0	0	0	0	50
69	4	0	2.3	10	0	0	85.3
174	11	3	6.9	10	0.4	0	205.3
44	5	1.5	0	0	0	0	50.5
45	6	1.5	2.3	0	0	0	54.8
48	7	1.5	0	0	0	0	56.9
49	4	0	4.6	0	0	0	53.6
186	22	4.5	6.9	0	0	0	218.4
36	1	0	0	0	0.2	0.2	37.2
51	4	1.5	0	0	0	0	56.5
41	5	3	0	2	0	0	61
41	8	1.5	0	2	0	0	52.5
169	18	6	0	4	0	0.2	197.2
37	2	1.5	0	0	0	0	40.5
50	7	1.5	2.3	0	0	0	60.8
40	7	0	2.3	0	0.2	0.9	49.5
49	0	0	2.3	0	0.8	0	52.1
178	16	3	6.9	0	0.8	0.2	202.9
69	2	1.5	0	0	0	0	72.6
55	4	1.5	0	0	0	0	60.5
60	8	1.5	0	0	0	0	69.5
83	12	3	0	0	0	0	98
267	26	7.5	0	0	0	0	300.5
94	5	1.5	0	0	0.4	0	100.9
68	7	1.5	4.6	0	0	0	81.1
67	6	0	0	0	0	0	73
47	2	3	4.6	0	0	0	56.6
276	20	6	9.2	0	0.4	0	311.6
66	6	0	0	0	0	0	72
60	7	1.5	0	0	0	0	68.3
64	3	0	0	0	0	0	67
61	4	0	0	0	0	0	65
261	20	1.5	0	0	0	0	272.5
60	4	0	0	0	0	0.2	64.2
70	7	1.5	0	0	0	0	78.5
80	6	0	0	0	0	0	86
60	3	0	0	0	0	0	63
270	20	1.5	0	0	0	0.2	291.7
86	6	0	0	4	0	0	96
67	3	1.5	2.3	0	0	0	73.8
72	5	0	0	0	0	0	77
65	2	0	0	2	0	0	69
290	16	1.5	2.3	6	0	0	318.8
86	5	0	0	0	0	0.2	91.2
81	3	1.5	0	0	0	0	65.5
80	8	0	0	0	0	0	88
93	3	0	0	0	0	0.2	96.2
340	19	1.5	0	0	0	0.4	360.9
81	2	0	0	0	0	0.2	83.2
60	5	0	0	0	0	0.2	65.2
72	4	0	0	0	0	0	76
118	8	1.5	0	0	0	0	127.5
331	19	1.5	0	0	0	0.4	351.9
Total	2775	214	40.5	32.2	22	1.6	14308.7

Destination : Arm C NS2(S)	Total						
	Cnr	LGV	DGV1	DGV2	PSV	MC	PC
64	9	4.5	2.3	0	0	0	79.9
80	6	3	2.3	0	0	0.4	91.7
120	12	6	4.6	6	0	0.4	149
142	18	4.5	4.6	0	0	0.4	169.5
406	45	18	13.8	6	0	1.2	590
107	15	7.5	0	0	0	0	129.5
116	18	6	2.3	0	0	0.2	142.5
130	6	4.5	2.3	4	0	0	146.8
165	14	4.5	6.9	0	0	0	190.4
518	53	22.5	11.5	4	0	0.2	639.2
121	16	6	2.3	0	0	0	146.3
84	7	6	4.6	4	0	0	106.6
78	5	1.5	16.1	2	0	0.6	103.2
77	10	7.5	6.9	0	0	0	101.4
360	38	21	29.9	6	0	0.6	456.5
60	20	7.5	4.6	0	0	0.2	92.3
67	13	7.5	13.8	4	0	0	105.3
73	14	10.5	4.6	0	0	0.4	102.5
67	15	7.5	2.3	0	0	0	91.8
267	62	33	25.3	4	0	0.6	391.9
83	13	4.5	0	0	0	0	100.5
64	6	6	4.6	0	0	0	80.6
85	14	1.5	2.3	0	0	0.2	103
83	11	9	4.6	2	0	0	109.6
315	44	21	11.5	2	0	0.2	393.7
102	11	7.5	6.9	2	0	0	129.4
71	10	7.5	2.3	0	0	0	90.8
89	15	3	4.6	0	0	0	111.6
119	17	9	4.6	2	0	0	151.6
381	53	27	18.4	4	0	0	483.4
119	11	6	6.9	0	0	0	142.9
112	12	1.5	2.3	2	0	0	129.8
111	11	4.5	0	2	0	0	128.5
136	21	7.5	6.9	2	0	0	173.4
478	55	19.5	16.1	8	0	0	574.6
104	12	0	9.2	0	0	0	125.2
92	11	4.5	9.2	4	0	0	120.7
81	11	4.5	4.6	0	0	0	101.1
102	20	3	11.5	0	0	0	136.5
379	54	12	34.5	4	0	0	463.5
90	9	4.5	4.6	0	0	0	106.1
104	9	9	4.6	4	0.4	0	131
108	18	1.5	2.3	0	0	0	129.8
130	10	1.5	4.6	0	0	0	146.1
432	46	16.5	16.1	4	0.4	0	515
93	14	3	2.3	0	0	0	112.3
99	14	3	2.3	0	0	0	118.3
110	10	1.5	2.3	0	0	0	123.6
86	7	3	4.6	2	0	0	102.6
388	45	10.5	11.5	2	0	0	457
84	8	3	0	0	0.4	0	95.4
69	6	0	0	0	0	0	76
96	9	1.5	0	2	0	0	108.5
81	9	1.5	0	0	0	0	91.5
330	32	6	0	2	0.4	0	370.4
98	7	0	2.3	0	0	0	107.3
80	6	1.5	0	0	0	0	87.5
87	3	0	6.9	0	0	0	96.9
86	4	0	9	0	0	0	70
331	20	1.5	9.2	0	0	0	361.7
Total	4585	547	205.5	197.8	44	0.8	2.9 5585.9

Destination : Arm D Hoey's Lane	Total							Dist Totals
	Cnr	LGV	DGV1	DGV2	PSV	MC	PC	
9	0	1.5	0					



Origin Arm A N52(NNE)

	Destination : Arm A N52(NNE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	5	0	0	0	0	0	0	5

	Destination : Arm B Finnabair Crescent							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
9	0	0	0	0	0	0	0	9
14	1	0	0	0	0	0	0.2	15.2
21	1	0	0	2	0	0	0.4	24.4
52	6	0	0	0	0	0	1.2	59.2
96	8	0	0	2	0	0	1.8	107.8
23	3	0	0	0	0	0	0.4	26.4
30	1	0	0	0	0	0	0	31
38	0	0	0	0	0	0	0	38
32	3	0	0	0	0	0	0.4	35.4
123	7	0	0	0	0	0	0.8	130.8
33	4	3	0	0	0	0	0	40
16	0	0	0	0	0	0	0	16
6	1	1.5	2.3	0	0	0	0.2	11
7	4	0	0	0	0	0	0	11
62	9	4.5	2.3	0	0	0	0.2	78
11	2	0	2.3	0	0	0	0	15.3
10	1	0	2.3	0	0	0	0	13.3
8	1	0	0	0	0	0	0	9
11	1	1.5	0	0	0	0	0	13.5
40	5	1.5	4.6	0	0	0	0	51.1
8	1	1.5	0	0	0	0	0	10.5
8	2	0	0	0	0	0	0	10
12	1	0	0	0	0	0	0	13
6	2	3	0	0	0	0	0	11
34	6	4.5	0	0	0	0	0	44.5
11	1	0	0	0	0	0	0	12
4	2	0	0	0	0	0	0.2	6.2
11	1	1.5	2.3	0	0	0	0	15.8
22	2	3	0	0	0	0	0	27
48	6	4.5	2.3	0	0	0	0.2	61
24	1	0	0	0	0	0	0.2	25.2
21	2	1.5	0	0	0	0	0	24.5
27	2	1.5	0	0	0	0	0.4	30.9
33	5	4.5	0	0	0	0	0.2	42.7
105	10	7.5	0	0	0	0	0.8	123.3
22	3	0	0	0	0	0	0	25
8	1	0	0	0	0	0	0.2	9.2
6	2	0	0	0	0	0	0.4	8.4
13	3	0	0	0	0	0	0.4	16.4
49	9	0	0	0	0	0	0	59
13	2	1.5	0	0	0	0	0.4	16.9
17	2	0	0	0	0	0	0.2	19.2
18	3	0	0	0	0	0	0	21
10	2	0	0	0	0	0	0.2	12.2
58	9	1.5	0	0	0	0	0.8	69.3
4	2	0	0	0	0	0	0	6
13	1	0	0	0	0	0	0	14
12	1	0	0	0	0	0	0	13
26	5	3	0	0	0	0	0	34
55	9	3	0	0	0	0	0	67
14	1	1.5	0	0	0.4	0.4	0	17.3
8	1	0	0	0	0	0	0	9
10	0	0	0	0	0	0.2	0	10.2
7	2	1.5	0	0	0	0	0.2	10.7
39	4	3	0	0	0.4	0.8	0	47.2
10	0	0	0	0	0	0	0	10
8	0	0	0	0	0	0	0	8
7	0	0	0	0	0	0.2	0	7.2
3	1	0	0	0	0	0	0	4
28	1	0	0	0	0	0	0.2	29.2
Total	737	83	30	9.2	2	0.4	6.6	868.2

	Destination : Arm C N52(SW)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
56	7	3	4.6	0	0	0	0.8	71.4
68	4	1.5	2.3	0	0	0	0.8	76.6
86	13	7.5	4.6	4	0	0	1.6	116.7
99	9	4.5	4.6	0	0	0	2.6	119.7
309	33	16.5	16.1	4	0	0	5.8	384.4
86	10	7.5	0	0	0	0	0.6	104.1
83	18	4.5	4.6	0	0	0	0.2	110.3
92	5	4.5	4.6	2	0	0	0.8	108.9
129	10	4.5	6.9	0	0	0	0.6	151
390	43	21	16.1	2	0	0	2.2	474.3
88	15	3	0	2	0	0	0.2	108.2
73	8	6	4.6	4	0	0	0.2	95.8
62	11	0	11.5	2	0	0	0.4	86.9
71	7	6	11.5	0	0	0	0	95.5
294	41	15	27.6	8	0	0	0.8	386.4
50	12	10.5	6.9	0	0	0	0	79.4
57	12	9	11.5	4	0	0	0	93.5
68	11	9	4.6	0	0	0	0	92.6
55	16	10.5	2.3	0	0	0	0	83.8
230	51	39	25.3	4	0	0	0	349.3
74	11	6	0	0	0	0	0	91
55	6	6	4.6	0	0	0	0.2	71.8
71	12	1.5	2.3	0	0	0	0.2	87
81	9	6	6.9	2	0	0	0.4	105.3
281	38	19.5	13.8	2	0	0	0.8	355.1
88	10	3	6.9	2	0	0	0	109.9
71	8	12	4.6	0	0	0	0.2	95.8
76	15	3	2.3	0	0	0	0	96.3
89	15	6	6.9	2	0	0	0.4	119.3
324	48	24	20.7	4	0	0	0.6	421.3
103	9	6	4.6	0	0	0	0.2	122.8
87	10	1.5	2.3	2	0	0	0	102.8
87	12	4.5	0	2	0	0	0.6	106.1
94	17	7.5	4.6	2	0	0	0.2	125.3
371	48	19.5	11.5	6	0	0	1	457
81	11	0	11.5	2	0	0	0	105.5
80	11	4.5	9.2	4	0	0	0	108.7
76	9	4.5	9.2	0	0	0	0	98.7
93	17	4.5	11.5	0	0	0	0.2	126.2
330	48	13.5	41.4	6	0	0	0.2	439.1
68	8	1.5	4.6	0	0	0	0.4	82.5
82	12	10.5	4.6	4	0.4	0.6	0	114.1
89	15	1.5	2.3	0	0	0	0.4	108.2
119	9	1.5	4.6	0	0	0	0.2	134.3
358	44	15	16.1	4	0.4	1.6	0	439.1
83	18	4.5	2.3	0	0	0	0	107.8
82	14	3	2.3	0	0	0	0	101.3
98	10	1.5	2.3	0	0	0	0.4	112.2
60	4	0	4.6	0	0	0	0.4	69
323	46	9	11.5	0	0	0	0.8	390.3
64	9	3	0	0	0	0	0	76
56	6	0	0	0	0	0	0.2	62.2
90	7	1.5	0	2	0	0	0	100.5
77	7	0	0	0	0	0	0.2	84.2
287	29	4.5	0	2	0	0	0.4	322.9
83	11	0	2.3	0	0	0	0.4	96.7
74	11	1.5	0	0	0	0	0	86.5
74	2	1.5	6.9	0	0</			



Origin: Arm B Finnabair Crescent

	Destination: Arm A N52(NNE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	6	0	0	0	0	0	0	6
07:15	4	1	1.5	0	0	0	0	6.5
07:30	3	0	0	0	0	0	0	3
07:45	4	0	0	0	0	0	0	4
1 Hr	17	1	1.5	0	0	0	0	19.5
08:00	11	0	0	0	0	0	0	11
08:15	4	2	0	0	0	0.4	0.2	6.6
08:30	1	1	0	0	0	0	0	2
08:45	4	0	0	0	0	0	0	4
1 Hr	20	3	0	0	0	0.4	0.2	23.6
09:00	4	3	1.5	0	0	0	0.2	8.7
09:15	6	1	0	0	0	0	0	7
09:30	6	3	0	0	0	0	0	9
09:45	4	2	1.5	0	0	0	0	7.5
1 Hr	20	9	3	0	0	0	0.2	32.2
10:00	10	0	3	0	0	0	0	13
10:15	4	0	0	2.3	0	0	0	6.3
10:30	8	0	1.5	0	0	0	0	9.5
10:45	9	3	0	0	0	0	0	12
1 Hr	31	3	4.5	2.3	0	0	0	40.8
11:00	6	1	1.5	0	0	0	0	8.5
11:15	7	0	3	0	0	0	0	10
11:30	11	0	1.5	2.3	0	0	0	14.8
11:45	8	0	0	0	0	0	0	8
1 Hr	32	1	6	2.3	0	0	0	41.3
12:00	20	2	0	0	0	0	0.2	22.2
12:15	8	3	0	0	0	0	0	11
12:30	22	1	0	0	0	0	0	23
12:45	23	2	0	0	0	0	0	25
1 Hr	73	8	0	0	0	0	0.2	81.2
13:00	29	6	0	0	0	0	0.2	35.2
13:15	12	3	0	0	0	0	0.2	15.2
13:30	17	1	0	0	0	0	0.2	18.2
13:45	9	1	0	0	0	0	0	10
1 Hr	67	11	0	0	0	0	0.6	78.6
14:00	33	1	0	0	0	0	0.8	34.8
14:15	8	2	0	0	0	0	0	10
14:30	8	1	0	0	0	0	0.2	9.2
14:45	13	2	0	0	0	0	0.2	15.2
1 Hr	62	6	0	0	0	0	1.2	69.2
15:00	16	2	1.5	0	0	0	0.2	19.7
15:15	6	2	0	2.3	0	0	0	10.3
15:30	16	2	0	0	0	0	0.8	18.8
15:45	7	1	0	0	0	0	0	8
1 Hr	45	7	1.5	2.3	0	0	1	56.8
16:00	9	2	1.5	0	0	0	0.2	12.7
16:15	11	2	0	0	0	0	0.4	13.4
16:30	26	3	0	0	0	0	0.2	29.2
16:45	12	0	0	0	0	0	0	12
1 Hr	58	7	1.5	0	0	0	0.8	67.3
17:00	38	3	0	0	0	0	1.8	42.8
17:15	15	0	0	0	0	0.4	0.2	15.6
17:30	25	1	0	0	0	0	0.4	26.4
17:45	10	2	0	0	0	0	0.2	12.2
1 Hr	88	6	0	0	0	0.4	2.6	97
18:00	25	0	0	0	0	0	0	25
18:15	17	0	0	0	0	0	0	17
18:30	5	0	0	0	0	0	0	5
18:45	5	1	0	0	0	0	0	6
1 Hr	52	1	0	0	0	0	0	53
Total	565	63	18	6.9	0	0.8	6.8	660.5

	Destination: Arm B Finnabair Crescent							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	1	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	2

	Destination: Arm C N52(SSW)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	9	1	0	0	0	0	0	10
07:15	9	0	0	0	0	0.4	0	9.4
07:30	19	0	0	0	2	0	0	21
07:45	32	0	0	0	0	0	0	32
1 Hr	69	1	0	0	2	0.4	0	72.4
08:00	20	1	0	0	0	0	0	21
08:15	25	2	0	2.3	0	0	0	29.3
08:30	16	1	0	2.3	0	0	0	19.3
08:45	39	1	0	0	0	0	0	40
1 Hr	100	5	0	4.6	0	0	0	109.6
09:00	21	0	0	0	0	0	0	21
09:15	14	0	0	0	0	0	0	14
09:30	8	2	0	0	0	0	0	10
09:45	7	2	1.5	4.6	0	0	0	15.1
1 Hr	50	4	1.5	4.6	0	0	0	60.1
10:00	9	1	0	0	0	0	0	10
10:15	5	1	0	2.3	0	0	0	8.3
10:30	7	0	1.5	0	2	0	0	10.5
10:45	8	1	0	0	0	0	0	9
1 Hr	29	3	1.5	2.3	2	0	0	37.8
11:00	8	0	3	0	0	0	0	11
11:15	7	3	1.5	2.3	0	0	0	13.8
11:30	7	0	0	2.3	0	0	0	9.3
11:45	5	0	1.5	0	0	0	0	6.5
1 Hr	27	3	6	4.6	0	0	0	40.6
12:00	10	0	3	2.3	0	0	0	15.3
12:15	16	1	0	0	0	0	0	17
12:30	17	1	3	4.6	0	0	0	25.6
12:45	15	0	1.5	0	0	0	0	16.5
1 Hr	58	2	7.5	6.9	0	0	0	74.4
13:00	13	2	1.5	2.3	0	0	0	18.8
13:15	20	0	0	0	0	0	0	20
13:30	18	1	0	0	0	0	0	19
13:45	18	2	1.5	4.6	0	0	0	26.1
1 Hr	69	5	3	6.9	0	0	0	83.9
14:00	22	1	1.5	4.6	0	0	0	29.1
14:15	10	1	0	0	0	0	0	11
14:30	13	3	0	0	0	0	0	16
14:45	13	1	1.5	2.3	0	0	0	17.8
1 Hr	58	6	3	6.9	0	0	0	73.9
15:00	9	4	1.5	2.3	0	0	0	16.8
15:15	10	0	1.5	0	0	0	0	11.5
15:30	9	0	0	0	0	0.2	0	9.2
15:45	8	0	1.5	0	0	0	0.2	9.7
1 Hr	36	4	4.5	2.3	0	0	0.4	47.2
16:00	9	3	1.5	0	0	0.4	0	13.9
16:15	2	2	0	2.3	0	0	0	6.3
16:30	24	3	0	0	0	0	0	27
16:45	11	1	1.5	0	0	0	0	13.5
1 Hr	46	9	3	2.3	0	0.4	0	60.7
17:00	25	1	3	0	0	0.4	0	29.4
17:15	21	1	0	4.6	0	0	0	26.6
17:30	26	1	0	0	0	0	0	27
17:45	23	0	0	0	0	0	0	23
1 Hr	95	3	3	4.6	0	0.4	0	106
18:00	28	0	1.5	2.3	0	0	0	31.8
18:15	16	0</						



ORIGIN SUMMARY

	Origin : Arm A N52(NNE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	65	7	3	4.6	0	0	0.8	80.4
07:15	82	5	1.5	2.3	0	0	1	91.8
07:30	107	14	7.5	4.6	6	0	2	141.1
07:45	151	15	4.5	4.6	0	0	3.8	178.9
1 Hr	405	41	16.5	16.1	6	0	7.6	492.2
08:00	109	13	7.5	0	0	0	1	130.5
08:15	113	19	4.5	4.6	0	0	0.2	141.3
08:30	130	5	4.5	4.6	2	0	0.8	146.9
08:45	161	13	4.5	6.9	0	0	1	186.4
1 Hr	513	50	21	16.1	2	0	3	605.1
09:00	121	19	6	0	2	0	0.2	148.2
09:15	89	8	6	4.6	4	0	0.2	111.8
09:30	68	12	1.5	13.8	2	0	0.6	97.9
09:45	78	11	6	11.5	0	0	0	106.5
1 Hr	356	50	19.5	29.9	8	0	1	464.4
10:00	61	14	10.5	9.2	0	0	0	94.7
10:15	67	13	9	13.8	4	0	0	106.8
10:30	76	12	9	4.6	0	0	0	101.6
10:45	66	17	12	2.3	0	0	0	97.3
1 Hr	270	56	40.5	29.9	4	0	0	400.4
11:00	82	12	7.5	0	0	0	0	101.5
11:15	63	8	6	4.6	0	0	0.2	81.8
11:30	83	13	1.5	2.3	0	0	0.2	100
11:45	88	11	9	6.9	2	0	0.4	117.3
1 Hr	316	44	24	13.8	2	0	0.8	400.6
12:00	99	11	3	6.9	2	0	0	121.9
12:15	75	10	12	4.6	0	0	0.4	102
12:30	87	16	4.5	4.6	0	0	0	112.1
12:45	111	17	9	6.9	2	0	0.4	146.3
1 Hr	372	54	28.5	23	4	0	0.8	482.3
13:00	128	10	6	4.6	0	0	0.4	149
13:15	108	12	3	2.3	2	0	0	127.3
13:30	114	14	6	0	2	0	1	137
13:45	127	22	12	4.6	2	0	0.4	168
1 Hr	477	58	27	11.5	6	0	1.8	581.3
14:00	103	14	0	11.5	2	0	0	130.5
14:15	88	12	4.5	9.2	4	0	0.2	117.9
14:30	82	11	4.5	9.2	0	0	0.4	107.1
14:45	107	20	4.5	11.5	0	0	0.6	143.6
1 Hr	380	57	13.5	41.4	6	0	1.2	499.1
15:00	81	10	3	4.6	0	0	0.8	99.4
15:15	100	14	10.5	4.6	4	0.4	0.8	134.3
15:30	107	18	1.5	2.3	0	0	0.4	129.2
15:45	129	11	1.5	4.6	0	0	0.4	146.5
1 Hr	417	53	16.5	16.1	4	0.4	2.4	509.4
16:00	87	20	4.5	2.3	0	0	0	113.8
16:15	96	15	3	2.3	0	0	0	116.3
16:30	110	11	1.5	2.3	0	0	0.4	125.2
16:45	86	9	3	4.6	0	0	0.4	103
1 Hr	379	55	12	11.5	0	0	0.8	458.3
17:00	78	10	4.5	0	0	0.4	0.4	93.3
17:15	64	7	0	0	0	0	0.2	71.2
17:30	100	7	1.5	0	2	0	0.2	110.7
17:45	84	9	1.5	0	0	0	0.4	94.9
1 Hr	326	33	7.5	0	2	0.4	1.2	370.1
18:00	93	11	0	2.3	0	0	0.4	106.7
18:15	82	11	1.5	0	0	0	0	94.5
18:30	81	2	1.5	6.9	0	0	0.2	91.6
18:45	59	2	0	0	0	0	0	61
1 Hr	315	26	3	9.2	0	0	0.6	353.8
Total	4526	577	229.5	218.5	44	0.8	21.2	5617

	Origin : Arm B Finnabair Crescent							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
15	1	0	0	0	0	0	0	16
13	1	1.5	0	0	0.4	0	0	15.9
22	0	0	0	2	0	0	0	24
36	0	0	0	0	0	0	0	36
86	2	1.5	0	2	0.4	0	0	91.9
31	1	0	0	0	0	0	0	32
29	4	0	2.3	0	0.4	0.2	0	35.9
17	2	0	2.3	0	0	0	0	21.3
43	1	0	0	0	0	0	0	44
120	8	0	4.6	0	0.4	0.2	0	133.2
25	3	1.5	0	0	0	0.2	0	29.7
20	1	0	0	0	0	0	0	21
14	5	0	0	0	0	0	0	19
11	4	3	4.6	0	0	0	0	22.6
70	13	4.5	4.6	0	0	0.2	0	92.3
19	1	3	0	0	0	0	0	23
9	1	0	4.6	0	0	0	0	14.6
15	0	3	0	2	0	0	0	20
17	4	0	0	0	0	0	0	21
60	6	6	4.6	2	0	0	0	78.6
14	1	4.5	0	0	0	0	0	19.5
14	3	4.5	2.3	0	0	0	0	23.8
18	0	1.5	4.6	0	0	0	0	24.1
13	0	1.5	0	0	0	0	0	14.5
59	4	12	6.9	0	0	0	0	81.9
31	2	3	2.3	0	0	0.2	0	38.5
24	4	0	0	0	0	0	0	28
39	2	3	4.6	0	0	0	0	48.6
38	2	1.5	0	0	0	0	0	41.5
132	10	7.5	6.9	0	0	0.2	0	156.6
42	8	1.5	2.3	0	0	0.2	0	54
32	3	0	0	0	0	0.2	0	35.2
35	2	0	0	0	0	0.2	0	37.2
27	3	1.5	4.6	0	0	0	0	36.1
136	16	3	6.9	0	0	0.6	0	162.5
55	2	1.5	4.6	0	0	0.8	0	63.9
18	3	0	0	0	0	0	0	21
21	4	0	0	0	0	0.2	0	25.2
26	3	1.5	2.3	0	0	0.2	0	33
120	12	3	6.9	0	0	1.2	0	143.1
25	6	3	2.3	0	0	0.2	0	36.5
16	2	1.5	2.3	0	0	0	0	21.8
25	2	0	0	0	0	1	0	28
15	1	1.5	0	0	0	0.2	0	17.7
81	11	6	4.6	0	0	1.4	0	104
18	5	3	0	0	0.4	0.2	0	26.6
13	4	0	2.3	0	0	0.4	0	19.7
50	6	0	0	0	0	0.2	0	56.2
23	1	1.5	0	0	0	0	0	25.5
104	16	4.5	2.3	0	0.4	0.8	0	128
63	4	3	0	0	0.4	1.8	0	72.2
36	1	0	4.6	0	0.4	0.2	0	42.2
51	2	0	0	0	0	0.4	0	53.4
33	2	0	0	0	0	0.2	0	35.2
183	9	3	4.6	0	0.8	2.6	0	203
53	0	1.5	2.3	0	0	0	0	56.8
34	0	0	2.3	2	0	0	0	38.3
19	1	0	0	0	0	0	0	20
16	2	0	0	0	0	0	0	18
122	3	1.5	4.6	2	0	0	0	133.1
Total	1273	110	52.5	57.5	6	2	7.2	1608

	Origin : Arm C N52(SSW)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
22	2	4.5	0	0	0.4	0	0	28.9
30	4	3	2.3	0	0	0	0	39.3
49	7	3	2.3	0	0	0	0	61.3
134	19	4.5	6.9	0	0	0	0	164.4
235	32	15	11.5	0	0.4	0	0	293.9
151	19	1.5	2.3	0	0	0.4	0	174.2
195	14	3	9.2	0	0	0.2	0	221.4
165	19	6	2.3	0	0.4	0.2	0	192.9
162	17	3	4.6	6	0	0.2	0	192.8
673	69	13.5	18.4	6	0.4	1	0	781.3
143	13	6	6.9	0	0	0.6	0	169.5
121	10	7.5	11.5	0	0	0	0	150
103	18	10.5	2.3	2	0	1.2	0	137
124	9	13.5	0	0	0	1.4	0	147.9
491	50	37.5	20.7	2	0	3.2	0	604.4
87	12	3	4.6	0	0	0.6	0	107.2
83	5	6	2.3	2	0	0.4	0	98.7
69	13	3	4.6	2	0.4	0	0	92
71	7	9	9.2	2	0	0.4	0	98.6
310	37	21	20.7	6	0.4	1.4	0	396.5
77	8	7.5	4.6	0	0	0.2	0	97.3
82	17	10.5	9.2	0	0	0	0	118.7
80	11	1.5	4.6	0	0.4	0.2	0	97.7
83	7	12	2.3	2	0	0	0	106.3
322	43	31.5	20.7	2	0.4	0.4	0	420
93	23	12	6.9	0	0	0.2	0	135.1
90	14	9	13.8	0	0	0	0	126.8
85	18	4.5	6.9	0	0	0.4	0	114.8
98	17	1.5	2.3	0	0	0.6	0	119.4
366	72	27	29.9	0	0	1.2	0	496.1
105	14	3	4.6	2	0	0.4	0	129
110	12	4.5	6.9	0	0	0.2	0	133.6
97	12	3	4.6	0	0	0	0	116.6
110	11	6	13.8	2	0	0	0	142.8
422	49	16.5	29.9	4	0	0.6	0	522
111	10	3	13.8	0	0	0.2	0	138
115	11	6	6.9	0	0	0	0	138.9
114	13	7.5	6.9	2	0	0	0	143.4
79	16	6	0	2	0	0	0	103
419	50	22.5	27.6	4	0	0.2	0	523.3
106	16	7.5	6.9	0	0	0.4	0	136.8
103	17	3	0	2	0	0	0	125
113	15	7.5	2.3	4	0	0	0	141.8
113	12	16.5	4.6	0	0	0.2	0	146.3
435	60	34.5	13.8	6	0	0.6	0	549.9
165	15	4.5	2.3	4	0.4	2	0	



DESTINATION SUMMARY

	Destination : Arm A N52(NNE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	21	1	4.5	0	0	0	0	26.5
07:15	28	5	4.5	0	0	0	0	37.5
07:30	40	4	3	2.3	0	0	0	49.3
07:45	91	19	4.5	6.9	0	0	0	121.4
1 Hr	180	29	16.5	9.2	0	0	0	234.7
08:00	125	15	1.5	2.3	0	0	0.4	144.2
08:15	150	16	1.5	6.9	0	0.4	0.4	175.2
08:30	135	18	4.5	2.3	0	0	0.2	160
08:45	140	16	3	4.6	6	0	0.2	169.8
1 Hr	550	65	10.5	16.1	6	0.4	1.2	649.2
09:00	110	14	7.5	6.9	0	0	0.8	139.2
09:15	105	10	4.5	11.5	0	0	0	131
09:30	101	21	9	2.3	2	0	1.2	136.5
09:45	112	11	13.5	0	0	0	1.4	137.9
1 Hr	428	56	34.5	20.7	2	0	3.4	544.6
10:00	90	12	6	2.3	0	0	0.6	110.9
10:15	80	4	4.5	4.6	0	0	0.4	93.5
10:30	73	11	4.5	0	2	0	0	90.5
10:45	77	9	7.5	6.9	2	0	0.4	102.8
1 Hr	320	36	22.5	13.8	4	0	1.4	397.7
11:00	76	9	7.5	4.6	0	0	0.2	97.3
11:15	78	17	12	4.6	0	0	0	111.6
11:30	86	10	1.5	6.9	0	0	0.2	104.6
11:45	80	6	10.5	2.3	2	0	0	100.8
1 Hr	320	42	31.5	18.4	2	0	0.4	414.3
12:00	105	23	10.5	4.6	0	0	0.4	143.5
12:15	188	16	7.5	9.2	0	0	0	120.7
12:30	101	19	4.5	6.9	0	0	0.4	131.8
12:45	107	14	1.5	0	0	0	0.4	122.9
1 Hr	401	72	24	20.7	0	0	1.2	518.9
13:00	128	16	3	4.6	2	0	0.4	154
13:15	105	13	4.5	6.9	0	0	0.4	129.8
13:30	98	13	3	2.3	0	0	0.2	116.5
13:45	97	11	6	9.2	2	0	0	125.2
1 Hr	428	53	16.5	23	4	0	1	525.5
14:00	131	11	3	13.8	0	0	1	159.8
14:15	104	12	6	6.9	0	0	0	128.9
14:30	104	14	7.5	6.9	2	0	0.2	134.6
14:45	86	15	6	0	2	0	0.2	109.2
1 Hr	425	52	22.5	27.6	4	0	1.4	532.5
15:00	109	16	7.5	4.6	0	0	0.6	137.7
15:15	101	18	3	2.3	2	0	0	126.3
15:30	116	17	7.5	2.3	2	0	0.8	145.6
15:45	108	10	15	4.6	0	0	0.2	137.8
1 Hr	434	61	33	13.8	4	0	1.6	547.4
16:00	150	13	6	2.3	4	0	2.2	177.5
16:15	114	15	3	2.3	2	0.4	0.8	137.5
16:30	149	16	6	4.6	0	0	1.6	177.2
16:45	127	18	3	2.3	4	0	1	155.3
1 Hr	540	62	18	11.5	10	0.4	5.6	647.5
17:00	164	22	4.5	4.6	2	0	2.6	199.7
17:15	154	14	3	0	0	0.4	0.8	172.2
17:30	172	9	1.5	2.3	0	0	2	186.8
17:45	151	16	1.5	2.3	0	0	0.4	171.2
1 Hr	641	61	10.5	9.2	2	0.4	5.8	729.9
18:00	146	10	1.5	4.6	0	0	0.8	162.9
18:15	132	11	1.5	2.3	2	0	0.4	149.2
18:30	103	11	0	2.3	0	0	0.2	116.5
18:45	109	12	1.5	9.2	0	0	0	131.7
1 Hr	490	44	4.5	18.4	2	0	1.4	560.3
Total	5157	633	244.5	202.4	40	1.2	24.4	6303

	Destination : Arm B Finnabair Crescent							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16	1	0	0	0	0.4	0	17.4	
20	1	0	2.3	0	0	0.2	23.5	
33	4	0	0	2	0	0.4	39.4	
99	6	0	0	0	0	1.2	106.2	
168	12	0	2.3	2	0.4	1.8	186.5	
60	7	0	0	0	0	0.4	67.4	
79	1	1.5	2.3	0	0	0	83.8	
69	2	1.5	0	0	0.4	0	72.9	
58	4	0	0	0	0	0.4	62.4	
266	14	3	2.3	0	0.4	0.8	286.5	
70	6	3	0	0	0	0	79	
38	1	3	0	0	0	0	42	
14	1	3	2.3	0	0	0.2	20.5	
23	4	1.5	0	0	0	0	28.5	
145	12	10.5	2.3	0	0	0.2	170	
18	2	0	4.6	0	0	0	24.6	
17	2	1.5	2.3	2	0	0	24.8	
12	3	0	4.6	0	0.4	0	20	
14	2	3	2.3	0	0	0	21.3	
61	9	4.5	13.8	2	0.4	0	90.7	
15	1	3	0	0	0	0	19	
19	2	1.5	4.6	0	0	0	27.1	
17	2	1.5	0	0	0.4	0	20.9	
18	3	4.5	0	0	0	0	25.5	
69	8	10.5	4.6	0	0.4	0	92.5	
20	3	1.5	2.3	0	0	0	26.8	
14	3	1.5	4.6	0	0	0.2	23.3	
17	1	1.5	2.3	0	0	0	21.8	
36	7	3	2.3	0	0	0.2	48.5	
87	14	7.5	11.5	0	0	0.4	120.4	
31	5	0	0	0	0	0.4	36.4	
38	4	1.5	0	0	0	0	43.5	
43	2	1.5	2.3	0	0	0.4	49.2	
54	6	4.5	4.6	0	0	0.2	69.3	
166	17	7.5	6.9	0	0	1	198.4	
35	3	0	0	0	0	0	38	
27	2	0	0	0	0	0.2	29.2	
24	2	0	0	0	0	0.4	26.4	
20	6	0	0	0	0	0.4	26.4	
106	13	0	0	0	0	1	120	
26	4	3	2.3	0	0	0.4	35.7	
26	3	0	0	0	0	0.2	29.2	
31	3	0	0	2	0	0	36	
22	5	1.5	0	0	0	0.2	28.7	
105	15	4.5	2.3	2	0	0.8	129.6	
28	6	0	0	0	0.4	0	34.4	
28	3	0	0	0	0	0.2	31.2	
42	4	0	2.3	0	0	0	48.3	
38	8	3	0	0	0	0	49	
136	21	3	2.3	0	0.4	0.2	162.9	
41	5	1.5	0	0	1.2	0.4	49.1	
32	2	0	0	0	0	0	34	
36	5	0	0	0	0	0.4	41.4	
33	2	1.5	0	0	0	0.2	36.7	
142	14	3	0	0	1.2	1	161.2	
35	3	0	0	0	0	0	38	
20	2	0	2.3	0	0	0	24.3	
21	1	0	0	0	0	0.2	22.2	
15	2	0	0	0	0	0	17	
91	8	0	2.3	0	0	0.2	101.5	
Total	1542	157	54	50.6	6	3.2	7.4	1820

	Destination : Arm C N52(SSW)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
65	8	3	4.6	0	0	0.8	81.4	
77	4	1.5	2.3	0	0.4	0.8	86	
105	13	7.5	4.6	6	0	1.6	137.7	
131	9	4.5	4.6	0	0	2.6	151.7	
378	34	16.5	16.1	6	0.4	5.8	456.8	
106	11	7.5	0	0	0	0.6	125.1	
108	20	4.5	6.9	0	0	0.2	139.6	
108	6	4.5	6.9	2	0	0.8	128.2	
168	11	4.5	6.9	0	0	0.6	191	
490	48	21	20.7	2	0	2.2	583.9	
109	15	3	0	2	0	0.2	129.2	
87	8	6	4.6	4	0	0.2	109.8	
70	13	0	11.5	2	0	0.4	96.9	
78	9	7.5	16.1	0	0	0	110.6	
344	45	16.5	32.2	8	0	0.8	446.5	
59	13	10.5	6.9	0	0	0	89.4	
62	13	9	13.8	4	0	0	101.8	
75	11	10.5	4.6	2	0	0	103.1	
63	17	10.5	2.3	0	0	0	92.8	
259	54	40.5	27.6	6	0	0	387.1	
82	11	9	0	0	0	0	102	
62	9	7.5	6.9	0	0	0.2	85.6	
78	12	1.5	4.6	0	0	0.2	96.3	
86	9	7.5	6.9	2	0	0.4	111.8	
308	41	26.5	18.4	2	0	0.8	396.7	
98	10	6	9.2	2	0	0	126.2	
87	9	12	4.6	0	0	0.2	112.8	
93	16	6	6.9	0	0	0	121.9	
104	15	7.5	6.9	2	0	0.4	135.8	
382	50	31.5	27.6	4	0	0.6	495.7	
116	11	7.5	6.9	0	0	0.2	141.6	
107	10	1.5	2.3	2	0	0	122.8	
105	13	4.5	0	2	0	0.6	125.1	
113	19	9	9.2	2	0	0.2	152.4	
441	53	22.5	18.4	6	0	1	541.9	
103	12	1.5	16.1	2	0	0	134.6	
90	12	4.5	9.2	4	0	0	119.7	
89	12	4.5	9.2	0	0	0	114.7	
106	18	6	13.8	0	0	0.2	144	
388	54	16.5	48.3	6	0	0.2	513	
77	12	3	6.9	0	0	0.4	99.3	
92	12	12	4.6	4	0.4	0.6	125.6	
98	15	1.5	2.3	0	0	0.6	117.4	
127	9	3	4.6	0	0	0.4	144	
394	48	19.5	18.4	4	0.4	2	486.3	
92	21	6	2.3	0	0.4	0	121.7	
84	16	3	4.6	0	0	0	107.6	
122	13	1.5	2.3	0	0	0.4	139.2	
71	5	1.5	4.6	0	0	0.4	82.5	
369	55	12	13.8	0	0.4	0.8	451	
89	10	6	0	0	0.4	0	105.4	
77	7	0	4.6	0	0	0.2	88.8	
116	8	1.5	0	2	0	0	127.5	
100	7	0	0	0	0	0.2	107.2	
382								



Origin Arm A Blackrock Road(N)

	Destination : Arm A Blackrock Road(N)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

	Destination : Arm B Blackrock Road(SSE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
7	1	1.5	0	0	0	0	9.5	
10	3	0	0	0	0	0	13	
11	5	1.5	0	0	0	0	17.5	
17	8	0	0	0	0	0	25	
45	17	3	0	0	0	0	65	
27	9	3	4.6	0	0.4	0.2	44.2	
25	8	0	4.6	0	0	0	37.6	
34	1	0	0	0	0	0.2	35.2	
54	12	1.5	4.6	0	0	0	72.1	
140	30	4.5	13.8	0	0.4	0.4	189.1	
51	8	1.5	2.3	2	0	0.2	65	
31	2	0	0	0	0	0	33	
37	4	0	0	0	0	0	41	
39	4	6	4.6	0	0	0	53.6	
158	18	7.5	6.9	2	0	0.2	192.6	
42	2	3	0	0	0	0.2	47.2	
40	3	0	0	0	0	0	43	
42	6	1.5	4.6	4	0	0	58.1	
37	1	1.5	0	0	0	0	39.5	
161	12	6	4.6	4	0	0.2	187.8	
31	2	1.5	0	0	0	0	34.5	
44	5	1.5	0	2	0	0.6	53.1	
43	6	0	0	0	0	0.4	49.4	
61	6	1.5	0	0	0	0	68.5	
179	19	4.5	0	2	0	1	205.5	
62	3	0	2.3	0	0	0	67.3	
51	6	0	0	0	0	0	67	
62	5	0	0	0	0	0	67	
61	4	0	2.3	0	0	0	67.3	
236	18	0	4.6	0	0	0	258.6	
78	10	0	2.3	0	0	0.2	90.5	
71	3	3	0	4	0	0	81	
54	3	0	0	0	0	0	57	
44	5	0	0	0	0	0	49	
247	21	3	2.3	4	0	0.2	277.5	
57	2	3	2.3	0	0	0.2	64.5	
54	4	0	0	0	0	0.2	58.2	
68	8	1.5	2.3	0	0	0	79.8	
62	5	3	0	0	0	0	70	
241	19	7.5	4.6	0	0	0.4	272.5	
67	4	0	0	2	0	0	73	
57	3	1.5	0	0	0	0.2	61.7	
70	8	1.5	0	0	0	0	79.5	
73	5	0	0	0	0	0	78	
267	20	3	0	2	0	0.2	292.2	
97	9	0	0	0	0	0	106	
91	4	0	2.3	4	0	0.2	101.5	
83	4	3	0	6	0	0	96	
98	8	1.5	0	0	0.4	0	107.9	
389	25	4.5	2.3	10	0.4	0.2	411.4	
103	9	0	0	0	0	0	112	
129	9	1.5	0	2	0	0	141.5	
106	13	0	0	0	0	0	119	
123	9	0	0	0	0	0	132	
461	40	1.5	0	2	0	0	504.5	
116	2	0	0	2	0	0	120	
69	4	0	0	2	0	0	75	
70	4	0	0	2	0	0.2	76.2	
69	4	0	0	0	0	0	73	
324	14	0	0	6	0	0.2	344.2	
Total	2828	253	45	39.1	32	0.8	3	3201

	Destination : Arm C Unnamed Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
3	0	0	0	0	0	0	3	
9	0	0	0	0	0.4	0.2	9.6	
17	0	0	0	0	0	0	17	
25	0	0	0	0	0	0.2	25.2	
54	0	0	0	0	0.4	0.4	54.8	
7	0	0	0	0	0	0	7	
20	2	0	2.3	0	0	0	24.3	
23	0	0	0	0	0	0	23	
47	2	0	0	0	0	0	49	
97	4	0	2.3	0	0	0	103.3	
10	0	0	0	0	0	0	10	
8	0	0	0	0	0	0	8	
7	1	0	0	0	0	0	8	
8	0	0	0	0	0	0	8	
33	1	0	0	0	0	0	34	
3	0	0	0	0	0	0	3	
4	2	0	0	0	0	0	6	
4	1	1.5	0	0	0	0	6.5	
4	0	0	0	0	0	0	4	
15	3	1.5	0	0	0	0	19.5	
4	0	1.5	0	0	0	0	5.5	
1	0	1.5	0	0	0	0	2.5	
2	0	0	0	0	0	0	2	
2	0	0	0	0	0	0	2	
9	0	3	0	0	0	0	12	
4	0	0	2.3	0	0	0	6.3	
5	0	0	0	0	0	0	5	
7	1	0	0	2	0	0	10	
9	0	0	0	0	0	0	9	
25	1	0	2.3	2	0	0	30.3	
10	0	0	0	0	0	0.2	10.2	
7	1	0	0	0	0	0	8	
12	1	0	0	0	0	0	13	
17	2	0	0	0	0	0	19	
46	4	0	0	0	0	0.2	50.2	
10	0	0	0	0	0	0	10	
1	0	0	0	0	0	0	1	
5	0	0	0	0	0	0	5	
9	1	1.5	0	0	0	0	11.5	
25	1	1.5	0	0	0	0	27.5	
3	0	1.5	0	0	0	0	4.5	
4	1	0	0	0	0	0	5	
4	1	0	0	0	0	0	5	
6	1	0	0	0	0	0	7	
17	3	1.5	0	0	0	0	21.5	
3	1	0	0	0	0	0	4	
1	1	0	0	0	0	0	2	
5	1	0	0	0	0	0	6	
4	0	0	0	0	0	0	4	
13	3	0	0	0	0	0	16	
0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	5	
3	0	0	0	0	0	0	3	
4	0	1.5	0	0	0	0	5.5	
12	0	1.5	0	0	0	0	13.5	
4	0	0	0	0	0	0	4	
5	0	0	0	2	0	0	7	
4	0	0	0	0	0	0	4	
4	0	0	0	0	0	0	4	
17	0	0	0	2	0	0	19	
Total	363	20	9	4.6	4	0.4	0.6	401.6

Arm Totals
12.5
22.6
34.5
50.2
119.8
51.2
61.9
58.2
121.1
292.4
75
41
49
61.6
226.6
50.2
49
64.6
43.5
207.3
40
55.6
51.4
70.5
217.5
73.6
62
77
76.3
288.9
100.7
89
70
68
327.7
74.5
59.2
84.8
81.5
300
77.5
66.7
84.5
85
313.7
110
103.5
102
111.9
427.4
112
146.5
122
137.5
518
124
82</



Origin: Arm B Blackrock Road(S)

	Destination : Arm A Blackrock Road(N)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	10	2	0	0	0	0.4	0.2	12.6
07:15	11	0	0	0	4	0	0	15
07:30	24	2	1.5	0	0	0	0	27.5
07:45	26	4	0	2.3	2	0	0	34.3
1 Hr	71	8	1.5	2.3	6	0.4	0.2	89.4
08:00	43	5	0	0	2	0	0.2	50.2
08:15	89	8	0	0	0	0	0	97
08:30	142	8	0	2.3	0	0	0	152.3
08:45	134	3	1.5	0	0	0	0.2	138.7
1 Hr	408	24	1.5	2.3	2	0	0.4	438.2
09:00	96	6	3	0	0	0	0	105
09:15	56	2	0	0	2	0	0.2	60.2
09:30	50	5	1.5	2.3	0	0	0	58.8
09:45	49	5	1.5	0	0	0	0	55.5
1 Hr	251	18	6	2.3	2	0	0.2	279.5
10:00	43	3	0	0	0	0	0	46
10:15	41	4	3	2.3	2	0	0	52.3
10:30	49	4	0	0	0	0	0	53
10:45	52	4	1.5	2.3	2	0	0	61.8
1 Hr	185	15	4.5	4.6	4	0	0	213.1
11:00	30	5	0	0	0	0	0	35
11:15	42	2	1.5	0	0	0	0.2	45.7
11:30	50	7	0	0	0	0.4	0	57.4
11:45	46	4	0	0	2	0	0.4	52.4
1 Hr	168	18	1.5	0	2	0.4	0.6	190.5
12:00	74	1	0	2.3	0	0	0	77.3
12:15	49	6	0	2.3	0	0	0	57.3
12:30	46	5	0	0	0	0	0.2	51.2
12:45	41	3	1.5	0	0	0	0	45.5
1 Hr	210	15	1.5	4.6	0	0	0.2	231.3
13:00	47	5	0	2.3	0	0	0.4	54.7
13:15	41	1	1.5	0	0	0	0	43.5
13:30	46	8	3	0	2	0	0	59
13:45	63	7	0	0	0	0	0.2	70.2
1 Hr	197	21	4.5	2.3	2	0	0.6	227.4
14:00	59	7	3	0	0	0	0.4	69.4
14:15	50	6	1.5	2.3	2	0	0	61.8
14:30	43	6	1.5	0	0	0	0	50.5
14:45	94	3	1.5	2.3	0	0	0	100.8
1 Hr	246	22	7.5	4.6	2	0	0.4	282.5
15:00	54	6	0	0	2	0	0	62
15:15	67	3	0	0	2	0	0.2	72.2
15:30	63	0	1.5	0	0	0	0	64.5
15:45	71	3	0	0	2	0	0.2	76.2
1 Hr	255	12	1.5	0	6	0	0.4	274.9
16:00	60	8	0	0	0	0	0	68
16:15	72	5	0	0	0	0	0	77
16:30	55	12	1.5	0	0	0	0.2	68.7
16:45	55	7	1.5	0	2	0	0.2	65.7
1 Hr	242	32	3	0	2	0	0.4	279.4
17:00	62	10	0	0	0	0	0	72
17:15	46	6	0	0	0	0	0	52
17:30	57	2	1.5	0	2	0	0.2	62.7
17:45	46	7	1.5	0	0	0	0	54.5
1 Hr	211	25	3	0	2	0	0.2	241.2
18:00	51	8	0	0	0	0	0	59
18:15	41	4	0	0	0	0	0.2	45.2
18:30	46	1	0	0	0	0	0	47
18:45	56	3	0	0	0	0	0	59
1 Hr	194	16	0	0	0	0	0.2	210.2
Total	2638	226	36	23	30	0.8	3.8	2958

	Destination : Arm B Blackrock Road(S)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

	Destination : Arm C Unnamed Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	6	1	0	0	0	0	0	7
07:15	5	0	0	0	0	0	0.2	5.2
07:30	10	0	0	0	0	0	0	10
07:45	13	0	0	0	0	0	0	13
1 Hr	34	1	0	0	0	0	0.2	35.2
08:00	14	0	0	0	0	0	0	14
08:15	17	0	0	0	0	0.4	0	17.4
08:30	23	1	0	0	0	0	0	24
08:45	40	0	0	0	0	0	0.2	40.2
1 Hr	94	1	0	0	0	0.4	0.2	95.6
09:00	23	3	0	0	0	0	0	26
09:15	9	0	0	0	0	0	0	9
09:30	7	1	1.5	0	0	0	0	9.5
09:45	3	0	0	0	0	0	0	3
1 Hr	42	4	1.5	0	0	0	0	47.5
10:00	2	0	0	0	0	0	0	2
10:15	3	0	0	0	0	0	0	3
10:30	4	0	0	0	0	0	0	4
10:45	4	0	0	0	0	0	0	4
1 Hr	13	0	0	0	0	0	0	13
11:00	3	1	0	0	0	0	0	4
11:15	2	0	0	0	0	0	0	2
11:30	6	0	0	0	0	0	0	6
11:45	5	0	0	0	0	0	0	5
1 Hr	16	1	0	0	0	0	0	17
12:00	9	0	0	0	0	0	0.2	9.2
12:15	4	0	0	0	0	0	0	4
12:30	6	0	3	2.3	0	0	0	11.3
12:45	6	0	1.5	0	0	0	0	7.5
1 Hr	25	0	4.5	2.3	0	0	0.2	32
13:00	10	1	0	0	0	0	0	11
13:15	10	0	0	0	0	0	0	10
13:30	12	1	0	0	0	0	0	13
13:45	17	0	0	0	0	0	0	17
1 Hr	49	2	0	0	0	0	0	51
14:00	5	1	0	2.3	0	0	0	8.3
14:15	4	1	0	0	0	0	0	5
14:30	3	1	0	0	0	0	0	4
14:45	8	0	0	0	0	0	0	8
1 Hr	20	3	0	2.3	0	0	0	25.3
15:00	7	1	0	0	0	0	0	8
15:15	4	1	0	0	0	0	0	5
15:30	4	0	0	0	0	0	0	4
15:45	2	0	1.5	0	0	0	0	3.5
1 Hr	17	2	1.5	0	0	0	0	20.5
16:00	3	1	0	0	0	0	0.4	4.4
16:15	6	0	0	0	0	0	0	6
16:30	6	1	0	0	0	0	0	7
16:45	3	0	0	0	0	0	0	3
1 Hr	18	2	0	0	0	0	0.4	20.4
17:00	3	2	0	2.3	0	0	0	7.3
17:15	7	0	0	0	0	0	0	7
17:30	5	0	0	0	0	0	0	5
17:45	3	0	0	0	0	0	0	3
1 Hr	18	2	0	2.3	0	0	0	22.3
18:00	5	0	0	0	0	0	0	5
18:15	6</							



ORIGIN SUMMARY

	Origin : Arm A Blackrock Road(N)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	10	1	1.5	0	0	0	0	12.5
07:15	19	3	0	0	0	0.4	0.2	22.6
07:30	28	5	1.5	0	0	0	0	34.5
07:45	42	8	0	0	0	0	0.2	50.2
1 Hr	99	17	3	0	0	0.4	0.4	119.8
08:00	34	9	3	4.6	0	0.4	0.2	51.2
08:15	45	10	0	6.9	0	0	0	61.9
08:30	57	1	0	0	0	0	0.2	58.2
08:45	101	14	1.5	4.6	0	0	0	121.1
1 Hr	237	34	4.5	16.1	0	0.4	0.4	292.4
09:00	61	8	1.5	2.3	2	0	0.2	75
09:15	39	2	0	0	0	0	0	41
09:30	44	5	0	0	0	0	0	49
09:45	47	4	6	4.6	0	0	0	61.6
1 Hr	191	19	7.5	6.9	2	0	0.2	226.6
10:00	45	2	3	0	0	0	0.2	50.2
10:15	44	5	0	0	0	0	0	49
10:30	46	7	3	4.6	4	0	0	64.6
10:45	41	1	1.5	0	0	0	0	43.5
1 Hr	176	15	7.5	4.6	4	0	0.2	207.3
11:00	35	2	3	0	0	0	0	40
11:15	45	5	3	0	2	0	0.6	55.6
11:30	45	6	0	0	0	0	0.4	51.4
11:45	63	6	1.5	0	0	0	0	70.5
1 Hr	189	19	7.5	0	2	0	1	217.5
12:00	66	3	0	4.6	0	0	0	73.6
12:15	56	6	0	0	0	0	0	62
12:30	69	6	0	0	2	0	0	77
12:45	70	4	0	2.3	0	0	0	76.3
1 Hr	261	19	0	6.9	2	0	0	288.9
13:00	88	10	0	2.3	0	0	0.4	100.7
13:15	78	4	3	0	4	0	0	89
13:30	66	4	0	0	0	0	0	70
13:45	61	7	0	0	0	0	0	68
1 Hr	293	25	3	2.3	4	0	0.4	327.7
14:00	67	2	3	2.3	0	0	0.2	74.5
14:15	55	4	0	0	0	0	0.2	59.2
14:30	73	8	1.5	2.3	0	0	0	84.8
14:45	71	6	4.5	0	0	0	0	81.5
1 Hr	266	20	9	4.6	0	0	0.4	300
15:00	70	4	1.5	0	2	0	0	77.5
15:15	61	4	1.5	0	0	0	0.2	66.7
15:30	74	9	1.5	0	0	0	0	84.5
15:45	79	6	0	0	0	0	0	85
1 Hr	284	23	4.5	0	2	0	0.2	313.7
16:00	100	10	0	0	0	0	0	110
16:15	92	5	0	2.3	4	0	0.2	103.5
16:30	88	5	3	0	6	0	0	102
16:45	102	8	1.5	0	0	0.4	0	111.9
1 Hr	382	28	4.5	2.3	10	0.4	0.2	427.4
17:00	103	9	0	0	0	0	0	112
17:15	134	9	1.5	0	2	0	0	146.5
17:30	109	13	0	0	0	0	0	122
17:45	127	9	1.5	0	0	0	0	137.5
1 Hr	473	40	3	0	2	0	0	518
18:00	120	2	0	0	2	0	0	124
18:15	74	4	0	0	4	0	0	82
18:30	74	4	0	0	2	0	0.2	80.2
18:45	73	4	0	0	0	0	0	77
1 Hr	341	14	0	0	8	0	0.2	363.2
Total	3191	273	54	43.7	36	1.2	3.6	3603

	Origin : Arm B Blackrock Road(S)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16	3	0	0	0	0.4	0.2	19.6	
16	0	0	0	4	0	0.2	20.2	
34	2	1.5	0	0	0	0	37.5	
39	4	0	2.3	2	0	0	47.3	
105	9	1.5	2.3	6	0.4	0.4	124.6	
57	5	0	0	2	0	0.2	64.2	
106	8	0	0	0	0.4	0	114.4	
165	9	0	2.3	0	0	0	176.3	
174	3	1.5	0	0	0	0.4	178.9	
502	25	1.5	2.3	2	0.4	0.6	533.8	
119	9	3	0	0	0	0	131	
65	2	0	0	2	0	0.2	69.2	
57	6	3	2.3	0	0	0	68.3	
52	5	1.5	0	0	0	0	58.5	
293	22	7.5	2.3	2	0	0.2	327	
45	3	0	0	0	0	0	48	
44	4	3	2.3	2	0	0	55.3	
53	4	0	0	0	0	0	57	
56	4	1.5	2.3	2	0	0	65.8	
198	15	4.5	4.6	4	0	0	228.1	
33	6	0	0	0	0	0	39	
44	2	1.5	0	0	0	0.2	47.7	
56	7	0	0	0	0.4	0	63.4	
51	4	0	0	2	0	0.4	57.4	
184	19	1.5	0	2	0.4	0.6	207.5	
83	1	0	2.3	0	0	0.2	86.5	
53	6	0	2.3	0	0	0	61.3	
52	5	3	2.3	0	0	0.2	62.5	
47	3	3	0	0	0	0	53	
235	15	6	6.9	0	0	0.4	263.3	
57	6	0	2.3	0	0	0.4	65.7	
51	1	1.5	0	0	0	0	53.5	
58	9	3	0	2	0	0	72	
80	7	0	0	0	0	0.2	87.2	
246	23	4.5	2.3	2	0	0.6	278.4	
64	8	3	2.3	0	0	0.4	77.7	
54	7	1.5	2.3	2	0	0	66.8	
46	7	1.5	0	0	0	0	54.5	
102	3	1.5	2.3	0	0	0	108.8	
266	25	7.5	6.9	2	0	0.4	307.8	
61	7	0	0	2	0	0	70	
71	4	0	0	2	0	0.2	77.2	
67	0	1.5	0	0	0	0	68.5	
73	3	1.5	0	2	0	0.2	79.7	
272	14	3	0	6	0	0.4	295.4	
63	9	0	0	0	0	0.4	72.4	
78	5	0	0	0	0	0	83	
61	13	1.5	0	0	0	0.2	75.7	
58	7	1.5	0	2	0	0.2	68.7	
280	34	3	0	2	0	0.8	299.8	
65	12	0	2.3	0	0	0	79.3	
53	6	0	0	0	0	0	59	
62	2	1.5	0	2	0	0.2	67.7	
49	7	1.5	0	0	0	0	57.5	
229	27	3	2.3	2	0	0.2	263.5	
56	8	0	0	0	0	0	64	
47	4	0	0	0	0	0.2	51.2	
53	1	0	0	0	0	0	54	
66	3	0	0	0	0	0	69	
222	16	0	0	0	0	0.2	238.2	
Total	3012	244	43.5	29.9	30	1.2	4.8	3365

	Origin : Arm C Unnamed Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
4	0	0	0	0	0	0	4	
5	2	0	0	0	0	0	7	
7	1	0	0	0	0	0	8	
14	1	0	0	0	0	0	15	
30	4	0	0	0	0	0	34	
9	1	0	0	0	0	0	10	
10	0	1.5	0	0	0	0	11.5	
15	1	0	0	0	0	0	16	
11	0	0	0	0	0	0	11	
45	2	1.5	0	0	0	0	48.5	
13	1	1.5	0	0	0	0	15.5	
13	1	3	0	0	0	0	17	
5	1	0	0	0	0	0.2	6.2	
6	1	1.5	0	0	0	0	8.5	
37	4	6	0	0	0	0.2	47.2	
7	2	0	0	0	0	0	9	
7	3	0	0	0	0	0	10	
3	1	0	0	0	0	0	4	
5	1	0	0	0	0.4	0	6.4	
22	7	0	0	0	0.4	0	28.4	
8	0	0	0	0	0	0	8	
7	0	0	0	0	0	0	7	
6	1	1.5	0	0	0	0	8.5	
11	1	1.5	2.3	0	0	0	15.8	
32	2	3	2.3	0	0	0	39.3	
16	1	1.5	0	0	0	0	18.5	
11	1	1.5	0	0	0	0	13.5	
13	1	0	0	2	0	0	16	
26	2	3	0	0	0	0	31	
66	5	6	0	2	0	0	79	
34	5	0	0	0	0	0	39	
21	1	1.5	0	0	0	0	23.5	
7	1	0	0	0	0	0	8	
14	0	3	0	0	0	0	17	
76	7	4.5	0	0	0	0	87.5	
25	1	0	0	0	0.4	0	26.4	
17	2	0	0	0	0	0	19	
18	2	0	0	0	0	0	20	
11	1	0	0	0	0	0	12	
71	6	0	0	0	0.4	0	77.4	
11	2	0	0	0	0	0	13	
13	1	0	0	0	0	0	14	
22	4	0	0	2	0	0	28	
13	2	1.5	0	0	0	0	16.5	
59	9	1.5	0	2	0	0	71.5	
38	4	0	0	0	0.4	0	42.4	
30	5	0	0	0	0	0	35	
62	4	0	0	0	0	0	66	
40	5	0	0	0	0	0	45	
170	18	0	0	0	0.4	0	188.4	
116	8	0	0	0	0.8	0.2	125	
63	4	0	0	0	0.4	0	67.4	
73	4	0	0	0	0	0.2	77.2	
49	0	0	0	0	0	0	49	
301	16	0	0	0	1.2	0.4	318.6	
44	1	0	0	0	0	0	45	
20	2	0	0	0	0	0	22	
19	1	0	0	0	0	0	20	
15	1	0	0	0	0	0	16	
98	5	0	0	0	0	0	103	
Total	1007	85	22.5	2.3	4	2.4	0.6	1124

Origin Totals
36.1
49.8
80
112.5
278.4
125.4
187.8
250.5
311
874.7
221.5
127.2
123.5
128.6
600.8
107.2



DESTINATION SUMMARY

	Destination : Arm A Blackrock Road(N)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	11	2	0	0	0	0.4	0.2	13.6
07:15	14	1	0	0	4	0	0	19
07:30	29	3	1.5	0	0	0	0	33.5
07:45	35	5	0	2.3	2	0	0	44.3
1 Hr	89	11	1.5	2.3	6	0.4	0.2	110.4
08:00	48	6	0	0	2	0	0.2	56.2
08:15	95	8	0	0	0	0	0	103
08:30	154	8	0	2.3	0	0	0	164.3
08:45	142	3	1.5	0	0	0	0.2	146.7
1 Hr	439	25	1.5	2.3	2	0	0.4	470.2
09:00	101	7	4.5	0	0	0	0	112.5
09:15	62	3	0	0	2	0	0.2	67.2
09:30	52	5	1.5	2.3	0	0	0	60.8
09:45	52	5	3	0	0	0	0	60
1 Hr	267	20	9	2.3	2	0	0.2	300.5
10:00	44	4	0	0	0	0	0	48
10:15	45	5	3	2.3	2	0	0	57.3
10:30	50	5	0	0	0	0	0	55
10:45	53	5	1.5	2.3	2	0.4	0	64.2
1 Hr	192	19	4.5	4.6	4	0.4	0	224.5
11:00	33	5	0	0	0	0	0	38
11:15	42	2	1.5	0	0	0	0.2	45.7
11:30	51	8	0	0	0	0.4	0	59.4
11:45	49	4	1.5	0	2	0	0.4	56.9
1 Hr	175	19	3	0	2	0.4	0.6	200
12:00	80	1	0	2.3	0	0	0	83.3
12:15	54	7	0	2.3	0	0	0	63.3
12:30	51	5	0	0	0	0	0.2	56.2
12:45	50	5	4.5	0	0	0	0	59.5
1 Hr	235	18	4.5	4.6	0	0	0.2	262.3
13:00	70	7	0	2.3	0	0	0.4	79.7
13:15	48	2	1.5	0	0	0	0	51.5
13:30	49	9	3	0	2	0	0	63
13:45	71	7	1.5	0	0	0	0.2	79.7
1 Hr	238	25	6	2.3	2	0	0.6	273.9
14:00	72	7	3	0	0	0	0.4	82.4
14:15	58	7	1.5	2.3	2	0	0	70.8
14:30	52	7	1.5	0	0	0	0	60.5
14:45	100	3	1.5	2.3	0	0	0	106.8
1 Hr	282	24	7.5	4.6	2	0	0.4	320.5
15:00	62	7	0	0	2	0	0	71
15:15	76	3	0	0	2	0	0.2	81.2
15:30	69	2	1.5	0	2	0	0	74.5
15:45	76	4	0	0	2	0	0.2	82.2
1 Hr	283	16	1.5	0	8	0	0.4	308.9
16:00	74	11	0	0	0	0.4	0	85.4
16:15	84	7	0	0	0	0	0	91
16:30	84	13	1.5	0	0	0	0.2	98.7
16:45	73	8	1.5	0	2	0	0.2	84.7
1 Hr	315	39	3	0	2	0.4	0.4	359.8
17:00	142	16	0	0	0	0.8	0	158.8
17:15	83	8	0	0	0	0	0	91
17:30	102	5	1.5	0	2	0	0.4	110.9
17:45	72	7	1.5	0	0	0	0	80.5
1 Hr	399	36	3	0	2	0.8	0.4	441.2
18:00	74	8	0	0	0	0	0	82
18:15	52	6	0	0	0	0	0.2	58.2
18:30	55	2	0	0	0	0	0	57
18:45	63	4	0	0	0	0	0	67
1 Hr	244	20	0	0	0	0	0.2	264.2
Total	3158	272	45	23	32	2.4	4	3536

	Destination : Arm B Blackrock Road(S)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
10	1	1.5	0	0	0	0	0	12.5
12	4	0	0	0	0	0	0	16
13	5	1.5	0	0	0	0	0	19.5
22	8	0	0	0	0	0	0	30
57	18	3	0	0	0	0	0	78
31	9	3	4.6	0	0.4	0.2	0	48.2
29	8	1.5	4.6	0	0	0	0	43.1
37	2	0	0	0	0	0.2	0	39.2
57	12	1.5	4.6	0	0	0	0	75.1
154	31	6	13.8	0	0.4	0.4	0	205.6
59	8	1.5	2.3	2	0	0.2	0	73
37	2	3	0	0	0	0	0	42
40	5	0	0	0	0	0.2	0	45.2
42	5	6	4.6	0	0	0	0	57.6
178	20	10.5	6.9	2	0	0.4	0.2	217.8
47	3	3	0	0	0	0	0.2	53.2
43	5	0	0	0	0	0	0	48
44	6	1.5	4.6	4	0	0	0	60.1
41	1	1.5	0	0	0	0	0	43.5
175	15	6	4.6	4	0	0.2	0.4	204.8
36	2	1.5	0	0	0	0	0	39.5
51	5	1.5	0	2	0	0.6	0	60.1
47	6	1.5	0	0	0	0.4	0	54.9
69	7	1.5	2.3	0	0	0	0	79.8
203	20	6	2.3	2	0	1	0.2	234.3
72	4	1.5	2.3	0	0	0	0	79.8
57	6	1.5	0	0	0	0	0	64.5
70	6	0	0	2	0	0	0	78
78	4	0	2.3	0	0	0	0	84.3
277	20	3	4.6	2	0	0	0	306.6
89	13	0	2.3	0	0	0.2	0	104.5
84	3	4.5	0	4	0	0	0	95.5
58	3	0	0	0	0	0	0	61
50	5	1.5	0	0	0	0	0	56.5
281	24	6	2.3	4	0	0.2	0.2	317.5
69	3	3	2.3	0	0.4	0.2	0	77.9
63	5	0	0	0	0	0.2	0	68.2
77	9	1.5	2.3	0	0	0	0	89.8
66	6	3	0	0	0	0	0	75
275	23	7.5	4.6	0	0.4	0.4	0	310.9
70	5	0	0	2	0	0	0	77
61	4	1.5	0	0	0	0.2	0	66.7
86	10	1.5	0	0	0	0	0	97.5
81	6	1.5	0	0	0	0	0	88.5
298	25	4.5	0	2	0	0.2	0.2	329.7
120	10	0	0	0	0	0	0	130
109	7	0	2.3	4	0	0.2	0	122.5
115	7	3	0	6	0	0	0	131
120	12	1.5	0	0	0.4	0	0	133.9
464	36	4.5	2.3	10	0.4	0.2	0	517.4
139	11	0	0	0	0	0.2	0	150.2
155	11	1.5	0	2	0.4	0	0	169.9
134	14	0	0	0	0	0	0	148
146	9	0	0	0	0	0	0	155
574	45	1.5	0	2	0.4	0.2	0	623.1
137	3	0	0	2	0	0	0	142
78	4	0	0	2	0	0	0	84
80	4	0	0	2	0	0.2	0	86.2
77	4	0	0	0	0	0	0	81
372	15	0	0	6	0	0.2	0.2	393.2
Total	3308	292	58.5	41.4	34	1.6	3.4	3739

	Destination : Arm C Unnamed Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
9	1	0	0	0	0	0	0	10
14	0	0	0	0	0.4	0	0	14.8
27	0	0	0	0	0	0	0	27
38	0	0	0	0	0	0.2	0	38.2
88	1	0	0	0	0.4	0.6	0	90
21	0	0	0	0	0	0	0	21
37	2	0	2.3	0	0.4	0	0	41.7
46	1	0	0	0	0	0	0	47
87	2	0	0	0	0	0.2	0	89.2
191	5	0	2.3	0	0.4	0.2	0	198.9
33	3	0	0	0	0	0	0	36
18	0	0	0	0	0	0	0	18
14	2	1.5	0	0	0	0	0	17.5
11	0	0	0	0	0	0	0	11
76	5	1.5	0	0	0	0	0	82.5
6	0	0	0	0	0	0	0	6
7	2	0	0	0	0	0	0	9
8	1	1.5	0	0	0	0	0	10.5
8	0	0	0	0	0	0	0	8
29	3	1.5	0	0	0	0	0	33.5
7	1	1.5	0	0	0	0	0	9.5
3	0	1.5	0	0	0	0	0	4.5
9	0	0	0	0	0	0	0	9
7	0	0	0	0	0	0	0	7
26	1	3	0	0	0	0	0	30
13	0	0	2.3	0	0	0.2	0	15.5
9	0	0	0	0	0	0	0	9
13	1	3	2.3	2	0	0	0	21.3
15	0	1.5	0	0	0	0	0	16.5
50	1	4.5	4.6	2	0	0.2	0	62.3
20	1	0	0	0	0	0.2	0	21.2
18	1	0	0	0	0	0	0	19
24	2	0	0	0	0	0	0	26
34	2	0	0	0	0	0	0	36
96	6	0	0	0	0	0.2	0.2	102.2
15	1	0	2.3	0	0	0	0	18.3
5	1	0	0	0	0	0	0	6
8	1	0	0	0	0	0	0	9
18	1	1.5	0	0	0	0	0	20.5
46	4	1.5	2.3	0	0	0	0	53.8
10	1	1.5	0	0	0	0	0	12.5
8	2	0	0	0	0	0	0	10
8	1	0	0	0	0	0	0	9
8	1	1.5	0	0	0	0	0	10.5
34	5	3	0	0	0	0	0	42
7	2	0	0	0	0	0.4	0	9.4
7	1	0	0	0	0	0	0	8
12	2	0	0	0	0	0	0	14
7	0	0	0	0	0	0	0	7
33	5	0	0	0	0	0.4	0	38.4
3	2	0	2.3	0	0	0	0	7.3
12	0	0	0	0	0	0	0	12
8	0	0	0	0	0	0	0	8
7	0	1.5	0	0	0	0		



Origin Arm A. The Square(N)

	Destination : Arm A. The Square(N)							Total
	Cat	LGV	GVV1	GVV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	1.5	0	0	0	0	1.5
1 Hr	0	0	1.5	0	0	0	0	1.5
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	1.5	0	0	0	0	1.5

	Destination : Arm B. Unnamed Road							Total
	Cat	LGV	GVV1	GVV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	4	0	0	0	0	0	0	4

	Destination : Arm C. The Square(SSE)							Total
	Cat	LGV	GVV1	GVV2	PSV	MC	PC	
07:00	6	1	1.5	0	0	0	0	8.5
07:15	9	1	0	0	0	0	0	10
07:30	14	2	1.5	0	0	0	0	17.5
07:45	14	7	0	0	0	0	0	21
1 Hr	43	11	3	0	0	0	0	57
08:00	29	6	3	4.6	0	0	0.2	42.8
08:15	26	8	0	4.6	0	0.4	0	39
08:30	31	3	0	0	0	0	0	34
08:45	69	9	0	2.3	0	0	0.2	80.5
1 Hr	155	26	3	11.5	0	0.4	0.4	196.3
09:00	47	4	1.5	2.3	2	0	0.2	57
09:15	37	0	4.5	0	0	0	0	41.5
09:30	36	5	0	0	0	0	0	41
09:45	32	4	9	2.3	0	0	0.4	44.7
1 Hr	152	13	12	4.6	2	0	0.6	182.2
10:00	38	2	3	0	0	0	0	44
10:15	38	3	0	0	0	0	0	41
10:30	37	5	0	0	2	0	0	44
10:45	45	2	1.5	2.3	2	0	0	52.8
1 Hr	159	12	4.5	2.3	4	0	0	181.8
11:00	30	1	1.5	0	0	0	0	32.5
11:15	38	5	0	0	2	0	0.4	45.4
11:30	47	3	1.5	0	0	0	0.4	51.9
11:45	57	3	0	2.3	0	0	0	62.3
1 Hr	172	12	3	2.3	2	0	0.8	192.1
12:00	62	5	1.5	0	0	0	0	69.5
12:15	43	7	0	0	0	0	0	50
12:30	55	7	0	0	0	0	0	62
12:45	80	4	0	0	2	0	0	86
1 Hr	220	23	1.5	0	2	0	0	246.5
13:00	83	7	0	2.3	0	0	0	92.3
13:15	72	3	4.5	0	4	0	0	83.5
13:30	58	2	0	0	0	0	0	58
13:45	41	5	1.5	0	0	0	0	47.5
1 Hr	262	17	6	2.3	4	0	0	281.3
14:00	55	2	3	2.3	0	0.4	0	62.7
14:15	60	2	0	0	0	0	0.2	62.2
14:30	66	8	1.5	0	0	0	0.2	75.7
14:45	53	5	3	0	0	0	0	61
1 Hr	234	17	7.5	2.3	0	0.4	0.4	251.6
15:00	80	4	0	0	0	0	0	84
15:15	53	2	1.5	0	0	0	0	56.5
15:30	71	8	1.5	0	0	0	0.2	80.7
15:45	65	1	1.5	0	0	0	0	67.5
1 Hr	249	15	4.5	0	0	0	0.2	263.7
16:00	94	12	0	0	0	0	0	106
16:15	106	4	0	2.3	4	0	0.2	116.5
16:30	98	5	3	0	6	0	0	112
16:45	116	9	1.5	0	0	0.4	0	126.9
1 Hr	414	30	4.5	2.3	10	0.4	0.2	451.4
17:00	118	13	0	0	0	0	0.2	131.2
17:15	141	8	1.5	0	2	0.4	0	152.9
17:30	99	12	0	0	0	0	0	111
17:45	132	7	0	0	0	0	0	139
1 Hr	490	40	1.5	0	2	0.4	0.2	534.1
18:00	105	4	0	0	2	0	0	111
18:15	88	2	0	0	2	0	0	92
18:30	82	1	0	0	2	0	0.2	85.2
18:45	60	4	0	0	0	0	0	



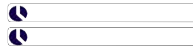
Origin Arm B Unnamed Road

Time	Destination : Arm A The Square(N)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
09:00	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
Total	8	0	0	0	0	0	0	8

Time	Destination : Arm B Unnamed Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Time	Destination : Arm C The Square(S)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	1	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	1	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	2	1	0	0	0	0	0	3

Time	Destination : Arm D Birch's Lane							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0</				



Origin Arm D Birch's Lane

Time	Destination : Arm A The Square(N)							Total
	Csr	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1
07:30	4	0	0	0	0	0	0	4
07:45	4	0	0	0	0	0	0	4
1 Hr	10	0	0	0	0	0	0	10
08:00	8	1	0	0	0	0	0	9
08:15	18	1	0	0	0	0	0	19
08:30	9	0	0	0	0	0	0	9
08:45	7	0	0	0	0	0	0	7
1 Hr	42	2	0	0	0	0	0	44
09:00	7	2	0	0	0	0	0	9
09:15	3	0	0	0	0	0	0	3
09:30	4	2	0	2.3	0	0	0	8.3
09:45	4	1	0	0	0	0	0	5
1 Hr	18	5	0	2.3	0	0	0	25.3
10:00	5	1	0	0	0	0	0	6
10:15	1	2	0	2.3	0	0	0	5.3
10:30	6	1	0	0	0	0	0	7
10:45	4	0	0	2.3	0	0	0	6.3
1 Hr	16	4	0	4.6	0	0	0	24.6
11:00	2	0	0	0	0	0	0	2
11:15	5	0	0	0	0	0	0	5
11:30	4	1	0	0	0	0	0	5
11:45	1	0	0	0	0	0	0	1
1 Hr	12	1	0	0	0	0	0	13
12:00	4	1	0	0	0	0	0	5
12:15	7	2	1.5	2.3	0	0	0	12.8
12:30	3	1	1.5	2.3	0	0	0	7.8
12:45	6	1	0	0	0	0	0	7
1 Hr	20	5	3	4.6	0	0	0	32.6
13:00	9	1	0	0	0	0	0	10
13:15	6	0	0	0	0	0	0	6
13:30	3	1	0	0	0	0	0	4
13:45	8	1	0	0	0	0	0	9
1 Hr	26	3	0	0	0	0	0	29
14:00	5	0	0	0	0	0	0	5
14:15	4	1	0	2.3	0	0	0	7.3
14:30	4	1	0	0	0	0	0	5
14:45	10	0	0	2.3	0	0	0	12.3
1 Hr	23	2	0	4.6	0	0	0	29.6
15:00	3	0	0	0	0	0	0	3
15:15	9	0	0	0	0	0	0	9
15:30	8	0	0	0	0	0	0	8
15:45	6	0	1.5	0	0	0	0	7.5
1 Hr	26	0	1.5	0	0	0	0	27.5
16:00	3	3	0	0	0	0	0	6
16:15	4	2	0	0	0	0	0	6
16:30	11	7	0	0	0	0	0	18
16:45	10	0	0	0	0	0	0	10
1 Hr	28	12	0	0	0	0	0	40
17:00	10	4	1.5	0	0	0	0	15.5
17:15	6	2	0	0	0	0	0	8
17:30	6	0	0	0	0	0	0	6
17:45	2	1	0	0	0	0	0	3
1 Hr	24	7	1.5	0	0	0	0	32.5
18:00	6	1	0	0	0	0	0	7
18:15	11	0	0	0	0	0	0	11
18:30	4	1	0	0	0	0	0	5
18:45	5	0	0	0	0	0	0	5
1 Hr	26	2	0	0	0	0	0	28
Total	271	43	6	16.1	0	0	0	336.1

Destination : Arm B Unnamed Road								Total
Csr	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Destination : Arm C The Square(S)								Total
Csr	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1
07:45	3	0	0	0	0	0	0	3
1 Hr	4	1	0	0	0	0	0	5
08:00	7	0	0	0	0	0	0	7
08:15	6	0	0	0	0	0	0	6
08:30	3	0	0	0	0	0	0	3
08:45	18	1	0	0	0	0	0	19
1 Hr	28	1	0	0	0	0	0	29
09:00	7	1	0	0	0	0	0	8
09:15	1	1	0	0	0	0	0	2
09:30	5	0	0	0	0	0	0	5
09:45	2	1	0	2.3	0	0	0	5.3
1 Hr	15	3	0	2.3	0	0	0	20.3
10:00	1	1	0	0	0	0	0	2
10:15	4	0	0	0	0	0	0	4
10:30	6	2	0	0	0	0	0	8
10:45	3	0	0	0	0	0	0	3
1 Hr	14	3	0	0	0	0	0	17
11:00	3	0	0	0	0	0	0	3
11:15	2	2	0	0	0	0	0	4
11:30	2	0	1.5	0	0	0	0	3.5
11:45	3	0	1.5	0	0	0	0	4.5
1 Hr	10	2	3	0	0	0	0	15
12:00	3	4	0	0	0	0	0	7
12:15	3	1	0	0	0	0	0	4
12:30	5	0	2.3	0	0	0	0	7.3
12:45	5	2	0	0	0	0	0	7
1 Hr	16	7	2.3	0	0	0	0	25.3
13:00	11	0	0	0	0	0	0	11
13:15	7	3	0	0	0	0	0	10
13:30	10	3	0	0	0	0	0	13
13:45	4	1	0	2.3	0	0	0	7.3
1 Hr	32	7	2.3	0	0	0	0	41.3
14:00	0	0	0	0	0	0	0	0
14:15	5	0	0	0	0	0	0	5
14:30	5	0	0	0	0	0	0	5
14:45	4	2	0	0	0	0	0	6
1 Hr	14	2	0	0	0	0	0	16
15:00	4	0	0	0	0	0	0	4
15:15	3	0	0	0	0	0	0	3
15:30	5	0	0	0	0	0	0	5
15:45	4	0	1.5	0	0	0	0	5.5
1 Hr	16	0	1.5	0	0	0	0	17.5
16:00	5	0	0	0	0	0	0	5
16:15	1	0	0	0	0	0	0	1
16:30	8	2	0	0	0	0	0	10
16:45	10	6	0	0	0	0	0	16
1 Hr	24	8	0	0	0	0	0	32
17:00	11	2	0	0	0	0	0	13
17:15	4	1	0	2.3	0	0	0	7.3
17:30	8	1	0	0	0	0	0	9
17:45	7	2	0	0	0	0	0	9
1 Hr	30	6	2.3	0	0	0	0	38.3
18:00	4	1	0	0	0	0	0	5
18:15	7	0	0	0	0	0	0	7
18:30	7	0	0	0	0	0	0	7
18:45	7	1	0	0	0	0	0	8
1 Hr	25	2	0	0	0	0	0	27
Total	228	42	4.5	9.2	0	0	0	283.7

Destination : Arm D Birch's Lane							
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ORIGIN SUMMARY

Origin	Arm A The Square(N)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	8	1	1.5	0	0	0	0	10.5
07:15	10	3	0	0	0	0	0	13
07:30	15	5	1.5	0	0	0	0	21.5
07:45	19	7	0	0	0	0	0	26
1 Hr	52	16	3	0	0	0	0	71
08:00	30	7	3	4.6	0	0	0.2	44.6
08:15	27	9	1.5	4.6	0	0.4	0	42.5
08:30	33	4	0	0	0	0	0	37
08:45	70	12	0	4.6	0	0	0.2	86.8
1 Hr	190	32	4.5	13.8	0	0.4	0.4	241.1
09:00	48	4	1.5	2.3	2	0	0.2	58
09:15	43	2	4.5	0	0	0	0	49.5
09:30	41	6	0	0	0	0	0	47
09:45	41	7	6	4.6	0	0	0.4	59
1 Hr	173	19	12	6.9	2	0	0.6	213.5
10:00	42	3	3	0	0	0	0	48
10:15	42	5	0	0	0	0	0	47
10:30	42	5	0	2.3	2	0	0	51.3
10:45	46	2	3	2.3	2	0	0	55.3
1 Hr	172	15	6	4.6	4	0	0	201.6
11:00	34	2	1.5	0	0	0	0	37.5
11:15	44	6	0	0	2	0	0.4	52.4
11:30	49	3	3	0	0	0	0.4	55.4
11:45	63	5	0	2.3	0	0	0	70.3
1 Hr	190	18	4.5	2.3	2	0	0.6	215.6
12:00	71	6	3	2.3	0	0	0	82.3
12:15	54	8	0	0	0	0	0	62
12:30	60	7	0	0	0	0	0	67
12:45	68	4	0	2.3	2	0	0	76.3
1 Hr	253	25	3	4.6	2	0	0	287.6
13:00	88	9	0	2.3	0	0	0	99.3
13:15	78	4	4.5	0	0	0	0	90.5
13:30	60	3	0	0	0	0	0	63
13:45	48	6	1.5	0	0	0	0	55.5
1 Hr	274	22	6	2.3	4	0	0	308.3
14:00	59	2	3	2.3	0	0.4	0	66.7
14:15	64	2	0	0	0	0	0.2	66.2
14:30	68	8	1.5	2.3	0	0	0.2	80
14:45	55	5	3	0	0	0	0	63
1 Hr	245	17	7.5	4.6	0	0.4	0.4	275.3
15:00	67	5	0	0	0	0	0	72
15:15	54	2	1.5	0	0	0	0	57.5
15:30	79	9	1.5	0	0	0	0.2	89.7
15:45	70	2	1.5	0	0	0	0	73.5
1 Hr	270	18	4.5	0	0	0	0.2	292.7
16:00	107	13	0	0	0	0	0	120
16:15	118	5	0	2.3	4	0	0.2	129.5
16:30	100	5	3	0	6	0	0	114
16:45	122	10	1.5	0	0	0.4	0	133.9
1 Hr	447	33	4.5	2.3	10	0.4	0.2	497.4
17:00	126	14	0	0	0	0	0.2	140.2
17:15	152	8	1.5	0	2	0.4	0	163.9
17:30	107	12	0	0	0	0	0	119
17:45	150	9	0	0	0	0	0	159
1 Hr	535	43	1.5	0	2	0.4	0.2	582.1
18:00	119	4	0	0	2	0	0	125
18:15	78	2	0	0	2	0	0	82
18:30	70	1	0	0	2	0	0.2	73.2
18:45	69	6	0	0	0	0	0	75
1 Hr	336	13	0	0	6	0	0.2	355.2
Total	3108	269	57	41.4	32	1.6	3	3512

Origin	Arm B Unnamed Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1
1 Hr	3	0	0	0	0	0	0	3
09:00	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	1	1	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	1	1	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
Total	10	1	0	0	0	0	0	11

Origin	Arm C The Square(S)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	7	2	0	0	0	0	0.4	9.4
07:15	13	2	0	0	4	0	0	19
07:30	27	2	1.5	0	0	0	0	30.5
07:45	36	4	1.5	0	2	0	0	43.5
1 Hr	83	10	3	0	6	0	0.4	102.4
08:00	32	5	0	0	2	0	0.2	39.2
08:15	88	11	0	0	0	0.4	0	99.4
08:30	142	10	0	2.3	0	0	0	154.3
08:45	185	5	1.5	0	0	0	0.4	191.9
1 Hr	427	31	1.5	2.3	2	0.4	0.6	464.6
09:00	98	7	3	0	0	0	0	108
09:15	61	3	0	0	2	0	0.2	66.2
09:30	57	6	3	0	0	0	0	66
09:45	60	3	1.5	0	0	0	0	64.5
1 Hr	276	19	7.5	0	2	0	0.2	304.7
10:00	43	3	1.5	0	0	0	0	47.5
10:15	44	4	1.5	0	2	0	0	51.5
10:30	46	6	0	0	0	0	0	52
10:45	53	2	0	0	2	0	0	57
1 Hr	186	15	3	0	4	0	0	208
11:00	30	7	0	0	0	0	0.2	37.2
11:15	51	6	0	0	0	0	0	57
11:30	45	6	0	2.3	2	0.4	0.2	55.9
11:45	56	6	1.5	0	0	0	0.4	63.9
1 Hr	182	25	1.5	2.3	2	0.4	0.6	214
12:00	74	1	0	2.3	0	0	0.2	77.5
12:15	54	5	0	0	0	0	0	59
12:30	62	9	0	4.6	0	0	0.2	75.8
12:45	48	4	1.5	0	0	0	0	53.5
1 Hr	238	19	1.5	6.9	0	0.4	0.6	265.8
13:00	48	4	0	2.3	0	0	0.4	54.7
13:15	42	2	1.5	0	0	0	0	45.5
13:30	53	10	1.5	0	2	0	0	66.5
13:45	81	9	0	0	0	0	0	90
1 Hr	224	25	3	2.3	2	0	0.4	256.7
14:00	44	9	3	2.3	0	0	0.2	58.3
14:15	47	4	1.5	0	2	0	0	54.5
14:30	44	7	1.5	0	0	0	0.2	52.7
14:45	101	7	3	0	0	0	0	111
1 Hr	226	27	9	2.3	2	0	0.2	275.5
15:00	56	5	1.5	0	2	0	0.2	64.7
15:15	65	4	0	0	2	0	0	71
15:30	51	1	1.5	0	0	0	0	53.5
15:45	72	3	0	2.3	2	0	0.2	79.5
1 Hr	244	13	3	2.3	6	0	0.4	268.7
16:00	58	7	0	0	0	0	0.4	65.4
16:15	66	6	0	0	0	0	0	72
16:30	41	7	1.5	0	2	0	0.4	51.9
16:45	51	7	1.5	0	0	0	0	59.5
1 Hr	216	27	3	0	2	0	0.8	248.8
17:00	63	9	0	0	0	0	0	72
17:15	48	2	0	0	0	0.4	0	50.4
17:30	56	4	1.5	0	2	0	0	



DESTINATION SUMMARY

Time	Destination : Arm A The Square(N)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	8	2	0	0	0	0	0.4	10.4
07:15	14	0	0	0	4	0	0	18
07:30	28	2	1.5	0	0	0	0	31.5
07:45	38	3	1.5	0	2	0	0	44.5
1 Hr	88	7	3	0	6	0	0.4	104.4
08:00	40	4	0	0	2	0	0.2	46.2
08:15	104	8	0	0	0	0.4	0	112.4
08:30	147	10	0	2.3	0	0	0	159.3
08:45	166	5	1.5	0	0	0	0.4	172.9
1 Hr	457	27	1.5	2.3	2	0.4	0.8	489.8
09:00	97	7	1.5	0	0	0	0	105.5
09:15	60	3	0	0	2	0	0.2	65.2
09:30	58	8	3	2.3	0	0	0	71.3
09:45	53	3	1.5	0	0	0	0	57.5
1 Hr	268	21	6	2.3	2	0	0.2	299.5
10:00	44	4	1.5	0	0	0	0	49.5
10:15	39	4	1.5	2.3	2	0	0	48.8
10:30	52	5	0	0	0	0	0	57
10:45	52	1	1.5	2.3	2	0	0	58.8
1 Hr	187	14	4.5	4.6	4	0	0	214.1
11:00	29	7	0	0	0	0	0	36.2
11:15	49	4	0	0	0	0	0	53
11:30	45	6	0	0	2	0.4	0.2	53.6
11:45	50	6	0	0	0	0	0.4	56.4
1 Hr	173	23	0	0	2	0.4	0.8	199.2
12:00	73	2	0	2.3	0	0	0.2	77.5
12:15	56	6	1.5	2.3	0	0	0	65.8
12:30	45	7	1.5	2.3	0	0	0.2	56
12:45	45	4	1.5	0	0	0	0	50.5
1 Hr	219	19	4.5	6.9	0	0	0.4	249.8
13:00	52	3	0	2.3	0	0	0.4	57.7
13:15	42	1	1.5	0	0	0	0	44.5
13:30	54	9	1.5	0	2	0	0	66.5
13:45	81	9	0	0	0	0	0	90
1 Hr	229	22	3	2.3	2	0	0.4	258.7
14:00	49	8	3	2.3	0	0	0	62.3
14:15	51	4	1.5	2.3	2	0	0	60.8
14:30	42	7	1.5	0	0	0	0.2	50.7
14:45	99	7	1.5	2.3	0	0	0	109.8
1 Hr	241	26	7.5	6.9	2	0	0.2	283.5
15:00	49	5	0	0	2	0	0.2	56.2
15:15	70	3	0	0	2	0	0	75
15:30	55	1	1.5	0	0	0	0	57.5
15:45	74	3	1.5	0	2	0	0.2	80.7
1 Hr	248	12	3	0	6	0	0.4	269.4
16:00	56	8	0	0	0	0	0.4	64.4
16:15	68	8	0	0	0	0	0	76
16:30	49	12	1.5	0	2	0	0.4	64.9
16:45	60	6	1.5	0	0	0	0	67.5
1 Hr	233	34	3	0	2	0	0.8	272.8
17:00	71	12	1.5	0	0	0	0	84.5
17:15	50	4	0	0	0	0.4	0	54.4
17:30	54	2	1.5	0	2	0	0.2	59.7
17:45	44	9	0	0	0	0	0	53
1 Hr	219	27	3	0	2	0.4	0.2	251.0
18:00	47	8	0	0	0	0	0	55
18:15	50	2	0	0	0	0	0	52
18:30	44	2	0	0	0	0	0	46
18:45	52	3	0	0	0	0	0	55
1 Hr	193	15	0	0	0	0	0	208
Total	2755	247	39	25.3	30	1.2	4.4	3101.9

Time	Destination : Arm B Unnamed Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	4	0	0	0	0	0	0	4

Time	Destination : Arm C The Square(S)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	6	1	1.5	0	0	0	0	8.5
07:15	9	2	0	0	0	0	0	11
07:30	15	2	1.5	0	0	0	0	18.5
07:45	17	7	0	0	0	0	0	24
1 Hr	47	12	3	0	0	0	0	62
08:00	31	6	3	4.6	0	0	0.2	44.8
08:15	32	8	0	4.6	0	0.4	0	45
08:30	34	3	0	0	0	0	0	37
08:45	34	5	6	4.6	0	0	0.4	50
1 Hr	87	10	0	2.3	0	0	0.2	99.5
09:00	194	27	3	11.5	0	0.4	0.4	225.2
09:15	54	5	1.5	2.3	2	0	0.2	65
09:30	38	1	4.5	0	0	0	0	43.5
09:45	41	5	0	0	0	0	0	46
1 Hr	34	5	6	4.6	0	0	0.4	50
10:00	167	16	12	6.9	2	0	0.6	204.5
10:15	40	3	3	0	0	0	0	46
10:30	42	3	0	0	0	0	0	45
10:45	43	7	0	0	2	0	0	52
1 Hr	48	2	1.5	2.3	2	0	0	55.8
11:00	173	15	4.5	2.3	4	0	0	198.8
11:15	33	1	1.5	0	0	0	0	35.5
11:30	40	7	0	0	2	0	0.4	49.4
11:45	50	3	3	0	0	0.4	0.4	56.4
1 Hr	60	3	1.5	2.3	0	0	0	66.8
12:00	153	14	6	2.3	2	0	0.8	202.1
12:15	65	9	1.5	0	0	0	0	75.5
12:30	46	8	0	0	0	0	0	54
12:45	60	7	0	2.3	0	0	0	69.3
1 Hr	65	6	0	0	2	0	0	73
13:00	236	30	1.5	2.3	0	0	0	271.8
13:15	94	7	0	2.3	0	0	0	103.3
13:30	79	6	4.5	0	4	0	0	93.5
13:45	66	5	0	0	0	0	0	71
1 Hr	45	6	1.5	2.3	0	0	0	54.8
14:00	284	24	8	4.6	4	0	0	322.6
14:15	55	2	3	2.3	0	0.4	0	62.7
14:30	66	2	0	0	0	0	0.2	67.2
14:45	71	8	1.5	0	0	0	0.2	80.7
1 Hr	57	7	3	0	0	0	0	67
15:00	246	19	7.5	2.3	0	0.4	0.4	277.5
15:15	64	4	0	0	0	0	0	68
15:30	56	2	1.5	0	0	0	0	59.5
15:45	76	8	1.5	0	0	0	0.2	85.7
1 Hr	69	1	3	0	0	0	0	73
16:00	265	15	6	0	0	0	0.2	286.2
16:15	99	12	0	0	0	0	0	111
16:30	108	4	0	2.3	4	0	0.2	118.5
16:45	106	7	3	0	6	0	0	122
1 Hr	126	15	1.5	0	0	0.4	0	142.9
17:00	439	38	4.5	2.3	10	0.4	0.2	494.4
17:15	129	15	0	0	0	0	0.2	144.2
17:30	145	10	1.5	2.3				



Origin Arm A R172

	Destination : Arm A R172							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

	Destination : Arm B Sea Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
5	0	1.5	0	0	0	0	0	6.5
7	1	0	0	0	0	0	0	8
12	1	1.5	0	0	0	0	0	14.5
15	3	0	0	0	0	0	0	18
39	5	3	0	0	0	0	0	47
24	3	3	4.6	0	0	0.2	0	34.8
26	4	0	0	0	0.4	0	0	30.4
24	3	0	0	0	0	0	0	27
56	7	0	0	0	0	0.2	0	63.2
130	17	3	4.6	0	0.4	0.4	0	155.4
31	6	1.5	0	2	0	0	0	40.5
34	1	4.5	0	0	0	0	0	39.5
25	5	0	0	0	0	0	0	30
26	2	4.5	2.3	0	0	0.4	0	35.2
116	14	10.5	2.3	2	0	0.4	0	145.2
31	3	3	0	0	0	0.2	0	37.2
26	3	0	0	0	0	0	0	29
39	3	0	0	2	0	0	0	44
36	3	1.5	2.3	2	0	0	0	44.8
132	12	4.5	2.3	4	0	0.2	0	155
23	1	1.5	0	0	0	0	0	25.5
25	0	0	0	0	0	0.6	0	25.6
41	3	0	0	2	0	0.4	0	46.4
43	3	0	2.3	0	0	0	0	48.3
132	7	1.5	2.3	2	0	1	0	145.8
55	4	0	0	0	0	0	0	59
38	10	0	0	0	0	0	0	48
41	8	0	2.3	0	0	0	0	51.3
54	4	0	0	4	0	0	0	62
188	26	0	2.3	4	0	0	0	220.3
58	5	0	0	0	0	0	0	63
49	5	1.5	0	4	0	0	0	59.5
43	4	0	0	0	0	0	0	47
41	5	1.5	2.3	0	0	0	0	49.8
191	19	3	2.3	4	0	0	0	219.3
28	3	1.5	2.3	0	0.4	0	0	35.2
50	4	0	0	0	0	0	0	54
50	6	0	0	0	0	0.2	0	56.2
47	4	1.5	0	0	0	0	0	52.5
175	17	3	2.3	0	0.4	0.2	0	197.9
37	0	0	0	2	0	0	0	39
44	1	1.5	0	0	0	0	0	46.5
52	7	1.5	0	0	0	0	0	60.5
57	1	1.5	0	0	0	0	0	59.5
190	9	4.5	0	2	0	0	0	205.5
61	4	0	0	0	0	0	0	65
71	6	0	2.3	2	0	0.2	0	81.5
65	6	1.5	0	4	0	0	0	76.5
90	11	0	0	0	0	0.4	0	101.4
287	27	1.5	2.3	6	0.4	0.2	0	324.4
79	9	0	0	0	0	0	0	88
90	9	1.5	2.3	2	0.4	0.2	0	105.4
78	11	0	0	0	0	0	0	89
73	3	0	0	0	0	0	0	76
320	32	1.5	2.3	2	0.4	0.2	0	358.4
64	3	0	0	0	0	0	0	67
53	3	0	0	2	0	0	0	58
41	0	0	0	0	0	0	0	41
50	6	0	0	0	0	0	0	56
208	12	0	0	2	0	0	0	222
Total	2108	197	36	23	28	1.6	2.6	2396

	Destination : Arm C Rock Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
1	1	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	1
4	1	0	0	2	0	0	0	7
2	2	0	0	2	0	0	0	6
8	4	0	0	4	0	0	0	16
7	3	0	0	0	0	0	0	10
11	2	1.5	4.6	0	0	0	0	19.1
14	0	0	0	0	0	0	0	14
36	3	0	2.3	0	0	0	0	41.3
68	8	1.5	6.9	0	0	0	0	84.4
25	2	0	2.3	0	0	0	0	29.3
6	0	0	0	0	0	0.2	0	6.2
14	0	0	0	0	0	0	0	14
9	2	0	2.3	0	0	0	0	13.3
54	4	0	4.6	0	0	0.2	0	62.8
11	0	1.5	0	0	0	0	0	12.5
17	1	0	0	0	0	0	0	18
9	1	0	0	0	0	0	0	10
13	1	0	0	0	0	0	0	14
50	3	1.5	0	0	0	0	0	54.5
7	0	0	0	0	0	0	0	7
14	7	0	0	0	0	0	0	21
11	1	0	0	0	0	0	0	12
14	0	0	0	0	0	0	0	14
46	8	0	0	0	0	0	0	54
12	3	3	0	0	0	0	0	18
10	1	0	0	0	0	0	0	11
17	2	0	0	0	0	0	0	19
13	1	0	0	0	0	0	0	14
52	7	3	0	0	0	0	0	62
29	2	0	2.3	0	0	0	0	33.3
29	2	3	0	0	0	0	0	34
19	0	0	0	0	0	0	0	19
13	1	0	0	0	0	0	0	14
90	5	3	2.3	0	0	0	0	100.3
19	1	0	0	0	0	0	0	20
15	1	0	0	0	0	0	0	16
18	3	0	0	0	0	0	0	21
15	4	1.5	0	0	0	0	0	20.5
67	9	1.5	0	0	0	0	0	77.5
22	1	0	0	0	0	0	0	23
12	1	0	0	0	0	0	0	13
21	2	0	0	0	0	0.2	0	23.2
14	0	0	0	0	0	0	0	14
69	4	0	0	0	0	0.2	0	73.2
36	7	1.5	0	0	0	0	0	44.5
34	1	0	0	2	0	0.2	0	37.2
34	1	0	0	2	0	0	0	37
34	8	0	0	0	0	0	0	42
138	17	1.5	0	4	0	0.2	0	160.7
40	5	0	0	0	0	0	0	45
52	3	0	0	0	0	0	0	55
42	2	0	0	0	0	0	0	44
54	4	0	0	0	0	0	0	58
188	14	0	0	0	0	0	0	202
41	3	0	0	0	0	0	0	44
27	1	0	0	0	0	0	0	28
20	0	0	0	0	0	0.2	0	20.2
22	1	0	0	0	0	0	0	23
110	5	0	0	0	0	0.2	0	115.2
Total	940	88	12	13.8	8	0	0.8	1063

Arm Totals
8.5



Origin: Arm B Sea Road

	Destination : Arm A R172							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	6	0	0	0	0	0	0	6
07:15	11	1	0	0	0	0	0	12
07:30	8	2	1.5	0	0	0	0	11.5
07:45	26	4	0	2.3	2	0	0	34.3
1 Hr	51	7	1.5	2.3	2	0	0	63.8
08:00	21	1	0	0	2	0	0	24
08:15	57	13	0	0	0	0.4	0	70.4
08:30	80	9	0	2.3	0	0	0	91.3
08:45	107	3	1.5	0	0	0	0.4	111.9
1 Hr	265	26	1.5	2.3	2	0.4	0.4	297.6
09:00	57	4	1.5	2.3	0	0	0	64.8
09:15	37	2	0	0	2	0	0	41
09:30	36	5	3	0	0	0	0	44
09:45	30	3	1.5	0	2	0	0	36.5
1 Hr	160	14	6	2.3	4	0	0	186.3
10:00	33	2	0	0	0	0	0	35
10:15	34	4	0	0	2	0	0	40
10:30	36	3	0	0	0	0	0	39
10:45	30	3	0	0	2	0	0	35
1 Hr	133	12	0	0	4	0	0	149
11:00	18	4	0	0	0	0	0.2	22.2
11:15	35	3	0	0	0	0	0	38
11:30	37	4	1.5	2.3	2	0.4	0.2	47.4
11:45	44	3	0	0	0	0	0.4	47.4
1 Hr	134	14	1.5	2.3	2	0.4	0.8	155
12:00	57	2	0	2.3	0	0	0.2	61.5
12:15	32	1	0	0	0	0	0	33
12:30	37	5	0	4.6	0	0	0	46.6
12:45	30	3	0	0	0	0	0	33
1 Hr	156	11	0	6.9	0	0	0.2	174.1
13:00	36	1	0	2.3	0	0	0.2	39.5
13:15	26	2	1.5	0	0	0	0	29.5
13:30	31	7	0	0	2	0	0	40
13:45	45	5	0	0	0	0	0	50
1 Hr	138	15	1.5	2.3	2	0	0.2	159
14:00	38	7	3	0	0	0	0.2	48.2
14:15	36	6	1.5	0	2	0	0	45.5
14:30	31	4	1.5	0	0	0	0.2	36.7
14:45	57	8	3	0	0	0	0	68
1 Hr	162	25	9	0	2	0	0.4	198.4
15:00	30	7	0	0	2	0	0.2	39.2
15:15	40	2	0	0	2	0	0	44
15:30	33	1	1.5	0	0	0	0	35.5
15:45	40	4	0	2.3	2	0	0.2	48.5
1 Hr	143	14	1.5	2.3	6	0	0.4	167.2
16:00	37	7	0	0	0	0	0.4	44.4
16:15	47	2	0	0	0	0	0	49
16:30	30	3	0	0	2	0	0.4	35.4
16:45	28	2	1.5	0	2	0	0	33.5
1 Hr	142	14	1.5	0	4	0	0.8	162.3
17:00	50	5	0	0	0	0	0	55
17:15	39	1	0	0	0	0.4	0	40.4
17:30	30	3	1.5	0	2	0	0.2	36.7
17:45	28	6	0	0	0	0	0	34
1 Hr	147	15	1.5	0	2	0.4	0.2	166.1
18:00	35	5	0	0	0	0	0	40
18:15	33	2	0	0	0	0	0	35
18:30	24	1	1.5	0	2	0	0	28.5
18:45	36	3	0	0	0	0	0	39
1 Hr	128	11	1.5	0	2	0	0	142.5
Total	1759	178	27	20.7	32	1.2	3.4	2021

	Destination : Arm B Sea Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
11:00	0	1	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	0	1
1 Hr	1	1	0	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	3	1	0	0	0	0	0	4

	Destination : Arm C Rock Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2
08:00	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1
08:30	2	0	0	0	0	0	0	2
08:45	4	0	0	0	0	0	0	4
1 Hr	8	0	0	0	0	0	0	8
09:00	5	0	0	0	0	0	0	5
09:15	4	0	0	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	9	0	0	0	0	0	0	9
10:00	3	0	0	0	0	0	0	3
10:15	1	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0
10:45	2	0	0	0	0	0	0	2
1 Hr	6	0	0	0	0	0	0	6
11:00	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	1
11:30	3	0	0	0	0	0	0	3
11:45	6	0	0	0	0	0	0	6
1 Hr	10	0	0	0	0	0	0	10
12:00	3	0	0	0	0	0	0	3
12:15	4	0	0	0	0	0	0	4
12:30	4	0	0	0	0	0	0	4
12:45	2	0	0	0	0	0	0	2
1 Hr	13	0	0	0	0	0	0	13
13:00	0	0	0	0	0	0	0	0
13:15	2	0	0	0	0	0	0	2
13:30	2	0	0	0	0	0	0	2
13:45	4	0	1.5	0	0	0	0	5.5
1 Hr	8	0	1.5	0	0	0	0	9.5
14:00	3	0	0	0	0	0	0	3
14:15	6	0	0	0	0	0	0	6
14:30	2	0	0	0	0	0	0	2
14:45	1	1	0	0	0	0	0	2
1 Hr	12	1	0	0	0	0	0	13
15:00	3	0	0	0	0	0	0	3
15:15	1	0	0	0	0	0	0	1
15:30	1	0	0	0	0	0	0	1
15:45	1	0	0	0	0	0	0	1
1 Hr	6	0	0	0	0	0	0	6
16:00	3	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2
16:45	4	0	0	0	0	0	0	4
1 Hr	9	0	0	0	0	0	0	9
17:00	2	0	0	0	0	0	0	2
17:15	2	1	0	0	0	0	0	3
17:30	2	0	0	0	0	0	0	2
17:45	3	0	0	0	0	0	0	3
1 Hr	9	1	0	0	0	0	0	10
18:00	4	0	0	0	0	0	0	4
18:15	3	1	0	0	0	0	0	4
18:30	1	0	0	0	0	0	0	1
18:45	6	0	0	0	0	0	0	6



Origin: Arm C, Rock Road

	Destination : Arm A R172							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	1	1	0	0	0	0	0.2	2.2
07:15	4	0	0	0	0	0	0	4
07:30	13	3	0	0	0	0	0	16
07:45	6	2	0	0	0	0	0	8
1 Hr	24	6	0	0	0	0	0.2	30.2
08:00	8	3	0	0	0	0	0.2	11.2
08:15	32	0	0	0	0	0	0	32
08:30	63	1	0	0	0	0	0	64
08:45	50	4	0	0	0	0	0	54
1 Hr	153	8	0	0	0	0	0.2	161.2
09:00	34	2	0	0	0	0	0	36
09:15	25	2	0	0	0	0	0.2	27.2
09:30	14	2	0	0	0	0	0	16
09:45	26	0	0	0	0	0	0	26
1 Hr	99	6	0	0	0	0	0.2	105.2
10:00	9	1	1.5	0	0	0	0	11.5
10:15	9	0	1.5	0	0	0	0	10.5
10:30	13	4	0	0	0	0	0	17
10:45	18	0	0	0	0	0	0	18
1 Hr	49	5	3	0	0	0	0	57
11:00	14	2	0	0	0	0	0	16
11:15	13	1	1.5	0	0	0	0	15.5
11:30	12	1	0	0	0	0	0	13
11:45	21	2	0	0	0	0	0	23
1 Hr	60	6	1.5	0	0	0	0	67.5
12:00	16	3	0	0	0	0	0	19
12:15	12	3	0	0	0	0	0	15
12:30	31	2	0	0	0	0	0	33
12:45	14	2	1.5	0	0	0	0	17.5
1 Hr	73	10	1.5	0	0	0	0	84.5
13:00	16	2	0	0	0	0	0	18
13:15	10	0	0	0	0	0	0	10
13:30	24	2	1.5	0	0	0	0	27.5
13:45	26	2	0	0	0	0	0	28
1 Hr	76	6	1.5	0	0	0	0	83.5
14:00	8	2	1.5	2.3	0	0	0	13.8
14:15	9	1	0	0	0	0	0	10
14:30	19	2	0	0	0	0	0	21
14:45	42	1	0	0	0	0	0	43
1 Hr	78	6	1.5	2.3	0	0	0	87.8
15:00	27	0	1.5	0	0	0	0	28.5
15:15	16	1	0	0	0	0	0	17
15:30	23	0	0	0	0	0	0	23
15:45	24	1	0	0	0	0	0	25
1 Hr	90	2	1.5	0	0	0	0	93.5
16:00	18	1	0	0	0	0	0	19
16:15	24	5	0	0	0	0	0	29
16:30	17	5	0	0	0	0	0	22
16:45	17	5	0	0	0	0	0	22
1 Hr	76	16	0	0	0	0	0	92
17:00	18	4	0	0	0	0	0	22
17:15	8	3	0	0	0	0	0	11
17:30	20	0	0	0	0	0	0	20
17:45	23	3	0	0	0	0	0	26
1 Hr	69	10	0	0	0	0	0	79
18:00	16	3	0	0	0	0	0	19
18:15	19	0	0	0	0	0	0	19
18:30	15	2	0	0	0	0	0	17
18:45	19	0	0	0	0	0	0	19
1 Hr	69	5	0	0	0	0	0	74
Total	916	86	10.5	2.3	0	0	0.6	1015

	Destination : Arm B Sea Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	3	0	0	0	0	0	0	3
08:45	3	0	0	0	0	0	0	3
1 Hr	7	0	0	0	0	0	0	7
09:00	0	1	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:45	3	0	0	0	0	0	0	3
1 Hr	4	1	0	0	0	0	0	5
10:00	1	0	0	0	0	0	0	1
10:15	1	0	0	0	0	0	0	1
10:30	4	0	0	0	0	0	0	4
10:45	1	1	0	0	0	0	0	2
1 Hr	7	1	0	0	0	0	0	8
11:00	1	0	0	0	0	0	0	1
11:15	3	0	0	0	0	0	0	3
11:30	3	0	0	0	0	0	0	3
11:45	2	0	0	0	0	0	0	2
1 Hr	9	0	0	0	0	0	0	9
12:00	0	1	0	0	0	0	0	1
12:15	2	0	0	0	0	0	0	2
12:30	1	1	0	0	0	0	0	2
12:45	2	0	0	0	0	0	0	2
1 Hr	5	2	0	0	0	0	0	7
13:00	1	0	0	0	0	0	0	1
13:15	2	0	0	0	0	0	0	2
13:30	1	0	0	0	0	0	0	1
13:45	3	1	0	0	0	0	0	4
1 Hr	7	1	0	0	0	0	0	8
14:00	3	0	0	0	0	0	0	3
14:15	3	1	0	0	0	0	0	4
14:30	0	0	0	0	0	0	0	0
14:45	2	0	0	0	0	0	0	2
1 Hr	8	1	0	0	0	0	0	9
15:00	1	0	0	0	0	0	0	1
15:15	3	0	0	0	0	0	0	3
15:30	2	0	0	0	0	0	0	2
15:45	1	0	0	0	0	0	0.2	1.2
1 Hr	7	0	0	0	0	0	0.2	7.2
16:00	1	1	0	0	0	0	0	2
16:15	2	0	0	0	0	0	0	2
16:30	2	0	0	0	0	0	0	2
16:45	1	0	0	0	0	0	0	1
1 Hr	6	1	0	0	0	0	0	7
17:00	1	0	0	0	0	0	0	1
17:15	3	0	0	0	0	0	0	3
17:30	2	0	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1
1 Hr	7	0	0	0	0	0	0	7
18:00	1	0	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	1
18:30	3	0	0	0	0	0	0	3
18:45	4	0	0	0	0	0	0	4
1 Hr	9	0	0	0	0	0	0	9
Total	78	7	0	0	0	0	0.2	85.2

	Destination : Arm C Rock Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0



ORIGIN SUMMARY

	Origin : Arm A R172							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	6	1	1.5	0	0	0	0	8.5
07:15	8	1	0	0	0	0	0	9
07:30	16	2	1.5	0	2	0	0	21.5
07:45	17	5	0	0	2	0	0	24
1 Hr	47	9	3	0	4	0	0	63
08:00	31	6	3	4.6	0	0	0.2	44.8
08:15	37	6	1.5	4.6	0	0.4	0	49.5
08:30	38	3	0	0	0	0	0	41
08:45	92	10	0	2.3	0	0	0.2	104.5
1 Hr	198	25	4.5	11.5	0	0.4	0.4	239.8
09:00	56	8	1.5	2.3	2	0	0	69.8
09:15	40	1	4.5	0	0	0	0.2	45.7
09:30	39	5	0	0	0	0	0	44
09:45	35	4	4.5	4.6	0	0	0.4	48.5
1 Hr	170	18	10.5	6.9	2	0	0.6	208
10:00	42	3	4.5	0	0	0	0.2	49.7
10:15	43	4	0	0	0	0	0	47
10:30	48	4	0	0	2	0	0	54
10:45	49	4	1.5	2.3	2	0	0	58.8
1 Hr	182	15	6	2.3	4	0	0.2	209.5
11:00	30	1	1.5	0	0	0	0	32.5
11:15	39	7	0	0	0	0	0.6	46.6
11:30	52	4	0	0	2	0	0.4	58.4
11:45	57	3	0	2.3	0	0	0	62.3
1 Hr	178	15	1.5	2.3	2	0	1	199.8
12:00	67	7	3	0	0	0	0	77
12:15	48	11	0	0	0	0	0	59
12:30	58	10	0	2.3	0	0	0	70.3
12:45	67	5	0	0	4	0	0	76
1 Hr	240	33	3	2.3	4	0	0	282.3
13:00	87	7	0	2.3	0	0	0	96.3
13:15	78	7	4.5	0	4	0	0	93.5
13:30	62	4	0	0	0	0	0	66
13:45	54	6	1.5	2.3	0	0	0	63.8
1 Hr	281	24	6	4.6	4	0	0	319.6
14:00	47	4	1.5	2.3	0	0.4	0	55.2
14:15	65	5	0	0	0	0	0	70
14:30	68	9	0	0	0	0	0.2	77.2
14:45	62	8	3	0	0	0	0	73
1 Hr	242	26	4.5	2.3	0	0.4	0.2	275.4
15:00	59	1	0	0	2	0	0	62
15:15	56	2	1.5	0	0	0	0	59.5
15:30	73	9	1.5	0	0	0	0.2	83.7
15:45	71	1	1.5	0	0	0	0	73.5
1 Hr	259	13	4.5	0	2	0	0.2	278.7
16:00	97	11	1.5	0	0	0	0	109.5
16:15	105	7	0	2.3	4	0	0.4	118.7
16:30	99	7	1.5	0	6	0	0	113.5
16:45	124	19	0	0	0	0.4	0	143.4
1 Hr	425	44	3	2.3	10	0.4	0.4	485.1
17:00	119	14	0	0	0	0	0	133
17:15	142	12	1.5	2.3	2	0.4	0.2	160.4
17:30	120	13	0	0	0	0	0	133
17:45	127	7	0	0	0	0	0	134
1 Hr	508	46	1.5	2.3	2	0.4	0.2	560.4
18:00	105	6	0	0	0	0	0	111
18:15	80	4	0	0	2	0	0	86
18:30	61	0	0	0	0	0	0.2	61.2
18:45	72	7	0	0	0	0	0	79
1 Hr	318	17	0	0	2	0	0.2	337.2
Total	3048	285	48	36.8	36	1.6	3.4	3459

	Origin : Arm B Sea Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
6	0	0	0	0	0	0	0	6
11	1	0	0	0	0	0	0	12
10	2	1.5	0	0	0	0	0	13.5
26	4	0	2.3	2	0	0	0	34.3
53	7	1.5	2.3	2	0	0	0	65.8
22	1	0	0	2	0	0	0	25
58	13	0	0	0	0.4	0	0	71.4
82	9	0	2.3	0	0	0	0	93.3
111	3	1.5	0	0	0	0	0.4	115.9
273	26	1.5	2.3	2	0.4	0.4	0	305.6
62	4	1.5	2.3	0	0	0	0	69.8
41	2	0	0	2	0	0	0	45
36	5	3	0	0	0	0	0	44
30	3	1.5	0	2	0	0	0	36.5
169	14	6	2.3	4	0	0	0	195.3
36	2	0	0	0	0	0	0	38
36	4	0	0	2	0	0	0	42
36	3	0	0	0	0	0	0	39
32	3	0	0	2	0	0	0	37
140	12	0	0	4	0	0	0	156
18	5	0	0	0	0	0.2	0	23.2
36	3	0	0	0	0	0	0	39
40	4	1.5	2.3	2	0.4	0.2	0	50.4
51	3	0	0	0	0	0.4	0	54.4
145	15	1.5	2.3	2	0.4	0.8	0	167
60	2	0	2.3	0	0	0.2	0	64.5
36	1	0	0	0	0	0	0	37
41	5	0	4.6	0	0	0	0	50.6
32	3	0	0	0	0	0	0	35
169	11	0	6.9	0	0	0	0.2	187.1
36	1	0	2.3	0	0	0	0.2	39.5
28	2	1.5	0	0	0	0	0	31.5
33	7	0	0	2	0	0	0	42
49	5	1.5	0	0	0	0	0	55.5
146	15	3	2.3	2	0	0.2	0	168.5
41	7	3	0	0	0	0.2	0	51.2
43	6	1.5	0	2	0	0	0	52.5
33	4	1.5	0	0	0	0.2	0	38.7
58	9	3	0	0	0	0	0	70
175	26	9	0	2	0	0.4	0	212.4
33	7	0	0	2	0	0.2	0	42.2
41	2	0	0	2	0	0	0	45
34	1	1.5	0	0	0	0	0	36.5
41	4	0	2.3	2	0	0.2	0	49.5
149	14	1.5	2.3	6	0	0.4	0	173.2
40	7	0	0	0	0	0.4	0	47.4
47	2	0	0	0	0	0	0	49
32	3	0	0	2	0	0.4	0	37.4
32	2	1.5	0	2	0	0	0	37.5
151	14	1.5	0	4	0	0.8	0	171.3
52	5	0	0	0	0	0	0	57
41	2	0	0	0	0.4	0	0	43.4
32	3	1.5	0	2	0	0.2	0	38.7
31	6	0	0	0	0	0	0	37
156	16	1.5	0	2	0.4	0.2	0	176.1
39	5	0	0	0	0	0	0	44
36	3	0	0	0	0	0	0	39
25	1	1.5	0	2	0	0	0	29.5
42	3	0	0	0	0	0	0	45
142	12	1.5	0	2	0	0	0	157.5
Total	1868	182	28.5	20.7	32	1.2	3.4	2136

	Origin : Arm C Rock Road							Total	Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		
1	1	0	0	0	0	0	0.2	2.2	16.7
5	0	0	0	0	0	0	0	5	26
14	3	0	0	0	0	0	0	17	52
6	2	0	0	0	0	0	0	8	66.3
26	6	0	0	0	0	0	0.2	32.2	161
9	3	0	0	0	0	0	0.2	12.2	82
32	0	0	0	0	0	0	0	32	152.9
66	1	0	0	0	0	0	0	67	201.3
53	4	0	0	0	0	0	0	57	277.4
160	8	0	0	0	0	0	0.2	168.2	713.6
34	3	0	0	0	0	0	0	37	176.6
26	2	0	0	0	0	0	0.2	28.2	118.9
14	2	0	0	0	0	0	0	16	104
29	0	0	0	0	0	0	0	29	114
103	7	0	0	0	0	0	0.2	110.2	513.5
10	1	1.5	0	0	0	0	0	12.5	100.2
10	0	1.5	0	0	0	0	0	11.5	100.5
17	4	0	0	0	0	0	0	21	114
19	1	0	0	0	0	0	0	20	115.8
56	6	3	0	0	0	0	0	65	430.5
15	2	0	0	0	0	0	0	17	72.7
16	1	1.5	0	0	0	0	0	18.5	104.1
15	1	0	0	0	0	0	0	16	124.8
23	2	0	0	0	0	0	0	25	141.7
69	6	1.5	0	0	0	0	0	76.5	443.3
16	4	0	0	0	0	0	0	20	161.5
14	3	0	0	0	0	0	0	17	113
32	3	0	0	0	0	0	0	35	155.9
16	2	1.5	0	0	0	0	0	19.5	130.5
78	12	1.5	0	0	0	0	0	91.5	560.9
17	2	0	0	0	0	0	0	19	154.8
12	0	0	0	0	0	0	0	12	137
25	2	1.5	0	0	0	0	0	28.5	136.5
29	3	0	0	0	0	0	0	32	151.3
83	7	1.5	0	0	0	0	0	91.5	579.6
11	2	1.5	2.3	0	0	0	0	16.8	123.2
12	2	0	0	0	0	0	0	14	136.5
19	2	0	0	0	0	0	0	21	136.9
44	1	0	0	0	0	0	0	45	188
86	7	1.5	2.3	0	0	0	0	96.8	584.6
28	0	1.5	0	0	0	0	0	29.5	133.7
19	1	0	0	0	0	0	0	20	124.5
25	0	0	0	0	0	0	0	25	145.2
25	1	0	0	0	0	0	0.2	26.2	149.2
97	2	1.5	0	0	0	0	0.2	100.7	552.6
19	2	0	0	0	0	0	0	21	177.9
26	5	0	0	0	0	0	0	31	198.7
19	5	0	0	0	0	0	0	24	174.9
1									



DESTINATION SUMMARY

	Destination : Arm A R172							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	7	1	0	0	0	0	0.2	8.2
07:15	15	1	0	0	0	0	0	16
07:30	21	5	1.5	0	0	0	0	27.5
07:45	32	6	0	2.3	2	0	0	42.3
1 Hr	75	13	1.5	2.3	2	0	0.2	94
08:00	29	4	0	0	2	0	0.2	35.2
08:15	89	13	0	0	0	0.4	0	102.4
08:30	143	10	0	2.3	0	0	0	155.3
08:45	157	7	1.5	0	0	0	0.4	165.9
1 Hr	418	34	1.5	2.3	2	0.4	0.6	458.8
09:00	91	6	1.5	2.3	0	0	0	100.8
09:15	62	4	0	0	2	0	0.2	68.2
09:30	50	7	3	0	0	0	0	60
09:45	56	3	1.5	0	2	0	0	62.5
1 Hr	259	20	6	2.3	4	0	0.2	291.5
10:00	42	3	1.5	0	0	0	0	46.5
10:15	43	4	1.5	0	2	0	0	50.5
10:30	49	7	0	0	0	0	0	56
10:45	48	3	0	0	2	0	0	53
1 Hr	182	17	3	0	4	0	0	206
11:00	32	6	0	0	0	0	0.2	38.2
11:15	48	4	1.5	0	0	0	0	53.5
11:30	49	5	1.5	2.3	2	0.4	0.2	60.4
11:45	65	5	0	0	0	0	0.4	70.4
1 Hr	194	20	3	2.3	2	0.4	0.8	222.5
12:00	73	5	0	2.3	0	0	0.2	80.5
12:15	44	4	0	0	0	0	0	48
12:30	68	7	0	4.6	0	0	0	79.6
12:45	44	5	1.5	0	0	0	0	50.5
1 Hr	229	21	1.5	6.9	0	0	0.2	258.6
13:00	52	3	0	2.3	0	0	0.2	57.5
13:15	36	2	1.5	0	0	0	0	39.5
13:30	55	9	1.5	0	2	0	0	67.5
13:45	71	7	0	0	0	0	0	78
1 Hr	214	21	3	2.3	2	0	0.2	242.5
14:00	46	9	4.5	2.3	0	0	0.2	62
14:15	45	7	1.5	0	2	0	0	55.5
14:30	50	6	1.5	0	0	0	0.2	57.7
14:45	99	9	3	0	0	0	0	111
1 Hr	240	31	10.5	2.3	2	0	0.4	286.2
15:00	57	7	1.5	0	2	0	0.2	67.7
15:15	56	3	0	0	2	0	0	61
15:30	56	1	1.5	0	0	0	0	58.5
15:45	64	5	0	2.3	2	0	0.2	73.5
1 Hr	233	16	3	2.3	6	0	0.4	260.7
16:00	55	8	0	0	0	0	0.4	63.4
16:15	71	7	0	0	0	0	0	78
16:30	47	8	0	0	2	0	0.4	57.4
16:45	45	7	1.5	0	2	0	0	55.5
1 Hr	218	30	1.5	0	4	0	0.8	254.3
17:00	68	9	0	0	0	0	0	77
17:15	47	4	0	0	0	0.4	0	51.4
17:30	50	3	1.5	0	2	0	0.2	56.7
17:45	51	9	0	0	0	0	0	60
1 Hr	216	25	1.5	0	2	0.4	0.2	245.1
18:00	51	8	0	0	0	0	0	59
18:15	52	2	0	0	0	0	0	54
18:30	39	3	1.5	0	2	0	0	45.5
18:45	55	3	0	0	0	0	0	58
1 Hr	197	16	1.5	0	2	0	0	216.5
Total	2675	264	37.5	23	32	1.2	4	3037

	Destination : Arm B Sea Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
5	0	1.5	0	0	0	0	0	6.5
8	1	0	0	0	0	0	0	9
13	1	1.5	0	0	0	0	0	15.5
15	3	0	0	0	0	0	0	16
41	5	3	0	0	0	0	0	49
25	3	3	4.6	0	0	0.2	0	35.8
26	4	0	0	0	0.4	0	0	30.4
27	3	0	0	0	0	0	0	30
59	7	0	0	0	0	0.2	0	66.2
137	17	3	4.6	0	0.4	0.4	0	162.4
31	7	1.5	0	2	0	0	0	41.5
35	1	4.5	0	0	0	0	0	40.5
25	5	0	0	0	0	0	0	30
29	2	4.5	2.3	0	0	0.4	0	38.2
120	15	10.5	2.3	2	0	0.4	0	150.2
32	3	3	0	0	0	0.2	0	38.2
28	3	0	0	0	0	0	0	31
43	3	0	0	2	0	0	0	48
37	4	1.5	2.3	2	0	0	0	46.8
140	13	4.5	2.3	4	0	0.2	0	164
24	2	1.5	0	0	0	0	0	27.5
28	0	0	0	0	0	0.6	0	28.6
44	3	0	0	2	0	0.4	0	49.4
46	3	0	2.3	0	0	0	0	51.3
142	8	1.5	2.3	2	0	1	0	156.8
55	5	0	0	0	0	0	0	60
40	10	0	0	0	0	0	0	50
42	9	0	2.3	0	0	0	0	53.3
56	4	0	0	4	0	0	0	64
193	28	0	2.3	4	0	0	0	227.3
59	5	0	0	0	0	0	0	64
51	5	1.5	0	4	0	0	0	61.5
44	4	0	0	0	0	0	0	48
44	6	1.5	2.3	0	0	0	0	53.8
198	20	3	2.3	4	0	0	0	227.3
31	3	1.5	2.3	0	0.4	0	0	38.2
54	5	0	0	0	0	0	0	59
50	6	0	0	0	0	0.2	0	56.2
49	4	1.5	0	0	0	0	0	54.5
184	18	3	2.3	0	0.4	0.2	0	207.9
38	0	0	0	2	0	0	0	40
47	1	1.5	0	0	0	0	0	49.5
54	7	1.5	0	0	0	0	0	62.5
58	1	1.5	0	0	0	0.2	0	60.7
197	9	4.5	0	2	0	0.2	0	212.7
62	5	0	0	0	0	0	0	67
73	6	0	2.3	2	0	0.2	0	83.5
67	6	1.5	0	4	0	0	0	78.5
91	11	0	0	0	0.4	0	0	102.4
293	28	1.5	2.3	6	0.4	0.2	0	331.4
80	9	0	0	0	0	0	0	89
93	9	1.5	2.3	2	0.4	0.2	0	108.4
80	11	0	0	0	0	0	0	91
74	3	0	0	0	0	0	0	77
327	32	1.5	2.3	2	0.4	0.2	0	365.4
65	3	0	0	0	0	0	0	68
54	3	0	0	2	0	0	0	59
44	0	0	0	0	0	0	0	44
54	6	0	0	0	0	0	0	60
217	12	0	0	2	0	0	0	231
Total	2189	205	36	23	28	1.6	2.8	2485

	Destination : Arm C Rock Road							Total	Dest Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		
1	1	0	0	0	0	0	0	2	16.7
1	0	0	0	0	0	0	0	1	26
6	1	0	0	2	0	0	0	9	52
2	2	0	0	2	0	0	0	6	66.3
10	4	0	0	4	0	0	0	18	161
8	3	0	0	0	0	0	0	11	82
12	2	1.5	4.6	0	0	0	0	20.1	152.9
16	0	0	0	0	0	0	0	16	201.3
40	3	0	2.3	0	0	0	0	45.3	277.4
76	8	1.5	6.9	0	0	0	0	92.4	713.6
30	2	0	2.3	0	0	0	0	34.3	176.6
10	0	0	0	0	0	0.2	0	10.2	118.9
14	0	0	0	0	0	0	0	14	104
9	2	0	2.3	0	0	0	0	13.3	114
63	4	0	4.6	0	0	0.2	0	71.8	513.5
14	0	1.5	0	0	0	0	0	15.5	100.2
18	1	0	0	0	0	0	0	19	100.5
9	1	0	0	0	0	0	0	10	114
15	1	0	0	0	0	0	0	16	115.8
56	3	1.5	0	0	0	0	0	60.5	430.5
7	0	0	0	0	0	0	0	7	72.7
15	7	0	0	0	0	0	0	22	104.1
14	1	0	0	0	0	0	0	15	124.8
20	0	0	0	0	0	0	0	20	141.7
56	8	0	0	0	0	0	0	64	443.3
15	3	3	0	0	0	0	0	21	161.5
14	1	0	0	0	0	0	0	15	113
21	2	0	0	0	0	0	0	23	155.9
15	1	0	0	0	0	0	0	16	130.5
65	7	3	0	0	0	0	0	75	560.9
29	2	0	2.3	0	0	0	0	33.3	154.8
31	2	3	0	0	0	0	0	36	137
21	0	0	0	0	0	0	0	21	136.5
17	1	1.5	0	0	0	0	0	19.5	151.3
98	5	4.5	2.3	0	0	0	0	109.8	579.6
22	1	0	0	0	0	0	0	23	123.2
21	1	0	0	0	0	0	0	22	136.5
20	3	0	0	0	0	0	0	23	136.9
16	5	1.5	0	0	0	0	0	22.5	188
79	10	1.5	0	0	0	0	0	90.5	584.6
25	1	0	0	0	0	0	0	26	133.7
13	1	0	0	0	0	0	0	14	124.5
22	2	0	0	0	0	0.2	0	24.2	145.2
15	0	0	0	0	0	0	0	15	149.2
75	4	0	0	0	0	0.2	0	79.2	552.6
39	7	1.5	0	0	0	0	0	47.5	177.9
34	1	0	0	2	0	0.2	0	37.2	198.7
36	1	0	0	2	0	0	0	39	174.9
38	8	0							



Origin Arm A Main Street(NNE)

	Destination : Arm A Main Street(NNE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0
15:30	1	1	0	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0
1 Hr	2	1	0	0	0	0	0	3
16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0.4	0	0.4
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0.4	0	0.4
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	5	1	0	0	0	0.4	0	6.4

	Destination : Arm B Main Street(SSW)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
3	0	1.5	0	0	0	0	0	4.5
7	3	0	0	0	0	0	0	10
12	1	1.5	0	0	0	0	0	14.5
13	3	0	0	0	0	0	0	16
35	7	3	0	0	0	0	0	45
19	3	3	0	0	0	0.2	0	25.2
25	2	1.5	2.3	0	0	0.2	0	31
18	3	0	2.3	0	0	0	0	23.3
45	14	0	2.3	0	0	0	0	61.3
107	22	4.5	6.9	0	0	0.4	0	140.8
25	4	0	0	0	0	0	0	29
32	1	6	0	0	0	0	0	39
28	5	0	0	0	0	0	0	33
29	2	3	0	0	0	0.4	0	34.4
114	12	9	0	0	0	0.4	0	135.4
21	2	6	0	0	0	0.2	0	29.2
33	3	1.5	0	0	0	0	0	37.5
33	2	0	0	0	0	0	0	35
27	3	1.5	2.3	2	0	0	0	35.8
114	10	9	2.3	2	0	0.2	0	137.5
28	3	1.5	0	0	0	0	0	32.5
20	0	0	0	0	0	0.6	0	20.6
35	2	1.5	0	0	0	0.4	0	38.9
54	1	1.5	2.3	0	0	0	0	58.8
137	6	4.5	2.3	0	0	1	0	150.8
41	2	0	0	0	0	0	0	43
37	9	0	0	0	0	0	0	46
47	3	0	2.3	0	0	0	0	52.3
49	7	0	0	4	0	0	0	60
174	21	0	2.3	4	0	0	0	201.3
52	2	0	0	0	0	0	0	54
36	4	1.5	0	0	0	0	0	41.5
29	3	0	0	2	0	0	0	34
39	5	1.5	2.3	0	0	0	0	47.8
156	14	3	2.3	2	0	0	0	177.3
33	1	1.5	2.3	0	0.4	0	0	38.2
41	3	0	0	0	0	0	0	44
36	6	0	0	0	0	0	0	42
47	4	0	0	0	0	0.4	0	51.4
157	14	1.5	2.3	0	0.4	0.4	0	175.6
34	2	0	0	0	0	0	0	36
39	1	1.5	0	0	0	0	0	41.5
43	4	1.5	0	0	0	0	0	48.5
42	4	1.5	0	0	0	0	0	47.5
158	11	4.5	0	0	0	0	0	173.5
57	5	0	0	0	0	0.2	0	62.2
62	4	0	2.3	2	0	0.2	0	70.5
61	6	4.5	0	4	0	0	0	75.5
76	11	0	0	0	0.4	0	0	87.4
256	26	4.5	2.3	6	0.4	0.4	0	295.6
71	9	0	0	0	0	0.2	0	80.2
79	8	3	2.3	0	0	0.2	0	92.5
62	10	0	0	0	0	0	0	72
75	5	0	0	0	0	0	0	80
287	32	3	2.3	0	0	0.4	0	324.7
53	3	0	0	0	0	0	0	56
49	4	0	0	0	0	0	0	53
36	1	0	0	0	0	0	0	37
39	7	0	0	0	0	0	0	46
177	15	0	0	0	0	0	0	192
Total	1872	190	46.5	23	14	0.8	3.2	2150

	Destination : Arm C Sandy Lane							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
2	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	4
5	1	0	0	0	0	0	0	6
11	1	0	0	0	0	0	0	12
4	0	0	0	0	0	0	0	4
7	0	0	0	0	0.4	0	0	7.4
17	0	0	0	0	0	0	0	17
43	1	0	0	0	0	0	0	44
71	1	0	0	0	0.4	0	0	72.4
19	0	0	0	2	0	0	0	21
7	0	0	0	0	0	0	0	7
4	2	0	0	0	0	0	0	6
4	0	0	0	0	0	0	0	4
34	2	0	0	2	0	0	0	38
8	1	1.5	0	0	0	0	0	10.5
17	0	0	0	0	0	0	0	17
7	1	0	0	2	0	0	0	10
6	3	1.5	0	0	0	0	0	10.5
38	5	3	0	2	0	0	0	48
4	0	0	0	0	0	0	0	4
7	0	0	0	0	0	0	0	7
18	0	0	0	2	0	0	0	20
29	1	0	0	0	0	0	0	30
58	1	0	0	2	0	0	0	61
14	1	0	0	0	0	0	0	15
11	2	0	0	0	0	0	0	13
9	1	0	0	0	0	0	0	10
12	0	0	0	0	0	0	0	12
46	4	0	0	0	0	0	0	50
10	4	0	0	0	0	0.2	0	14.2
17	1	0	0	2	0	0	0	20
18	0	0	0	0	0	0	0	18
15	0	0	0	0	0	0	0	15
60	5	0	0	2	0	0.2	0	67.2
5	1	0	0	0	0	0	0	6
8	2	0	0	0	0	0	0	10
25	1	0	0	0	0	0	0	26
8	1	1.5	0	0	0	0	0	10.5
46	5	1.5	0	0	0	0	0	52.5
8	1	0	0	2	0	0	0	11
9	0	0	0	0	0	0	0	9
17	2	0	0	0	0	0	0	19
14	0	0	0	0	0	0	0	14
48	3	0	0	2	0	0	0	53
14	0	0	0	0	0	0	0	14
16	0	0	0	0	0	0	0	16
13	1	0	0	0	0	0	0	14
15	0	0	0	0	0	0	0	15
58	1	0	0	0	0	0	0	59
20	0	0	0	0	0	0	0	20
12	0	0	0	2	0	0	0	14
24	1	0	0	0	0	0	0	25
11	0	0	0	0	0	0	0	11
67	1	0	0	2	0	0	0	70
13	0	0	0	0	0	0	0	13
16	4	0	0	2	0	0	0	22
13	0	0	0	0	0	0	0	13
15	3	0	0	0	0	0	0	18
57	7	0	0	2	0	0	0	66
Total	594	36	4.5	0	14	0.4	0.2	649.1

Arm Totals
6.5
10
18.5
22
57
30.2



	Origin : Arm A Main Street(NNE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	5	0	1.5	0	0	0	0	6.5
07:15	7	3	0	0	0	0	0	10
07:30	16	1	1.5	0	0	0	0	18.5
07:45	18	4	0	0	0	0	0	22
1 Hr	46	8	3	0	0	0	0	57
08:00	24	3	3	0	0	0	0.2	30.2
08:15	32	2	1.5	2.3	0	0.4	0.2	38.4
08:30	35	3	0	2.3	0	0	0	40.3
08:45	88	15	0	2.3	0	0	0	105.3
1 Hr	179	23	4.5	6.9	0	0.4	0.4	214.2
09:00	44	4	0	0	2	0	0	50
09:15	39	1	6	0	0	0	0	46
09:30	32	7	0	0	0	0	0	39
09:45	33	2	3	0	0	0	0.4	38.4
1 Hr	148	14	9	0	2	0	0.4	173.4
10:00	29	3	7.5	0	0	0	0.2	39.7
10:15	50	3	1.5	0	0	0	0	54.5
10:30	40	3	0	0	2	0	0	45
10:45	33	6	3	2.3	2	0	0	46.3
1 Hr	152	15	12	2.3	4	0	0.2	185.5
11:00	32	3	1.5	0	0	0	0	36.5
11:15	27	0	0	0	0	0	0.6	27.6
11:30	53	2	1.5	0	2	0	0.4	58.9
11:45	83	2	1.5	2.3	0	0	0	88.8
1 Hr	195	7	4.5	2.3	2	0	1	211.8
12:00	55	3	0	0	0	0	0	58
12:15	48	11	0	0	0	0	0	59
12:30	56	4	0	2.3	0	0	0	62.3
12:45	61	7	0	0	4	0	0	72
1 Hr	220	25	0	2.3	4	0	0	251.3
13:00	62	6	0	0	0	0	0.2	68.2
13:15	53	5	1.5	0	2	0	0	61.5
13:30	47	3	0	0	2	0	0	52
13:45	55	5	1.5	2.3	0	0	0	63.8
1 Hr	217	19	3	2.3	4	0	0.2	245.5
14:00	38	2	1.5	2.3	0	0.4	0	44.2
14:15	49	5	0	0	0	0	0	54
14:30	61	7	0	0	0	0	0	68
14:45	55	5	1.5	0	0	0	0.4	61.9
1 Hr	203	19	3	2.3	0	0.4	0.4	228.1
15:00	43	3	0	0	2	0	0	48
15:15	48	1	1.5	0	0	0	0	50.5
15:30	61	7	1.5	0	0	0	0	69.5
15:45	56	4	1.5	0	0	0	0	61.5
1 Hr	208	15	4.5	0	2	0	0	229.5
16:00	72	5	0	0	0	0	0.2	77.2
16:15	78	4	0	2.3	2	0	0.2	86.5
16:30	74	7	4.5	0	4	0	0	89.5
16:45	91	11	0	0	0	0.4	0	102.4
1 Hr	315	27	4.5	2.3	6	0.4	0.4	355.6
17:00	91	9	0	0	0	0	0.2	100.2
17:15	91	8	3	2.3	2	0.4	0.2	106.9
17:30	86	11	0	0	0	0	0	97
17:45	86	5	0	0	0	0	0	91
1 Hr	354	33	3	2.3	2	0.4	0.4	395.1
18:00	66	3	0	0	0	0	0	69
18:15	65	8	0	0	2	0	0	75
18:30	49	1	0	0	0	0	0	50
18:45	54	10	0	0	0	0	0	64
1 Hr	234	22	0	0	2	0	0	258
Total	2471	227	51	23	28	1.6	3.4	2805

	Origin : Arm B Main Street(SSW)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	5	0	0	0	0	0	0	5
07:15	8	3	0	0	0	0	0	11
07:30	9	0	1.5	0	0	0	0	10.5
07:45	23	5	0	2.3	4	0	0	34.3
1 Hr	45	8	1.5	2.3	4	0	0	60.8
08:00	28	1	0	0	2	0	0.2	31.2
08:15	63	10	0	0	0	0	0	73
08:30	80	10	0	2.3	0	0	0	92.3
08:45	103	3	1.5	0	0	0	0.4	107.9
1 Hr	274	24	1.5	2.3	2	0	0.6	304.4
09:00	34	5	1.5	2.3	0	0	0	42.8
09:15	37	4	1.5	0	2	0	0	44.5
09:30	52	4	3	0	0	0	0	59
09:45	50	2	0	0	2	0	0	54
1 Hr	173	15	6	2.3	4	0	0	200.3
10:00	30	1	1.5	0	0	0	0	32.5
10:15	41	8	0	0	2	0	0	51
10:30	42	3	0	0	0	0	0	45
10:45	40	3	1.5	0	2	0	0	46.5
1 Hr	153	15	3	0	4	0	0	175
11:00	21	7	0	0	0	0	0	28
11:15	40	2	0	0	0	0	0	42
11:30	50	3	0	2.3	2	0	0.2	57.5
11:45	45	6	0	0	0	0	0.2	51.2
1 Hr	156	18	0	2.3	2	0	0.4	176.7
12:00	56	3	0	2.3	0	0	0.4	61.7
12:15	38	0	0	2.3	0	0	0	40.3
12:30	36	5	1.5	2.3	0	0	0	44.8
12:45	31	7	0	0	0	0	0	38
1 Hr	161	15	1.5	6.9	0	0	0.4	184.8
13:00	37	4	1.5	2.3	0	0	0.4	45.2
13:15	36	3	0	0	0	0	0	39
13:30	46	9	0	0	2	0	0	57
13:45	48	7	0	0	0	0	0	55
1 Hr	167	23	1.5	2.3	2	0	0.4	196.2
14:00	42	8	3	0	0	0	0	53
14:15	40	8	0	0	2	0	0	50
14:30	53	4	1.5	0	0	0	0	58.5
14:45	36	4	3	0	0	0	0	43
1 Hr	171	24	7.5	0	2	0	0	204.5
15:00	34	6	0	0	2	0	0.2	42.2
15:15	44	1	0	0	2	0	0.2	47.2
15:30	41	2	0	2.3	0	0	0	45.3
15:45	59	7	0	0	2	0	0.2	68.2
1 Hr	178	16	0	2.3	6	0	0.6	202.9
16:00	45	5	0	0	0	0	0.4	50.4
16:15	46	1	0	0	0	0	0	47
16:30	40	4	1.5	0	4	0	0.2	49.7
16:45	40	3	1.5	0	2	0.4	0	46.9
1 Hr	171	13	3	0	6	0.4	0.6	194
17:00	52	3	3	0	0	0	0	58
17:15	47	1	1.5	0	0	0	0	49.5
17:30	38	4	0	0	2	0	0	44
17:45	38	5	1.5	0	0	0	0	44.5
1 Hr	175	13	6	0	2	0	0	196
18:00	50	5	0	0	0	0	0.2	55.2
18:15	42	3	0	0	0	0	0	45
18:30	31	3	1.5	0	2	0	0	37.5
18:45	55	5	0	0	0	0	0	60
1 Hr	178	16	1.5	0	2	0	0.2	197.7
Total	2002	200	33	20.7	36	0.4	3.2	2295

	Origin : Arm C Sandy Lane							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	7	1	0	0	0	0	0	8
07:15	8	0	0	0	0	0	0	8
07:30	8	1	0	0	0	0	0	9
07:45	7	0	0	0	0	0	0	7
1 Hr	30	2	0	0	0	0	0	32
08:00	6	2	0	0	0	0	0	8
08:15	12	1	0	0	0	0.4	0	13.4
08:30	30	3	0	0	0	0	0	33
08:45	89	7	0	0	0	0	0	96
1 Hr	137	13	0	0	0	0.4	0	150.4
09:00	59	4	1.5	0	0	0	0	64.5
09:15	31	4	0	0	0	0	0	35
09:30	8	4	0	0	0	0	0	12
09:45	13	4	0	0	0	0	0	17
1 Hr	111	16	1.5	0	0	0	0	128.5
10:00	19	2	0	0	0	0	0	21
10:15	23	1	0	0	0	0	0.2	24.2
10:30	14	1	0	0	0	0	0	15
10:45	22	4	1.5	0	0	0	0	27.5
1 Hr	78	8	1.5	0	0	0	0.2	87.7
11:00	15	2	0	0	0	0	0.2	17.2
11:15	15	2	1.5	0	0	0	0	18.5
11:30	23	1	0	0	0	0.4	0	24.4
11:45	29	0	0	0	0	0	0	29
1 Hr	82	5	1.5	0	0	0.4	0.2	89.1
12:00	32	0	0	0	0	0	0	32
12:15	28	3	0	0	0	0	0	31
12:30	21	2	0	0	0	0	0	23
12:45	13	2	0	0	0	0	0.2	15.2
1 Hr	94	7	0	0	0	0	0.2	101.2
13:00	14	1	0	0	0	0	0	15
13:15	13	2	0	0	0	0	0	15
13:30	21	4	0	0	0	0	0	25
13:45	41	2	0	0	0	0	0.2	43.2
1 Hr	89	9	0	0	0	0	0.2	98.2
14:00	19	3	1.5	0	0	0	0	23.5
14:15	22	2	1.5	0	0	0	0	25.5
14:30	26	3	0	0	0	0	0	29
14:45	71	4	0	0	0	0	0	75
1 Hr	138	12	3	0	0	0	0	153
15:00	21	0	0	0	0	0	0	21
15:15	18	4	0	0	0	0	0	22
15:30	38	0	1.5	0	0	0	0	39.5
15:45	23	2	0	0	0	0.4	0	25.4
1 Hr	100	6	1.5	0	0	0.4	0	107.9
16:00	33	3	0	0	0	0	0	36
16:15	21	1	0	0	0	0	0	22
16:30	21	1	3	0	0	0	0	25
16:45	23	2	0	0	0	0	0	25
1 Hr	98	7	3	0	0	0	0	108
17:00	27	3	0	0	0	0</		



Destination	Arm A Main Street(NNE)						Total	
	Car	LGV	OGV1	OGV2	PSV	MC		PC
07:00	7	0	0	0	0	0	7	
07:15	12	3	0	0	0	0	15	
07:30	11	1	1.5	0	0	0	13.5	
07:45	26	5	0	2.3	2	0	35.3	
1 Hr	96	9	1.5	2.3	2	0	70.8	
08:00	31	2	0	0	2	0	35.2	
08:15	63	10	0	0	0	0.4	73.4	
08:30	91	9	0	2.3	0	0	102.3	
08:45	123	2	1.5	0	0	0.4	126.9	
1 Hr	308	23	1.5	2.3	2	0.4	337.8	
09:00	66	5	1.5	2.3	0	0	74.8	
09:15	30	4	1.5	0	2	0	37.5	
09:30	41	3	3	0	0	0	47	
09:45	34	3	0	0	2	0	39	
1 Hr	171	15	6	2.3	4	0	198.3	
10:00	38	0	1.5	0	0	0	39.5	
10:15	47	4	0	0	2	0	53.2	
10:30	43	2	0	0	0	0	45	
10:45	46	4	1.5	0	2	0	53.5	
1 Hr	174	10	3	0	4	0	191.2	
11:00	25	8	0	0	0	0.2	33.2	
11:15	39	1	1.5	0	0	0	41.5	
11:30	51	4	0	2.3	2	0.4	59.9	
11:45	44	4	0	0	0	0.2	48.2	
1 Hr	159	17	1.5	2.3	2	0.4	182.8	
12:00	58	2	0	2.3	0	0	62.5	
12:15	47	0	0	2.3	0	0	49.3	
12:30	44	4	0	2.3	0	0	50.3	
12:45	35	5	0	0	0	0.2	40.2	
1 Hr	184	11	0	6.9	0	0.4	202.3	
13:00	36	3	1.5	2.3	0	0	43.2	
13:15	34	3	0	0	0	0	37	
13:30	38	8	0	0	2	0	48	
13:45	60	7	0	0	0	0.2	67.2	
1 Hr	168	21	1.5	2.3	2	0	195.4	
14:00	42	5	1.5	0	0	0	48.5	
14:15	45	8	1.5	0	2	0	56.5	
14:30	36	4	1.5	0	0	0	41.5	
14:45	63	6	3	0	0	0	72	
1 Hr	186	23	7.5	0	2	0	218.5	
15:00	39	6	0	0	2	0	47.2	
15:15	44	1	0	0	2	0	47.2	
15:30	44	1	1.5	2.3	0	0	48.8	
15:45	52	6	0	0	2	0	60.2	
1 Hr	179	14	1.5	2.3	6	0	203.4	
16:00	43	6	0	0	0	0.4	49.4	
16:15	50	1	0	0	0	0	51	
16:30	46	4	1.5	0	2	0	53.7	
16:45	40	2	1.5	0	2	0	45.5	
1 Hr	179	13	3	0	4	0	199.6	
17:00	53	3	1.5	0	0	0	57.5	
17:15	48	1	1.5	0	0	0.4	50.9	
17:30	33	3	0	0	2	0	38	
17:45	39	5	1.5	0	0	0	45.5	
1 Hr	173	12	4.5	0	2	0.4	191.9	
18:00	46	5	0	0	0	0	51	
18:15	41	6	0	0	0	0	47	
18:30	32	1	1.5	0	2	0	36.7	
18:45	45	5	0	0	0	0	50	
1 Hr	164	17	1.5	0	2	0	184.7	
Total	2101	185	33	20.7	32	1.2	3.8	2377

Destination	Arm B Main Street(SSW)						Total	
	Car	LGV	OGV1	OGV2	PSV	MC		PC
8	1	1.5	0	0	0	0	10.5	
10	3	0	0	0	0	0	13	
18	1	1.5	0	0	0	0	20.5	
16	3	0	0	0	0	0	19	
52	8	3	0	0	0	0	63	
19	3	3	0	0	0	0.2	25.2	
30	3	1.5	2.3	0	0	0.2	37	
24	5	0	2.3	0	0	0	31.3	
77	20	0	2.3	0	0	0	99.3	
150	31	4.5	6.9	0	0	0.4	192.8	
46	6	1.5	0	0	0	0	53.5	
59	4	6	0	0	0	0	69	
34	8	0	0	0	0	0	42	
40	5	3	0	0	0	0.4	48.4	
179	23	10.5	0	0	0	0.4	212.9	
28	4	6	0	0	0	0.2	38.2	
42	4	1.5	0	0	0	0	47.5	
40	2	0	0	0	0	0	42	
34	5	1.5	2.3	2	0	0	44.8	
144	15	9	2.3	2	0	0.2	172.5	
33	4	1.5	0	0	0	0	38.5	
26	2	0	0	0	0	0.6	28.6	
48	2	1.5	0	0	0	0.4	51.9	
71	1	1.5	2.3	0	0	0	75.8	
178	9	4.5	2.3	0	0	1	194.8	
54	3	0	0	0	0	0	57	
45	12	0	0	0	0	0	57	
54	4	0	2.3	0	0	0	60.3	
52	7	0	0	4	0	0	63	
205	26	0	2.3	4	0	0	237.3	
59	3	0	0	0	0	0	62	
40	4	1.5	0	0	0	0	45.5	
41	7	0	0	2	0	0	50	
57	6	1.5	2.3	0	0	0	66.8	
197	20	3	2.3	2	0	0	224.3	
45	4	3	2.3	0	0.4	0	54.7	
51	3	0	0	0	0	0	54	
53	9	0	0	0	0	0	62	
81	4	0	0	0	0	0.4	85.4	
230	20	3	2.3	0	0.4	0.4	256.1	
42	2	0	0	0	0	0	44	
48	5	1.5	0	0	0	0	54.5	
67	4	1.5	0	0	0	0	72.5	
56	5	1.5	0	0	0.4	0	62.9	
213	16	4.5	0	0	0.4	0	233.9	
79	7	0	0	0	0	0.2	86.2	
74	5	0	2.3	2	0	0.2	83.5	
69	7	6	0	4	0	0	86	
90	13	0	0	0	0	0.4	103.4	
312	32	6	2.3	6	0.4	0.4	359.1	
86	10	0	0	0	0	0.2	96.2	
87	9	3	2.3	0	0	0.2	101.5	
72	10	0	0	0	0	0	82	
86	7	0	0	0	0	0	93	
331	36	3	2.3	0	0	0.4	372.7	
62	3	0	0	0	0	0	65	
62	4	0	0	0	0	0	66	
48	2	0	0	0	0	0	50	
49	7	0	0	0	0	0	56	
221	16	0	0	0	0	0	237	
Total	2412	252	51	23	14	1.2	3.2	2756

Destination	Arm C Sandy Lane						Total	Des Totals	
	Car	LGV	OGV1	OGV2	PSV	MC			PC
2	0	0	0	0	0	0	2	19.5	
1	0	0	0	0	0	0	1	29	
4	0	0	0	0	0	0	4	38	
6	1	0	0	2	0	0	9	63.3	
13	1	0	0	2	0	0	16	149.8	
8	1	0	0	0	0	0	9	69.4	
14	0	0	0	0	0.4	0	14.4	124.8	
30	2	0	0	0	0	0	32	165.6	
80	3	0	0	0	0	0	83	309.2	
132	6	0	0	0	0.4	0	138.4	669	
25	2	0	0	2	0	0	29	157.3	
18	1	0	0	0	0	0	19	125.5	
17	4	0	0	0	0	0	21	110	
22	0	0	0	0	0	0	22	109.4	
82	7	0	0	2	0	0	91	502.2	
12	2	1.5	0	0	0	0	15.5	93.2	
25	4	0	0	0	0	0	29	129.7	
13	3	0	0	2	0	0	18	105	
15	4	3	0	0	0	0	22	120.3	
65	13	4.5	0	2	0	0	84.5	448.2	
10	0	0	0	0	0	0	10	81.7	
17	1	0	0	0	0	0	18	88.1	
27	0	0	0	2	0	0	29	140.8	
42	3	0	0	0	0	0	45	169	
96	4	0	0	2	0	0	102	479.6	
31	1	0	0	0	0	0.2	32.2	151.7	
22	2	0	0	0	0	0	24	130.3	
15	3	1.5	0	0	0	0	19.5	130.1	
18	4	0	0	0	0	0	22	125.2	
86	10	1.5	0	0	0	0.2	97.7	537.3	
18	5	0	0	0	0	0	23.2	128.4	
28	3	0	0	2	0	0	33	115.5	
35	1	0	0	0	0	0	36	134	
27	1	0	0	0	0	0	28	162	
108	10	0	0	2	0	0.2	120.2	539.9	
12	4	1.5	0	0	0	0	17.5	120.7	
15	4	0	0	0	0	0	19	129.5	
51	1	0	0	0	0	0	52	155.5	
18	3	1.5	0	0	0	0	22.5	179.9	
96	12	3	0	0	0	0	111	585.6	
17	1	0	0	2	0	0	20	111.2	
18	0	0	0	0	0	0	18	119.7	
29	4	0	0	0	0	0	33	154.3	
30	2	0	0	0	0	0	32	155.1	
94	7	0	0	2	0	0	103	540.3	
28	0	0	0	0	0	0	28	163.6	
21	0	0	0	0	0	0	21	155.5	
20	1	1.5	0	2	0	0	24.5	164.2	
24	1	0	0	0	0.4	0	25.4	174.3	
93	2	1.5	0	2	0.4	0	98.9	657.6	
31	2	1.5	0	0	0	0	34.5	188.2	
22	0	0	0	2	0	0	24	176.4	
36	2	0	0	0	0	0	38	158	
26	1	0	0	0	0	0	27	165.5	
115	5	1.5	0	2	0	0	123.5	688.1	
24	0	0	0	0	0	0.2	24.2	140.2	
25	4	0	0	2	0	0	31	144	
21	2	0	0	0	0	0	23	109.7	
34	3	0	0	0	0	0	37	143	
104	9	0	0	2	0	0.2	115.2	536.9	
Total	1084	86	12	0	18	0.8	0.6	1201	6335

Appendix C. Traffic Growth and TRICS Assessment

Table 5.3.2: Link-Based Growth Rates: Annual Growth Factors

Region	Low Sensitivity Growth				Central Growth				High Sensitivity Growth			
	2013 - 2030		2030 - 2050		2013 - 2030		2030 - 2050		2013 - 2030		2030 - 2050	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1 Dublin	1.0089	1.0221	1.0004	1.0135	1.0134	1.0237	1.0038	1.0176	1.0149	1.0242	1.0054	1.0195
2 Mid-East <i>Kildare Meath Wicklow</i>	1.0109	1.0221	1.0018	1.0135	1.0140	1.0237	1.0048	1.0176	1.0154	1.0242	1.0054	1.0195
3 Midland <i>Laois Longford Offaly Westmeath</i>	1.0088	1.0221	0.9997	1.0135	1.0120	1.0237	1.0030	1.0176	1.0131	1.0242	1.0018	1.0195
4 Border <i>Cavan Donegal Monaghan Leitrim Louth Sligo</i>	1.0082	1.0221	0.9998	1.0135	1.0114	1.0237	1.0030	1.0176	1.0124	1.0242	1.0044	1.0195
5 Mid-West <i>Limerick Clare North Tipperary</i>	1.0066	1.0221	0.9962	1.0135	1.0099	1.0237	1.0000	1.0176	1.0110	1.0242	1.0018	1.0195
6 West <i>Galway City/County Mayo Roscommon</i>	1.0048	1.0221	0.9967	1.0135	1.0082	1.0237	1.0007	1.0176	1.0092	1.0242	1.0024	1.0195
7 South-East <i>Carlow Kilkenny Wexford South Tipperary Waterford City/County</i>	1.0076	1.0221	0.9996	1.0135	1.0106	1.0237	1.0022	1.0176	1.0118	1.0242	1.0038	1.0195
8 South-West <i>Cork City/County Kerry</i>	1.0070	1.0221	0.9983	1.0135	1.0102	1.0237	1.0012	1.0176	1.0112	1.0242	1.0031	1.0195

Calculation Reference: AUDIT-332901-180831-0811

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 days
14	LEINSTER	
	KK KILKENNY	1 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	1 days

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

Secondary Filtering selection:

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

Parameter: Total Bedrooms
 Actual Range: 38 to 354 (units:)
 Range Selected by User: 26 to 1314 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 20/09/17

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	4 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	6

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

Secondary Filtering selection:

Use Class:

C3 7 days

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

Population within 1 mile:

10,001 to 15,000 1 days
 15,001 to 20,000 1 days
 20,001 to 25,000 2 days
 25,001 to 50,000 3 days

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

Population within 5 miles:

25,001 to 50,000 2 days
 75,001 to 100,000 2 days
 125,001 to 250,000 3 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days
 1.1 to 1.5 6 days

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

Travel Plan:

Yes 1 days
 No 6 days

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

PTAL Rating:

No PTAL Present 7 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-K-01 BRIDGE LANE CARLISLE	FLATS & TERRACED	CUMBRIA
	Edge of Town Industrial Zone Total Total Bedrooms:	136	
	<i>Survey date: THURSDAY</i>	<i>12/06/14</i>	<i>Survey Type: MANUAL</i>
2	CB-03-K-02 NATLAND ROAD KENDAL	SEMI-DETACHED & FLATS	CUMBRIA
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Total Bedrooms:	38	
	<i>Survey date: TUESDAY</i>	<i>21/06/16</i>	<i>Survey Type: MANUAL</i>
3	DE-03-K-01 NORTHLAND ROAD LONDONDERRY CLOUGHGLASS	HOUSES & FLATS	DERRY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Total Bedrooms:	239	
	<i>Survey date: WEDNESDAY</i>	<i>20/06/12</i>	<i>Survey Type: MANUAL</i>
4	GS-03-K-01 CONEY HILL ROAD GLOUCESTER CONEY HILL	MIXED HOUSING	GLOUCESTERSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Total Bedrooms:	75	
	<i>Survey date: THURSDAY</i>	<i>29/04/10</i>	<i>Survey Type: MANUAL</i>
5	HC-03-K-06 ROMSEY ROAD SOUTHAMPTON MAYBUSH	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Total Bedrooms:	260	
	<i>Survey date: THURSDAY</i>	<i>02/10/14</i>	<i>Survey Type: MANUAL</i>
6	KK-03-K-01 BENNETTS BRIDGE ROAD KILKENNY	HOUSES & FLATS	KILKENNY
	Edge of Town Residential Zone Total Total Bedrooms:	85	
	<i>Survey date: TUESDAY</i>	<i>30/09/14</i>	<i>Survey Type: MANUAL</i>
7	WS-03-K-03 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total Total Bedrooms:	354	
	<i>Survey date: THURSDAY</i>	<i>12/05/16</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL VEHICLES

Calculation factor: 1 TOTBED

Estimated TRIP rate value per 1353 TOTBED shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. TOTBED	Trip Rate	Estimated Trip Rate	No. Days	Ave. TOTBED	Trip Rate	Estimated Trip Rate	No. Days	Ave. TOTBED	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	170	0.029	38.755	7	170	0.099	134.502	7	170	0.128	173.257
08:00 - 09:00	7	170	0.040	53.573	7	170	0.130	175.537	7	170	0.170	229.110
09:00 - 10:00	7	170	0.059	79.789	7	170	0.072	96.887	7	170	0.131	176.676
10:00 - 11:00	7	170	0.041	55.853	7	170	0.078	106.006	7	170	0.119	161.859
11:00 - 12:00	7	170	0.064	86.628	7	170	0.048	64.971	7	170	0.112	151.599
12:00 - 13:00	7	170	0.069	93.468	7	170	0.067	91.188	7	170	0.136	184.656
13:00 - 14:00	7	170	0.067	91.188	7	170	0.069	93.468	7	170	0.136	184.656
14:00 - 15:00	7	170	0.054	72.950	7	170	0.070	94.607	7	170	0.124	167.557
15:00 - 16:00	7	170	0.073	99.167	7	170	0.060	80.929	7	170	0.133	180.096
16:00 - 17:00	7	170	0.104	140.201	7	170	0.065	87.768	7	170	0.169	227.969
17:00 - 18:00	7	170	0.131	177.816	7	170	0.064	86.628	7	170	0.195	264.444
18:00 - 19:00	7	170	0.120	162.998	7	170	0.068	92.328	7	170	0.188	255.326
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.851	1152.386			0.890	1204.819			1.741	2357.205

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

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

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Parameter summary

Trip rate parameter range selected:	38 - 354 (units:)
Survey date date range:	01/01/10 - 20/09/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 TOTBED

Estimated TRIP rate value per 1353 TOTBED shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. TOTBED	Trip Rate	Estimated Trip Rate	No. Days	Ave. TOTBED	Trip Rate	Estimated Trip Rate	No. Days	Ave. TOTBED	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	170	0.042	56.992	7	170	0.159	215.431	7	170	0.201	272.423
08:00 - 09:00	7	170	0.061	82.069	7	170	0.262	354.493	7	170	0.323	436.562
09:00 - 10:00	7	170	0.081	109.425	7	170	0.117	158.439	7	170	0.198	267.864
10:00 - 11:00	7	170	0.062	84.349	7	170	0.122	165.278	7	170	0.184	249.627
11:00 - 12:00	7	170	0.091	123.104	7	170	0.081	109.425	7	170	0.172	232.529
12:00 - 13:00	7	170	0.105	142.481	7	170	0.103	139.061	7	170	0.208	281.542
13:00 - 14:00	7	170	0.109	147.040	7	170	0.108	145.901	7	170	0.217	292.941
14:00 - 15:00	7	170	0.098	132.222	7	170	0.117	158.439	7	170	0.215	290.661
15:00 - 16:00	7	170	0.195	263.305	7	170	0.105	142.481	7	170	0.300	405.786
16:00 - 17:00	7	170	0.198	267.864	7	170	0.115	155.019	7	170	0.313	422.883
17:00 - 18:00	7	170	0.238	322.577	7	170	0.102	137.922	7	170	0.340	460.499
18:00 - 19:00	7	170	0.207	280.403	7	170	0.129	174.397	7	170	0.336	454.800
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.487	2011.831			1.520	2056.286			3.007	4068.117

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

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

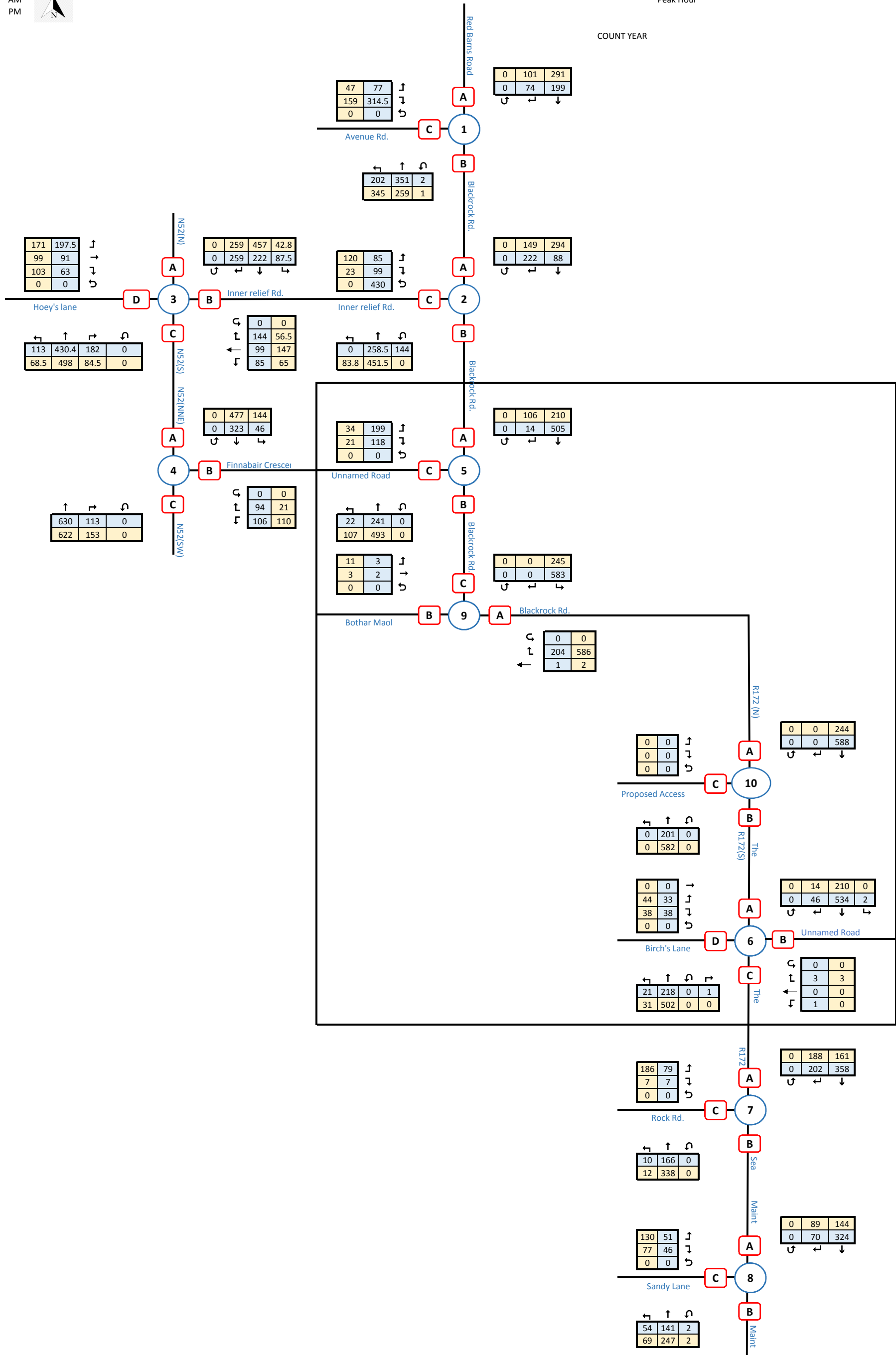
Appendix D. Traffic Movement Diagrams

AM
PM



Peak Hour

COUNT YEAR

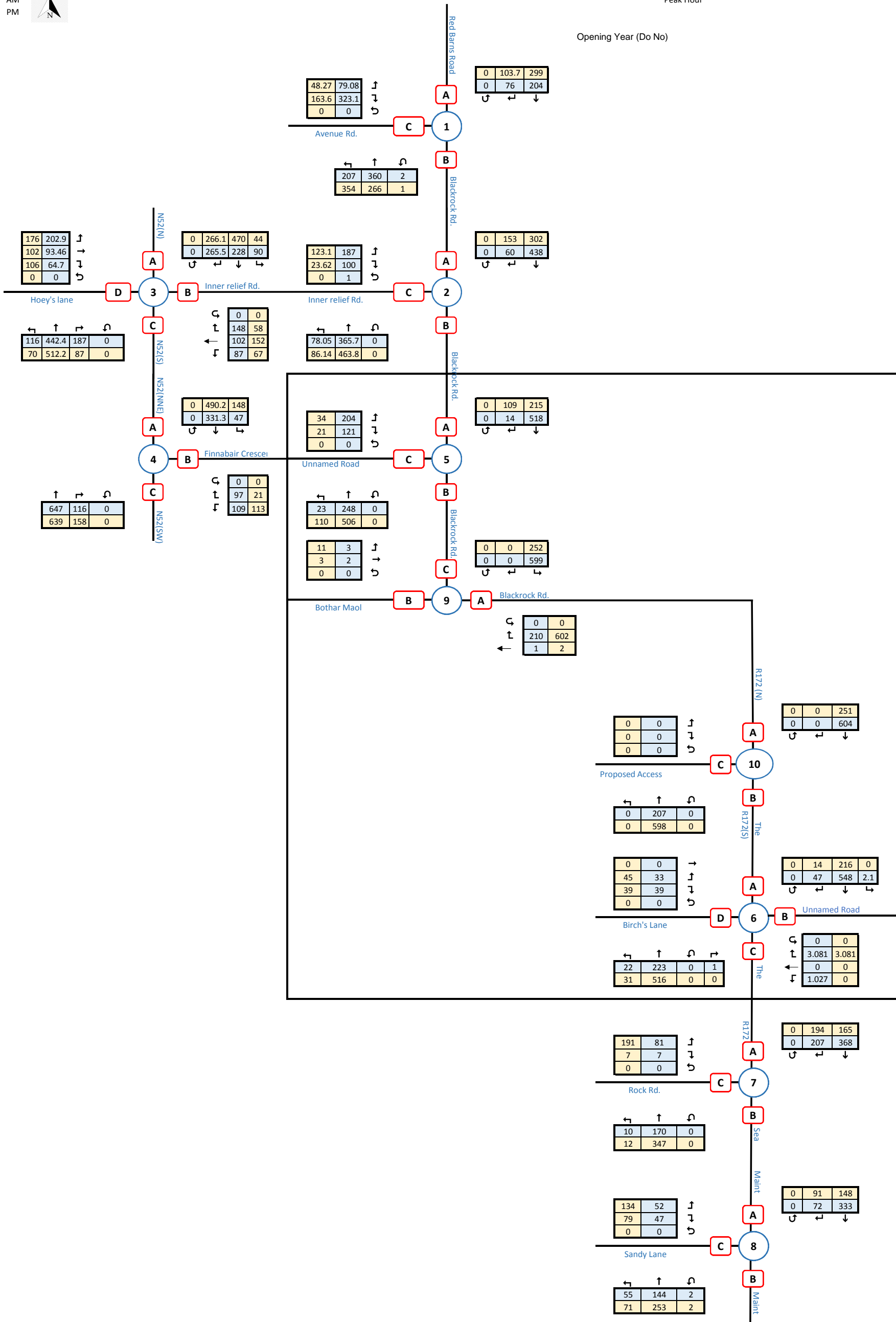


AM
PM



Peak Hour

Opening Year (Do No)

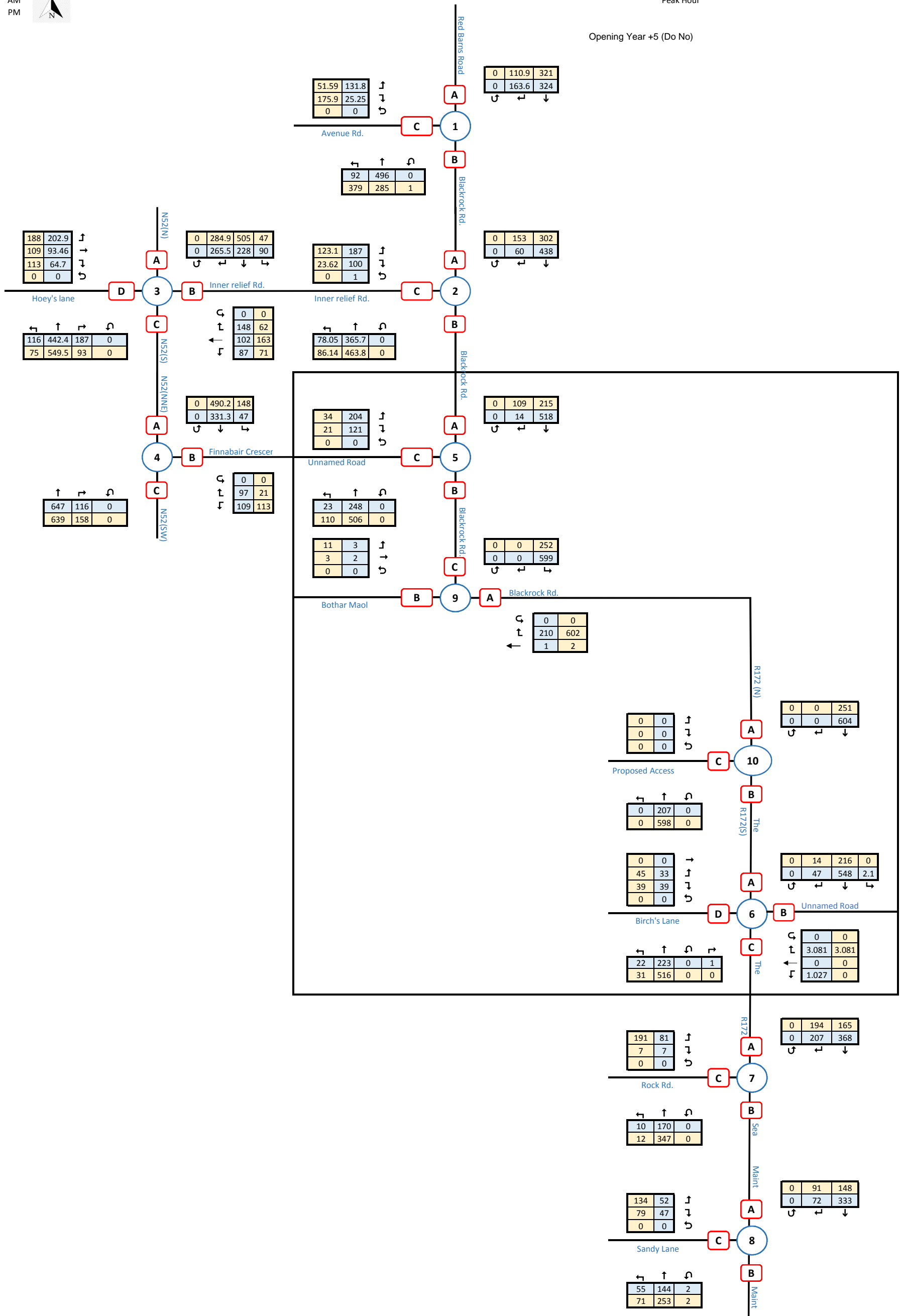


AM
PM



Peak Hour

Opening Year +5 (Do No)

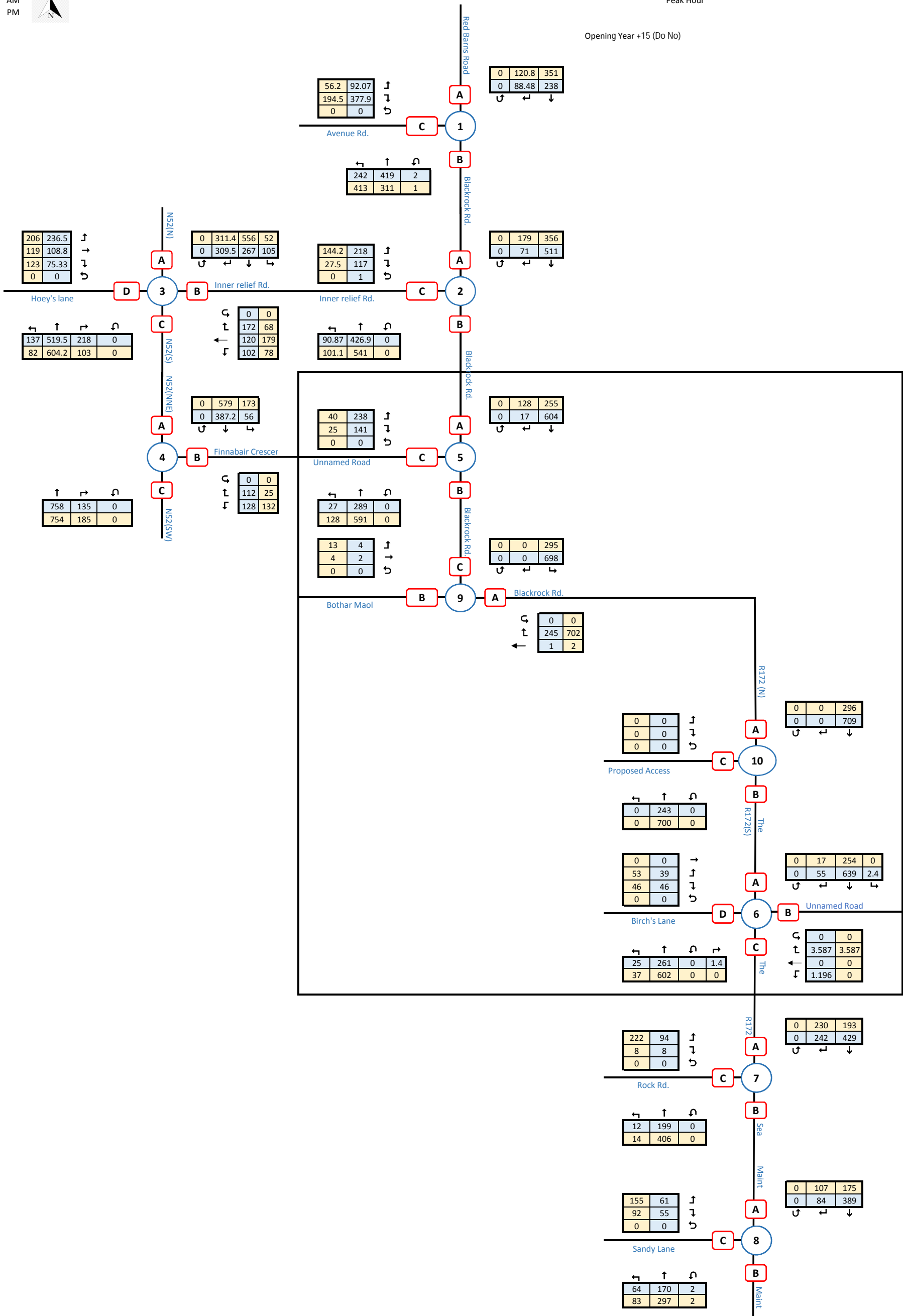


AM
PM



Peak Hour

Opening Year +15 (Do No)

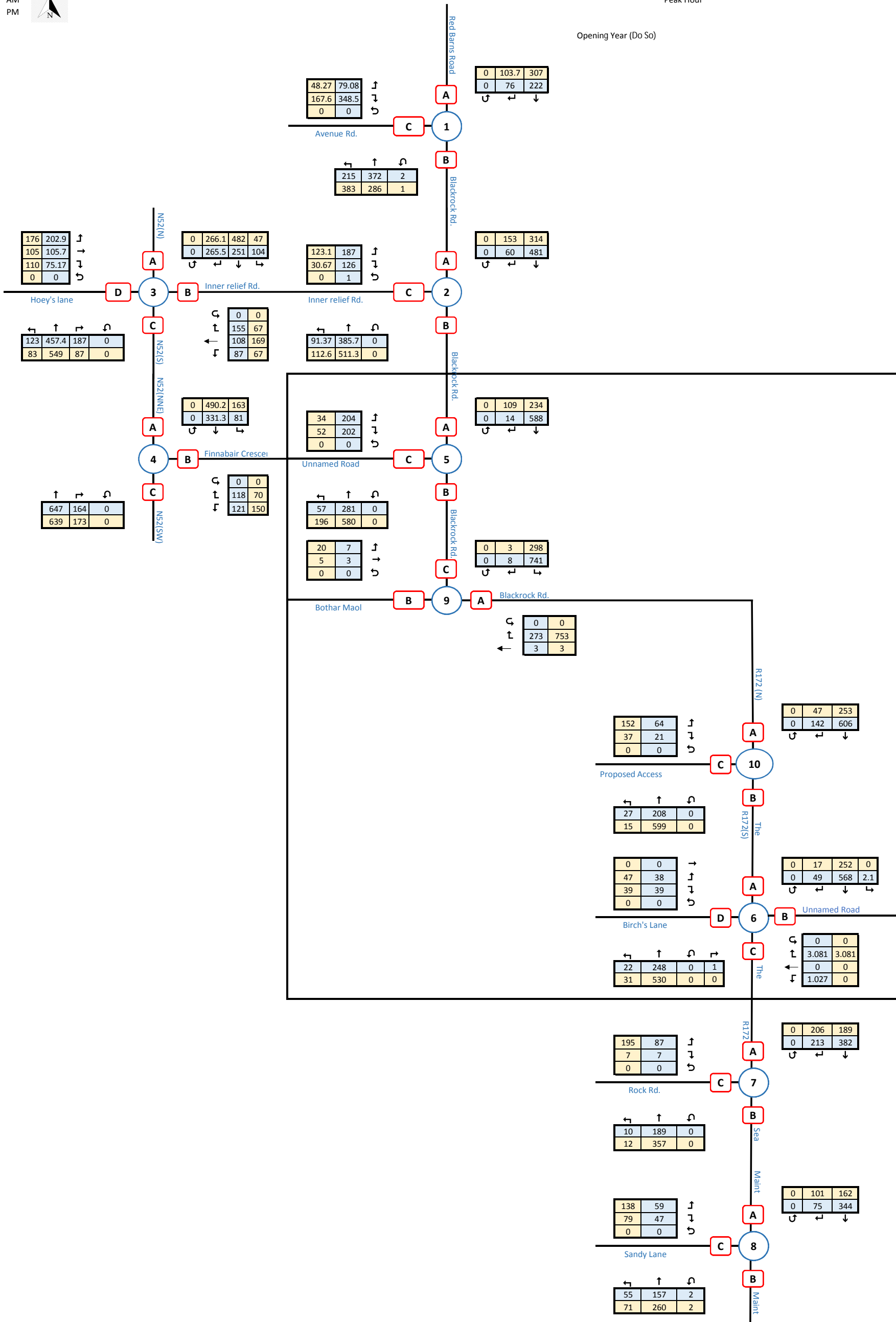


AM
PM



Peak Hour

Opening Year (Do So)

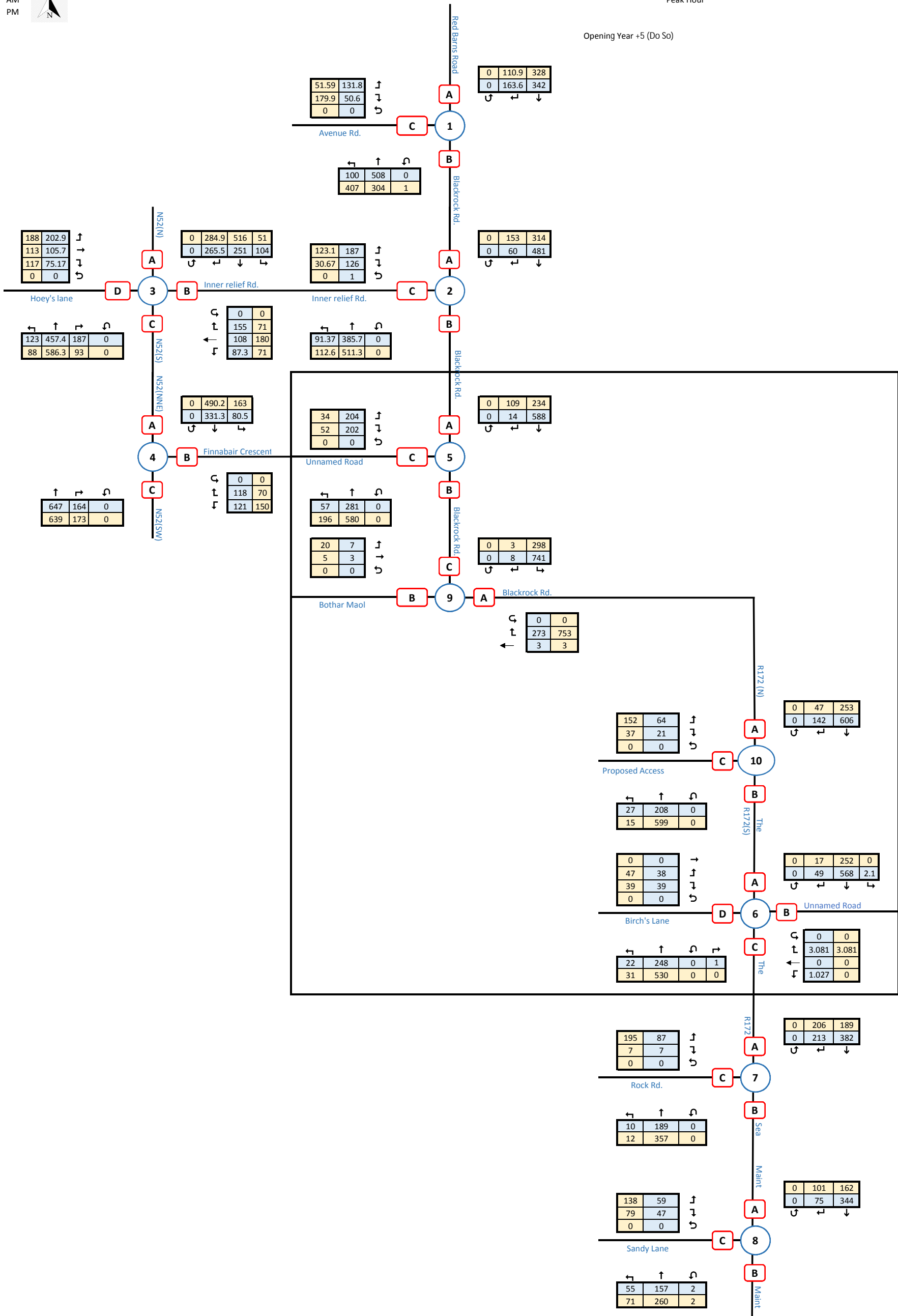


AM
PM



Peak Hour

Opening Year +5 (Do So)

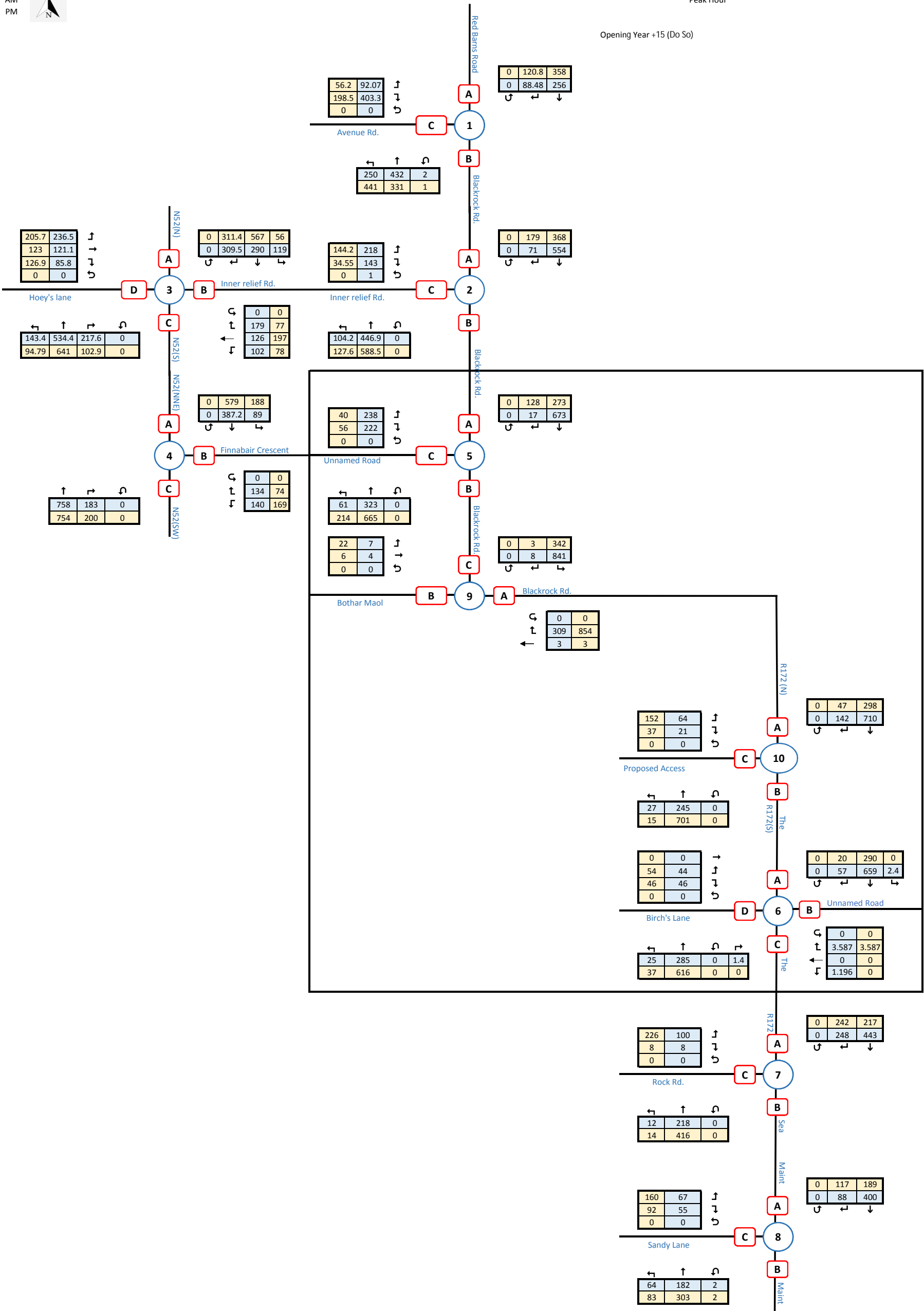


AM
PM



Peak Hour

Opening Year +15 (Do So)



Appendix E. Junction Modelling Results

Junction Modelling Results are in an accompanying CD.

Appendix F. Scoping Document

Blackrock Louth Residential Development

TTA Scoping Study
McAleer-Rushe

January 2018

Contains *sensitive* information



Notice

This document and its contents have been prepared and are intended solely for McAleer-Rushe's information and use in relation to Blackrock Louth Residential Development.

Atkins Ireland assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 12 pages including the cover.

Document history

Job number: 5161486			Document ref: 5161486DG0001			
Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 1.0	Discussion	Chris Fay	Chris Fay	Kieran Boyle	Kieran Boyle	19/01/'17
Rev 2.0	Final	Chris Fay	Chris Fay	Kieran Boyle	Kieran Boyle	26/01/'17

Table of contents

Chapter	Pages
Introduction	3
Thresholds	3
Scoping Details	3
Appendices	7
Appendix A. Site Location and Impacted Junctions	8
Appendix B. Site Layout	9

Introduction

- 1.1. This scoping report has been prepared by Atkins on behalf of the client McAleer and Rushe, with reference to the proposed residential development at Blackrock Louth.
- 1.2. The scoping report is an important part of the traffic and transport assessment process. It is precursor to the preparation of a Traffic and Transport Assessment (TTA). With this in mind, Atkins have designed this scoping study to:
- Inform and guide the initial contact between the client and the transport department of the planning authority;
 - To put into context the importance of traffic and transport implications as an integral element of the development proposal;
 - To emphasise the role of transport access to the development by all modes;
 - To facilitate the planning authority in its review process at an early stage of scheme development.

Thresholds

- 1.3. With reference to Section 2.1 'Thresholds' of TII's Traffic and Transport Assessment Guidelines May 2014, the proposed development is determined to require a traffic and transport assessment on the basis that it is a residential development exceeding 200 no. dwellings.

Scoping Details

- 1.4. The following table has been developed in line with Section 2.3 'Scoping' of TII's Traffic and Transport Assessment Guidelines May 2014 and outlines the key development details and relevant areas of interest.

Ref.	Item	Requirements
1	Location, size and nature of development.	<p>The proposed development is located within the townland of Haggardstown, Blackrock, Co. Louth. SK003 illustrates the site location.</p> <p>The proposed development is residential in nature consisting of 68 no. apartments and 292 housing units equating to a total provision of 350 dwelling units. It is proposed that the development will be served by 1 no. access junction off the R172, approximately 300m north of Birches Lane. A drawing of the Draft Site Layout is contained with Appendix B.</p> <p>3 of the residential units will be located along Bothar Maol to the north of the site and will be accessed at the existing R172 / Bothar Maol junction</p>
2	Is the development in line with National, County and LAP policy?	The proposed development is consistent within zoning objectives of the Louth County Development Plan 2015-2021 and the Dundalk & Environs Development Plan 2009-2015.
3	The existing use(s) of the land.	The existing land use consist solely of agricultural use.
4	Does the development involve relocation of an existing use?	No.
5	Are there any special circumstances relevant to this proposal?	In accordance with the Planning and Development (Housing) and Residential Tenancies Act 2016 the proposed development constitutes Strategic Housing Development on the basis that it is a housing development of more than 100 residential units and thus the associated planning application is to be made directly to An Bord Pleanála.

Ref.	Item	Requirements
6	What provisions are there for pedestrians/cyclists/public transport/disabled access?	The street layout of the proposed development is being developed in accordance with DMURS and thus the appropriate measures are being considered which will facilitate an accessible, permeable, connected and socially inclusive street network for pedestrian and cyclist movement in line with the design ethos contained therein. Pedestrian and cycle routes are provided and designed to connect the development to Blackrock Village to the immediate south and to Dundalk via Bothár Maol laneway to the north.
7	What is the carrying capacity of the existing transport network?	The carriageway width of the R172 Blackrock Road in vicinity of the proposed site access junction is in the order of 6.5m. A regional road of this width and characteristics is likely to have a two-way carrying capacity of 15,000 vehicles per day.
8	What data sources, guidance is available?	CSO Census 2016, MyPlan.ie, TII Project Appraisal Guidelines, TII Traffic Count Data, TII Publications Website, UK DMRB TA 79/99.
9	Are traffic surveys of the existing traffic conditions required?	Yes. Junction turning counts are being undertaken at 8 no. locations as shown on SK003. Five of these are located to the north of the development and include major junctions on the R172 and junctions with the N52. A further 3 no. junctions along the R172 to the south on approach to Blackrock Village are also included. In addition volume and speed surveys have already been undertaken at the junction of the R172 and Bothár Maol.
10	Potential trip/traffic generation from the site. Initial estimates from existing similar development in the locality.	The potential trip rates for houses are 0.15 arrivals and 0.45 departures during the AM period. The corresponding figures during the PM period are 0.43 and 0.25. The potential trip rates for apartments are 0.05 arrivals and 0.15 departures during the AM period. The corresponding figures during the PM period are 0.18 and 0.12. This would result in approximately 180 two way movements during the AM peak hour and 210 two way movements during the PM peak hour. All trip rates are per unit.
11	What are the targets for mode share and how are they to be achieved?	Targets for mode share will be developed with reference to Dundalk Smarter Travel Plan in tandem with a review of those currently being achieved by similar developments within Dundalk and its environs. Measures to achieve targets would be explored within the full TTA report.
12	Are trip distribution and assignment models to be used?	A model of trip distribution and assignment will be developed. This will be based on CSO 2016 census statistics on travel times. Trip assignment will be based on existing turning proportions obtained from the junction turning counts.
13	Are further traffic generation surveys required or can the TRICS database be used to estimate trip rates?	The potential traffic generation figures highlighted in 10 above will be refined through a detailed assessment of the TRICS database.
14	What is the rate of traffic growth locally?	Based on a review of Unit 5.3 'Travel Demand Projections' of TII's Project Appraisal Guidelines, the traffic growth rate associated with the 'Border' counties taking the central growth for the period of 2013 to 2030 is 1.0114 for LV's and 1.0237 for HV's.

Ref.	Item	Requirements
15	When is the critical time period of assessment? i.e. consider the peak hour for development traffic and also the peak hour for the network.	It is considered that the peak hours of development and local road traffic will occur during the 08:00 to 09:00 and 17:00 to 18:00 periods. However this will be confirmed once the traffic survey results become available and the refined TRICS assessment has been undertaken. Assessments will be undertaken for the base year, opening year, opening year +5 and opening year +15.
16	When will the site become fully operational? Are there significant phases to the project?	It is currently envisaged that the opening year of the proposed development, allowing for planning, detailed design and construction, would be 2020. The proposed development lands in control of our client sit within a larger masterplan development parcel. These areas are not in ownership of our client and could be developed in further phases.
17	Are there ways to reduce car dependency? Is a mobility management plan required?	Please refer to Item 6. LCC have confirmed that a Mobility Management plan is not required.
18	Will the site attract traffic from other adjacent sites?	The site may attract nominal volumes of traffic from adjacent sites.
19	Are there any adjacent developments committed or proposed that will have significant trip / traffic implications?	Residential zoned lands to the immediate west and south of the will have potential to generate similar traffic volumes to the proposed development.
20	What is the cumulative impact of the development within the area?	As assessment of the adjacent residential zoned lands will be undertaken to ascertain the cumulative impact on the main access junction and whether provisions are necessary for consideration of traffic signals or a secondary access junction onto Birches Lane.
21	What will be the area of impact of the proposal, i.e. adjacent local regional, National Road routes and junctions	The area of anticipated material impact and impacted junctions is referred to within Item 9 and as shown on SK003.
22	Will adjacent links or junctions become overloaded or be impacted significantly? Is a new or modified road access likely?	The potential impact on the junctions identified within Item 9 and as shown on SK003 will be assessed as part of the TTA process.
23	What level of car parking provision is proposed?	Car parking provisions will be allocated in line with requirements of the Louth County Development Plan.
24	What sightlines/ visibility splays are available at the proposed development accesses?	Sightlines to the north at the location of the proposed development access junction are in the order of 90m and to the south are in the order of 60m.
25	Do they comply with the requirements of the appropriate standard? i.e TII 'Geometric Design of Junctions' or DMURS	It is proposed that the appropriate standard for application to this section of the R172 is DMURS. The required visibility splays are thus 65m. The stone wall and associated hedge rows which impede visibility to the south will be set back.
26	Are there any road safety implications?	None anticipated; see Item 27.
27	Is a Road Safety Impact Assessment or Road Safety Audit required? Refer to TII standards.	A Road Safety Audit of the main access junction is likely to be necessary.

Ref.	Item	Requirements
28	What type of transport analysis is most suitable? i.e. isolated junction models or local area models?	Isolated junction models are the most appropriate type of modelling software for use. Traffic signals will be modelled with LINSIG, roundabout junctions will be modelled with ARCADY and priority controlled junction swill be modelled with PICADY.

Appendices

Appendix A. Site Location and Impacted Junctions

A1

DO NOT SCALE

File: 5161486_SK_003.dwg
Date: Jan 19, 2018 - 12:09pm
Plotted by: bholland



KEY:
IMPACTED JUNCTIONS ○

Rev	Description	By	Date	Chk'd	Auth
-	FOR INFORMATION	BH	19.01.17	KB	KB

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Client	MCALEER & RUSHE			
Project	BLACKROCK, LOUTH RESIDENTIAL DEVELOPMENT			

Purpose				
Title				
SITE LOCATION AND IMPACTED JUNCTIONS				
Original Scale	Design/Drawn	Checked	Authorised	
NOT TO SCALE	BH	KB	KB	
Date	Date	Date	Date	Date
19.01.18	19.01.18	19.01.18	19.01.18	19.01.18
Status	Drawing Number	Rev		
I	5161486/HTR/SK003	-		

Appendix B. Site Layout

OS Map Series: 1:2500 ref. 1702-D
 ITM Centre Point Co-ordinate: X,Y =706798, 804325
 Copyright Ordnance Survey Ireland
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 All dimensions in millimeters
 All levels (in metres) are related to Malin Head Datum

Proposed Masterplan

- Site Boundary outlined in Red
- Right of Way shown in Yellow

Housing mix & Typologies:

Unit Type	Description	no. of beds	area (m ²)	no. of units
HOUSES				
TA	Detached	5	196.5	22
TB	Detached	5	176.5	19
TC	Detached	4	151.8	10
TC1	Detached (corner unit)	4	153.4	7
TD	Detached	4	146	3
TE	Det/Semi-D	4	138.5	23
TF	Detached	4	137.4	7
TG	Semi-D/Det.	4	120.8	50
TH	Detached (corner unit)	3	117.3	9
TH1	Detached	3	110	9
TI	Semi-D/Ter.	3	102	37
TJ	Semi-D/Ter./D.	3	92	61
DB	Detached (disability bungalow)	4	160.4	1
APARTMENTS + DUPLEXES				
1Bed	Block A/B/C/D E/F/G	1	52/ 56	64
2Bed	Block A/B/C/D E/F/G	2	78/80/83	149
2Bed	GF Apt. below Duplexes	2	84/86 82	06
3Bed	Duplexes	3	117/118	06
Total:				483

Housing mix:
 Detached: 105 units (21.7%)
 Semi-Detached: 114 units (23.6%)
 Terraced: 39 units (8.1%)
 Duplexes: 06 units (1.3%)
 GF Apt. below Duplexes: 06 units (1.3%)
 Apartments: 213 units (44%)

Total Residential units: 483 units
 Total House units: 258 units
 Total GF Apart. + Duplexes above: 12 units
 Total apartment units: 213 units

Housing typologies:
 Total 5 bed: 41 units (8.5%)
 Total 4 bed: 101 units (20.9%)
 Total 3 bed: 116 units (24%)

Total 3 bed Duplexes: 06 units (1.3%)

2 bed GF apt. below duplexes: 06 units (1.3%)

2 bed Apartments: 149 units (30.8%)
 1 bed Apartment: 64 units (13.2%)

Total Residential units: 483 units (100%)
 Site area: c. 179,566m² / 17.9 Ha.
 Road works: c. 4,170m² / 0.4 Ha.
 Zoned open space: 37,150m² / 3.7 Ha.
 Developable area: c. 138,246m² / 13.8 Ha.
 Site Density: 35 units per hectare
 Public open space provided: 14,050m² / 1.4 Ha. (10.2% of developable area)
 Site coverage: 20% Plot Ratio: 0.38.

Carparking Provision:
 Total House units: 258 units (257+1no.DB) 518 no. spaces (2no./unit+4no.DB)
 Total GF Apart. + Duplexes: 12 units 12 no. spaces (1no./unit)
 Total apartment units: 213 units 213 no. spaces (1no./unit)
 Total visitors spaces: 57 no. spaces (1no./ 4 apt.)
 Total Creche spaces (staff+drop-off) 24 no. spaces
 Total carparking spaces: 824 no. spaces

Bicycle parking Provision:
 Total residents spaces (apt.) 392 no. spaces (1no./bedroom)
 Total visitors spaces (apt.) 112 no. spaces (0.5no./ apt. unit)
 Total Creche spaces 8 no. spaces
 Total bicycle spaces: 512 no. spaces

Revision Description	Date	Rev. No.	Issued by

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 Project Lead: RN Date Printed: 18/04/2019
 Drawn By: RN/KG Current Rev.:
 Model No.: 1806-OMP-00-ZZ-DR-A-XX-10003
 Purpose: PLANNING - DRAFT

Project: Residential Development
 Location: Blackrock, Dundalk, Co. Louth
 Client: Kingsbridge Consultancy Ltd.

Drawing Title: Proposed Masterplan
 Drawing No.: 1806-OMP-00-ZZ-DR-A-XX-10003



Site Notice Location 1 of 3.

Site Notice Location 2 of 3.

Site Notice Location 3 of 3.

Zoned Open Space outline

Site Area: 17.9 Ha.

Proposed Masterplan
 scale 1:1000

draft
 PLANNING

Authority: O'Mahony Pike

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