

LIMERICK

LONDON

DUBLIN

CONSULTING GR www.csconsulting.ie

CS CONSULTING

GROUP

Traffic and Transport Assessment (incl. Traffic and Transport Statement)

Strategic Housing Development (SHD)

Former O'Devaney Gardens Site, Dublin 7

Client: Bartra ODG Limited Job No. B089

May 2021





TRAFFIC AND TRANSPORT ASSESSMENT (INCL. TRAFFIC AND TRANSPORT STATEMENT)

STRATEGIC HOUSING DEVELOPMENT (SHD) FORMER O'DEVANEY GARDENS SITE, DUBLIN 7

<u>CONTENTS</u>

1.0		_ 1
2.0	SITE LOCATION AND PROPOSED DEVELOPMENT	_ 5
3.0	RECEIVING ENVIRONMENT	_ 8
4.0	TRAFFIC GENERATION & TRIP DISTRIBUTION	14
5.0	OPERATIONAL ASSESSMENT	26
6.0	PARKING	. 36
7.0	ACCESS, LAYOUT, PEDESTRIANS & CYCLISTS, SERVICING, PUBLIC TRANSPORT_	. 45
8.0	COMMENTS RECEIVED FROM PLANNING AUTHORITIES	61
9.0	SUMMARY & CONCLUSIONS	66

Appendix A: Traffic Survey Data Appendix B: TRICS Data Appendix D: PICADY Model Results Appendix E: Quality Audit

Appendix C: Traffic Flow Matrices

This Report has been prepared by CS Consulting for the benefit of its Client only. The contents of this Report are shared with interested parties for information only and without any warranty or guarantee, express or implied, as to their accuracy, reliability or completeness. This Report cannot be relied on by any party other than the party who commissioned it.

File Location:	File Location: Job-R089\B_Documents\C_Civil\A_CS Reports\Traffic							
BS 1192 FIELD		ODG-CSC-ZZ	-XX-RP-C-0003-P3					
Job Ref.	Aut	hor	Reviewed By	Authorised By	Issue Date	Rev. No.		
B089	GF		NB	NB	11.05.2021	Р3		
B089	B089 GF NB NB 07.04.2021 P2							
B089	GF		NB	NB	24.07.2020	P1		





1.0 INTRODUCTION

1.1 Scope

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Bartra ODG Limited. to prepare a Traffic and Transport Assessment for a proposed Strategic Housing Development at O'Devaney Gardens, Stoneybatter, Dublin 7.

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

- Dublin City Development Plan 2016–2022
- Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities) 2020
- The Institute of Highways and Transportation Guidelines for Traffic Impact Assessments
- TII Project Appraisal Guidelines 2011
- TII Traffic and Transport Assessment Guidelines
- Trip Rate Information Computer System (TRICS)
- Design Manual for Urban Roads and Streets

1.2 Objective

The objective of this report is to examine the traffic implications associated with the proposed development, in terms of integration with existing traffic in the area. The report determines the impact of the proposed development on the existing road network, in particular through the operational assessment of key existing junctions along North Circular Road, Infirmary Road and residential streets in the vicinity of the subject development site.

The report also examines the proposed development's vehicular access arrangements, car parking provision, site layout, and facilities for pedestrians and cyclists.



1.3 Study Methodology

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

- <u>Traffic flow data</u> 12-hour classified vehicular traffic count surveys were undertaken on Thursday the 27th of February 2020 by Traffinomics Limited on behalf of CS Consulting. The surveys were conducted between 07:00 and 19:00 at 10no. existing junctions along North Circular Road, Infirmary Road, and residential streets in Stoneybatter, Dublin 7.
- <u>Trip generation</u> A development trip generation assessment has been carried out using TRICS data, to determine the potential vehicular trips to and from the proposed development site during peak hours. The potential trip generation of other relevant known committed development in the area has also been established.
- <u>Trip distribution</u> Based upon existing traffic characteristics and the surrounding road network, an appropriate distribution has been assigned to site development vehicular trips across the road network, as described in sub-section 4.2.
- Existing junction assessment A spreadsheet model was created which contains the base year do-nothing traffic count data described above. These traffic count data were used to develop PICADY models of 5no. key junctions on the surrounding road network.
- <u>Future junction operation assessments</u> Future year traffic forecasts were derived from TII growth factors, development trip generation figures, and predicted redistribution of existing traffic. These traffic flows were applied to the PICADY models described above. The performances of the junctions in these models were assessed for the survey year (2020), the proposed year of opening (2023), 5 years after opening, and 15 years after opening (the Design Year Assessment).



• <u>Parking</u> – Car, bicycle, and motorcycle parking provisions within the proposed development have been assessed with reference to the parking standards set out in the Local Authority development plan.

1.4 Structure of Report

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

The structure of this report corresponds to the various stages outlined above, and the key tasks summarised below:

- Section 2 describes the proposed development location, existing land use, and the development proposals.
- Section 3 provides an overview of the existing traffic conditions and the local road network, identifying any existing issues related to traffic flow or road infrastructure of particular relevance to this transport appraisal.
- Sections 4 and 5 detail the analysis as described in the study methodology above. The analysis examines trip generation, trip distribution, and resulting junction operational performance with the development in place.
- Section 6 assesses the proposed car parking provision for the development, with reference to Local Authority standards.
- Section 7 addresses the development's internal layout and access for motor vehicles, pedestrians and cyclists.
- Section 8 provides an overview of the relevant opinions and recommendations received from An Bord Pleanála and from Dublin City Council in the course of the Strategic Housing Development application



process to date, and details the measures taken in response to these comments.

• Section 9 presents the conclusions of the report.



2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 Site Location

The proposed development site is located at O'Devaney Gardens, Stoneybatter, Dublin 7. The site is located in the administrative jurisdiction of Dublin City Council and has a total area of approximately 5.2ha.



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

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

The site is bounded to the east by Saint Bricin's Military Hospital and by existing residential properties, to the west by an adjacent residential development currently under construction and by existing residential properties, and on all other sides by existing residential properties.





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

2.2 Existing Land Use

The subject site is brownfield and currently generates no vehicular traffic.

2.3 Description of Proposed Development

The proposed Strategic Housing Development comprises the following elements of relevance to the present Traffic and Transport Assessment:

- 43no. dwelling houses (including 20no. duplex units);
- 1,004no. apartments;
- crèche with gross floor area of 489m²;
- community space with gross floor area of 157m²;
- convenience retail units with total gross floor area of 1,393m²; and
- café unit with gross floor area of 155m².



The subject development's internal road network shall tie into the existing surrounding road network at the existing O'Devaney Gardens / North Circular Road junction (north of the development site), the repositioned O'Devaney Gardens / Montpelier Gardens junction (south of the development site), and the existing connection between O'Devaney Gardens and Thor Park (east of the development site). Provision is also made for pedestrian and cyclist connectivity onto Ross Street and onto Ashford Cottages, at the development site's northern boundary. The development includes 273no. car parking spaces, 3no. crèche set-down spaces, 2,000no. bicycle parking spaces, and 11no. motorcycle parking spaces.

A detailed description of the proposed development is provided in the Site Notice.

For the purposes of the present assessment, it is assumed that the subject development shall be completed and occupied by the year 2023.



3.0 RECEIVING ENVIRONMENT

3.1 Existing Traffic Flows

Full turning movement classified traffic counts were carried out by Irish Traffic Surveys (ITS), on behalf of CS Consulting, over a 12-hour period (07:00–19:00) on Thursday the 27th of February 2020. Count information was obtained at the following 10no. sites (see Figure 3):

- J1. North Circular Road (R101) / O'Devaney Gardens (3-arm priority-controlled junction)
- J2. Montpelier Gardens / O'Devaney Gardens (3-arm priority-controlled junction)
- J3. O'Devaney Gardens / Thor Place / Thor Park (3-arm priority-controlled junction)
- J4. Military Hospital / Montpelier Park / Montpelier Gardens (3-arm priority-controlled junction)
- J5. Infirmary Road (R101) / Montpelier Gardens (3-arm priority-controlled junction)
- J6. Conyngham Road (R109) / Infirmary Road (R101) / Parkgate St. (R109) (3-arm signal-controlled junction)
- J7. Infirmary Road (R101) / Phoenix Park / North Circular Road (R101) (3-arm signal-controlled junction)
- J8. Aughrim Street (R806) / Cowper Street (3-arm priority-controlled junction)
- J9. North Circular Rd (R101) / Aughrim Street (R806) / Blackhorse Avenue (4-arm signal-controlled junction)
- J10. Manor Street (R805) / Aughrim Street (R806) / Prussia Street (R805) (3-arm priority-controlled junction)

The peak hour traffic flows across all 10no. survey sites were found to be between 08:00 and 09:00 (AM peak hour) and between 16:45 and 17:45 (PM peak hour).





Figure 3 – Surveyed road junction sites (map data & imagery: OSM Contributors, Google)

Time		Total Junction Traffic Movements (Passenger Car Units)									
Period	JI	J2	J3	J4	J5	J6	J7	J8	J9	J10	
AM Peak	1128	102	124	69	1145	1777	1405	443	1561	1162	
PM Peak	1132	121	57	83	953	2401	1145	457	1604	1326	

Table 1 – Existing Weekday Peak Hour Traffic Flows at Surveyed Junctions

Raw data from these traffic surveys are provided in Appendix A. The traffic movements at each surveyed junction during the peak hours have been



isolated from the count data and are included in the traffic flow matrices given in Appendix C. Total peak hour flows at the surveyed junctions are also given in Table 1.

This traffic survey predates the Government's introduction of travel restrictions related to the COVID-19 public health emergency, the first of which came into force on the 12th of March 2020, and is therefore not considered to have been affected by these measures.

3.2 Existing Road Network Characteristics

3.2.1 North Circular Road

- Single carriageway road with a pavement width of 8m in the vicinity of the subject development.
- Regional road with an east-west alignment overall, leading to Phoenix Park in the west and leading to the docklands in the east.
- Subject to a 50km/h speed limit.
- Raised footpaths are present along both sides of North Circular Road. Advisory cycle tracks are present in the westbound direction.
- On-street parking is not prohibited along sections of North Circular Road in the vicinity of the subject development site.

3.2.2 Infirmary Road

- Single carriageway road with a pavement width of approximately 10m in the vicinity of the subject development site.
- Local road with a north-south alignment, leading to Parkgate Street in the south and to North Circular Road in the north.
- Subject to a 50km/h speed limit.
- Raised footpaths are present along both sides of Infirmary Road.
- No cycle tracks or bus lanes are present along Infirmary Road.



• On-street parking is present on Infirmary Road in the vicinity of the subject development site.

3.2.3 Montpelier Gardens

- Single carriageway road with a pavement width of approximately
 8m in the vicinity of the subject development site.
- Residential Street with an east-west alignment, leading to St. Bricin's Military Hospital and the subject development in the east and connecting to Infirmary Road in the west.
- Subject to a 30km/h speed limit.
- Raised footpaths are present along both sides of Montpelier Gardens.
- No cycle tracks or bus lanes are present along Infirmary Road.
- On-street parking is not prohibited on Montpellier Gardens in the vicinity of the subject development site.

3.2.4 Conyngham Road / Parkgate Street

- Single carriageway road with a pavement width of approx. 14m in the vicinity of its junction with Infirmary Road
- Regional road with an east-west alignment generally, connecting to Dublin city centre in the east and to Lucan in the west.
- Subject to a 50km/h speed limit.
- Raised footpaths are present along both sides of Conyngham Road/Parkgate Street.
- A shared bus/cycle lane is present in the eastbound direction on Parkgate Street to the east of its junction with Infirmary Road.
- On-street parking is prohibited on Conyngham Road/ Parkgate Street.



3.3 Proposed Local Infrastructure Improvements

As part of the Cycle Network Plan for the Greater Dublin Area, administered by the National Transport Authority, it is proposed that secondary cycle route No.1 be implemented along North Circular Road in the vicinity of the subject development site. Additionally, it is proposed to implement feeder routes linking the subject development site to this route. No information is yet publicly available on the proposed design or delivery timeframe of the aforementioned objectives.

It is proposed under the BusConnects Dublin Area Revised Bus Network to implement B1 Spine route along Prussia Street in the vicinity of the subject development site. This route will operate at a midday frequency of 10-15 mins between Blanchardstown and UCD via Dublin city centre. It is also proposed to implement Orbital route O along the North Circular Road and Infirmary Road in the vicinity of the subject development site and orbital route N2 along Aughrim Street and Blackhorse Avenue. These routes will operate at a midday frequency of 5-10 mins and 20 mins respectively.

At the time of writing this report, no road development objectives or other significant infrastructural improvements in the vicinity of the subject site have been included in the *Dublin City Development Plan 2016-2022*.

3.4 Nearby Committed Developments

Several active planning permissions (incomplete at the time of the traffic survey) have been identified that are considered sufficiently close to the subject development site to have a potential influence on the traffic flows at the junctions subject to detailed assessment in this report. However, all but one of these are student residences with a negligible associated vehicular trip generation; these are therefore not considered further in this assessment.



The remaining nearby committed development is a Dublin City Council social housing development of 36no. dwelling houses and 20no. apartments, directly adjacent to the subject development site, with vehicular access via the internal road network of the O'Devaney Gardens site. This development is currently under construction.



Figure 4 – Relevant nearby committed development (map data & imagery: OSM Contributors, Google)

For the purposes of this Traffic Impact Assessment, it has been assumed that the above committed development shall be operational by the year 2023. The projected traffic to be generated by this development has been included in the future year junction assessments, as described in sub-section 4.4 of this report.



4.0 TRAFFIC GENERATION & TRIP DISTRIBUTION

4.1 Subject Development Trip Generation

Trip generation factors from the TRICS database have been used to predict the trip generation to and from the proposed development, for both the AM and PM peak hour periods. Full details of the TRICS information used in the assessments are provided in Appendix B.

The subject development comprises the following elements:

- 43no. dwelling houses (including 20no. duplex units);
- 1,004no. apartments;
- a crèche with a gross floor area of 489m²;
- community space with a gross floor area of 157m²;
- convenience retail units with a total gross floor area of 1,393m²; and
- a café unit with a gross floor area of 155m².

The non-residential elements of the development may be expected to serve primarily the development itself, as well as the adjacent existing established residential developments. This is particularly true of the community space and the café unit, which are expected to generate negligible vehicular traffic; these two elements have therefore been excluded from the trip generation analysis.

For the remaining elements of the development, the TRICS sub-categories '03 Residential / A – Houses Privately Owned', '03 Residential / C – Flats Privately Owned', '01 Retail / I – Shopping Centre – Local Shops', and '04 Education / D – Nursery' have been employed. These sub-categories are described in the TRICS land use category definitions as follows:

Houses Privately Owned

"Housing developments where at least 75% of units are privately owned. Of the total number of units, 75% must also be houses (sum of "non-split"



terraced, detached, semi-detached, bungalows, etc), with no more than 25% of the total units being flats. Includes properties that are privately owned and then privately rented. Note that "Help to Buy" dwellings or any other where residents have equity in a property are considered to be privately owned. Trip rates are calculated by Site Area, Dwellings, Housing Density, or Total Bedrooms."

Flats Privately Owned

"Housing developments where at least 75% of households are privately owned. Of the total number of units, 75% must also be flats (sum of flats in blocks and "split" houses), with no more than 25% of the total units being "non-split" houses. Includes properties that are privately owned and then privately rented. Note that "Help to Buy" dwellings or any other where residents have equity in a property are considered to be privately owned. Trip rates are calculated by Site Area, Dwellings, Housing Density, or Total Bedrooms."

Local Shops

"A collection of small local shops within close proximity, possibly with shared parking facilities. Would include a superstore with accompanying small shops if the small shops exceed 15% of the total floor space of the site. If the shops are within one building include as 01/M. If the separate shops are superstores include as 01/J or 01/K. Trip rates are calculated by Gross Floor Area, Retail Floor Area, or Employees."

<u>Nursery</u>

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

The TRICS trip rates for the proposed development have been selected from the above categories, restricted insofar as possible to similar suburban



locations, and further refined with reference to 2016 CSO census data on the basis of:

- the population within 1 mile of the development site (65,000 approx.);
- the population within 5 miles of the development site (720,000 approx.);
- the aggregate mean car ownership rate within 5 miles of the development site (0.96 cars per household).

Table 2 – TRICS Residential Trip Generation Rates								
	Arriv per hour pe	vals er dwelling	Depc per hour p	irtures er dwelling				
	Houses	Apartments	Houses	Apartments				
AM Peak	0.121	0.038	0.255	0.132				
PM Peak	0.212	0.148	0.130	0.102				

The trip rates selected are given in Table 2 and Table 3.

Table 3 – TRICS Non-Residential Trip Generation Rates

	Arriv per hour per	vals r 100m² GFA	Departures per hour per 100m ² GFA		
	Retail Units	Crèche	Retail Units	Crèche	
AM Peak	3.487	6.399	3.109	5.250	
PM Peak	5.466	2.953	5.986	3.302	

Residential trip numbers in this instance have been calculated as a function of the TRICS trip rates given in Table 2 and the total numbers of dwellings (43no. houses and 1,004no. apartments) within the proposed development. Non-residential trip numbers have been calculated as a function of the TRICS trip rates given in Table 3 and the gross floor areas of the retail units and crèche. The resultant TRICS-derived trip generation figures obtained are given in Table 4 and Table 5.



	Table 4 – Residential Trip Generation from TRICS								
	rtures								
		Houses	Apartments	Houses	Apartments				
A	AM Peak	5	38	11	133				
F	PM Peak	9	149	6	102				

Table 5 – Non-Residential Trip Generation from TRICS							
	Arri	vals	Depc	irtures			
	Retail Units	Crèche	Retail Units	Crèche			
AM Peak	49	31	43	26			
PM Peak	76	14	83	16			

As previously noted, the retail units and crèche within the proposed development may be expected to serve primarily the development itself, as well as the surrounding existing established residential areas. For this reason, it is likely that the true numbers of vehicular trips generated by these elements of the development shall be lower than those indicated in Table 5.

To account for this expected usage pattern, a discount of 50% has been applied to the non-residential vehicular trip generation obtained from TRICS. The resultant adjusted non-residential trip generation is given in Table 6.

Table 6 – Adjusted Non-Residential Trip Generation							
	Arri	Depc	irtures				
	Retail Units	Crèche	Retail Units	Crèche			
AM Peak	24	16	22	13			
PM Peak	38	7	42	8			

The final trip generation figures for the development as a whole are given in Table 7.



	Table 7 – Total Development Trip Generation						
		Arrivals		l	Departures		
	Resi. Non-Resi. TOTAL Resi. Nor					TOTAL	
AM Peak	43	40	83	143	34	177	
PM Peak	158 45 203 108 50 158						

It is also noted that construction traffic generated by the adjacent committed development, which is currently under construction (see subsection 3.4) passes through the subject site and in particular travels via the junction of O'Devaney Gardens with the North Circular Road. During the subject development's operational phase, this construction traffic shall no longer be present on the local road network. In keeping with the above objective of ensuring a robust assessment of future traffic impact, however, this existing construction traffic has not been removed from the future year traffic flows employed in the assessment.

4.2 Subject Development Trip Distribution

As the subject development site is currently vacant and does not generate vehicular traffic, it is not possible to use the existing directional splits at surveyed junctions to establish the future distribution of traffic to be generated by the proposed development. An alternative method has therefore been employed, which is based upon the existing surveyed mainline traffic flows at key locations on the surrounding street network.

As shown in and Figure 5 and Figure 6, vehicular traffic arriving to or departing from the development site is expected to leave or enter the immediate surrounding area via one of the following streets:

- (A) Infirmary Road to/from south (at surveyed junction J5);
- (B) Phoenix Park to/from west (at surveyed junction J7);
- (C) Blackhorse Avenue to/from west (at surveyed junction J9);



- (D) North Circular Road to/from north (at surveyed junction J9); or
- (E) Manor Street to/from south (at surveyed junction J10).

The predicted distribution of vehicular trips to and from the subject development has been established following the proportions of the surveyed inbound and outbound mainline traffic flows at these five points on the local road network, in each of the peak hour periods. These proportions (for both arrivals and departures, in both of the peak hour periods) are shown in Figure 5 and Figure 6. Also shown in these images are the mapped routes providing the shortest driving distances between the development site and each of the five network points.



Figure 5 – Predicted distribution of subject development arrival trips (background map data: OSi, OSM Contributors)





Figure 6 – Predicted distribution of subject development departure trips (background map data: OSi, OSM Contributors)

Table 8 and Table 9 summarise the distribution of development arrival and departure trips according to the network point from which they arrive or to which they depart. These tables indicate the proportions and numbers of trips from/to each network point, the development access junction used in each case, and the other surveyed junctions through which they will pass.

As the development's 3no. access junctions shall be connected by the internal road network, it is assumed that any vehicle arriving to or departing from the development shall use whichever of these access junctions is the more convenient given its origin or destination on the surrounding road network.



Table 8 – Distribution of Development Arrival Trips								
Network Entry Point	Dev. Access Junction No.	Other Junctions Passed Through	% of AM Trips	% of PM Trips	Number of AM Trips	Number of PM Trips		
А	2	6, 5	17.6%	23.8%	15	48		
В	1	7	21.5%	5.1%	18	10		
С	1	9	23.9%	8.6%	20	17		
D	1	9	18.6%	24.3%	15	49		
Е	3	10, 8	18.4%	38.2%	15	78		

Table 9 – Distribution of Development Departure Trips

Network Exit Point	Dev. Access Junction No.	Other Junctions Passed Through	% of AM Trips	% of PM Trips	Number of AM Trips	Number of PM Trips
А	2	5,6	31.1%	19.2%	55	30
В	1	7	5.1%	11.1%	9	17
С	1	9	11.2%	24.8%	20	39
D	1	9	20.1%	22.1%	36	35
Е	3	8, 10	32.6%	22.8%	58	36

4.3 Proportional Increases in Traffic

Table 10 shows the absolute and proportional increases in peak hour traffic flows that shall result from the proposed development at each of the 10no. surveyed junctions shown in Figure 3 (page 9).

The TII *Traffic and Transport Assessment Guidelines* (PE-PDV-02045) advise that Transport Assessments should generally be applied where traffic to and from a development is predicted to exceed 10% of the existing background traffic on the adjoining road (or 5% at sensitive locations). As shown in Table 10, only at surveyed junctions J1, J2, J3, and J8 shall the subject development result in an increase of more than 10% in total traffic flows in either peak hour period. Surveyed junction J5 (the junction of Montpelier



Gardens with Infirmary Road) shall however experience increases of over 5% in total traffic flows in both peak hour periods; this is considered a sensitive location in the context of the development proposals, given its function as one of the principal access junctions onto the wider street network.

Table 10 – Changes in Traffic Flows at Surveyed Junctions						
Surveyed Junction	Background Traffic Flows at Junction (Year 2020) ¹		Develo Relate Through	pment- d Trips Junction	Propo Chc	rtional Inge
No.	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
J1	1128	1132	118	169	10.5%	14.9%
J2	102	121	70	79	68.6%	65.3%
J3	124	57	73	114	58.9%	200.0%
J4	69	83	0	0	0.0%	0.0%
J5	1145	953	70	79	6.1%	8.3%
J6	1777	2401	70	79	3.9%	3.3%
J7	1405	1145	27	28	1.9%	2.4%
J8	443	457	73	114	16.5%	24.9%
J9	1561	1604	91	141	5.8%	8.8%
J10	1162	1326	73	114	6.3%	8.6%

Within the scope of this report, therefore, only the existing junctions J1, J2, J3, J5, and J8 have been subjected to detailed operational assessment (as described in Section 5). All other surveyed junctions are considered at low risk of detrimental effects as a result of the proposed development, given the generally lower proportional increases in traffic flows that it shall give rise to at these locations.

¹ Total surveyed vehicle movements (PCU/hour), with no additional development traffic.



4.4 Committed Development Trip Generation and Distribution

As for the subject development, trip generation factors from the TRICS database have been used to predict the trip generation to and from the adjacent committed development described in sub-section 3.4. Full details of the TRICS information used in the assessments are provided in Appendix B.

This committed development comprises 36no. dwelling houses and 20no. apartments, all of which shall be for use as social housing managed by the Local Authority. The TRICS sub-categories '03 Residential / B – Affordable/Local Authority Houses' and '03 Residential / D – Affordable/Local Authority Flats' have therefore been employed in this instance; these sub-categories are described in the TRICS land use category definitions as follows:

Affordable/Local Authority Houses

"Housing developments where at least 75% of units are non-privately owned. Of the total number of units, 75% must also be houses (sum of "non-split" terraced, detached, semi-detached, bungalows, etc), with no more than 25% of the total units being flats. "Non-privately owned" may be council rented or housing association rented. Note that "Help to Buy" dwellings or any other where residents have equity in a property are considered to be privately owned. Trip rates are calculated by Site Area, Dwellings, Housing Density, or Total Bedrooms."

Affordable/Local Authority Flats

"Housing developments where at least 75% of households are nonprivately owned. Of the total number of units, 75% must also be flats (sum of flats in blocks and "split" houses), with no more than 25% of the total units being "non-split" houses. "Non-privately owned" may be council rented or housing association rented. Note that "Help to Buy" dwellings or any other where residents have equity in a property are



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

The TRICS trip rates for this committed development have been selected based on location and demographic data, in the same manner as those for the subject development. The trip rates selected are given in Table 11.

Table 11 – Committed Development TRICS Trip Generation Rates								
	Arriv per hour po	vals er dwelling	Departures per hour per dwelling					
	Houses	Apartments	Houses	Apartments				
AM Peak	0.113	0.054	0.169	0.168				
PM Peak	0.261	0.083	0.209	0.046				

Trip numbers have been calculated as a function of the TRICS trip rates given in Table 11 and the total numbers of dwellings (36no. houses and 20no. apartments) within the committed development. The resultant trip generation figures obtained are given in Table 12.

Table 12 – Committed Development Trip Generation								
	Arrivals Depa							
	Houses	Apartments	TOTAL	Houses	Apartments	TOTAL		
AM Peak	4	1	5	6	3	9		
PM Peak	9	2	11	8	1	9		

The vehicular traffic to be generated by this committed development has been included in all future year junction performance assessments. Arrival and departure trips have been distributed across the local street network in the same manner as those generated by the subject development (as described in sub-section 4.2).



4.5 Future Year Background Traffic Growth

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

- 2020 Baseline year (surveyed traffic flows)
- 2023 Proposed opening year
- 2028 5 years after opening
- 2038 Design year (15 years after opening)

Unit 5.3 of the TII *Project Appraisal Guidelines* (PE-PAG-02017 *Travel Demand Projections*) has been used to apply growth factors to the existing traffic flows for the future year junction assessments. The net cumulative growth factors applied are given in Table 13.

Table 13 – Predicted Background Traffic Growth 2							
2023 Year of opening	2028 5 years after opening	2038 15 years after opening					
+ 5.0%	+ 13.7 %	+ 22.3%					

² Cumulative percentage increases over 2020 background traffic levels.



5.0 OPERATIONAL ASSESSMENT

5.1 Introduction

To determine the likely traffic impact of the proposed development, operational assessments of 5no. key junctions giving access to the subject site have been undertaken using the industry-standard TRL computer program PICADY, for both the weekday AM peak hour and the weekday PM peak hour.



Figure 7 – Modelled road junctions (map data & imagery: OSM Contributors, Google)

The following junctions have been modelled and assessed:

- J1. North Circular Road (R101) / O'Devaney Gardens (3-arm priority-controlled junction)
- J2. Montpelier Gardens / O'Devaney Gardens (3-arm priority-controlled junction)



- J3. O'Devaney Gardens / Thor Place / Thor Park (3-arm priority-controlled junction)
- J5. Infirmary Road (R101) / Montpelier Gardens (3-arm priority-controlled junction)
- J8. Aughrim Street (R806) / Cowper Street (3-arm priority-controlled junction)

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

5.2 Assessment Scenarios

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

- 2020 surveyed traffic conditions;
- 2023 (planned year of opening) with & without subject development;
- 2028 with & without subject development; and
- 2038 (design year) with & without subject development.

5.3 Definitions

Degree of Saturation:

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

Mean Maximum Queue

The highest estimated mean number of Passenger Car Units (PCUs) queued in any lane of a junction approach, averaged over the entire analysis period.

Mean Delay per PCU:

The average delay incurred by a vehicle on a junction approach as a result of having to give way at a priority-controlled junction.



Practical Reserve Capacity:

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

5.4 Junction 1 Assessment Results

Table 14 – Junction Site J1 Assessment Results								
Junction Approach	Degr Satur (%	ee of ation %)	Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
	2020 –	base ye	ar assessr	ment – su	urveyed t	raffic flov	NS	
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	0	3	0	0	0	12	77	96
С	27	3	1	0	5	4		
2023	– openir	ng year c	assessmer	nt – WITH	OUT subj	ect deve	lopment	
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	0	5	0	0	0	13	68	82
С	29	3	1	0	5	4		
2023 -	opening	year ass	essment ·	– WITH su	ıbject de	velopme	ent in pla	се
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	29	40	0	1	19	21	29	22
С	35	7	1	0	6	4		
	2028	assessme	ent – WITH	iOUT sub	ject dev	elopmen	it	
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	0	6	0	0	0	14	54	67
С	34	4	1	0	6	4		
	2028 as	sessment	– WITH su	ubject de	evelopm	ent in plo	ace	
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	31	43	0	1	21	23	21	16
С	40	8	1	0	6	4		
203	8 – desig	n year as	ssessmen	t – WITHC	DUT subje	ct devel	opment	
A	n/a	n/a	n/a	n/a	n/a	n/a		
В	0	6	0	0	0	14	44	56
С	39	5	1	0	6	4		
2038 -	- design y	vear asse	ssment –	WITH sub	oject dev	elopmer	nt in plac	e
A	n/a	n/a	n/a	n/a	n/a	n/a		
В	33	46	0	1	24	26	15	10
С	45	9	2	0	7	4		



The preceding table gives the PICADY modelling results, for each of the assessment scenarios, at the existing junction of O'Devaney Gardens with the North Circular Road.

(to south-east)

- Arm A: North Circular Road [R110] (to north-east)
- Arm B: O'Devaney Gardens
- Arm C: North Circular Road [R110] (to south-west)

The assessment results show that this junction currently operates within its effective capacity on all approaches during both the AM and PM peak periods, with minimal vehicle queues and moderate delays. All junction approaches are shown to continue operating within their effective capacities past the year 2038, with vehicle queues and delays on all junction approaches at levels generally similar to those currently existing.

In each of the future years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have only a slight impact on junction performance, adding no more than 1 PCU to any mean approach queue and no more than 24 seconds to the mean vehicle delay on any approach.

5.5 Junction 2 Assessment Results

The following table gives the PICADY modelling results, for each of the assessment scenarios, at the existing junction of O'Devaney Gardens with Montpelier Gardens.

- Arm A: Montpelier Gardens (to west)
- Arm B: O'Devaney Gardens (to north)
- Arm C: Montpelier Gardens (to east)

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



approaches are shown to continue operating within their effective capacities past the year 2038, with vehicle queues and delays at levels similar to those currently existing.

	Table	: 15 – Ju	nction S	ite J2 As	ssessmer	nt Result	S		
Junction Approach	Degro Satur (%	gree of Me uration Maxi (%) Queue		ean Mean mum per l (PCU) (seco		Delay Prac PCU Rese onds) Capad		ctical erve city (%)	
AIIII	AM	PM	AM	PM	AM	PM	AM	PM	
	2020 –	base ye	ar assessr	ment – su	urveyed t	raffic flov	₩S		
А	n/a	n/a	n/a	n/a	n/a	n/a			
В	8	12	0	0	7	7	718	487	
С	1	1	0	0	6	6			
2023	– openir	ng year c	assessmer	nt – WITH	OUT subj	ect deve	elopment		
А	n/a	n/a	n/a	n/a	n/a	n/a			
В	9	14	0	0	7	8	630	436	
С	2	1	0	0	6	6			
2023 -	opening	year ass	essment ·	– WITH su	bject de	velopme	ent in pla	се	
А	n/a	n/a	n/a	n/a	n/a	n/a			
В	21	21	0	0	9	9	244	257	
С	2	1	0	0	6	6			
	2028 (assessme	ent – WITH	IOUT sub	ject dev	elopmen	nt –		
A	n/a	n/a	n/a	n/a	n/a	n/a			
В	10	15	0	0	7	8	582	397	
С	2	1	0	0	6	6			
	2028 ass	essment	– WITH su	ubject de	evelopm	ent in plo	ace		
A	n/a	n/a	n/a	n/a	n/a	n/a			
В	22	22	0	0	9	9	233	239	
С	2	1	0	0	6	6			
203	8 – desigi	n year as	sessmen	t – WITHC	DUT subje	ct devel	opment		
A	n/a	n/a	n/a	n/a	n/a	n/a			
В	11	16	0	0	7	8	522	367	
С	2	1	0	0	6	6			
2038 -	- design y	ear asse	ssment –	WITH sub	oject dev	elopmer	nt in plac	e	
A	n/a	n/a	n/a	n/a	n/a	n/a			
В	23	23	0	0	9	9	217	225	
С	2	1	0	0	6	6			

In each of the future years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a negligible



impact on junction performance, resulting in no discernible increase in mean approach queues and adding no more than 2 seconds to the mean vehicle delay on any approach.

Table 16 – Junction Site J3 Assessment Results									
Junction Approach	Degree of Saturation N (%) Qu		Me Maxin Queue	Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
AIIII	AM	PM	AM	PM	AM	PM	AM	PM	
2020 – base year assessment – surveyed traffic flows									
А	n/a	n/a	n/a	n/a	n/a	n/a			
В	3	4	0	0	8	8	900	900	
С	0	0	0	0	0	0			
2023	– openir	ng year c	issessmer	nt – WITH	OUT subj	ect deve	elopment		
А	n/a	n/a	n/a	n/a	n/a	n/a			
В	4	5	0	0	8	8	827	900	
С	0	0	0	0	0	0			
2023 -	opening	year asse	essment ·	– WITH su	bject de	velopme	ent in pla	се	
А	n/a	n/a	n/a	n/a	n/a	n/a		668	
В	4	5	0	0	8	8	566		
С	0	0	0	0	0	0			
	2028 (assessme	nt – WITH	IOUT sub	ject dev	elopmen	nt		
А	n/a	n/a	n/a	n/a	n/a	n/a			
В	4	5	0	0	8	8	762	900	
С	0	0	0	0	0	0			
	2028 ass	sessment	– WITH su	ubject d	evelopm	ent in plo	ace		
А	n/a	n/a	n/a	n/a	n/a	n/a			
В	4	5	0	0	8	8	531	629	
С	0	0	0	0	0	0			
2038	8 – desigi	n year as	sessmen	t – WITHC	DUT subje	ct devel	opment		
A	n/a	n/a	n/a	n/a	n/a	n/a			
В	4	5	0	0	8	8	706	900	
С	0	0	0	0	0	0			
2038 -	design y	ear asse	ssment –	WITH sub	oject dev	elopmer	nt in plac	е	
А	n/a	n/a	n/a	n/a	n/a	n/a			
В	4	5	0	0	8	8	500	608	
С	0	0	0	0	0	0			

5.6 Junction 3 Assessment Results



The preceding table gives the PICADY modelling results, for each of the assessment scenarios, at the existing junction of O'Devaney Gardens with Thor Place and Thor Park.

- Arm A: O'Devaney Gardens (to west)
- Arm B: Thor Place (to north)
- Arm C: Thor Park (to east)

The assessment results show that this junction currently operates within its effective capacity on all approaches during both the AM and PM peak periods, with negligible vehicle queues and minimal delays. All junction approaches are shown to continue operating within their effective capacities past the year 2038, with vehicle queues and delays unchanged from those currently existing.

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

5.7 Junction 5 Assessment Results

The following table gives the PICADY modelling results, for each of the assessment scenarios, at the existing junction of Montpelier Gardens with Infirmary Road.

- Arm A: Infirmary Road [R101] (to north)
- Arm B: Montpelier Gardens (to east)
- Arm C: Infirmary Road [R101] (to south)

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


capacities past the year 2038, with vehicle queues and delays almost unchanged from those currently existing.

Table 17 – Junction Site J5 Assessment Results								
Junction Approach	Degre Satur (%	ee of ation %)	Me Maxii Queue	an mum (PCU)	Mean per (secc	Delay PCU onds)	Prac Rese Capac	tical erve city (%)
Ann	AM	PM	AM	PM	AM	PM	AM	PM
	2020 -	base ye	ar assessr	ment – su	urveyed t	raffic flov	NS	
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	14	11	0	0	11	9	88	145
С	4	2	0	0	7	6		
2023	– openir	ng year c	issessmer	nt – WITH	OUT subj	ect deve	lopment	
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	16	13	0	0	11	9	79	132
С	4	3	0	0	7	6		
2023 -	opening	year ass	essment ·	– WITH su	ıbject de	velopme	ent in plac	се
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	29	19	0	0	12	9	61	111
С	7	11	0	0	7	7		
2028 assessment – WITHOUT subject development								
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	18	14	0	0	12	10	64	113
С	5	3	0	0	7	6		
	2028 ass	sessment	– WITH su	ubject de	evelopm	ent in plo	ace	
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	32	21	0	0	13	10	50	95
С	8	12	0	0	8	7		
2038	8 – desigi	n year as	sessmen	t – WITHC	DUT subje	ct devel	opment	
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	20	15	0	0	13	10	54	99
С	5	3	0	0	8	6		
2038 -	design y	ear asse	ssment –	WITH sub	oject dev	relopmer	nt in plac	е
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	34	22	1	0	14	10	41	84
С	9	12	0	0	8	7		

In each of the years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a negligible impact on junction performance, resulting in no discernible increase in



mean approach queues and adding no more than 1 second to the mean vehicle delay on any approach.

5.8 Junction 8 Assessment Results

Table 18 – Junction Site J8 Assessment Results								
Junction Approach	Degr Satur (%	ee of ation %)	Me Maxi Queue	ean mum e (PCU)	Mean per (secc	Delay PCU onds)	Prac Rese Capac	tical erve city (%)
Ann	AM	PM	AM	PM	AM	PM	AM	PM
	2020 -	base ye	ar assessr	ment – su	urveyed t	raffic flov	NS	
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	14	8	0	0	8	7	260	293
С	4	3	0	0	5	6		
2023	– openir	ng year c	assessmer	nt – WITH	OUT subj	ect deve	lopment	
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	15	9	0	0	8	7	232	262
С	4	3	0	0	5	6		
2023 -	opening	year ass	essment ·	– WITH su	ıbject de	velopme	ent in pla	се
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	29	18	0	0	10	9	117	150
С	4	3	0	0	5	6		
2028 assessment – WITHOUT subject development								
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	17	10	0	0	8	8	207	235
С	5	4	0	0	5	6		
	2028 as	sessment	– WITH su	ubject de	evelopm	ent in plo	ace	
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	31	19	0	0	11	9	105	136
С	5	4	0	0	5	6		
2038	8 – desigi	n year as	sessmen	t – WITHC	DUT subje	ct devel	opment	
А	n/a	n/a	n/a	n/a	n/a	n/a		
В	18	11	0	0	8	8	186	209
С	5	4	0	0	5	6		
2038 -	design y	ear asse	ssment –	WITH sub	oject dev	elopmer	nt in plac	e
A	n/a	n/a	n/a	n/a	n/a	n/a		
В	32	20	0	0	11	10	96	123
С	5	4	0	0	5	6		



The preceding table gives the PICADY modelling results, for each of the assessment scenarios, at the existing junction of Cowper Street with Aughrim Street.

- Arm A: Aughrim Street [R806] (to south-east)
- Arm B: Cowper Street (to south-west)
- Arm C: Aughrim Street [R806] (to north-west)

The assessment results show that this junction currently operates within its effective capacity on all approaches during both the AM and PM peak periods, with negligible vehicle queues and moderate delays. All junction approaches are shown to continue operating within their effective capacities past the year 2038, with vehicle queues and delays similar to those currently existing.

In each of the years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a negligible impact on junction performance, resulting in no discernible increase in mean approach queues and adding no more than 2 seconds to the mean vehicle delay on any approach.



6.0 PARKING

As previously described, the subject development comprises the following elements:

- 43no. dwelling houses (including 20no. duplex units);
- 1,004no. apartments;
- crèche with gross floor area of 489m² (approx. 11 classrooms³);
- community space with gross floor area of 157m²;
- convenience retail units with total gross floor area of 1,393m²; and
- café unit with gross floor area of 155m² (approx. 132m² seating area⁴).

6.1 Overall Car Parking Provision

The development shall include a total of 273no. car parking spaces, comprising:

- 96no. spaces located at undercroft level beneath the podium of Block
 05 (of which 3no. spaces allocated to retail units, 5no. spaces allocated to the crèche, and 1no. space allocated to the community space);
- 95no. spaces located across four basement/undercroft levels beneath the podium of Block 07 (of which 2no. spaces allocated to retail units and 1no. space allocated to the café);
- 35no. spaces located at undercroft level beneath the podium of Block 09;
- 41no. on-street spaces arranged along the development's internal road network; and
- 6no. on-street spaces located on the northern side of Montpelier Gardens, at the southern boundary of the development site.

³ Based on an average of 1 classroom per 45m² total GFA

⁴ Assuming that 85% of total GFA is seating area



Refer to CS Consulting drawing ODG-CSC-XX-XX-DR-C-0040 for the locations and uses of car parking spaces within the development.

The majority of the internal (undercroft) car parking spaces shall be allocated to residents. A proportion of these internal spaces shall be allocated to shared vehicles provided as part of a residential car club. Onstreet car parking spaces shall serve primarily to accommodate visitors to the residential units and patrons of the development's retail/café elements.

	Table 19 - Ove	erall Car Parkir	ng Provision				
Land Use (Zone 2)	Car Parking Maxima	Quantum	Max. Parking Provision	Proposed Provision			
	Internal (undercroft)						
Residential	1 space per dwelling	1,047 dwellings	1,047 spaces	184 spaces			
Schools	1 space per classroom	11 classrooms	11 spaces	5 spaces			
Cultural Buildings	1 space per 250m² GFA	157m² GFA	1 space	1 space			
Retail	1 space per 275m² GFA	1,393m ² GFA	5 spaces	5 spaces			
Cafés	1 space per 250m² seating area	132m² seating area	1 space	1 space			
Reside	ential car club pa	rking	n/a	30 spaces			
	Extern	al (on-street)					
	Visitor parking	n/a	47 spaces				
	Devel	opment Total					
	Total		1,064 spaces	273 spaces			

The car parking provision of the proposed development has been assessed with respect to the Dublin City Development Plan 2016–2022, which defines



the standard <u>maximum</u> car parking provision for new developments by land use type. Table 19 above shows the car parking standards applicable to the proposed development and illustrates that the total car parking provision does not exceed the maximum number permitted by the Local Authority development plan.

The Dublin City Development Plan 2016–2022 specifies the following in relation to residential car parking in apartment developments:

"Car parking standards are maximum in nature and may be reduced in specific, mainly inner city locations where it is demonstrated that other modes of transport are sufficient for the needs of residents."

"Where sites are constrained or provision of on-site car storage is not possible, alternative solutions will be considered such as residential car clubs or off-site storage."

In addition, the policy document Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities), published by the Department of Housing, Planning and Local Government in December 2020, gives the following guidance on the provision of residential car parking:

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

"These locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking



distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services."

As detailed in the Residential Travel Plan Framework document submitted under separate cover in support of this planning application (as well as in sub-section 7.7 of this report), the development site is situated within a 10minute walk of Heuston railway station and its associated tram stop on the Luas Red Line. Residents shall therefore have convenient access to reliable, high-frequency light rail services through Dublin city centre to the Docklands, as well as towards Tallaght and Saggart in the south-west. Commuter and intercity rail services from Heuston station shall also be within easy reach.

The proposed development is therefore considered an appropriate candidate for a limited residential car parking provision, in accordance with the standards and guidelines set out by Dublin City Council and by the Department of Housing, Planning and Local Government.

6.2 Crèche Set-Down

In addition to 5no. undercroft car parking spaces within Block 05 that shall be allocated to the crèche, 3no. set-down spaces are provided on the internal street immediately to the south of Block 05. These spaces are not included in the parking figures given in Table 19 but are shown on CS Consulting drawing ODG-CSC-XX-XX-DR-C-0040.

6.3 Disabled-Accessible Car Parking

The development includes a total of 13no. disabled-accessible car parking spaces, of which:

• 4no. spaces are located at undercroft level within Block 05;



- 2no. spaces are located at undercroft level within Block 09;
- 5no. spaces are arranged along the development's internal road network; and
- 2no. spaces are located on the northern side of Montpelier Gardens, at the southern boundary of the development site.

The Dublin City Development Plan 2016–2022 sets out the minimum requirement for the provision of disabled-accessible parking in new developments, as a proportion of the total development car parking provision. Table 20 applies this requirement to the proposed development.

Tab	ole 20 – Accessible	e Car Parking Provis	sion				
Proposed Car Parking Provision	Minimum Required Proportion	Accessible Spaces Required	Accessible Spaces Proposed				
Internal (undercroft)							
226 spaces	5%	11	6				
External (on-street)							
47 spaces	5%	2	7				
Development Total							
273 spaces	5%	13	13				

The development's overall provision of disabled-accessible car parking facilities thereby satisfies the requirements of the Dublin City Development Plan 2016–2022.

6.4 Bicycle Parking Provision

The overall bicycle parking provision of the proposed development has been assessed with respect to the *Dublin City Development Plan 2016–2022*, which defines the <u>minimum</u> standard bicycle parking provision for new developments by land use type.



Table 21 – Overall Bicycle Parking Provision							
Land Use (Zone 2)	Cycle Parking Minima	Quantum	Min. Parking Provision	Proposed Provision			
	Block 02 + Block 03						
Residential	1 space per unit	74 units	74 spaces	58			
Employment (Crèche)	1 space per 100m² GFA	489m ² GFA	5 spaces	spaces			
		Block 04					
Residential	1 space per unit	11 units	11 spaces	22 spaces			
		Block 05					
Residential	1 space per unit	294 units	294 spaces				
Shops	1 space per 150m² GFA	1,027m ² GFA	7 spaces	344 spaces			
Cultural Buildings	1 space per 150m² GFA	157m ² GFA	1 space				
		Block 06					
Residential	l space per unit	93 units	93 spaces	76 spaces			
		Block 07					
Residential	1 space per unit	264 units	264 spaces				
Shops	1 space per 150m² GFA	366m² GFA	2 spaces	600 spaces			
Cafés	1 space per 150m² GFA	155m² GFA	1 space				
Block 08							
Residential	1 space per unit	26 units	26 spaces	40 spaces			
		Block 09					
Residential	1 space per unit	192 units	192 spaces	264 spaces			
		Block 10					
Residential	1 space per unit	93 units	93 spaces	80 spaces			
		External		0.00			
Visitor cyc	le parking (public	realm)	n/a	380 spaces			
Visitor cycle	parking (private t	hreshold)	n/a	136 spaces			
	Deve	elopment Total					
	Total	1,063 spaces	2,000 spaces				



The development shall include a total of 2,000no. bicycle parking spaces. These consist of:

- 58no. internal bike storage spaces within Block 02 and Block 03;
- 22no. internal bike storage spaces within Block 04;
- 344no. internal bike storage spaces within Block 05;
- 76no. internal bike storage spaces within Block 06;
- 600no. internal bike storage spaces within Block 07;
- 40no. internal bike storage spaces within Block 08;
- 264no. internal bike storage spaces within Block 09;
- 80no. internal bike storage spaces within Block 10;
- 136no. visitor bicycle parking spaces within dwelling curtilages; and
- 380no. publicly-accessible short-stay visitor bicycle parking spaces distributed at surface level throughout the development site.

Table 21 shows the standards applicable to the proposed development, illustrating that the proposed bicycle parking provision for the development as a whole meets the requirements of the Local Authority development plan.

6.5 Motorcycle Parking Requirements

Table 22 – Motorcycle Parking Provision						
Proposed Car Parking Provision	Standard Required Proportion	Motorcycle Spaces Required	Motorcycle Spaces Proposed			
273 spaces	4%	11	11			

The Dublin City Development Plan 2016–2022 sets out the standard requirement for the provision of motorcycle parking in new developments, as a proportion of the total development car parking provision. Table 22 applies this requirement to the proposed development.



6.6 Electric Vehicle Charging Provision

Facilities for the charging of battery electric vehicles (BEVs) shall be provided at 24no. internal (undercroft) parking spaces, representing 10% of the development's internal car parking provision. All remaining internal car parking spaces within the development shall be 'future-proofed' by the inclusion of ducting and/or cabling to permit the rapid future installation of BEV charging points, as defined in the ESB ecars specification document no. 18017 (*Public Charge Points*, last reviewed February 2012).

Refer to drawings prepared by J.V. Tierney & Co. (mechanical & electrical engineering consultants) for further detail of the proposed BEV charging infrastructure.

6.7 Residential Car-Share Parking

It is proposed to establish a car-sharing club for residents of the development. 30no. dedicated shared vehicles shall be provided and maintained under the development's management scheme; 30no. internal (undercroft) car parking spaces within the development shall be reserved for these vehicles, located as follows:

- 12no. spaces within the Block 05 undercroft;
- 12no. spaces within the Block 07 undercroft; and
- 6no. spaces within the Block 09 undercroft.

The locations of these car-share spaces are shown on CS Consulting drawing ODG-CSC-XX-XX-DR-C-0040.

A single shared car may make as many trips in a day as 14 private cars. On this basis, the 30no. shared car parking spaces may therefore be considered to reduce parking demand within the development by approximately 390no. spaces.



Further details of the proposed residential car club arrangements are provided in sub-section 7.8 of this report.

6.8 Car Parking Management

Access to the 3no. undercroft car parking areas beneath Block 05, Block 07, and Block 09 shall be regulated by means of barrier control systems. Authorised development occupants (residents and staff) shall gain access by means of an RFID key fob or similar automated system.

Car parking spaces shall be designated by category of use and identifiable through colour-coding, road markings, and/or signage. All internal (undercroft) car parking spaces within the development (including the 6no. internal accessible spaces and 30no. car club spaces) shall be controlled by the development's Management Company. Parking spaces shall not be assigned to individual apartment units; spaces shall instead be allocated and/or leased to residents and staff on the basis of availability and need, in part by means of a permit/lottery system, in order to optimise the use of parking spaces.

The 47no. on-street spaces arranged along the development's internal road network and on the northern side of Montpelier Gardens shall be taken in charge by Dublin City Council and shall therefore be outside the control of the development's Management Company.



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

7.1 Development Access



Figure 8 – Development layout and access points (data & imagery sources: NTA, OSM Contributors, Murray & Associates, Google)

The subject development's internal road network shall tie into the existing surrounding road network at a total of 3no. locations to give vehicular access to the development (see Figure 8). These 3no. primary vehicular access points are:

 (A) the existing O'Devaney Gardens / North Circular Road junction (north of the development site);



- (B) the repositioned O'Devaney Gardens / Montpelier Gardens junction (south of the development site); and
- (C) the existing connection between O'Devaney Gardens and Thor Park (east of the development site).

The above access points are interconnected by the development's internal road network. This provides permeability and connectivity through the site for vehicular traffic, as well as for pedestrians and cyclists.

In addition to these primary access points, one of the buildings within the development (residential Block 09) shall have a direct vehicular access onto Montpelier Gardens, at the site's southern boundary. Provision is also made for pedestrian and cyclist connectivity onto Ross Street and onto Ashford Cottages, at the development site's northern boundary.

All connections between the development's internal road network and the existing external road network have been designed in accordance with the requirements of the *Design Manual for Urban Roads and Streets*. Where the development's internal road network connects with the North Circular Road (to the north) and with Montpelier Gardens (to the south), the internal road carriageway is ramped up to the level of the existing footpath, ensuring ease of pedestrian movement across the access and emphasising pedestrian priority.

7.2 Internal Site Layout and Road Hierarchy

The objectives of the development's internal layout design are:

- to ensure ease of access for emergency services and for refuse collection and servicing operations;
- to encourage walking and cycling;
- to create short walking routes to shops, public transport, etc.;



• to create a safe, secure, and pleasant environment for people, particularly vulnerable road users (VRUs) such as children.

Design measures have been implemented to support the above objectives in accordance with the core principles of the Design Manual for Urban Roads and Streets (DMURS).

DMURS uses a hierarchy system to classify the movement function of a street. This system classifies streets into the following categories:

- Arterial Streets
- Link Streets
- Local Streets

The internal road network of the development consists of two principal elements:

- a primary Boulevard between the North Circular Road and Montpelier Gardens, extending through the entire development site with an overall north-south orientation; and
- an east-west Link street connecting the Boulevard (at approximately its mid-point) to Thor Park at the site's eastern boundary.

Two further Local streets shall extend northward from the Boulevard and the Link street, giving access to the residential blocks along the northern boundary. All other buildings within the development shall be accessed directly from the Boulevard, the Link street, or (in the case of Block 09) from Montpelier Gardens. Turning heads are provided at the ends of both Local access streets.





Figure 9 – DMURS Street Classification (source: Design Manual for Urban Roads and Streets)





Figure 10 – Internal road hierarchy of development (extract of CS Consulting drawing ODG-CSC-XX-XX-DR-C-0041)

All streets within the development have been designed for a vehicular traffic speed of 30km/h, in order to prioritise the movement of vulnerable road users.



		PEDESTRI	AN PRIORITY	VEHI	CLE PRIORITY	
	ARTERIAL	30-40 KM/H	40-50 KM/H	40-50 KM/H	50-60 KM/H	60-80 KM/H
	LINK	30 KM/H	30-50 KM/H	30-50 KM/H	50-60 KM/H	60-80 KM/H
	LOCAL	10-30 KM/H	10-30 KM/H	10-30 KM/H	30-50 KM/H	60 KM/H
		CENTRE	N'HOOD	SUBURBAN	BUSINESS/ INDUSTRIAL	RURAL FRINGE
CONTEXT						

Figure 11 – Design Speed Selection Matrix (source: Design Manual for Urban Roads and Streets)

DMURS Description	Roads Act/ DN-GEO-03031	Traffic Management Guidelines	National Cycle Manual
Arterial	National	Primary Distributor Roads	Distributor
Link	Regional (see note 1)	District Distributor Local Collector (see Notes 1 and 2)	Local Collector
Local	Local	Access	Access

Notes

Note 1: Larger Regional/District Distributors may fall into the category of Arterial where they are the main links between major centres (i.e. towns) or have an orbital function.

Note 2: Local Distributors may fall into the category of *Local* street where they are relatively short in length and simply link a neighbourhood to the broader street network.



Table 3.1 of DMURS (reproduced in Figure 12) outlines how road hierarchy terminology used in DMURS relates to other relevant publications.

In accordance with DMURS, kerb radii at internal Local street junctions have been restricted to a maximum of 4.5m, while those at the junctions of the



Boulevard with the Link street and of the Boulevard with Montpelier Gardens have been restricted to a maximum of 6.0m. This serves to discourage high vehicle speeds, while also allowing for the occasional circulation of large vehicles such as refuse collection trucks and fire tenders (see Figure 13).



Figure 13 – Corner radii (source: Design Manual for Urban Roads and Streets)



The Boulevard and Link street both have carriageway widths of 6.0m, while the Local access streets have carriageway widths of 5.2m. All road widths, corner radii, pedestrian and cyclist facilities, kerbs, boundary treatments, and landscaping have been designed in accordance with the *Design Manual for Urban Roads and Streets* (DMURS). Forward sight distances and visibility splays of at least 24m are achieved at all new junctions.



Figure 14 – Proposed Boulevard cross-section (with on-street parking)



Figure 15 – Proposed Link street cross-section









Figure 17 – Carriageway widths (source: Design Manual for Urban Roads and Streets)

The internal layout of the proposed development also incorporates design features such as distinctive surface materials and colours, strong

landscaping proposals, and modern furniture structures, in order to establish a sense of place within an urban neighbourhood environment.

CS Consulting met with Dublin City Council Roads and Transportation Department on the 4th of December 2019 to discuss the roads layout within the development. Refer to the following CS Consulting drawings for further details of the internal road layout design, including road markings and signage:

- ODG-CSC-XX-XX-DR-C-0025
- ODG-CSC-XX-XX-DR-C-0026/0027
- ODG-CSC-XX-XX-DR-C-0028
- ODG-CSC-XX-XX-DR-C-0029/0030
- ODG-CSC-XX-XX-DR-C-0031
- ODG-CSC-XX-XX-DR-C-0032
- ODG-CSC-XX-XX-DR-C-0041
- ODG-CSC-XX-XX-DR-C-0042

7.3 Road Alignments and Traffic Calming

The development's internal road network has been designed for a maximum vehicle speed of 30km/h. The internal road alignments avoid long straight sections to the greatest extent possible, incorporating horizontal deflections as a deterrent to excessive speed. In addition, the presence of on-street parking bays shall act as a natural passive traffic calming measure.

These design features are complemented by raised pedestrian crossings on the Link street and the Local access streets. As previously described, ramped entries shall also be provided where the Boulevard connects with the North Circular Road (to the north) and with Montpelier Gardens (to the south). These shall slow traffic on entry to the development and emphasise the local nature of the internal road network.

(Visibility Splays)

(Road Cross Sections)

(Road Markings & Signs)

(Road Construction Details)

- (Road Hierarchy)
- (Quality Audit)

(Road Layout)

(Road Profiles)





7.4 Pedestrians & Cyclists

The development site is well-situated to allow access to key amenities on foot and by bicycle: O'Connell Street is within approximately 30 minutes' walk, while the entirety of Dublin city centre is within a 20-minute bicycle journey. Shops and schools located on Manor Street are within 500m (approx. 6-7 minutes' walk). In order to reduce dependency on car-based travel by residents, walking and cycling shall be supported and encouraged by the implementation of a Residential Travel Plan for the development.

The provision of good permeability for pedestrians and cyclists, as well as efficient access to public transport, are all key objectives of the proposed development layout. This allows for easy pedestrian and cyclist access at multiple points;

- to/from the North Circular Road, at the site's north-western boundary;
- to/from Montpelier Gardens, at the site's southern boundary;
- to/from Thor Park, at the site's eastern boundary;
- to/from Ross Street, at the site's northern boundary; and
- to/from Ashford Cottages, at the site's northern boundary.

The above access points are interconnected by the development's internal road network and pedestrian facilities, ensuring comprehensive pedestrian and cyclist permeability and connectivity through the site. Pedestrian desire lines have been considered throughout the site; 2.0m-wide footpaths are provided along all internal roads, and additional off-street pedestrian and cyclist facilities are provided between buildings along both the north-south and east-west axes.





Figure 18 – Pedestrian activity and footpath width (source: Design Manual for Urban Roads and Streets)



Existing pedestrian facilities on the site's surrounding street network are generally of a good standard, including the provision of public lighting. An advisory cycle lane is in place on the North Circular road on the northwestern boundary of the development site. No existing cycle facilities are in place on Ross Street, Ashford Cottages, Montpelier Gardens or Thor Park.

As detailed in sub-section 6.4, the proposed development shall include a total of 2,000no. bicycle parking spaces, comprising:

- 1,484no. internal long-term cycle storage spaces for residents and for staff of the development's commercial elements;
- 136no. visitor bicycle parking spaces within dwelling curtilages; and
- 380no. publicly-accessible short stay cycle parking spaces for visitors to the residential units and patrons of the commercial elements.

Publicly-accessible visitor/commercial cycle parking shall be conveniently located at points of greatest demand and in proximity to building entrances, with regard also to preserving pedestrian mobility and traffic sightlines. Visitor/commercial cycle parking shall consist of Sheffield stands and shall be sheltered where possible.

7.5 Development Servicing and Waste Collection

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

7.6 Swept Path Analysis

Swept path analyses have been carried out for cars manoeuvring within the proposed development, as well as for a refuse vehicle and a fire tender. These analyses, provided on drawings ODG-CSC-XX-XX-DR-C-0034 to ODG-



CSC-XX-XX-DR-C-0036 within this planning application, indicate that the design of the development accesses and internal layout can accommodate these vehicle movements where required.

7.7 Public Transport



Figure 19 – Walking isochrones and public/shared transport service points (map data & imagery: NTA, OSi, DCC, GoCar, OSM Contributors, Google)

The development site benefits from proximity to good quality public transport services. As shown in Figure 19, the development site is situated within a 10-minute walk of the Heuston Station stop on the Luas Red Line, which is served by frequent trams to and from Dublin city centre, as well as



to/from Saggart and Tallaght in the south-west. The site is also within a 20minute walk of tram stops on the Luas Green Line.

Bus stops within a 5-minute walk of the site are served by a total of 3no. Dublin Bus routes, all of which operate at intervals of less than 10 minutes at peak times. 21no. additional bus routes serve stops which are within a 10minute walk of the subject site.

For further details of the public transport provision in the vicinity of the development site, refer to the Residential Travel Plan Framework document prepared by CS Consulting and submitted under separate cover in support of this application.

7.8 Residential Car-Share Club

A residential car sharing club shall be established within the development, allowing residents the common use of a vehicle pool based permanently within the site. Private cars are parked for the vast majority of the time, whereas shared cars are in use far more frequently and therefore make more efficient use of parking spaces: a single shared car may make as many trips in a day as 14no. private cars.

Within the proposed development, 30no. shared cars shall be provided for the sole use of the development's residents. These shall be under the control of the development's Management Company, which shall either own and maintain the vehicles directly, or shall contract an established car-sharing provider to operate the residential car club on its behalf.

The development's car club vehicles shall not be open to use by the wider public and shall not be integrated with the wider fleet of an external carshare provider. The provision of the car club service to development residents shall therefore not be influenced by the external operational or commercial strategy of a third party.



7.9 Independent Quality Audit

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

- access audit
- cycling audit
- walking audit
- road safety audit

The Quality Audit was completed in May 2021. Design changes have been made in response to the recommendations of the Quality Audit and the measures adopted have been accepted by the audit team. Refer to CS Consulting drawing ODG-CSC-XX-XX-DR-C-0042 for details of these design changes.

The Quality Audit report document issued by PMCE, together with the audit response form, are provided as Appendix E.



8.0 COMMENTS RECEIVED FROM PLANNING AUTHORITIES

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

The relevant opinions of An Bord Pleanála that pertain to traffic and transport matters, as communicated to the applicant, are reproduced below; also examined in this section are the recommendations of Dublin City Council's Transportation Planning Division, which were issued to An Bord Pleanála. In each case, we describe measures taken by the design team in response to these opinions and recommendations.

8.1 Opinion Issued by An Bord Pleanála

An Bord Pleanála has issued an opinion enumerating the items of specific information that should be submitted with any application for permission. The following items among these are of relevance to this Traffic and Transport Assessment.

8.1.1 <u>ABP Opinion Item 3 – site connections</u>

"Further consideration/justification of the documents as they relate to the interface between the eastern side of the proposed development site with St Bricin's and the northern portion of the site with Ross Street/Ashford Place/Ashford Cottages to specifically address the following:

• "The possibility for future seamless connection between the site and St Bricin's to the east.



- "Assessment of visual impacts on St Bricin's to include existing and permitted structures within that site.
- "Consideration of potential impacts on the development potential of adjacent lands within St Bricin's.
- "The documentation should demonstrate how apartment block length and articulation will assist with pedestrian and cyclist permeability through the site.
- "Consideration of safe, secure and passively supervised pedestrian and cyclist connections to the north of the site, in the vicinity of Ross Street/Ashford Place/Ashford Cottages."

Response to ABP Opinion Item 3

This item of the ABP opinion is generally addressed by architectural and planning documentation submitted separately in support of this application. In relation to pedestrian and cyclist connectivity, however, it is noted that:

- the layout of the subject development allows for future connectivity between the subject site and the adjacent St. Bricin's lands to the east, through the provision of a central park area that extends up to the site's eastern boundary; and that
- the subject development includes the provision of pedestrian and cyclist connectivity to/from Ross Street and to/from Ashford Cottages, at the site's northern boundary, which are overlooked by Block 03 and Block 05 of the subject development and thereby benefit from passive surveillance.

8.1.2 ABP Requirement 6 - car parking provision rationale

"Given the city centre location and availability of public transport, a rationale for the proposed car parking provision should be prepared,



to include details of car parking management and car share schemes."

Response to ABP Requirement 6

A rationale for the proposed car parking provision is outlined in subsection 6.1 of this report. Details of the development's proposed car parking management strategy and residential car-share club are provided in sub-sections 6.8 and 7.8, respectively.

8.2 Recommendations of Dublin City Council

The Transportation Planning Division of Dublin City Council on the 8th of September 2020 issued an internal report making the following recommendations in relation to the proposed development.

8.2.1 DCC Recommendation 1 - road safety audit

"A Stage 1 Road Safety Audit should be submitted with the final application."

Response to DCC Recommendation 1

As described in sub-section 7.9 of this report, an independent Quality Audit has been conducted by PMCE Consulting Engineers; all items raised in this Audit have been responded to, and all measures adopted in response have been accepted by the Audit Team. The Quality Audit report document issued by PMCE, together with the audit response form, are provided as Appendix E.

8.2.2 DCC Recommendation 2 - car share service

"The provision of 30 no. car share spaces is noted and acceptable in principle. However, it is unclear as to the feasibility of how this service will be delivered. The Traffic Impact Assessment outlines 2 no. scenarios for same. Confirmation from a service provider should be



provided with the final application outlining proposals on how this car share service may be delivered to serve the proposed development."

Response to DCC Recommendation 2

The final operating model of the development's residential car-share club will be determined by commercial and operational factors at the time of the development's completion. As described in sub-section 7.8 of this report, it has however been established that the vehicles to be provided as part of this scheme shall be under the control of the development's Management Company, which shall either own and maintain the vehicles directly, or shall contract an established carsharing provider to operate the residential car club on its behalf. The development's car club vehicles shall not be open to use by the wider public and shall not be integrated with the wider fleet of an external car-share provider. The provision of the car club service to development residents shall therefore not be influenced by the external operational or commercial strategy of a third party.

8.2.3 DCC Recommendation 3 – bicycle parking design

"The provision of large open bicycle compounds, each with in excess of 100-200 bicycle spaces, is considered unacceptable in the context of security and ease of use for residents/employees. The applicant is requested to reconsider the design approach to the bicycle parking provision. Within each compound, consideration should be given to the provision of bicycle cages with smaller quantum of spaces within each. This provides added security for users and can be effectively labeled/located for ease of use. Details should also be provided and revised drawings submitted with the final application clearly identifying the type of bicycle parking proposed to be provided (e.g. Sheffield stands, Dutch Two-Tier Bike stands etc). This should be delineated clearly in the final application."



Response to DCC Recommendation 3

Details of the proposed bicycle parking locations, arrangement, and design are given on the architectural and landscaping drawings submitted with this application. The internal bicycle stores within Blocks 02/03, 05, 07, 09 and 10 shall be equipped with two-tier cycle storage racks and shall have a capacity of between 48no. and 236no. bicycles each.

It is submitted that this format and arrangement of bicycle storage is commonplace, offers a balance between efficient use of space and convenience of access, and provides effective security. The subdivision of bicycle storage areas into smaller cages would complicate access and use for development occupants and would potentially require the amalgamation of bicycle storage rooms, also reducing ease of access.

8.2.4 DCC Recommendation 4 – taking in charge

"The applicant should clarify whether any of the proposed development is intended to be taken in charge. A drawing indicating which areas are intended to be taken in charge should be submitted."

Response to DCC Recommendation 4

It is intended that the internal street network of the subject development, including all on-street car parking spaces, be entirely taken in charge by Dublin City Council. Refer to the architect's drawings for an illustration of the areas to be taken in charge.



9.0 SUMMARY & CONCLUSIONS

This report examines the impact of a proposed Strategic Housing Development at O'Devaney Gardens, Stoneybatter, Dublin 7 on the performance of the surrounding road network, and assesses the development's internal layout; car, bicycle, and motorcycle parking provision; cyclist and pedestrian facilities; and servicing arrangements.

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

- The proposed development shall not generate excessive vehicular traffic flows. Total vehicle trips (arrivals and departures combined) of 260 PCU are predicted during the AM peak hour, and total vehicle trips of 361 PCU in the PM peak hour.
- The 3no. existing junctions giving access to the development site from the surrounding road network (on the North Circular Road, Montpelier Gardens, and Thor Park) currently operate within their effective capacities on all approaches and shall continue to do so when the development is completed in 2023; in 2028, 5 years after opening; and in 2038, 15 years after development completion. Traffic related to the proposed development shall not have a significant influence on the operation of these junctions, resulting in a maximum increase of 1 PCU in vehicle queues on any junction approach and a maximum increase of 24 seconds in the mean vehicle delay on any junction approach.
- The 2no. further modelled existing junctions on the public street network (located on Infirmary Road and Aughrim Street) currently operate within their effective capacities on all approaches and shall continue to do so when the development is completed in 2023; in 2028, 5 years after opening; and in 2038, 15 years after development completion. Traffic related to the proposed development shall have a negligible influence on the operation of these junctions, resulting in no discernible increase



in mean approach queues and a maximum increase of 2 seconds in the mean vehicle delay on any junction approach.

- Vehicular traffic related to the proposed development shall result in a maximum increase of 8.8% in total traffic flows at any other road junction, in either peak hour period.
- The proposed provision of car, motorcycle, and bicycle parking within the development (including disabled-accessible car parking spaces) complies with Local Authority development plan standards and with the 2020 Apartment Guidelines.
- Clear forward distance sightlines and visibility splays in excess of 24m are achieved at all new junctions proposed as part of the development, in accordance with the requirements of the Design Manual for Urban Roads and Streets.
- Swept path analyses have been conducted for cars manoeuvring within the proposed development, as well as for a refuse vehicle and a fire tender. These indicate that the design of the development access and its internal layout can accommodate these vehicle movements where required.
- An independent Quality Audit has been conducted by PMCE Consulting Engineers; all items raised in this Audit have been responded to, and all measures adopted in response have been accepted by the Audit Team.

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


Appendix A

Traffic Survey Data





				01																		יאם	re.	77	th Fr	hrv	an, 1	020
	SILE:			01																		DAI	E:	27	th Fe	brua	ary 2	020
Image: Note of the series of	OCAT	ION:		Nor	th C	ircul	ar Ro	bad/(O'De	avar	ney G	Gard	ens									DAY	<i>(</i> :			Т	hurs	day
100 1.0 0.0 <				MO	/EME	ENT 1							MO	/EME	NT 2							мо	VEME	NT 3				
0000 1 0 0 0 0 0 </th <th>TIME</th> <th>PCL</th> <th>MCL</th> <th>CAR</th> <th>LGV</th> <th>OGV1</th> <th>OGV2</th> <th>BUS</th> <th>тот</th> <th>PCU</th> <th>PCL</th> <th>MCL</th> <th>CAR</th> <th>LGV</th> <th>OGV1</th> <th>OGV2</th> <th>BUS</th> <th>тот</th> <th>PCU</th> <th>PCL</th> <th>MCL</th> <th>CAR</th> <th>LGV</th> <th>OGV1</th> <th>OGV2</th> <th>BUS</th> <th>тот</th> <th>PCU</th>	TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU
	07:00	0	0	1	2	0	0	1	5	5	5	1	93	31	2	2	2	131	132	2	1	90	21	3	1	2	116	118
91. <td>07:30</td> <td>1</td> <td>0</td> <td>6</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>7</td> <td>6</td> <td>7</td> <td>0</td> <td>113</td> <td>18</td> <td>1</td> <td>1</td> <td>2</td> <td>142</td> <td>140</td> <td>8</td> <td>1</td> <td>112</td> <td>15</td> <td>2</td> <td>0</td> <td>2</td> <td>140</td> <td>136</td>	07:30	1	0	6	0	0	0	0	7	6	7	0	113	18	1	1	2	142	140	8	1	112	15	2	0	2	140	136
NUMPABB<	07:45	1	0	4	0	0	0	0	5	4	9	0	100	15	3	1	4	132	132	1	0	90	25	3	0	2	121	124
10 1	н/тот	4	0	14	4	0	0	1	23	21	23	2	433	88	8	4	8	566	564	18	2	407	92	8	2	9	538	538
08 0	08:00	1	0	5	0	0	0	0	6	5	11	3	107	10	4	1	0	136	129	8	0	97	13	2	1	2	123	121
000000 0 </td <td>08:15</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>2</td> <td>3</td> <td>2</td> <td>103</td> <td>9</td> <td>2</td> <td>1</td> <td>3</td> <td>123</td> <td>125</td> <td>4</td> <td>0</td> <td>93</td> <td>13</td> <td>2</td> <td>1</td> <td>2</td> <td>115</td> <td>116</td>	08:15	0	0	2	0	0	0	0	2	2	3	2	103	9	2	1	3	123	125	4	0	93	13	2	1	2	115	116
matrixmatrixmatrixmatrixmatrixmatrixmatrixmatrixmatrixmatrixmatrixmatrixmatrixmatrixmatrixmatrixmatrix000001000 </td <td>08:45</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>3</td> <td>5</td> <td>5</td> <td>1</td> <td>114</td> <td>10</td> <td>6</td> <td>0</td> <td>2</td> <td>138</td> <td>138</td> <td>2</td> <td>0</td> <td>108</td> <td>17</td> <td>4</td> <td>2</td> <td>2</td> <td>135</td> <td>140</td>	08:45	0	0	2	0	0	0	1	3	5	5	1	114	10	6	0	2	138	138	2	0	108	17	4	2	2	135	140
O O	н/тот	1	0	- 14	0	0	0	1	16	16	25	8	426	51	16	2	6	534	526	20	0	375	57	17	4	9	482	489
90 8 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 <td>09:00</td> <td>1</td> <td>0</td> <td>4</td> <td>0</td> <td>2</td> <td>0</td> <td>1</td> <td>8</td> <td>9</td> <td>7</td> <td>1</td> <td>102</td> <td>21</td> <td>5</td> <td>2</td> <td>3</td> <td>141</td> <td>143</td> <td>2</td> <td>0</td> <td>90</td> <td>19</td> <td>4</td> <td>0</td> <td>3</td> <td>118</td> <td>121</td>	09:00	1	0	4	0	2	0	1	8	9	7	1	102	21	5	2	3	141	143	2	0	90	19	4	0	3	118	121
<	09:15	0	0	6	1	0	0	0	7	7	5	0	107	16	6	0	2	136	137	2	0	87	15	8	0	2	114	118
904.9 4 1 0 0 0 0 0 0 <	09:30	0	0	4	0	0	0	1	5	6	6	0	109	20	7	0	3	145	147	0	0	94	21	5	0	3	123	129
virve100<	09:45	0	0	4	1	0	0	3	8	11	7	2	100	24	10	1	0	144	144	2	0	102	15	0	1	3	123	126
1000 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10	н/тот	1	0	18	2	2	0	5	28	33	25	3	418	81	28	3	8	566	570	6	0	373	70	17	1	11	478	494
10100 0	10:00	0	0	4	1	3	0	0	8	10	2	1	83	29	8	1	1	125	129	0	0	105	7	7	0	4	123	131
No No No No No <	10:15	0	0	6	1	0	0	0	7	7	1	0	78	20	2	2	2	105	110	2	0	75	18	3	0	2	100	102
Nome N N N N <	10:50	0	0	3	1	0	0	0	4	4	0	0	80	13	/ E	1	5	105	114	1	0	85	13	5	2	2	108	114
x x x x	н/тот	0		13			0	0	2	3	2	1	311	79	22		•	434	452	5	0	346	50	21	3	10	436	456
1111 0 0 0 0 0 <	11:00	0	0	2	0	0	0	0	2	2	5	0	74	16	4	1	2	102	103	2	0	84	21	3	0	3	113	116
111013141415 <td>11:15</td> <td>0</td> <td>0</td> <td>5</td> <td>1</td> <td>1</td> <td>0</td> <td>1</td> <td>8</td> <td>10</td> <td>1</td> <td>ō</td> <td>67</td> <td>14</td> <td>4</td> <td>2</td> <td>1</td> <td>89</td> <td>94</td> <td>2</td> <td>0</td> <td>78</td> <td>11</td> <td>4</td> <td>0</td> <td>2</td> <td>97</td> <td>99</td>	11:15	0	0	5	1	1	0	1	8	10	1	ō	67	14	4	2	1	89	94	2	0	78	11	4	0	2	97	99
1114 16 <td>11:30</td> <td>0</td> <td>0</td> <td>4</td> <td>1</td> <td>0</td> <td>0</td> <td>1</td> <td>6</td> <td>7</td> <td>3</td> <td>0</td> <td>77</td> <td>13</td> <td>5</td> <td>2</td> <td>1</td> <td>101</td> <td>105</td> <td>3</td> <td>0</td> <td>60</td> <td>15</td> <td>4</td> <td>2</td> <td>2</td> <td>86</td> <td>90</td>	11:30	0	0	4	1	0	0	1	6	7	3	0	77	13	5	2	1	101	105	3	0	60	15	4	2	2	86	90
Hym 10 </td <td>11:45</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>3</td> <td>4</td> <td>2</td> <td>ō</td> <td>56</td> <td>16</td> <td>1</td> <td>1</td> <td>2</td> <td>78</td> <td>80</td> <td>3</td> <td>0</td> <td>81</td> <td>15</td> <td>2</td> <td>2</td> <td>1</td> <td>104</td> <td>106</td>	11:45	0	0	2	0	1	0	0	3	4	2	ō	56	16	1	1	2	78	80	3	0	81	15	2	2	1	104	106
1200 16 0 0 0 0 <td>н/тот</td> <td>0</td> <td>0</td> <td>13</td> <td>2</td> <td>2</td> <td>0</td> <td>2</td> <td>19</td> <td>22</td> <td>11</td> <td>0</td> <td>274</td> <td>59</td> <td>14</td> <td>6</td> <td>6</td> <td>370</td> <td>382</td> <td>10</td> <td>0</td> <td>303</td> <td>62</td> <td>13</td> <td>4</td> <td>8</td> <td>400</td> <td>412</td>	н/тот	0	0	13	2	2	0	2	19	22	11	0	274	59	14	6	6	370	382	10	0	303	62	13	4	8	400	412
12:13 0 0 0 0 0 0 1 5 6 0 0 7 1 0 0 0 0 <td>12:00</td> <td>0</td> <td>0</td> <td>4</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>5</td> <td>6</td> <td>2</td> <td>0</td> <td>83</td> <td>22</td> <td>5</td> <td>0</td> <td>2</td> <td>114</td> <td>117</td> <td>2</td> <td>0</td> <td>70</td> <td>18</td> <td>6</td> <td>2</td> <td>2</td> <td>100</td> <td>106</td>	12:00	0	0	4	0	0	0	1	5	6	2	0	83	22	5	0	2	114	117	2	0	70	18	6	2	2	100	106
12.30 1 0 <td>12:15</td> <td>0</td> <td>0</td> <td>4</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>5</td> <td>6</td> <td>9</td> <td>0</td> <td>77</td> <td>14</td> <td>4</td> <td>0</td> <td>1</td> <td>105</td> <td>101</td> <td>3</td> <td>1</td> <td>61</td> <td>10</td> <td>4</td> <td>1</td> <td>2</td> <td>82</td> <td>84</td>	12:15	0	0	4	0	0	0	1	5	6	9	0	77	14	4	0	1	105	101	3	1	61	10	4	1	2	82	84
12.48 1 0 0 0 0 4 1 1 0 1 1 1 0 0 0 0 <td>12:30</td> <td>1</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>1</td> <td>3</td> <td>0</td> <td>74</td> <td>8</td> <td>3</td> <td>2</td> <td>2</td> <td>92</td> <td>96</td> <td>4</td> <td>0</td> <td>71</td> <td>14</td> <td>3</td> <td>0</td> <td>2</td> <td>94</td> <td>94</td>	12:30	1	0	1	0	0	0	0	2	1	3	0	74	8	3	2	2	92	96	4	0	71	14	3	0	2	94	94
virvit j< j j< j< j	12:45	1	0	2	1	0	0	0	4	3	4	1	84	18	3	0	1	111	110	4	0	91	18	2	0	3	118	119
name b <td>13:00</td> <td>2</td> <td>0</td> <td></td> <td>1</td> <td>0</td> <td>0</td> <td>2</td> <td>16</td> <td>6</td> <td>18</td> <td>1</td> <td>318 90</td> <td>18</td> <td>15</td> <td>2</td> <td>6</td> <td>422</td> <td>423</td> <td>13</td> <td>1</td> <td>293</td> <td>16</td> <td>15</td> <td>3</td> <td>9</td> <td>394</td> <td>403</td>	13:00	2	0		1	0	0	2	16	6	18	1	318 90	18	15	2	6	422	423	13	1	293	16	15	3	9	394	403
nerror nerro nerro nerro <td>13.00</td> <td>0</td> <td>0</td> <td>4</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>5</td> <td>6</td> <td>3</td> <td>1</td> <td>96</td> <td>10</td> <td>6</td> <td>0</td> <td>3</td> <td>128</td> <td>124</td> <td>4</td> <td>0</td> <td>74</td> <td>18</td> <td>4</td> <td>2</td> <td>2</td> <td>104</td> <td>107</td>	13.00	0	0	4	0	0	0	1	5	6	3	1	96	10	6	0	3	128	124	4	0	74	18	4	2	2	104	107
13.45 0 0 0 1 1 0 1 0 1 1 0 0 1 0 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 0 0 0 1 0 <td>13:30</td> <td>0</td> <td>0</td> <td>4</td> <td>1</td> <td>0</td> <td>0</td> <td></td> <td>5</td> <td>5</td> <td>8</td> <td></td> <td>79</td> <td>20</td> <td>3</td> <td>0</td> <td>2</td> <td>112</td> <td>109</td> <td>1</td> <td>0</td> <td>87</td> <td>9</td> <td>4</td> <td>0</td> <td>1</td> <td>102</td> <td>107</td>	13:30	0	0	4	1	0	0		5	5	8		79	20	3	0	2	112	109	1	0	87	9	4	0	1	102	107
HH0001201201200 <th< td=""><td>13:45</td><td>0</td><td>0</td><td>6</td><td>0</td><td>0</td><td>1</td><td>1</td><td>8</td><td>10</td><td>2</td><td>0</td><td>77</td><td>12</td><td>8</td><td>0</td><td>1</td><td>100</td><td>103</td><td>4</td><td>1</td><td>101</td><td>20</td><td>2</td><td>0</td><td>1</td><td>129</td><td>127</td></th<>	13:45	0	0	6	0	0	1	1	8	10	2	0	77	12	8	0	1	100	103	4	1	101	20	2	0	1	129	127
14.00 0 <td>н/тот</td> <td>0</td> <td>0</td> <td>19</td> <td>2</td> <td>0</td> <td>1</td> <td>2</td> <td>24</td> <td>27</td> <td>15</td> <td>1</td> <td>342</td> <td>69</td> <td>22</td> <td>1</td> <td>9</td> <td>459</td> <td>468</td> <td>13</td> <td>2</td> <td>351</td> <td>63</td> <td>10</td> <td>2</td> <td>7</td> <td>448</td> <td>451</td>	н/тот	0	0	19	2	0	1	2	24	27	15	1	342	69	22	1	9	459	468	13	2	351	63	10	2	7	448	451
14.15 0 <td>14:00</td> <td>0</td> <td>0</td> <td>4</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>6</td> <td>6</td> <td>4</td> <td>0</td> <td>100</td> <td>21</td> <td>1</td> <td>1</td> <td>1</td> <td>128</td> <td>128</td> <td>3</td> <td>0</td> <td>92</td> <td>17</td> <td>6</td> <td>1</td> <td>3</td> <td>122</td> <td>127</td>	14:00	0	0	4	2	0	0	0	6	6	4	0	100	21	1	1	1	128	128	3	0	92	17	6	1	3	122	127
14.30 0 <td>14:15</td> <td>0</td> <td>0</td> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>3</td> <td>3</td> <td>3</td> <td>0</td> <td>85</td> <td>17</td> <td>5</td> <td>0</td> <td>2</td> <td>112</td> <td>114</td> <td>2</td> <td>0</td> <td>85</td> <td>19</td> <td>3</td> <td>2</td> <td>2</td> <td>113</td> <td>118</td>	14:15	0	0	3	0	0	0	0	3	3	3	0	85	17	5	0	2	112	114	2	0	85	19	3	2	2	113	118
14.45 1 0 3 0 0 0 0 1 5 5 7 1 75 13 1 2 0 66 1 0 83 16 2 0 2 0 2 0 0 0 HT07 1 0 1 0 0 0 0 0 2 1 0 0 2 0 2 0	14:30	0	0	3	0	1	0	2	6	9	0	0	71	16	1	1	1	90	93	1	0	81	15	5	0	1	103	106
HY100 1 0 1 0 1 0 1 0 1 0 3 20 1 0 20 1 0 </td <td>14:45</td> <td>1</td> <td>0</td> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>5</td> <td>5</td> <td>7</td> <td>1</td> <td>75</td> <td>13</td> <td>1</td> <td>2</td> <td>0</td> <td>99</td> <td>96</td> <td>1</td> <td>0</td> <td>83</td> <td>16</td> <td>2</td> <td>0</td> <td>2</td> <td>104</td> <td>106</td>	14:45	1	0	3	0	0	0	1	5	5	7	1	75	13	1	2	0	99	96	1	0	83	16	2	0	2	104	106
1	H/TOT	1	0	13	2	1	0	3	20	23	14 c	1	331	67	8	4	4 c	429	430	7	0	341	67	16	3	8	442	456
1.1.1.1 2 1 0 0 0 0 1 0 </td <td>15.00</td> <td>0</td> <td>0</td> <td>2</td> <td>1</td> <td>0</td> <td>U D</td> <td>2</td> <td>5</td> <td>3</td> <td>5</td> <td>0</td> <td>87</td> <td>23</td> <td>3</td> <td>r c</td> <td>2</td> <td>127</td> <td>132</td> <td>1</td> <td>2</td> <td>78</td> <td>17</td> <td>4</td> <td>1</td> <td>4</td> <td>103</td> <td>106</td>	15.00	0	0	2	1	0	U D	2	5	3	5	0	87	23	3	r c	2	127	132	1	2	78	17	4	1	4	103	106
1545 0	15:30	1	0	0	0	0	o	0	1	0	6	ō	102	26	5	o	3	142	143		1	94	11	2	, 0	1	109	110
Hyrtor 1 0 9 2 0 0 2 1 1 0 9 2 0 0 2 1 0 1 1 7 394 61 1 2 1 0 1 0 1 0 0 0 0 0 0 0 0 0 1 0 2 0 0 0 0 1 4 4 9 1 9 1 0 1 0 2 0 0 1 2 3 4 2 1 0 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10	15:45	0	0	3	0	0	0	0	3	3	3	0	84	20	0	1	0	108	107	0	3	123	16	1	1	4	148	152
16.00 2 0 5 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 1 0 0 1 0 <td>н/тот</td> <td>1</td> <td>0</td> <td>9</td> <td>2</td> <td>0</td> <td>0</td> <td>2</td> <td>14</td> <td>15</td> <td>19</td> <td>0</td> <td>357</td> <td>80</td> <td>12</td> <td>2</td> <td>11</td> <td>481</td> <td>485</td> <td>1</td> <td>7</td> <td>394</td> <td>61</td> <td>11</td> <td>2</td> <td>11</td> <td>487</td> <td>501</td>	н/тот	1	0	9	2	0	0	2	14	15	19	0	357	80	12	2	11	481	485	1	7	394	61	11	2	11	487	501
1 0 2 0 0 0 1 4 4 9 1 96 12 1 0 12 16 4 0 127 13 4 0 12 13 4 0 12 13 4 0 17 13 4 0 17 13 4 0 17 13 4 0 17 13 4 0 17 13 4 0 17 13 4 0 17 13 4 0 17 14 4 0 1 0 0 0 0 1 0 0 1 14 1 1 13 13 14 0 14	16:00	2	0	5	0	0	0	0	7	5	8	0	92	18	0	0	0	118	112	4	0	99	14	2	0	2	121	121
16.30 0 0 1 0 0 0 1 0 1 2 3 4 2 16 13 1 0 2 13 1 0 2 13 1 0 2 13 1 1 0 1 0 1 <th1< td=""><td>16:15</td><td>1</td><td>0</td><td>2</td><td>0</td><td>0</td><td>0</td><td>1</td><td>4</td><td>4</td><td>9</td><td>1</td><td>98</td><td>12</td><td>1</td><td>0</td><td>1</td><td>122</td><td>116</td><td>4</td><td>0</td><td>127</td><td>13</td><td>4</td><td>0</td><td>2</td><td>150</td><td>151</td></th1<>	16:15	1	0	2	0	0	0	1	4	4	9	1	98	12	1	0	1	122	116	4	0	127	13	4	0	2	150	151
1645 1 0 3 0	16:30	0	0	1	0	0	0	1	2	3	4	2	116	13	1	0	2	138	136	10	0	139	22	2	0	1	174	168
H/TOT 4 0 11 0 0 2 17 16 25 5 401 54 40 76 26 0 486 61 8 0 7 56 25 5 401 54 40 75 26 0 486 61 8 0 7 56 888 17.00 0 1 0 0 2 2 2 1 16 10 0 2 1 1 10 1 12 1 16 18 0 1 10 15 16 16 1 10 1 1 12 13 16 13 10 15 16 16 10	16:45	1	0	3	0	0	0	0	4	3	4	2	95	11	2	1	0	115	113	8	0	131	12	0	0	2	153	149
T.Y.U 0 1 0 1 0 0 2 1 9 1 16 9 0 2 17 9 1 16 10 0 0 1 0 0 0 1 16 10 0 0 1 1 11 1 12 1 0 0 1 16	н/тот	4	0	11	0	0	0	2	17	16	25	5	401	54	4	1	3	493	476	26	0	496	61	8	0	7	598	588
n.r.s v v 2 v <td>17:00</td> <td>0</td> <td>1</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>1</td> <td>9</td> <td>1</td> <td>116</td> <td>19</td> <td>0</td> <td>0</td> <td>2</td> <td>147</td> <td>141</td> <td>11</td> <td>1</td> <td>126</td> <td>16</td> <td>1</td> <td>0</td> <td>0</td> <td>155</td> <td>146</td>	17:00	0	1	0	1	0	0	0	2	1	9	1	116	19	0	0	2	147	141	11	1	126	16	1	0	0	155	146
17.45 0 1 1 10 <t< td=""><td>17:15</td><td>0</td><td>0</td><td>2</td><td>•</td><td>0</td><td>0</td><td>0</td><td>2</td><td>2</td><td>2</td><td>1</td><td>112</td><td>20</td><td>0</td><td>0</td><td>4</td><td>139</td><td>141</td><td>12</td><td>0</td><td>125</td><td>15</td><td>3</td><td>0</td><td>1</td><td>156</td><td>149</td></t<>	17:15	0	0	2	•	0	0	0	2	2	2	1	112	20	0	0	4	139	141	12	0	125	15	3	0	1	156	149
H/TOT 1 1 2 0 0 1 1 1 2 0 0 1 0 1 1 1 1 0 1 1 1 1 0 1 <td>17:45</td> <td>1</td> <td>U N</td> <td>3</td> <td>1</td> <td>0</td> <td>n</td> <td>U N</td> <td>3</td> <td>3</td> <td>8</td> <td>2</td> <td>103</td> <td>12</td> <td>2</td> <td>1</td> <td>1</td> <td>123</td> <td>114</td> <td>9</td> <td>1</td> <td>122</td> <td>15</td> <td>1</td> <td>0</td> <td>2</td> <td>130</td> <td>145</td>	17:45	1	U N	3	1	0	n	U N	3	3	8	2	103	12	2	1	1	123	114	9	1	122	15	1	0	2	130	145
18:00 0 0 1 7 8 10 11 10 10 11 10 10 11 11 10 11 10 10 11 11 10 11 10 11 10 11 10 11 10 11 11 10 11 10 11 11 11 11 11 11 10 11 11 <th1< td=""><td>н/тот</td><td>1</td><td>1</td><td>11</td><td>2</td><td>0</td><td>0</td><td>0</td><td>15</td><td>14</td><td>31</td><td>4</td><td>437</td><td>57</td><td>2</td><td>1</td><td>7</td><td>539</td><td>521</td><td>37</td><td>2</td><td>483</td><td>58</td><td>7</td><td>0</td><td>5</td><td>592</td><td>570</td></th1<>	н/тот	1	1	11	2	0	0	0	15	14	31	4	437	57	2	1	7	539	521	37	2	483	58	7	0	5	592	570
18:15 0 0 2 0 0 2 2 3 0 103 11 2 0 3 122 124 2 9 114 1 0 1 131 126 128 18:30 0 0 4 4 6 0 74 10 1 0 3 94 93 0 5 104 6 0 1 11 16 114 1	18:00	0	0	5	1	0	0	1	7	8	10	1	101	11	0	0	1	124	116	0	4	101	9	2	0	3	119	121
18.30 0 0 4 0 0 74 10 1 0 3 94 93 0 5 104 6 0 1 16 11 11 17 3 1 0 1 80 80 0 0 102 4 1 1 77 3 1 0 1 80 80 0 0 102 4 1 1 17 3 1 0 1 80 10 10 10 1 10 1 10 1 10 1	18:15	0	0	2	0	0	0	0	2	2	3	0	103	11	2	0	3	122	124	2	9	114	4	1	0	1	131	126
18:45 1 0 2 0 0 1 4 4 1 1 73 3 1 0 1 80 80 0 0 102 4 1 0 114 H/TOT 1 0 13 1 0 0 2 17 18 20 2 351 35 4 0 8 420 413 2 18 421 23 4 0 8 476 474	18:30	0	0	4	0	0	0	0	4	4	6	0	74	10	1	0	3	94	93	0	5	104	6	0	0	1	116	114
H/TOT 1 0 13 1 0 0 2 17 18 20 2 351 35 4 0 8 420 413 2 18 421 23 4 0 8 476 474	18:45	1	0	2	0	0	0	1	4	4	1	1	73	3	1	0	1	80	80	0	0	102	4	1	0	3	110	114
	н/тот	1	0	13	1	0	0	2	17	18	20	2	351	35	4	0	8	420	413	2	18	421	23	4	0	8	476	474
	17101	16	1	159	22				230	2.44	234	28	4399	782	155	30	85	5713	5711	159	32	4583	724	147	24	102	5771	5831

SITE:			01																		DAT	E:	27	th Fe	brua	ary 2	2020
OCAT	ION:		Nor	th Ci	ircul	ar Ro	oad/0)'De	avar	ney (Garde	ens									DAY	' :			Т	hurs	sday
			MO	/EME								MO									MO	/EME					
TIME	PCL	MCL	CAR	LGV	0GV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCL
07:00	1	0	3	2	0	0	0	6	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
07:15	1	0	13	0	0	0	0	14	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	18	3	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	22	1 6	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	23	3	0	0	0	26	26	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15	0	0	22	1	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	23	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	23	1	0	0	0	25	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
н/тот	1	0	91	6	0	0	0	98	97	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:00	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 09:30	0	0	9	1	0	0	0	10	10	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0
09:45	1	0	7	0	0	0	0	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
н/тот	1	0	43	4	0	0	0	48	47	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0
10:00	0	0	5	1	1	0	0	7	8	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
10:15	0	0	7	1	1	0	0	9	10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:30	0	0	5	0	1	1	0	7	9	0	0	1	0	0	0	0	1	1	1	0	1	0	0	0	0	2	1
10:45	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1/TOT	0	0	21	4	3	1	0	29	32	0	0	2	0	0	0	0	2	2	1	0	2	1	0	0	0	4	3
11:00	1	0	1	1	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	1	0	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:45	1	0	2	1	0	0	0	4	3	0	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0
н/тот	2	0	5	2	1	0	0	10	9	0	0	0	0	0	0	0	o	0	0	0	0	1	o	0	0	1	1
12:00	0	0	4	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
12:15	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:30	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12.45	0	0	7	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0
13:00	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0
13:30	1	0	1	2	0	0	0	4	3	0	0	0	0	0	0	0	0	o	0	0	1	0	0	0	0	1	1
13:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
н/тот	1	0	8	2	0	0	0	11	10	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
14:00	1	0	2	0	0	0	0	3	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
н/тот	1	0	6	0	0	0	0	7	6	0	0	1	0	0	0	0	1	1	1	0	0	1	0	0	0	2	1
15:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1
15:15	0	0	0	1	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
15:45	0	0	3	0	0	0	0	3	3	1	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	2	1
16:00	0	0	3	0	0	0	0	0 3	3	0	0	0	0	0	0	0	3 0	0	0	0	3 0	0	0	0	0	0	4
16:15	0	0	2	0	0	0	0	2	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	1
16:45	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
н/тот	0	0	9	0	0	0	0	9	9	1	0	1	0	0	0	0	2	1	1	1	0	0	0	0	0	2	1
17:00	1	0	5	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3
17:20	1	0	0	1	0	0	0	2	1	3	0	0	0	0	0	0	3	1	0	0	1	0	1	0	0	2	3
17:45	0	U O	2	0	0	0	U	1	2	0	0	U O	0	U	0	0	2	0	U	U	1	1	0	0	0	1	
н/тот	2	0	8	1	0	0	0	11	9	5	0	0	0	0	0	0	5	1	0	0	3	1	1	1	0	6	8
18:00	0	0	4	0	0	0	0	4	4	2	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	1	1
18:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:45	1	0	2	0	0	0	0	3	2	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1
	2																										

												-														/	
ITE:			02																		DAT	E:	27	th Fe	brua	ary 2	020
OCAT	ION:		Mor	ntpe	ellier	Gard	ens/	'0'De	eava	ney	Gard	lens									DAY	' :			Т	hurs	sday
			мо	/EME	ENT 1							мо	VEME	NT 2							MO	/EME	NT 3				
ТІМЕ	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0
07:15	0	0	2	0	0	0	0	2	2	0	0	2	1	0	0	0	3	3	0	0	0	1	0	0	0	1	1
07:50	0	0	1	0	0	0	0	3	1	0	0	3	0	0	0	0	3	3	0	0	1	1	0	0	0	1	1
і/тот	0	0	6	0	0	0	0	6	6	0	0	9	1	0	0	2	12	14	0	0	1	2	0	0	0	3	3
08:00	0	0	4	0	0	0	0	4	4	1	0	4	0	0	0	0	5	4	0	0	0	1	0	0	0	1	1
08:15	0	0	2	0	0	0	0	2	2	0	0	6	1	0	0	0	7	7	0	0	1	0	0	0	0	1	1
08:30	0	0	5	0	0	0	0	5	5	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
08:45	1	0	3	0	0	0	1	5	5	0	0	6	0	0	0	0	6	6	0	0	0	1	1	0	0	2	3
і/тот	1	0	14	0	0	0	1	16	16	1	0	23	1	0	0	0	25	24	0	0	1	2	1	0	0	4	5
09:00	0	0	5	0	0	0	0	5	5	0	0	4	1	2	0	1	8	10	1	0	1	0	0	0	0	2	1
09:15	0	0	5	0	0	0	0	5	5	1	0	3	0	0	0	0	4	3	1	0	0	1	0	0	0	2	1
09:30	0	0	4	0	0	0	0	4	4	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1
09:45	1	0	3	0	0	0	0	4	3		0	5	0	0	0	4	9	13	0	0	3	1	0	0	0	4	4
10:00	1	U	17	0	1	0	0	18	1/	1	U 0	13 n	2	2	0	5 0	23	28	2	U n	2	2	U 0	0	0	9 2	7
10:15	0	0	7	1	0	0	0	8	8	0	0	2	2		0	0	4	4	0	0	3	1	0	0	0	4	4
10:30	0	0	4	0	0	0	0	4	4	0	0	1	2	2	0	0	5	6	0	0	1	0	0	0	0	1	1
10:45	0	0	0	0	1	0	0	1	2	0	0	1	1	1	0	0	3	4	0	0	1	0	0	1	0	2	3
і/тот	0	0	14	1	2	0	0	17	18	0	0	4	5	4	0	0	13	15	0	0	7	1	0	1	0	9	10
11:00	1	0	1	0	0	0	0	2	1	0	0	2	1	0	0	0	3	3	0	0	1	2	0	0	0	3	3
11:15	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	1	1	2	0	0	2	0	0	0	0	2	2
11:30	0	0	3	0	0	0	0	3	3	0	0	2	0	1	1	1	5	8	0	0	0	0	0	0	0	0	0
11:45	0	0	4	0	0	0	0	4	4	0	0	3	1	1	0	0	5	6	0	0	1	0	0	0	0	1	1
н/тот	1	0	14	1	0	0	0	16	15	0	0	7	2	2	1	2	14	18	0	0	4	2	0	0	0	6	6
12:00	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	2	3	5	0	0	1	0	0	0	0	1	1
12:15	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	2	1	0	0	0	3	3
12:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	0	2	2
12.43	0	0		0	0	0	0	6	6	1				0		,	17	13	0	0		,	0	0	0	8	2
13:00	0	0	7	0	0	0	0	7	7	0	0	3	1	0	0	0	4	4	0	0	1	0	0	0	0	1	1
13:15	0	0	3	0	0	0	0	3	3	0	0	7	2	0	0	1	10	11	0	0	0	1	0	0	0	1	1
13:30	0	0	3	0	0	0	0	3	3	1	1	1	1	0	0	0	4	3	0	0	0	0	0	0	0	0	0
13:45	0	0	7	0	0	0	0	7	7	0	0	1	1	1	0	1	4	6	0	0	1	1	0	0	0	2	2
і/тот	0	0	20	0	0	0	0	20	20	1	1	12	5	1	0	2	22	23	0	0	2	2	0	0	0	4	4
14:00	0	0	3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1
14:15	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:30	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	1	1	2	0	0	3	1	0	0	0	4	4
14:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0
і/тот	0	0	10	0	0	0	0	10	10	0	0	4	0	0	0	2	6	8	0	0	4	1	0	0	0	5	5
15:00	0	0	7	0	0	0	0	7	7	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1
15:15	0	0	4	0	0	0	0	4	4	0	0	6	0	0	0	1	7	8	0	0	1	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
і/тот	2	0	-	0	0	0	0	17	15	0	0	17	0	0	0	1	18	19	0	0	2	0	0	0	0	2	2
16:00	0	0	5	0	0	0	0	5	5	0	0	10	1	2	0	0	13	14	0	0	3	0	0	0	0	3	3
16:15	0	0	2	0	0	0	0	2	2	0	0	6	0	0	0	0	6	6	0	0	2	1	0	0	0	3	3
16:30	0	0	2	0	0	0	0	2	2	1	0	6	0	0	0	1	8	8	0	0	1	0	0	0	0	1	1
16:45	1	0	5	2	0	0	0	8	7	0	0	3	0	0	0	2	5	7	0	0	0	0	0	0	0	0	0
і/тот	1	0	14	2	0	0	0	17	16	1	0	25	1	2	0	3	32	35	0	0	6	1	0	0	0	7	7
17:00	1	0	1	1	0	0	0	3	2	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
17:15	0	0	3	3	0	0	0	6	6	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
17:30	0	0	12	2	0	0	0	14	14	1	0	12	2	0	0	1	16	16	0	0	0	0	0	0	0	0	0
17:45	1	0	7	1	0	0	0	9	8	1	0	2	0	0	0	1	4	4	0	0	1	1	0	0	0	2	2
і/тот	2	0	23	7	0	0	0	32	30	2	0	25	2	0	0	2	31	31	0	0	1	1	0	0	0	2	2
18:00	0	0	6	1	0	0	0	7	7	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
18:15	2	0	4	0	0	0	0	6	4	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
18:30	0	0	4	1	0	0	0	5	5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
10:45	0	U	1	U	0	U	U	1	1	U	1	1	U	U	U	U	2	1	U	U	U	U	U	U	U	U	0
1/1		-				-	-			-				-	-	-		1		-	-	-	-	-	-	-	

MANU	IAL (CLAS	SIFI	ED J	UN	стіоі	N TU	JRN	ING	col	UNTS	5												1	rra,	/20/	05
SITE:			02																		DAT	TE:	27	th Fe	ebru	ary 2	202
.OCAT	ION		Mor	ntpe	llier	Gard	ens/	'0'De	eava	ney	Gard	ens									DAY	<i>(</i> :			1	Thurs	sda
	August and a second sec		MO									MO	/EME	NT 5							MO		NT 6				
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PC
07:00	0	0	3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1
07:15	0	0	1	1	0	0	0	2	2	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
07:45	0	0	4	0	0	0	0	4	4	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	c
н/тот	0	0	11	1	0	0	0	12	12	0	0	13	2	0	0	0	15	15	0	0	1	0	0	0	0	1	1
08:00	0	0	5	2	0	0	0	7	7	0	0	5	1	0	0	0	6	6	0	0	1	0	0	0	0	1	1
08:15	0	0	5	0	0	0	0	5	5	0	0	5	1	0	0	1	7	8	0	0	2	0	0	0	0	2	2
08:30	0	0	3	•	0	0	0	3	3	0	0	4	0	0	0	0	4	4	1	0	1	0	0	0	0	2	1
H/TOT	0	0	23	1 3	U 0	0	0	26	26	0	0	20	2	0	0	1	23	24	2	0	3	0	0	0	0	4	3
09:00	0	0	6	0	0	0	0	6	6	2	0	4	0	1	0	1	8	8	0	0	3	0	0	0	0	3	3
09:15	1	0	8	0	0	0	0	9	8	1	0	3	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0
09:30	0	0	10	1	1	0	0	12	13	0	0	7	1	0	0	0	8	8	0	0	1	0	0	0	0	1	1
09:45	0	0	2	1	0	0	1	4	5	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
10:00	1	0	26	2	1	0	1	31 r	32	3	0	23	1	1	0	1	29 r	28	0	0	4	0	0	0	0	4	4
10:15	0	0	4	1	U 2	0	0	14	5	0	0	4	0	U 2	0	0	7	8	1	0	2	0	0	0	0	3	
10:30	0	0	4	0	0	0	0	4	4	0	0	11	1	1	0	0	13	14	0	0	0	0	0	0	0	0	0
10:45	0	0	5	1	0	0	0	6	6	0	0	9	0	0	o	1	10	11	0	0	1	0	0	o	0	1	1
н/тот	0	0	24	3	2	0	0	29	30	1	0	29	1	3	0	1	35	37	1	0	4	0	0	0	0	5	4
11:00	0	0	1	0	0	0	0	1	1	1	0	12	1	1	0	0	15	15	0	0	0	0	0	0	0	0	C
11:15	0	0	5	0	0	0	0	5	5	0	0	7	0	0	0	0	7	7	0	0	1	0	0	0	0	1	1
11:30	0	1	7	0	0	0	0	8	7	0	1	6	1	0	0	0	8	7	0	0	0	0	0	0	0	0	0
н/тот	0	1	14	1	1	0	0	17	4	1	1	33	2	2	0	0	39	39	0	0	1	0	0	0	0	1	1
12:00	0	0	3	0	0	0	0	3	3	0	0	5	1	0	0	0	6	6	1	0	0	0	0	0	0	1	0
12:15	0	0	9	0	0	0	0	9	9	0	0	10	1	0	0	0	11	11	0	0	2	0	0	0	0	2	2
12:30	0	0	5	0	0	0	0	5	5	0	0	11	0	0	0	0	11	11	0	0	1	0	0	0	0	1	1
12:45	0	0	5	0	0	0	0	5	5	2	0	14	2	0	0	0	18	16	0	0	1	0	0	0	0	1	1
13:00	0	0	22	0	0	0	0	22	22	2	0	40	4	0	0	0	46	44	1	0	4	0	0	0	0	5	4
13.00	0	0	3	0	0	0	0	3	3	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
13:30	0	0	3	0	0	0	1	4	5	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
13:45	1	0	2	1	0	0	0	4	3	0	0	9	0	0	0	0	9	9	0	0	1	0	0	0	0	1	1
н/тот	1	0	10	1	0	0	1	13	13	0	0	29	0	0	0	0	29	29	0	0	1	0	0	0	0	1	1
14:00	0	0	1	1	0	0	0	2	2	1	0	8	0	0	0	0	9	8	0	0	1	0	0	0	0	1	1
14:15	0	0	2	1	0	0	0	3	3	0	0	9	2	1	0	0	12	13	0	0	2	0	0	0	0	2	2
14:30 14:45	0	0	2	0	1	0	0	3	4	0	0	4	0	1	0	0	6	6	0	0	0	0	0	0	0	0	0
н/тот	0	0	6	2	1	0	0	9	10	2	0	22	3	2	0	0	29	28	0	0	3	0	0	0	0	3	3
15:00	1	0	1	2	0	0	0	4	3	0	0	5	0	0	0	0	5	5	0	0	2	1	0	0	0	3	3
15:15	1	0	1	0	0	0	0	2	1	0	0	9	0	0	0	0	9	9	1	0	1	0	0	0	0	2	1
15:30	0	0	7	0	0	0	0	7	7	0	0	8	0	0	0	0	8	8	3	0	2	0	0	0	0	5	3
15:45	3	0	2	0	0	0	0	5	3	0	1	8	0	0	0	0	9	8	0	0	2	0	0	0	0	2	2
16:00	1 5 0	0	11	2	0	0 0	0	18	14	0	1	30	0 n	0	0	0	31	30	4 0	0	7 0	1	0	0	0	12	9
16:15	1	0	4	0	0	0	0	5	4	1	1	17	0	0	0	0	19	18	0	0	0	0	0	0	0	0	0
16:30	0	0	6	0	0	0	0	6	6	2	0	8	1	0	0	0	11	9	1	0	2	0	0	0	0	3	2
16:45	0	0	7	0	1	0	0	8	9	0	1	9	1	0	0	0	11	10	0	0	2	0	0	0	0	2	2
н/тот	1	0	18	0	1	0	0	20	20	3	2	44	2	0	0	0	51	47	1	0	4	0	0	0	0	5	4
17:00	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1
17:15	0	1	6	0	1	0	0	8	8	3	0	5	2	0	0	0	10	8	0	0	0	0	0	0	0	0	0
17:45	0	0	2	1	0	0	0	2	2	0	0	б 4	1	0	0	0	9	5	0	0	1	0	0	0	0	4	4
н/тот	1	1	14	1	1	0	0	18	17	3	0	20	4	0	0	0	27	25	0	0	6	0	0	0	0	6	6
18:00	0	0	1	0	0	0	0	1	1	1	0	1	0	0	0	0	2	1	o	0	3	0	0	0	0	3	з
18:15	0	0	4	2	0	0	0	6	6	0	0	10	0	0	0	0	10	10	2	0	2	0	0	0	0	4	2
18:30	0	0	4	0	0	0	0	4	4	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
18:45	0	0	3	0	0	0	0	3	3	0	0	5	2	0	0	0	7	7	3	0	3	0	0	0	0	6	4
н/тот	0	0	12	2	0	0	0	14	14	1	0	20	2	0	0	0	23	22	5	0	8	0	0	0	0	13	9

SITE:			03																		DAT	E:	271	:h Fe	brua	ary 2	020
.OCAT	ION:		Мо	ntpe	ellier	Gard	ens/	/Thoi	r Pla	ce											DAY	' :			т	hurs	sdag
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCL
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
н/тот	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	7	0	0	0	0	7	7
08:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	5	0	0	0	0	5	5
08:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	9	0	0	0	0	9	9
08:45	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5	0	0	4	0	O	0	0	4	4
н/тот	0	0	1	0	0	0	0	1	1	0	0	14	0	0	0	0	14	14	0	0	22	0	0	0	0	22	22
09:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	2	0	0	0	0	3	2
09:30	0	0	0	0	0	o	0	0	0	0	o	1	1	0	0	ō	2	2	0	0	2	o	ō	0	0	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
н/тот	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	1	0	7	0	0	0	0	8	7
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0	0	0	0
10:45	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	4
н/тот	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	5	2	1	0	0	8	9
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	1	0	0	0	0	1	0
11:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
н/тот	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	2	0	0	0	0	2	2
12:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	1	0	0	0	3	3
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	1	0	0	0	0	2	2
12:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	5	0	0	0	0	5	5
н/тот	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	1	10	1	0	0	0	13	12
13:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	5	4	3	1	0	0	0	0	0	1	4
13:45	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	4	0	0	1	0	0	0	0	1	1
н/тот	0	0	0	0	0	0	0	0	0	5	1	9	1	1	0	0	17	13	3	3	3	1	0	0	0	10	6
14:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2
14:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	2	0	0	0	0	2	2
н/тот	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	0	8	0	1	0	0	9	10
15:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	1	0	0	0	1	1
15:15 15:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	1	1	2
15:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1	1	1	1	0	0	0	0	3	2
н/тот	0	0	0	0	0	0	0	0	0	3	0	12	0	0	0	0	15	13	2	1	3	1	0	0	1	8	7
16:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1	0	0	2	0	0	0	0	2	2
16:15	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	3	0	0	0	0	3	3
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	2	1	0	0	0	3	3
н/тот	0	0	0	0	0	0	0	0	0	2	0	6	2	0	0	0	10	8	o	0	9	1	0	0	0	10	10
17:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	4	2	0	0	0	6	6
17:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	1	0	0	0	0	0	0	1	0
17:30 17:45	0	0	0	0	0	0	0	1	0	1	0	9	0	0	0	0	10	9	0	0	4	1	0	0	0	5	5
н/тот	0	0	1	0	0	0	0	1	1	1	0	20	1	0	0	0	22	21	1	0	14	3	0	0	0	18	17
18:00	0	0	0	0	0	0	0	o	0	o	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2
18:15	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	2	0	4	0	0	0	0	6	4
18:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	3	0	0	0	0	3	3
10.45	0	0	1	0	0	U N	U N	1	1	0	n	10	n	U n	U N	0	10	10	2	0	1	n	U N	0	0	1	1
	-	-		-	-	-	-						•				433					-					

SITE:			03																		DAT	E:	271	th Fe	brua	ary 2	020
OCAT	ION:		Mo	ntpe	ellier	Gard	lens/	/Thoi	r Plao	ce											DAY	' :			Т	hurs	sda
			MO	VEM								MO	VEME	NT 5							MO	/EME	NT 6				
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCI
07:00	1	0	3	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	17	3	0	0	0	20	20	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:45	1	0	19	2	0	0	0	22	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-i/TOT	4	0	50	5	0	0	0	59	56	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
08:00	0	0	23	1	0	0	0	24	24 19	1	0	2	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0
08:30	3	0	13	1	0	0	0	17	15	0	0	2	0	0	0	0	2	2	o	0	0	0	0	0	0	0	0
08:45	3	0	23	0	0	0	0	26	24	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
4/TOT	6	0	19	3	0	0	0	86	81	1	0	5	1	0	0	0	7	6	0	0	0	0	0	0	0	0	0
09:15	0	0	18 11	0	0	0	0	19	11	0	0	2	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0
09:30	0	0	8	3	0	0	0	11	11	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:45	1	0	4	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10-00	1	0	41	3	1	0	0	46	46	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
10:00	0	0	6	1	1	0	0	4	9	0	0	1	0	0	0	0	1	1	0	0	0	0	0	U O	0	0	0
10:30	0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	0	2	2	0	ō	0	0	ō	0	0	0	0
10:45	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
і/тот	0	0	17	1	1	0	0	19	20	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
11:00	1	0	2	1	1	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:30	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	o	0	0	o	0	0	0	0
11:45	1	0	2	0	0	0	0	3	2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
н/тот	2	0	8	1	1	0	0	12	11	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
12:00	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	3	0	0	0	0	3	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:45	0	0	1	0	0	0	0	1	1	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
н/тот	0	0	10	1	0	0	0	11	11	1	0	2	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0
13:00	0	0	4	0	0	0	0	4	4	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
13:30	1	0	1	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	0	0	0	1	1	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
н/тот	1	0	8	0	0	0	0	9	8	1	0	4	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0
14:00	1	0	1	0	0	0	0	2	1	2	0	1	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:45	2	0	0	0	0	0	0	2	0	1	0	2	1	0	0	0	4	3	0	0	0	0	0	0	0	0	0
н/тот	3	0	4	0	0	0	0	7	5	3	0	5	1	0	0	0	9	7	0	0	0	0	0	0	0	0	0
15:00	1	0	2	0	0	0	0	3	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	0	0	0	2	0 n	0	0	0	2	2	0	0	0	0 n	0	0	0	0	0
15:45	1	0	1	0	0	0	0	2	1	2	1	2	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0
н/тот	4	0	3	0	0	0	0	7	4	2	2	7	0	0	0	0	11	8	0	0	0	0	0	0	0	0	0
16:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	2	0	0	0	0	3	2	2	0	2	0 n	0	0	0	4	2	0	0	0	0 n	0	0	0	0	0
16:45	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
і/тот	3	0	12	0	0	0	0	15	13	2	0	4	0	0	0	0	6	4	o	0	0	0	0	0	0	0	0
17:00	0	0	1	1	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
17:15	0	0	2	0	0	0	0	2	2	0	1	2	1	0	0	0	4	3	0	0	0	0	0	0	0	0	0
17:45	0	0	4	0	0	0	0	1	1	1	0	3	1	0	0	0	5	4	0	0	0	0	0	0	0	0	0
і/тот	0	1	8	1	0	0	0	10	9	1	1	12	3	0	0	0	17	16	0	0	0	0	0	0	0	0	0
18:00	0	0	1	0	0	0	0	1	1	3	0	3	0	0	0	0	6	4	0	Ū	Ō	0	0	0	0	0	0
18:15	0	0	2	0	0	0	0	2	2	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0
10:30 18:45	0	0	3	0	0	0	0	3	3	1	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
і/тот	0	0	6	0	0	0	0	6	6	4	0	10	2	0	0	0	16	13	0	0	0	0	-	0	0	0	0
	7.		244	15	,	0	0	197	260	45		60									•	0		0			

20	202	ary	orua	n Fel	27tł	2	TE:	DA																										04			TE:
ay	ırsd	ſhu	т				Y:	DA															rk	⁻ Pa	lier	tpel	1on	s/N	den	Gar	er (elli	ntp	Мо	N:	101	DCA.
				NT 4	MF	10/1							2	NT :	MF	10/1						2	NT :	FMF		N					1	NT 1	FMF		,		
РС	тот	BUS	GV2 B	OGV10	LGV	CAR	MCL	PCL	PCU	гот	IS T	BUS	OGV2	DGV1	LGV	CAR	MCL	PCL	PCU	тот	BUS	OGV2	OGV1	LGV	CAR	MCL	PCL	PCU	тот	BUS	OGV2	DGV1	LGV	CAR	MCL	PCL	IME
3	3	0	0	0	0	3	0	0	0	0		0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	2	2	0	0	0	0	2	0	0	7:00
2	2	0	0	0	0	2	0	0	0	0		0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	3	3	0	0	0	1	2	0	0	7:15 7:30
3	3	0	0	0	1	2	0	0	1	1		0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	0	5	5	0	0	0	0	5	0	0	7:45
12	12	0	0	0	1	11	0	0	1	1		0	0	0	0	1	0	0	4	4	0	0	0	0	4	0	0	13	13	0	0	0	1	12	0	0	тот
3	3	0	0	0	0	3	0	0	3	3		0	0	0	1	2	0	0	1	1	0	0	0	1	0	0	0	7	7	0	0	0	0	7	0	0	8:00
4	4	0	0	0	1	3	0	0	1	1		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	6	0	0	8:15 8:30
6	7	0	0	0	0	6	0	1	0	0		0	0	0	0	0	0	0	3	2	1	0	0	0	1	0	0	13	14	0	0	0	1	12	0	1	8:45
16	18	0	0	0	1	15	0	2	5	5		0	0	0	1	4	0	0	6	5	1	0	0	1	3	0	0	31	32	0	0	0	1	30	0	1	тот
6	7	1	0	0	0	4	0	2	1	1		0	0	0	0	1	0	0	2	2	0	0	0	0	2	0	0	8	8	0	0	0	0	8	0	0	9:00
0	1	0	0	0	0	0	0	1	2	2		0	0	0	0	2	0	0	6	6	0	0	0	0	6	0	0	5	6	0	0	0	0	5	0	1	9:15
4	4	0	0	0	0	4	0 n	0	1	1		0	0 n	0 n	0	1	0 n	0 n	3	3	0	0	0	0	3	0	0	13	12	0	0	1	1	10 2	0 D	0 n	9:30 9:45
1	16	1	0	0	0	12	0	3	4	4		0	0	0	0	4	0	0	15	16	0	0	0	1	14	0	1	30	29	1	0	1	1	25	0	1	тот
3	3	0	0	0	0	3	0	0	0	0		0	0	0	0	0	0	0	5	5	0	0	0	1	4	0	0	5	4	0	0	1	0	3	0	0	0:00
3	4	0	0	0	0	3	0	1	4	3		0	0	1	0	2	0	0	12	11	0	0	1	0	10	0	0	8	8	0	0	0	2	6	0	0	0:15
9	8	0	0	1	0	7	0	0	0	0		0	0	0	0	0	0	0	4	4	0	0	0	0	4	0	0	4	4	0	0	0	0	4	0	0	0:30
3	3	0	0	1	0	3	0	0	0	3		0	0	0	0	2	0	0	4	3	0	0			1	0	0	21	4	0	0	1	2	4	0	0	0:45 /TOT
6	7	0	0	0	1	5	0	1	0	0		0	0	0	0	0	0	0	2	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1:00
5	5	0	0	0	0	5	0	0	2	2		0	0	0	0	2	0	0	7	7	0	0	0	1	6	0	o	3	3	0	0	0	0	3	0	0	1:15
5	5	0	0	0	1	4	0	0	0	0		0	0	0	0	0	0	0	6	6	0	0	0	0	6	0	0	4	5	0	0	0	0	4	1	0	1:30
4	4	0	0	0	0	4	0	0	0	0		0	0	0	0	0	0	0	6	6	0	0	0	1	5	0	0	2	1	0	0	1	0	0	0	0	1:45
21	21 6	0	0	0	2	18	0	1	2	2		0	0	0	0	2	0	0	21 5	22 5	0	0	0	2	19 5	0	1	9	9	0	0	0	0	7	0	0	2:00
5	5	0	0	0	1	4	0	0	2	2		0	0	0	0	2	0	0	7	7	0	0	0	0	7	0	0	1	1	0	0	0	0	1	0	0	2:15
2	2	0	0	0	0	2	0	0	2	2		0	0	0	0	2	0	0	3	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2:30
12	13	0	0	0	1	11	0	1	1	1	-	0	0	0	0	1	0	0	4	4	0	0	0	0	4	0	0	2	2	0	0	0	0	2	0	0	2:45
24	26	0	0	0	3	21	0	2	6	6		0	0	0	0	6	0	0	19	19	0	0	0	0	19	0	0	3	3	0	0	0	0	3	0	0	70T
1	1	0	0	0	0	1	0	0	0	0		0	0	0	0	0	0	0	4	4	0	0	0	0	4	0	0	1	1	0	0	0	0	1	0	0	3:15
3	3	0	0	0	0	3	0	o	1	1		0	0	0	0	1	0	0	3	3	0	0	0	0	3	0	o	4	3	1	0	0	0	2	0	0	3:30
5	5	0	0	0	0	5	0	0	0	0	-	0	0	0	0	0	0	0	5	6	0	0	0	1	4	0	1	5	5	0	0	0	0	5	0	0	3:45
13	13	0	0	0	0	13	0	0	6	6		0	0	0	0	6	0	0	15	16	0	0	0	1	14	0	1	12	11	1	0	0	0	10	0	0	тот
6	7	0	0	0	0	6	0	1	0	0		0	0	0	0	0	0	0	4	4	0	0	0	1	3	0	0	1	1	0	0	0	0	1	0	0	4:00
3	4	0	0	0	0	3	0	1	2	1		0	0	1	0	0	0	0	6	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	4:30
1	1	0	0	0	0	1	0	0	0	0	-	0	0	0	0	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4:45
22	24	0	0	0	2	20	0	2	2	1		0	0	1	0	0	0	0	15	15	0	0	0	2	13	0	0	3	3	0	0	0	0	3	0	0	тот
6	6	0	0	0	1	5	0	0	0	0	Non-Annalysis and	0	0	0	0	0	0	0	8	9	0	0	0	1	7	0	1	2	2	0	0	0	1	1	0	0	5:00
7	8	0	0	0	0	7	0	1	1	1		0	0	0	0	1	0	0	4	5	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	5:15 5:30
4	4	0	0	0	0	4	0	0	0	0		0	0	0	0	0	0	0	6	10	0	o	0	0	5	0	5	1	1	0	0	0	0	1	0	0	5:45
24	27	0	0	0	1	22	0	4	3	3		0	0	0	0	3	0	0	22	28	0	0	0	1	20	0	7	4	4	0	0	0	1	3	0	0	тот
3	3	0	0	0	0	3	0	0	0	0		0	0	0	0	0	0	0	4	4	0	0	0	0	4	0	0	2	2	0	0	0	0	2	0	0	6:00
2	2	0	0	0	0	2	0	0	1	1		0	0	0	0	1	0	0	5	6	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	6:15
3	5	0	U 0	0	1	2	0	2	2	2		0	0	0	0 0	2	0	0	5 10	5	0	0	0	0	5 9	0	0	1	1	0	0	0	0	1	0	0	0:30 6:45
1	16	0	0	0	1	12	1	2	5	5		0	0	0	0	5	0	0	24	26	0	0	0	1	23	0	2	7	6	0	0	1	1	4	0	0	тот
3	3	0	0	0	0	3	0	0	0	0		0	0	0	0	0	0	0	3	4	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	7:00
5	7	0	0	0	2	3	0	2	1	1		0	0	0	0	1	0	0	9	10	0	0	0	3	6	1	0	4	3	0	0	1	0	2	0	0	7:15
	5	0	0	0	0	5	0	0	1	1		0	0	0	0	1	0	0	15	16	0	0	0	1	14	0	1	4	4	0	0	0	2	2	0	0	7:30 7:45
2	22	0	0	0	2	18	0	2	2	2		0	0	0	0	2	0	0	38	41	0	0	0	6	9 31	1	1	8	7	0	0	1	2	4	0	0	,э /тот
4	5	0	0	0	0	4	0	1	0	0	-	0	0	0	0	0	0	0	6	6	0	0	0	1	5	0	0	2	2	0	0	0	0	2	0	0	8:00
9	11	0	0	0	0	9	0	2	1	1		0	0	0	0	1	0	0	8	10	0	0	0	1	7	0	2	1	1	0	0	0	1	0	0	0	8:15
2	2	0	0	0	0	2	0	0	2	2	-	0	0	0	0	2	0	0	7	7	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	8:30
a	11	0	0	0	2	6	0	3	0	0	-	0	0	0	0	0	0	0	3	3	0	0	0	0	3	0	0	1	1	0	0	0	0	1	0	0	8:45
ľ		0	0	0	2	21	0	6	3	3	1	0	0	0	0	3	0	0	24	26	0	0	0	3	21	0	2	4	4	0	0	0	1	3	0	0	TOT

SITE:			04																		DAT	ſE:	27	th Fe	ebrua	ary 2	:02(
.OCAT	ION:		Mo	ntpe	ellier	Gard	ens/	′Mor	ntpel	lier	Park										DAY	<i>(</i> :			т	hurs	sda
			MO	VEMI								MO	VEME	NT 6							MO	/EME	NT 7				
ТІМЕ	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PC
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0
н/тот	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	5
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
н/тот	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0	8	0	0	0	1	9	10
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0	2	0	1	0	0	3	4
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
н/тот	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	13	14
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0	2	0	1	0	0	3	4
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	8	9
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	21
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0	1	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14	0	2	0	0	17	15
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
12:30	o	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
12:45	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	5	4
н/тот	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	17	1	0	0	0	19	18
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3
13:45	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
н/тот	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	3
14:45	0	U 0	U	0	0	0	0	0	0	0	0	U	0	υ 0	U 0	0	0	0	0	U 0	1	1	U	0	0	1	1
н/тот	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	o	0	5	1	1	0	0	7	8
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
15:30 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
н/тот	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	0	0	0	0	13	12
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	14	0	0	0	0	16	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	,	4	1	0	0	0	5	5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	2	0	0	0	9	8
18:15	0	U 0	U	0	0	0	0	0	0	0	0	U	0	υ 0	U 0	0	0	0	0	U 0	U 2	0	U	0	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2

SITE:			05																		DAI	ΓE:	27	th Fe	ebrua	ary 2	020
.OCAT	ION		Infir	mai	ry Ro	ad/N	1ont	pelli	er Ga	arde	ns										DAY	<i>(</i> :			Т	hurs	sday
	No. of Concession, Name		MO	VEMI	ENT 1							мо	/EME	NT 2							мо	VEME	NT 3				
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCL
07:00	0	0	3	1	0	0	0	3	3	4	0	108	19 20	3	0	1	134	132	1	1	88	30 23	2	1	3	125	130
07:30	0	0	4	0	0	0	0	4	4	4	0	138	26	1	1	2	172	173	0	1	70	20	4	0	2	97	100
07:45	0	0	4	1	0	0	0	5	5	3	0	114	21	2	1	3	144	147	3	0	63	20	1	0	3	90	91
1/TOT	0	0	13	2	0	0	0	15	15	16	1	503	86	8	2	6	622	621	9	2	306	93	9	1	9	429	435
08:15	0	0	2	0	0	0	0	2	3	7	3	147	19	3	1	3	167	160	3	1	61	12	3	1	2	90 79	81
08:30	0	0	4	0	0	0	0	4	4	16	1	141	10	6	0	2	176	168	0	0	83	7	5	2	1	98	104
08:45	1	0	5	1	1	0	0	8	8	11	1	149	22	3	1	2	189	184	2	1	55	12	9	0	3	82	87
і/тот	2	0	13	2	1	0	0	18	17	48	6	571	62	15	3	7	712	688	8	2	274	41	18	4	8	355	370
09:00	0	0	5	0	0	0	0	5	5	6	0	130	19	5	1	2	163	164	3	0	66	15	3	0	1	88	88
09:15	1	0	6	1	0	0	0	8	7	6	0	120	20	б я	1	2	155	157	0	0	61 62	11	6	0 n	2	80 83	85
09:45	0	0	8	1	0	o	0	9	9	6	1	100	23	10	0	0	140	140	0	1	66	12	1	1	3	84	88
і/тот	1	0	25	2	0	0	0	28	27	22	1	474	85	29	2	7	620	626	6	1	255	54	12	1	6	335	343
10:00	0	0	7	0	0	0	0	7	7	2	2	85	21	8	1	1	120	124	0	1	82	7	6	0	0	96	98
10:15	0	0	8	1	0	0	0	9	9	2	0	79	20	3	2	2	108	113	0	1	65	15	4	0	1	86	88
10:30	0	0	7	0	0	0	0	7	7	1	0	76	9	7	0	4	97	104	0	0	72	9	7	2	4	94	104
10:45	0	0	25	1	0	1	0	4	5	5	2	63 303	64	6 74	0	1	84 409	88 478	1	2	65 284	41	3	2		80	82
11:00	0	0	3	2	0	0	0	5	5	4	0	56	11	3	1	2	77	79	0	1	63	14	2	1	2	83	87
11:15	0	0	3	0	0	0	0	3	3	0	0	67	15	1	3	2	88	94	1	1	70	13	4	1	2	92	96
11:30	0	0	3	0	1	0	0	4	5	0	0	60	13	5	2	2	82	89	1	1	37	16	5	2	1	63	68
11:45	0	0	0	0	1	0	0	1	2	0	0	54	16	2	1	2	75	79	1	1	71	17	4	1	2	97	10
і/тот	0	0	9	2	2	0	0	13	14	4	0	237	55	11	7	8	322	341	3	4	241	60	15	5	7	335	351
12:00	0	0	3	0	0	0	0	3	3	4	0	62	20	5	0	0	91	90	1	0	54	13	4	1	0	73	76
12:30	0	0	4	0	0	0	0	4	4	4	0	55	12	4	2	1	78	80	0	0	51	10	2	0	2	65	68
12:45	o	0	2	1	0	0	0	3	3	5	0	74	17	2	0	2	100	99	1	0	78	17	3	0	3	102	106
і/тот	0	0	13	2	0	0	0	15	15	16	0	252	60	15	3	4	350	353	3	1	241	50	11	2	6	314	325
13:00	0	0	4	0	0	0	0	4	4	0	0	63	14	4	1	2	84	89	1	0	67	13	1	0	2	84	86
13:15	0	0	2	1	0	0	0	3	3	2	1	82	14	3	1	3	106	110	2	0	52	14	2	2	1	73	76
13:45	0	0	2	1	0	0	0	3	2	0	0	58	19	7	0	2	108	80	1	1	87	8	4	0	2	114	116
н/тот	0	0	10	2	0	0	0	12	12	7	1	278	58	21	2	7	374	388	4	1	269	57	9	2	7	349	359
14:00	0	0	0	0	0	0	0	o	0	4	0	93	18	3	1	1	120	121	2	0	70	20	4	1	1	98	101
14:15	0	0	1	0	1	0	0	2	3	1	0	60	17	3	1	2	84	88	4	1	60	17	4	2	3	91	95
14:30	0	0	2	1	0	0	0	3	3	3	0	64	10	2	1	2	82	84	1	0	68	13	4	0	0	86	87
14:45	0	0	0	0	0	0	0	0	0	1	0	68	12	3	1	0	85	87	2	0	64	18	3	0	1	88	89
15:00	0	0	3	1	1	0	0	2	0 2	9	0	285 70	57	3	4	5	3/1 93	380 101	9	1	262 67	оð 11	4	3	3	363	3/2 90
15:15	0	0	2	0	0	0	0	2	2	1	0	72	17	3	1	1	95	98	1	1	82	12	4	1	0	101	103
15:30	0	0	2	0	0	0	0	2	2	1	1	74	21	3	0	2	102	104	1	0	84	19	1	0	2	107	109
15:45	0	0	1	0	0	0	0	1	1	0	0	69	19	2	1	2	93	97	1	1	82	15	1	1	2	103	105
H/TOT	0	0	7	0	0	0	0	7	7	2	1	285	71	11	3	10	383	400	3	2	315	57	10	2	7	396	407
16:00	0	0	2	0	0	0	0	2	2	4	0	69 7.4	20	2	0	0	95 80	93	1	2	72	14	1	0	0	90 124	89
16:30	0	0	3	0	0	0	0	3	3	1	2	75	13	2	0	2	95	96	6	0	108	22	3	0	0	139	13:
16:45	0	0	1	0	0	0	0	1	1	2	2	76	9	2	2	0	93	94	5	1	100	14	0	0	1	121	113
і/тот	0	0	7	1	0	0	0	8	8	8	5	294	51	9	2	3	372	373	16	3	394	60	8	0	3	484	476
17:00	0	0	2	0	0	0	0	2	2	5	0	81	14	0	0	2	102	100	7	1	102	15	0	0	0	125	119
17:15	0	0	3	0	0	0	0	3	3	5	1	77	16	0	0	3	102	100	4	2	106	16	3	0	1	132	130
17:30	1	0	2	0	0	0	0	3	2	6	0	76 76	10	1	0	2	95 01	93	4	2	110 or	11	1	0	4	132	132
.,	1	0	2	1	0	0	0	3	10	18	1	310	50	1	1	2	390	386	3	6	413	53	6	0	6	502	493
18:00	0	0	2	0	0	0	0	2	2	2	0	71	10	0	0	0	83	81	5	1	101	9	2	0	1	119	110
18:15	0	0	3	0	0	0	0	3	3	2	0	80	8	2	0	4	96	99	6	2	95	2	1	0	2	108	105
18:30	0	0	3	0	0	0	0	3	3	5	0	62	10	1	0	2	80	79	9	0	90	6	0	0	0	105	98
18:45	0	0	3	0	0	0	0	3	3	4	1	58	5	1	0	1	70	68	2	0	84	5	1	0	3	95	97
і/тот	0	0	11	0	0	0	0	11	11	13	1	271	33	4	0	7	329	327	22	3	370	22	4	0	6	427	416

ITE:			05																		DAT	E:	27	th Fe	brua	ary 2	020
OCAT	ION:		Infir	mar	ry Ro	ad/N	/lont	pelli	er Ga	arde	ns										DAY	' :			Т	hurs	da
	No. of Concession, Name		MO	/FMF	ENT 4							MO	/FMF	NT 5							MO	/FMF	NT 6				
ТІМЕ	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCI
07:00	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	0	1	0	0	2	3	5
07:15 07:30	0	0	0	1	0	0	0	1	1	0	0	2	1	0	0	0	3	3	0	0	0	1	0	0	0	1	1
07:45	0	0	4	0	0	0	0	4	4	0	0	5	1	0	0	0	6	6	o	0	2	0	0	0	0	2	2
і/тот	0	0	6	1	0	0	0	7	7	0	0	20	2	0	0	0	22	22	0	0	3	2	0	0	2	7	9
08:00 08:15	0	0	6	2	0	0	0	8	8	0	0	8	1	0	0	0	9	9	0	0	5	0	0	0	0	5	5
08:30	0	0	4	0	0	0	0	4	4	0	0	7	0	0	0	0	7	7	0	0	7	1	0	0	0	8	8
08:45	0	0	4	0	0	0	0	4	4	0	0	6	0	0	0	0	6	6	0	0	4	0	0	0	0	4	4
н/тот	0	0	17	2	0	0	0	19	19	1	0	29	3	0	0	0	33	32	0	0	18	1	0	0	0	19	19
09:15	1	0	4	1	0	0	0	4	5	0	0	4	1	1	0	0	6 5	6	0	0	3	1	0	0	2	6 5	8
09:30	0	0	5	2	1	0	0	8	9	0	0	8	1	0	0	0	9	9	o	0	3	1	0	0	0	4	4
09:45	0	0	3	2	0	0	0	5	5	0	0	7	0	0	0	0	7	7	0	0	7	0	0	0	3	10	13
H/TOT	1	0	15	5	1	0	0	22	22	0	0	23	2	2	0	0	27	28	0	0	15	4	1	0	5	25	31
10:15	0	0	9	2	1	0	0	12	13	0	0	8	2	1	0	0	11	8	0	0	2	0	2	0	0	9	9
10:30	0	0	5	1	0	0	0	6	6	0	0	6	1	1	0	0	8	9	0	0	8	0	1	0	0	9	10
10:45	0	0	3	0	0	0	0	3	3	0	0	7	0	0	0	0	7	7	0	0	6	1	1	0	0	8	9
H/TOT	0	0	28	3	2	0	0	33	34	0	0	29	3	2	0	0	34	35	2	0	25	1	4	0	1	33	34
11:15	0	0	4	0	0	0	0	4	4	0	0	5	2	0	0	0	5	5	0	0	4	0	0	0	1	5	6
11:30	0	1	4	1	0	0	0	6	5	0	0	4	0	0	0	0	4	4	0	1	5	1	0	0	0	7	6
11:45	0	0	2	1	0	0	0	3	3	0	0	6	2	0	1	0	9	10	0	0	6	1	0	0	1	8	9
H/TOT	0	1	10	3	0	0	0	14	13	0	0	22	4	0	1	0	27	28	0	1	22	2	2	0	2	29	31
12:00	0	0	2	0	0	0	0	3	3	0	0	4	2	0	0	0	9	9	0	0	4	0	0	0	1	5	6
12:30	0	0	1	0	0	0	0	1	1	0	0	6	0	0	0	0	6	6	0	0	10	0	0	0	0	10	10
12:45	0	0	3	1	0	0	0	4	4	0	0	9	1	0	0	0	10	10	0	0	10	1	0	0	0	11	11
13:00	0	0	9	1	0	0	0	10	10	1	0	27	4	0	0	0	32	31	0	0	28	1	0	0	2	31	33
13:15	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4	1	0	4	1	0	0	0	6	5
13:30	o	0	3	0	0	0	1	4	5	0	0	5	1	0	0	0	6	6	1	0	7	1	0	0	0	9	8
13:45	0	0	3	1	0	0	0	4	4	1	0	4	1	0	0	0	6	5	0	0	8	0	1	0	1	10	12
14:00	0	0	8	1	0	0	1	10	11	1	0	23	3	0	0	0	27	26	2	0	23	3	1	0	1	30	30
14:15	0	0	3	1	0	0	0	4	4	0	0	10	1	1	0	0	12	13	0	0	4	1	1	0	0	6	7
14:30	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	5	1	0	0	2	8	10
14:45	0	0	0	1	0	0	0	1	1	0	0	6	0	0	0	0	6	6	0	0	4	0	0	0	1	5	6
H/TOT	0	0	8	3	0	0	0	11	11	1	0	26 7	1	1	0	0	29 8	29 8	0	0	20	2	1	0	3 0	26 7	30 6
15:15	0	0	3	2	0	o	0	5	5	0	0	11	1	0	0	0	12	12	0	0	6	1	1	0	1	, 9	11
15:30	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3	o	0	4	1	0	0	1	6	7
15:45	0	0	2	0	0	0	0	2	2	1	0	4	0	0	0	0	5	4	0	0	6	0	0	0	1	7	8
16:00	0	0	9	3 0	1	0	0	13	14	1	0	25	2	0	0	0	28	27	1	0	22	2	1	0	3	29 5	32
16:15	0	0	2	0	0	0	0	2	2	0	0	9	2	0	0	0	11	11	0	0	14	1	0	0	1	16	17
16:30	0	0	4	1	0	0	0	5	5	1	0	8	1	0	0	0	10	9	o	0	12	1	0	0	0	13	13
16:45	0	0	4	0	0	0	0	4	4	0	0	5	0	0	0	0	5	5	0	0	4	0	0	0	1	5	6
17:00	0	0	11	1	0	0	0	12	12	3	0	27	3	0	0	0	33	31	0	0	35	2	0	0	2	39 5	41
17:15	0	0	3	0	0	0	0	3	3	1	0	7	0	0	0	0	8	7	1	0	2	0	0	0	0	3	2
17:30	0	0	2	0	0	0	0	2	2	0	0	7	4	0	0	0	11	11	0	0	3	2	0	0	0	5	5
17:45	1	0	3	0	0	0	0	4	3	1	0	7	0	0	0	0	8	7	0	0	3	0	0	0	1	4	5
18:00	1	1	11	0	0	0	0	13	12	2	0	25	6 n	0	0	0	33	31	1	0	13	2	0	0	1	17	17 ß
18:15	0	0	3	0	0	o	0	3	3	0	1	0	1	0	0	0	2	1	0	0	6	0	0	0	0	6	6
18:30	0	0	3	0	0	0	0	3	з	0	0	9	0	0	0	0	9	9	o	0	4	0	0	0	0	4	4
18:45	1	0	3	0	0	0	0	4	3	0	0	1	1	0	0	0	2	2	0	0	8	1	0	0	1	10	11
н/тот	1	0	11	0	0	0	0	12	11	0	1	12	2	0	0	0	15	14	0	0	22	3	0	0	2	27	29

| 06
Infi
MC
CAR
15
31
30
28
104
30
25
34
29
118
27
30
20
21
98
18 | 06
Infirr
15
31
30
28
104
30
25
34
29
118
27
30
20
21
98
18 | EMEN
LGV 0
0
2
1
3
2
2
1
2
7
2
1
2
1
4 | Road
r1
gvi c
1
0
2
1
0
2
1
0
3 | d/Pa | BUS
0
1
2
4
1
2 | TOT
17
34
34
34 | PCU
17
33
36 | PCL 2 | MCL | MO | /emei |

 |
 | |
 |
 | |
 | DAT
DAY | Έ:
′: | 27 | th Fe
 | brua
T | ary 2
hurs | :02C
;day |
|--|--|--|---|---|--|--|--|--|---|---|--
--
--
--
--|---
--
--|--|---
---|--
--|--|---|---
---|---|
| Infi
MC
CAR
15
31
30
28
30
28
30
28
30
28
30
29
118
27
30
20
21
98
38
18 | Infirm
MOV
car
15
31
28
104
30
25
34
29
118
27
30
20
21
98
88
18 | EMENT LEV 0 0 0 2 1 3 2 1 2 7 2 1 4 | Road
r1
gv1 c
1
0
2
1
0
2
1
0
3 | d/Pa | BUS
0
1
2
4
1
2 | TOT
17
34
34
34
119 | PCU
17
33
36 | PCL 2 | MCL | MO | /EME |

 |
 | |
 |
 | |
 | DAY | : | | | | | | | | | | |
 | Т | hurs | ;day |
| MCC
CAR
15
31
30
28
104
30
25
34
29
118
27
30
20
20
21
98
18 | MOV
car
15
31
30
28
104
30
25
34
29
118
27
30
20
21
98
18 | EMENT
LGV 0
0
2
1
3
2
1
2
7
2
1
2
1
2
1
2
1
2
1
2
1
2
1
2
1
2
1
2
1
2
1
2
1
2
2
1
2
2
1
2
2
1
2
2
2
1
2
2
2
1
2
2
2
2
2
2
2
2
2
2
2
2
2 | F 1
gv1 c
1
0
2
0
2
1
0
3 | DGV2
0
0
0
0
0
0
0
0
0
0
0
0
0 | BUS
0
1
1
2
4
1
2 | TOT
17
34
34
34
119 | PCU
17
33
36 | PCL | MCL | MO | /EME |

 |
 | |
 |
 | |
 | | | |
 | | | |
| CAR
15
31
30
28
104
30
25
34
29
118
27
30
20
20
21
98
18 | CAR
15
31
30
28
104
30
25
34
29
118
27
30
20
21
98
18 | LGV 0
0
2
1
3
2
2
1
2
7
7
2
1
2
7
4 | GV1 C 1 1 0 1 2 0 2 1 0 3 | 0GV2
0
0
0
0
0
0
0
0
0
0 | BUS
0
1
2
4
1
2 | TOT
17
34
34
34
34 | PCU
17
33
36 | PCL | MCL | CAR | | NT 2

 |
 | |
 |
 | |
 | MO | /FMF | NT 3 |
 | | | |
| 15
31
30
28
104
30
25
34
29
118
27
30
20
21
98
8 | 15
31
30
28
104
30
25
34
29
118
27
30
20
21
98
18 | 0
2
1
3
2
2
1
2
7
2
1
4 | 1
0
1
2
0
2
1
0
3 | | 0
1
2
4
1
2 | 17
34
34
34
119 | 17
33
36 | 2 | 1 | | LGV | OGV1

 | OGV2
 | BUS | тот
 | PCU
 | PCL | MCL
 | CAR | LGV | OGV1 | OGV2
 | BUS | тот | PCU |
| 30
28
104
30
25
34
29
118
27
30
20
21
98
18 | 30
28
104
30
25
34
29
118
27
30
20
21
98
8 | 2
1
3
2
1
2
7
2
7
2
1
4 | 1
0
2
0
2
1
0
3 | 0
0
0
0
0
0
0 | 1
2
4
1
2 | 34
34
34
119 | 36 | | 1 | 91 | 19 | 0

 | 2
 | 0 | 115
 | 115
 | 1 | 0
 | 98 | 25 | 3 | 1
 | 1 | 129 | 132 |
| 28
104
30
25
34
29
118
27
30
20
21
98
88
18 | 28
104
30
25
34
29
118
27
30
20
21
98
18 | 1
3
2
1
2
7
7
2
1
4 | 0
2
0
2
1
0
3 | 0
0
0
0
0 | 2
4
1
2 | 34
119 | | 1 | 2 | 99 | 20 | 0

 | 0
 | 0 | 122
 | 120
 | 1 | 1
 | 91 | 25 | 4 | 0
 | 1 | 128 | 127 |
| 104
30
25
34
29
118
27
30
20
20
21
98
8
18 | 104
30
25
34
29
118
27
30
20
21
98
18 | 3
2
2
1
2
7
2
1
4 | 2
0
2
1
0
3 | 0
0
0
0 | 4 | 119 | 34 | 2 | 0 | 83 | 16 | 1

 | 2
 | 1 | 105
 | 108
 | 2 | 1
 | 85 | 23 | 2 | 0
 | 0 | 113 | 112 |
| 30
25
34
29
118
27
30
20
21
98
18 | 30
25
34
29
1118
27
30
20
21
98
18 | 2
2
1
2
7
2
1
4 | 0
2
1
0
3 | 0
0
0 | 1
2 | | 119 | 8 | 4 | 360 | 80 | 3

 | 5
 | 1 | 461
 | 461
 | 6 | 3
 | 370 | 100 | 11 | 1
 | 2 | 493 | 495 |
| 25
34
29
118
27
30
20
21
98
18 | 25
34
29
118
27
30
20
21
98
18 | 2
1
2
7
2
1
4 | 2
1
0
3 | 0 | 2 | 34 | 34 | 1 | 2 | 93 | 10 | 3

 | 2
 | 0 | 111
 | 113
 | 3 | 0
 | 96 | 14 | 2 | 1
 | 0 | 116 | 116 |
| 29
118
27
30
20
21
98
18 | 29
118
27
30
20
21
98
18 | 2
7
2
1
4 | 0 | 0 | | 35 | 35 | 1 | 2 | 105 | 12 | 2

 | 2
 | 1 | 125
 | 128
 | 1 | 1
 | 75 | 14 | 0 | 1
 | 0 | 92 | 92 |
| 118
27
30
20
21
98
18 | 118
27
30
20
21
98
18 | 7
2
1
4 | 3 | | 0 | 34 | 32 | 1 | 0 | 66 | 16 | 6

 | 1
 | 1 | 91
 | 96
 | 1 | 1
 | 75 | 12 | 7 | 1
 | 3 | 101 | 107 |
| 27
30
20
21
98
18 | 27
30
20
21
98
18 | 2
1
4 | | 0 | 4 | 143 | 140 | 5 | 6 | 342 | 41 | 13

 | 5
 | 6 | 418
 | 429
 | 5 | 2
 | 340 | 53 | 14 | 5
 | 3 | 422 | 433 |
| 30
20
21
98
18 | 30
20
21
98
18 | 1
4 | 0 | 0 | 1 | 37 | 32 | 1 | 2 | 65 | 17 | 4

 | 0
 | 1 | 90
 | 91
 | 2 | 0
 | 89 | 16 | 4 | 0
 | 1 | 112 | 113 |
| 20
21
98
18 | 20
21
98
18 | 4 | 0 | 0 | 1 | 35 | 34 | 1 | 0 | 71 | 19 | 1

 | 2
 | 1 | 95
 | 98
 | 2 | 0
 | 68 | 14 | 5 | 0
 | 0 | 89 | 90 |
| 21
98
18 | 21
98
18 | | 0 | 0 | 1 | 27 | 26 | 1 | 1 | 69 | 17 | 9

 | 0
 | 1 | 98
 | 102
 | 1 | 1
 | 79 | 21 | 2 | 0
 | 3 | 107 | 110 |
| 98
18 | 98
18 | 2 | 1 | 0 | 1 | 27 | 27 | 1 | 0 | 75 | 17 | 7

 | 1
 | 2 | 103
 | 109
 | 0 | 0
 | 76 | 16 | 1 | 1
 | 2 | 96 | 100 |
| 18 | 18 | 9 | 1 | 0 | 4 | 126 | 119 | 4 | 3 | 280 | 70 | 21

 | 3
 | 5 | 386
 | 400
 | 5 | 1
 | 312 | 67 | 12 | 1
 | 6 | 404 | 413 |
| | 10 | 2 | 1 | 0 | 1 | 22 | 24 | 0 | 4 | 56 | 24 | 5

 | 2
 | 1 | 92
 | 96
 | 1 | 1
 | 98 | 13 | 7
e | 1
 | 0 | 121 | 124 |
| 10 | 10 | 1 | 0 | 0 | 1 | 28 | 13 | 2 | 0 | 62 | 18 | 4

 | 2
 | 2 | 88
 | 91
 | 0 | 1
 | 87 | 21 | 9 | 1
 | 0 | 116 | 120 |
| 24 | 24 | 7 | 2 | 0 | 1 | 34 | 36 | 0 | 0 | 46 | 10 | 4

 | 2
 | 0 | 62
 | 67
 | 0 | 0
 | 61 | 11 | 4 | 0
 | 3 | 79 | 84 |
| 74 | 74 | 12 | 3 | 0 | 7 | 96 | 105 | 2 | 4 | 231 | 63 | 21

 | 7
 | 3 | 331
 | 350
 | 1 | 2
 | 329 | 62 | 26 | 3
 | 3 | 426 | 444 |
| 13 | 13 | 0 | 0 | 0 | 1 | 14 | 15 | 2 | 0 | 58 | 14 | 4

 | 1
 | 1 | 80
 | 83
 | 0 | 1
 | 73 | 22 | 3 | 1
 | 1 | 101 | 104 |
| 16 | 16 | 4 | 0 | 0 | 0 | 20 | 20 | 0 | 0 | 50 | 20 | 1

 | 2
 | 2 | 75
 | 80
 | 1 | 0
 | 70 | 12 | 1 | 1
 | 3 | 88 | 92 |
| 18 | 18 | 0 | 0 | 0 | 0 | 18 | 18 | 0 | 0 | 61 | 14 | 6

 | 2
 | 1 | 84
 | 91
 | 0 | 2
 | 54 | 19 | 6 | 2
 | 1 | 84 | 89 |
| 10 | 10 | 0 | 1 | 0 | 2 | 13 | 16 | 0 | 0 | 52 | 12 | 2

 | 1
 | 2 | 69
 | 73
 | 1 | 1
 | 60 | 14 | 3 | 1
 | 1 | 81 | 83 |
| 57 | 57 | 4 | 1 | 0 | 3 | 65 | 69 | 2 | 0 | 221 | 60 | 13

 | 6
 | 6 | 308
 | 327
 | 2 | 4
 | 257 | 67 | 13 | 5
 | 6 | 354 | 369 |
| 7 | 7 | 1 | 0 | 0 | 0 | 11 | 9 | 1 | 0 | 56 | 21 | 4

 | 0
 | 0 | 82
 | 83
 | 0 | 0
 | 55 | 17 | 1 | 2
 | 0 | 75 | 78 |
| 16 | 16 | 5 | 1 | 0 | 0 | 23 | 23 | 0 | 0 | 44 | 6 | 4

 | 2
 | 1 | 94
57
 | 97
63
 | 1 | 0
 | 56 | 13 | 2 | 0
 | 0 | 72 | 72 |
| 12 | 12 | 5 | 0 | 0 | 2 | 24 | 22 | 2 | 0 | 76 | 18 | 1

 | 0
 | 0 | 97
 | 96
 | 0 | 0
 | 66 | 14 | 2 | 0
 | 1 | 83 | 85 |
| 51 | 51 | 12 | 1 | 0 | 3 | 77 | 73 | 4 | 0 | 251 | 57 | 14

 | 3
 | 1 | 330
 | 339
 | 1 | 1
 | 231 | 55 | 7 | 3
 | 1 | 299 | 306 |
| 13 | 13 | 1 | 0 | 0 | 1 | 15 | 16 | 1 | 0 | 82 | 13 | 3

 | 2
 | 1 | 102
 | 106
 | 0 | 0
 | 68 | 17 | 0 | 0
 | 1 | 86 | 87 |
| 18 | 18 | 1 | 0 | 0 | 2 | 21 | 23 | 0 | 4 | 86 | 16 | 6

 | 1
 | 3 | 116
 | 121
 | 2 | 0
 | 48 | 13 | 2 | 2
 | 0 | 67 | 69 |
| 10 | 10 | 1 | 1 | 0 | 2 | 18 | 17 | 1 | 0 | 52 | 20 | 2

 | 0
 | 0 | 75
 | 75
 | 0 | 0
 | 77 | 13 | 5 | 0
 | 2 | 97 | 102 |
| 17 | 17 | 1 | 0 | 0 | 0 | 18 | 18 | 0 | 0 | 56 | 8 | 8

 | 0
 | 0 | 72
 | 76
 | 0 | 1
 | 83 | 21 | 2 | 0
 | 0 | 107 | 107 |
| 58 | 58 | 4 | 1 | 0 | 5 | 72 | 74 | 2 | 4 | 276 | 57 | 19

 | 3
 | 4 | 365
 | 378
 | 2 | 1
 | 276 | 64 | 9 | 2
 | 3 | 357 | 365 |
| 11 | 11 | 2 | 0 | 1 | 0 | 16 | 16 | 1 | 0 | 92 | 18 | 2

 | 1
 | 0 | 114
 | 116
 | 1 | 1
 | 54 | 18 | 4 | 1
 | 1 | 89 | 93 |
| 5 | 5 | 2 | 1 | 0 | 2 | 12 | 13 | 1 | 0 | 65 | 12 | 1

 | 1
 | 0 | 80
 | 81
 | 0 | 0
 | 55 | 9 | 3 | 0
 | 0 | 67 | 69 |
| 8 | 8 | 0 | 1 | 0 | 0 | 9 | 10 | 0 | 1 | 59 | 6 | 0

 | 1
 | 0 | 67
 | 68
 | 1 | 0
 | 72 | 20 | 3 | 0
 | 3 | 99 | 103 |
| 37 | 37 | 7 | 4 | 1 | 6 | 59 | 65 | 2 | 1 | 267 | 55 | 5

 | 4
 | 0 | 334
 | 340
 | 4 | 1
 | 261 | 65 | 16 | 3
 | 4 | 354 | 366 |
| 11 | 11 | 2 | 0 | 1 | 2 | 16 | 19 | 0 | 0 | 64 | 18 | 1

 | 1
 | 5 | 89
 | 96
 | 0 | 0
 | 64 | 11 | 4 | 0
 | 0 | 79 | 81 |
| 12 | 12 | 2 | 0 | 1 | 0 | 15 | 16 | 1 | 0 | 70 | 12 | 3

 | 1
 | 1 | 88
 | 91
 | 0 | 0
 | 78 | 11 | 3 | 1
 | 1 | 94 | 98 |
| 6 | 6 | 2 | 0 | 0 | 1 | 10 | 10 | 1 | 0 | 82 | 22 | 2

 | 0
 | 1 | 108
 | 109
 | 1 | 0
 | 81 | 13 | 1 | 0
 | 1 | 97 | 98 |
| 19 | 19 | 4 | 0 | 0 | 2 | 27 | 28 | 0 | 0 | 65 | 16 | 1

 | 2
 | 0 | 84
 | 87
 | 1 | 0
 | 81 | 13 | 2 | 0
 | 0 | 97 | 97 |
| 48 | 48 | 0 | 0 | 2 | 0 | 68 | /3 | 2 | 0 | 281 | 68
25 | 7

 | 4
 | 1 | 369
 | 383
 | 2 | 0
 | 304 | 48 | 10 | 1
 | 2 | 367
96 | 374
or |
| ' | 16 | 2 | 0 | 0 | 1 | 19 | 20 | 1 | 1 | 88 | 11 | 1

 | 0
 | 0 | 102
 | 101
 | 0 | 0
 | 85 | 10 | 3 | 0
 | o | 98 | 100 |
| 16 | 11 | 1 | 0 | 0 | 0 | 13 | 12 | 2 | 0 | 79 | 16 | 0

 | 0
 | 0 | 97
 | 95
 | 1 | 0
 | 91 | 21 | 3 | 0
 | 0 | 116 | 117 |
| 16
11 | 12 | 1 | 0 | 0 | 2 | 16 | 17 | 2 | 3 | 85 | 13 | 2

 | 2
 | 0 | 107
 | 107
 | 0 | 0
 | 87 | 10 | 0 | 0
 | 0 | 97 | 97 |
| 16
11
12 | 46 | 4 | 0 | 0 | 3 | 58 | 57 | 8 | 5 | 335 | 65 | 4

 | 2
 | 1 | 420
 | 416
 | 3 | 1
 | 340 | 55 | 8 | 0
 | 0 | 407 | 408 |
| 16
11
12
46 | 14 | 0 | 0 | 0 | 3 | 17 | 20 | 2 | 0 | 83 | 19 | 1

 | 0
 | 0 | 105
 | 104
 | 5 | 1
 | 96 | 14 | 0 | 0
 | 0 | 116 | 111 |
| 16
11
12
46
14 | 10 | 1 | 0 | 0 | 2 | 15 | 15 | 1 | 3 | 90 | 17 | 1

 | 0
 | 0 | 112
 | 110
 | 2 | 1
 | 87 | 14 | 4 | 0
 | 0 | 108 | 108 |
| 16
11
12
46
14
10 | 11 | 0 | 0 | 0 | 2 | 16 | 16 | 1 | 0 | 85 | 16 | 1

 | 0
 | 0 | 103
 | 103
 | 2 | 1
 | 92 | 15 | 1 | 0
 | 0 | 111 | 109 |
| 16
11
12
46
14
10
11 | 17 | 1 | 0 | U | 1
P | 18 | 19 | 4 | 1 | 76 | 13 | 1

 | 1
 | 0 | 96
 | 94
 | 1 | 1
 | 75 | 8 | 0
E | 0
 | 0 | 85 | 84 |
| 16
11
12
46
14
10
11
17 | ⇒∠
7 | 0 | 0 | 0 | 0 | 0b
7 | 70 | б
0 | 4 | 334
73 | 10 | 4

 | 0
 | n | 416
84
 | 411
 | 10 | 2
 | 350 | 9 | 5 | 0
 | 1 | 420 | 412 |
| 16
11
12
46
14
10
11
17
52
7 | 10 | 0 | 0 | 0 | 4 | 15 | 18 | 5 | 1 | 75 | 13 | 1

 | o
 | 1 | 96
 | 93
 | 3 | 2
 | 95 | 4 | 1 | 0
 | 0 | 105 | 102 |
| 16
11
12
46
14
10
11
17
52
7
10 | | 0 | 0 | 0 | 0 | 10 | 10 | 3 | 0 | 61 | 10 | 2

 | 0
 | 0 | 76
 | 75
 | o | 0
 | 93 | 5 | 0 | 0
 | 0 | 98 | 98 |
| 16
11
12
46
14
10
11
17
52
7
7
10
10 | 10 | 0 | 0 | 0 | 3 | 14 | 15 | 4 | 0 | 66 | 9 | 0

 | 0
 | 0 | 79
 | 76
 | o | 0
 | 78 | 4 | 1 | 0
 | 0 | 83 | 84 |
| 16
11
12
46
14
10
11
17
52
7
7
10
10
8 | 10
8 | 0 | 0 | 0 | 7 | 46 | 50 | 12 | 1 | 275 | 42 | 4

 | 0
 | 1 | 335
 | 328
 | 3 | 4
 | 352 | 22 | 3 | 0
 | 1 | 385 | 383 |
| | | 14
10
11
17
52
7
10
10
8
35
778 | 10 1 10 1 11 0 17 0 52 1 7 0 10 0 8 0 35 0 778 73 | IA O O 10 1 0 11 0 0 177 0 0 52 1 0 7 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 10 0 0 13 0 0 14 0 0 | I 0 0 0 0 10 1 0 0 0 11 0 0 0 0 17 0 0 0 0 52 1 0 0 0 10 0 0 0 0 10 0 0 0 0 10 0 0 0 0 10 0 0 0 0 10 0 0 0 0 10 0 0 0 0 10 0 0 0 0 10 0 0 0 0 10 0 0 0 0 11 0 0 0 0 10 0 0 0 0 | IA IO IO IO IO IO IO IO IO II IO IO II II IO IO II II IO II II IO II II II II II III III IIII IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII | In In< | I 0 0 0 0 1 10 1 10 1 10 1 10 1 10 1 11 10 10 11 10 10 10 11 10 11 10 11 10 11 10 11 10 11 | I O O O O O I <thi< th=""> <thi< th=""> <thi< th=""> <thi< th=""></thi<></thi<></thi<></thi<> | III IV IV <thiv< th=""> IV IV IV<</thiv<> | II II II II III III III III III IIII IIII IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII | IA IO IO <thio< th=""> IO IO IO<!--</td--><td>IA IO <thio< th=""> IO IO IO<!--</td--><td>II II III III III III III III <thiii< th=""> <thiii< th=""> <</thiii<></thiii<></td><td>II IO <thio< th=""> IO IO IO<!--</td--><td>11 0 0 0 2 15 12 2 0 3 9 1 0 0 13 10 1 0 0 2 15 15 1 3 90 17 1 0 0 12 11 0 0 0 2 16 16 1 0 85 14 10 0 12 11 0 0 0 1 18 0 0 12 11 0 85 14 10 0 13 11 10 13 11 10 13 11 10 13 11 10 11 10 10 10 10 10 10 11 10 1</td><td>n 0 0 0 2 15 15 1 3 9 1 0 0 10 10 10 1 0 0 2 15 15 1 3 90 17 1 0 0 11 10 11 0 0 0 2 16 16 1 0 65 16 1 0 0 10 13 131 17 0 0 0 1 16 1 0 65 16 1 0 0 10 131 17 0 0 0 0 16 10 1 16 1 16 1</td><td>11 0 0 0 2 15 15 1 3 9 1 0 0 10 11 0 10 11 0 0 12 10 2 10 1 0 0 2 15 15 1 3 90 17 1 0 0 12 10 2 11 0 0 0 2 16 16 1 0 65 1 0 0 10 10 2 17 0 0 0 0 1 16 1 0 65 1 1 1 1 0 1<!--</td--><td>n 0 0 0 2 1 20 1 3 9 1 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 <th1< th=""> 1 1 1</th1<></td><td>n 0 0 0 5 10 20 1 0 0 1 0 0 10 10 0 0 0 1 1 0 0 10 10 10 10 0 0 0 10 10 0 0
 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 10 2 15 16 16 1 0 0 0 11 0 0 0 10 2 1 7 17 0 0 0 0 1 18 19 4 14 34 65 14 1 0 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td1< td=""><td>n 0 0 0 3 1 20 2 0 n 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 1 0 1 <th1< th=""> 1 1 1</th1<></td><td>n 0 0 0 2 1 2 0 1 0 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <th1< th=""> <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<></th1<></td><td>n 0 0 0 2 1 2 0 3 1 0 0 0 0 1 0</td><td>n 0 0 0 2 1 2 0 8 1 0</td><td>1 0 0 0 2 1 2 2 0 3 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0</td></td1<></td></td></thio<></td></thio<></td></thio<> | IA IO IO <thio< th=""> IO IO IO<!--</td--><td>II II III III III III III III <thiii< th=""> <thiii< th=""> <</thiii<></thiii<></td><td>II IO <thio< th=""> IO IO IO<!--</td--><td>11 0 0 0 2 15 12 2 0 3 9 1 0 0 13 10 1 0 0 2 15 15 1 3 90 17 1 0 0 12 11 0 0 0 2 16 16 1 0 85 14 10 0 12 11 0 0 0 1 18 0 0 12 11 0 85 14 10 0 13 11 10 13 11 10 13 11 10 13 11 10 11 10 10 10 10 10 10 11 10 1</td><td>n 0 0 0 2 15 15 1 3 9 1 0 0 10 10 10 1 0 0 2 15 15 1 3 90 17 1 0 0 11 10 11 0 0 0 2 16 16 1 0 65 16 1 0 0 10 13 131 17 0 0 0 1 16 1 0 65 16 1 0 0 10 131 17 0 0 0 0 16 10 1 16 1 16 1</td><td>11 0 0 0 2 15 15 1 3 9 1 0 0 10 11 0 10 11 0 0 12 10 2 10 1 0 0 2 15 15 1 3 90 17 1 0 0 12 10 2 11 0 0 0 2 16 16 1 0 65 1 0 0 10 10 2 17 0 0 0 0 1 16 1 0 65 1 1 1 1 0 1<!--</td--><td>n 0 0 0 2 1 20 1 3 9 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 <th1< th=""> 1 1 1</th1<></td><td>n 0 0 0 5 10 20 1 0 0 1 0 0 10 10 0 0 0 1 1 0 0 10 10 10 10 0 0 0 10 10 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 10 2 15 16 16 1 0 0 0 11 0 0 0 10 2 1 7 17 0 0 0 0 1 18 19 4 14 34 65 14 1 0 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td1< td=""><td>n 0 0 0 3 1 20 2 0 n 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 1 0 1 <th1< th=""> 1 1 1</th1<></td><td>n 0 0 0 2 1 2 0 1 0 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <th1< th=""> <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<></th1<></td><td>n 0 0 0 2 1 2 0 3 1 0 0 0 0 1 0</td><td>n 0 0 0 2 1 2 0 8 1 0</td><td>1 0 0 0 2 1 2 2 0 3 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0</td></td1<></td></td></thio<></td></thio<> | II III III III III III III <thiii< th=""> <thiii< th=""> <</thiii<></thiii<> | II IO IO <thio< th=""> IO IO IO<!--</td--><td>11 0 0 0 2 15 12 2 0 3 9 1 0 0 13 10 1 0 0 2 15 15 1 3 90 17 1 0 0 12 11 0 0 0 2 16 16 1 0 85 14 10 0 12 11 0 0 0 1 18 0 0 12 11 0 85 14 10 0 13 11 10 13 11 10 13 11 10 13 11 10 11 10 10 10 10 10 10 11 10 1</td><td>n 0 0 0 2 15 15 1 3 9 1 0 0 10 10 10 1 0 0 2 15 15 1 3 90 17 1 0 0 11 10 11 0 0 0 2 16 16 1 0 65 16 1 0 0 10 13 131 17 0 0 0 1 16 1 0 65 16 1 0 0 10 131 17 0 0 0 0 16 10 1 16 1 16 1</td><td>11 0 0 0 2 15 15 1 3 9 1 0 0 10 11 0 10 11 0 0 12 10 2 10 1 0
 0 2 15 15 1 3 90 17 1 0 0 12 10 2 11 0 0 0 2 16 16 1 0 65 1 0 0 10 10 2 17 0 0 0 0 1 16 1 0 65 1 1 1 1 0 1<!--</td--><td>n 0 0 0 2 1 20 1 3 9 1 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 <th1< th=""> 1 1 1</th1<></td><td>n 0 0 0 5 10 20 1 0 0 1 0 0 10 10 0 0 0 1 1 0 0 10 10 10 10 0 0 0 10 10 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 10 2 15 16 16 1 0 0 0 11 0 0 0 10 2 1 7 17 0 0 0 0 1 18 19 4 14 34 65 14 1 0 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td1< td=""><td>n 0 0 0 3 1 20 2 0 n 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 1 0 1 <th1< th=""> 1 1 1</th1<></td><td>n 0 0 0 2 1 2 0 1 0 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <th1< th=""> <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<></th1<></td><td>n 0 0 0 2 1 2 0 3 1 0 0 0 0 1 0</td><td>n 0 0 0 2 1 2 0 8 1 0</td><td>1 0 0 0 2 1 2 2 0 3 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0</td></td1<></td></td></thio<> | 11 0 0 0 2 15 12 2 0 3 9 1 0 0 13 10 1 0 0 2 15 15 1 3 90 17 1 0 0 12 11 0 0 0 2 16 16 1 0 85 14 10 0 12 11 0 0 0 1 18 0 0 12 11 0 85 14 10 0 13 11 10 13 11 10 13 11 10 13 11 10 11 10 10 10 10 10 10 11 10 1 | n 0 0 0 2 15 15 1 3 9 1 0 0 10 10 10 1 0 0 2 15 15 1 3 90 17 1 0 0 11 10 11 0 0 0 2 16 16 1 0 65 16 1 0 0 10 13 131 17
 0 0 0 1 16 1 0 65 16 1 0 0 10 131 17 0 0 0 0 16 10 1 16 1 16 1 | 11 0 0 0 2 15 15 1 3 9 1 0 0 10 11 0 10 11 0 0 12 10 2 10 1 0 0 2 15 15 1 3 90 17 1 0 0 12 10 2 11 0 0 0 2 16 16 1 0 65 1 0 0 10 10 2 17 0 0 0 0 1 16 1 0 65 1 1 1 1 0 1 </td <td>n 0 0 0 2 1 20 1 3 9 1 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 <th1< th=""> 1 1 1</th1<></td> <td>n 0 0 0 5 10 20 1 0 0 1 0 0 10 10 0 0 0 1 1 0 0 10 10 10 10 0 0 0 10 10 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 10 2 15 16 16 1 0 0 0 11 0 0 0 10 2 1 7 17 0 0 0 0 1 18 19 4 14 34 65 14 1 0 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td1< td=""><td>n 0 0 0 3 1 20 2 0 n 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 1 0 1 <th1< th=""> 1 1 1</th1<></td><td>n 0 0 0 2 1 2 0 1 0 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <th1< th=""> <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<></th1<></td><td>n 0 0 0 2 1 2 0 3 1 0 0 0 0 1 0</td><td>n 0 0 0 2 1 2 0 8 1 0</td><td>1 0 0 0 2 1 2 2 0 3 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0</td></td1<></td> | n 0 0 0 2 1 20 1 3 9 1 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 1 1 1
1 1 <th1< th=""> 1 1 1</th1<> | n 0 0 0 5 10 20 1 0 0 1 0 0 10 10 0 0 0 1 1 0 0 10 10 10 10 0 0 0 10 10 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 10 2 15 16 16 1 0 0 0 11 0 0 0 10 2 1 7 17 0 0 0 0 1 18 19 4 14 34 65 14 1 0 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td1< td=""><td>n 0 0 0 3 1 20 2 0 n 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 1 0 1 <th1< th=""> 1 1 1</th1<></td><td>n 0 0 0 2 1 2 0 1 0 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <th1< th=""> <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<></th1<></td><td>n 0 0 0 2 1 2 0 3 1 0 0 0 0 1 0</td><td>n 0 0 0 2 1 2 0 8 1 0</td><td>1 0 0 0 2 1 2 2 0 3 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0</td></td1<> | n 0 0 0 3 1 20 2 0 n 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 1 0 1 <th1< th=""> 1 1 1</th1<> | n 0 0 0 2 1 2 0 1 0 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <th1< th=""> <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<></th1<> | n 0 0 0 2 1 2 0 3 1 0 0 0 0 1 0
 0 0 | n 0 0 0 2 1 2 0 8 1 0 | 1 0 0 0 2 1 2 2 0 3 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 |

Strip 3 <th></th>																												
Image: Sector Ima	2020	ary 2	brua	th Fe	271	TE:	DAT																		06			SITE:
Image:	sday	hurs	Т			<i>(</i> :	DAY											t	Stree	ate S	arkg	ad/P	y Ro	mar	Infir		ION:	OCAT
TMTE 10 10 10 <					NT 6	VEME	MO							NT 5	/EME	MO							NT 4	/EME	MO			
10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <	PCL	тот	BUS	OGV2	OGV1	LGV	CAR	MCL	PCL	PCU	тот	BUS	OGV2	OGV1	LGV	CAR	MCL	PCL	PCU	тот	BUS	OGV2	OGV1	LGV	CAR	MCL	PCL	TIME
10.1 1 2 3 3 3 3 3 </td <td>8</td> <td>6</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>4</td> <td>0</td> <td>0</td> <td>46</td> <td>46</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>43</td> <td>2</td> <td>0</td> <td>159</td> <td>166</td> <td>3</td> <td>0</td> <td>4</td> <td>14</td> <td>129</td> <td>4</td> <td>12</td> <td>07:00</td>	8	6	2	0	0	0	4	0	0	46	46	1	0	0	0	43	2	0	159	166	3	0	4	14	129	4	12	07:00
visi vis </td <td>4</td> <td>3</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>2</td> <td>49 59</td> <td>47 60</td> <td>4</td> <td>0</td> <td>1</td> <td>4</td> <td>34 49</td> <td>1</td> <td>3</td> <td>117 141</td> <td>140</td> <td>3</td> <td>0</td> <td>2</td> <td>4</td> <td>100</td> <td>2</td> <td>31</td> <td>07:15</td>	4	3	1	0	0	0	2	0	2	49 59	47 60	4	0	1	4	34 49	1	3	117 141	140	3	0	2	4	100	2	31	07:15
Whethwissas <td>8</td> <td>7</td> <td>3</td> <td>0</td> <td>0</td> <td>1</td> <td>1</td> <td>0</td> <td>2</td> <td>58</td> <td>55</td> <td>5</td> <td>0</td> <td>0</td> <td>1</td> <td>47</td> <td>0</td> <td>2</td> <td>120</td> <td>157</td> <td>2</td> <td>0</td> <td>1</td> <td>9</td> <td>94</td> <td>6</td> <td>45</td> <td>07:45</td>	8	7	3	0	0	1	1	0	2	58	55	5	0	0	1	47	0	2	120	157	2	0	1	9	94	6	45	07:45
0000 3 <td>26</td> <td>22</td> <td>7</td> <td>0</td> <td>0</td> <td>1</td> <td>10</td> <td>0</td> <td>4</td> <td>212</td> <td>208</td> <td>12</td> <td>0</td> <td>3</td> <td>7</td> <td>173</td> <td>3</td> <td>10</td> <td>537</td> <td>627</td> <td>12</td> <td>0</td> <td>7</td> <td>41</td> <td>431</td> <td>16</td> <td>120</td> <td>н/тот</td>	26	22	7	0	0	1	10	0	4	212	208	12	0	3	7	173	3	10	537	627	12	0	7	41	431	16	120	н/тот
10 1	8	8	2	0	0	0	4	0	2	48	51	2	0	1	1	40	0	7	121	155	7	0	0	13	83	5	47	08:00
vi vi<	9	7	2	0	1	0	3	0	1	51	54 72	2	0	0	6	40	0	6	108	177	3	0	1	7	75	3	68	08:15
NY 16 16 16	13	13	0	0	2	0	9	1	1	65	63	4	0	1	5	50	0	3	126	181	3	1	1	5	96	1	74	08:45
0000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <td>38</td> <td>37</td> <td>5</td> <td>0</td> <td>3</td> <td>0</td> <td>22</td> <td>1</td> <td>6</td> <td>240</td> <td>240</td> <td>14</td> <td>1</td> <td>3</td> <td>17</td> <td>183</td> <td>2</td> <td>20</td> <td>496</td> <td>708</td> <td>17</td> <td>1</td> <td>5</td> <td>31</td> <td>359</td> <td>18</td> <td>277</td> <td>н/тот</td>	38	37	5	0	3	0	22	1	6	240	240	14	1	3	17	183	2	20	496	708	17	1	5	31	359	18	277	н/тот
0011 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8	9	1	0	0	1	4	0	3	61	56	8	0	1	4	38	0	5	140	185	2	0	1	14	107	6	55	09:00
vi vi vi<	25	22	2	0	1	0	19	0	0	61	63	3	0	1	4	47	5	3	119	138	1	0	2	7	101	1	26	09:15
	32	32	1	0	2	3	23	1	2	86 10F	79 a7	9	0	0	4	63 64	1	2	165	174	7	0	3	14	128	1	21	09:30
1000 1 <th1< th=""> 1 1 1</th1<>	81	78	6	0	4	5	56	1	6	313	291	35	0	3	21	212	6	14	555	639	17	0	7	46	435	12	122	н/тот
10 10 10 10 10	19	18	1	0	1	2	13	0	1	91	87	6	0	1	2	75	0	3	136	134	6	1	2	18	99	0	8	10:00
1010 4 10 10 10 10 10 10 10 10 10 10 <	20	18	1	0	1	1	15	0	0	102	91	12	0	1	6	70	0	2	127	123	4	2	2	12	98	1	4	10:15
10205 6 1 <th1< th=""> 1 1 1</th1<>	19	17	3	0	0	4	9	0	1	87	86	3	0	1	10	69	0	3	137	131	8	1	0	18	100	0	4	10:30
virt virt <td>18</td> <td>18</td> <td>1</td> <td>0</td> <td>0</td> <td>1</td> <td>15</td> <td>0</td> <td>1</td> <td>62</td> <td>64</td> <td>1</td> <td>0</td> <td>0</td> <td>12</td> <td>47</td> <td>3</td> <td>1</td> <td>118</td> <td>110</td> <td>11</td> <td>1</td> <td>1</td> <td>8</td> <td>83</td> <td>0</td> <td>6</td> <td>10:45</td>	18	18	1	0	0	1	15	0	1	62	64	1	0	0	12	47	3	1	118	110	11	1	1	8	83	0	6	10:45
1111 1 1 1 1 1 <t< td=""><td>6</td><td>4</td><td>1</td><td>0</td><td>2</td><td>8</td><td>2</td><td>0</td><td>3</td><td>343 84</td><td>328</td><td>8</td><td>0</td><td>3</td><td>30</td><td>261</td><td>3</td><td>2</td><td>518</td><td>498 96</td><td>29 5</td><td></td><td>4</td><td>16</td><td>380</td><td>0</td><td>0</td><td>11:00</td></t<>	6	4	1	0	2	8	2	0	3	343 84	328	8	0	3	30	261	3	2	518	498 96	29 5		4	16	380	0	0	11:00
111014151516 <td>12</td> <td>12</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>11</td> <td>0</td> <td>0</td> <td>73</td> <td>65</td> <td>6</td> <td>1</td> <td>2</td> <td>9</td> <td>47</td> <td>0</td> <td>0</td> <td>101</td> <td>100</td> <td>5</td> <td>0</td> <td>3</td> <td>12</td> <td>72</td> <td>3</td> <td>5</td> <td>11:15</td>	12	12	0	0	0	1	11	0	0	73	65	6	1	2	9	47	0	0	101	100	5	0	3	12	72	3	5	11:15
11145 11. 12. 13. 14. </td <td>7</td> <td>5</td> <td>1</td> <td>0</td> <td>1</td> <td>1</td> <td>2</td> <td>0</td> <td>0</td> <td>104</td> <td>99</td> <td>7</td> <td>0</td> <td>1</td> <td>12</td> <td>76</td> <td>0</td> <td>3</td> <td>90</td> <td>88</td> <td>4</td> <td>1</td> <td>5</td> <td>11</td> <td>59</td> <td>4</td> <td>4</td> <td>11:30</td>	7	5	1	0	1	1	2	0	0	104	99	7	0	1	12	76	0	3	90	88	4	1	5	11	59	4	4	11:30
HYD00 10. 9.	18	16	2	0	0	1	13	0	0	69	67	3	0	1	8	53	0	2	103	96	7	0	3	10	73	2	1	11:45
12.00 13 0 0 0 0 <td>42</td> <td>37</td> <td>4</td> <td>0</td> <td>2</td> <td>3</td> <td>28</td> <td>0</td> <td>0</td> <td>331</td> <td>308</td> <td>24</td> <td>1</td> <td>6</td> <td>37</td> <td>233</td> <td>0</td> <td>7</td> <td>398</td> <td>380</td> <td>21</td> <td>2</td> <td>15</td> <td>49</td> <td>274</td> <td>9</td> <td>10</td> <td>H/TOT</td>	42	37	4	0	2	3	28	0	0	331	308	24	1	6	37	233	0	7	398	380	21	2	15	49	274	9	10	H/TOT
n.n. n.	20	10	1	0	1	1	15	1	1	105	95	9	1	3	7	92	1	5	92	90	8	1	1	10	64 71	2	5	12:00
12. 1. <th1.< th=""> 1. 1. 1.<</th1.<>	12	10	1	0	1	0	8	0	0	99	95	8	0	2	6	73	1	5	82	86	4	0	3	8	59	0	12	12:30
HYT i< i i< i< i< i< i< i<	16	13	3	0	0	2	8	0	0	93	93	5	0	0	10	72	1	5	101	104	7	0	1	8	75	1	12	12:45
13.00 7 1 7 4 0 0 4 0 <td>58</td> <td>53</td> <td>5</td> <td>0</td> <td>2</td> <td>6</td> <td>38</td> <td>1</td> <td>1</td> <td>410</td> <td>394</td> <td>27</td> <td>1</td> <td>5</td> <td>34</td> <td>308</td> <td>4</td> <td>15</td> <td>370</td> <td>372</td> <td>26</td> <td>1</td> <td>5</td> <td>31</td> <td>269</td> <td>3</td> <td>37</td> <td>н/тот</td>	58	53	5	0	2	6	38	1	1	410	394	27	1	5	34	308	4	15	370	372	26	1	5	31	269	3	37	н/тот
13.13 12 1 9 0 0 10 0 0 10 0 0 10 0 0 0 0 0 0 1 10 10 10 0 0 1 10 1 10 10 10 0 10 0 10 0 10 0 10<	12	10	1	0	1	1	7	0	0	112	110	6	0	3	12	82	1	6	87	89	4	0	0	4	73	1	7	13:00
name a	15	13	2	0	0	3	8	0	0	134 99	131 95	7	0	2	10	106	0	6	107	109	7	0	2	8	79 69	1	12	13:15
HH628628285128512854025454600268002100001000	10	9	1	0	0	0	8	0	0	119	119	5	0	1	8	97	2	6	105	95	10	1	3	9	68	2	2	13:45
14.00 5 1 62 8 0 0 2 78 78 78 10 13 1 1 6 14 15 13 1 1 6 14 15 13 1 1 6 1 <th1< th=""> 1 1 <</th1<>	45	39	5	0	1	5	28	0	0	463	455	25	1	6	39	357	3	24	400	395	32	1	5	28	289	6	34	н/тот
14.15 3 1 7 10 3 0 7 07	11	11	0	0	0	4	7	0	0	145	141	6	1	1	13	115	1	4	75	78	2	0	0	8	62	1	5	14:00
14.30 1 0 60 9 1 2 7 80 69 5 2 100 7 2 1 6 10 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 1 1 0 1 1 0 0 1 1 0 0 1 <th< td=""><td>16</td><td>14</td><td>3</td><td>0</td><td>0</td><td>3</td><td>6</td><td>1</td><td>1</td><td>111</td><td>103</td><td>10</td><td>0</td><td>0</td><td>12</td><td>78</td><td>1</td><td>2</td><td>103</td><td>97</td><td>7</td><td>0</td><td>3</td><td>10</td><td>73</td><td>1</td><td>3</td><td>14:15</td></th<>	16	14	3	0	0	3	6	1	1	111	103	10	0	0	12	78	1	2	103	97	7	0	3	10	73	1	3	14:15
H/TOT 11 3 251 29 5 2 11 2 12 13 16 7 5 2 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0 0 1 1 0 1 17 0 0 0 1 17 0 0 0 1 17 10 1 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 <th10< th=""> <th10< th=""> <th10< th=""></th10<></th10<></th10<>	12	11	0	0	1	1	9	0	0	126	123	б я	1	2	7	100	2	5	89 70	80 67	7	2	1	9	60 56	0	1	14:30 14:45
15:00 7 0 59 7 3 0 10 66 92 8 1 177 20 1 0 7 154 155 0 0 7 0 0 7 0 0 10 3 0 1 0 1 15:15 4 1 68 7 2 1 7 80 66 1 1 10 1 10 10 11 10 11 10 11 10 11 10 11 10 11 10 10 11 10 10 11 10 11 10 10 11 10 10 11 10 11 10 11 10 10 11 10 10 11 10 11 10 11 10 11 10 11 10 11 10 11 10 11 10 11 10 10 10 10 10 10 10 10 10 10 10 10 10<	50	48	3	0	2	12	28	1	2	530	511	30	2	5	47	405	6	16	338	322	21	2	5	29	251	3	11	н/тот
15.15 4 1 63 7 2 1 7 85 91 6 4 127 12 2 0 6 157 157 0 0 1 0 0 1 0 0 1 1 0 1 <	11	9	2	0	0	0	7	0	0	155	154	7	0	1	20	117	1	8	92	86	10	0	3	7	59	0	7	15:00
15.30 4 0 58 9 1 1 7 40 66 1 10 1 10 1 10 1 10 1 10	15	14	0	1	0	3	10	0	0	157	157	6	0	2	12	127	4	6	91	85	7	1	2	7	63	1	4	15:15
13.40 6 2 73 6 2 9 5 64 94 14 6 16 1 0 7 27 20 1 0 8 1 0 1 2 1 H/TO 21 3 253 29 8 2 29 35 362 36 362 36 <	18	17	1	0	0	3	13	0	0	157	161	5	0	0	15	130	1	10	86	80	7	1	1	9	58	0	4	15:30
1. 2. <th2.< th=""> 2. 2. 2.<!--</td--><td>16</td><td>13</td><td>2</td><td>1</td><td>0</td><td>1</td><td>8</td><td>0</td><td>1</td><td>201</td><td>207 679</td><td>7</td><td>0</td><td>1</td><td>18</td><td>163 527</td><td>4</td><td>14</td><td>94</td><td>94 3/15</td><td>5</td><td>0</td><td>2 8</td><td>6 29</td><td>73</td><td>2</td><td>6 21</td><td>15:45</td></th2.<>	16	13	2	1	0	1	8	0	1	201	207 679	7	0	1	18	163 527	4	14	94	94 3/15	5	0	2 8	6 29	73	2	6 21	15:45
16:15 7 2 70 6 0 1 9 65 9 10 4 22 24 2 0 7 26 87 0 </td <td>6</td> <td>6</td> <td>0</td> <td>0</td> <td>0</td> <td>, 0</td> <td>6</td> <td>0</td> <td>0</td> <td>242</td> <td>251</td> <td>5</td> <td>0</td> <td>1</td> <td>33</td> <td>193</td> <td>4</td> <td>15</td> <td>86</td> <td>82</td> <td>8</td> <td>0</td> <td>0</td> <td>8</td> <td>61</td> <td>1</td> <td>4</td> <td>16:00</td>	6	6	0	0	0	, 0	6	0	0	242	251	5	0	1	33	193	4	15	86	82	8	0	0	8	61	1	4	16:00
16.30 10 2 64 4 0 0 8 88 87 15 4 183 21 0 0 4 27 217 1 0 6 0 0 0 0 0 0 1 0 6 0 0 0 0 1 1 1645 13 0 76 5 0 1 9 104 104 10 107 72 10 0 4 20 217 2 0 11 0 0 0 0 0 1 14 H/T07 34 5 271 23 0 2 24 36 0 17 772 10 4 0 20 13 0 13 0 1 17 172 13 0 10 13 16 17 17 173 13 10 10 10 10 11 10 10 10 10 10 10 10 10 10 10	24	22	2	0	0	1	19	0	0	267	269	7	0	2	24	222	4	10	99	95	9	1	0	6	70	2	7	16:15
16.45 13 0 76 5 0 1 9 104 104 104 104 104 20 1 0 12 0 1 0	6	7	0	0	0	0	6	0	1	217	227	4	0	0	21	183	4	15	87	88	8	0	0	4	64	2	10	16:30
r,r,r,r,r,r,r,r,r,r,r,r,r,r,r,r,r,r,r,	13	14	1	0	0	0	11	0	2	217	240	4	0	1	25	174	5	31	104	104	9	1	0	5	76	0	13	16:45
17.15 10 0 15 7 0 0 7 100 100 55 6 231 18 0 1 7 18 27 10 0 0 0 0 0 1 17 17.15 10 0 55 6 231 18 0 1 7 18 27 0 0 1 17 17.15 8 2 7 0 0 4 0 65 6 231 18 0 3 23 0 0 1 17 17.15 8 2 7 0 0 4 06 55 6 231 18 0 3 23 23 1 0 11 20 0 1 12 0 0 3 3 0 0 1 21 1 0 3 3 0 0 1 12 10 10 11 10 10 0 0 0 1 10 10	50	49	3	0	0	1	42 0	0	3	942 268	987 284	20	0	4	24	772	17	71	375	369	34 6	2	0	23	271	5	34	17:00
17.30 8 2 72 4 0 0 6 55 8 21 1 0 7 25 1 0 7 0 0 0 1 2 17.45 8 2 76 7 0 0 7 10 9 43 9 19 9 0 0 2 25 28 1 0 7 0 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 1 1 1 0 0 1 1 0 0 1 1 0 1 1 0 1 1 0	18	17	1	0	0	3	13	0	0	279	318	7	1	0	18	231		55	108	109	7	0	0	7	85	0	10	17:15
17.45 8 2 76 7 0 0 7 100 99 4.3 9 9 0 0 2 26 718 9 0 11 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 10	15	12	4	0	0	0	7	0	1	251	297	3	0	0	13	218	8	55	86	90	4	0	0	4	72	2	8	17:30
H/TOT 35 5 328 21 0 1 24 414 408 100 27 68.3 64 1 1 105 106 10 1 40 6 0 0 6	17	23	1	0	0	2	11	0	9	218	256	2	0	0	9	193	9	43	99	100	7	0	0	7	76	2	8	17:45
18.00 9 2 88 2 0 0 9 10 11 60 5 191 12 0 0 8 27 233 1 0 12 1 0 0 0 0 14 18.15 7 1 79 4 1 0 4 96 94 55 10 186 9 0 0 4 264 218 1 0 11 0 0 0 2 1 18.30 9 1 79 4 1 0 8 102 103 25 1 195 10 0 0 7 218 224 2 0 14 0 0 0 0 0 16 18 16 1 0 8 10 0 0 0 1 10 0 0 0 0 1 10 10 10 10 10 10 10 10 10 10 10 10 10 10 <td>60</td> <td>63</td> <td>6</td> <td>0</td> <td>0</td> <td>6</td> <td>40</td> <td>1</td> <td>10</td> <td>1016</td> <td>1155</td> <td>19</td> <td>1</td> <td>1</td> <td>64</td> <td>863</td> <td>27</td> <td>180</td> <td>408</td> <td>414</td> <td>24</td> <td>1</td> <td>0</td> <td>21</td> <td>328</td> <td>5</td> <td>35</td> <td>н/тот</td>	60	63	6	0	0	6	40	1	10	1016	1155	19	1	1	64	863	27	180	408	414	24	1	0	21	328	5	35	н/тот
1 1 1 0 4 9 9 0 4 264 218 1 0 11 0 0 0 2 14 18.30 9 1 79 4 1 0 8 102 103 25 1 195 10 0 0 7 238 224 2 0 14 0 0 0 0 16 18.45 8 0 78 1 0 0 3 90 87 22 1 134 2 1 0 8 160 1 0 8 0 0 3 12	13	14	0	0	0	1	12	0	1	233	276	8	0	0	12	191	5	60	111	110	9	0	0	2	88	2	9	18:00
18:45 8 0 78 1 0 0 3 90 87 32 1 134 2 1 0 8 178 160 1 0 8 0 0 0 3 12	15	14	2	U O	0	0	11	0	1	218	264 238	4	0	0	9 10	186	10	25	94	96 102	4	0	1	4	79 79	1	9	18:30
	14	12	3	0	0	0	8	0	1	160	178	8	0	1	2	134	1	32	87	90	3	0	0	1	78	0	8	18:45
H/TOT 33 4 324 11 2 0 24 398 394 172 17 706 33 1 0 27 956 836 5 0 45 1 0 0 5 56	57	56	5	0	0	1	45	0	5	836	956	27	0	1	33	706	17	172	394	398	24	0	2	11	324	4	33	н/тот

SITE:			07																		DAT	E:	27	th Fe	brus	arv 2	020
JITE.			07																		DAI	ς.	21	urre	bruc	11 y 2	.020
OCAT	ION:		Nor	th Ci	ircul	ar Rc	oad/l	Phoe	nix F	Park,	/Infir	mary	/ Roa	ad							DAY	' :			Т	hurs	sday
			MO	/EME	NT 1							MO	/EME	NT 2							мо	/EME	NT 3				
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU
07:00	1	0	78	30	2	2	0	113	116	1	1	15	1	0	0	0	18	17	3	0	18	2	0	0	0	23	21
07:15	4	1	81	24 18	2	1	2	138	139	3	0	20	0	1	0	0	23 36	21 34	2	0	45	1	0	0	0	48	46
07:45	5	0	80	15	3	1	4	108	111	4	0	20	0	0	0	0	24	21	1	0	42	2	0	0	0	45	44
н/тот	12	1	346	87	7	4	8	465	472	11	1	87	1	1	0	0	101	92	11	0	154	8	0	0	0	173	164
08:00	9	3	84	10	3	1	0	110	104	3	0	23	0	1	0	0	27	25	3	0	44	1	0	0	0	48	46
08:15	3	2	81	7	2	1	3	99	101	0	0	22	2	0	0	0	24	24	0	0	48	2	1	0	0	51	52
08:30	2	1	93	10	6	0	2	114	117	3	0	21	0	0	0	0	24	22	1	0	55	3	0	0	0	59	58
00.45	6 20	2	79 337	20	4	2	6	435	430	0	n	23	4	1	0	0	25 100	25 96	1	0	45	2	1	0	0	48 206	47
09:00	5	0	83	20	5	2	3	118	122	2	1	19	1	0	0	0	23	21	0	0	40	2	0	0	0	42	42
09:15	3	0	84	15	6	0	1	109	111	2	0	24	1	0	0	1	28	27	1	0	56	4	2	0	0	63	63
09:30	1	0	83	19	7	0	3	113	119	5	0	26	1	0	0	0	32	28	0	0	40	4	1	0	0	45	46
09:45	5	2	78	22	10	1	0	118	119	2	0	22	2	0	0	0	26	24	2	0	45	2	0	0	1	50	49
н/тот	14	2	328	76	28	3	7	458	471	11	1	91	5	0	0	1	109	101	3	0	181	12	3	0	1	200	200
10:00	2	1	66	26	7	1	1	104 or	108	0	0	18	3	1	0	0	22	23	0	0	39	1	0	0	1	41	42
10:15	0	0	69	11	7	2	5	92	101	0	0	10	2	0	0	0	14	19	1	0	29	4	0	0	0	30	23
10:45	3	0	47	13	5	1	1	70	72	2	0	23	4	0	0	0	29	27	2	0	22	1	2	0	0	27	26
н/тот	5	1	244	67	21	4	9	351	371	3	0	69	12	1	0	0	85	83	5	0	109	6	2	0	1	123	121
11:00	3	0	48	13	4	1	2	71	74	2	0	26	3	0	0	0	31	29	1	0	22	0	0	0	1	24	24
11:15	1	0	45	13	3	2	1	65	69	0	0	22	1	1	0	0	24	25	2	0	20	0	0	0	0	22	20
11:30	0	0	56	11	4	2	1	74	80	3	0	21	2	1	0	0	27	25	2	0	12	3	0	0	0	17	15
11:45	0	0	44	14	1	1	2	62	66	2	0	12	2	0	0	0	16	14	2	0	17	1	0	0	0	20	18
12:00	4	0	62	20	5	0	1	89	289 92	1	0	21	2	0	0	1	98 25	93 25	2	0	14	4	0	0	0	83	14
12:15	4	0	54	12	4	0	1	75	75	5	0	23	2	0	0	0	30	26	2	0	14	2	0	0	0	18	16
12:30	3	0	45	7	3	2	2	62	66	0	0	29	1	0	0	0	30	30	2	0	17	2	1	0	0	22	21
12:45	3	1	64	18	2	0	1	89	88	1	0	20	0	1	0	0	22	22	1	0	17	0	1	0	1	20	21
н/тот	11	1	225	57	14	2	5	315	320	7	0	93	5	1	0	1	107	103	7	0	62	4	2	0	1	76	72
13:00	1	0	62	14	5	1	3	86	92	1	0	28	4	0	0	0	33	32	4	1	27	3	0	0	0	35	31
13:15	2	1	69	17	6	0	2	97	100	1	0	27	2	0	0	1	31	31	2	0	14	1	0	0	0	17	15
13:45	0	0	53	12	8	0	1	74	79	2	0	24	0	0	0	0	26	24	0	0	15	1	1	0	0	17	14
н/тот	10	1	247	62	22	1	8	351	363	5	o	95	7	0	0	1	108	105	6	1	69	6	1	0	0	83	78
14:00	1	0	65	18	1	1	1	87	89	3	0	36	3	0	0	0	42	40	3	0	26	1	1	0	0	31	29
14:15	3	0	64	16	5	0	2	90	92	0	0	21	1	0	0	0	22	22	1	0	19	0	0	0	0	20	19
14:30	0	0	51	13	1	1	1	67	70	0	0	20	3	0	0	0	23	23	0	0	19	0	0	0	0	19	19
14:45	5	1	55 225	12	1 8	2	0	220	75 325	2	0	20	1	0	0	0	23	21	0	0	81	0	1	0	0	17 87	17
15:00	4	0	56	21	2	1	- 6	90	95	1	0	33	2	1	0	0	37	37	•	0	23	0	0	0	1	24	25
15:15	0	0	60	10	4	0	1	75	78	5	0	23	2	0	0	1	31	28	0	0	15	2	0	0	1	18	19
15:30	4	0	67	24	5	0	3	103	105	2	0	35	2	0	0	0	39	37	0	0	18	0	0	0	0	18	18
15:45	4	0	54	20	0	1	0	79	77	0	0	30	0	0	0	0	30	30	0	0	35	3	0	0	0	38	38
н/тот	12	0	237	75	11	2	10	347	356	8	0	121	6	1	0	1	137	132	0	0	91	5	0	0	2	98	100
16:00	5	0	61 72	17	0	0	0	83	79 85	3	0	31	1	0	0	0	35	33	0	0	26	1	1	0	0	28	29
16:30	1	2	72	9 10	1	0	1	87	88	4	1	26 45	3	0	0	0	34 51	30 49	2	0	30	2	0	0	0	20	18
16:45	1	2	57	8	2	1	0	71	71	3	0	39	3	0	0	0	45	43	4	0	35	0	0	0	0	39	36
н/тот	13	4	261	44	4	1	3	330	324	13	1	141	10	0	0	0	165	154	9	0	108	4	1	0	0	122	115
17:00	2	1	78	18	0	0	2	101	101	7	0	38	1	0	0	0	46	40	4	0	38	0	1	0	0	43	40
17:15	3	1	57	16	0	0	4	81	82	2	0	55	4	0	0	0	61	59	6	0	27	0	0	0	0	33	28
17:30	12	0	67	5	2	0	0	86	77	2	0	36	1	0	0	0	39	37	4	0	29	2	0	0	0	35	32
17:45	21	0	65 267	50	0	1	7	82	81	4	2	41	7	0	0	0	48	44	1	0	15	2	1	0	0	18	17
18:00	5	2	68	30	0	0	1	82	79	7	2	33	3	0	0	0	44	38	0	0	19	4	0	0	0	129	19
18:15	2	0	66	7	2	0	3	80	82	1	0	37	4	0	0	0	42	41	2	0	19	0	0	0	0	21	19
18:30	4	0	50	9	1	0	3	67	67	2	0	26	1	0	0	0	29	27	0	0	22	0	0	0	0	22	22
18.45	1	1	49	2	1	0	1	55	55	1	0	24	1	0	0	0	26	25	0	0	18	0	0	0	0	18	18
10.45																											

SITE: LOCATI TIME 07:00 07:15 07:20	ION:		07																								
OCATI TIME 07:00 07:15	ION:																				DAT	E:	271	th Fe	brua	ary 2	.020
TIME 07:00 07:15			Nor	th C	ircul	lar Ro	bad/l	Phoe	nix F	Park/	/Infir	mary	/ Roa	ad							DAY	' :			Т	hurs	day
TIME 07:00 07:15			мо	VEME	NT 4							мо	VEME	NT 5							мо	/EME	NT 6				
07:00 07:15	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU
07:15	0	0	22	1	0	0	0	23	23	1	0	1	0	0	0	0	2	1	0	0	75	21	0	1	2	99	102
	2	0	44	2	0	0	0	48	46	0	0	3	0	0	0	0	3	3	6	1	83	30	3	1	3	127	127
07:45	0	1	52	5	0	0	0	57	57	2	0	5	0	0	0	0	8	5	3	1	81	15	2	0	2	104	104
н/тот	2	1	171	9	0	0	0	183	181	3	0	15	0	0	0	0	18	16	9	2	309	90	8	2	9	429	436
08:00	2	1	53	5	0	0	0	61	59	1	0	5	0	0	0	0	6	5	5	0	76	15	2	1	2	101	101
08:15	1	0	50	1	1	0	0	53	53	1	0	6	0	0	0	0	7	6	4	0	67	12	1	1	2	87	88
08:30	5	0	49	4	0	0	0	58	54	0	0	6	1	0	0	0	7	7	1	0	76	15	4	2	2	100	106
08:45	3	0	68	3	0	0	0	74	72	0	0	3	0	0	0	0	3	3	6	0	55	13	9	0	3	86	89
n/ iOT 09∙00	, 11	1	220 5.F	13	1	0	0	246 62	237	2	0	20	1	0	0	0	23	21	16	0	274 67	17	16	4	9	374	383
09:15	3	0	58	1	0	0	0	62	60	1	0	~ 6	1	0	0	0	8	7	1	0	40	12	6	o	2	61	65
09:30	0	0	49	1	0	0	0	50	50	0	0	4	0	0	0	0	4	4	o	0	64	20	4	0	3	91	96
09:45	0	0	39	4	0	0	0	43	43	1	0	2	0	0	0	0	3	2	1	0	64	13	0	1	2	81	84
н/тот	6	0	202	8	1	0	0	217	213	2	0	16	2	0	0	0	20	18	4	0	235	62	14	1	10	326	341
10:00	0	0	26	2	0	0	0	28	28	1	0	8	0	0	0	0	9	8	0	0	71	7	8	0	3	89	96
10:15	1	0	15	3	0	0	0	19	18	0	0	4	2	1	0	0	7	8	0	0	63	15	4	0	2	84	88
10:30	1	0	14	2	0	0	0	17	16	1	0	7	0	0	0	0	8	7	0	0	61	13	6	3	2	85	94
н/тот	2	0	71	9	0	0	0	82	80	2	0	28	2	1	0	0	33	32	1	0	258	48	22	4	9	342	366
11:00	0	0	8	0	0	0	0	8	8	0	0	8	0	1	0	0	9	10	2	0	63	22	3	0	2	92	94
11:15	o	0	11	0	0	0	0	11	11	0	0	4	0	0	0	0	4	4	0	0	59	11	4	0	2	76	80
11:30	0	0	8	0	0	0	0	8	8	2	1	6	0	0	0	0	9	7	1	0	49	12	5	2	2	71	77
11:45	0	0	6	0	1	0	0	7	8	0	0	8	0	0	0	0	8	8	2	0	66	15	2	2	1	88	91
н/тот	0	0	33	0	1	0	0	34	35	2	1	26	0	1	0	0	30	28	5	0	237	60	14	4	7	327	342
12:00	2	0	10	1	0	0	0	13	11	1	0	9	1	0	0	0	11	10	0	0	60	18	6	2	3	89	98
12:13	1	0	7	3	0	0	0	11	12	0	0	15	0	0	0	0	15	15	2	0	47 57	12	4	0	2	75	76
12:45	0	0	13	2	0	0	0	15	15	1	0	9	0	0	0	0	10	9	3	0	74	19	1	0	2	99	99
н/тот	3	0	40	6	1	0	0	50	48	2	0	40	1	0	0	0	43	41	6	1	238	58	13	3	9	328	342
13:00	0	0	11	0	0	0	1	12	13	1	0	4	1	0	0	0	6	5	0	0	67	13	0	0	3	83	86
13:15	0	0	11	0	0	0	0	11	11	0	0	4	1	0	0	0	5	5	2	0	60	17	4	2	2	87	92
13:30	2	0	12	0	0	0	0	14	12	1	0	4	0	0	0	0	5	4	2	0	75	10	4	0	1	92	93
13:45	0	0	11	2	0	0	0	13	13	0	0	11	0	0	0	0	11	11	4	1	88	19	1	0	1	114	112
14:00	0	0	14	1	0	0	0	15	15	1	0	9	0	0	0	0	10	9	1	0	68	16	5	1	3	94	100
14:15	0	0	3	0	0	0	0	3	3	0	1	5	0	0	0	0	6	5	1	0	68	19	3	2	2	95	100
14:30	0	1	11	0	0	0	1	13	13	0	0	9	2	0	0	0	11	11	1	0	64	15	5	0	1	86	89
14:45	0	0	13	0	0	0	0	13	13	1	0	7	1	0	0	0	9	8	1	0	66	16	2	0	2	87	89
н/тот	0	1	41	1	0	0	1	44	44	2	1	30	3	0	0	0	36	34	4	0	266	66	15	3	8	362	378
15:00	0	0	8	1	0	0	0	9	9	0	0	8	0	0	0	0	8	8	•	2	57	17	4	0	1	81	83
15:30	1	0	11	2 0	0	0	0	13	13	0	0	1J 8	0	0	0	0	8	8	0	1	o4 76	10	4	0	3	91	92
15:45	0	0	12	0	0	0	0	12	12	1	0	10	0	0	0	0	11	10	0	3	91	13	1	1	4	113	117
н/тот	1	0	42	3	0	0	0	46	45	1	0	36	0	0	0	0	37	36	1	7	308	57	11	2	9	395	407
16:00	0	0	9	0	1	0	0	10	11	0	0	14	0	0	0	0	14	14	4	0	76	13	1	0	2	96	95
16:15	0	0	13	3	0	0	0	16	16	1	0	21	1	0	0	0	23	22	2	0	112	12	4	0	2	132	134
16:30	1	0	10	0	0	0	0	11	10	2	0	17	1	0	0	0	20	18	7	0	110	20	2	0	1	140	136
10:45	1	0	11	1	0	0	0	13 50	12	1	0	19 71	2	0	0	0	22	21	4	0	307	57	0	0	2	117	116
17:00	2	0	12	0	0	0	0	14	12	1	0	13	1	0	0	0	15	14	8	1	93	16	0	0	0	118	111
17:15	4	0	15	1	0	0	0	20	17	0	0	9	0	0	0	0	9	9	7	0	98	16	3	0	1	125	122
17:30	3	0	13	0	0	0	0	16	14	0	0	15	1	0	0	0	16	16	5	1	95	13	1	0	2	117	115
17:45	1	0	13	1	0	0	0	15	14	3	0	7	0	0	0	0	10	8	4	0	96	10	2	0	2	114	114
н/тот	10	0	53	2	0	0	0	65	57	4	0	44	2	0	0	0	50	47	24	2	382	55	6	0	5	474	462
18:00	3	0	14	0	0	0	0	17	15	1	0	19	0	0	0	0	20	19	0	4	86	9	2	0	3	104	106
18:15	0	0	12	0	0	0	0	12	12	1	0	5	0	0	0	0	6	5	0	9	97	4	1	0	1	112	108
18:45	1	1	12	U N	U N	0	U N	13	12	4	U N	9 10	0	U N	0	0	13	10	1	5 0	64 86	0 4	1	0	3	95 95	94
н/тот	4	1	49	0	0	0	-	50	50	6	-	43	1	0	-	-	50	45	1	18	352	27	4	-	-	407	40F

SITE:			80																		DAT	TE:	27	th Fe	brua	ary 2	020
.OCAT	ION:		Aug	hrin	n Str	eet/0	Cowp	oer S	treet	:											DAY	<i>(</i> :			Т	hurs	day
			мо	/EME	NT 1							MO	/EME	NT 2							MO	VEME	NT 3				
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCL
07:00	0	1	57	6	0	0	1	65	65	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	0	3	3
07:30	5	0	50	12	0	0	1	68	65	0	0	0	2	0	0	0	2	2	0	0	4	0	0	0	0	4	4
07:45	11	0	41	5	1	0	1	59	52	0	ō	3	0	0	0	0	3	3	0	0	5	0	ō	0	0	5	5
н/тот	20	1	213	31	2	0	4	271	259	0	0	3	3	1	0	0	7	8	0	0	12	0	0	0	0	12	12
08:00	12	0	53	3	0	0	2	70	62	1	0	3	0	0	0	0	4	3	0	0	10	1	0	0	0	11	11
08:15	14	0	63	3	1	0	2	83	74	0	0	2	0	0	0	0	2	2	0	0	6	0	0	0	0	6	6
08:30	13	0	64	5	0	0	1	83	74	2	0	8	0	1	0	0	11	10	1	0	5	0	0	0	1	7	7
08:45	8	0	44	4	0	0	2	58	54	1	0	5	0	0	0	0	6	5	0	0	3	. 0	0	0	0	3	3
09:00	5	0	58	5	0	0	2	70	68	4	0	2	0	1	0	0	3	4	0	0	6	0	0	0	0	6	6
09:15	9	0	62	5	2	0	1	79	74	0	0	3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3
09:30	6	1	60	5	2	0	3	77	76	o	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4
09:45	3	0	62	9	0	0	2	76	76	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2
н/тот	23	1	242	24	4	0	8	302	293	0	0	7	0	1	0	0	8	9	0	0	15	0	0	0	0	15	15
10:00	4	0	38	3	1	1	0	47	46	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3
10:15	3	0	50	12	0	0	1	66	65	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9
10:30	2	0	49	5	1	0	1	58	58	0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	0	2	2
н/тот	13	0	165	25	4	1	3	211	207	0	0	9	0	0	0	0	9	9	1	0	13	2	0	0	0	16	15
11:00	1	0	28	4	1	0	1	35	36	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2
11:15	1	0	23	7	0	0	0	31	30	0	0	3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3
11:30	5	0	18	2	1	0	1	27	25	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5
11:45	3	1	36	2	1	0	1	44	43	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
н/тот	10	1	105	15	3	0	3	137	133	0	0	8	0	0	0	0	8	8	0	0	11	0	0	0	0	11	11
12:00	1	0	29	5	2	0	1	38	39	0	0	5	0	0	0	0	5	5	0	0	2	1	0	0	0	3	3
12:15	0	0	25	4	2	0	1	32	34	0	0	5	0	0	0	0	5	5	0	0	3	0	0	0	0	3	3
12:45	2	0	21	2	1	0	1	25	25	0	0	2	0	0	0	0	3	3	0	0	2	2	0	0	0	2	2
н/тот	4	0	95	12	5	0	4	120	123	0	1	15	0	0	0	0	16	15	1	0	13	3	1	0	1	19	20
13:00	2	0	12	3	1	0	1	19	19	2	0	2	0	0	0	0	4	2	0	0	4	0	0	0	0	4	4
13:15	1	0	32	2	1	0	0	36	36	0	0	3	1	0	0	0	4	4	0	1	2	0	0	0	0	3	2
13:30	3	0	26	2	0	0	1	32	31	0	0	2	0	0	0	0	2	2	2	0	6	2	0	0	0	10	8
13:45	4	0	12	4	0	0	0	20	17	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4
н/тот	10	0	82	11	2	0	2	107	102	2	0	8	1	0	0	0	11	9	2	1	16	2	0	0	0	21	19
14:00	1	0	19	4	0	0	1	25	25	0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	5	5
14.15	2	0	29	4	1	0	0	34	32	0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	6	6
14:45	1	0	10	1	0	0	1	13	13	0	0	4	0	0	0	0	4	4	2	0	4	2	0	0	0	8	6
н/тот	7	1	86	9	1	0	3	107	104	1	0	16	1	0	0	0	18	17	2	0	20	3	0	0	0	25	23
15:00	0	1	19	2	2	0	1	25	26	0	0	4	0	0	0	0	4	4	0	0	4	1	0	0	0	5	5
15:15	0	1	18	3	0	0	2	24	25	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	1	5	6
15:30	0	0	18	2	1	0	0	21	22	1	0	3	1	0	0	0	5	4	0	0	1	0	0	0	0	1	1
15:45	4	1	23	2	0	0	1	31	28	0	0	3	0	0	0	1	4	5	0	0	3	0	0	0	0	3	3
16:00	1	3	15	9 2	3	0	4	101	102	0	0	4	0	U 0	U 0	0	4	4	0	0 0	4	0	0	0	0	4	4
16:15	1	0	20	1	0	0	1	23	23	0	0	5	0	0	0	1	6	7	1	0	4	0	0	0	0	5	4
16:30	0	0	16	1	0	0	1	18	19	o	0	4	0	0	0	0	4	4	0	0	7	0	0	0	0	7	7
16:45	3	0	21	2	0	0	1	27	26	0	0	4	0	0	0	0	4	4	1	0	3	0	0	0	0	4	3
н/тот	5	0	72	6	0	0	3	86	85	0	0	17	0	0	0	1	18	19	2	0	18	0	0	0	0	20	18
17:00	2	0	19	2	0	0	1	24	23	0	0	5	0	0	0	0	5	5	0	0	3	1	0	0	0	4	4
17:15	1	0	8	1	0	1	0	11	12	0	0	1	0	0	0	0	1	1	0	0	9	2	0	0	0	11	11
17:30	4	0	22	2	0	0	1	29	27	0	0	4	1	0	0	0	5	5	0	0	5	1	0	0	0	6	6
H/TOT	7	0	17	6	0	0	1	18	19 81	0	0	3	0	0	U n	0	3	3	1	0	6 22	0	0	0	0	7	6
18:00	4	0	25	5	0	0	3	d2 31	29	0	0	3	1	0	0	0	4	4	1	0	5	4	0	0	0	28 6	5
18:15	1	0	28	2	1	o	1	33	34	0	0	5	0	o	o	o	5	5	0	0	6	1	0	o	o	7	7
18:30	3	1	22	2	1	0	0	29	27	0	0	6	1	0	0	0	7	7	o	0	4	0	0	0	0	4	4
18:45	4	0	29	2	0	1	1	37	36	0	0	1	0	0	0	0	1	1	0	0	7	0	0	0	0	7	7
н/тот	12	1	104	7	2	1	3	130	125	0	0	15	2	0	0	0	17	17	1	0	22	1	0	0	0	24	23
	C																										

TIME PCL 07:00 0 07:01 0 07:03 1 07:03 1 07:04 2 07:05 0 07:05 2 07:05 2 08:05 2 08:05 2 08:05 2 08:05 2 08:05 2 08:05 2 08:05 2 08:05 2 08:05 2 09:05 1 09:05 1 09:05 2 09:05 2 09:05 2 09:05 2 09:05 2 09:05 2 09:05 2 09:05 2 09:05 2 10:05 0 11:05 0 12:05 2 12:05 2 13:05 <th>MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>08 Aug 2 6 2 2 12 8 8 12 9 37 9 10 7 4 30 4 2 3 3 2 11 1 1 4 5 4 14 2 5 5</th> <th>hrin /EMEE LGV 1 1 0 1 3 0 1 1 0 0 0 1 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>NT 4 06V1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>eet/C</th> <th>BUS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>TOT 3 7 3 7 20 10 11 14 13 48 11 19 6 37 4 3 2 12 1 4 5 5 15 15 15 12 12 12 12 13 12 12 12 12 12 12 12 12 12 12</th> <th>PCU 3 7 2 4 16 8 9 12 10 40 10 11 7 4 33 4 3 2 12 12 12 12 12 12 12 12 12</th> <th>t PCL 0 0 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>MO) car 2 1 2 1 2 1 6 2 7 1 5 7 6 3 5 21 1 1 3 1 1 1 3 1 1 1 6 0 2 1 1 7 1 5 7 6 3 5 21 1 3 1 1 5 7 7 6 3 5 7 7 1 2 1 3 7 7 7 1 3 7 7 7 7 7 7 7 7 7 7 7 7 7</th> <th>/EME LGV 0 0 1 1 0 1 1 0 1 1 0 1 2 2 0 1 3 0 1 1 3 0 1 1 1 1 0 1 1 1 0 1 1 1 0 1 1 1 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1</th> <th>NT 5 oGy1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>0GV2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>BUS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>TOT 2 1 2 7 2 7 3 5 17 8 6 3 6 23 4 3 1 2 10 0 2 2</th> <th>PCU 2 1 2 7 2 7 2 5 16 8 6 3 6 23 5 3 1 2 11 0 2 2</th> <th>PCL 0 2 0 2 0 0 2 2 0 0 0 2 2 1 1 1 1 1 1 1</th> <th>MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>DAT DAY car 5 10 4 12 31 14 10 6 7 7 22 19 11 16 6 8 7 9 11 16 6 8 7 9 16 40 20 19 18</th> <th>FE: VEME Isolar of the second seco</th> <th>271</th> <th>th Fe occv2 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>brua T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>ror 21 hurs 5 12 10 12 39 16 12 27 21 76 26 22 12 21 81 8 12</th> <th>020 sda pc 5 12 9 12 27 12 27 12 27 12 27 26 21 11 21 21 21 21 21</th>	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	08 Aug 2 6 2 2 12 8 8 12 9 37 9 10 7 4 30 4 2 3 3 2 11 1 1 4 5 4 14 2 5 5	hrin /EMEE LGV 1 1 0 1 3 0 1 1 0 0 0 1 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	NT 4 06V1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	eet/C	BUS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 3 7 3 7 20 10 11 14 13 48 11 19 6 37 4 3 2 12 1 4 5 5 15 15 15 12 12 12 12 13 12 12 12 12 12 12 12 12 12 12	PCU 3 7 2 4 16 8 9 12 10 40 10 11 7 4 33 4 3 2 12 12 12 12 12 12 12 12 12	t PCL 0 0 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MO) car 2 1 2 1 2 1 6 2 7 1 5 7 6 3 5 21 1 1 3 1 1 1 3 1 1 1 6 0 2 1 1 7 1 5 7 6 3 5 21 1 3 1 1 5 7 7 6 3 5 7 7 1 2 1 3 7 7 7 1 3 7 7 7 7 7 7 7 7 7 7 7 7 7	/EME LGV 0 0 1 1 0 1 1 0 1 1 0 1 2 2 0 1 3 0 1 1 3 0 1 1 1 1 0 1 1 1 0 1 1 1 0 1 1 1 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	NT 5 oGy1 0 0 0 0 0 0 0 0 0 0 0 0 0	0GV2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BUS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 2 1 2 7 2 7 3 5 17 8 6 3 6 23 4 3 1 2 10 0 2 2	PCU 2 1 2 7 2 7 2 5 16 8 6 3 6 23 5 3 1 2 11 0 2 2	PCL 0 2 0 2 0 0 2 2 0 0 0 2 2 1 1 1 1 1 1 1	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DAT DAY car 5 10 4 12 31 14 10 6 7 7 22 19 11 16 6 8 7 9 11 16 6 8 7 9 16 40 20 19 18	FE: VEME Isolar of the second seco	271	th Fe occv2 0 0 0 0 0 0 0 0 0 0 0 0 0	brua T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ror 21 hurs 5 12 10 12 39 16 12 27 21 76 26 22 12 21 81 8 12	020 sda pc 5 12 9 12 27 12 27 12 27 12 27 26 21 11 21 21 21 21 21
TIME PCL 07:00 0 07:01 0 07:03 0 07:04 0 07:05 0 07:04 1 08:05 2 08:05 2 08:05 2 08:05 2 08:05 2 08:05 2 08:05 2 08:05 2 08:05 2 08:05 2 09:05 1 09:05 0 09:05 0 01:05 0 01:05 0 10:00 0 11:05 0 11:05 0 12:05 0 12:15 0 12:15 0 13:10 1 13:30 1 14:31 0 14:45 0 14:45 0 14:45 <th></th> <th>Aug car 2 6 2 2 12 8 8 7 9 10 7 4 30 4 2 9 10 7 4 30 4 2 11 11 1 4 5 4 11 1 1 4 5 4 12 2 5 5</th> <th>hrin /EME LGV 1 1 0 1 3 0 1 3 0 1 3 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 1 0</th> <th>NT 4 oGy1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>eet/C</th> <th>Eowr BUS 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>TOT 3 7 3 7 20 10 11 14 13 48 11 11 9 6 37 4 3 2 12 1 4 5 5 15 15 15 15 15 15 15 15</th> <th>PCU 3 7 2 4 16 8 9 12 10 40 10 11 7 4 3 3 4 3 3 2 12 12 1 4 5 5 15</th> <th>t PCL 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>MOX 2 1 2 1 2 1 2 1 2 7 1 5 7 6 3 5 21 1 3 1 1 6 0 2 1 1 3 1 1 6 0 2 1 7 1 5 1 1 5 1 1 5 1 1 5 1 1 5 1 1 5 1 1 5 1 1 5 1 1 5 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1</th> <th>/EMEE LGV 0 1 1 0 1 1 0 1 1 0 0 1 2 2 0 0 1 3 0 0 1 3 0 0 1 3 0 1 1 1 0 0 1 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>NT 5 OGV1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>000V2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>BUS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>TOT 2 1 2 2 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 1 2 2 2 7 7 7 3 5 5 7 7 1 2 2 2 7 7 7 3 5 5 7 7 1 2 2 2 7 7 7 3 5 5 7 7 1 7 7 1 7 7 7 7 7 7 7 7 7 7 7 7</th> <th>PCU 2 1 2 7 2 7 2 7 2 5 16 8 6 3 6 3 6 3 1 1 2 11 0 2 2 2</th> <th>PCL 0 2 0 2 2 0 0 2 2 2 1 1 1 1 1 1 1 1 1 1</th> <th>MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>DAY 600 600 600 600 600 600 600 60</th> <th>7: LGV 0 2 3 0 5 1 2 6 2 6 2 0 3 7 0 4 3 1 8 2 2 3 7 0 4 3 1 8 2 2 2 2 3 3 1 8 2 2 2 2 2 2</th> <th>NT 6 ocv1 0 1 0 1 1 0 0 0 1 1 1 0 0 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th></th> <th>BBUS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>hurs</th> <th>PC 5 12 9 12 38 17 12 27 15 26 21 11 21 11 21 75 26 21 11 21</th>		Aug car 2 6 2 2 12 8 8 7 9 10 7 4 30 4 2 9 10 7 4 30 4 2 11 11 1 4 5 4 11 1 1 4 5 4 12 2 5 5	hrin /EME LGV 1 1 0 1 3 0 1 3 0 1 3 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 1 0	NT 4 oGy1 0 0 0 0 0 0 0 0 0 0 0 0 0	eet/C	Eowr BUS 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 3 7 3 7 20 10 11 14 13 48 11 11 9 6 37 4 3 2 12 1 4 5 5 15 15 15 15 15 15 15 15	PCU 3 7 2 4 16 8 9 12 10 40 10 11 7 4 3 3 4 3 3 2 12 12 1 4 5 5 15	t PCL 0 0 0 0 0 0 0 0 0 0 0 0 0	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MOX 2 1 2 1 2 1 2 1 2 7 1 5 7 6 3 5 21 1 3 1 1 6 0 2 1 1 3 1 1 6 0 2 1 7 1 5 1 1 5 1 1 5 1 1 5 1 1 5 1 1 5 1 1 5 1 1 5 1 1 5 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1	/EMEE LGV 0 1 1 0 1 1 0 1 1 0 0 1 2 2 0 0 1 3 0 0 1 3 0 0 1 3 0 1 1 1 0 0 1 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	NT 5 OGV1 0 0 0 0 0 0 0 0 0 0 0 0 0	000V2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BUS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 2 1 2 2 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 3 5 7 7 1 2 2 2 7 7 7 3 5 5 7 7 1 2 2 2 7 7 7 3 5 5 7 7 1 2 2 2 7 7 7 3 5 5 7 7 1 7 7 1 7 7 7 7 7 7 7 7 7 7 7 7	PCU 2 1 2 7 2 7 2 7 2 5 16 8 6 3 6 3 6 3 1 1 2 11 0 2 2 2	PCL 0 2 0 2 2 0 0 2 2 2 1 1 1 1 1 1 1 1 1 1	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DAY 600 600 600 600 600 600 600 60	7: LGV 0 2 3 0 5 1 2 6 2 6 2 0 3 7 0 4 3 1 8 2 2 3 7 0 4 3 1 8 2 2 2 2 3 3 1 8 2 2 2 2 2 2	NT 6 ocv1 0 1 0 1 1 0 0 0 1 1 1 0 0 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0		BBU S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	hurs	PC 5 12 9 12 38 17 12 27 15 26 21 11 21 11 21 75 26 21 11 21
TIME PCL 07:05 0 07:15 0 07:45 4 H7070 5 08:00 2 08:01 2 08:02 2 08:03 2 08:04 2 09:05 0 09:05 2 09:05 2 09:05 2 09:05 2 09:05 2 10:05 0 10:05 0 10:15 0 10:16 0 11:15 0 11:15 0 12:16 0 12:17 0 12:18 0 12:19 0 13:10 0 13:30 0 14:32 0 14:45 0 14:45 0 14:45 0 14:45 0 14:45 <th>MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>MO) car 2 6 2 2 12 8 8 12 9 37 9 10 7 4 30 4 30 4 2 3 11 1 4 5 4 12 2 5 5</th> <th>/EMEE LGV 1 1 1 0 1 3 0 1 0 0 1 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>NT 4 0GV1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th></th> <th>BUS 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>TOT 3 7 20 10 11 14 13 48 11 11 9 6 37 4 3 2 12 12 1 4 5 5 15</th> <th>PCU 3 7 2 4 16 8 9 12 10 40 10 11 7 4 33 4 3 3 2 12 1 4 5 5 15</th> <th>PCL 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>MOV car 2 1 2 1 3 5 21 1 3 5 21 1 3 1 1 6 0 2 1 3 1 1 6 0 2 1 3 1 1 5 7 6 3 5 21 1 5 7 6 3 5 21 7 1 5 7 6 3 5 7 1 5 7 6 3 5 7 6 3 5 7 6 3 5 7 7 6 3 5 7 6 3 5 7 6 3 5 7 6 3 5 7 6 3 5 7 6 3 5 7 6 3 5 7 6 3 7 7 6 3 5 7 7 6 3 7 7 6 3 7 7 6 3 7 7 6 3 7 7 6 3 7 7 6 3 7 7 6 3 7 7 7 6 3 7 7 7 7 7 7 7 7 7 7 7 7 7</th> <th>/EME LGV 0 0 1 1 0 0 1 0 1 1 0 0 1 2 2 0 0 1 3 0 0 1 3 0 0 1 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>NT 5 ogv1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>0GVZ 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>BUS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>TOT 2 1 2 7 7 2 7 3 5 17 8 6 3 6 23 4 3 1 1 2 10 0 2 2</th> <th>PCU 2 1 2 7 2 7 2 7 2 5 16 8 6 3 6 23 5 3 1 2 11 0 2 2 11</th> <th>PCL 0 2 0 2 2 0 0 0 2 2 2 1 1 1 1 1 1 1 1 3 0 1 3 0 4 0 1 0 1 0 1 0</th> <th>MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>MOV CAR 5 10 4 12 31 14 10 26 17 67 22 19 11 16 68 8 7 9 16 40 20 19 18</th> <th>VEME LGV 0 2 3 0 5 1 2 1 2 1 2 6 2 2 0 3 7 0 4 3 7 0 4 3 1 8 2 2 2</th> <th>NT 6 ocv1 0 1 0 1 1 0 0 0 1 1 1 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>0GV2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>BUS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>TOT 5 12 10 12 39 16 12 27 21 76 26 22 12 21 21 21 81 81 81 8</th> <th>PC 5 12 9 12 38 17 12 27 15 26 21 11 11 21 21</th>	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MO) car 2 6 2 2 12 8 8 12 9 37 9 10 7 4 30 4 30 4 2 3 11 1 4 5 4 12 2 5 5	/EMEE LGV 1 1 1 0 1 3 0 1 0 0 1 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	NT 4 0GV1 0 0 0 0 0 0 0 0 0 0 0 0 0		BUS 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 3 7 20 10 11 14 13 48 11 11 9 6 37 4 3 2 12 12 1 4 5 5 15	PCU 3 7 2 4 16 8 9 12 10 40 10 11 7 4 33 4 3 3 2 12 1 4 5 5 15	PCL 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MOV car 2 1 2 1 3 5 21 1 3 5 21 1 3 1 1 6 0 2 1 3 1 1 6 0 2 1 3 1 1 5 7 6 3 5 21 1 5 7 6 3 5 21 7 1 5 7 6 3 5 7 1 5 7 6 3 5 7 6 3 5 7 6 3 5 7 7 6 3 5 7 6 3 5 7 6 3 5 7 6 3 5 7 6 3 5 7 6 3 5 7 6 3 5 7 6 3 7 7 6 3 5 7 7 6 3 7 7 6 3 7 7 6 3 7 7 6 3 7 7 6 3 7 7 6 3 7 7 6 3 7 7 7 6 3 7 7 7 7 7 7 7 7 7 7 7 7 7	/EME LGV 0 0 1 1 0 0 1 0 1 1 0 0 1 2 2 0 0 1 3 0 0 1 3 0 0 1 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	NT 5 ogv1 0 0 0 0 0 0 0 0 0 0 0 0 0	0GVZ 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BUS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 2 1 2 7 7 2 7 3 5 17 8 6 3 6 23 4 3 1 1 2 10 0 2 2	PCU 2 1 2 7 2 7 2 7 2 5 16 8 6 3 6 23 5 3 1 2 11 0 2 2 11	PCL 0 2 0 2 2 0 0 0 2 2 2 1 1 1 1 1 1 1 1 3 0 1 3 0 4 0 1 0 1 0 1 0	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MOV CAR 5 10 4 12 31 14 10 26 17 67 22 19 11 16 68 8 7 9 16 40 20 19 18	VEME LGV 0 2 3 0 5 1 2 1 2 1 2 6 2 2 0 3 7 0 4 3 7 0 4 3 1 8 2 2 2	NT 6 ocv1 0 1 0 1 1 0 0 0 1 1 1 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0GV2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BUS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 5 12 10 12 39 16 12 27 21 76 26 22 12 21 21 21 81 81 81 8	PC 5 12 9 12 38 17 12 27 15 26 21 11 11 21 21
THMEPCL07:05007:15007:45407:45407:45208:40208:40208:40208:40208:40208:40208:40208:40208:40208:40209:45209:45210:00010:45010:45011:45011:45011:45011:45011:45011:45012:45013:40113:40114:45015:451	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	CAR 2 6 2 6 2 12 8 12 9 37 9 10 7 4 2 30 4 2 11 1 4 5 4 14 2 5	LGV 1 1 1 1 0 1 3 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 1 1 0	06V1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cocol Co	BUS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 3 7 30 7 200 100 111 14 13 48 111 9 6 37 4 3 2 12 12 14 5 15	PCU 3 7 2 4 16 8 9 12 10 40 10 11 7 4 33 4 3 3 2 12 11 4 5 5 15	PCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	CAR 2 1 2 1 6 2 7 1 5 7 6 3 5 21 1 3 1 1 6 0 2 1 7 6 3 5 21 1 3 1 1 6 0 2 1 1 5 2 1 1 5 2 1 1 5 2 1 1 5 2 1 1 5 2 1 5 1 5 2 1 5 2 1 5 1 5 2 1 5 1 5 2 1 5 1 5 2 1 5 1 5 2 1 5 1 5 2 1 5 1 5 2 1 5 1 5 2 1 5 2 1 5 1 5 2 1 5 2 1 5 2 1 5 2 1 5 2 1 5 2 1 5 2 1 1 5 2 1 5 2 1 1 5 2 1 1 5 2 1 1 5 2 1 1 1 5 2 1 1 5 2 1 1 5 2 1 1 5 2 1 1 5 2 1 1 5 2 1 1 5 2 1 1 5 2 1 1 1 5 2 1 1 1 5 2 1 1 1 5 2 1 1 1 1 5 2 1 1 1 1 1 1 1 1 1 1 1 1 7 1 5 2 1 1 1 1 1 7 1 5 2 1 1 1 1 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 7 7 1 7 7 7 7 7 7 7 7 7 7 7 7 7	LEV 0 0 1 1 0 1 0 1 0 1 0 1 0 1 2 2 0 0 1 3 0 0 1 3 0 0 1 1 3	CGV1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0GU2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BUS 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 2 1 2 7 7 2 7 3 5 17 8 6 3 6 23 4 3 1 2 10 0 2 2 2	PCU 2 1 2 7 2 7 2 5 16 8 6 3 6 3 6 3 1 2 11 0 2 11 0 2 2	PCL 0 2 0 2 0 0 2 2 1 1 1 1 4 0 1 3 0 4 0 1 3 0 1 3 0 1 1 3 0 1 1 1 1 1 1 1 1 1 1 1 1 1	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	CAR 5 10 4 12 31 14 10 26 17 67 22 19 11 16 68 8 7 9 16 40 20 19	LGV 0 2 3 0 5 1 2 1 2 1 2 6 2 2 0 3 7 0 4 3 1 8 2 2 2 2 3 7 0 4 3 1 2 2 3 3 3 5 5 1 2 1 2 3 5 5 5 5 5 5 5 5 5 5 5 5 5	OGEVI 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 <th>0GV2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>BUS 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>TOT 5 12 10 12 39 16 12 20 21 76 22 12 21 81 3</th> <th>PC 5 12 9 9 12 38 17 12 27 15 26 21 11 21 21 11 21 75</th>	0GV2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BUS 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 5 12 10 12 39 16 12 20 21 76 22 12 21 81 3	PC 5 12 9 9 12 38 17 12 27 15 26 21 11 21 21 11 21 75
07:00007:15007:35107:454H/T07508:00208:30208:454H/T07109:30209:452H/T07009:30209:452H/T07010:30010:45011:30011:45011:45012:45012:45013:30113:34014:45114:35114:45014:45115:30115:451		2 6 2 12 8 8 8 12 9 37 9 10 7 4 30 7 4 30 4 2 3 30 4 2 11 1 1 4 5 4 12 9 9 10 7 7 9 10 7 7 4 30 2 2 5 5	1 1 0 1 3 0 0 1 0 0 1 1 0 0 2 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 0 0 0 1 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0				3 7 3 7 20 10 11 14 13 48 11 11 9 6 37 4 3 3 2 12 12 12 1 4 5 5	3 7 2 4 16 8 9 12 10 40 10 40 10 10 11 11 7 4 33 4 3 3 2 12 12 1 4 5 5 5 15			2 1 2 1 6 7 1 5 7 6 3 5 21 1 3 1 1 6 0 2 1 7 1 5 7 6 3 5 21 7 6 3 5 21 7 6 7 6 7 7 1 5 7 7 6 7 7 7 7 7 7 7 7 7 7 7 7 7	0 0 1 1 0 0 1 0 1 0 1 1 0 0 1 2 2 0 0 1 2 2 0 0 1 3 0 0 1 1 3 0 0 1 1				2 1 2 7 7 3 5 17 8 6 3 6 3 6 3 6 3 6 3 4 3 1 2 2 10 0 2 2 2	2 1 2 2 7 2 5 16 8 6 3 6 23 5 3 1 2 2 11 2 2 111 0 2 2 2	0 0 2 0 0 2 0 0 2 2 1 1 1 1 1 1 1 1 1 1		5 10 4 12 31 14 10 26 17 67 22 19 11 16 68 8 7 9 16 40 20 19 18	0 2 3 0 5 1 2 1 2 6 2 2 0 3 7 0 4 3 1 8 2 2 2	0 0 1 0 0 0 0 1 1 0 0 1 2 0 0 0 0 0 0 0			5 12 10 12 39 16 12 27 21 76 26 22 12 21 81 81 8	5 12 9 12 38 17 12 27 15 26 21 11 21 21 21 21
0/115 0 07730 1 07745 4 4/101 5 08300 2 08301 2 08302 2 08303 2 08304 4 4/101 10 09303 2 09330 2 09330 2 09330 2 1000 0 1015 0 1020 1 1030 0 11135 0 11200 0 12230 0 12245 0 13300 2 13300 2 13300 2 14330 1 14330 1 14330 1 14330 1 14330 1 14345 0 1435 0 1435 1 15.15		6 2 2 12 8 8 12 9 37 9 10 7 4 30 4 2 3 2 11 1 4 5 4 14 2 5 4 14 2 5 5	1 0 1 3 0 1 0 0 1 1 1 0 0 2 2 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 1 1 0 1 0 1 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 1 0 0 0 0 0 1 0				7 3 7 20 10 11 14 13 48 11 11 9 6 37 4 3 3 2 12 12 1 4 5 5 5	7 2 4 16 8 9 12 10 40 10 11 10 11 7 4 33 4 3 3 2 12 12 1 4 5 5 15			1 2 1 6 2 7 1 5 7 6 3 5 21 1 3 1 1 3 1 1 6 0 2 1 7	0 0 1 1 0 1 0 1 0 1 0 1 2 0 0 1 3 0 0 1 3 0 1 1 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 1 0 0 0 1 0 0 0 1 1 0 0 0 1 0 0 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1				1 2 7 7 3 5 17 8 6 3 6 23 4 3 1 2 2 10 0 2 2 2	1 2 2 7 2 5 16 8 6 3 6 23 5 3 1 2 2 11 0 2 2 2	0 2 0 0 2 2 1 1 1 1 1 1 4 0 1 3 0 4 0 1 3 0 1 3		10 4 12 31 14 10 26 17 67 22 19 11 16 68 8 7 9 16 40 20 19	2 3 0 5 1 2 1 2 6 2 2 0 3 7 0 4 3 1 8 2 2 2				12 10 12 39 16 12 27 21 76 26 22 12 21 81 81 8 12	12 9 12 38 17 12 27 15 26 21 11 21 21 75
07.45 4 4/107 5 08.00 2 08.15 2 08.15 2 08.15 2 08.15 2 08.15 2 08.15 1 09.00 1 09.15 0 09.30 2 09.35 2 4/101 0 10.00 0 10.30 0 10.45 0 11.10 0 11.13 0 11.14 0 11.25 0 12.26 0 12.23 0 12.30 2 13.00 1 13.30 2 13.45 0 14.15 0 14.23 0 14.30 1 15.16 1		2 12 8 8 12 9 37 9 10 7 4 30 4 30 4 2 11 1 4 5 4 14 2 5 5	1 3 0 1 0 0 1 1 1 0 0 2 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0				7 20 10 11 14 13 48 11 11 9 6 37 4 3 2 12 1 4 5 5 15	4 16 8 9 12 10 40 10 11 7 4 33 4 3 3 2 12 12 1 4 5 5 15			1 6 7 1 5 7 6 3 5 21 1 3 1 1 3 1 1 6 0 2 1 7	1 1 0 1 0 1 1 0 0 1 2 0 0 1 3 0 0 1 3 0 0 1 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1				2 7 2 7 3 5 17 8 6 3 6 23 4 3 1 2 2 10 0 2 2 2	2 7 2 5 16 8 6 3 6 23 5 3 1 2 11 2 111 0 2 2 2	0 2 0 2 2 1 1 1 1 1 4 0 1 3 0 4 0 1 0		12 31 14 10 26 17 67 22 19 11 16 68 8 7 9 16 40 20 19 18	0 5 1 2 6 2 2 0 3 7 0 4 3 7 0 4 3 1 8 2 2 2	0 1 1 0 0 1 1 1 0 0 1 2 0 0 0 0 0 0 0 0			12 39 16 12 27 21 76 26 22 12 21 81 81	12 38 17 12 27 15 26 21 11 21 21 75
J/TOT S 08:00 2 08:10 2 08:13 2 08:43 4 J/TOT 10 09:15 0 09:15 2 09:15 0 09:15 2 J/TOT 5 10:00 0 10:15 0 10:15 0 10:16 0 11:15 0 11:16 0 12:15 1 12:20 0 12:30 2 J/TOT 0 12:31 1 13:00 2 J/TOT 3 14:15 1 14:15 1 14:45 0 J/TOT 1 14:45 0 J/TOT 1		12 8 8 12 9 37 9 10 7 4 30 4 30 4 2 3 3 2 11 1 1 4 5 4 14 2 2 5	3 0 1 0 0 1 1 1 1 0 0 2 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 1 0 0 0 0 1 1 1 0 0 0 0 0 1 1 1 0 0 0 0 0 1 1 1 0 0 0 0 0 1 1 1 0 0 0 0 0 0 1 1 1 0 0 0 0 0 0 1 1 1 0				20 10 11 14 13 48 11 11 9 6 37 4 3 3 2 12 12 1 2 12 1 4 5 5 15	16 8 9 12 10 40 10 11 11 7 4 33 4 3 3 2 12 12 1 4 5 5 5 15			6 2 7 1 5 15 7 6 3 5 21 1 3 1 1 3 1 1 6 0 2 1 7	1 0 1 0 1 1 0 0 1 2 2 0 0 1 2 2 0 0 1 3 0 0 1 1 3 0 0 1 1 1				7 2 7 3 5 17 8 6 3 6 23 4 3 1 2 2 10 0 0 2 2 2	7 2 7 2 5 16 8 6 3 6 23 5 3 1 2 11 0 2 2 2	2 0 0 2 1 1 1 1 1 1 3 0 4 0 1 3 0 4 0 1 0		31 14 10 26 17 67 22 19 11 16 68 8 7 9 16 40 20 19 18	5 1 2 6 2 2 0 3 7 0 4 3 1 8 2 2 2	1 1 0 0 1 1 0 0 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0			39 16 12 27 21 76 22 12 21 81 8 12	38 17 12 27 15 26 21 11 21 75
08000 2 08115 2 08115 2 08130 2 08145 4 VTOT 10 09000 1 09115 2 VTOT 2 VTOT 2 VTOT 5 10000 0 01015 0 10430 0 10445 0 VTOT 10 11100 0 11230 0 12430 0 12300 0 13300 2 VTOT 3 14405 0 VTOT 1 14330 1 14445 0 VTOT 3 14445 0 VTOT 1		8 8 12 9 37 9 10 7 4 30 4 2 3 2 11 1 1 4 5 4 14 2 2 5 5	0 1 0 1 1 1 1 0 0 2 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 2 0 0 1 1 1 1				10 11 14 13 48 11 11 9 6 37 4 3 3 2 12 1 1 4 5 5 15	8 9 12 10 40 10 11 7 4 33 4 3 3 2 12 1 4 5 5 5 15			2 7 1 5 7 6 3 5 21 1 3 1 1 3 1 1 6 0 2 1 7	0 0 1 0 1 0 1 1 0 0 1 2 2 0 0 1 3 0 0 1 3 0 0 1 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0				2 7 3 5 17 8 6 3 6 3 6 23 4 3 1 2 2 10 0 2 2 2	2 7 2 5 16 8 6 3 6 23 5 3 1 2 11 2 111 0 2 2 2	0 0 2 2 1 1 1 1 1 4 0 1 3 0 4 0 4 0 1 0		14 10 26 17 67 22 19 11 16 68 8 7 9 16 40 20 19 18	1 2 6 2 2 0 3 7 0 4 3 1 8 2 2 2	1 0 0 1 1 0 0 1 2 0 0 0 0 0 0 0 0 0 0 0			16 12 27 21 76 26 22 12 21 81 81	17 12 27 15 26 21 11 21 21 75
08:15 2 08:30 2 08:45 4 VTOT 10 09:00 1 09:30 2 VTOT 5 10:00 0 09:30 2 VTOT 5 10:00 0 10:15 0 10:45 0 VTOT 0 11:15 0 11:15 0 11:15 0 12:20 0 12:15 1 12:30 0 13:30 2 13:30 2 14:40 0 14:15 1 14:30 1 14:45 0 VTOT 1		8 12 9 37 9 10 7 4 30 4 2 3 2 11 1 4 5 4 14 2 2 5	1 0 1 1 1 0 0 2 0 1 0 1 0 0 1 0 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 2 0 0 1 1 1 1				11 14 13 48 11 11 9 6 37 4 3 2 12 1 4 5 5 15	9 12 10 40 10 11 7 4 33 4 3 3 2 12 12 1 4 5 5 5 15			7 1 5 7 6 3 5 21 1 3 1 1 3 1 1 6 0 2 1 7	0 1 0 1 1 0 0 1 2 2 0 0 1 3 0 0 1 3 0 0 1 1				7 3 5 17 8 6 3 6 23 4 3 1 2 10 0 2 2 2	7 2 5 16 8 6 3 6 23 5 3 1 2 11 2 111 0 2 2 2	0 2 2 1 1 1 1 1 4 0 1 3 0 4 0 1 3 0 1 0		10 26 17 67 22 19 11 16 68 8 7 9 16 40 20 19	2 1 2 6 2 2 0 3 7 0 4 3 1 8 2 2 2	0 0 1 1 0 0 1 2 0 0 0 0 0 0 0 0 2			12 27 21 76 26 22 12 21 81 8 12	12 27 15 26 21 11 21 75
08330 2 0845 4 4 4 4 10 09000 1 09230 2 4/TOT 5 00000 0 00:15 0 09300 2 4/TOT 5 10:00 0 10:15 0 10:45 0 4/TOT 0 11:15 0 11:13 0 11:14 0 11:15 0 12:20 0 12:21 0 12:23 0 12:30 0 13:30 2 13:400 0 14:30 1 14:45 0 4/TOT 1 15:15 1		12 9 37 9 10 7 4 30 4 2 3 2 11 1 1 4 5 4 14 2 2 5	0 0 1 1 1 0 0 2 0 1 0 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 1 1 0 0 0 0 0 1 0				14 13 48 11 11 9 6 37 4 3 3 2 12 1 4 5 5 15	12 10 40 10 11 7 4 33 4 3 3 4 3 3 2 12 12 12 1 4 5 5 15			1 5 7 6 3 5 21 1 3 1 3 1 1 6 0 2 1 7	1 0 1 1 0 0 1 2 2 0 0 1 3 0 0 1 3 0 0 1 1 1				3 5 17 8 6 3 6 23 4 3 1 2 10 0 2 2 2	2 5 16 8 6 23 5 3 1 2 11 2 11 0 2 2 2	0 2 1 1 1 1 4 0 1 3 0 4 0 1 3 0 1 0		26 17 67 22 19 11 16 68 8 7 9 16 40 20 19 18	1 2 2 2 0 3 7 0 4 3 1 8 2 2 2				27 21 76 26 22 12 21 81 81 8	27 15 75 26 21 11 21 75
NORAL A A/TOT 10 09:00 1 09:15 0 09:15 0 09:15 0 09:15 0 09:15 0 10:15 2 99:45 2 VTOT 5 10:00 0 10:15 0 10:145 0 VTOT 0 11:15 0 11:15 0 12:20 0 VTOT 0 12:15 0 VTOT 0 13:300 2 13:400 0 14:15 0 VTOT 3 14:00 1 14:45 0 VTOT 1 15:10 3 15:15 1		9 37 9 10 7 4 30 4 2 3 2 11 1 4 5 4 14 2 5 5	0 1 1 1 0 0 2 0 1 0 0 1 0 0 1 1 0 0 0 1 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0				13 48 111 11 9 6 37 4 3 2 12 1 4 5 15	10 40 10 11 7 4 33 4 3 3 4 3 3 2 12 1 4 5 5 5 15			5 15 7 6 3 5 21 1 3 1 1 3 1 1 6 0 2 1 7	0 1 1 0 0 1 2 2 0 0 1 3 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1				5 17 8 6 3 6 23 4 3 1 2 10 0 2 2 2	5 16 8 6 3 6 23 5 3 1 2 11 2 11 0 2 2 2	2 2 1 1 1 1 1 4 0 1 3 0 4 0 1 0 1		17 67 22 19 11 16 68 8 7 9 16 40 20 19 18	2 6 2 2 0 3 7 0 4 3 1 8 8 2 2 2	0 1 1 0 1 2 0 0 0 0 0 0 0 0 0 0 2			21 76 26 22 12 21 81 8 8	19 75 26 21 11 21 75
N N 09:00 1 09:15 0 09:30 2 09:30 2 09:30 2 09:30 2 09:30 2 09:45 2 10:00 0 10:15 0 10:45 0 1/TOT 0 11:10 0 11:13 0 11:20 0 12:15 0 12:245 0 12:245 0 13:300 2 13:420 0 14:15 0 14:15 0 14:15 0 14:15 0 15:15 1 15:15 1		9 10 7 4 30 4 2 3 2 11 1 4 5 4 14 2 2 5	1 1 0 2 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0					10 11 7 4 33 4 3 3 2 12 1 4 5 5 5 15			7 6 3 5 21 1 3 1 1 3 1 1 6 0 2 1 7	1 0 1 2 2 0 1 3 0 1 3 0 1 1 1				8 6 3 6 23 4 3 1 2 2 10 0 2 2	8 6 3 6 23 5 3 1 2 11 0 2 2	- 1 1 1 1 1 4 0 1 3 0 4 0 1 0		22 19 11 16 68 8 7 9 16 40 20 19 18	2 2 0 3 7 0 4 3 1 8 2 2 2	1 0 1 2 0 0 0 0 0 0 0 0 0 0 0 2		0 0 0 0 0 0 0	26 22 12 21 81 8	26 21 11 21 75
09:15 0 09:30 2 09:45 2 10:07 5 10:00 0 10:15 0 10:45 0 17:07 0 11:10 0 11:15 0 11:16 0 12:15 0 12:16 0 12:15 0 13:300 0 13:301 2 13:45 0 4/TOT 3 14:45 0 4/TOT 1 13:300 2 13:45 1 14:45 0 4/TOT 1 14:45 0 4/TOT 1		10 7 4 30 4 2 3 2 11 1 4 5 4 14 2 2 5	1 0 2 0 1 0 0 1 0 0 0 1 1 0 0 0 0 0 0 0				11 9 6 37 4 3 3 2 12 12 1 4 5 5 15	11 7 4 33 4 3 3 2 12 1 4 5 5 15			6 3 5 21 1 3 1 1 6 0 2 1 7	0 0 1 2 2 0 0 1 3 0 0 1 1 1	0 0 0 1 0 0 0 1 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 3 6 23 4 3 1 2 10 0 2 2 2	6 3 6 23 5 3 1 2 11 0 2 2 2	1 1 4 0 1 3 0 4 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 1	19 11 16 68 8 7 9 16 40 20 19 18	2 0 3 7 0 4 3 1 8 2 2 2	0 1 2 0 0 0 0 0 0 0 0 0 0 2		0 0 0 0 0 0	22 12 21 81 8	21 11 21 75
09:30 2 09:45 2 V/TOT 5 10:00 0 10:15 0 10:45 0 V/TOT 0 11:00 0 11:15 0 11:130 0 11:145 0 V/TOT 0 12:15 0 12:20 0 12:24 0 V/TOT 0 13:10 0 13:15 1 13:30 2 V/TOT 3 14:45 0 V/TOT 1 14:45 0 V/TOT 1 15:15 1		7 4 30 4 2 3 2 11 1 4 5 4 14 2 2 5	0 0 2 0 1 0 0 1 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0				9 6 37 4 3 3 2 12 1 4 5 5 5 15	7 4 33 4 3 3 2 12 1 4 5 5 15			3 5 21 1 3 1 1 6 0 2 1 7	0 1 2 0 0 1 3 0 0 1 1 1	0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 0		0 0 0 0 0 0 0 0 0 0 0 0	3 6 23 4 3 1 2 10 0 2 2 2	3 6 23 5 3 1 2 11 0 2 2 2	1 4 0 1 3 0 4 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 1	11 16 68 8 7 9 16 40 20 19 18	0 3 7 0 4 3 1 8 2 2	0 1 2 0 0 0 0 0 0 0 0 2	0 0 0 0 0 0 0 0	0 0 0 0 0	12 21 81 8	11 21 75
09:45 2 4/TOT 5 10:00 0 10:15 0 10:30 0 10:45 0 4/TOT 0 11:00 0 11:15 0 11:15 0 11:45 0 4/TOT 0 12:20 0 12:23 0 12:24 0 //TOT 0 13:30 2 //TOT 3 14:45 0 14:45 0 //TOT 1 15:50 3 15:15 1		4 30 4 2 3 2 11 1 4 5 4 14 2 2 5	0 2 0 1 0 0 1 0 0 0 1 1 0 0 0 1 0 0 0 0				6 37 4 3 2 12 1 4 5 5 15	4 33 4 3 2 12 1 4 5 5 15			5 21 1 3 1 1 6 0 2 1 7	1 2 0 0 1 3 0 0 1 1 1	0 0 1 0 0 1 0 0 0 0 0		0 0 0 0 0 0 0 0 0	6 23 4 3 1 2 10 0 2 2 2	6 23 5 3 1 2 11 0 2 2 2	1 4 0 1 3 0 4 0 1 0	0 0 0 0 0 0 0 0 0 0 1	16 68 8 7 9 16 40 20 19 18	3 7 0 4 3 1 8 2 2	1 2 0 0 0 0 0 0 0 2	0 0 0 0 0 0 0	0 0 0 0	21 81 8	21
yror s 10:00 0 10:15 0 10:30 0 10:30 0 10:45 0 yror 0 11:10 0 11:130 0 11:45 0 yror 0 12:20 0 12:23 0 12:24 0 yror 0 13:30 2 yror 3 14:45 0 yror 1 14:45 0 yror 1 15:50 3 15:15 1		30 4 2 3 2 111 1 4 5 4 14 2 5 5	2 0 1 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	37 4 3 2 12 1 4 5 5 15	33 4 3 2 12 1 4 5 5 5 15			21 1 3 1 1 6 0 2 1 7	2 2 0 1 3 0 0 1 1 1	0 1 0 0 1 0 0 0 0		0 0 0 0 0 0 0 0	23 4 3 1 2 10 0 2 2 2	23 5 3 1 2 11 0 2 2	4 0 1 3 0 4 0 1 0	0 0 0 0 0 0 0 0 1	68 8 7 9 16 40 20 19 18	7 0 4 3 1 8 2 2	2 0 0 0 0 0 0 2	0 0 0 0 0 0	0 0 0	81	79
10000 0 10150 0 10130 0 10145 0 VT0T 0 11:00 0 11:15 0 VT0T 0 11:45 0 VT0T 0 11:45 0 VT0T 0 12:15 0 12:20 0 12:23 0 12:24 0 VT0T 0 13:00 1 13:30 1 13:345 0 VT0T 3 14:45 0 VT0T 1 14:45 0 VT0T 1 15:50 3 15:15 1		4 2 3 2 111 1 4 5 4 14 2 2 5	0 1 0 1 0 0 1 1 0 0 1 1 0 0 0 0				4 3 2 12 1 4 5 5 15	4 3 2 12 1 4 5 5 5 15			1 3 1 6 0 2 1 7	2 0 1 3 0 1 1 1	1 0 0 1 0 0 0			4 3 1 2 10 0 2 2 2	5 3 1 2 11 0 2 2	0 1 3 0 4 0 1 0	0 0 0 0 0 0 0 1	8 7 9 16 40 20 19 18	0 4 3 1 8 2 2	0 0 0 0 0 0 2	0 0 0 0	0 0 0	8	
10:13 0 10:30 0 10:45 0 yTOT 0 11:10 0 11:115 0 11:145 0 11:15 0 11:145 0 11:15 0 11:145 0 11:15 0 12:15 0 12:15 0 12:15 0 12:15 1 13:00 1 13:30 1 13:30 1 13:45 0 14:15 0 14:45 0 14:45 0 14:45 0 15:15 1		2 3 2 111 1 4 5 4 14 2 2 5	1 0 1 0 0 1 1 0 0 0 0 0 0 0 0 0				3 2 12 1 4 5 5 15	3 2 12 1 4 5 5 15	0 0 0 0 0 0	0 0 0 0 0 0 0	3 1 6 0 2 1 7	0 1 3 0 1 1 1	0 0 1 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	3 1 2 10 0 2 2 2	3 1 2 11 0 2 2 2	1 3 4 0 1 0	0 0 0 0 0 0 1	7 9 16 40 20 19 18	4 3 1 8 2 2	0 0 0 0 0 0 2	0 0 0 0	0	12	8
No.5 O 10:45 0 11:00 0 11:10 0 11:13 0 11:45 0 VTOT 0 11:45 0 VTOT 0 12:20 0 12:23 0 12:24 0 VTOT 0 13:00 0 13:15 1 13:30 2 13:45 0 VTOT 3 14:40 0 14:45 0 VTOT 1 15:50 3 15:15 1		2 11 1 4 5 4 14 2 2 5			0 0 0 0 0 0 0 0 0		2 12 1 4 5 5 15	2 12 1 4 5 5 15	0 0 0 0 0 0 0 0	0 0 0 0 0 0	1 6 0 2 1 7	1 3 0 1 1	0 1 0 0 0 0 1	0 0 0 0 0 0 0 0	0 0 0 0 0	2 10 0 2 2	2 11 0 2 2	0 4 0 1 0	0 0 0 0 1	16 40 20 19	1 8 2 2	0 0 0 2	0		15	1
VTOT 0 11:00 0 11:15 0 11:30 0 11:45 0 VTOT 0 12:20 0 12:21 0 12:23 0 12:45 0 VTOT 0 13:00 2 13:45 0 VTOT 3 14:40 0 14:45 0 VTOT 1 15:50 3 15:15 1		11 1 4 5 4 14 2 2 5	1 0 0 1 1 0 0 0	0 0 0 0 0 0 0		0 0 0 0 0 0	12 1 4 5 5 15	12 1 4 5 5 5	0 0 0 0	0 0 0 0	6 0 2 1 7	3 0 0 1 1	1 0 0 0	0 0 0 0 0	0 0 0	10 0 2 2	11 0 2 2	4 0 1 0	0 0 0 1	40 20 19	8 2 2	0 0 2	0	0	17	17
11:00 0 11:15 0 11:14 0 11:45 0 VTOT 0 12:20 0 12:15 0 12:20 0 12:23 0 12:45 0 VTOT 0 13:00 0 13:15 1 14:20 0 VTOT 3 14:40 0 VTOT 1 14:45 0 VTOT 1 15:50 3 15:15 1	0 0 0 0 0 0 0	1 4 5 4 14 2 2 5	0 0 1 1 0 0 0	0 0 0 0 0 0	0 0 0 0	0 0 0 0 0	1 4 5 5 15	1 4 5 5 15	0 0 0	0 0 0	0 2 1 7	0 0 1 1	0 0 0	0 0 0	0 0 0	0 2 2	0 2 2	0 1 0	0 0 1	20 19 18	2 2	0 2	0	0	52	49
11:1:5 0 11:3:0 0 11:4:5 0 VTOT 0 12:2:0 0 12:1:5 0 12:4:5 0 VTOT 0 12:4:5 0 VTOT 0 13:00 0 13:15 1 13:30 2 13:30 2 13:30 1 14:45 0 VTOT 1 14:45 0 VTOT 1 15:50 3 15:15 1	0 0 0 0 0 0	4 5 4 14 2 2 5	0 1 1 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0 0	4 5 5 15	4 5 5 15	0 0 0	0 0 0	2 1 7	0 1 1	0 0 1	0	0 0	2 2	2 2	1 0	0	19 18	2	2		0	22	22
11:30 0 11:45 0 VTOT 0 12:20 0 12:15 0 12:32 0 12:45 0 VTOT 0 13:00 0 13:15 1 13:30 2 13:45 0 VTOT 3 14:40 0 14:45 0 VTOT 1 15:50 3 15:15 1	0 0 0 0	5 4 14 2 2 5	0 1 0 0	0 0 0 0	0 0 0	0 0 0	5 5 15	5 5 15	0	0	1 7	1	0	0	0	2	2	0	1	18			0	1	25	26
11:45 0 //TOT 0 12:00 0 12:15 0 12:45 0 //TOT 1 13:00 0 13:15 1 13:30 2 13:45 0 //TOT 3 14:00 0 14:45 0 //TOT 1 15:50 3 15:15 1	0 0 0 0	4 14 2 2 5	1 1 0 0	0 0 0 0	0 0 0	0 0 0	5	5 15	0	0	7	1	1	0						10	4	1	0	0	24	24
I/TOT 0 12:00 0 12:15 0 12:30 0 12:45 0 I/TOT 0 13:300 0 13:45 1 13:30 2 13:45 0 I/TOT 3 14:00 0 14:45 0 I/TOT 1 15:00 3 15:15 1	0 0 0 0	14 2 2 5	1 0 0 0	0 0 0	0	0	15	15	0						0	9	10	0	0	17	3	0	0	0	20	20
12:00 0 12:15 0 12:30 0 12:45 0 12:45 0 12:45 0 13:300 0 13:15 1 13:30 2 13:45 0 4/TOT 3 14:00 0 14:15 0 1/TOT 1 14:45 0 //TOT 1 15:00 3 15:15 1	0 0 0	2 2 5	0 0 0	0	0	0				0	10	2	1	0	0	13	14	1	1	74	11	3	0	1	91	92
Iz.13 0 12:30 0 12:45 0 12:45 0 13:40 0 13:51 1 13:40 2 13:45 0 4/TOT 3 14:00 0 14:15 0 1/TOT 1 15:00 3 15:15 1	0	5	0	0	0		2	2	0	0	6	1	0	0	0	7	7	2	0	20	5	3	0	0	30	30
12:45 0 17:07 0 13:00 0 13:15 1 13:30 2 13:45 0 V/TOT 3 14:00 0 14:15 0 14:45 0 V/TOT 1 15:00 3 15:15 1				0	0	0	5	5	0	0	3	1	1	0	0	5	6	0	0	20	1	0	0	1	29	30
Import 0 13:00 0 13:15 1 13:30 2 13:45 0 Import 3 14:00 0 14:15 0 I4:45 0 Import 1 14:30 1 15:00 3 15:15 1	0	1	0	0	0	ō	1	1	0	0	8	ō	0	0	0	8	8	2	0	24	4	0	0	0	30	28
13:00 0 13:15 1 13:30 2 13:45 0 17/707 3 14:40 0 14:43 0 14:45 0 14:45 0 15:00 3 15:00 3	0	10	0	0	0	0	10	10	0	0	21	3	1	0	0	25	26	6	0	97	17	5	0	1	126	12
13:15 1 13:30 2 13:45 0 4/TOT 3 14:00 0 14:15 0 14:42 0 4/TOT 1 15:00 3 15:15 1	0	3	0	0	0	0	3	3	0	0	6	0	0	0	0	6	6	3	0	30	5	0	0	0	38	30
13:30 2 13:45 0 4/TOT 3 14:00 0 14:15 0 14:30 1 14:45 0 4/TOT 1 15:00 3 15:15 1	0	3	1	0	0	0	5	4	1	0	6	0	0	0	0	7	6	1	1	25	7	0	0	0	34	33
13:45 0 4/TOT 3 14:00 0 14:15 0 14:30 1 14:30 1 14:45 0 4/TOT 1 15:00 3 15:15 1	0	4	0	0	0	0	6	4	1	0	4	1	0	0	0	6	5	3	0	17	6	0	0	1	27	26
14:00 0 14:15 0 14:30 1 14:45 0 4/707 1 15:00 3 15:15 1	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3	1	0	30	2	2	0	0	35	3
14:15 0 14:30 1 14:45 0 4/707 1 15:00 3 15:15 1	0	2	0	0	0	0	2	2	0	0	7	2	0	0	0	9	20	2	0	36	3	0	0	0	41	39
14:30 1 14:45 0 4/TOT 1 15:00 3 15:15 1	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3	2	0	26	7	0	0	0	35	33
14:45 0 4/TOT 1 15:00 3 15:15 1	0	6	0	0	0	0	7	6	2	0	3	0	1	0	0	6	5	2	0	21	4	0	0	0	27	25
1/TOT 1 15:00 3 15:15 1	0	2	0	0	0	0	2	2	1	0	9	1	0	0	0	11	10	1	0	31	7	O	0	1	40	40
15:00 3 15:15 1	0	12	0	0	0	0	13	12	3	0	22	3	1	0	0	29	27	7	0	114	21	0	0	1	143	13
15:15 1	0	1	1	0	0	0	5	3	1	0	7	0	0	0	0	8	7	2	0	39	5	1	0	1	48	48
15:30	0	1	0	0	0	0	2	1	2	0	5	0	0	0	0	7	5	2	0	45	7	0	0	1	55	54
15:45 0	0	0	1	0	0	0	9 1	1	1	0	2	1	0	0	0	4	3	1	0	49 56	6	0	0	1	64	64
I/TOT 4	0	10	3	0	0	0	17	14	5	0	21	2	0	0	0	28	24	11	1	189	28	1	0	4	234	22
16:00 o	0	1	0	0	0	0	1	1	2	0	9	0	0	0	0	11	9	4	1	50	15	0	0	0	70	66
16:15 1	0	4	0	0	0	0	5	4	1	0	6	1	0	0	0	8	7	4	0	58	9	0	0	0	71	68
16:30 1	0	4	0	0	0	0	5	4	2	1	10	1	0	0	0	14	12	4	1	50	7	0	0	0	62	58
16:45 0	0	0	1	0	0	0	1	1	1	0	7	1	0	0	0	9	8	1	0	59	9	0	0	0	69	68
17:00 1	0	9	1	0	0	0	12	10	6	1	32	3	0	0	0	42	37	13	2	217	40 я	0	0	0	272	26
17:15 0	0	5	0	0	0	0	6	6	1	0	1U 5	1	0	0	0	7	6	4 8	1	61	в 9	0	0	0	79	77
17:30 1	0	2	0	0	0	0	3	2	2	0	14	2	0	0	0	18	16	13	1	54	5	0	0	1	74	64
17:45 o	0	4	0	0	0	0	4	4	5	0	5	0	0	0	0	10	6	17	1	47	4	0	0	0	69	55
i/TOT 2	0	17	0	0	0	0	19	17	9	0	34	4	0	0	0	47	40	42	4	223	26	0	0	1	296	26
18:00 1		3	0	0	0	0	4	3	2	0	5	0	0	0	0	7	5	10	1	45	4	0	0	0	60	5
18:15 1	0	1	0	0	0	0	2	1	3	0	11	1	0	0	0	15	13	4	2	59	3	0	0	0	68	64
18:30 0	0	3	0	0	0	0	3	3	4	0	5	0	1	0	0	10	7	8	0	42	6	1	0	0	57	51
18:45 0	0 0 0				-							0	0	0	0	10	9	4	0	53	3	1	0	0	61	58

SITE:			09																		DAT	E:	27	th Fe	brua	ary 2	020
OCAT	ION:		Nor	th Ci	ircul	ar Ro	oad/l	Black	hors	ie A	venu	e/Au	ıghri	m St	reet						DAY	/ :			т	hurs	day
			MO	/FMF	NT 1							MO	VEME	NT 2							MO	/FMF	NT 3				
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU
07:00	0	0	6	1	0	0	0	7	7	1	1	58	13	0	3	1	77	81	0	0	0	0	0	0	1	1	2
07:15	0	0	9	0	1	0	0	10 0	11	6	1	81 63	12 9	2	0	1	103 82	100 82	0	0	2	0	0	0	1	3	4
07:45	1	0	1	1	0	0	0	3	2	8	0	61	12	2	1	1	85	82	0	0	3	0	0	0	0	3	3
н/тот	1	0	16	2	1	0	0	20	20	21	2	263	46	4	5	6	347	344	0	0	7	0	0	0	3	10	13
08:00	1	0	4	1	1	0	0	7	7	8	3	58	3	4	1	1	78	74	0	0	7	1	0	0	1	9	10
08:15	1	0	4	0	0	0	0	5	4	2	1	61	9	1	1	1	76	77	1	0	7	0	0	0	1	9	9
08:30	1	0	7	2	3	0	0	13	14 c	4	1	75	9	5	1	2	97	99	1	0	8	0	0	0	0	9	8
H/TOT	5	1	۰ 19	4	4	0	0	33	30	20	2	267	32	13	3	6	348	344	2	0	28	2	0	0	3	35	36
09:00	0	0	3	0	1	0	0	4	5	8	1	69	6	4	2	2	92	92	0	0	7	1	0	0	0	8	8
09:15	2	0	1	1	0	0	0	4	2	4	0	55	12	1	0	2	74	73	1	0	5	1	0	0	3	10	12
09:30	1	0	1	0	0	0	1	3	3	6	0	64	12	6	0	4	92	94	0	0	6	0	1	0	0	7	8
09:45	0	0	2	2	0	0	0	4	4	6	0	69	10	5	2	4	96	100	0	0	8	0	0	0	2	10	12
10:00	3	0	7	3	1	0	1	15	14	24	1	257	40	16 R	4	12	354 ar	359	1	0	26	2	1	0	5	35	40
10:15	0	0	2	1	0	0	0	4	4	1	0	67	13	2	1	2	86	90	0	0	11	0	0	0	0	11	11
10:30	o	0	7	1	0	0	0	8	8	0	0	53	6	6	1	3	69	76	0	0	8	2	0	0	1	11	12
10:45	1	0	3	1	2	0	0	7	7	5	1	62	13	4	1	1	87	87	0	0	9	0	0	0	2	11	13
н/тот	2	0	15	4	2	0	0	23	22	9	1	244	52	20	5	7	338	354	0	0	38	2	0	0	4	44	48
11:00	0	0	4	0	0	0	0	4	4	4	0	56	11	5	1	2	79	82	0	0	3	0	0	0	1	4	5
11:15	0	0	4	1	0	0	0	5	5	2	0	57	15	2	3	2	81	86	0	0	9	1	0	0	1	11	12
11:50	0	0	4	0	0	0	0	4	4	2	0	64 44	9	1	1	2	83 62	67	0	0	4	1	1	0	1	10	10
н/тот	0	0	19	1	0	0	0	20	20	8	0	221	48	13	7	8	305	322	0	0	26	2	1	0	3	32	36
12:00	0	0	5	0	0	0	0	5	5	2	0	69	14	2	0	2	89	90	0	0	11	2	3	0	1	17	20
12:15	1	0	11	2	0	0	0	14	13	7	0	63	11	4	0	2	87	85	1	0	9	1	0	0	0	11	10
12:30	1	0	1	1	0	0	0	3	2	2	1	65	4	3	1	2	78	81	0	0	6	1	0	0	1	8	9
12:45	1	0	4	0	0	0	0	5	4	3	0	57	12	2	0	1	75	75	0	0	6	2	0	0	1	9	10
13:00	2	0	7	1	0	0	0	10	8	3	0	74	16	5	2	1	101	105	1	0	10	4	0	0	0	45	49 14
13:15	1	0	3	1	0	0	0	5	4	4	1	74	14	3	1	5	102	106	1	0	9	0	1	0	2	13	15
13:30	0	0	2	1	0	0	0	3	3	4	0	60	14	3	0	2	83	83	0	0	4	1	0	0	0	5	5
13:45	0	0	2	1	0	0	0	3	3	8	0	67	8	6	2	1	92	92	0	0	9	0	0	0	1	10	11
н/тот	3	0	14	4	0	0	0	21	19	19	1	275	52	17	5	9	378	386	2	0	32	5	1	0	3	43	45
14:00	0	0	2	0	0	0	0	2	2	0	0	72	16	1	1	2	92	96	0	0	6	2	0	0	0	8	8
14:15	1	U N	4	1	0	U N	U N	9	8	2	U	63 55	12	4	1	1	83 76	86	2	U	16	3	U N	U N	1	20	21
14:45	0	ō	7	0	0	0	0	7	7	3	1	58	12	2	1	0	77	76	0	0	14	3	0	0	1	18	19
н/тот	1	0	20	1	1	0	0	23	23	6	1	248	53	9	4	7	328	339	2	0	51	11	0	0	3	67	68
15:00	0	1	6	1	1	0	0	9	9	0	2	65	15	3	1	5	91	98	0	0	15	3	0	0	1	19	20
15:15	0	0	3	1	0	0	1	5	6	4	1	85	8	2	2	3	105	108	0	0	15	0	0	0	0	15	15
15:30	1	0	3	2	0	0	0	6	5	6	0	66 70	18	5	0	3	98	99	0	0	13	2	0	0	1	16	17
H/TOT	1	1	2	4	1	0	1	2	22	3	3	294	58	10	4	11	393	402	1	0	63	2	0	0	3	74	76
16:00	0	0	4	1	1	0	0	6	7	6	0	57	15	0	0	2	80	77	0	0	17	5	0	0	1	23	24
16:15	2	0	3	0	0	0	0	5	3	5	1	60	8	1	0	0	75	71	0	1	19	2	0	0	0	22	21
16:30	0	0	7	0	0	0	0	7	7	2	2	87	11	0	0	3	105	105	0	0	16	5	0	0	0	21	21
16:45	1	0	4	0	0	0	0	5	4	5	1	81	7	2	1	0	97	95	0	1	21	5	0	0	1	28	28
17:00	3	0	18	1	1	0	0	23	21	18	4	285	41	3	1	5	357	348	0	2	73	17	0	0	2	94	95
17:15	0	0	3	0	1	0	0	4	5	9	2	67 90	13	0	0	2	113	10/	1	0	18	6 2	1	0	1	29	30
17:30	2	0	5	0	0	0	0	7	5	14	0	75	7	1	0	0	97	86	o	1	17	1	0	0	1	20	20
17:45	0	0	2	0	1	0	0	3	4	7	1	85	13	0	1	1	108	104	0	0	22	5	0	0	1	28	29
н/тот	3	0	10	1	2	0	0	16	15	39	4	337	51	1	1	8	441	417	5	2	72	16	1	0	4	100	99
18:00	0	0	5	0	0	0	0	5	5	10	1	64	8	0	0	2	85	78	2	0	12	3	0	0	2	19	19
18:15	1	0	5	0	0	0	0	6	5	4	0	80	9	1	0	3	97	97	0	1	22	1	0	0	1	25	25
18:30	0	0	5	2	1	0	0	8	9	5	0	60	10	0	0	2	77	75	2	0	13	2	0	0	1	18	17
18.47		0	5	U	1	U	U	ь	1	6	1	58	3	1	U	2	/1	68	U	U	14	1	U	U	2	1/	19

			09																		DAT	E:	27	th Fe	brua	ary 2	020
LOCATI	ON:		Nor	th C	ircul	ar Ro	oad/l	Black	chors	se Av	venu	e/Au	ıghri	m St	reet						DAY	:			т	hurs	sday
			MO									MO	/EN/E								MO	/EN4E1					
ТІМЕ	PCL	MCL	CAR	LGV	0GV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU
07:00	1	0	12	3	0	0	0	16	15	0	1	65	3	0	0	1	70	70	0	0	40	8	1	0	0	49	50
07:15	0	0	20	5	0	0	0	25	25	4	0	50	10	0	0	1	65	63	0	0	45	7	0	0	0	52	52
07:30	0	0	23	1	0	0	0	24	24	3	0	47	11	0	0	1	62	61	0	1	53	3	0	0	0	57	56
07:45	2	0	16	2	0	1	0	21	21	8	0	40	5	0	0	1	54	49	0	0	41	3	0	0	1	45	46
н/тот	3	0	71	11	0	1	0	86	85	15	1	202	29	0	0	4	251	242	0	1	179	21	1	0	1	203	204
08:00	1	0	22	1	0	0	0	24	23	9	1	46	4	0	0	2	62	56	1	0	51	3	0	0	0	55	54
08:30	1	U N	51 21	3	U N	U N	U N	35 27	34	15	1	53 59	3	U	U O	2	75	63	2	1	31 39	3	0	1	1	45 41	45
08:45	1	1	29	1	0	0	0	32	31	4	0	38	4	0	0	3	49	49	0	0	32	3	2	0	1	38	40
н/тот	7	1	103	7	0	0	0	118	112	39	2	196	14	0	0	8	259	235	3	1	159	10	2	1	3	179	181
09:00	0	0	27	1	0	0	0	28	28	5	0	52	7	0	0	2	66	64	0	0	24	6	2	0	1	33	35
09:15	1	0	17	2	0	0	0	20	19	5	0	45	7	0	0	1	58	55	1	0	30	3	2	0	0	36	36
09:30	0	0	23	0	0	0	0	23	23	5	1	52	7	1	0	2	68	66	0	0	42	4	1	0	0	47	48
09:45	0	0	9	1	0	0	0	10	10	5	0	58	7	0	0	3	73	72	0	0	24	8	3	0	1	36	39
H/TOT	1	0	76	4	0	0	0	81	80	20	1	207	28	1	0	8	265	257	1	0	120	21	8	0	2	152	157
10:00	0	0	18	1	0	1	0	20	21	1	0	35 AF	2	1	1	0	40	41 56	0	1	16 26	7	1	0	1	26	27
10:30	0	0	7	2	0	0	0	9	9	1	0	43	3	1	0	1	37 49	50	0	0	20	5	0	0	2	29	31
10:45	0	0	12	0	0	0	0	12	12	1	0	27	6	1	0	1	36	37	0	0	18	3	1	0	0	22	23
н/тот	0	0	51	4	0	1	0	56	57	5	0	151	19	3	1	3	182	184	0	1	82	21	5	0	5	114	121
11:00	o	0	8	0	0	0	0	8	8	0	0	29	3	1	0	1	34	36	0	0	10	1	0	0	0	11	11
11:15	0	0	1	0	0	0	0	1	1	1	0	21	6	0	0	0	28	27	0	0	13	4	1	0	0	18	19
11:30	2	0	8	0	0	0	0	10	8	3	0	13	3	0	0	1	20	19	0	0	7	4	1	0	0	12	13
11:45	0	0	12	3	1	0	0	16	17	1	1	32	3	0	0	1	38	38	0	0	13	1	1	0	0	15	16
н/тот	2	0	29	3	1	0	0	35	34	5	1	95	15	1	0	3	120	119	0	0	43	10	3	0	0	56	58
12:00	0	0	12	1	0	0	0	13	13	0	0	23	2	1	0	2	28	31	0	0	15	6	1	0	0	22	23
12:15	2	0	7	0	1	0	1	11	11	1	0	25	3	3	0	0	32	33	0	0	6	3	0	0	0	9	9
12:45	0	1	13	1	0	0	0	15	14	1	0	23	3	1	0	1	20	30	0	1	22	5	1	0	0	29	29
н/тот	4	1	41	3	2	0	1	52	50	3	0	92	11	5	0	4	115	119	0	1	55	18	2	0	0	76	76
13:00	0	0	9	0	0	0	0	9	9	0	0	15	0	1	0	1	17	19	0	0	16	2	0	0	1	19	20
13:15	2	0	14	0	1	1	0	18	18	1	0	28	0	1	0	0	30	30	0	0	13	1	1	0	0	15	16
13:30	1	0	13	0	0	0	0	14	13	3	0	20	1	0	0	1	25	24	0	0	9	4	1	0	0	14	15
13:45	0	0	14	2	0	0	0	16	16	4	0	13	2	0	0	0	19	16	0	0	25	1	1	0	0	27	28
н/тот	3	0	50	2	1	1	0	57	56	8	0	76	3	2	0	2	91	88	0	0	63	8	3	0	1	75	78
14:00	0	0	13	0	0	0	0	13	13	2	0	17	1	1	0	1	22	22	0	0	17	4	0	0	0	21	21
14:15	0	0	16	2	0	0	0	18	18	1	1	23	0	0	0	1	26	26	0	0	11	1	0	0	0	12	12
14:45	0	0	14 17	0	0	0	0	15	15	1	0	22 16	4	0	0	1	20 19	20	0	0	14	2	0	0	0	15	15
н/тот	0	0	60	3	0	0	0	63	63	4	1	78	6	1	0	3	93	93	0	0	57	8	0	0	0	65	65
15:00	0	0	9	1	0	0	0	10	10	1	0	20	2	1	0	2	26	28	0	0	12	3	0	0	2	17	19
15:15	0	0	9	2	0	0	0	11	11	0	1	22	2	0	0	1	26	26	1	0	18	2	0	0	1	22	22
15:30	0	0	12	0	0	0	0	12	12	0	0	17	1	1	0	0	19	20	0	0	15	1	0	0	0	16	16
15:45	0	0	4	0	0	0	0	4	4	3	0	24	0	0	0	1	28	27	0	0	10	1	0	0	0	11	11
н/тот	0	0	34	3	0	0	0	37	37	4	1	83	5	2	0	4	99	100	1	0	55	7	0	0	3	66	68
16:00	0	0	11	0	0	0	0	11	11	0	0	16	2	0	0	0	18	18	0	0	12	5	0	0	0	17	17
16:30	0	0	13	3	0	0	0	13	9	0	0	12	0	0	0	2	10	1/	U	0	13	2	0	0	0	9	9
16:45	0	0	9	2	0	0	0	11	11	2	0	18	3	0	0	1	24	23	0	0	13	0	0	0	0	13	13
н/тот	o	0	39	5	0	0	0	44	44	3	0	63	6	0	0	4	76	78	o	0	47	7	0	0	0	54	54
17:00	0	0	10	1	0	0	0	11	11	2	0	20	1	0	0	1	24	23	0	0	9	5	0	0	0	14	14
17:15	0	0	6	0	1	0	0	7	8	1	0	12	2	0	0	0	15	14	0	0	12	1	0	0	0	13	13
17:30	0	0	7	2	0	0	0	9	9	3	0	24	3	0	0	1	31	30	0	0	12	3	0	0	0	15	15
17:45	0	2	10	0	0	0	0	12	11	0	0	23	0	0	0	1	24	25	1	0	8	0	0	0	0	9	8
н/тот	0	2	33	3	1	0	0	39	38	6	0	79	6	0	0	3	94	92	1	0	41	9	0	0	0	51	50
			11	1	0	0	0	12	12	13	0	25	0	0	0	1	29	28	0	0	19	1	0	0	0	20	20
18:00	0	0			0	0	0				0	2.5	-														
18:00 18:15	0	0	7	1	0	0	0	8	8	0	0	27	2	1	0	1	31	33	0	0	11	0	0	0	0	11	11
18:00 18:15 18:30	0	0	7	1	0	0	0	8	8	0	0	27 23	2	1	0	1 0	31 31	33 28	0	0	11 14	0 0	0	0	0	11	11

TIME PC. 07:00 0 07:15 0 07:30 0 07:45 0 07:45 0 07:45 0 08:00 1 08:15 0 08:30 1 09:01 1 09:02 1 09:03 0 09:04 0 09:05 1 09:04 0 09:05 1 09:04 0 09:05 1 09:04 0 09:05 1 09:05 0 10:05 0 10:05 0 11:05 0 11:15 0 12:20 1 13:30 0 13:30 0 13:30 0 14:40 0 14:45 0 15:50 0 15:51 <th>MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>Nor car 12 7 19 25 63 26 23 22 19 22 19 21 92 19 19 10 10 12 8 45 14 13 9 0 0 46 11 11 13 19 54</th> <th>th C LGV 5 4 3 15 5 3 16 5 5 2 17 0 1 3 4 8 5 2 17 0 1 3 4 4 4 4 4 4 4 4 17 2 0 1 1 1 1 1 1 1 1 1 1 1 1 1</th> <th>IT 7 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1</th> <th>ar Ro</th> <th>BUS 1 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>Black 18 11 23 29 81 33 27 26 29 115 27 26 29 115 27 26 29 115 13 16 13 16 13 16 13 15 16 13 16 13 16 13 16 13 16 13 16 11 15 16 16 17 17 16 17 16 13 16 13 16 13 17 16 13 16 13 16 13 16 13 17 16 13 16 13 17 16 13 16 17 17 16 17 17 16 17 17 15 16 17 17 17 15 16 17 17 15 16 17 17 15 16 17 17 15 16 17 17 17 15 16 17 17 15 15 16 17 17 17 15 15 16 17 17 17 15 15 16 17 17 15 15 16 17 17 15 15 16 17 17 15 15 16 14 11 17 15 15 16 14 11 15 15 16 14 14 14 15 15 15 15 15 16 14 14 14 14 15 15 15 16 14 14 14 14 15 15 15 16 14 14 14 14 15 15 15 15 15 15 15 15 15 15</th> <th>Pcu 19 11 24 30 83 33 28 27 32 118 28 26 19 14 86 15 15 15 15 17 14 86 15 15 17 14 86 15 15 17 14 86 15 15 17 14 16 60 19 11 11 12 14 10 19</th> <th>PCL 2 8 8 3 211 12 3 6 6 27 2 0 2 1 5 0 1 2 3 6 2 7 2 0 2 1 5 0 1 2 3 6 6 2 7 1 2 1 1 2 3 6 6 1 1 2 1 1 2 3 6 6 1 1 1 2 1 2 2 1 1 1 2 1 1 1 2 1 1 2 1 1 1 1 2 1 1 1 2 1 1 2 1 1 1 1 1 2 1</th> <th>Venue McL 0 1 1 1 3 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>e/Au and and a and and a and and a and and and and and and and and and and</th> <th>VEME LGV 17 16 13 15 61 11 3 7 11 32 12 5 11 13 41 7 14 10 8 39 15 9 18 14 56 15 15 10 10 10 10 10 10 10 10 10 10</th> <th>m St NT 8 osv1 2 2 2 2 3 1 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 7 13 5 6 7 13 5 6 7 13 5 7 13 13 13 13 13 13 13 13 13 13</th> <th>reet oosv2 0 0 0 0 0 1 1 3 0 0 0 1 1 1 0 2 0 3 1 1 1 1 1 1 1 1 1 1 1 1 1</th> <th>BUS 1 2 3 1 7 7 3 2 2 1 8 1 2 2 1 1 2 3 2 1 3 2 2 1 1 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 3 1 2 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 3 2 2 2 1 1 3 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1</th> <th>TOT 85 89 116 103 393 102 59 103 75 339 80 83 90 76 331 98 64 92 70 324 95 74 80 79 328</th> <th>PCU 85 85 113 102 385 97 60 106 74 337 82 88 94 81 344 106 66 98 73 343 100 77 84 82 343</th> <th>PCL 0 1 0 1 0 2 2 2 1 1 0 2 2 1 0 0 0 0 0 0</th> <th>MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>DAY car 5 5 4 2 16 6 4 2 5 4 16 5 2 9 6 4 12 1 5 4 12 1 1 3 3 2 2 2 2 1 5 5 4 2 2 2 1 5 5 5 5 5 5 5 5 5 5 5 5 5</th> <th>Center of the second second</th> <th>NT 9 osv1 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th></th> <th>T BUS 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>turss tor 5 8 3 211 9 6 9 7 311 5 15 10 7 37 3 4 5 18 1 2 3 4 10</th> <th>PCU 5 5 8 3 21 9 6 9 5 29 4 16 10 7 3 6 6 10 7 3 4 6 6 19 1 2 3 5 11</th>	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Nor car 12 7 19 25 63 26 23 22 19 22 19 21 92 19 19 10 10 12 8 45 14 13 9 0 0 46 11 11 13 19 54	th C LGV 5 4 3 15 5 3 16 5 5 2 17 0 1 3 4 8 5 2 17 0 1 3 4 4 4 4 4 4 4 4 17 2 0 1 1 1 1 1 1 1 1 1 1 1 1 1	IT 7 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	ar Ro	BUS 1 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Black 18 11 23 29 81 33 27 26 29 115 27 26 29 115 27 26 29 115 13 16 13 16 13 16 13 15 16 13 16 13 16 13 16 13 16 13 16 11 15 16 16 17 17 16 17 16 13 16 13 16 13 17 16 13 16 13 16 13 16 13 17 16 13 16 13 17 16 13 16 17 17 16 17 17 16 17 17 15 16 17 17 17 15 16 17 17 15 16 17 17 15 16 17 17 15 16 17 17 17 15 16 17 17 15 15 16 17 17 17 15 15 16 17 17 17 15 15 16 17 17 15 15 16 17 17 15 15 16 17 17 15 15 16 14 11 17 15 15 16 14 11 15 15 16 14 14 14 15 15 15 15 15 16 14 14 14 14 15 15 15 16 14 14 14 14 15 15 15 16 14 14 14 14 15 15 15 15 15 15 15 15 15 15	Pcu 19 11 24 30 83 33 28 27 32 118 28 26 19 14 86 15 15 15 15 17 14 86 15 15 17 14 86 15 15 17 14 86 15 15 17 14 16 60 19 11 11 12 14 10 19	PCL 2 8 8 3 211 12 3 6 6 27 2 0 2 1 5 0 1 2 3 6 2 7 2 0 2 1 5 0 1 2 3 6 6 2 7 1 2 1 1 2 3 6 6 1 1 2 1 1 2 3 6 6 1 1 1 2 1 2 2 1 1 1 2 1 1 1 2 1 1 2 1 1 1 1 2 1 1 1 2 1 1 2 1 1 1 1 1 2 1	Venue McL 0 1 1 1 3 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	e/Au and and a and and a and and a and and and and and and and and and and	VEME LGV 17 16 13 15 61 11 3 7 11 32 12 5 11 13 41 7 14 10 8 39 15 9 18 14 56 15 15 10 10 10 10 10 10 10 10 10 10	m St NT 8 osv1 2 2 2 2 3 1 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 7 13 5 6 7 13 5 6 7 13 5 7 13 13 13 13 13 13 13 13 13 13	reet oosv2 0 0 0 0 0 1 1 3 0 0 0 1 1 1 0 2 0 3 1 1 1 1 1 1 1 1 1 1 1 1 1	BUS 1 2 3 1 7 7 3 2 2 1 8 1 2 2 1 1 2 3 2 1 3 2 2 1 1 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 3 1 2 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 3 2 2 2 1 1 3 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1	TOT 85 89 116 103 393 102 59 103 75 339 80 83 90 76 331 98 64 92 70 324 95 74 80 79 328	PCU 85 85 113 102 385 97 60 106 74 337 82 88 94 81 344 106 66 98 73 343 100 77 84 82 343	PCL 0 1 0 1 0 2 2 2 1 1 0 2 2 1 0 0 0 0 0 0	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DAY car 5 5 4 2 16 6 4 2 5 4 16 5 2 9 6 4 12 1 5 4 12 1 1 3 3 2 2 2 2 1 5 5 4 2 2 2 1 5 5 5 5 5 5 5 5 5 5 5 5 5	Center of the second	NT 9 osv1 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0		T BUS 0 0 0 0 0 0 0 0 0 0 0 0 0	turss tor 5 8 3 211 9 6 9 7 311 5 15 10 7 37 3 4 5 18 1 2 3 4 10	PCU 5 5 8 3 21 9 6 9 5 29 4 16 10 7 3 6 6 10 7 3 4 6 6 19 1 2 3 5 11
	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MO) car 12 7 19 25 63 26 23 22 21 92 19 19 19 19 19 10 59 15 10 12 8 8 45 14 13 9 10 46 11 11 13 19 54	VEMEE LGV 5 4 3 3 5 3 3 5 5 5 5 5 5 7 16 5 5 5 2 17 0 1 3 4 4 4 4 4 17 2 4 3 5 5 5 5 5 5 5 5 5 5 5 5 5	NT 7 0 0 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	0GV22 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BUS 1 0 0 1 1 0 0 2 2 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 18 11 23 81 33 27 6 13 16 13 16 13 16 13 16 13 16 13 66 14 11	PCU 19 11 24 30 83 33 28 27 32 118 28 26 19 14 86 15 15 15 17 14 60 19 17 16 16 68 13 11	PCL 2 8 8 3 21 12 3 6 6 27 2 0 0 1 5 0 1 1 2 3 6 6 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	MCL 0 1 1 1 0 1 1 0 2 0 0 1 0 0 1 0 0 0 0 0	MO car 63 60 89 81 293 74 47 80 51 252 60 70 60 70 60 61 260 81 45 71 248 70 59 54 57 240 59	VEME LGV 17 16 13 15 61 11 3 7 11 32 12 5 11 13 41 7 14 10 8 39 15 9 18 14 56 15	NT 8 OGV1 2 2 2 3 1 2 4 6 13 5 6 2 0 13 5 2 4 6 13 5 2 4 6 17 3 3 3 12 2	0GV2 0 0 0 0 1 1 1 3 0 0 0 0 1 1 1 0 2 0 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 2 0 3 1 1 1 1 3	BUS 1 1 2 3 1 7 3 2 2 1 1 8 1 1 2 5 2 1 1 8 1 2 1 1 4 1 2 2 1 1 4 1 2 2 9 9	TOT 85 89 116 103 393 102 59 103 75 339 80 83 90 78 331 98 64 92 70 324 95 74 80 79 328	PCU 85 85 113 102 385 97 60 106 74 337 82 88 94 81 344 106 66 98 73 343 100 77 84 82 343	PCL 0 1 0 1 0 1 0 2 2 2 1 0 0 0 0 0 0 0 0 0	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MOX CAR 5 4 2 16 9 6 4 25 4 14 6 5 4 14 6 5 29 2 1 5 4 12 1 1 3 3	VEME LGV 0 2 1 3 0 0 3 1 4 0 2 2 4 1 3 1 0 5 0 1 0 5 0 1 0 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1	NT 9 OGV1 0 1 0 1 0 0 0 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0		BUS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 5 8 3 211 9 6 9 7 311 5 15 10 7 37 3 4 6 5 18 1 2 3 4 10	PCU 5 5 8 3 21 9 6 9 5 29 4 16 10 7 36 3 4 6 6 19 1 2 3 5 5 11
HMEPC.07:05007:05007:05007:05007:05007:05008:05008:05008:05009:05109:05009:05009:05009:05009:05009:05009:05009:05009:05009:05010:05010:05010:05010:05011:05011:05012:05012:05013:05013:05014:05014:05014:05014:05014:05014:05014:05015:050 </th <th>MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>CAR 12 7 19 25 63 22 21 92 19 19 11 10 59 15 10 12 8 45 14 13 9 10 46 11 11 13 9 54</th> <th>LGV 5 4 3 3 15 5 3 3 5 5 5 5 5 5 5 2 17 0 1 3 4 4 8 5 4 4 4 4 4 4 4 4 17 2 0 2 6 10</th> <th>0691 0 1 1 2 1 1 1 1 1 1 2 0 4 0 1 1 1 1 1 1 1 1 1 2 0 4 0 1 1 1 1 1 2 0 0 2 0 0 2 0 0 2 0 0 1 1 1 1</th> <th>05920 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>BUS 1 0 0 1 0 0 2 2 2 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>TOT 18 11 23 29 81 33 27 26 29 115 27 26 18 13 84 15 13 84 15 13 16 13 57 19 17 15 66 14 11</th> <th>PCU 19 11 24 30 83 33 28 27 32 118 28 26 19 14 86 19 14 86 15 15 17 14 60 19 17 16 60 19 17 16 16 68 13 11</th> <th>PCL 2 8 8 3 21 12 3 6 6 27 2 0 1 5 0 1 5 0 1 2 3 6 6 2 1 0 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</th> <th>MCL 0 1 1 1 3 0 1 1 1 0 1 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>CAR 63 60 89 81 293 74 47 80 51 252 60 70 69 61 260 81 45 71 51 248 70 59 54 57 240 59</th> <th>LGV 17 16 13 15 61 11 3 7 11 32 12 5 11 13 41 7 14 10 8 39 15 9 18 14 56 15</th> <th>065V1 2 2 2 3 3 1 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 13 13 5 6 13 13 5 6 13 13 5 6 13 13 5 13 13 5 13 13 15 13 13 13 13 15 13 13 13 15 13 13 15 13 13 15 13 13 15 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 17 13 13 15 17 17 17 17 17 17 17 17 17 17</th> <th>0642 0 0 0 0 0 1 1 3 0 5 0 0 1 1 1 1 0 2 0 3 1 1 1 1 1 1 1 1 1 1 1 1 1</th> <th>BUS 1 1 2 3 1 7 3 2 1 7 3 2 1 8 1 2 1 8 1 2 1 8 1 2 1 1 4 1 2 1 1 4 1 2 3 2 9</th> <th>TOT 85 89 116 103 393 102 59 103 393 80 83 90 78 3331 98 64 92 70 324 95 74 80 328</th> <th>PCU 85 85 113 102 385 97 60 106 74 337 82 88 94 81 342 88 94 81 344 106 66 98 73 343 100 77 84 82 343</th> <th>PCL 0 1 0 1 0 1 0 2 2 2 1 1 0 0 0 0 0 0 0 0</th> <th>MCL 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>CAR 5 5 4 2 16 9 6 6 4 2 5 4 14 6 5 2 9 2 1 1 5 4 12 1 1 3 3 3</th> <th>LGV 0 2 1 3 0 0 3 1 4 0 0 2 4 1 3 1 4 0 0 2 4 1 3 1 4 0 0 2 4 1 3 1 4 0 0 1 3 1 1 4 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1</th> <th>00001 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>Control Control Control</th> <th>BUS 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>TOT 5 8 3 211 9 6 9 7 311 5 15 10 7 37 3 4 6 5 18 1 2 3 4 10</th> <th>PCU 5 5 8 3 21 9 6 9 5 29 4 16 10 7 36 3 4 6 6 3 4 6 6 19 1 2 3 5 11</th>	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	CAR 12 7 19 25 63 22 21 92 19 19 11 10 59 15 10 12 8 45 14 13 9 10 46 11 11 13 9 54	LGV 5 4 3 3 15 5 3 3 5 5 5 5 5 5 5 2 17 0 1 3 4 4 8 5 4 4 4 4 4 4 4 4 17 2 0 2 6 10	0691 0 1 1 2 1 1 1 1 1 1 2 0 4 0 1 1 1 1 1 1 1 1 1 2 0 4 0 1 1 1 1 1 2 0 0 2 0 0 2 0 0 2 0 0 1 1 1 1	05920 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BUS 1 0 0 1 0 0 2 2 2 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 18 11 23 29 81 33 27 26 29 115 27 26 18 13 84 15 13 84 15 13 16 13 57 19 17 15 66 14 11	PCU 19 11 24 30 83 33 28 27 32 118 28 26 19 14 86 19 14 86 15 15 17 14 60 19 17 16 60 19 17 16 16 68 13 11	PCL 2 8 8 3 21 12 3 6 6 27 2 0 1 5 0 1 5 0 1 2 3 6 6 2 1 0 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	MCL 0 1 1 1 3 0 1 1 1 0 1 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	CAR 63 60 89 81 293 74 47 80 51 252 60 70 69 61 260 81 45 71 51 248 70 59 54 57 240 59	LGV 17 16 13 15 61 11 3 7 11 32 12 5 11 13 41 7 14 10 8 39 15 9 18 14 56 15	065V1 2 2 2 3 3 1 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 2 4 6 13 5 6 13 13 5 6 13 13 5 6 13 13 5 6 13 13 5 13 13 5 13 13 15 13 13 13 13 15 13 13 13 15 13 13 15 13 13 15 13 13 15 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 13 13 15 17 13 13 15 17 17 17 17 17 17 17 17 17 17	0642 0 0 0 0 0 1 1 3 0 5 0 0 1 1 1 1 0 2 0 3 1 1 1 1 1 1 1 1 1 1 1 1 1	BUS 1 1 2 3 1 7 3 2 1 7 3 2 1 8 1 2 1 8 1 2 1 8 1 2 1 1 4 1 2 1 1 4 1 2 3 2 9	TOT 85 89 116 103 393 102 59 103 393 80 83 90 78 3331 98 64 92 70 324 95 74 80 328	PCU 85 85 113 102 385 97 60 106 74 337 82 88 94 81 342 88 94 81 344 106 66 98 73 343 100 77 84 82 343	PCL 0 1 0 1 0 1 0 2 2 2 1 1 0 0 0 0 0 0 0 0	MCL 0 0 0 0 0 0 0 0 0 0 0 0 0	CAR 5 5 4 2 16 9 6 6 4 2 5 4 14 6 5 2 9 2 1 1 5 4 12 1 1 3 3 3	LGV 0 2 1 3 0 0 3 1 4 0 0 2 4 1 3 1 4 0 0 2 4 1 3 1 4 0 0 2 4 1 3 1 4 0 0 1 3 1 1 4 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	00001 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Control Control	BUS 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 5 8 3 211 9 6 9 7 311 5 15 10 7 37 3 4 6 5 18 1 2 3 4 10	PCU 5 5 8 3 21 9 6 9 5 29 4 16 10 7 36 3 4 6 6 3 4 6 6 19 1 2 3 5 11
07:00007:15007:34007:45007:45008:05108:05108:05108:05108:05109:05109:05109:05109:05109:07210:08011:05011:05011:15011:15011:15011:15111:15111:15111:15111:15111:15111:15111:15111:15111:15111:15111:15111:15111:15111:15111:15112:15113:15114:15014:15015:151 </th <th></th> <th>12 7 9 25 63 22 21 92 19 19 19 11 10 59 15 10 12 8 45 14 13 9 10 46 11 11 13 9 54</th> <th>5 4 3 15 5 3 3 5 5 5 5 5 7 2 16 5 5 7 2 17 0 1 3 4 8 5 4 4 4 4 4 4 17 7 2 0 2 6 10</th> <th>0 0 1 1 1 1 1 1 1 1 1 1 1 2 0 4 1 1 1 1 1 3 0 0 0 2 0 0 2 0 0 1 1 1</th> <th></th> <th>1 0 0 1 0 0 2 2 2 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 0 1 1 0 0 0 2 2 2 1 1 0 0 0 0</th> <th>18 11 23 29 81 33 27 26 18 13 84 15 13 16 13 57 19 17 15 15 16 13 56 14 11</th> <th>19 11 24 30 83 33 28 27 32 118 28 26 19 14 86 15 15 15 15 17 14 60 19 17 16 16 68 13 11</th> <th>2 8 8 3 211 12 3 6 6 27 2 0 2 1 5 0 1 2 3 6 2 1 0 1 2 3 6 2 1 1 0 1 4 1 1</th> <th>0 1 1 1 3 0 1 1 0 2 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>63 60 89 81 293 74 47 80 51 252 60 70 60 70 61 260 81 45 71 51 248 70 59 54 57 240 59</th> <th>17 16 13 15 61 11 3 7 11 32 12 5 11 13 41 7 14 10 8 39 15 9 18 14 56 15</th> <th>2 2 2 3 3 1 2 4 6 13 5 6 2 0 13 5 2 4 6 17 3 3 3 3 3 12</th> <th>0 0 0 1 1 3 0 5 0 0 0 0 1 1 1 1 0 2 0 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1</th> <th>1 2 3 1 7 3 2 2 1 8 1 2 5 2 10 4 2 3 2 10 4 2 3 2 10 4 2 3 2 3 2 2 3 2 2 3 3 2 2 3 3 2 2 3 3 2 2 3 3 2 2 3 3 2 2 3 3 2 2 3 3 3 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3</th> <th>85 89 116 103 393 102 59 103 75 339 80 83 90 78 331 90 78 331 98 64 92 70 324 95 74 80 79 328</th> <th>85 85 113 102 385 97 60 106 74 337 82 88 94 81 344 106 66 98 73 343 100 77 84 82 343</th> <th>0 0 1 0 0 2 2 2 1 0 0 0 0 0 0 0 0 0 0 0</th> <th></th> <th>5 5 4 2 9 6 6 4 25 4 14 6 5 29 2 1 5 4 12 1 1 3 3</th> <th>0 2 1 3 0 0 3 1 4 0 0 2 2 4 1 3 1 0 5 0 1 0 1 0 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1</th> <th>0 0 1 0 0 0 0 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 0 1 1 0</th> <th></th> <th></th> <th>5 5 8 3 21 9 6 9 7 31 5 15 10 7 37 37 3 4 6 5 18 1 2 3 4 10</th> <th>5 5 8 3 21 9 6 9 5 29 4 16 10 7 36 3 4 6 6 19 1 2 3 5 11</th>		12 7 9 25 63 22 21 92 19 19 19 11 10 59 15 10 12 8 45 14 13 9 10 46 11 11 13 9 54	5 4 3 15 5 3 3 5 5 5 5 5 7 2 16 5 5 7 2 17 0 1 3 4 8 5 4 4 4 4 4 4 17 7 2 0 2 6 10	0 0 1 1 1 1 1 1 1 1 1 1 1 2 0 4 1 1 1 1 1 3 0 0 0 2 0 0 2 0 0 1 1 1		1 0 0 1 0 0 2 2 2 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 0 1 1 0 0 0 2 2 2 1 1 0 0 0 0	18 11 23 29 81 33 27 26 18 13 84 15 13 16 13 57 19 17 15 15 16 13 56 14 11	19 11 24 30 83 33 28 27 32 118 28 26 19 14 86 15 15 15 15 17 14 60 19 17 16 16 68 13 11	2 8 8 3 211 12 3 6 6 27 2 0 2 1 5 0 1 2 3 6 2 1 0 1 2 3 6 2 1 1 0 1 4 1 1	0 1 1 1 3 0 1 1 0 2 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	63 60 89 81 293 74 47 80 51 252 60 70 60 70 61 260 81 45 71 51 248 70 59 54 57 240 59	17 16 13 15 61 11 3 7 11 32 12 5 11 13 41 7 14 10 8 39 15 9 18 14 56 15	2 2 2 3 3 1 2 4 6 13 5 6 2 0 13 5 2 4 6 17 3 3 3 3 3 12	0 0 0 1 1 3 0 5 0 0 0 0 1 1 1 1 0 2 0 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 3 1 7 3 2 2 1 8 1 2 5 2 10 4 2 3 2 10 4 2 3 2 10 4 2 3 2 3 2 2 3 2 2 3 3 2 2 3 3 2 2 3 3 2 2 3 3 2 2 3 3 2 2 3 3 2 2 3 3 3 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3	85 89 116 103 393 102 59 103 75 339 80 83 90 78 331 90 78 331 98 64 92 70 324 95 74 80 79 328	85 85 113 102 385 97 60 106 74 337 82 88 94 81 344 106 66 98 73 343 100 77 84 82 343	0 0 1 0 0 2 2 2 1 0 0 0 0 0 0 0 0 0 0 0		5 5 4 2 9 6 6 4 25 4 14 6 5 29 2 1 5 4 12 1 1 3 3	0 2 1 3 0 0 3 1 4 0 0 2 2 4 1 3 1 0 5 0 1 0 1 0 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 1 0 0 0 0 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 0 1 1 0			5 5 8 3 21 9 6 9 7 31 5 15 10 7 37 37 3 4 6 5 18 1 2 3 4 10	5 5 8 3 21 9 6 9 5 29 4 16 10 7 36 3 4 6 6 19 1 2 3 5 11
07:15007:30007:40007:40008:00108:00108:00108:00109:40109:40109:41109:42009:45009:45009:45010:00010:15010:10011:15011:16011:15011:15011:15011:15011:15112:15012:14014:15014:15014:16014:15015:150 </th <th></th> <th>7 19 25 63 26 23 22 21 92 19 19 10 59 15 10 12 8 45 14 13 9 10 46 11 11 13 19 54</th> <th>4 3 3 15 5 3 3 5 16 5 5 5 5 2 17 0 1 3 4 8 5 4 4 4 4 17 2 0 2 6 10</th> <th>0 1 1 2 1 1 1 1 4 1 1 2 0 4 0 1 1 1 1 3 0 0 0 2 0 0 2 0 0 2 0 0 1 1</th> <th></th> <th>0 0 1 0 0 2 2 1 0 0 1 2 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0</th> <th>111 23 29 81 33 27 26 29 115 27 26 18 13 13 84 13 16 13 16 13 57 19 17 15 15 66 14 11</th> <th>111 24 30 83 33 28 27 32 118 28 26 19 14 86 15 15 15 15 17 14 60 19 17 16 16 68 13 11</th> <th>8 8 3 21 12 3 6 6 27 2 0 2 1 5 0 1 2 1 5 0 1 2 3 6 2 1 1 0 1 4 1 1</th> <th>1 1 1 3 0 1 1 0 0 1 1 0 0 0 0 1 0 0 0 0</th> <th>60 89 81 293 74 47 80 51 252 60 70 69 61 260 81 45 71 51 248 70 59 54 57 240 59</th> <th>16 13 15 61 11 3 7 11 32 12 5 11 13 41 7 14 10 8 39 15 9 18 14 56 15</th> <th>2 2 8 1 2 4 6 13 5 6 2 0 13 5 6 2 0 13 5 2 4 6 17 3 3 3 3 3 12 2</th> <th>0 0 0 1 1 3 0 5 0 0 0 1 1 1 1 0 2 0 3 1 1 1 1 1 1 1 1 1 1 1</th> <th>2 3 1 7 7 3 2 2 1 8 1 2 5 2 10 4 2 3 2 10 4 2 3 2 11 4 2 3 2 10 4 2 3 2 3 2 3 2 3 3 2 3 3 3 3 3 3 3 3 3 3 3 3 3</th> <th>89 116 103 393 102 59 103 75 339 80 83 80 83 90 78 331 98 64 92 70 324 95 74 80 79 328</th> <th>85 113 102 385 97 60 106 74 337 82 88 94 81 344 106 66 98 73 343 100 77 84 82 343</th> <th>0 1 0 1 0 2 2 1 0 1 0 2 0 0 0 0 0 0 0 0</th> <th></th> <th>5 4 2 16 9 6 6 4 25 4 14 6 5 29 2 1 5 4 12 1 1 3 3</th> <th>0 2 1 3 0 0 3 1 4 0 0 2 2 2 4 1 3 1 0 5 0 1 0 0 5</th> <th>0 1 0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 1 0</th> <th></th> <th></th> <th>5 8 3 21 9 6 9 7 31 5 15 10 7 37 3 4 6 5 18 1 2 3 4 10 2 3</th> <th>5 8 3 21 9 6 9 5 29 4 16 10 7 36 3 4 6 6 19 1 2 3 5 11</th>		7 19 25 63 26 23 22 21 92 19 19 10 59 15 10 12 8 45 14 13 9 10 46 11 11 13 19 54	4 3 3 15 5 3 3 5 16 5 5 5 5 2 17 0 1 3 4 8 5 4 4 4 4 17 2 0 2 6 10	0 1 1 2 1 1 1 1 4 1 1 2 0 4 0 1 1 1 1 3 0 0 0 2 0 0 2 0 0 2 0 0 1 1		0 0 1 0 0 2 2 1 0 0 1 2 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0	111 23 29 81 33 27 26 29 115 27 26 18 13 13 84 13 16 13 16 13 57 19 17 15 15 66 14 11	111 24 30 83 33 28 27 32 118 28 26 19 14 86 15 15 15 15 17 14 60 19 17 16 16 68 13 11	8 8 3 21 12 3 6 6 27 2 0 2 1 5 0 1 2 1 5 0 1 2 3 6 2 1 1 0 1 4 1 1	1 1 1 3 0 1 1 0 0 1 1 0 0 0 0 1 0 0 0 0	60 89 81 293 74 47 80 51 252 60 70 69 61 260 81 45 71 51 248 70 59 54 57 240 59	16 13 15 61 11 3 7 11 32 12 5 11 13 41 7 14 10 8 39 15 9 18 14 56 15	2 2 8 1 2 4 6 13 5 6 2 0 13 5 6 2 0 13 5 2 4 6 17 3 3 3 3 3 12 2	0 0 0 1 1 3 0 5 0 0 0 1 1 1 1 0 2 0 3 1 1 1 1 1 1 1 1 1 1 1	2 3 1 7 7 3 2 2 1 8 1 2 5 2 10 4 2 3 2 10 4 2 3 2 11 4 2 3 2 10 4 2 3 2 3 2 3 2 3 3 2 3 3 3 3 3 3 3 3 3 3 3 3 3	89 116 103 393 102 59 103 75 339 80 83 80 83 90 78 331 98 64 92 70 324 95 74 80 79 328	85 113 102 385 97 60 106 74 337 82 88 94 81 344 106 66 98 73 343 100 77 84 82 343	0 1 0 1 0 2 2 1 0 1 0 2 0 0 0 0 0 0 0 0		5 4 2 16 9 6 6 4 25 4 14 6 5 29 2 1 5 4 12 1 1 3 3	0 2 1 3 0 0 3 1 4 0 0 2 2 2 4 1 3 1 0 5 0 1 0 0 5	0 1 0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 1 0			5 8 3 21 9 6 9 7 31 5 15 10 7 37 3 4 6 5 18 1 2 3 4 10 2 3	5 8 3 21 9 6 9 5 29 4 16 10 7 36 3 4 6 6 19 1 2 3 5 11
07.35 0 07.45 0 H/TOT 1 08.15 0 08.30 1 09.32 1 09.33 1 09.34 0 H/TOT 1 09.34 0 09.34 0 09.34 0 09.34 0 09.34 0 09.34 0 10.35 0 10.36 0 11.35 0 11.30 0 11.33 0 12.25 0 12.35 0 12.35 0 13.35 1 13.35 0 14.40 0 14.415 0 15.35 0 15.35 0 15.35 0 15.35 0 15.36 0		19 19 25 63 26 23 22 19 92 19 11 10 59 15 10 12 8 45 14 13 9 10 46 11 13 19 54	3 3 15 5 3 5 5 5 5 5 2 16 5 5 2 17 0 1 3 4 8 5 4 4 4 4 17 2 0 2 6 10	1 1 2 1 1 1 1 1 1 1 1 1 1 1 2 0 4 1 1 1 1 3 0 0 2 0 2 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1		0 0 1 0 0 2 2 1 0 0 1 2 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	23 29 81 33 27 26 29 115 27 26 18 13 13 84 13 16 13 16 13 15 15 15 66 14 11	24 30 83 33 28 27 32 118 28 26 19 14 86 15 15 15 15 17 14 60 19 17 16 16 68 13 11	8 3 21 12 3 6 6 6 27 2 0 2 1 5 0 1 2 3 6 6 2 1 0 1 2 1 0 1 2 1 1 2 3 6 6 1 1 2 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2	1 1 3 0 1 1 1 0 2 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	89 81 293 74 47 80 51 252 60 70 69 61 260 81 45 71 51 248 70 59 54 57 240 59	13 15 61 11 3 7 11 32 12 5 11 32 12 5 11 32 12 5 11 32 12 5 11 32 12 5 11 32 13 41 7 14 10 8 39 15 9 18 14 56 15	2 2 8 1 2 4 6 13 5 6 2 0 13 5 6 2 0 13 5 2 4 6 17 3 3 3 3 12 7	0 0 1 1 3 0 5 0 0 0 1 1 1 1 0 2 0 3 1 1 1 1 1 4	3 1 7 3 2 2 1 8 1 2 5 2 10 4 2 3 2 11 4 1 2 3 2 10 4 2 3 2 11 4 1 2 3 2 2 1 1 2 2 2 1 1 2 2 2 2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	116 103 393 102 59 103 75 339 80 83 90 78 331 98 64 92 70 324 95 74 80 79 328	113 102 385 97 60 106 74 337 82 88 94 81 344 106 66 98 73 343 100 77 84 82 343	1 0 1 0 2 2 1 0 1 0 1 0 0 0 0 0 0 0 0 0		4 2 16 9 6 6 4 25 4 14 6 5 29 2 1 5 4 12 1 1 3 3	2 1 3 0 0 3 1 4 0 0 2 2 4 1 3 1 0 5 0 1 0 1 0 0 2 2 4 1 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 1 1 1 0 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 0 1 1 1 0			8 3 21 9 6 9 7 7 31 5 15 10 7 37 3 4 6 5 18 1 2 3 4 10 2 3 4 10	8 3 21 9 6 9 5 29 4 16 10 7 36 3 4 6 6 5 19 1 2 3 5 11
Dr.A. O H/TOT 0 08:00 1 08:15 0 08:30 0 08:30 1 08:30 1 09:30 1 09:30 1 09:30 1 09:30 1 09:30 1 09:30 0 09:45 1 09:30 0 10:30 0 10:15 0 11:15 0 11:15 0 11:15 0 12:20 1 12:30 0 12:45 0 12:45 0 13:30 0 13:45 0 14:40 0 14:45 0 15:15 0 15:15 0 15:30 0 15:45 0		23 63 26 23 24 92 19 19 10 12 8 45 14 13 9 10 46 11 13 19 54	3 15 5 3 3 5 5 5 2 16 5 5 2 17 0 1 3 4 8 5 4 4 4 17 2 0 2 6 10	2 1 1 1 1 1 1 1 1 2 0 4 0 1 1 1 3 0 0 2 0 2 0 1 1 1 1 1 1 2 0 4 0 1 1 1 1 1 1 1 1 1 1 1 1 1		1 0 0 2 2 1 0 0 1 2 0 1 0 0 1 0 0 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 2 2 2 1 0 0 0 2 2 2 1 1 0 0 0 0	29 81 33 27 26 29 115 27 26 18 13 84 15 13 84 15 13 16 13 57 19 17 15 66 14 11	30 83 33 28 27 32 118 28 26 19 14 86 15 15 17 14 60 19 17 16 16 68 13 11	21 12 3 6 6 27 2 0 2 1 5 0 1 2 3 6 2 1 0 1 2 3 6 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	1 3 0 1 0 2 0 0 1 0 1 0 1 0 1 0 1	a1 293 74 47 80 51 252 60 70 69 61 260 81 45 71 51 248 70 59 54 57 240 59	15 61 111 3 7 11 32 12 5 11 13 41 7 14 10 8 39 15 9 18 14 56 15 15	2 8 1 2 4 6 13 5 6 2 0 13 5 2 4 6 17 3 3 3 3 3 12	0 0 1 1 3 0 5 0 0 0 1 1 1 0 2 0 3 1 1 1 1 1 1 1 1 1 1 1 1 1	1 7 3 2 1 8 1 2 10 4 2 11 4 1 2 11 4 1 2 11 4 1 2 9	103 393 102 59 103 75 339 80 83 90 78 331 98 64 92 70 324 95 74 80 79 328	102 385 97 60 106 74 337 82 88 94 81 344 106 66 98 73 343 100 77 84 82 343	0 1 0 2 2 1 0 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0		2 16 9 6 6 4 25 4 14 6 5 29 2 1 5 4 12 1 3 3	3 0 0 3 1 4 0 0 2 2 4 1 3 1 0 5 0 1 0 0 1 0 0				3 21 9 6 9 7 7 31 5 15 10 7 7 37 37 3 4 6 5 18 1 2 3 4 10	21 9 6 9 5 29 4 16 10 7 36 3 4 6 6 3 4 6 19 1 1 2 3 5 5 11
N. C. C 08.00 1 08.15 0 08.15 0 08.15 0 08.15 1 09.15 1 09.02 1 09.03 1 09.15 1 09.15 1 09.15 1 09.15 1 09.16 2 10.00 0 10.15 0 11.00 0 11.15 0 11.15 0 12.10 1 12.11 0 12.12 0 12.13 0 13.14 0 13.15 1 13.30 0 14.415 0 14.42 0 15.15 0 15.15 0 15.15 0 15.45 0		26 23 22 21 92 19 19 11 10 59 15 10 12 8 45 14 13 9 10 46 11 11 13 19 54	5 3 3 5 16 5 5 5 5 7 17 0 1 3 4 8 5 4 4 4 4 4 17 2 0 2 6 10	1 1 1 1 1 1 1 2 0 4 1 1 1 1 1 1 1 1 1 3 0 0 0 2 0 0 2 0 0 1 1		0 0 2 2 2 1 0 0 1 2 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	33 33 27 26 29 115 27 26 18 13 84 15 13 16 13 57 19 17 15 66 14 11	33 28 27 32 118 28 26 19 14 86 15 15 15 15 17 14 60 19 17 16 16 16 68 13 11	12 3 6 6 27 2 0 2 1 5 0 2 1 5 0 1 2 3 6 2 1 0 1 2 3 6 2 1 1 0 1 4 1 1	0 1 1 2 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 1 3 1	2.53 74 47 80 51 252 60 70 69 61 260 81 45 71 51 248 70 59 54 57 240 59	11 3 7 11 32 12 5 11 13 41 7 14 10 8 39 15 9 18 14 56 15	1 2 4 6 13 5 6 2 0 13 5 2 4 6 17 3 3 3 3 3 12	1 1 3 0 5 0 0 0 1 1 1 0 2 0 3 1 1 1 1 1 1 1 1 1 1 1 1 1	3 2 2 1 8 1 2 5 2 10 4 2 5 2 10 4 2 3 2 11 1 4 1 2 2 9	102 59 103 75 339 80 83 90 78 3311 98 64 92 70 324 95 74 80 79 328	97 60 106 74 337 82 88 94 81 344 106 66 98 73 343 100 77 84 82 343	0 0 2 2 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0		9 6 4 225 4 14 6 5 29 2 1 5 4 12 1 1 3 3	0 0 3 1 4 0 0 2 2 4 1 3 1 0 5 0 1 0 0 1 0 0	0 0 0 0 1 1 1 0 2 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0			9 6 9 7 311 5 15 10 7 37 3 4 6 5 18 1 2 3 4 10 2 3 4 10	9 6 9 5 29 4 16 10 7 36 3 4 6 5 11
		23 22 21 92 19 11 10 59 15 10 12 8 45 14 13 9 10 46 11 11 13 19 54	3 3 5 5 5 2 17 0 1 3 4 8 5 4 4 4 17 2 0 2 6 10	1 1 1 1 2 0 4 0 1 1 1 1 3 0 0 2 0 0 2 0 0 2 0 0 1 1		0 2 2 1 0 1 2 0 1 2 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	27 26 29 115 27 26 18 13 84 15 13 16 13 57 19 17 15 56 66 14 11	28 27 32 118 28 26 19 14 86 15 15 15 17 14 60 19 17 16 16 68 13 11	3 6 27 2 0 2 1 5 0 1 2 3 6 2 1 0 1 2 3 6 2 1 1 0 1 4 1 1	1 1 2 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 2 1 3 1	47 80 51 252 60 70 69 61 260 81 45 71 51 248 70 59 54 57 240 59	3 7 111 32 12 5 11 13 41 7 14 10 8 39 15 9 18 14 56 15	2 4 6 13 5 6 2 0 13 5 2 4 6 17 3 3 3 3 3 12	1 3 0 0 0 1 1 1 1 0 2 0 3 1 1 1 1 1 1 4	2 1 8 1 2 5 2 10 4 2 3 2 11 4 1 2 3 2 11 4 1 2 3 2 11 4 1 2 3 2 11 1 2 3 2 1 1 1 2 3 2 1 1 1 2 2 3 2 1 1 1 2 2 1 1 1 2 2 1 1 1 1 2 2 1 1 1 2 2 1 1 1 1 2 2 1 1 1 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1	 59 103 75 339 80 83 90 78 331 98 64 92 70 324 95 74 80 79 328 	60 106 74 337 82 88 94 81 344 106 66 98 73 343 100 77 84 82 343	0 2 2 1 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0		6 6 4 25 4 14 6 5 29 2 1 5 4 12 1 1 3 3	0 3 1 4 0 0 2 2 4 1 3 1 0 5 0 1 0 0 0	0 0 0 1 1 2 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1			6 9 7 31 5 15 10 7 37 3 4 6 5 18 1 2 3 4 10 2 3 4 10	6 9 5 229 4 16 10 7 36 3 4 6 19 1 2 3 5 5 11
08.30 0 08.45 0 H/T01 1 09.00 1 09.10 1 09.12 1 09.13 0 09.14 0 09.15 1 09.14 0 10.05 0 10.15 0 10.16 0 10.17 0 11.10 0 11.13 0 11.14 0 12.15 0 12.21 0 12.23 0 12.30 0 13.45 0 13.30 0 13.45 0 14.40 0 15.15 0 15.15 0 15.30 0 15.45 0		22 21 92 19 11 10 59 15 10 12 8 45 14 13 9 10 46 11 11 13 19 54	3 5 5 5 2 17 0 1 3 4 8 5 4 4 4 4 17 2 0 2 6 10	1 1 1 2 0 4 0 1 1 1 1 3 0 0 2 0 2 0 0 2 0 0 1 1		0 2 1 0 1 2 0 1 2 0 1 0 0 1 0 0 1 0 0 1 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	26 29 115 27 26 18 13 84 15 13 16 13 57 19 17 15 66 14 11	27 32 118 28 26 19 14 86 15 15 15 15 15 17 14 60 19 17 16 16 68 13 11	6 6 27 2 1 5 0 1 2 3 6 2 1 0 1 2 3 6 1 0 1 4 1 1	1 0 2 0 1 0 1 0 0 0 0 0 0 0 0 0 2 1 3 1	80 51 252 60 69 61 260 81 45 71 51 248 70 59 54 57 240 59	7 11 32 12 5 11 13 41 7 14 10 8 39 15 9 18 14 56 15	4 6 13 5 6 2 0 13 5 2 4 6 17 3 3 3 3 3 12	3 0 5 0 0 1 1 1 0 2 0 3 1 1 1 1 1 1 4	2 1 8 1 2 5 2 10 4 2 3 2 11 4 1 2 3 2 11 4 2 3 2 11 4 2 3 2 11 4 2 3 2 11 4 2 3 2 11 4 2 3 2 11 12 10 10 10 10 10 10 10 10 10 10	103 75 339 80 83 90 78 331 98 64 92 70 324 95 74 80 79 328	106 74 337 82 88 94 81 344 106 66 98 73 343 100 77 84 82 343	0 2 2 1 0 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0		6 4 25 4 14 6 5 29 2 1 5 4 12 1 1 3 3	3 1 4 0 2 2 4 1 3 1 0 5 0 1 0 0 0	0 0 0 1 1 1 0 2 0 0 0 0 1 1 0 0 0 1 1 0 0 1			9 7 31 5 15 10 7 37 3 4 6 5 18 1 2 3 4 10	9 29 4 16 10 7 36 3 4 6 6 6 19 1 2 3 5 11
08.45 0 H/TOT 1 09.00 1 09.10 1 09.13 1 09.14 0 09.15 1 09.14 0 10.15 0 10.10 0 11.10 0 11.15 0 11.145 0 11.15 0 11.145 0 12.15 0 12.20 1 12.30 0 13.45 0 13.30 0 14.40 0 14.45 0 14.45 0 15.15 0 15.15 0 15.15 0 15.45 0 15.45 0		21 92 19 11 10 59 15 10 12 8 45 14 13 9 10 46 11 11 13 19 54	5 16 5 5 2 17 0 1 3 4 8 5 4 4 4 4 4 17 2 0 2 6 10	1 4 1 1 2 0 4 0 1 1 1 3 0 0 2 0 2 0 0 1 1 1 1 3 0 0 2 0 1 1 1 1 1 1 1 1 1 1 1 1 1		2 2 1 0 1 2 0 1 2 0 1 0 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 0 0 0 0 1 1 0 0 0 0 0 1 0	29 115 27 26 18 13 84 15 13 16 13 57 19 17 15 15 66 14 11	32 118 28 26 19 14 86 15 15 17 14 60 19 17 16 68 13 11	6 27 2 0 2 1 5 0 1 2 3 6 2 1 0 1 4 1 1	0 2 0 1 0 1 0 0 0 0 0 0 0 0 0 0 2 1 3 3 1	51 252 60 70 69 61 260 81 45 71 51 248 70 59 54 57 240 59	111 32 5 11 13 411 7 14 10 8 39 15 9 18 14 56 15	6 13 5 6 2 0 13 5 2 4 6 17 3 3 3 12 5	0 5 0 0 1 1 1 1 0 2 0 3 1 1 1 1 1 1 4	1 8 1 2 5 2 10 4 2 3 2 11 4 1 2 2 9	75 339 80 83 90 78 331 98 64 92 70 324 95 74 80 79 328	74 337 82 88 94 81 344 106 66 98 73 343 100 77 84 82 343	2 2 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		4 25 4 14 6 5 29 2 1 5 4 12 1 1 3 3	1 4 0 2 2 4 1 3 1 0 5 0 1 0 0 0	0			7 31 5 15 10 7 37 3 4 6 5 18 1 2 3 4 10 10 10 10 10 10 10 10 10 10	5 29 4 16 10 7 36 3 4 6 5 11
H/TOT 1 09:00 1 09:10 1 09:12 1 09:34 0 09:45 0 H/TOT 2 10:00 0 10:15 0 11:00 0 11:15 0 11:14 0 H/TOT 1 12:20 1 12:21 0 12:24 0 12:25 0 13:30 0 13:345 0 14:40 0 14:415 0 14:45 0 15:15 0 15:30 0 15:45 0 15:45 0		92 19 19 11 10 59 15 10 12 8 45 14 13 9 10 46 11 11 13 19 54	16 5 5 2 17 0 1 3 4 8 5 4 4 4 4 17 2 0 2 6 10	4 1 1 2 0 4 0 1 1 1 1 3 0 0 2 0 2 0 0 2 0 0 1 1		2 1 0 1 2 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1115 27 26 18 13 84 15 13 16 13 57 19 17 15 66 14 11	118 28 26 19 14 86 15 15 15 17 14 60 19 17 16 16 68 13 11	27 2 0 2 1 5 0 1 2 3 6 2 1 0 1 4 1 1	2 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	252 60 70 69 61 260 81 45 71 51 248 70 59 54 57 240 59	32 12 5 11 13 41 7 14 10 8 39 15 9 18 14 56 15	13 5 6 2 0 13 5 2 4 6 17 3 3 3 3 12	5 0 0 1 1 1 1 0 2 0 3 1 1 1 1 1 1 4	8 1 2 5 2 10 4 2 3 2 11 4 1 2 2 2 9	339 80 83 90 78 331 98 64 92 70 324 95 74 80 79 328	337 82 88 94 81 344 106 66 98 73 343 100 77 84 84 82 343	2 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		25 4 14 6 5 29 2 1 5 4 12 1 1 3 3	4 0 2 2 4 1 3 1 0 5 0 1 0 0 0	0 0 1 1 0 2 0 0 1 1 0 0 0 1 1 0 0 1 1 1 0 1 1 0 0 1 1 1 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0			31 5 15 10 7 37 3 4 6 5 18 1 2 3 4 10	29 4 16 10 7 36 3 4 6 6 19 1 2 3 5 11
09:00 1 09:15 1 09:30 0 09:43 0 09:44 0 010:15 2 10:00 0 10:15 0 10:10 0 11:10 0 11:15 0 11:145 0 11:15 0 11:15 0 12:15 0 12:215 0 12:230 0 12:301 0 13:302 0 13:31 1 13:320 0 14:45 0 14:45 0 15:15 0 15:15 0 15:32 0 15:34 0 15:35 0 15:36 0 15:37 0 15:45 0		19 19 11 10 59 15 10 12 8 45 14 13 9 10 46 11 11 11 13 19 54	5 5 2 17 0 1 3 4 8 5 4 4 4 4 17 2 0 2 6	1 2 0 4 0 1 1 1 1 3 0 0 2 0 2 0 0 2 0 0 1 1		1 0 1 2 0 1 0 0 0 0 0 1 0 0 0 1 1 0 0 0 0	27 26 18 13 84 15 13 16 13 57 19 17 15 15 66 14 11	28 26 19 14 86 15 15 17 14 60 19 17 16 68 13 11	2 0 2 1 5 0 1 2 3 6 2 1 0 1 4 1 1	0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	60 70 69 61 260 81 45 71 51 248 70 59 54 57 240 59	12 5 11 13 41 7 14 10 8 39 15 9 18 14 56 15	5 6 2 0 13 5 2 4 6 17 3 3 3 3 12	0 0 1 1 0 2 0 3 1 1 1 1 1 4	1 2 5 2 10 4 2 3 2 11 4 1 2 2 9	80 83 90 78 331 98 64 92 70 324 95 74 80 79 328	82 88 94 81 344 106 66 98 73 343 100 77 84 82 343	1 0 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		4 14 6 5 29 2 1 5 4 12 1 1 3 3	0 2 2 4 1 3 1 0 5 0 1 0 0 0	0 1 1 2 0 0 0 1 1 1 0 0 0 1 1 0 0 1 1 1 0 0 1 1 1 0 1			5 15 10 7 37 3 4 6 5 18 1 2 3 4 10	4 16 10 7 36 3 4 6 6 6 19 1 2 3 5 5 11
09:15 1 09:30 0 09:42 0 09:43 0 010:15 0 10:10 0 10:45 0 10:45 0 11:45 0 11:15 0 11:14 0 11:15 0 11:14 0 11:15 0 12:16 0 12:21 0 12:24 0 12:25 0 13:30 0 13:31 1 13:32 0 14:45 0 14:45 0 14:45 0 15:15 0 15:30 0 15:45 0 15:45 0 15:45 0		19 11 10 59 15 10 12 8 45 14 13 9 10 46 11 11 13 19 54	5 5 2 17 0 1 3 4 8 5 4 4 4 4 4 17 2 0 2 6	1 2 0 4 0 1 1 1 3 0 0 2 0 2 0 0 2 0 1 1			26 18 13 84 15 13 16 13 57 19 17 15 15 66 14 11	26 19 14 86 15 15 17 14 60 19 17 16 16 68 13 11	0 2 1 5 0 1 2 3 6 2 1 0 1 4 1 1	0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	70 69 61 260 81 45 71 51 248 70 59 54 57 240 59	5 11 13 41 7 14 10 8 39 15 9 18 14 56 15	6 2 0 13 5 2 4 6 17 3 3 3 3 12	0 1 1 1 0 2 0 3 1 1 1 1 4	2 5 2 10 4 2 3 2 11 4 1 2 2 9	83 90 78 331 98 64 92 70 324 95 74 80 79 328	88 94 81 344 106 66 98 73 343 100 77 84 82 343	0 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0		14 6 5 29 2 1 5 4 12 1 3 3 2	0 2 4 1 3 1 0 5 0 1 0 0	1 0 2 0 0 1 1 0 0 0 0 0 0 1			15 10 7 37 3 4 6 5 18 1 2 3 4 10	16 10 7 36 3 4 6 6 19 1 2 3 5 11
993.30 0 993.45 0 H/T07 2 10.00 0 10.15 0 10.30 0 10.45 0 11.45 0 11.100 0 11.115 0 11.125 0 11.207 1 12.200 1 12.215 0 12.230 0 12.245 0 H/T07 1 13.30 0 13.45 0 H/T07 1 13.30 0 14.45 0 H/T07 1 14.30 0 15.15 0 15.15 0 15.30 0 15.45 0 H/T07 1		11 10 59 15 10 12 8 45 14 13 9 10 46 11 11 13 19 54	5 2 17 0 1 3 4 8 5 4 4 4 4 17 2 0 2 6 10	2 0 4 0 1 1 1 3 0 0 2 0 2 0 0 2 0 1 1		0 1 2 0 1 0 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1	18 13 84 15 13 16 13 57 19 17 15 66 14 11	19 14 86 15 15 17 14 60 19 17 16 16 68 13 11	2 1 5 0 1 2 3 6 2 1 0 1 4 1 1	1 0 0 0 0 0 0 0 0 2 1 3 1	69 61 260 81 45 71 51 248 70 59 54 57 240 59	11 13 41 7 14 10 8 39 15 9 18 14 56 15	2 0 13 5 2 4 6 17 3 3 3 3 12	0 1 1 1 0 2 0 3 1 1 1 1 4	5 2 10 4 2 3 2 11 4 1 2 2 2 9	90 78 331 98 64 92 70 324 95 74 80 79 328	94 81 344 106 66 98 73 343 100 77 84 82 343	1 2 0 0 0 0 0 0 0 0 0 0 0 0		6 5 29 2 1 5 4 12 1 1 3 3	2 2 4 1 3 1 0 5 0 1 0 0 1 0 0	1 2 0 0 1 1 0 0 0 0 0 0 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		10 7 37 3 4 6 5 18 1 2 3 4 10	10 7 36 3 4 6 19 1 2 3 5 11
USYAS 0 H/TOT 2 10000 0 10115 0 10130 0 10145 0 11140 0 11115 0 111145 0 11145 0 11145 0 11145 0 11200 1 12215 0 12245 0 12145 0 12245 0 12300 0 13435 0 13436 0 1445 0 1445 0 15150 0 15152 0 15154 0 15155 0 15456 0 15457 0		10 59 15 10 12 8 45 14 13 9 10 46 11 11 13 19 54	2 17 0 1 3 4 8 5 4 4 4 4 4 4 17 2 0 2 6 10	0 4 0 1 1 1 3 0 0 2 0 2 0 2 0 0 1 1		1 2 0 1 0 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0	13 84 15 13 16 13 57 19 17 15 66 14 11	14 86 15 15 17 14 60 19 17 16 16 68 13 11	1 5 0 1 2 3 6 2 1 0 1 4 1 1	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	61 260 81 45 71 51 248 70 59 54 57 240 59	13 41 7 14 10 8 39 15 9 18 14 56 15	0 13 5 2 4 6 17 3 3 3 12 5	1 1 0 2 0 3 1 1 1 1 1 4	2 10 4 2 3 2 11 1 4 1 2 2 9	78 331 98 64 92 70 324 95 74 80 79 328	81 344 106 66 98 73 343 100 77 84 82 343			5 29 2 1 5 4 12 1 1 3 3	2 4 1 3 1 0 5 0 1 0 0 0	0 2 0 0 1 1 0 0 0 0 1			7 37 3 4 6 5 18 1 2 3 4 10	7 36 3 4 6 19 1 2 3 5 11
H, HOT 2 10000 0 10:15 0 10:30 0 11:40 0 11:100 0 11:145 0 11:15 0 11:145 0 11:145 0 11:145 0 11:145 0 12:120 1 12:20 1 12:215 0 12:230 0 12:245 0 H/TOT 1 13:300 0 13:45 0 H/TOT 1 13:300 0 14:45 0 H/TOT 1 15:00 0 15:15 0 15:30 0 15:45 0 H/TOT 1		59 15 10 12 8 45 14 13 9 10 46 11 11 13 19 54	17 0 1 3 4 8 5 4 4 4 4 4 4 4 17 2 0 2 6 10	4 0 1 1 1 3 0 0 2 0 2 0 0 2 0 0 1 1			84 15 13 16 13 57 19 17 15 15 15 66 14 11	86 15 15 17 14 60 19 17 16 16 68 13 11	5 0 1 2 3 6 2 1 0 1 4 1 1	1 0 0 0 0 0 0 0 2 1 3 3 1	260 81 45 71 51 248 70 59 54 57 240 59	41 7 14 10 8 39 15 9 18 14 56 15	13 5 2 4 6 17 3 3 3 3 3 12	1 0 2 0 3 1 1 1 1 1 4	10 4 2 3 2 11 4 1 2 2 9	331 98 64 92 70 324 95 74 80 79 328	344 106 66 98 73 343 100 77 84 82 343	2 0 0 0 0 0 0 0		29 2 1 5 4 12 1 3 3	4 1 3 1 0 5 0 1 0 0	2 0 0 1 1 0 0 0 1			3/ 3 4 6 5 18 1 2 3 4 10	36 3 4 6 19 1 2 3 5 11
Int. O 10:15 0 10:30 0 11:00 0 11:10 0 11:15 0 11:145 0 11:15 0 11:15 0 11:145 0 11:15 0 12:00 1 12:15 0 12:215 0 12:230 0 12:24 0 H/TOT 1 13:30 0 13:45 0 H/TOT 1 13:40 0 14:40 0 14:40 0 15:00 0 15:15 0 15:30 0 15:45 0 H/TOT 1			1 3 4 8 5 4 4 4 4 4 4 4 7 2 0 2 6 10	1 1 1 3 0 0 2 0 2 0 1 1			13 16 13 57 19 17 15 15 66 14 11	15 17 14 60 19 17 16 16 68 13 11	1 2 3 6 2 1 0 1 4 1 1	0 0 0 0 0 2 1 3 1	45 71 51 248 70 59 54 57 240 59	14 10 8 39 15 9 18 14 56 15	2 4 6 17 3 3 3 3 12	2 0 3 1 1 1 1 4	- 2 3 2 11 4 1 2 2 9	53 64 92 70 324 95 74 80 79 328	66 98 73 343 100 77 84 82 343		0 0 0 0 0 0 0 0	- 1 5 4 12 1 1 3 3	3 1 0 5 0 1 0 0	0 1 1 0 0 0 1			4 6 5 18 1 2 3 4 10	4 6 19 1 2 3 5 11
10:30 0 11:45 0 H/TOT 0 11:15 0 11:14 0 11:15 0 11:14 0 11:15 0 11:15 0 11:15 0 11:15 0 12:00 1 12:15 0 12:15 0 12:24 0 H/TOT 1 13:30 0 13:45 0 14:45 0 14:45 0 15:00 0 15:15 0 15:30 0 15:45 0 H/TOT 1		12 8 45 14 13 9 10 46 11 11 11 13 19 54	3 4 8 5 4 4 4 4 4 7 2 0 2 6 10	1 1 3 0 0 2 0 2 0 1 1		0 1 0 0 1 0 1 1 0 0 0 1 1 0 0 0 0 0 0 0	16 13 57 19 17 15 15 66 14 11	17 14 60 19 17 16 16 68 13 11	2 3 6 2 1 0 1 4 1 1	0 0 0 0 2 1 3 1	71 51 248 70 59 54 57 240 59	10 8 39 15 9 18 14 56 15	4 6 17 3 3 3 3 12	2 0 3 1 1 1 1 1 4	3 2 11 4 1 2 2 9	92 70 324 95 74 80 79 328	98 73 343 100 77 84 82 343	0 0 0 0 0 0	0	5 4 12 1 1 3 3	1 0 5 0 1 0 0	0 1 1 0 0 0 1		0 0 0 0 0 0	6 5 18 1 2 3 4 10	6 6 19 1 2 3 5 11
10.45 0 H/TOT 0 11.10 0 11.13 0 11.14 0 11.14 0 11.14 0 11.14 0 11.14 0 11.14 0 11.14 0 12.20 1 12.21 0 12.23 0 12.24 0 H/TOT 1 13.30 0 13.45 0 H/TOT 1 14.45 0 15.00 0 15.15 0 15.32 0 15.45 0 15.45 0		8 45 14 13 9 10 46 11 11 13 19 54	4 8 5 4 4 4 4 17 2 0 2 6 10	1 3 0 2 0 2 0 1 1	0 0 0 0 0 0 0 0 0	0 1 0 0 1 1 1 0 0 0 0 1 1 0 0 0 0 0 0 0	13 57 19 17 15 15 66 14 11	14 60 19 17 16 16 68 13 11	3 6 2 1 0 1 4 1	0 0 0 2 1 3 1	51 248 70 59 54 57 240 59	8 39 15 9 18 14 56 15	6 17 3 3 3 3 12	0 3 1 1 1 1 1 4	2 11 4 1 2 2 9	70 324 95 74 80 79 328	73 343 100 77 84 82 343	0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	4 12 1 3 3	0 5 0 1 0 0	1 1 0 0 0 1	0 0 0 0 0	0 0 0 0 0	5 18 1 2 3 4 10	6 19 1 2 3 5 11
Hyrot 0 111:00 0 111:15 0 111:30 0 111:40 0 11:42 0 11:42 0 11:42 0 12:20 1 12:21 0 12:23 0 12:24 0 H/TOT 1 13:00 0 13:15 1 13:30 0 14:45 0 H/TOT 1 14:40 0 15:10 0 15:15 0 15:40 0 H/TOT 1 15:40 0 15:41 0		45 14 13 9 10 46 11 11 13 19 54	8 5 4 4 4 4 4 4 7 2 0 2 6 10	3 0 2 0 2 0 0 1 1	0 0 0 0 0 0 0 0 0	1 0 0 1 1 0 0	57 19 17 15 15 66 14 11	60 19 17 16 16 68 13 11	6 2 1 0 1 4 1	0 0 2 1 3 1	248 70 59 54 57 240 59	39 15 9 18 14 56 15	17 3 3 3 3 12	3 1 1 1 1 1 4	11 4 1 2 2 9	324 95 74 80 79 328	343 100 77 84 82 343	0 0 0 0	0 0 0 0	12 1 1 3 3	5 0 1 0	1 0 0 1	0 0 0 0	0 0 0 0	18 1 2 3 4 10	19 1 2 3 5 11
11:00 0 11:15 0 11:14 0 11:14 0 11:14 0 11:14 0 11:14 0 11:20 1 12:20 1 12:21 0 12:23 0 12:24 0 H/TOT 1 13:30 0 13:15 1 14:45 0 H/TOT 1 14:45 0 15:10 0 15:15 0 15:45 0 H/TOT 1 15:40 0 15:41 0 15:41 0	0 0 0 0 0 0 0 0	14 13 9 10 46 11 11 13 19 54	5 4 4 17 2 0 2 6 10	0 2 0 2 0 1	0 0 0 0 0 0	0 0 1 1 0 0	19 17 15 66 14 11	19 17 16 68 13 11	2 1 0 1 4 1	0 0 2 1 3 1	70 59 54 57 240 59	15 9 18 14 56 15	3 3 3 12	1 1 1 1	4 1 2 2 9	95 74 80 79 328	100 77 84 82 343	0 0 0 0	0 0 0 0	1 1 3 3	0 1 0 0	0 0 0 1	0 0 0	0 0 0	1 2 3 4 10	1 2 3 5 11
11:15 0 11:30 0 11:45 0 H/TOT 0 12:20 1 12:21 0 12:23 0 12:24 0 H/TOT 1 13:00 0 13:15 1 13:30 0 14:45 0 H/TOT 1 14:45 0 H/TOT 1 15:00 0 15:15 0 15:45 0 H/TOT 1 15:40 0 15:45 0 H/TOT 0 15:45 0	0 0 0 0 0 0 0	13 9 10 46 11 11 13 19 54	4 4 17 2 0 2 6	0 2 0 0 0 1	0 0 0 0 0 0	0 1 1 0 0 0 0	17 15 15 66 14 11	17 16 16 68 13 11	1 0 1 4 1	0 2 1 3 1	59 54 57 240 59	9 18 14 56 15	3 3 3 12	1 1 1 4	1 2 2 9	74 80 79 328	77 84 82 343	0 0 0	0 0 0	1 3 3	1 0 0	0 0 1	0 0 0	0 0	2 3 4 10	2 3 5 11
11:30 0 11:45 0 H/TOT 0 12:00 1 12:15 0 12:24 0 H/TOT 1 12:25 0 12:26 0 H/TOT 1 13:00 0 13:15 1 13:30 0 14:45 0 H/TOT 1 14:45 0 H/TOT 0 15:10 0 15:15 0 15:45 0 H/TOT 1 15:00 0 15:45 0 H/TOT 0 15:45 0	0 0 0 0 0 0	9 10 46 11 11 13 19 54	4 17 2 0 2 6	2 0 2 0 1	0 0 0 0 0	0 1 1 0 0 0	15 15 66 14 11	16 16 68 13 11	0 1 4 1	2 1 3 1	54 57 240 59	18 14 56 15	3 3 12	1 1 4	2 2 9	80 79 328	84 82 343	0 0 0	0 0 0	3	0	0	0	0	3 4 10	3 5 11
11:45 0 H/TOT 0 12:00 1 12:21 0 12:23 0 12:24 0 H/TOT 1 13:00 0 13:15 1 13:30 0 H/TOT 1 14:45 0 H/TOT 1 14:45 0 15:10 0 15:15 0 15:43 0 15:45 0 H/TOT 1 15:00 0 15:15 0 15:45 0	0 0 0 0 0	10 46 11 13 19 54	4 17 2 0 2 6	0 2 0 1 1	0 0 0 0	1 1 0 0	15 66 14 11	16 68 13 11	1 4 1 1	1 3 1	57 240 59	14 56 15	3	1	2 9	79 328	82 343	0 0	0	3	0	1	0	0	4	5
H/TOT 0 12:00 1 12:15 0 12:245 0 12:245 0 12:245 0 14:00 1 13:30 0 13:45 0 H/TOT 1 14:45 0 H/TOT 1 15:00 0 15:15 0 15:45 0 H/TOT 1 15:00 0 15:45 0 15:45 0 15:45 0 15:45 0	0 0 0 0	46 11 13 19 54	17 2 0 2 6 10	2 0 1	0 0 0 0	1 0 0	66 14 11	68 13 11	4	3	240 59	56 15	12	4	9	328	343	0	0	~					10	11
12:00 1 12:15 0 12:30 0 12:45 0 12:45 0 13:00 1 13:00 0 13:15 1 13:30 0 13:45 0 H/TOT 1 14:45 0 H/TOT 1 15:00 0 15:15 0 15:43 0 15:45 0 H/TOT 1	0 0 0	11 11 13 19 54	2 0 2 6 10	0 1 1	0 0 0	0	14	13 11	1	1	59	15							~	•	1	1	0	0		
12:13 0 12:30 0 12:45 0 12:45 0 H/TOT 1 13:00 0 13:15 1 13:30 0 13:45 0 H/TOT 1 14:40 0 14:45 0 H/TOT 1 15:00 0 15:15 0 15:45 0 H/TOT 1 5:40 0 15:45 0 15:45 0 15:45 0	0	11 13 19 54	0 2 6 10	1	0	0	11	11	1				2	2	2	85	91	0	0	0	2	0	0	0	2	2
12:45 0 12:45 0 H/TOT 1 13:00 0 13:15 1 13:30 0 13:45 0 H/TOT 1 14:00 0 14:45 0 H/TOT 1 15:00 0 15:15 0 15:43 0 15:45 0 H/TOT 1	0	13 19 54	6	1	0		1 40			1	50	10	3	1	2	68	71	0	0	1	0	1	0	0	2	3
Hytor 1 13:00 0 13:15 1 13:30 0 13:45 0 Hytor 1 14:00 0 14:45 0 Hytor 1 15:00 0 15:15 0 15:45 0 Hytor 1 15:40 0 15:41 0 15:42 0 15:45 0 15:45 0 15:45 0		54	10		0	0	26	77	2	0	48	15	2	0	3	87	85	0	0	1	0	0	0	0	5	1
13:00 0 13:15 1 13:30 0 13:45 0 14:45 0 14:15 0 14:45 0 14:45 0 15:00 0 15:15 0 15:45 0 H/TOT 1 15:40 0 15:41 0 15:42 0 15:45 0 15:45 0 15:45 0	0			2	0	0	67	67	6	2	221	50	13	3	10	305	319	0	0	7	2	1	0	0	10	11
13.15 1 13.345 0 14.10 0 14.12 0 14.43 0 14.45 0 15.15 0 15.15 0 15.34 0 15.45 0 15.45 0 15.45 0 15.45 0 15.45 0 15.45 0 15.45 0	0	18	3	1	0	0	22	23	4	0	70	15	0	0	3	92	92	0	0	0	1	0	0	0	1	1
13.345 0 13.45 0 H/T07 1 14.00 0 14.15 0 14.43 0 14.43 0 14.45 0 15.15 0 15.15 0 15.45 0 H/T07 0 15.45 0 15.45 0 15.45 0 15.45 0	0	17	4	0	0	0	22	21	4	0	53	10	4	2	1	74	76	0	0	3	1	0	0	0	4	4
13.45 0 H/TOT 1 14.00 0 14.15 0 14.30 0 14.43 0 14.45 0 15.00 0 15.15 0 15.43 0 15.44 0 15.45 0 15.45 0 15.40 0 15.41 0 15.42 0	0	14	5	1	0	0	20	21	1	0	63	6	3	0	2	75	78	0	0	2	1	0	0	0	3	3
H/TOT 1 14:00 0 14:15 0 14:30 0 14:45 0 H/TOT 0 15:00 0 15:15 0 15:30 0 15:45 0 H/TOT 0 15:00 1	1	18	7	2	0	0	28	28	2	0	82	16	2	0	2	104	105	0	0	2	0	0	0	0	2	2
14:00 0 14:15 0 14:30 0 14:45 0 H/TOT 0 15:30 0 15:45 0 15:45 0 15:45 0 15:40 0 15:45 0 15:40 0 15:40 0	1	67	19	4	0	0	92	93	11	0	268	47	9	2	8	345	351	0	0	7	3	0	0	0	10	10
14:15 0 14:30 0 14:45 0 H/TOT 0 15:00 0 15:30 0 15:45 0 H/TOT 0 16:00 1	0	23	3	1	0	1	28	30	2	0	71	13	6	1	2	95	100	0	0	3	1	0	0	0	4	4
14:30 0 14:45 0 H/TOT 0 15:00 0 15:15 0 15:30 0 15:45 0 H/TOT 0 16:00 1	0	13	4	0	0	0	17	17	2	0	74	8	2	3	1	90	94	0	0	5	1	0	0	0	6	6
14/45 0 H/TOT 0 15:00 0 15:15 0 15:30 0 15:45 0 H/TOT 0 16:00 1	0	12	4	0	0	0	16	16	2	0	64	11	6	0	2	85	88	0	0	5	0	0	0	0	5	5
15:00 0 15:15 0 15:30 0 15:45 0 H/TOT 0 16:00 1	0	17	1	0	0	0	18	18	0	0	71	14	2	0	3	90	94	0	0	1	0	0	0	0	1	1
15:15 0 15:30 0 15:45 0 H/TOT 0 16:00 1	0	23	7	0	0	1	79 31	32	2	0	280	40	4	4	8 2	300	376	U O	0	0		1	0	0	2	3
15:30 0 15:45 0 H/TOT 0 16:00 1	o	22	8	3	o	2	35	39	4	2	71	6	3	2	2	90	92	0	0	1		0	o	0	1	1
15:45 0 H/TOT 0 16:00 1	0	16	4	0	0	0	20	20	1	0	76	12	1	0	2	92	94	0	0	2	0	0	0	0	2	2
H/TOT 0 16:00 1	1	25	8	0	0	0	34	33	4	1	94	6	1	1	2	109	109	0	0	1	0	0	0	0	1	1
16:00 1	1	86	27	3	0	3	120	124	11	3	306	34	9	3	8	374	380	0	0	4	1	1	0	0	6	7
40.45	0	24	6	2	0	0	33	33	0	0	87	17	1	0	2	107	110	0	0	0	0	0	0	0	0	0
16:15 0	0	42	2	0	0	0	44	44	0	0	83	10	4	0	2	99	103	0	0	2	0	0	0	0	2	2
16:30 1	0	29	9	1	0	0	40	40	0	0	102	9	3	0	1	115	118	0	0	1	0	0	0	0	1	1
16:45 0	0	50	4	0	0	0	54	54	0	0	86	12	0	0	2	100	102	0	0	2	0	0	0	0	2	2
17:00 -	0	145	21	3	0	0	171	171	0	0	358	48	8	0	7	421	432	0	0	5	0	0	0	0	5	5
17:15 1	0 C	34	3	0	0	0	37	37	12	2	109 86	8	1	1	1	128	123	1	0	1	0	0	U C	0	2	1
17:30	0	34 41	5	0	0	n	41	41	8	2	74	0 10	2	0	1	96	90	n	n	2	n	n	0	0	2	2
17:45 0	v	43	7	2	o	o	53	53	7	0	, .	10	0	0	3	116	113	0	0	3	o	0	o	0	3	3
н/тот 1	1	152	20	3	0	0	177	177	35	6	365	36	4	1	5	452	429	1	0	7	0	0	0	0	8	7
18:00 o	1	24	2	1	0	0	27	28	1	0	59	6	1	0	2	69	71	o	0	0	0	0	0	0	0	0
18:15 o	1		4	Ō	0	0	36	36	5	2	102	6	1	0	2	118	115	0	0	1	0	0	0	0	1	1
18:30 1	1 1 0 0	32		0	0	n	30	29	7	0	75	3	0	0	1	86	81	0	0	1	1	0	0	0	2	2
18:45 o	1 1 0 0	32 27	2		v	~													-			0		0	4	3

			09																		DAT	E:	27	th Fe	brua	ary 2	2020
LOCATI	ION:		Nor	th Ci	ircul	ar Ro	oad/	Black	chors	se A	venu	e/Au	ghri	m St	reet						DAY	:			T	hurs	sday
	1							1		1								1									
ТІМЕ	PCL	MCL	CAR		OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR		NT 11 0GV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR		OGV1	OGV2	BUS	тот	PCU
07:00	1	0	1	0	0	0	0	2	1	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
07:15	0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	5	5	1	0	3	0	1	0	0	5	5
07:30	1	0	3	0	1	0	0	5	5	1	0	6	2	0	0	0	9	8	0	0	1	1	0	0	0	2	2
07.45 н/тот	2	0	1	0	1	0	0	11	10	1	0	32	3	0	0	0	37	36	1	0	5	1	1	0	0	2	1
08:00	0	0	3	0	0	0	0	3	3	1	0	24	1	1	0	0	27	27	2	0	6	0	0	0	0	8	6
08:15	0	0	1	0	1	0	0	2	з	0	0	17	2	0	0	0	19	19	1	0	1	0	0	0	0	2	1
08:30	0	0	4	0	0	0	0	4	4	1	0	29	3	0	0	0	33	32	0	0	4	0	0	0	0	4	4
08:45	0	0	5	1	0	0	1	7	8	2	0	23	1	0	0	1	27	26	o	0	4	0	0	0	0	4	4
н/тот	0	0	13	1	1	0	1	16	18	4	0	93	7	1	0	1	106	104	3	0	15	0	0	0	0	18	16
09:00	0	0	3	0	0	0	0	3	3	0	0	22	2	0	0	0	24	24	1	0	5	1	1	0	0	8	8
09:15	0	0	4	0	0	0	0	4	4	1	0	15	2	0	0	0	18	17	0	0	2	1	0	0	0	3	3
09:30	0	0	2	0	0	0	0	2	2	0	0	13	1	0	0	0	14	14	0	0	1	0	0	0	0	1	1
U9:45	0	0	1	2	0	0	0	3	3	1	0	13	2	1	0	0	17	17	0	0	3	2	0	0	0	5	5
10:00	0	0	10	2	0	0	0	12	12	2	0	63	7	0	0	0	73	72	1	0	11	4	1	0	0	17	17
10:15	0	0	2	2	o	0	0	4	4	0	0	15	3	o	0	o	18	18	0	0	5	2	0	0	0	7	7
10:30	0	0	1	0	0	0	0	1	1	0	0	8	2	0	0	0	10	10	0	0	3	0	0	0	0	3	3
10:45	0	0	3	1	0	0	0	4	4	1	0	9	1	0	0	0	11	10	0	0	3	1	0	0	0	4	4
н/тот	0	0	8	3	0	0	0	11	11	1	0	36	6	0	0	0	43	42	0	0	14	3	0	0	0	17	17
11:00	0	0	3	0	0	0	0	3	3	0	0	19	3	0	0	0	22	22	0	0	7	1	0	0	0	8	8
11:15	0	0	1	1	0	0	0	2	2	0	0	17	2	1	0	0	20	21	0	0	3	1	0	0	0	4	4
11:30	0	0	2	1	1	0	0	4	5	0	1	19	2	0	0	0	22	21	0	0	1	1	0	0	0	2	2
11:45	0	0	0	0	0	0	0	0	0	1	0	21	1	0	0	0	23	22	0	0	3	1	0	0	0	4	4
н/тот	0	0	6	2	1	0	0	9	10	1	1	76	8	1	0	0	87	86	0	0	14	4	0	0	0	18	18
12:00	0	0	4	0	2	0	0	6	7	0	0	11	4	2	0	0	17	18	1	0	4	1	0	0	0	6	5
12:15	1	0	3	1	0	0	0	5	4	0	0	27	5	3	0	0	35	37	1	0	2	3	1	0	0	7	7
12:50	0	0	4	1	0	0	0	4	4	1	0	28	1	1	0	1	30	31	1	0	2	1	1	0	1	7	7
н/тот	1	0	16	2	2	0	0	21	21	1	0	83	12	6	0	1	103	106	3	0	15	5	2	0	1	26	26
13:00	0	0	5	2	0	0	0	7	7	1	0	19	2	0	0	0	22	21	0	0	5	0	1	0	0	6	7
13:15	0	0	7	1	0	0	0	8	8	3	1	22	6	0	0	0	32	29	0	0	4	1	0	0	0	5	5
13:30	1	0	0	0	0	0	0	1	0	2	0	24	6	0	0	0	32	30	0	0	8	1	0	0	0	9	9
13:45	0	0	2	1	0	0	1	4	5	2	0	28	1	1	0	0	32	31	0	0	6	0	0	0	0	6	6
н/тот	1	0	14	4	0	0	1	20	20	8	1	93	15	1	0	0	118	112	0	0	23	2	1	0	0	26	27
14:00	0	0	3	0	0	0	0	3	3	2	0	42	1	0	0	0	45	43	0	0	5	1	0	0	0	6	6
14:15	0	0	5	2	0	0	0	7	7	2	0	28	4	0	0	0	34	32	0	0	3	1	0	0	0	4	4
14:30	0	0	1	0	0	0	0	1	1	2	0	25	4	0	0	0	31	29	0	0	6	0	0	0	0	6	6
14:45	1	0	2	0	0	0	0	3	2	0	0	28	5	0	0	1	34	35	2	0	7	0	0	0	0	9	7
15:00	1	0	11	2	0	0	0	14 5	13	1	0	123	14	0	0	1	144 ø4	140	2	0	21 5	2	0	0	0	25 6	23
15:15	1	n	1	ň	n	0	1	2	3	,	n	31 47	4 10	0	n	,	-44 56	40 56	2	n	5	0	1	0	0	9	2
15:30	1	0	4	1	0	0	0	6	5	4	1	43	4	0	0	0	52	48	0	0	2	0	0	0	0	2	2
15:45	0	0	9	1	0	0	0	10	10	0	0	52	11	0	0	1	64	65	0	0	9	0	0	0	0	9	9
н/тот	2	0	19	2	0	0	1	24	23	7	1	174	29	1	0	4	216	214	3	0	22	0	1	0	0	26	24
16:00	1	0	8	0	0	0	0	9	8	3	1	57	8	0	0	0	69	66	0	0	4	0	0	0	0	4	4
16:15	0	0	7	2	0	0	0	9	9	3	0	57	11	0	0	0	71	69	0	0	8	0	1	0	0	9	10
16:30	0	0	3	0	0	0	0	3	3	2	0	52	5	0	0	1	60	59	0	0	1	1	0	0	0	2	2
16:45	0	0	0	0	0	0	0	0	0	1	1	56	9	0	0	0	67	66	0	0	6	1	0	0	0	7	7
н/тот	1	0	18	2	0	0	0	21	20	9	2	222	33	0	0	1	267	260	0	0	19	2	1	0	0	22	23
17:00	0	0	3	0	0	0	0	3	3	5	0	58	9	0	0	0	72	68	0	0	1	2	0	0	0	3	3
17:15	0	0	4	0	0	0	0	4	4	9	1	54	8	0	0	0	72	64	0	0	7	0	0	0	0	7	7
17.50	3	0	4	0	0	0	0	7	5	9	1	55 56	7	0	0	0	72	64	1	0	5	1	0	0	U C	5	6
17:45		3	5	3	0	-	0	15	12	32	3	223	29	0	0	0	287	260	+ 5	0	14	3	0	0	0	27	18
17:45 H/TOT	4	n	11	n	0	0					~			~	2	~						-	~		~	- the	
17:45 H/TOT 18:00	4	0	11	0	0	0	0	4	4	9	0	57	3	0	0	0	69	62	2	0	5	1	0	0	0	8	6
17:45 H/TOT 18:00 18:15	4	0	11 4 3	0	0	0	0	4	4	9	0	57 47	3	0	0	0	69 52	62 49	2	0	5	1	0	0	0	8	6
17:45 H/TOT 18:00 18:15 18:30	4 0 0 0	0 0 0 0	11 4 3 0	0 0 1	0	0	0	4 3 1	4	9 4 6	0 0 0	57 47 52	3 1 3	0 0 1	0 0 0	0 0 0	69 52 62	62 49 58	2 0 0	0 0 0	5 4 2	1 1 1	0 0 0	0 0	0 0 0	8 5 3	6 5 3
17:45 H/TOT 18:00 18:15 18:30 18:45	4 0 0 2	0 0 0 0	11 4 3 0 6	0 0 1 0	0 0 0 0	0 0 0 0	0 0 0 0	4 3 1 8	4 3 1 6	9 4 6 2	0 0 0	57 47 52 32	3 1 3 3	0 0 1 0	0 0 0	0 0 0	69 52 62 37	62 49 58 35	2 0 0	0 0 0	5 4 2 9	1 1 1 0	0 0 0	0 0 0	0 0 0	8 5 3 9	6 5 3 9

TE 10 Determ 2 Preprint 2 Reference vertex No	1222																												
Constrained and any appendix appendix any appendix any appendix any appendix any appendix a		E:			10																		DAT	E:	27	th Fe	brua	ary 2	020
Image: Note of the series	Image	CATI	ON:		Prus	sia :	Stree	et/Au	ıghri	m St	reet,	/Mai	nor S	tree	t								DAY	' :			т	hurs	day
ImageNo<	ve				мо	/EME	INT 1							мо	/EME	NT 2							мо	/EME	NT 3				
		ME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU
11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11 1 1 1	7:00	10	1	121	32	1	1	2	168	163	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 10 10 10 10 <td< td=""><td>1 1 <</td><td>7:15</td><td>11</td><td>1</td><td>90</td><td>15</td><td>1</td><td>1</td><td>2</td><td>121</td><td>115</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></td<>	1 1 <	7:15	11	1	90	15	1	1	2	121	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NoteNot	m m <	7:30	23	1	107	25	3	1	4	164	152	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
vv	1 1	тот	67	3	421	94	5	4	14	673	586	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
Nat <td< td=""><td>31 32 34</td><td>3:00</td><td>22</td><td>2</td><td>92</td><td>16</td><td>4</td><td>0</td><td>9</td><td>145</td><td>137</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></td<>	31 32 34	3:00	22	2	92	16	4	0	9	145	137	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B3 B3 B4 B4 <td< td=""><td></td><td>3:15</td><td>26</td><td>2</td><td>105</td><td>10</td><td>2</td><td>0</td><td>5</td><td>151</td><td>135</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></td<>		3:15	26	2	105	10	2	0	5	151	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
94 9 9 9 9 9 <td></td> <td>3:30</td> <td>37</td> <td>3</td> <td>86</td> <td>11</td> <td>3</td> <td>0</td> <td>9</td> <td>149</td> <td>128</td> <td>0</td>		3:30	37	3	86	11	3	0	9	149	128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VITOP100		3:45	34	5	97	10	3	0	7	156	134	0	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0
9000 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td< td=""><td>12 2 3</td><td>тот</td><td>119</td><td>12</td><td>381</td><td>47</td><td>12</td><td>0</td><td>30</td><td>601</td><td>535</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></td<>	12 2 3	тот	119	12	381	47	12	0	30	601	535	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
91 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 5	1 2 9 <	9:00	22	2	88	10	1	0	3	126	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
903 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 4 6 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 </td <td>9:15</td> <td>15</td> <td>2</td> <td>97</td> <td>20</td> <td>4</td> <td>2</td> <td>6</td> <td>146</td> <td>143</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>2</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>1</td>	9:15	15	2	97	20	4	2	6	146	143	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
	1 19 19 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	9:30	6	4	102	15	6	0	5	138	139	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
vittory <th< td=""><td>i i< i i<</td><td>9:45</td><td>8</td><td>3</td><td>95</td><td>23</td><td>5</td><td>0</td><td>3</td><td>137</td><td>134</td><td>0</td><td>0</td><td>3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>3</td><td>3</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1</td><td>1</td></th<>	i i< i i<	9:45	8	3	95	23	5	0	3	137	134	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1
1000 3 2 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 <		тот	51	11	382	68	16	2	17	547	527	0	0	6	0	0	0	0	6	6	0	0	3	0	0	0	0	3	3
10.10 4 10 2 1 4 10 10 1 0 0 1 1 0 </td <td>1 2 2 1 4 15 0 0 0 0 0 <</td> <td>J:00</td> <td>3</td> <td>2</td> <td>97</td> <td>19</td> <td>4</td> <td>0</td> <td>3</td> <td>128</td> <td>129</td> <td>0</td> <td>0</td> <td>6</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>7</td> <td>7</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	1 2 2 1 4 15 0 0 0 0 0 <	J:00	3	2	97	19	4	0	3	128	129	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
NumeNumNu	a b<	J:15	9	2	93	22	2	1	6	135	135	0	0	0	1	0	0	0	1	1	0	0	1	1	0	0	0	2	2
NameNam	1 1 <th1< th=""> 1 1<!--</td--><td>1:45</td><td>6</td><td>0</td><td>90</td><td>19</td><td>5</td><td>1</td><td>4</td><td>125</td><td>128</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>U</td><td>1</td><td>1</td></th1<>	1:45	6	0	90	19	5	1	4	125	128	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	U	1	1
v v v v v <	1 1 1 1 1 1 1 0	7.45 TOT	3	2	71	16	6	1	3	102	106	0	0	2	0	0	0	0	2	2	0	0	0		0	0	0	0	0
NameNameNa<	1 1 1 1 1 </td <td>1:00</td> <td>1</td> <td>1</td> <td>81</td> <td>12</td> <td></td> <td>2</td> <td>4</td> <td>105</td> <td>498</td> <td>0</td> <td></td> <td>1</td> <td>2</td> <td></td> <td>0</td> <td></td> <td>10</td> <td>10</td> <td>0</td> <td></td> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>3</td> <td>3</td>	1:00	1	1	81	12		2	4	105	498	0		1	2		0		10	10	0		3	0	0	0	0	3	3
NameNaNameNameNameNameNameNameNameNameNameNameNameNameNameNameNameNameNameName<	1 1 <th1< th=""> 1 1 <</th1<>	1.00		4	87	11	4	1	4	119	118	0	0		0	0	0	0			0	0	0	0	1	0	0	1	2
1111 1 <th1< th=""> 1 1 1</th1<>	1 1	1:30	4	1	70	20	1	0	2	98	97	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	1	2
virtua via via<	1 1	1:45	4	3	66	18	9	1	3	104	108	0	0	4	0	0	0	0	4	4	0	0	6	0	0	0	0	6	6
12100 15 16 17 0 15 16 16 16 0 0 0 0	1 12 7	тот	17	9	304	61	18	4	13	426	434	0	0	5	1	0	0	0	6	6	0	0	9	0	2	0	0	11	12
1213 6 6 6 7 <td>1 1 <</td> <td>2:00</td> <td>5</td> <td>1</td> <td>82</td> <td>7</td> <td>7</td> <td>0</td> <td>3</td> <td>105</td> <td>107</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>2</td> <td>0</td> <td>0</td> <td>5</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>5</td> <td>5</td>	1 1 <	2:00	5	1	82	7	7	0	3	105	107	0	0	2	0	0	0	0	2	2	0	0	5	0	0	0	0	5	5
12.30 1 <th1< th=""> 1 1 1<td>1 1</td><td>2:15</td><td>6</td><td>0</td><td>86</td><td>17</td><td>0</td><td>0</td><td>5</td><td>114</td><td>114</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>o</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></th1<>	1 1	2:15	6	0	86	17	0	0	5	114	114	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0
1242 5 1 <th1< th=""> 1 1 1</th1<>	1 18 7 2 0 4 10 0	2:30	7	1	81	16	2	1	1	109	106	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
VTOT 18 3 3 3 3 3 3 3 3 3 3 5 <td>14 15 15 15 16 15 16 15 15 15 16<</td> <td>2:45</td> <td>6</td> <td>1</td> <td>83</td> <td>7</td> <td>2</td> <td>0</td> <td>4</td> <td>103</td> <td>103</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	14 15 15 15 16 15 16 15 15 15 16<	2:45	6	1	83	7	2	0	4	103	103	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:00 6. 3 7. 6. 3 7. 6	6 3 74 16 3 1 2 16 3 7 0 0	тот	24	3	332	47	11	1	13	431	430	0	0	4	1	0	0	0	5	5	0	0	5	0	0	0	0	5	5
13:15 9 3 6 8 3 0 3 9 3 9 3 9 3 9 3 0 3 0 1 1 0 0 0 0 <td>9 3 66 8 3 6 3 6 7</td> <td>3:00</td> <td>6</td> <td>3</td> <td>74</td> <td>16</td> <td>3</td> <td>1</td> <td>2</td> <td>105</td> <td>103</td> <td>0</td> <td>0</td> <td>3</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>4</td> <td>4</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	9 3 66 8 3 6 3 6 7	3:00	6	3	74	16	3	1	2	105	103	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
1330 a 2 7 10 4 0 6 0 0 0 0 <td>a 2 76 10 4 0 6 10 6 10 0<td>3:15</td><td>9</td><td>3</td><td>66</td><td>8</td><td>3</td><td>0</td><td>3</td><td>92</td><td>88</td><td>0</td><td>0</td><td>1</td><td>1</td><td>0</td><td>0</td><td>0</td><td>2</td><td>2</td><td>0</td><td>0</td><td>6</td><td>0</td><td>0</td><td>0</td><td>0</td><td>6</td><td>6</td></td>	a 2 76 10 4 0 6 10 6 10 0 <td>3:15</td> <td>9</td> <td>3</td> <td>66</td> <td>8</td> <td>3</td> <td>0</td> <td>3</td> <td>92</td> <td>88</td> <td>0</td> <td>0</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>2</td> <td>0</td> <td>0</td> <td>6</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>6</td> <td>6</td>	3:15	9	3	66	8	3	0	3	92	88	0	0	1	1	0	0	0	2	2	0	0	6	0	0	0	0	6	6
1345 6 1 9 1 0 5 11 113 0 0 1 0 </td <td>6 1 9 1 0 5 13 13 0</td> <td>3:30</td> <td>8</td> <td>2</td> <td>76</td> <td>10</td> <td>4</td> <td>0</td> <td>6</td> <td>106</td> <td>106</td> <td>0</td> <td>0</td> <td>4</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>4</td> <td>4</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>1</td>	6 1 9 1 0 5 13 13 0	3:30	8	2	76	10	4	0	6	106	106	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1
virb 23 3 37 43 11 1 16 416 410 0 0 <th< td=""><td>29 30 43 11 1 16 416 40 0 12 2 0 0 14 14 0 0 0 0 14 14 0 0 12 2 0 0 14 14 0 0 0 0 0 13 14 0 0 0 13 13 0 0 14 14 0 0 0 1 1 0 0 0 0 0 13 14 0 0 14 <t< td=""><td>3:45</td><td>6</td><td>1</td><td>91</td><td>9</td><td>1</td><td>0</td><td>5</td><td>113</td><td>113</td><td>0</td><td>0</td><td>4</td><td>0</td><td>0</td><td>0</td><td>0</td><td>4</td><td>4</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1</td><td>1</td></t<></td></th<>	29 30 43 11 1 16 416 40 0 12 2 0 0 14 14 0 0 0 0 14 14 0 0 12 2 0 0 14 14 0 0 0 0 0 13 14 0 0 0 13 13 0 0 14 14 0 0 0 1 1 0 0 0 0 0 13 14 0 0 14 <t< td=""><td>3:45</td><td>6</td><td>1</td><td>91</td><td>9</td><td>1</td><td>0</td><td>5</td><td>113</td><td>113</td><td>0</td><td>0</td><td>4</td><td>0</td><td>0</td><td>0</td><td>0</td><td>4</td><td>4</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1</td><td>1</td></t<>	3:45	6	1	91	9	1	0	5	113	113	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1
Hardo J J I <td>3 3 1 1 0 1 1 1 1 1 1 1 0</td> <td>1:00</td> <td>29</td> <td>9</td> <td>307</td> <td>43</td> <td></td> <td>1</td> <td>16</td> <td>416</td> <td>410</td> <td>0</td> <td>0</td> <td>12</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>14</td> <td>14</td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>8</td> <td>8</td>	3 3 1 1 0 1 1 1 1 1 1 1 0	1:00	29	9	307	43		1	16	416	410	0	0	12	2	0	0	0	14	14	0	0		0	0	0	0	8	8
1 1 1 1 1 1 1 1 1 1 0	1 1 2 0 1 2 0 1 1 0	1:15	5	'n	, ,	12	2	0	4	112	113	0	n	1	n	n	0	0	1	1	0	n	2	0	n	0	0	2	2
Interfere Interfere <t< td=""><td>1 1 1 2 1</td><td>4:30</td><td>2</td><td>0</td><td>75</td><td>12</td><td>2</td><td>0</td><td>1</td><td>92</td><td>92</td><td>0</td><td>ō</td><td></td><td>0</td><td>o</td><td>0</td><td>0</td><td></td><td>0</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>o</td><td>õ</td><td>1</td><td>1</td></t<>	1 1 1 2 1	4:30	2	0	75	12	2	0	1	92	92	0	ō		0	o	0	0		0	0	0	1	0	0	o	õ	1	1
VTOT 18 4 22 47 7 2 9 48 46 0	18 4 22 4 7 2 9 46 66 0 <td>1:45</td> <td>6</td> <td>1</td> <td>81</td> <td>8</td> <td>3</td> <td>1</td> <td>2</td> <td>102</td> <td>101</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>ō</td> <td>0</td> <td>0</td> <td>0</td>	1:45	6	1	81	8	3	1	2	102	101	0	0	1	0	0	0	0	1	1	0	0	0	0	0	ō	0	0	0
15:00 3 0 90 8 2 0 6 190 14 0 0 2 0 0 0 2 2 0	3 0 90 8 2 0 6 109 14 0 0 2 0 <td>тот</td> <td>18</td> <td>4</td> <td>321</td> <td>47</td> <td>7</td> <td>2</td> <td>9</td> <td>408</td> <td>406</td> <td>0</td> <td>0</td> <td>5</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>5</td> <td>5</td> <td>o</td> <td>0</td> <td>4</td> <td>0</td> <td>0</td> <td>o</td> <td>0</td> <td>4</td> <td>4</td>	тот	18	4	321	47	7	2	9	408	406	0	0	5	0	0	0	0	5	5	o	0	4	0	0	o	0	4	4
15:15 5 2 74 8 3 1 4 97 99 0<	5 2 74 8 3 1 4 97 99 0	5:00	3	0	90	8	2	0	6	109	114	0	0	2	0	0	0	0	2	2	0	0	0	1	0	0	0	1	1
1530 4 3 75 8 2 1 6 99 102 1 0<	4 3 75 8 2 1 6 99 102 1 0 <td>5:15</td> <td>5</td> <td>2</td> <td>74</td> <td>8</td> <td>3</td> <td>1</td> <td>4</td> <td>97</td> <td>99</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>1</td>	5:15	5	2	74	8	3	1	4	97	99	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
15.45 10 0 78 14 1 0 6 109 108 0 </td <td>10 0 78 14 1 0 6 168 0<td>5:30</td><td>4</td><td>3</td><td>75</td><td>8</td><td>2</td><td>1</td><td>6</td><td>99</td><td>102</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1</td><td>0</td><td>1</td><td>0</td><td>1</td><td>1</td><td>0</td><td>0</td><td>0</td><td>3</td><td>2</td></td>	10 0 78 14 1 0 6 168 0 <td>5:30</td> <td>4</td> <td>3</td> <td>75</td> <td>8</td> <td>2</td> <td>1</td> <td>6</td> <td>99</td> <td>102</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>1</td> <td>0</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>3</td> <td>2</td>	5:30	4	3	75	8	2	1	6	99	102	1	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	3	2
VTOT 22 5 317 38 8 2 22 44 422 1 0 </td <td>22 5 37. 38. 8. 2. 24. 44. 42. 1 0 8 1 0 0 1</td> <td>5:45</td> <td>10</td> <td>0</td> <td>78</td> <td>14</td> <td>1</td> <td>0</td> <td>6</td> <td>109</td> <td>108</td> <td>0</td> <td>0</td> <td>6</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>7</td> <td>7</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	22 5 37. 38. 8. 2. 24. 44. 42. 1 0 8 1 0 0 1	5:45	10	0	78	14	1	0	6	109	108	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
1600 a 2 7a 6 0 0 103 104 0	a 2 78 6 0 0 101	тот	22	5	317	38	8	2	22	414	422	1	0	8	1	0	0	0	10	9	1	0	2	2	0	0	0	5	4
16.15 4 2 90 9 1 0 5 11 12 0<	4 2 90 9 1 0 5 11 12 0 0 1 0 0 0 1 1 0	5:00	8	2	78	6	0	0	9	103	104	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
10:3.0 10 4 67 7 3 0 7 118 16 0 <th< td=""><td>10 4 87 7 3 0 7 18 16 0 0 1 0 0 1 1 1 0 0 1 0 0 1 1 0 0 1 0 0 1 0 0 0 0 0 1 1 0 0 0 0 1 1 0<td>p:15</td><td>4</td><td>2</td><td>90</td><td>9</td><td>1</td><td>0</td><td>5</td><td>111</td><td>112</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></td></th<>	10 4 87 7 3 0 7 18 16 0 0 1 0 0 1 1 1 0 0 1 0 0 1 1 0 0 1 0 0 1 0 0 0 0 0 1 1 0 0 0 0 1 1 0 <td>p:15</td> <td>4</td> <td>2</td> <td>90</td> <td>9</td> <td>1</td> <td>0</td> <td>5</td> <td>111</td> <td>112</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	p:15	4	2	90	9	1	0	5	111	112	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
i i is i is	r r	5:30	10	4	87	7	3	0	7	118	116	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
x, x, y, x, z,	x x	7.45	7	1	95	8	0	1	3	115	113	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	U	1	1
17.15 6 0 72 8 0 0 3 89 87 1 0<	6 0 72 8 0 0 3 86 67 1 0 0 0 0 0 1 0	7:00	8	4	350	30	4		24	447 QR	440 92	0	0	0	1	0	0	0	4	4	0	0	2	n	0		0	0	2
Image: Normal and Strate Strate Image: Normal and Strate <td>2 2 99 4 0 0 3 110 100 0 2 0 0 0 2 2 2 0<td>7:15</td><td>6</td><td>~ 0</td><td>72</td><td>8</td><td>0</td><td>0</td><td>2</td><td>89</td><td>87</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>2</td><td>0</td><td>0</td><td>0</td><td>0</td><td>2</td><td>2</td></td>	2 2 99 4 0 0 3 110 100 0 2 0 0 0 2 2 2 0 <td>7:15</td> <td>6</td> <td>~ 0</td> <td>72</td> <td>8</td> <td>0</td> <td>0</td> <td>2</td> <td>89</td> <td>87</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>2</td>	7:15	6	~ 0	72	8	0	0	2	89	87	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	2	2
TATAS 6 1 90 7 0 1 2 107 105 107 105 0 <	6 1 90 7 0 1 2 107 105 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 1 <td>7:30</td> <td>2</td> <td>2</td> <td>99</td> <td>4</td> <td>0</td> <td>0</td> <td>3</td> <td>110</td> <td>110</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	7:30	2	2	99	4	0	0	3	110	110	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
Image: Normal base with the state withe state with the state with the state with the state with the sta		7:45	6	1	90	7	0	1	2	107	105	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:00 7 1 87 5 0 0 7 10 0 0 0 0 0 1 1 1 0 0 0 0 1 1 18:15 4 0 79 6 1 0 5 95 97 0	22 7 341 22 1 1 10 404 394 1 0 5 1 0 0 0 7 6 0 0 3 0 0 0 0 3	тот	22	7	341	22	1	1	10	404	394	1	0	5	1	0	0	0	7	6	0	0	3	0	0	0	0	3	3
18:15 4 0 79 6 1 0 5 95 97 0<	7 1 87 5 0 0 7 107 108 0 0 1 0 0 0 0 1 1 0 0 1 0 0 0 0 1	3:00	7	1	87	5	0	0	7	107	108	0	0	1	0	0	0	0	1	1	o	0	1	0	0	0	0	1	1
1830 13 1 81 7 0 <td>4 0 79 6 1 0 5 95 97 0 0 0 0 0 0 0 0 0 0 1 0 0 0 1</td> <td>3:15</td> <td>4</td> <td>0</td> <td>79</td> <td>6</td> <td>1</td> <td>0</td> <td>5</td> <td>95</td> <td>97</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>1</td>	4 0 79 6 1 0 5 95 97 0 0 0 0 0 0 0 0 0 0 1 0 0 0 1	3:15	4	0	79	6	1	0	5	95	97	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:45 5 2 94 6 1 0 114 115 0 1 1 1 1 0 0 0 0 1 1 1 0 0 0 0 0 0 1 1 1 0 0 0 0 0 0 1 1 1 0	13 1 81 7 0 0 3 105 97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 0 0 0 2	3:30	13	1	81	7	0	0	3	105	97	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
4/TOT 29 4 341 24 2 0 21 421 417 0 0 1 0 0 0 1 1 0 0 5 0 0 0 5 5	5 2 94 6 1 0 6 114 115 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 1	3:45	5	2	94	6	1	0	6	114	115	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Automation	29 4 341 24 2 0 21 421 417 0 0 1 0 0 0 1 1 0 0 5 0 0 0 5	тот	29	4	341	24	2	0	21	421	417	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5

WANU		LAS	5111					-	-																		
SITE:			10																		DAT	E:	27	th Fe	brua	ary 2	020
OCAT	ION:		Prus	sia	Stree	et/Au	ghri	m St	reet,	/Mar	nor S	Stree	t								DAY	:			Т	hurs	sday
					-																						
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	0GV1	OGV2	BUS	тот	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	тот	PCL
07:00	1	1	53	4	0	0	1	60	60	0	0	7	0	0	0	0	7	7	1	0	35	3	0	1	1	41	43
07:15	6	1	61	10	2	0	1	81	78	0	0	10	0	0	0	0	10	10	1	1	45	7	4	1	5	64	71
07:30	7	0	41	7	0	0	1	56	51	2	0	4	2	1	0	0	9	8	3	1	64	8	2	2	5	85	91
07:45	16	1	35	8	1	0	1	62	50	1	0	10	0	0	0	0	11	10	5	0	68	4	2	1	3	83	84
H/TOT	30	3	190	29	3	0	4	259	239	3	0	31	2	1	0	0	37	35	10	2	212	22	8	5	14	273	288
08:00	16	1	41	3	0	0	2	63	52	1	0	14	2	3	0	0	20	21	4	4	65	9	2	0	2	86	83
08:30	14	1	46	5	0	0	1	67	56	1	0	25	2	0	0	0	29	28	4	1	47	12	2	1	4	72	75
08:45	12	0	38	4	1	0	2	57	50	4	0	21	2	0	0	0	27	24	7	1	57	2	4	0	2	73	71
н/тот	56	2	176	17	2	0	6	259	220	6	0	73	9	3	0	0	91	88	19	6	229	32	11	1	13	311	312
09:00	11	0	55	7	0	0	2	75	68	1	0	28	4	2	0	0	35	35	6	0	74	10	3	0	5	98	100
09:15	9	0	50	5	3	0	2	69	65	1	0	22	2	0	0	0	25	24	2	0	65	9	3	0	3	82	85
09:30	6	1	45	5	1	0	2	60	57	2	0	11	2	0	0	1	16	15	2	0	53	6	0	3	2	66	70
09:45	9	0	48	9	0	0	4	70	67	1	0	11	5	1	0	0	18	18	0	1	53	8	0	1	8	71	80
н/тот	35	1	198	26	4	0	10	274	257	5	0	72	13	3	0	1	94	93	10	1	245	33	6	4	18	317	335
10:00	4	0	38	3	2	1	0	48	47	0	0	10	1	0	0	0	11	11	3	1	50	3	2	0	6	65	69
10:15	4	0	33	11	0	0	1	49	47	0	0	8	4	0	0	0	12	12	0	1	46	10	2	3	3	65	72
10:30	2	0	43	5	1	0	1	38	38	2	0	16	2	0	0	0	18	10		0	33	6	5	1	5	63	72
н/тот	12	0	142	25	4	1	3	187	184	2	0	45	12	0	0	0	59	57	4	3	195	30	11	4	20	267	293
11:00	1	0	28	5	2	0	1	37	38	0	0	19	3	0	0	0	22	22	4	0	68	8	4	0	3	87	89
11:15	0	0	25	5	0	0	1	31	32	2	1	17	4	2	0	0	26	25	2	0	48	15	5	3	5	78	88
11:30	6	0	12	4	1	0	1	24	21	1	0	17	6	1	0	0	25	25	0	0	64	13	1	2	3	83	89
11:45	4	0	29	2	1	0	1	37	35	1	0	18	4	1	0	0	24	24	1	1	50	14	5	1	3	75	80
н/тот	11	0	94	16	4	0	4	129	126	4	1	71	17	4	0	0	97	95	7	1	230	50	15	6	14	323	346
12:00	0	0	23	5	1	0	1	30	32	0	0	21	3	3	0	0	27	29	1	0	74	10	3	0	4	92	97
12:15	4	0	26	6	3	0	1	40	39	1	0	27	5	3	0	0	36	37	5	0	69	9	3	1	1	88	88
12:30	2	0	22	3	0	0	1	28	27	0	0	20	4	1	0	1	26	28	9	1	93	18	5	1	5	132	133
12:45	4	0	17	2	1	0	1	25	23	2	0	26	5	0	0	0	33	31	7	3	73	16	2	1	1	103	99
13:00	10	0	12	16	5	0	4	123	122	3	0	94	17	7	0		122	124	22		309	53	13	3		415	416
13:15	2	1	27	2	1	0	1	34	33	1	1	25	5	0	0	0	33	32	4	1	81	14	2	0	4	105	106
13:30	3		28	2	0	0	1	34	33	6		17	7	0	0	1	31	27	6	2	76	17	0	0	4	105	103
13:45	5	0	12	3	0	0	0	20	16	2	0	32	3	1	0	1	39	39	6	0	79	12	3	2	1	103	103
н/тот	13	1	80	8	2	0	2	106	98	10	1	98	20	1	0	2	132	126	22	5	331	56	5	2	13	434	432
14:00	5	0	15	2	1	0	1	24	22	3	0	38	4	1	0	0	46	44	6	2	64	14	2	0	3	91	89
14:15	4	1	26	1	0	0	1	33	30	2	0	28	8	0	0	1	39	38	3	0	100	12	1	0	3	119	120
14:30	4	0	25	4	1	0	0	34	31	3	0	23	3	0	0	0	29	27	6	0	62	11	1	0	5	85	86
14:45	2	0	12	1	0	0	1	16	15	0	0	32	3	0	0	1	36	37	3	1	88	14	4	0	5	115	119
н/тот	15	1	78	8	2	0	3	107	98	8	0	121	18	1	0	2	150	146	18	3	314	51	8	0	16	410	414
15:00	1	0	16	2	0	1	1	21	23	2	0	44	5	1	0	1	53	53	2	1	73	19	2	0	6	103	108
15:15	0	1	19	2	0	0	1	23	23	2	0	46	6	0	0	1	55	54	5	2	98	17	2	0	4	128	128
15:45	3	1	17	3	0	0	1	24	24	3	0	4d 51	9	0	0	0	63	61	4	2	85	14	4	1	3	116	103
н/тот	6	2	65	10	1	1	4	89	89	12	1	189	31	1	0	3	237	230	18	7	338	61	8	2	16	450	454
16:00	0	0	17	2	0	0	0	19	19	8	1	54	12	0	0	0	75	68	10	3	97	14	2	0	4	130	125
16:15	2	0	13	1	0	0	1	17	16	8	1	67	8	0	0	0	84	77	9	0	109	29	2	0	2	151	147
16:30	1	0	18	1	0	0	1	21	21	8	3	40	7	0	0	1	59	52	10	1	102	16	1	0	4	134	130
16:45	2	0	18	4	0	0	1	25	24	5	0	64	11	0	0	0	80	76	14	2	113	19	0	0	5	153	146
н/тот	5	0	66	8	0	0	3	82	81	29	5	225	38	0	0	1	298	273	43	6	421	78	5	0	15	568	548
17:00	3	0	13	1	0	0	2	19	19	3	1	62	11	0	0	0	77	74	17	2	109	15	1	0	5	149	140
17:15	3	0	15	2	2	0	0	22	21	13	1	52	7	0	0	0	73	62	29	1	101	12	0	0	9	152	137
17:30	2	0	22	3	0	0	1	28	27	10	1	53	5	0	0	1	70	62	15	4	97	15	0	0	5	136	127
17:45	4	0	16	0	0	0	1	21	19	26	1	55	6	0	0	0	88	67	13	2	89	11	1	0	5	121	115
18-00	12	0	66	6	2	0	4	90	85	52	4	222	29	0	0	1	308	265	74	9	396	53	2	0	24	558	518
18.00	7	0	20	2	0	0	1	30	25	10	1	42 58	4	0	0	0	57	48	14	2	98 97	6	1	0	8	129	125
18:30	5	1	19	,	1	n	0	20	24	11	2	30 44	4	1	n	0	64	55	12	4	97 89	4 14	2	0	4	127	123
18:45	5	0	20	5	1	0	1	32	30	7	0	55	3	2	o	0	67	62	12	3	101	8	2	0	7	133	130
н/тот	21	1	76	10	3	0	3	114	101	37	5	199	17	4	0	0	262	231	62	9	385	32	6	0	26	520	494



Appendix B

TRICS Data



TRICS 7.7.1 070420 B19.39 Databa	se right of TRICS Con	sortium Limited,	2020. All rights reserved	Wednesday	22/04/20 Page 1
Cronin & Sutton Consulting Engineers	19-22 Dame Street	Dublin 2		Licence	No: 656801
TRIP RATE CALCULATION SE	LECTION PARAMET	ERS:	Calculation Reference:	AUDIT-656801-2	00422-0427
Land Use : 03 - RESIDENTI Category : A - HOUSES PRI VEHICLES	AL IVATELY OWNED				

5000	cicu reg	ions and areas.	
01	GREA	TER LONDON	
	HO	HOUNSLOW	1 days
	WF	WALTHAM FOREST	1 days
06	WEST	MIDLANDS	
	ST	STAFFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 davs

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

Primary Filtering selection:

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

Parameter:No of DwellingsActual Range:9 to 89 (units:)Range Selected by User:4 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/12 to 19/11/19

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

2 days 1 days 1 days

4 days

0 days

Selected survey days:	
Monday	
Thursday	
Friday	

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

<u>Selected survey types:</u> Manual count Directional ATC Count

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

4

3 1

<u>Selected Locations:</u> Edge of Town Centre

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

Selected Location Sub Categories:	
Residential Zone	
No Sub Category	

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.

Private Houses	int of TRICS Consortium Limited, 2020. All rights	Page
& Sutton Consulting Engineers 19-	22 Dame Street Dublin 2	Licence No: 6568
Secondary Filtering selection:		
Use Class:		
C3	4 days	
This data displays the number of sur has been used for this purpose, whic	veys per Use Class classification within the select h can be found within the Library module of TRIC	ed set. The Use Classes Order 2005 CS®.
Population within 1 mile:		
25,001 to 50,000	2 days	
50,001 to 100,000	2 days	
This data displays the number of sel	ected surveys within stated 1-mile radii of popula	tion.
Population within 5 miles:		
250,001 to 500,000	2 days	
500,001 or More	2 days	
This data displays the number of sel	ected surveys within stated 5-mile radii of popula	tion.
Car ownership within 5 miles:		
0.6 to 1.0	3 days	
1.1 to 1.5	1 days	
This data displays the number of sel- within a radius of 5-miles of selected	ected surveys within stated ranges of average car survey sites.	rs owned per residential dwelling,
Travel Plan:		
No	4 days	
This data displays the number of sur and the number of surveys that were	veys within the selected set that were undertaken a undertaken at sites without Travel Plans.	n at sites with Travel Plans in place,
PTAL Rating:		
No PTAL Present	2 days	
3 Moderate	1 days	
5 Very Good	1 days	
This data displays the number of sel	ected surveys with PTAL Ratings.	

TRICS 7.7.1 B089 Privat	. 070420 B19.39 Da e Houses	tabase right of TRICS Cor	nsortium Limited,	2020. All rights reserved	Wednesday	22/04/20 Page 3
Cronin & Sut	ton Consulting Enginee	ers 19-22 Dame Street	Dublin 2		Licence	No: 656801
LIST	OF SITES relevant to s	selection parameters				
1	HO-03-A-02 HIBERNIAN ROAD HOUNSLOW	MIXED HOUSES		HOUNSLOW		
2	Edge of Town Centre Residential Zone Total No of Dwellings <i>Survey date:</i> ST-03-A-06 STANFORD ROAD WOLVERHAMPTON BLAKENHALL	: MONDAY SEMI-DET. & TERRACE	50 29/06/15 D	Survey Type: MANUA STAFFORDSHIRE	L	
3	Edge of Town Centre No Sub Category Total No of Dwellings <i>Survey date:</i> WF-03-A-02 PALMERSTON ROAD WALTHAMSTOW	: FRIDAY SEMI DETACHED & TEI	17 09/05/14 RRACED	Survey Type: MANUA WALTHAM FOREST	L	
4	Edge of Town Centre Residential Zone Total No of Dwellings <i>Survey date:</i> WM-03-A-05 COUNDON ROAD COVENTRY	: THURSDAY TERRACED & DETACHE	9 06/06/19 D	Survey Type: MANUA WEST MIDLANDS	L	
	Edge of Town Centre Residential Zone Total No of Dwellings Survey date:	:: MONDAY	89 21/11/16	Survey Type: MANUA	L	

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Houses		Page 4
Cronin & Sutton Consulting Eng	ineers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

OLD print indicates peak (busiest) perio

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.042	4	41	0.158	4	41	0.200
08:00 - 09:00	4	41	0.121	4	41	0.255	4	41	0.376
09:00 - 10:00	4	41	0.085	4	41	0.121	4	41	0.206
10:00 - 11:00	4	41	0.103	4	41	0.109	4	41	0.212
11:00 - 12:00	4	41	0.139	4	41	0.121	4	41	0.260
12:00 - 13:00	4	41	0.152	4	41	0.145	4	41	0.297
13:00 - 14:00	4	41	0.145	4	41	0.152	4	41	0.297
14:00 - 15:00	4	41	0.073	4	41	0.133	4	41	0.206
15:00 - 16:00	4	41	0.158	4	41	0.109	4	41	0.267
16:00 - 17:00	4	41	0.176	4	41	0.103	4	41	0.279
17:00 - 18:00	4	41	0.224	4	41	0.139	4	41	0.363
18:00 - 19:00	4	41	0.236	4	41	0.133	4	41	0.369
19:00 - 20:00	2	30	0.237	2	30	0.169	2	30	0.406
20:00 - 21:00	2	30	0.288	2	30	0.203	2	30	0.491
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates			2 1 7 9			2 050			4 229

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Parameter summary

Trip rate parameter range selected:	9 - 89 (units:)
Survey date date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRICS 7.7.1 070420 B19.39	Wednesday 22/04/20	
B089 Private Houses		Page 5
Cronin & Sutton Consulting Engi	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.012	4	41	0.012	4	41	0.024
09:00 - 10:00	4	41	0.006	4	41	0.006	4	41	0.012
10:00 - 11:00	4	41	0.012	4	41	0.006	4	41	0.018
11:00 - 12:00	4	41	0.000	4	41	0.006	4	41	0.006
12:00 - 13:00	4	41	0.006	4	41	0.006	4	41	0.012
13:00 - 14:00	4	41	0.012	4	41	0.006	4	41	0.018
14:00 - 15:00	4	41	0.000	4	41	0.006	4	41	0.006
15:00 - 16:00	4	41	0.012	4	41	0.012	4	41	0.024
16:00 - 17:00	4	41	0.006	4	41	0.006	4	41	0.012
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.006	4	41	0.006	4	41	0.012
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Pates:			0.072			0.072			0 144

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserve	d Wednesday 22/04/20
B089 Private Houses		Page 6
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS		DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.018	4	41	0.018	4	41	0.036
09:00 - 10:00	4	41	0.006	4	41	0.006	4	41	0.012
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.012	4	41	0.000	4	41	0.012
12:00 - 13:00	4	41	0.006	4	41	0.012	4	41	0.018
13:00 - 14:00	4	41	0.012	4	41	0.006	4	41	0.018
14:00 - 15:00	4	41	0.006	4	41	0.006	4	41	0.012
15:00 - 16:00	4	41	0.006	4	41	0.018	4	41	0.024
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.006	4	41	0.006	4	41	0.012
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.072			0 144

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.

TRICS 7.7.1 070420 B19.39	Wednesday 22/04/20	
B089 Private Houses		Page 7
Cronin & Sutton Consulting Engi	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS		DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.006	4	41	0.006	4	41	0.012
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000
16:00 - 17:00	4	41	0.012	4	41	0.012	4	41	0.024
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Pates:			0.018			0.018			0.036

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserve	d Wednesday 22/04/20
B089 Private Houses		Page 8
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

born brint mulcates peak (busiest) peno

		ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	4	41	0.000	4	41	0.006	4	41	0.006	
08:00 - 09:00	4	41	0.000	4	41	0.018	4	41	0.018	
09:00 - 10:00	4	41	0.006	4	41	0.006	4	41	0.012	
10:00 - 11:00	4	41	0.000	4	41	0.018	4	41	0.018	
11:00 - 12:00	4	41	0.006	4	41	0.000	4	41	0.006	
12:00 - 13:00	4	41	0.006	4	41	0.012	4	41	0.018	
13:00 - 14:00	4	41	0.012	4	41	0.000	4	41	0.012	
14:00 - 15:00	4	41	0.006	4	41	0.006	4	41	0.012	
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000	
16:00 - 17:00	4	41	0.012	4	41	0.012	4	41	0.024	
17:00 - 18:00	4	41	0.018	4	41	0.000	4	41	0.018	
18:00 - 19:00	4	41	0.006	4	41	0.012	4	41	0.018	
19:00 - 20:00	2	30	0.034	2	30	0.000	2	30	0.034	
20:00 - 21:00	2	30	0.017	2	30	0.000	2	30	0.017	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.123			0.090			0.213	

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Houses		Page 9
Cronin & Sutton Consulting Engi	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS		DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.030	4	41	0.121	4	41	0.151
08:00 - 09:00	4	41	0.061	4	41	0.206	4	41	0.267
09:00 - 10:00	4	41	0.055	4	41	0.067	4	41	0.122
10:00 - 11:00	4	41	0.067	4	41	0.067	4	41	0.134
11:00 - 12:00	4	41	0.097	4	41	0.079	4	41	0.176
12:00 - 13:00	4	41	0.097	4	41	0.079	4	41	0.176
13:00 - 14:00	4	41	0.073	4	41	0.103	4	41	0.176
14:00 - 15:00	4	41	0.067	4	41	0.103	4	41	0.170
15:00 - 16:00	4	41	0.109	4	41	0.067	4	41	0.176
16:00 - 17:00	4	41	0.115	4	41	0.067	4	41	0.182
17:00 - 18:00	4	41	0.164	4	41	0.085	4	41	0.249
18:00 - 19:00	4	41	0.188	4	41	0.091	4	41	0.279
19:00 - 20:00	2	30	0.203	2	30	0.153	2	30	0.356
20:00 - 21:00	2	30	0.254	2	30	0.186	2	30	0.440
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates			1 580			1 474			3 054

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Houses		Page 10
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	4	41	0.006	4	41	0.018	4	41	0.024	
08:00 - 09:00	4	41	0.024	4	41	0.006	4	41	0.030	
09:00 - 10:00	4	41	0.012	4	41	0.030	4	41	0.042	
10:00 - 11:00	4	41	0.012	4	41	0.018	4	41	0.030	
11:00 - 12:00	4	41	0.018	4	41	0.012	4	41	0.030	
12:00 - 13:00	4	41	0.006	4	41	0.018	4	41	0.024	
13:00 - 14:00	4	41	0.018	4	41	0.012	4	41	0.030	
14:00 - 15:00	4	41	0.000	4	41	0.006	4	41	0.006	
15:00 - 16:00	4	41	0.000	4	41	0.006	4	41	0.006	
16:00 - 17:00	4	41	0.012	4	41	0.000	4	41	0.012	
17:00 - 18:00	4	41	0.024	4	41	0.024	4	41	0.048	
18:00 - 19:00	4	41	0.018	4	41	0.006	4	41	0.024	
19:00 - 20:00	2	30	0.034	2	30	0.017	2	30	0.051	
20:00 - 21:00	2	30	0.000	2	30	0.017	2	30	0.017	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0 184			0 190			0 374	

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Houses		Page 11
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801

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

		ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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								į		
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000	
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000	
09:00 - 10:00	4	41	0.006	4	41	0.006	4	41	0.012	
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000	
11:00 - 12:00	4	41	0.000	4	41	0.006	4	41	0.006	
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000	
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000	
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000	
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000	
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000	
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000	
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000	
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000	
20:00 - 21:00	2	30	0.034	2	30	0.000	2	30	0.034	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.040			0.012			0.052	

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Houses		Page 12
Cronin & Sutton Consulting Engi	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Light Vehicles (LV) Calculation factor: 1 DWELLS

	5	nrint	indicates	neak	(husiest)	neriod
OLL	-	princ	inuicates	peak	(Dusiest)	periou

	ARRIVALS				DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000	
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000	
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000	
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000	
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000	
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000	
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000	
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000	
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000	
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000	
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000	
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000	
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000	
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.000			0.000			0.000	

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.

TRICS 7.7.1 070420 B19.39 D	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Houses		Page 13
Cronin & Sutton Consulting Engine	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED **Rigid Trucks - No Trailer (OGV1) Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period**

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Houses		Page 14
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED Trucks Towing Trailers (OGV2) Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Houses		Page 15
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED Buses

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Houses		Page 16
Cronin & Sutton Consulting Engi	neers 19-22 Dame Street Dublin 2	Licence No: 656801

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

	ARRIVALS				DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000	
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000	
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000	
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000	
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000	
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000	
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000	
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000	
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000	
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000	
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000	
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000	
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000	
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.000			0.000			0.000	

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.
TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Houses		Page 17
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED Cvcles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserve	d Wednesday 22/04/20
B089 Private Houses		Page 18
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Scooters Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

bord print indicates peak (busiest) perio

	ARRIVALS				DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000	
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000	
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000	
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000	
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000	
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000	
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000	
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000	
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000	
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000	
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000	
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000	
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000	
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.000			0.000			0.000	

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.

TRICS 7.7.1 070420 B19.39 E	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Houses		Page 19
Cronin & Sutton Consulting Engine	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED Non-Vehicular People Movements (NVPM) Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

a Sutton Co	onsulting Engineers	19-22 Dame Street	Dublin 2		Licence No: 656801
				Calculation Reference:	AUDIT-656801-200422-0405
TRIP RAT	E CALCULATION S	ELECTION PARAMET	ERS:		
Land Use	: 03 - RESIDENT	TAL			
Category	: C - FLATS PRIV	ATELY OWNED			
VEHICL	ES				
Selected re	egions and areas:				
01 GRE	ATER LONDON				
BE	BEXLEY		1 days		
HO	HOUNSLOW		1 days		
KI	KINGSTON		1 days		
SK	SOUTHWARK		1 days		
02 SOL	TH EAST				
HC	HAMPSHIRE		1 days		
06 WES	ST MIDLANDS				
	WEST MIDLANDS	•	1 days		

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

Parameter:No of DwellingsActual Range:20 to 150 (units:)Range Selected by User:6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision: Selection by:

Date Range: 01/01/12 to 14/11/19

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

1 days

1 days

1 davs

3 days

6 days 0 days

Include all surveys

<u>Selected survey days:</u> Monday Tuesday Wednesday Friday

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

Selected survey types:	
Manual count	
Directional ATC Count	

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

6

1

3

2

<u>Selected Locations:</u> Edge of Town Centre

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.

<u>Selected Location Sub Categories:</u> Development Zone Residential Zone Built-Up Zone

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.

· · · · · · · · · · · · · · · · · · ·		, 5	Page
n & Sutton Consulting Eng	ineers 19-22 Dame Street	Dublin 2	Licence No: 65680
Secondary Filtering	selection:		
Use Class:			
C3	6	days	
This data displays the r has been used for this	number of surveys per Use Clas purpose, which can be found w	ss classification within the selected set. The U ithin the Library module of TRICS®.	se Classes Order 2005
Population within 1 mil	<u>e:</u>		
25,001 to 50,000	5	days	
50,001 to 100,000	1	days	
This data displays the r	number of selected surveys wit	hin stated 1-mile radii of population.	
Population within 5 mil	es:		
250,001 to 500,000	2	days	
500,001 or More	4	days	
This data displays the r	number of selected surveys wit	hin stated 5-mile radii of population.	
Car ownership within 5	miles:		
0.6 to 1.0	5	days	
1.1 to 1.5	1	days	
This data displays the r within a radius of 5-mil	number of selected surveys wit es of selected survey sites.	hin stated ranges of average cars owned per	residential dwelling,
Travel Plan:			
Yes	2	davs	
No	4	days	
This data displays the r and the number of surv	number of surveys within the s reys that were undertaken at s	elected set that were undertaken at sites with ites without Travel Plans.	Travel Plans in place,
PTAL Rating:			
No PTAL Present	2	davs	
2 Poor	2	davs	
3 Moderate	1	davs	
6b (High) Excellent	1	days	
This data displays the r	number of selected surveys wit	h PTAL Patings	
This uata displays the i	iumber of selected surveys wit	II FIAL Raunys.	

S 7.7.1 Privat	L 070420 B19.39 Da te Apartments	atabase right of TRICS Co	nsortium Limited, 2020	. All rights reserved	Wednesday	22/04/20 Page 3
n & Sut	ton Consulting Engine	ers 19-22 Dame Street	: Dublin 2		Licence	No: 65680
LIST	OF SITES relevant to	selection parameters				
1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS		BEXLEY		
2	Edge of Town Centre Residential Zone Total No of Dwelling: Survey date: HC-03-C-01 CROSS STREET PORTSMOUTH	s: WEDNESDAY BLOCKS OF FLATS	79 19/09/18	Survey Type: MANUA HAMPSHIRE	L	
3	Edge of Town Centre Built-Up Zone Total No of Dwelling: Survey date: HO-03-C-03 COMMERCE ROAD BRENTFORD	s: TUESDAY BLOCKS OF FLATS	90 <i>05/06/18</i>	Survey Type: MANUA HOUNSLOW	L	
4	Edge of Town Centre Development Zone Total No of Dwelling: Survey date: K1-03-C-03 PORTSMOUTH ROAD SURBITON	S: FRIDAY BLOCK OF FLATS	150 <i>18/11/16</i>	Survey Type: MANUA KINGSTON	L	
5	Edge of Town Centre Residential Zone Total No of Dwelling: Survey date: SK-03-C-01 PARK STREET SOUTHWARK	s: MONDAY BLOCK OF FLATS	20 11/07/16	Survey Type: MANUA SOUTHWARK	L	
6	Edge of Town Centre Built-Up Zone Total No of Dwelling: Survey date: WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE	s: FRIDAY BLOCKS OF FLATS	53 19/09/14	Survey Type: MANUA WEST MIDLANDS	L	
	Edge of Town Centre Residential Zone Total No of Dwelling	5:	55			

11/11/16 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.

Survey Type: MANUAL

Survey date: FRIDAY

TRICS 7.7.1 070420 B19.39 D	atabase right of TRICS Consortium Limited, 2020. All rights reserve	d Wednesday 22/04/20
B089 Private Apartments		Page 4
Cronin & Sutton Consulting Engine	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	6	75	0.040	6	75	0.107	6	75	0.147
08:00 - 09:00	6	75	0.038	6	75	0.132	6	75	0.170
09:00 - 10:00	6	75	0.051	6	75	0.067	6	75	0.118
10:00 - 11:00	6	75	0.081	6	75	0.076	6	75	0.157
11:00 - 12:00	6	75	0.067	6	75	0.089	6	75	0.156
12:00 - 13:00	6	75	0.087	6	75	0.089	6	75	0.176
13:00 - 14:00	6	75	0.069	6	75	0.089	6	75	0.158
14:00 - 15:00	6	75	0.045	6	75	0.043	6	75	0.088
15:00 - 16:00	6	75	0.083	6	75	0.065	6	75	0.148
16:00 - 17:00	6	75	0.121	6	75	0.078	6	75	0.199
17:00 - 18:00	6	75	0.157	6	75	0.110	6	75	0.267
18:00 - 19:00	6	75	0.128	6	75	0.085	6	75	0.213
19:00 - 20:00	3	83	0.104	3	83	0.092	3	83	0.196
20:00 - 21:00	3	83	0.064	3	83	0.064	3	83	0.128
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1 1 3 5			1 186			2 321

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Parameter summary

Trip rate parameter range selected:	20 - 150 (units:)
Survey date date range:	01/01/12 - 14/11/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserve	ved Wednesday 22/04/20
B089 Private Apartments		Page 5
Cronin & Sutton Consulting Engi	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED TAXIS

Calculation factor: 1 DWELLS

ROLD	print	indicates	реак	(busiest)	period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	6	75	0.002	6	75	0.002	6	75	0.004
08:00 - 09:00	6	75	0.002	6	75	0.002	6	75	0.004
09:00 - 10:00	6	75	0.002	6	75	0.002	6	75	0.004
10:00 - 11:00	6	75	0.000	6	75	0.000	6	75	0.000
11:00 - 12:00	6	75	0.009	6	75	0.009	6	75	0.018
12:00 - 13:00	6	75	0.007	6	75	0.007	6	75	0.014
13:00 - 14:00	6	75	0.002	6	75	0.002	6	75	0.004
14:00 - 15:00	6	75	0.000	6	75	0.000	6	75	0.000
15:00 - 16:00	6	75	0.004	6	75	0.002	6	75	0.006
16:00 - 17:00	6	75	0.011	6	75	0.013	6	75	0.024
17:00 - 18:00	6	75	0.011	6	75	0.009	6	75	0.020
18:00 - 19:00	6	75	0.013	6	75	0.013	6	75	0.026
19:00 - 20:00	3	83	0.004	3	83	0.008	3	83	0.012
20:00 - 21:00	3	83	0.000	3	83	0.000	3	83	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Pator:			0.067			0.060			0 126

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Apartments		Page 6
Cronin & Sutton Consulting Engir	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	6	75	0.009	6	75	0.009	6	75	0.018
08:00 - 09:00	6	75	0.000	6	75	0.000	6	75	0.000
09:00 - 10:00	6	75	0.007	6	75	0.004	6	75	0.011
10:00 - 11:00	6	75	0.004	6	75	0.004	6	75	0.008
11:00 - 12:00	6	75	0.002	6	75	0.000	6	75	0.002
12:00 - 13:00	6	75	0.002	6	75	0.002	6	75	0.004
13:00 - 14:00	6	75	0.007	6	75	0.009	6	75	0.016
14:00 - 15:00	6	75	0.000	6	75	0.000	6	75	0.000
15:00 - 16:00	6	75	0.000	6	75	0.002	6	75	0.002
16:00 - 17:00	6	75	0.000	6	75	0.000	6	75	0.000
17:00 - 18:00	6	75	0.000	6	75	0.000	6	75	0.000
18:00 - 19:00	6	75	0.000	6	75	0.000	6	75	0.000
19:00 - 20:00	3	83	0.000	3	83	0.000	3	83	0.000
20:00 - 21:00	3	83	0.000	3	83	0.000	3	83	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.030			0.061

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.

TRICS 7.7.1 070420 B19.39	Wednesday 22/04/20	
B089 Private Apartments		Page 7
Cronin & Sutton Consulting Engi	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED CYCLISTS

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

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	6	75	0.009	6	75	0.016	6	75	0.025
08:00 - 09:00	6	75	0.004	6	75	0.022	6	75	0.026
09:00 - 10:00	6	75	0.007	6	75	0.013	6	75	0.020
10:00 - 11:00	6	75	0.011	6	75	0.011	6	75	0.022
11:00 - 12:00	6	75	0.007	6	75	0.002	6	75	0.009
12:00 - 13:00	6	75	0.000	6	75	0.000	6	75	0.000
13:00 - 14:00	6	75	0.009	6	75	0.002	6	75	0.011
14:00 - 15:00	6	75	0.009	6	75	0.002	6	75	0.011
15:00 - 16:00	6	75	0.000	6	75	0.000	6	75	0.000
16:00 - 17:00	6	75	0.002	6	75	0.000	6	75	0.002
17:00 - 18:00	6	75	0.009	6	75	0.007	6	75	0.016
18:00 - 19:00	6	75	0.007	6	75	0.007	6	75	0.014
19:00 - 20:00	3	83	0.020	3	83	0.000	3	83	0.020
20:00 - 21:00	3	83	0.008	3	83	0.000	3	83	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates			0 102			0.082			0 184

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Apartments		Page 8
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CARS Calculation factor: 1 DWELLS

во

LD	print	indicates	peak	(busiest)	period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	6	75	0.025	6	75	0.085	6	75	0.110
08:00 - 09:00	6	75	0.027	6	75	0.112	6	75	0.139
09:00 - 10:00	6	75	0.034	6	75	0.049	6	75	0.083
10:00 - 11:00	6	75	0.054	6	75	0.049	6	75	0.103
11:00 - 12:00	6	75	0.031	6	75	0.060	6	75	0.091
12:00 - 13:00	6	75	0.047	6	75	0.051	6	75	0.098
13:00 - 14:00	6	75	0.036	6	75	0.045	6	75	0.081
14:00 - 15:00	6	75	0.031	6	75	0.031	6	75	0.062
15:00 - 16:00	6	75	0.058	6	75	0.047	6	75	0.105
16:00 - 17:00	6	75	0.087	6	75	0.049	6	75	0.136
17:00 - 18:00	6	75	0.128	6	75	0.087	6	75	0.215
18:00 - 19:00	6	75	0.105	6	75	0.067	6	75	0.172
19:00 - 20:00	3	83	0.092	3	83	0.076	3	83	0.168
20:00 - 21:00	3	83	0.056	3	83	0.060	3	83	0.116
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.811			0.868			1.679

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Apartments		Page 9
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED LGVS

Calculation factor: 1 DWELLS

BOLD	print	indicat	es peak	(busies	t) period
------	-------	---------	---------	---------	-----------

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	6	75	0.004	6	75	0.009	6	75	0.013
08:00 - 09:00	6	75	0.007	6	75	0.009	6	75	0.016
09:00 - 10:00	6	75	0.002	6	75	0.004	6	75	0.006
10:00 - 11:00	6	75	0.020	6	75	0.020	6	75	0.040
11:00 - 12:00	6	75	0.022	6	75	0.020	6	75	0.042
12:00 - 13:00	6	75	0.029	6	75	0.029	6	75	0.058
13:00 - 14:00	6	75	0.025	6	75	0.029	6	75	0.054
14:00 - 15:00	6	75	0.013	6	75	0.011	6	75	0.024
15:00 - 16:00	6	75	0.018	6	75	0.013	6	75	0.031
16:00 - 17:00	6	75	0.020	6	75	0.016	6	75	0.036
17:00 - 18:00	6	75	0.013	6	75	0.011	6	75	0.024
18:00 - 19:00	6	75	0.004	6	75	0.002	6	75	0.006
19:00 - 20:00	3	83	0.000	3	83	0.004	3	83	0.004
20:00 - 21:00	3	83	0.000	3	83	0.000	3	83	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Pater:			0 177			0 177			0.254

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Apartments		Page 10
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MOTOR CYCLES Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

ord brint mulcates peak (busiest) pend

		ARRIVALS			DEPARTURES	5		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	6	75	0.000	6	75	0.002	6	75	0.002	
08:00 - 09:00	6	75	0.002	6	75	0.009	6	75	0.011	
09:00 - 10:00	6	75	0.007	6	75	0.007	6	75	0.014	
10:00 - 11:00	6	75	0.002	6	75	0.002	6	75	0.004	
11:00 - 12:00	6	75	0.002	6	75	0.000	6	75	0.002	
12:00 - 13:00	6	75	0.002	6	75	0.000	6	75	0.002	
13:00 - 14:00	6	75	0.000	6	75	0.004	6	75	0.004	
14:00 - 15:00	6	75	0.000	6	75	0.000	6	75	0.000	
15:00 - 16:00	6	75	0.002	6	75	0.000	6	75	0.002	
16:00 - 17:00	6	75	0.002	6	75	0.000	6	75	0.002	
17:00 - 18:00	6	75	0.004	6	75	0.002	6	75	0.006	
18:00 - 19:00	6	75	0.004	6	75	0.002	6	75	0.006	
19:00 - 20:00	3	83	0.008	3	83	0.004	3	83	0.012	
20:00 - 21:00	3	83	0.008	3	83	0.004	3	83	0.012	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.043			0.036			0.079	

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Apartments		Page 11
Cronin & Sutton Consulting Engi	neers 19-22 Dame Street Dublin 2	Licence No: 656801

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

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	6	75	0.000	6	75	0.000	6	75	0.000
08:00 - 09:00	6	75	0.000	6	75	0.000	6	75	0.000
09:00 - 10:00	6	75	0.000	6	75	0.000	6	75	0.000
10:00 - 11:00	6	75	0.000	6	75	0.000	6	75	0.000
11:00 - 12:00	6	75	0.000	6	75	0.000	6	75	0.000
12:00 - 13:00	6	75	0.000	6	75	0.000	6	75	0.000
13:00 - 14:00	6	75	0.000	6	75	0.000	6	75	0.000
14:00 - 15:00	6	75	0.000	6	75	0.000	6	75	0.000
15:00 - 16:00	6	75	0.000	6	75	0.000	6	75	0.000
16:00 - 17:00	6	75	0.000	6	75	0.000	6	75	0.000
17:00 - 18:00	6	75	0.000	6	75	0.000	6	75	0.000
18:00 - 19:00	6	75	0.000	6	75	0.000	6	75	0.000
19:00 - 20:00	3	83	0.000	3	83	0.000	3	83	0.000
20:00 - 21:00	3	83	0.000	3	83	0.000	3	83	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consor	rtium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Apartments			Page 12
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street I	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED Rigid Trucks - No Trailer (OGV1) Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	6	75	0.000	6	75	0.000	6	75	0.000	
08:00 - 09:00	6	75	0.000	6	75	0.000	6	75	0.000	
09:00 - 10:00	6	75	0.000	6	75	0.000	6	75	0.000	
10:00 - 11:00	6	75	0.000	6	75	0.000	6	75	0.000	
11:00 - 12:00	6	75	0.000	6	75	0.000	6	75	0.000	
12:00 - 13:00	6	75	0.000	6	75	0.000	6	75	0.000	
13:00 - 14:00	6	75	0.000	6	75	0.000	6	75	0.000	
14:00 - 15:00	6	75	0.000	6	75	0.000	6	75	0.000	
15:00 - 16:00	6	75	0.000	6	75	0.000	6	75	0.000	
16:00 - 17:00	6	75	0.000	6	75	0.000	6	75	0.000	
17:00 - 18:00	6	75	0.000	6	75	0.000	6	75	0.000	
18:00 - 19:00	6	75	0.000	6	75	0.000	6	75	0.000	
19:00 - 20:00	3	83	0.000	3	83	0.000	3	83	0.000	
20:00 - 21:00	3	83	0.000	3	83	0.000	3	83	0.000	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.000			0.000			0.000	

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.

TRICS 7.7.1 070420 B19.39 D	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Apartments		Page 13
Cronin & Sutton Consulting Engine	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED Trucks Towing Trailers (OGV2) Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	6	75	0.000	6	75	0.000	6	75	0.000
08:00 - 09:00	6	75	0.000	6	75	0.000	6	75	0.000
09:00 - 10:00	6	75	0.000	6	75	0.000	6	75	0.000
10:00 - 11:00	6	75	0.000	6	75	0.000	6	75	0.000
11:00 - 12:00	6	75	0.000	6	75	0.000	6	75	0.000
12:00 - 13:00	6	75	0.000	6	75	0.000	6	75	0.000
13:00 - 14:00	6	75	0.000	6	75	0.000	6	75	0.000
14:00 - 15:00	6	75	0.000	6	75	0.000	6	75	0.000
15:00 - 16:00	6	75	0.000	6	75	0.000	6	75	0.000
16:00 - 17:00	6	75	0.000	6	75	0.000	6	75	0.000
17:00 - 18:00	6	75	0.000	6	75	0.000	6	75	0.000
18:00 - 19:00	6	75	0.000	6	75	0.000	6	75	0.000
19:00 - 20:00	3	83	0.000	3	83	0.000	3	83	0.000
20:00 - 21:00	3	83	0.000	3	83	0.000	3	83	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Apartments		Page 14
Cronin & Sutton Consulting Engi	ineers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Buses Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	6	75	0.000	6	75	0.000	6	75	0.000	
08:00 - 09:00	6	75	0.000	6	75	0.000	6	75	0.000	
09:00 - 10:00	6	75	0.000	6	75	0.000	6	75	0.000	
10:00 - 11:00	6	75	0.000	6	75	0.000	6	75	0.000	
11:00 - 12:00	6	75	0.000	6	75	0.000	6	75	0.000	
12:00 - 13:00	6	75	0.000	6	75	0.000	6	75	0.000	
13:00 - 14:00	6	75	0.000	6	75	0.000	6	75	0.000	
14:00 - 15:00	6	75	0.000	6	75	0.000	6	75	0.000	
15:00 - 16:00	6	75	0.000	6	75	0.000	6	75	0.000	
16:00 - 17:00	6	75	0.000	6	75	0.000	6	75	0.000	
17:00 - 18:00	6	75	0.000	6	75	0.000	6	75	0.000	
18:00 - 19:00	6	75	0.000	6	75	0.000	6	75	0.000	
19:00 - 20:00	3	83	0.000	3	83	0.000	3	83	0.000	
20:00 - 21:00	3	83	0.000	3	83	0.000	3	83	0.000	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Bates:			0 0 0 0			0 000			0 000	

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.

TRICS 7.7.1 070420 B19.39 Da	tabase right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Apartments		Page 15
Cronin & Sutton Consulting Enginee	ers 19-22 Dame Street Dublin 2	Licence No: 656801

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

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	6	75	0.000	6	75	0.000	6	75	0.000
08:00 - 09:00	6	75	0.000	6	75	0.000	6	75	0.000
09:00 - 10:00	6	75	0.000	6	75	0.000	6	75	0.000
10:00 - 11:00	6	75	0.000	6	75	0.000	6	75	0.000
11:00 - 12:00	6	75	0.000	6	75	0.000	6	75	0.000
12:00 - 13:00	6	75	0.000	6	75	0.000	6	75	0.000
13:00 - 14:00	6	75	0.000	6	75	0.000	6	75	0.000
14:00 - 15:00	6	75	0.000	6	75	0.000	6	75	0.000
15:00 - 16:00	6	75	0.000	6	75	0.000	6	75	0.000
16:00 - 17:00	6	75	0.000	6	75	0.000	6	75	0.000
17:00 - 18:00	6	75	0.000	6	75	0.000	6	75	0.000
18:00 - 19:00	6	75	0.000	6	75	0.000	6	75	0.000
19:00 - 20:00	3	83	0.000	3	83	0.000	3	83	0.000
20:00 - 21:00	3	83	0.000	3	83	0.000	3	83	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Apartments		Page 16
Cronin & Sutton Consulting Eng	ineers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Cycles Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	6	75	0.000	6	75	0.000	6	75	0.000	
08:00 - 09:00	6	75	0.000	6	75	0.000	6	75	0.000	
09:00 - 10:00	6	75	0.000	6	75	0.000	6	75	0.000	
10:00 - 11:00	6	75	0.000	6	75	0.000	6	75	0.000	
11:00 - 12:00	6	75	0.000	6	75	0.000	6	75	0.000	
12:00 - 13:00	6	75	0.000	6	75	0.000	6	75	0.000	
13:00 - 14:00	6	75	0.000	6	75	0.000	6	75	0.000	
14:00 - 15:00	6	75	0.000	6	75	0.000	6	75	0.000	
15:00 - 16:00	6	75	0.000	6	75	0.000	6	75	0.000	
16:00 - 17:00	6	75	0.000	6	75	0.000	6	75	0.000	
17:00 - 18:00	6	75	0.000	6	75	0.000	6	75	0.000	
18:00 - 19:00	6	75	0.000	6	75	0.000	6	75	0.000	
19:00 - 20:00	3	83	0.000	3	83	0.000	3	83	0.000	
20:00 - 21:00	3	83	0.000	3	83	0.000	3	83	0.000	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.000			0.000			0.000	

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Apartments		Page 17
Cronin & Sutton Consulting Engi	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED Scooters Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	6	75	0.000	6	75	0.000	6	75	0.000
08:00 - 09:00	6	75	0.000	6	75	0.000	6	75	0.000
09:00 - 10:00	6	75	0.000	6	75	0.000	6	75	0.000
10:00 - 11:00	6	75	0.000	6	75	0.000	6	75	0.000
11:00 - 12:00	6	75	0.000	6	75	0.000	6	75	0.000
12:00 - 13:00	6	75	0.000	6	75	0.000	6	75	0.000
13:00 - 14:00	6	75	0.000	6	75	0.000	6	75	0.000
14:00 - 15:00	6	75	0.000	6	75	0.000	6	75	0.000
15:00 - 16:00	6	75	0.000	6	75	0.000	6	75	0.000
16:00 - 17:00	6	75	0.000	6	75	0.000	6	75	0.000
17:00 - 18:00	6	75	0.000	6	75	0.000	6	75	0.000
18:00 - 19:00	6	75	0.000	6	75	0.000	6	75	0.000
19:00 - 20:00	3	83	0.000	3	83	0.000	3	83	0.000
20:00 - 21:00	3	83	0.000	3	83	0.000	3	83	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consor	rtium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Private Apartments			Page 18
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street	Dublin 2	Licence No: 656801

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

	ARRIVALS				DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	6	75	0.000	6	75	0.000	6	75	0.000
08:00 - 09:00	6	75	0.000	6	75	0.000	6	75	0.000
09:00 - 10:00	6	75	0.000	6	75	0.000	6	75	0.000
10:00 - 11:00	6	75	0.000	6	75	0.000	6	75	0.000
11:00 - 12:00	6	75	0.000	6	75	0.000	6	75	0.000
12:00 - 13:00	6	75	0.000	6	75	0.000	6	75	0.000
13:00 - 14:00	6	75	0.000	6	75	0.000	6	75	0.000
14:00 - 15:00	6	75	0.000	6	75	0.000	6	75	0.000
15:00 - 16:00	6	75	0.000	6	75	0.000	6	75	0.000
16:00 - 17:00	6	75	0.000	6	75	0.000	6	75	0.000
17:00 - 18:00	6	75	0.000	6	75	0.000	6	75	0.000
18:00 - 19:00	6	75	0.000	6	75	0.000	6	75	0.000
19:00 - 20:00	3	83	0.000	3	83	0.000	3	83	0.000
20:00 - 21:00	3	83	0.000	3	83	0.000	3	83	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Local	Shops		10.00.0	<u> </u>		Page 1	B089 Local Shops
n & Sut	ton Cor	isulting Engineers	19-22 Dame Street	Dublin 2		Licence No: 656801	cronin & Satton Consulting
					Calculation Reference: AUI	DIT-656801-200508-0541	Secondary Filteri
TRI	P RATE	CALCULATION S	ELECTION PARAMETE	RS:			
							Use Class:
Land	l Use	: 01 - RETAIL		_			AL
Cate	gory	: I - SHOPPING (CENTRE - LOCAL SHOP	5			This data displays t
VEF	IICLE	5					has been used for t
							has been used for a
Sele	cted red	gions and areas:					Population within 1
01	GREA			1 dava			25.001 to 50.000
02	SOUT			1 uays			-,,
05	DV	DEVON		1 dave			This data displays t
05	FAST	MIDIANDS		1 uuys			
05	LE	LEICESTERSHIRE		1 days			Population within 5
09	NOR	TH		1 44,5			250,001 to 500,000
	TV	TEES VALLEY		1 days			500,001 or More
	TW	TYNE & WEAR		1 days			
				,			This data displays t
This	section	displays the numb	er of survey days per T	RICS® sub-regio	on in the selected set		Car augarahia with
							Car ownership with
							1 1 to 1 5
Prin	nary Fi	Itering selection:					1.1 (0 1.5

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

 Parameter:
 Gross floor area

 Actual Range:
 470 to 1840 (units: sqm)

 Range Selected by User:
 210 to 84009 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/12 to 28/06/19

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

Selected survey days:	
Tuesday	2 days
Wednesday	2 days
Friday	1 days

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

<u>Selected survey types:</u> Manual count Directional ATC Count

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

2

1

2

4

1

5 days

0 days

Selected Locations:

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

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.

<u>Selected Location Sub Categories:</u> Residential Zone No Sub Category

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.

Sutton Consulting Engineers 19-22 Dame	Street Dublin 2	Licence No: 65680
Secondary Filtering selection:		
<u>Use Class:</u>		
A1	1 days	
This data displays the number of surveys per that be not be has been used for this purpose, which can be	Use Class classification within the selected set. The found within the Library module of TRICS®.	e Use Classes Order 2005
Population within 1 mile:		
25,001 to 50,000	5 days	
This data displays the number of selected surv	eys within stated 1-mile radii of population.	
Population within 5 miles:		
250,001 to 500,000	4 days	
500,001 or More	1 days	
This data displays the number of selected surv	eys within stated 5-mile radii of population.	
Car ownership within 5 miles:		
0.6 to 1.0	3 days	
1.1 to 1.5	2 davs	
This data displays the number of selected surv within a radius of 5-miles of selected survey s	reys within stated ranges of average cars owned p tes.	per residential dwelling,
This data displays the number of selected surv within a radius of 5-miles of selected survey su Petrol filling station:	reys within stated ranges of average cars owned p tes.	per residential dwelling,
This data displays the number of selected surv within a radius of 5-miles of selected survey s <u>Petrol filling station:</u> Included in the survey count	veys within stated ranges of average cars owned p tes. 0 days	ver residential dwelling,
This data displays the number of selected surv within a radius of 5-miles of selected survey s <u>Petrol filling station:</u> Included in the survey count Excluded from count or no filling station	reys within stated ranges of average cars owned p tes. 0 days 5 days	ver residential dwelling,
This data displays the number of selected survey si within a radius of 5-miles of selected survey si <u>Petrol filling station:</u> Included in the survey count Excluded from count or no filling station This data displays the number of surveys with number of surveys that do not.	veys within stated ranges of average cars owned p tes. 0 days 5 days in the selected set that include petrol filling station	per residential dwelling, n activity, and the
This data displays the number of selected survey sub- within a radius of 5-miles of selected survey sub- Petrol filling station: Included in the survey count Excluded from count or no filling station This data displays the number of surveys with number of surveys that do not. <u>Travel Plan:</u>	veys within stated ranges of average cars owned p tes. 0 days 5 days in the selected set that include petrol filling station	er residential dwelling, n activity, and the
This data displays the number of selected survey swithin a radius of 5-miles of selected survey survey for a radius of 5-miles of selected survey survey count founded in the survey count Excluded from count or no filling station This data displays the number of surveys with number of surveys that do not. Travel Plan: No	reys within stated ranges of average cars owned p tes. 0 days 5 days in the selected set that include petrol filling station 5 days	ver residential dwelling, n activity, and the
This data displays the number of selected survey swithin a radius of 5-miles of selected survey superior filling station: Included in the survey count Excluded from count or no filling station This data displays the number of surveys with number of surveys that do not. <u>Travel Plan:</u> No This data displays the number of surveys with and the number of surveys that were undertain	veys within stated ranges of average cars owned p tes. 0 days 5 days in the selected set that include petrol filling station 5 days in the selected set that were undertaken at sites w ken at sites without Travel Plans.	ver residential dwelling, n activity, and the with Travel Plans in place,
This data displays the number of selected survey swithin a radius of 5-miles of selected survey survey for a radius of 5-miles of selected survey surveys included in the survey count Excluded from count or no filling station This data displays the number of surveys with number of surveys that do not. Travel Plan: No This data displays the number of surveys with and the number of surveys that were undertained the number of surveys the number of surveys that were undertained the number of surveys the nu	veys within stated ranges of average cars owned p tes. 0 days 5 days in the selected set that include petrol filling station 5 days in the selected set that were undertaken at sites w ken at sites without Travel Plans.	ver residential dwelling, n activity, and the with Travel Plans in place,
This data displays the number of selected survey si within a radius of 5-miles of selected survey si Included in the survey count Excluded from count or no filling station This data displays the number of surveys with number of surveys that do not. <u>Travel Plan:</u> No This data displays the number of surveys with and the number of surveys that were undertain <u>PTAL Ratina:</u> No PTAL Present	o days 5 days 5 days 5 days 4 days 4 days	eer residential dwelling, n activity, and the with Travel Plans in place,
This data displays the number of selected survey si within a radius of 5-miles of selected survey si Included in the survey count Excluded from count or no filling station This data displays the number of surveys with number of surveys that do not. <u>Travel Plan:</u> No This data displays the number of surveys with and the number of surveys that were undertau <u>PTAL Ratina:</u> No PTAL Present 3 Moderate	o days 5 days 5 days 5 days 5 days in the selected set that include petrol filling station 5 days in the selected set that were undertaken at sites w ken at sites without Travel Plans. 4 days 1 days	er residential dwelling, n activity, and the with Travel Plans in place,
This data displays the number of selected survey si within a radius of 5-miles of selected survey si Petrol filling station: Included in the survey count Excluded from count or no filling station This data displays the number of surveys with number of surveys that do not. <u>Travel Plan:</u> No This data displays the number of surveys with and the number of surveys that were undertai <u>PTAL Rating:</u> No PTAL Present 3 Moderate This data displays the number of selected surv	veys within stated ranges of average cars owned p tes. 0 days 5 days in the selected set that include petrol filling station 5 days in the selected set that were undertaken at sites w ken at sites without Travel Plans. 4 days 1 days 1 days	er residential dwelling, n activity, and the with Travel Plans in place,
This data displays the number of selected survey si within a radius of 5-miles of selected survey si Included in the survey count Excluded from count or no filling station This data displays the number of surveys with number of surveys that do not. <u>Travel Plan:</u> No This data displays the number of surveys with and the number of surveys that were undertau <u>PTAL Rating:</u> No PTAL Present 3 Moderate This data displays the number of selected surveys	every within stated ranges of average cars owned p tes. 0 days 5 days in the selected set that include petrol filling station 5 days in the selected set that were undertaken at sites w ken at sites without Travel Plans. 4 days 1 days reys with PTAL Ratings.	<i>ber residential dwelling,</i> n activity, and the with Travel Plans in place,

TRICS 7.7.1 070420 B19.39	Friday 08/05/20	
B089 Local Shops		Page 3
Cronin & Sutton Consulting Engi	ineers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.296	1	540	1.296	1	540	2.592
07:00 - 08:00	5	952	3.571	5	952	3.214	5	952	6.785
08:00 - 09:00	5	952	3.487	5	952	3.109	5	952	6.596
09:00 - 10:00	5	952	5.398	5	952	4.390	5	952	9.788
10:00 - 11:00	5	952	4.810	5	952	4.432	5	952	9.242
11:00 - 12:00	5	952	5.356	5	952	5.440	5	952	10.796
12:00 - 13:00	5	952	6.259	5	952	5.881	5	952	12.140
13:00 - 14:00	5	952	4.411	5	952	4.663	5	952	9.074
14:00 - 15:00	5	952	5.146	5	952	5.398	5	952	10.544
15:00 - 16:00	5	952	4.264	5	952	4.348	5	952	8.612
16:00 - 17:00	5	952	5.041	5	952	4.726	5	952	9.767
17:00 - 18:00	5	952	5.608	5	952	6.406	5	952	12.014
18:00 - 19:00	5	952	6.469	5	952	6.889	5	952	13.358
19:00 - 20:00	5	952	5.965	5	952	5.797	5	952	11.762
20:00 - 21:00	5	952	3.970	5	952	4.495	5	952	8.465
21:00 - 22:00	5	952	2.941	5	952	3.067	5	952	6.008
22:00 - 23:00									
23:00 - 24:00									
Total Datasy			72,002			70 551			147 542

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Parameter summary

Trip rate parameter range selected:	470 - 1840 (units: sqm)
Survey date date range:	01/01/12 - 28/06/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Local Shops		Page 4
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TAXIS Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

OLD print indicates peak (busiest) perio

		ARRIVALS			DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	952	0.042	5	952	0.042	5	952	0.084
08:00 - 09:00	5	952	0.042	5	952	0.042	5	952	0.084
09:00 - 10:00	5	952	0.084	5	952	0.063	5	952	0.147
10:00 - 11:00	5	952	0.063	5	952	0.084	5	952	0.147
11:00 - 12:00	5	952	0.126	5	952	0.126	5	952	0.252
12:00 - 13:00	5	952	0.063	5	952	0.063	5	952	0.126
13:00 - 14:00	5	952	0.021	5	952	0.000	5	952	0.021
14:00 - 15:00	5	952	0.000	5	952	0.000	5	952	0.000
15:00 - 16:00	5	952	0.000	5	952	0.000	5	952	0.000
16:00 - 17:00	5	952	0.021	5	952	0.021	5	952	0.042
17:00 - 18:00	5	952	0.021	5	952	0.042	5	952	0.063
18:00 - 19:00	5	952	0.021	5	952	0.021	5	952	0.042
19:00 - 20:00	5	952	0.021	5	952	0.021	5	952	0.042
20:00 - 21:00	5	952	0.000	5	952	0.000	5	952	0.000
21:00 - 22:00	5	952	0.000	5	952	0.000	5	952	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.525			0.525			1.050

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.

TRICS 7.7.1 070420 B19.39	TRICS 7.7.1 070420 B19.39 Database right of TRICS Consortium Limited, 2020. All rights reserved								
B089 Local Shops		Page 5							
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801							

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	952	0.084	5	952	0.063	5	952	0.147
08:00 - 09:00	5	952	0.021	5	952	0.021	5	952	0.042
09:00 - 10:00	5	952	0.147	5	952	0.063	5	952	0.210
10:00 - 11:00	5	952	0.000	5	952	0.042	5	952	0.042
11:00 - 12:00	5	952	0.021	5	952	0.021	5	952	0.042
12:00 - 13:00	5	952	0.000	5	952	0.000	5	952	0.000
13:00 - 14:00	5	952	0.021	5	952	0.000	5	952	0.021
14:00 - 15:00	5	952	0.021	5	952	0.042	5	952	0.063
15:00 - 16:00	5	952	0.021	5	952	0.021	5	952	0.042
16:00 - 17:00	5	952	0.000	5	952	0.000	5	952	0.000
17:00 - 18:00	5	952	0.021	5	952	0.021	5	952	0.042
18:00 - 19:00	5	952	0.000	5	952	0.042	5	952	0.042
19:00 - 20:00	5	952	0.000	5	952	0.021	5	952	0.021
20:00 - 21:00	5	952	0.000	5	952	0.000	5	952	0.000
21:00 - 22:00	5	952	0.021	5	952	0.021	5	952	0.042
22:00 - 23:00									
23:00 - 24:00									
Total Pates:			0 378			0 378			0.756

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Local Shops		Page 6
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS **PSVS**

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES	;		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	952	0.000	5	952	0.000	5	952	0.000
08:00 - 09:00	5	952	0.000	5	952	0.000	5	952	0.000
09:00 - 10:00	5	952	0.000	5	952	0.000	5	952	0.000
10:00 - 11:00	5	952	0.000	5	952	0.000	5	952	0.000
11:00 - 12:00	5	952	0.000	5	952	0.000	5	952	0.000
12:00 - 13:00	5	952	0.000	5	952	0.000	5	952	0.000
13:00 - 14:00	5	952	0.000	5	952	0.000	5	952	0.000
14:00 - 15:00	5	952	0.021	5	952	0.000	5	952	0.021
15:00 - 16:00	5	952	0.000	5	952	0.021	5	952	0.021
16:00 - 17:00	5	952	0.021	5	952	0.021	5	952	0.042
17:00 - 18:00	5	952	0.000	5	952	0.000	5	952	0.000
18:00 - 19:00	5	952	0.000	5	952	0.000	5	952	0.000
19:00 - 20:00	5	952	0.000	5	952	0.000	5	952	0.000
20:00 - 21:00	5	952	0.000	5	952	0.000	5	952	0.000
21:00 - 22:00	5	952	0.042	5	952	0.042	5	952	0.084
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.084			0.168

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Local Shops		Page 7
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.185	1	540	0.000	1	540	0.185
07:00 - 08:00	5	952	0.000	5	952	0.000	5	952	0.000
08:00 - 09:00	5	952	0.105	5	952	0.084	5	952	0.189
09:00 - 10:00	5	952	0.105	5	952	0.105	5	952	0.210
10:00 - 11:00	5	952	0.063	5	952	0.042	5	952	0.105
11:00 - 12:00	5	952	0.021	5	952	0.042	5	952	0.063
12:00 - 13:00	5	952	0.042	5	952	0.021	5	952	0.063
13:00 - 14:00	5	952	0.000	5	952	0.042	5	952	0.042
14:00 - 15:00	5	952	0.042	5	952	0.042	5	952	0.084
15:00 - 16:00	5	952	0.105	5	952	0.126	5	952	0.231
16:00 - 17:00	5	952	0.105	5	952	0.063	5	952	0.168
17:00 - 18:00	5	952	0.021	5	952	0.042	5	952	0.063
18:00 - 19:00	5	952	0.063	5	952	0.042	5	952	0.105
19:00 - 20:00	5	952	0.168	5	952	0.210	5	952	0.378
20:00 - 21:00	5	952	0.042	5	952	0.063	5	952	0.105
21:00 - 22:00	5	952	0.126	5	952	0.105	5	952	0.231
22:00 - 23:00									
23:00 - 24:00									
Total Pates:			1 103			1 020			2 222

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Local Shops		Page 8
Cronin & Sutton Consulting Engi	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS Light Vehicles (LV) Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	952	0.000	5	952	0.000	5	952	0.000
08:00 - 09:00	5	952	0.000	5	952	0.000	5	952	0.000
09:00 - 10:00	5	952	0.000	5	952	0.000	5	952	0.000
10:00 - 11:00	5	952	0.000	5	952	0.000	5	952	0.000
11:00 - 12:00	5	952	0.000	5	952	0.000	5	952	0.000
12:00 - 13:00	5	952	0.000	5	952	0.000	5	952	0.000
13:00 - 14:00	5	952	0.000	5	952	0.000	5	952	0.000
14:00 - 15:00	5	952	0.000	5	952	0.000	5	952	0.000
15:00 - 16:00	5	952	0.000	5	952	0.000	5	952	0.000
16:00 - 17:00	5	952	0.000	5	952	0.000	5	952	0.000
17:00 - 18:00	5	952	0.000	5	952	0.000	5	952	0.000
18:00 - 19:00	5	952	0.000	5	952	0.000	5	952	0.000
19:00 - 20:00	5	952	0.000	5	952	0.000	5	952	0.000
20:00 - 21:00	5	952	0.000	5	952	0.000	5	952	0.000
21:00 - 22:00	5	952	0.000	5	952	0.000	5	952	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Local Shops		Page 9
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS Rigid Trucks - No Trailer (OGV1) Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	952	0.000	5	952	0.000	5	952	0.000
08:00 - 09:00	5	952	0.000	5	952	0.000	5	952	0.000
09:00 - 10:00	5	952	0.000	5	952	0.000	5	952	0.000
10:00 - 11:00	5	952	0.000	5	952	0.000	5	952	0.000
11:00 - 12:00	5	952	0.000	5	952	0.000	5	952	0.000
12:00 - 13:00	5	952	0.000	5	952	0.000	5	952	0.000
13:00 - 14:00	5	952	0.000	5	952	0.000	5	952	0.000
14:00 - 15:00	5	952	0.000	5	952	0.000	5	952	0.000
15:00 - 16:00	5	952	0.000	5	952	0.000	5	952	0.000
16:00 - 17:00	5	952	0.000	5	952	0.000	5	952	0.000
17:00 - 18:00	5	952	0.000	5	952	0.000	5	952	0.000
18:00 - 19:00	5	952	0.000	5	952	0.000	5	952	0.000
19:00 - 20:00	5	952	0.000	5	952	0.000	5	952	0.000
20:00 - 21:00	5	952	0.000	5	952	0.000	5	952	0.000
21:00 - 22:00	5	952	0.000	5	952	0.000	5	952	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Local Shops		Page 10
Cronin & Sutton Consulting Engi	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS Trucks Towing Trailers (OGV2) Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	952	0.000	5	952	0.000	5	952	0.000
08:00 - 09:00	5	952	0.000	5	952	0.000	5	952	0.000
09:00 - 10:00	5	952	0.000	5	952	0.000	5	952	0.000
10:00 - 11:00	5	952	0.000	5	952	0.000	5	952	0.000
11:00 - 12:00	5	952	0.000	5	952	0.000	5	952	0.000
12:00 - 13:00	5	952	0.000	5	952	0.000	5	952	0.000
13:00 - 14:00	5	952	0.000	5	952	0.000	5	952	0.000
14:00 - 15:00	5	952	0.000	5	952	0.000	5	952	0.000
15:00 - 16:00	5	952	0.000	5	952	0.000	5	952	0.000
16:00 - 17:00	5	952	0.000	5	952	0.000	5	952	0.000
17:00 - 18:00	5	952	0.000	5	952	0.000	5	952	0.000
18:00 - 19:00	5	952	0.000	5	952	0.000	5	952	0.000
19:00 - 20:00	5	952	0.000	5	952	0.000	5	952	0.000
20:00 - 21:00	5	952	0.000	5	952	0.000	5	952	0.000
21:00 - 22:00	5	952	0.000	5	952	0.000	5	952	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Local Shops		Page 11
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Buses Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	952	0.000	5	952	0.000	5	952	0.000
08:00 - 09:00	5	952	0.000	5	952	0.000	5	952	0.000
09:00 - 10:00	5	952	0.000	5	952	0.000	5	952	0.000
10:00 - 11:00	5	952	0.000	5	952	0.000	5	952	0.000
11:00 - 12:00	5	952	0.000	5	952	0.000	5	952	0.000
12:00 - 13:00	5	952	0.000	5	952	0.000	5	952	0.000
13:00 - 14:00	5	952	0.000	5	952	0.000	5	952	0.000
14:00 - 15:00	5	952	0.000	5	952	0.000	5	952	0.000
15:00 - 16:00	5	952	0.000	5	952	0.000	5	952	0.000
16:00 - 17:00	5	952	0.000	5	952	0.000	5	952	0.000
17:00 - 18:00	5	952	0.000	5	952	0.000	5	952	0.000
18:00 - 19:00	5	952	0.000	5	952	0.000	5	952	0.000
19:00 - 20:00	5	952	0.000	5	952	0.000	5	952	0.000
20:00 - 21:00	5	952	0.000	5	952	0.000	5	952	0.000
21:00 - 22:00	5	952	0.000	5	952	0.000	5	952	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Pates:			0.000		-	0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Local Shops		Page 12
Cronin & Sutton Consulting Engi	ineers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS Non-Motorised Vehicles (NMV) Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	952	0.000	5	952	0.000	5	952	0.000
08:00 - 09:00	5	952	0.000	5	952	0.000	5	952	0.000
09:00 - 10:00	5	952	0.000	5	952	0.000	5	952	0.000
10:00 - 11:00	5	952	0.000	5	952	0.000	5	952	0.000
11:00 - 12:00	5	952	0.000	5	952	0.000	5	952	0.000
12:00 - 13:00	5	952	0.000	5	952	0.000	5	952	0.000
13:00 - 14:00	5	952	0.000	5	952	0.000	5	952	0.000
14:00 - 15:00	5	952	0.000	5	952	0.000	5	952	0.000
15:00 - 16:00	5	952	0.000	5	952	0.000	5	952	0.000
16:00 - 17:00	5	952	0.000	5	952	0.000	5	952	0.000
17:00 - 18:00	5	952	0.000	5	952	0.000	5	952	0.000
18:00 - 19:00	5	952	0.000	5	952	0.000	5	952	0.000
19:00 - 20:00	5	952	0.000	5	952	0.000	5	952	0.000
20:00 - 21:00	5	952	0.000	5	952	0.000	5	952	0.000
21:00 - 22:00	5	952	0.000	5	952	0.000	5	952	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Local Shops		Page 13
Cronin & Sutton Consulting Engir	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Cycles Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	952	0.000	5	952	0.000	5	952	0.000
08:00 - 09:00	5	952	0.000	5	952	0.000	5	952	0.000
09:00 - 10:00	5	952	0.000	5	952	0.000	5	952	0.000
10:00 - 11:00	5	952	0.000	5	952	0.000	5	952	0.000
11:00 - 12:00	5	952	0.000	5	952	0.000	5	952	0.000
12:00 - 13:00	5	952	0.000	5	952	0.000	5	952	0.000
13:00 - 14:00	5	952	0.000	5	952	0.000	5	952	0.000
14:00 - 15:00	5	952	0.000	5	952	0.000	5	952	0.000
15:00 - 16:00	5	952	0.000	5	952	0.000	5	952	0.000
16:00 - 17:00	5	952	0.000	5	952	0.000	5	952	0.000
17:00 - 18:00	5	952	0.000	5	952	0.000	5	952	0.000
18:00 - 19:00	5	952	0.000	5	952	0.000	5	952	0.000
19:00 - 20:00	5	952	0.000	5	952	0.000	5	952	0.000
20:00 - 21:00	5	952	0.000	5	952	0.000	5	952	0.000
21:00 - 22:00	5	952	0.000	5	952	0.000	5	952	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Pates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Local Shops		Page 14
Cronin & Sutton Consulting Engin	ieers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Scooters Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

bord print indicates peak (busiest) perio

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	952	0.000	5	952	0.000	5	952	0.000
08:00 - 09:00	5	952	0.000	5	952	0.000	5	952	0.000
09:00 - 10:00	5	952	0.000	5	952	0.000	5	952	0.000
10:00 - 11:00	5	952	0.000	5	952	0.000	5	952	0.000
11:00 - 12:00	5	952	0.000	5	952	0.000	5	952	0.000
12:00 - 13:00	5	952	0.000	5	952	0.000	5	952	0.000
13:00 - 14:00	5	952	0.000	5	952	0.000	5	952	0.000
14:00 - 15:00	5	952	0.000	5	952	0.000	5	952	0.000
15:00 - 16:00	5	952	0.000	5	952	0.000	5	952	0.000
16:00 - 17:00	5	952	0.000	5	952	0.000	5	952	0.000
17:00 - 18:00	5	952	0.000	5	952	0.000	5	952	0.000
18:00 - 19:00	5	952	0.000	5	952	0.000	5	952	0.000
19:00 - 20:00	5	952	0.000	5	952	0.000	5	952	0.000
20:00 - 21:00	5	952	0.000	5	952	0.000	5	952	0.000
21:00 - 22:00	5	952	0.000	5	952	0.000	5	952	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Friday 08/05/20	
B089 Local Shops		Page 15
Cronin & Sutton Consulting End	gineers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS Non-Vehicular People Movements (NVPM) Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	5	952	0.000	5	952	0.000	5	952	0.000
08:00 - 09:00	5	952	0.000	5	952	0.000	5	952	0.000
09:00 - 10:00	5	952	0.000	5	952	0.000	5	952	0.000
10:00 - 11:00	5	952	0.000	5	952	0.000	5	952	0.000
11:00 - 12:00	5	952	0.000	5	952	0.000	5	952	0.000
12:00 - 13:00	5	952	0.000	5	952	0.000	5	952	0.000
13:00 - 14:00	5	952	0.000	5	952	0.000	5	952	0.000
14:00 - 15:00	5	952	0.000	5	952	0.000	5	952	0.000
15:00 - 16:00	5	952	0.000	5	952	0.000	5	952	0.000
16:00 - 17:00	5	952	0.000	5	952	0.000	5	952	0.000
17:00 - 18:00	5	952	0.000	5	952	0.000	5	952	0.000
18:00 - 19:00	5	952	0.000	5	952	0.000	5	952	0.000
19:00 - 20:00	5	952	0.000	5	952	0.000	5	952	0.000
20:00 - 21:00	5	952	0.000	5	952	0.000	5	952	0.000
21:00 - 22:00	5	952	0.000	5	952	0.000	5	952	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39 I B089 Crèche	Database right of TRICS Cor	nsortium Limite	d, 2020. All rights reserved	Friday 08/05/20 Page 1
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street	Dublin 2		Licence No: 656801
TRIP RATE CALCULATI	ON SELECTION PARAMET	ERS:	Calculation Reference: AU	DIT-656801-200508-0545
Land Lico : 04 - EDU	CATION			

Land Use :	04 - EDUCATIO
Category :	D - NURSERY
VEHICLES	

Selected regions and areas: 01 GREATER LONDON ΚI KINGSTON 1 days RB REDBRIDGE 1 days SOUTH EAST 02 ES EAST SUSSEX 1 days NORTH 09 TW TYNE & WEAR 1 days GREATER DUBLIN 15 DL DUBLIN 1 days

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

Primary Filtering selection:

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

Gross floor area Parameter: Actual Range: 129 to 500 (units: sqm) Range Selected by User: 109 to 2350 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision: Selection by:

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

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

Include all surveys

1 days
3 days
1 days

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

Selected survey types: Manual count Directional ATC Count

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

4

1

5

5 days

0 davs

Selected Locations:

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

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

Selected Location Sub Categories: Residential Zone

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

Secondary Filtering selection:

Use Class: D1

5 days

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

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Crèche		Page 2
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801

Secondary Filtering selection (Cont.):

Population within 1 mile:	
25,001 to 50,000	2 days
50,001 to 100,000	2 days
100,001 or More	1 days

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

Population within 5 miles:	
250,001 to 500,000	2 days
500,001 or More	3 days

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

Car	OV	vnership	within	5	miles:
0.6	to	1.0			
1.1	to	1.5			

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.

1 davs

4 days

5 days

4 davs

1 days

Travel Plan:	
No	

<u>P</u>

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 2 Poor

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

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Lim	ited, 2020. All rights reserved Friday 08/05/20
B089 Crèche		Page 3
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801

VEHICLES Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	193	0.260	2	193	0.000	2	193	0.260
07:00 - 08:00	5	244	2.871	5	244	1.477	5	244	4.348
08:00 - 09:00	5	244	6.399	5	244	5.250	5	244	11.649
09:00 - 10:00	5	244	2.871	5	244	3.199	5	244	6.070
10:00 - 11:00	5	244	0.574	5	244	0.492	5	244	1.066
11:00 - 12:00	5	244	1.477	5	244	0.902	5	244	2.379
12:00 - 13:00	5	244	1.395	5	244	2.133	5	244	3.528
13:00 - 14:00	5	244	1.477	5	244	2.297	5	244	3.774
14:00 - 15:00	5	244	0.984	5	244	1.066	5	244	2.050
15:00 - 16:00	5	244	3.363	5	244	2.953	5	244	6.316
16:00 - 17:00	5	244	1.969	5	244	2.379	5	244	4.348
17:00 - 18:00	5	244	3.281	5	244	3.610	5	244	6.891
18:00 - 19:00	5	244	0.656	5	244	1.723	5	244	2.379
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Patos:			27 577			27 / 01			55 059

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Parameter summary

Trip rate parameter range selected:	129 - 500 (units: sqm)
Survey date date range:	01/01/12 - 27/09/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Crèche		Page 4
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

TAXIS Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	193	0.000	2	193	0.000	2	193	0.000
07:00 - 08:00	5	244	0.082	5	244	0.082	5	244	0.164
08:00 - 09:00	5	244	0.082	5	244	0.082	5	244	0.164
09:00 - 10:00	5	244	0.000	5	244	0.000	5	244	0.000
10:00 - 11:00	5	244	0.082	5	244	0.082	5	244	0.164
11:00 - 12:00	5	244	0.000	5	244	0.000	5	244	0.000
12:00 - 13:00	5	244	0.082	5	244	0.082	5	244	0.164
13:00 - 14:00	5	244	0.000	5	244	0.000	5	244	0.000
14:00 - 15:00	5	244	0.000	5	244	0.000	5	244	0.000
15:00 - 16:00	5	244	0.000	5	244	0.000	5	244	0.000
16:00 - 17:00	5	244	0.000	5	244	0.000	5	244	0.000
17:00 - 18:00	5	244	0.000	5	244	0.000	5	244	0.000
18:00 - 19:00	5	244	0.000	5	244	0.000	5	244	0.000
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.328			0.328			0.656

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.

TRICS 7.7.1 070420 B19.39 Dat	abase right of TRICS Con	sortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Crèche			Page 5
Cronin & Sutton Consulting Engineer	s 19-22 Dame Street	Dublin 2	Licence No: 656801

OGVS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	193	0.000	2	193	0.000	2	193	0.000	
07:00 - 08:00	5	244	0.000	5	244	0.000	5	244	0.000	
08:00 - 09:00	5	244	0.000	5	244	0.000	5	244	0.000	
09:00 - 10:00	5	244	0.000	5	244	0.000	5	244	0.000	
10:00 - 11:00	5	244	0.082	5	244	0.082	5	244	0.164	
11:00 - 12:00	5	244	0.000	5	244	0.000	5	244	0.000	
12:00 - 13:00	5	244	0.000	5	244	0.000	5	244	0.000	
13:00 - 14:00	5	244	0.000	5	244	0.000	5	244	0.000	
14:00 - 15:00	5	244	0.000	5	244	0.000	5	244	0.000	
15:00 - 16:00	5	244	0.000	5	244	0.000	5	244	0.000	
16:00 - 17:00	5	244	0.000	5	244	0.000	5	244	0.000	
17:00 - 18:00	5	244	0.082	5	244	0.082	5	244	0.164	
18:00 - 19:00	5	244	0.000	5	244	0.000	5	244	0.000	
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000	
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0 164			0 164			0 328	

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.

TRICS 7.7.1 070420 B19.39 B089 Crèche	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20 Page 6
Cronin & Sutton Consulting Eng	ineers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

PSVS Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	193	0.000	2	193	0.000	2	193	0.000
07:00 - 08:00	5	244	0.000	5	244	0.000	5	244	0.000
08:00 - 09:00	5	244	0.082	5	244	0.082	5	244	0.164
09:00 - 10:00	5	244	0.000	5	244	0.000	5	244	0.000
10:00 - 11:00	5	244	0.000	5	244	0.000	5	244	0.000
11:00 - 12:00	5	244	0.000	5	244	0.000	5	244	0.000
12:00 - 13:00	5	244	0.000	5	244	0.000	5	244	0.000
13:00 - 14:00	5	244	0.000	5	244	0.000	5	244	0.000
14:00 - 15:00	5	244	0.000	5	244	0.000	5	244	0.000
15:00 - 16:00	5	244	0.000	5	244	0.000	5	244	0.000
16:00 - 17:00	5	244	0.000	5	244	0.000	5	244	0.000
17:00 - 18:00	5	244	0.000	5	244	0.000	5	244	0.000
18:00 - 19:00	5	244	0.000	5	244	0.000	5	244	0.000
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.082			0.164

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.

TRICS 7.7.1 070420 B19.39	Databa	se right of TRICS Cons	sortium Limited, 2020. All rights reserve	ed Friday 08/05/20
B089 Crèche				Page 7
Cronin & Sutton Consulting Eng	jineers	19-22 Dame Street	Dublin 2	Licence No: 656801

CYCLISTS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	193	0.000	2	193	0.000	2	193	0.000
07:00 - 08:00	5	244	0.082	5	244	0.000	5	244	0.082
08:00 - 09:00	5	244	0.328	5	244	0.164	5	244	0.492
09:00 - 10:00	5	244	0.000	5	244	0.000	5	244	0.000
10:00 - 11:00	5	244	0.000	5	244	0.000	5	244	0.000
11:00 - 12:00	5	244	0.000	5	244	0.000	5	244	0.000
12:00 - 13:00	5	244	0.000	5	244	0.000	5	244	0.000
13:00 - 14:00	5	244	0.082	5	244	0.082	5	244	0.164
14:00 - 15:00	5	244	0.000	5	244	0.000	5	244	0.000
15:00 - 16:00	5	244	0.164	5	244	0.164	5	244	0.328
16:00 - 17:00	5	244	0.000	5	244	0.164	5	244	0.164
17:00 - 18:00	5	244	0.000	5	244	0.082	5	244	0.082
18:00 - 19:00	5	244	0.000	5	244	0.000	5	244	0.000
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Datage			0 6 5 6			0 6 5 6			1 212

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Crèche		Page 8
Cronin & Sutton Consulting Eng	ineers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY Light Vehicles (LV) Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	193	0.000	2	193	0.000	2	193	0.000
07:00 - 08:00	5	244	0.000	5	244	0.000	5	244	0.000
08:00 - 09:00	5	244	0.000	5	244	0.000	5	244	0.000
09:00 - 10:00	5	244	0.000	5	244	0.000	5	244	0.000
10:00 - 11:00	5	244	0.000	5	244	0.000	5	244	0.000
11:00 - 12:00	5	244	0.000	5	244	0.000	5	244	0.000
12:00 - 13:00	5	244	0.000	5	244	0.000	5	244	0.000
13:00 - 14:00	5	244	0.000	5	244	0.000	5	244	0.000
14:00 - 15:00	5	244	0.000	5	244	0.000	5	244	0.000
15:00 - 16:00	5	244	0.000	5	244	0.000	5	244	0.000
16:00 - 17:00	5	244	0.000	5	244	0.000	5	244	0.000
17:00 - 18:00	5	244	0.000	5	244	0.000	5	244	0.000
18:00 - 19:00	5	244	0.000	5	244	0.000	5	244	0.000
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		· · · · · ·	0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Crèche		Page 9
Cronin & Sutton Consulting End	gineers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY Rigid Trucks - No Trailer (OGV1) Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	193	0.000	2	193	0.000	2	193	0.000
07:00 - 08:00	5	244	0.000	5	244	0.000	5	244	0.000
08:00 - 09:00	5	244	0.000	5	244	0.000	5	244	0.000
09:00 - 10:00	5	244	0.000	5	244	0.000	5	244	0.000
10:00 - 11:00	5	244	0.000	5	244	0.000	5	244	0.000
11:00 - 12:00	5	244	0.000	5	244	0.000	5	244	0.000
12:00 - 13:00	5	244	0.000	5	244	0.000	5	244	0.000
13:00 - 14:00	5	244	0.000	5	244	0.000	5	244	0.000
14:00 - 15:00	5	244	0.000	5	244	0.000	5	244	0.000
15:00 - 16:00	5	244	0.000	5	244	0.000	5	244	0.000
16:00 - 17:00	5	244	0.000	5	244	0.000	5	244	0.000
17:00 - 18:00	5	244	0.000	5	244	0.000	5	244	0.000
18:00 - 19:00	5	244	0.000	5	244	0.000	5	244	0.000
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Crèche		Page 10
Cronin & Sutton Consulting Eng	ineers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY Trucks Towing Trailers (OGV2) Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	193	0.000	2	193	0.000	2	193	0.000	
07:00 - 08:00	5	244	0.000	5	244	0.000	5	244	0.000	
08:00 - 09:00	5	244	0.000	5	244	0.000	5	244	0.000	
09:00 - 10:00	5	244	0.000	5	244	0.000	5	244	0.000	
10:00 - 11:00	5	244	0.000	5	244	0.000	5	244	0.000	
11:00 - 12:00	5	244	0.000	5	244	0.000	5	244	0.000	
12:00 - 13:00	5	244	0.000	5	244	0.000	5	244	0.000	
13:00 - 14:00	5	244	0.000	5	244	0.000	5	244	0.000	
14:00 - 15:00	5	244	0.000	5	244	0.000	5	244	0.000	
15:00 - 16:00	5	244	0.000	5	244	0.000	5	244	0.000	
16:00 - 17:00	5	244	0.000	5	244	0.000	5	244	0.000	
17:00 - 18:00	5	244	0.000	5	244	0.000	5	244	0.000	
18:00 - 19:00	5	244	0.000	5	244	0.000	5	244	0.000	
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000	
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.000			0.000			0.000	

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consor	rtium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Crèche			Page 11
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street	Dublin 2	Licence No: 656801

Buses Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	193	0.000	2	193	0.000	2	193	0.000
07:00 - 08:00	5	244	0.000	5	244	0.000	5	244	0.000
08:00 - 09:00	5	244	0.000	5	244	0.000	5	244	0.000
09:00 - 10:00	5	244	0.000	5	244	0.000	5	244	0.000
10:00 - 11:00	5	244	0.000	5	244	0.000	5	244	0.000
11:00 - 12:00	5	244	0.000	5	244	0.000	5	244	0.000
12:00 - 13:00	5	244	0.000	5	244	0.000	5	244	0.000
13:00 - 14:00	5	244	0.000	5	244	0.000	5	244	0.000
14:00 - 15:00	5	244	0.000	5	244	0.000	5	244	0.000
15:00 - 16:00	5	244	0.000	5	244	0.000	5	244	0.000
16:00 - 17:00	5	244	0.000	5	244	0.000	5	244	0.000
17:00 - 18:00	5	244	0.000	5	244	0.000	5	244	0.000
18:00 - 19:00	5	244	0.000	5	244	0.000	5	244	0.000
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0 0 0 0			0 000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Crèche		Page 12
Cronin & Sutton Consulting Eng	ineers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY Non-Motorised Vehicles (NMV) Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	193	0.000	2	193	0.000	2	193	0.000
07:00 - 08:00	5	244	0.000	5	244	0.000	5	244	0.000
08:00 - 09:00	5	244	0.000	5	244	0.000	5	244	0.000
09:00 - 10:00	5	244	0.000	5	244	0.000	5	244	0.000
10:00 - 11:00	5	244	0.000	5	244	0.000	5	244	0.000
11:00 - 12:00	5	244	0.000	5	244	0.000	5	244	0.000
12:00 - 13:00	5	244	0.000	5	244	0.000	5	244	0.000
13:00 - 14:00	5	244	0.000	5	244	0.000	5	244	0.000
14:00 - 15:00	5	244	0.000	5	244	0.000	5	244	0.000
15:00 - 16:00	5	244	0.000	5	244	0.000	5	244	0.000
16:00 - 17:00	5	244	0.000	5	244	0.000	5	244	0.000
17:00 - 18:00	5	244	0.000	5	244	0.000	5	244	0.000
18:00 - 19:00	5	244	0.000	5	244	0.000	5	244	0.000
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39 Da	atabase right of TRICS Con	sortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Crèche			Page 13
Cronin & Sutton Consulting Engine	ers 19-22 Dame Street	Dublin 2	Licence No: 656801

Cycles Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	193	0.000	2	193	0.000	2	193	0.000	
07:00 - 08:00	5	244	0.000	5	244	0.000	5	244	0.000	
08:00 - 09:00	5	244	0.000	5	244	0.000	5	244	0.000	
09:00 - 10:00	5	244	0.000	5	244	0.000	5	244	0.000	
10:00 - 11:00	5	244	0.000	5	244	0.000	5	244	0.000	
11:00 - 12:00	5	244	0.000	5	244	0.000	5	244	0.000	
12:00 - 13:00	5	244	0.000	5	244	0.000	5	244	0.000	
13:00 - 14:00	5	244	0.000	5	244	0.000	5	244	0.000	
14:00 - 15:00	5	244	0.000	5	244	0.000	5	244	0.000	
15:00 - 16:00	5	244	0.000	5	244	0.000	5	244	0.000	
16:00 - 17:00	5	244	0.000	5	244	0.000	5	244	0.000	
17:00 - 18:00	5	244	0.000	5	244	0.000	5	244	0.000	
18:00 - 19:00	5	244	0.000	5	244	0.000	5	244	0.000	
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000	
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.000			0.000			0.000	

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Crèche		Page 14
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

Scooters Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

OLD print indicates peak (busiest) perio

		ARRIVALS			DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	193	0.000	2	193	0.000	2	193	0.000
07:00 - 08:00	5	244	0.000	5	244	0.000	5	244	0.000
08:00 - 09:00	5	244	0.000	5	244	0.000	5	244	0.000
09:00 - 10:00	5	244	0.000	5	244	0.000	5	244	0.000
10:00 - 11:00	5	244	0.000	5	244	0.000	5	244	0.000
11:00 - 12:00	5	244	0.000	5	244	0.000	5	244	0.000
12:00 - 13:00	5	244	0.000	5	244	0.000	5	244	0.000
13:00 - 14:00	5	244	0.000	5	244	0.000	5	244	0.000
14:00 - 15:00	5	244	0.000	5	244	0.000	5	244	0.000
15:00 - 16:00	5	244	0.000	5	244	0.000	5	244	0.000
16:00 - 17:00	5	244	0.000	5	244	0.000	5	244	0.000
17:00 - 18:00	5	244	0.000	5	244	0.000	5	244	0.000
18:00 - 19:00	5	244	0.000	5	244	0.000	5	244	0.000
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Friday 08/05/20
B089 Crèche		Page 15
Cronin & Sutton Consulting Engir	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY Non-Vehicular People Movements (NVPM) Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	2	193	0.000	2	193	0.000	2	193	0.000
07:00 - 08:00	5	244	0.000	5	244	0.000	5	244	0.000
08:00 - 09:00	5	244	0.000	5	244	0.000	5	244	0.000
09:00 - 10:00	5	244	0.000	5	244	0.000	5	244	0.000
10:00 - 11:00	5	244	0.000	5	244	0.000	5	244	0.000
11:00 - 12:00	5	244	0.000	5	244	0.000	5	244	0.000
12:00 - 13:00	5	244	0.000	5	244	0.000	5	244	0.000
13:00 - 14:00	5	244	0.000	5	244	0.000	5	244	0.000
14:00 - 15:00	5	244	0.000	5	244	0.000	5	244	0.000
15:00 - 16:00	5	244	0.000	5	244	0.000	5	244	0.000
16:00 - 17:00	5	244	0.000	5	244	0.000	5	244	0.000
17:00 - 18:00	5	244	0.000	5	244	0.000	5	244	0.000
18:00 - 19:00	5	244	0.000	5	244	0.000	5	244	0.000
19:00 - 20:00	1	129	0.000	1	129	0.000	1	129	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Houses	i	Page 1
Cronin & Sutton Consulting Eng	ineers 19-22 Dame Street Dublin 2	Licence No: 656801

Calculation Reference: AUDIT-656801-200422-0455

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES VEHICLES

 Selected regions and areas:

 06
 WEST MIDLANDS

 WO
 WORCESTERSHIRE
 1 days

 08
 NORTH WEST
 GM

 GM
 GREATER MANCHESTER
 1 days

 09
 NORTH
 TW

 TW
 TYNE & WEAR
 1 days

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

Primary Filtering selection:

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

Parameter:No of DwellingsActual Range:16 to 83 (units:)Range Selected by User:8 to 516 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/12 to 19/10/18

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.

1 days 1 days 1 days

3 days

0 days

Selected survey days:	
Monday	
Wednesday	
Thursday	

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

<u>Selected survey types:</u> Manual count Directional ATC Count

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

1

1

1

2

<u>Selected Locations:</u> Edge of Town Centre Suburban Area (PPS6 Out of Centre) Neighbourhood Centre (PPS6 Local Centre)

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 Categorie	es:
Residential Zone	
No Sub Category	

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.

RICS 7.7.1 070420 B19.39 Database D89 Local Authority Houses	e right of TRICS Consortium Limited, 2020. All rights re	eserved Wednesday 22/04/2 Page
onin & Sutton Consulting Engineers	19-22 Dame Street Dublin 2	Licence No: 65680
Secondary Filtering selection:		
Use Class:	2 dava	
63	3 days	
This data displays the number of the has been used for this purpose, w	surveys per Use Class classification within the selected which can be found within the Library module of TRICS	set. The Use Classes Order 2005 ®.
Population within 1 mile:		
25,001 to 50,000	3 days	
This data displays the number of	selected surveys within stated 1-mile radii of populatio	n.
Population within 5 miles:		
125,001 to 250,000	1 days	
250,001 to 500,000	2 days	
This data displays the number of	selected surveys within stated 5-mile radii of populatio	n.
Car ownership within 5 miles:		
0.6 to 1.0	3 days	
This data displays the number of within a radius of 5-miles of select	selected surveys within stated ranges of average cars of ted survey sites.	owned per residential dwelling,
<u>Travel Plan:</u>		
No	3 days	
This data displays the number of and the number of surveys that w	surveys within the selected set that were undertaken a vere undertaken at sites without Travel Plans.	at sites with Travel Plans in place,
PTAL Rating:		
No PTAL Present	3 days	

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

TRICS 7.7.1 070420 B19.39 B089 Local Authority Houses	Database right of TRICS Co	nsortium Limited, 2020	. All rights reserved	Wednesday 22/04/20 Page 3
Cronin & Sutton Consulting Engi	neers 19-22 Dame Street	Dublin 2		Licence No: 656801
LIST OF SITES relevant	to selection parameters			
1 GM-03-B-01 NEWBOLD ROCHDALE	TERRACED HOUSES		GREATER MANCHESTE	R
Suburban Area (P No Sub Category Total No of Dwellin Survey dat 2 TW-03-B-01 SCEPTRE STREET NEWCASTLE UPON	PS6 Out of Centre) ngs: :e: WEDNESDAY TERRACED HOUSES N TYNE	43 21/10/15	Survey Type: MANUA TYNE & WEAR	L
Edge of Town Cen Residential Zone Total No of Dwellin <i>Survey dat</i> 3 WO-03-B-02 GOODREST WALK WORCESTER MERRIMANS HILL Neighbourhood Ce Residential Zone	tre ngs: :e: <i>THURSDAY</i> TERRACED HOUSES entre (PPS6 Local Centre)	83 <i>18/10/18</i>	Survey Type: MANUA WORCESTERSHIRE	L
Total No of Dwellin Survey dat	ngs: te: MONDAY	16 <i>14/11/16</i>	Survey Type: MANUA	L

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.

TRICS 7.7.1 070420 B19.39	Wednesday 22/04/20		
B089 Local Authority Houses			Page 4
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street D	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

VEHICLES Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

ord brint mulcates peak (busiest) period

		ARRIVALS		DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	47	0.014	3	47	0.063	3	47	0.077
08:00 - 09:00	3	47	0.113	3	47	0.169	3	47	0.282
09:00 - 10:00	3	47	0.134	3	47	0.127	3	47	0.261
10:00 - 11:00	3	47	0.148	3	47	0.113	3	47	0.261
11:00 - 12:00	3	47	0.120	3	47	0.134	3	47	0.254
12:00 - 13:00	3	47	0.134	3	47	0.183	3	47	0.317
13:00 - 14:00	3	47	0.092	3	47	0.113	3	47	0.205
14:00 - 15:00	3	47	0.190	3	47	0.197	3	47	0.387
15:00 - 16:00	3	47	0.317	3	47	0.268	3	47	0.585
16:00 - 17:00	3	47	0.261	3	47	0.183	3	47	0.444
17:00 - 18:00	3	47	0.261	3	47	0.218	3	47	0.479
18:00 - 19:00	3	47	0.183	3	47	0.134	3	47	0.317
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1 967			1 902			3 869

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Parameter summary

Trip rate parameter range selected:	16 - 83 (units:)
Survey date date range:	01/01/12 - 19/10/18
Number of weekdays (Monday-Friday):	3
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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Houses			Page 5
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES TAXIS

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

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	47	0.000	3	47	0.000	3	47	0.000
08:00 - 09:00	3	47	0.021	3	47	0.021	3	47	0.042
09:00 - 10:00	3	47	0.014	3	47	0.014	3	47	0.028
10:00 - 11:00	3	47	0.021	3	47	0.014	3	47	0.035
11:00 - 12:00	3	47	0.000	3	47	0.007	3	47	0.007
12:00 - 13:00	3	47	0.014	3	47	0.014	3	47	0.028
13:00 - 14:00	3	47	0.021	3	47	0.021	3	47	0.042
14:00 - 15:00	3	47	0.035	3	47	0.035	3	47	0.070
15:00 - 16:00	3	47	0.014	3	47	0.014	3	47	0.028
16:00 - 17:00	3	47	0.007	3	47	0.007	3	47	0.014
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000
18:00 - 19:00	3	47	0.014	3	47	0.014	3	47	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0 161			0 161			0 322

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium	Limited, 2020. All rights reserved Wednesday 22/04/20
B089 Local Authority Houses		Page 6
Cronin & Sutton Consulting Engir	neers 19-22 Dame Street Dublin	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

OGVS Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	47	0.000	3	47	0.000	3	47	0.000	
08:00 - 09:00	3	47	0.000	3	47	0.000	3	47	0.000	
09:00 - 10:00	3	47	0.007	3	47	0.000	3	47	0.007	
10:00 - 11:00	3	47	0.000	3	47	0.007	3	47	0.007	
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000	
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000	
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000	
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000	
15:00 - 16:00	3	47	0.000	3	47	0.000	3	47	0.000	
16:00 - 17:00	3	47	0.000	3	47	0.000	3	47	0.000	
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000	
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.007			0.007			0.014	

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.

TRICS 7.7.1 070420 B19.39 D	Database right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Houses			Page 7
Cronin & Sutton Consulting Engine	eers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES CYCLISTS Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	47	0.000	3	47	0.007	3	47	0.007	
08:00 - 09:00	3	47	0.007	3	47	0.000	3	47	0.007	
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000	
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000	
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000	
12:00 - 13:00	3	47	0.007	3	47	0.007	3	47	0.014	
13:00 - 14:00	3	47	0.007	3	47	0.000	3	47	0.007	
14:00 - 15:00	3	47	0.014	3	47	0.021	3	47	0.035	
15:00 - 16:00	3	47	0.000	3	47	0.014	3	47	0.014	
16:00 - 17:00	3	47	0.085	3	47	0.070	3	47	0.155	
17:00 - 18:00	3	47	0.000	3	47	0.007	3	47	0.007	
18:00 - 19:00	3	47	0.014	3	47	0.014	3	47	0.028	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates			0 134			0 140			0 274	

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Houses			Page 8
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

CARS Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	47	0.014	3	47	0.056	3	47	0.070
08:00 - 09:00	3	47	0.092	3	47	0.148	3	47	0.240
09:00 - 10:00	3	47	0.092	3	47	0.106	3	47	0.198
10:00 - 11:00	3	47	0.106	3	47	0.056	3	47	0.162
11:00 - 12:00	3	47	0.099	3	47	0.127	3	47	0.226
12:00 - 13:00	3	47	0.085	3	47	0.113	3	47	0.198
13:00 - 14:00	3	47	0.056	3	47	0.077	3	47	0.133
14:00 - 15:00	3	47	0.141	3	47	0.141	3	47	0.282
15:00 - 16:00	3	47	0.275	3	47	0.225	3	47	0.500
16:00 - 17:00	3	47	0.204	3	47	0.155	3	47	0.359
17:00 - 18:00	3	47	0.225	3	47	0.176	3	47	0.401
18:00 - 19:00	3	47	0.155	3	47	0.106	3	47	0.261
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.544			1.486			3.030

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

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	d Wednesday 22/04/20
B089 Local Authority Houses		Page 9
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES \car{LGVS}

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

		ARRIVALS		DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	47	0.000	3	47	0.000	3	47	0.000
08:00 - 09:00	3	47	0.000	3	47	0.000	3	47	0.000
09:00 - 10:00	3	47	0.021	3	47	0.007	3	47	0.028
10:00 - 11:00	3	47	0.021	3	47	0.035	3	47	0.056
11:00 - 12:00	3	47	0.021	3	47	0.000	3	47	0.021
12:00 - 13:00	3	47	0.035	3	47	0.056	3	47	0.091
13:00 - 14:00	3	47	0.014	3	47	0.014	3	47	0.028
14:00 - 15:00	3	47	0.014	3	47	0.021	3	47	0.035
15:00 - 16:00	3	47	0.028	3	47	0.028	3	47	0.056
16:00 - 17:00	3	47	0.042	3	47	0.021	3	47	0.063
17:00 - 18:00	3	47	0.035	3	47	0.042	3	47	0.077
18:00 - 19:00	3	47	0.014	3	47	0.014	3	47	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0 245			0.238			0.483

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Houses			Page 10
Cronin & Sutton Consulting Engir	neers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MOTOR CYCLES Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

ord brint mulcates peak (busiest) perio

		ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	47	0.000	3	47	0.007	3	47	0.007	
08:00 - 09:00	3	47	0.000	3	47	0.000	3	47	0.000	
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000	
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000	
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000	
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000	
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000	
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000	
15:00 - 16:00	3	47	0.000	3	47	0.000	3	47	0.000	
16:00 - 17:00	3	47	0.007	3	47	0.000	3	47	0.007	
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000	
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.007			0.007			0.014	

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.

TRICS 7.7.1 070420 B19.39 D	atabase right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Houses			Page 11
Cronin & Sutton Consulting Engine	eers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES Light Vehicles (LV) Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS		DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	47	0.000	3	47	0.000	3	47	0.000
08:00 - 09:00	3	47	0.000	3	47	0.000	3	47	0.000
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000
15:00 - 16:00	3	47	0.000	3	47	0.000	3	47	0.000
16:00 - 17:00	3	47	0.000	3	47	0.000	3	47	0.000
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserve	ed Wednesday 22/04/20
B089 Local Authority Houses		Page 12
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES Rigid Trucks - No Trailer (OGV1) Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	47	0.000	3	47	0.000	3	47	0.000	
08:00 - 09:00	3	47	0.000	3	47	0.000	3	47	0.000	
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000	
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000	
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000	
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000	
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000	
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000	
15:00 - 16:00	3	47	0.000	3	47	0.000	3	47	0.000	
16:00 - 17:00	3	47	0.000	3	47	0.000	3	47	0.000	
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000	
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.000			0.000			0.000	

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.

TRICS 7.7.1 070420 B19.39 Da	atabase right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Houses		Page 13
Cronin & Sutton Consulting Enginee	ers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES Trucks Towing Trailers (OGV2) Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS		DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									1
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									1
07:00 - 08:00	3	47	0.000	3	47	0.000	3	47	0.000
08:00 - 09:00	3	47	0.000	3	47	0.000	3	47	0.000
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000
15:00 - 16:00	3	47	0.000	3	47	0.000	3	47	0.000
16:00 - 17:00	3	47	0.000	3	47	0.000	3	47	0.000
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Con	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Houses			Page 14
Cronin & Sutton Consulting Engin	ieers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Buses Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

born brint mulcates peak (busiest) peno

		ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00									1	
01:00 - 02:00										
02:00 - 03:00									1	
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00									1	
07:00 - 08:00	3	47	0.000	3	47	0.000	3	47	0.000	
08:00 - 09:00	3	47	0.000	3	47	0.000	3	47	0.000	
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000	
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000	
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000	
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000	
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000	
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000	
15:00 - 16:00	3	47	0.000	3	47	0.000	3	47	0.000	
16:00 - 17:00	3	47	0.000	3	47	0.000	3	47	0.000	
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000	
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000	
19:00 - 20:00									1	
20:00 - 21:00									1	
21:00 - 22:00									1	
22:00 - 23:00									1	
23:00 - 24:00									1	
Total Rates:			0.000			0.000			0.000	

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.

TRICS 7.7.1 070420 B19.39 Da	atabase right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Houses		Page 15
Cronin & Sutton Consulting Engine	ers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES Non-Motorised Vehicles (NMV) Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS		DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	47	0.000	3	47	0.000	3	47	0.000
08:00 - 09:00	3	47	0.000	3	47	0.000	3	47	0.000
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000
15:00 - 16:00	3	47	0.000	3	47	0.000	3	47	0.000
16:00 - 17:00	3	47	0.000	3	47	0.000	3	47	0.000
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Con	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Houses			Page 16
Cronin & Sutton Consulting Engir	ieers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Cvcles Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	47	0.000	3	47	0.000	3	47	0.000
08:00 - 09:00	3	47	0.000	3	47	0.000	3	47	0.000
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000
15:00 - 16:00	3	47	0.000	3	47	0.000	3	47	0.000
16:00 - 17:00	3	47	0.000	3	47	0.000	3	47	0.000
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited	I, 2020. All rights reserved Wednesday 22/04/20
B089 Local Authority Houses		Page 17
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES Scooters Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS		DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	47	0.000	3	47	0.000	3	47	0.000
08:00 - 09:00	3	47	0.000	3	47	0.000	3	47	0.000
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000
15:00 - 16:00	3	47	0.000	3	47	0.000	3	47	0.000
16:00 - 17:00	3	47	0.000	3	47	0.000	3	47	0.000
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0 0 0 0			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Houses			Page 18
Cronin & Sutton Consulting Engi	neers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES Non-Vehicular People Movements (NVPM) Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	3	47	0.000	3	47	0.000	3	47	0.000
08:00 - 09:00	3	47	0.000	3	47	0.000	3	47	0.000
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000
15:00 - 16:00	3	47	0.000	3	47	0.000	3	47	0.000
16:00 - 17:00	3	47	0.000	3	47	0.000	3	47	0.000
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.
S 7.7.1 070420 B19.39 Da Local Authority Flats	tabase right of TRICS Consortium Limited, 2020. All rights reserv	ved Wednesday 22/04/20 Page 1	TRICS 7.7.1 07042 B089 Local Authori
n & Sutton Consulting Enginee	ers 19-22 Dame Street Dublin 2	Licence No: 656801	Cronin & Sutton Cons
	Calculation Refer	rence: AUDIT-656801-200422-0403	Secondary I
TRIP RATE CALCULATIO	N SELECTION PARAMETERS:		Use Class:
Land Use : 03 - RESID	ENTIAL		C3
Category : D - AFFORL	JABLE/LOCAL AUTHORITY FLATS		This data dis
VEHICLES			has been use
Selected regions and areas	<u>.</u>		Population w
01 GREATER LONDON	1 - 4		50.001 to 10
	1 days		
HG HARINGEY	1 days		This data dis
02 SOUTH EAST	1 00/5		
ES EAST SUSSEX	(1 days		Population w
15 GREATER DUBLIN	,		250,001 to 5
DL DUBLIN	1 days		500,001 001
This section displays the n	mber of survey days per TRICS® sub-region in the selected set		This data dis
This section displays the ne	mber of survey days per TRICS & sub-region in the selected set		
			<u>Car ownersh</u>
Primary Filtering selecti	on:		0.6 to 1.0
			1.1 to 1.5
This data displays the chos	en trip rate parameter and its selected range. Only sites that fall	within the parameter range	This data dis
are included in the trip rate	? calculation.		within a radi
Parameter:	No of Dwellings		
Actual Range:	15 to 160 (units:)		_
Range Selected by User:	6 to 339 (units:)		<u>Travel Plan:</u>
			Yes
Parking Spaces Range:	All Surveys Included		NO
Parking Spaces per Dwellin	a Range: All Surveys Included		This data dis
ranning opaces per orrenni			and the num
Bedrooms per Dwelling Rar	ige: All Surveys Included		PTAL Rating
			No PTAL Pre
Percentage of dwellings pri	vately owned: All Surveys Included		2 Poor
Public Transport Provision			4 Good
Selection by:	Include all surveys		
50.000007.	Include on Surveys		This data dis
Date Range: 01/01	/12 to 26/09/19		

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

1 days 3 days 1 days

5 days 0 days

<u>Selected survey days:</u>	
Monday	
Thursday	
Friday	

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

Selected survey types:
Manual count
Directional ATC Count

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

1

4

4 1

<u>Selected Locations:</u> Town Centre Suburban Area (PPS6 Out of Centre)

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.

<u>Selected Location Sub Categories:</u> Residential Zone

	-
Built-Up Zone	

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.

& Sutton Consulting Engineers	19-22 Dame Street Dublin 2	Licence No: 65
Secondary Filtering selection	on:	
<u>Use Class:</u>		
C3	5 days	
This data displays the number has been used for this purpose	of surveys per Use Class classification within the se , which can be found within the Library module of 1	elected set. The Use Classes Order 2005 TRICS®.
Population within 1 mile:		
50,001 to 100,000	5 days	
This data displays the number	of selected surveys within stated 1-mile radii of pop	pulation.
Population within 5 miles:		
250,001 to 500,000	1 days	
500,001 or More	4 days	
This data displays the number	of selected surveys within stated 5-mile radii of pop	pulation.
Car ownership within 5 miles:		
0.6 to 1.0	4 days	
1.1 to 1.5	1 days	
This data displays the number within a radius of 5-miles of se	of selected surveys within stated ranges of average lected survey sites.	e cars owned per residential dwelling,
Travel Plan:		
Yes	1 days	
No	4 days	
This data displays the number and the number of surveys tha	of surveys within the selected set that were underta t were undertaken at sites without Travel Plans.	aken at sites with Travel Plans in place,
PTAL Rating:		
No PTAL Present	2 days	
2 Poor	2 days	
4 Good	1 days	
	of colored annual with DTAL Dations	

7.7.1	070420 B19.39 Dat	tabase right of TRICS C	onsortium Limited, 20	20. All rights reserved	Wednesday 22/04/20
& Sut	ton Consulting Enginee	ers 19-22 Dame Stree	et Dublin 2		Licence No: 656801
1 107	OF SITES relevant to a	soloction parameters			
<u>LIST</u>	OF SITES TELEVALLE S	Selection parameters			
1	BT-03-D-01 FLOWERS CLOSE DOLLIS HILL	BLOCKS OF FLATS		BRENT	
	Suburban Area (PPS6 Residential Zone Total No of Dwellings Survey date:	Out of Centre) : THURSDAY	160 <i>26/06/14</i>	Survey Type: MANUA	L
2	DL-03-D-01 CHARLEMONT STREE DUBLIN PORTOBELLO Town Centre Built-Up Zone	BLOCKS OF FLATS		DUBLIN	
3	Total No of Dwellings Survey date: " EN-03-D-01 CHURCHILL COURT EDMONTON	: THURSDAY BLOCKS OF FLATS	79 26/09/19	Survey Type: MANUA ENFIELD	L
4	Suburban Area (PPS6 Residential Zone Total No of Dwellings <i>Survey date: I</i> ES-03-0-06 WELLINGTON ROAD BRIGHTON	6 Out of Centre) : MONDAY FLATS & HOUSES	66 <i>16/11/15</i>	Survey Type: MANUA EAST SUSSEX	L
5	Suburban Area (PPS6 Residential Zone Total No of Dwellings <i>Survey date:</i> HG-03-D-03 COMMERCE ROAD WOOD GREEN WOODD GREEN	5 Out of Centre) : THURSDAY BLOCKS OF FLATS	15 16/10/14	Survey Type: MANUA HARINGEY	L
	Suburban Area (PPS6 Residential Zone Total No of Dwellings Survey date: 1	5 Out of Centre) : FRIDAY	90 26/09/14	Survey Type: MANUA	L

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Flats		Page 4
Cronin & Sutton Consulting Eng	ineers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

VEHICLES Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.049	5	82	0.090	5	82	0.139
08:00 - 09:00	5	82	0.054	5	82	0.168	5	82	0.222
09:00 - 10:00	5	82	0.056	5	82	0.071	5	82	0.127
10:00 - 11:00	5	82	0.054	5	82	0.076	5	82	0.130
11:00 - 12:00	5	82	0.066	5	82	0.054	5	82	0.120
12:00 - 13:00	5	82	0.046	5	82	0.063	5	82	0.109
13:00 - 14:00	5	82	0.056	5	82	0.046	5	82	0.102
14:00 - 15:00	5	82	0.044	5	82	0.044	5	82	0.088
15:00 - 16:00	5	82	0.102	5	82	0.080	5	82	0.182
16:00 - 17:00	5	82	0.078	5	82	0.068	5	82	0.146
17:00 - 18:00	5	82	0.085	5	82	0.039	5	82	0.124
18:00 - 19:00	5	82	0.078	5	82	0.059	5	82	0.137
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0 768			0.858			1 626

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Parameter summary

Trip rate parameter range selected:	15 - 160 (units:)
Survey date date range:	01/01/12 - 26/09/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRICS 7.7.1 070420 B19.39	Database right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Flats			Page 5
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS TAXIS

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

		ARRIVALS	LS DEPARTURES		TOTALS				
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.005	5	82	0.005	5	82	0.010
08:00 - 09:00	5	82	0.007	5	82	0.007	5	82	0.014
09:00 - 10:00	5	82	0.000	5	82	0.000	5	82	0.000
10:00 - 11:00	5	82	0.002	5	82	0.002	5	82	0.004
11:00 - 12:00	5	82	0.000	5	82	0.000	5	82	0.000
12:00 - 13:00	5	82	0.002	5	82	0.002	5	82	0.004
13:00 - 14:00	5	82	0.000	5	82	0.000	5	82	0.000
14:00 - 15:00	5	82	0.000	5	82	0.000	5	82	0.000
15:00 - 16:00	5	82	0.010	5	82	0.010	5	82	0.020
16:00 - 17:00	5	82	0.002	5	82	0.002	5	82	0.004
17:00 - 18:00	5	82	0.002	5	82	0.000	5	82	0.002
18:00 - 19:00	5	82	0.005	5	82	0.007	5	82	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Flats		Page 6
Cronin & Sutton Consulting Engi	ineers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

OGVS Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	5	82	0.000	5	82	0.000	5	82	0.000	
08:00 - 09:00	5	82	0.002	5	82	0.002	5	82	0.004	
09:00 - 10:00	5	82	0.002	5	82	0.002	5	82	0.004	
10:00 - 11:00	5	82	0.000	5	82	0.000	5	82	0.000	
11:00 - 12:00	5	82	0.000	5	82	0.000	5	82	0.000	
12:00 - 13:00	5	82	0.002	5	82	0.002	5	82	0.004	
13:00 - 14:00	5	82	0.002	5	82	0.002	5	82	0.004	
14:00 - 15:00	5	82	0.000	5	82	0.000	5	82	0.000	
15:00 - 16:00	5	82	0.005	5	82	0.005	5	82	0.010	
16:00 - 17:00	5	82	0.000	5	82	0.000	5	82	0.000	
17:00 - 18:00	5	82	0.000	5	82	0.000	5	82	0.000	
18:00 - 19:00	5	82	0.000	5	82	0.000	5	82	0.000	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.013			0.013			0.026	

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Flats			Page 7
Cronin & Sutton Consulting Engin	ieers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS PSVS

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

		ARRIVALS			DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.000	5	82	0.000	5	82	0.000
08:00 - 09:00	5	82	0.002	5	82	0.002	5	82	0.004
09:00 - 10:00	5	82	0.000	5	82	0.000	5	82	0.000
10:00 - 11:00	5	82	0.000	5	82	0.000	5	82	0.000
11:00 - 12:00	5	82	0.000	5	82	0.000	5	82	0.000
12:00 - 13:00	5	82	0.000	5	82	0.000	5	82	0.000
13:00 - 14:00	5	82	0.000	5	82	0.000	5	82	0.000
14:00 - 15:00	5	82	0.000	5	82	0.000	5	82	0.000
15:00 - 16:00	5	82	0.002	5	82	0.000	5	82	0.002
16:00 - 17:00	5	82	0.000	5	82	0.002	5	82	0.002
17:00 - 18:00	5	82	0.000	5	82	0.000	5	82	0.000
18:00 - 19:00	5	82	0.000	5	82	0.000	5	82	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Pater:			0.004			0.004			0.009

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Flats		Page 8
Cronin & Sutton Consulting Engin	neers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

CYCLISTS Calculation factor: 1 DWELLS

ÔI.	D	nrint	indicates	neak	(husiest)	neriod
	~	princ	inuicates	peak	(Dusiest)	periou

		ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	5	82	0.000	5	82	0.007	5	82	0.007	
08:00 - 09:00	5	82	0.000	5	82	0.005	5	82	0.005	
09:00 - 10:00	5	82	0.000	5	82	0.005	5	82	0.005	
10:00 - 11:00	5	82	0.002	5	82	0.005	5	82	0.007	
11:00 - 12:00	5	82	0.002	5	82	0.002	5	82	0.004	
12:00 - 13:00	5	82	0.000	5	82	0.002	5	82	0.002	
13:00 - 14:00	5	82	0.000	5	82	0.000	5	82	0.000	
14:00 - 15:00	5	82	0.007	5	82	0.005	5	82	0.012	
15:00 - 16:00	5	82	0.002	5	82	0.007	5	82	0.009	
16:00 - 17:00	5	82	0.007	5	82	0.007	5	82	0.014	
17:00 - 18:00	5	82	0.005	5	82	0.005	5	82	0.010	
18:00 - 19:00	5	82	0.007	5	82	0.000	5	82	0.007	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.032			0.050			0.082	

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.

TRICS 7.7.1 070420 B19.39 D	atabase right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Flats			Page 9
Cronin & Sutton Consulting Engine	eers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS CARS

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

		ARRIVALS			DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate		
00:00 - 01:00											
01:00 - 02:00											
02:00 - 03:00											
03:00 - 04:00											
04:00 - 05:00											
05:00 - 06:00											
06:00 - 07:00									1		
07:00 - 08:00	5	82	0.034	5	82	0.076	5	82	0.110		
08:00 - 09:00	5	82	0.029	5	82	0.141	5	82	0.170		
09:00 - 10:00	5	82	0.051	5	82	0.049	5	82	0.100		
10:00 - 11:00	5	82	0.039	5	82	0.063	5	82	0.102		
11:00 - 12:00	5	82	0.051	5	82	0.039	5	82	0.090		
12:00 - 13:00	5	82	0.037	5	82	0.054	5	82	0.091		
13:00 - 14:00	5	82	0.049	5	82	0.037	5	82	0.086		
14:00 - 15:00	5	82	0.044	5	82	0.044	5	82	0.088		
15:00 - 16:00	5	82	0.076	5	82	0.061	5	82	0.137		
16:00 - 17:00	5	82	0.068	5	82	0.054	5	82	0.122		
17:00 - 18:00	5	82	0.076	5	82	0.034	5	82	0.110		
18:00 - 19:00	5	82	0.059	5	82	0.049	5	82	0.108		
19:00 - 20:00									1		
20:00 - 21:00									1		
21:00 - 22:00									1		
22:00 - 23:00									1		
23:00 - 24:00									1		
Total Rates:			0.613			0 701			1 314		

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Flats		Page 10
Cronin & Sutton Consulting Engi	ineers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

LGVS Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	;	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.010	5	82	0.010	5	82	0.020
08:00 - 09:00	5	82	0.012	5	82	0.012	5	82	0.024
09:00 - 10:00	5	82	0.002	5	82	0.017	5	82	0.019
10:00 - 11:00	5	82	0.010	5	82	0.005	5	82	0.015
11:00 - 12:00	5	82	0.015	5	82	0.015	5	82	0.030
12:00 - 13:00	5	82	0.005	5	82	0.005	5	82	0.010
13:00 - 14:00	5	82	0.005	5	82	0.007	5	82	0.012
14:00 - 15:00	5	82	0.000	5	82	0.000	5	82	0.000
15:00 - 16:00	5	82	0.010	5	82	0.005	5	82	0.015
16:00 - 17:00	5	82	0.007	5	82	0.010	5	82	0.017
17:00 - 18:00	5	82	0.007	5	82	0.005	5	82	0.012
18:00 - 19:00	5	82	0.012	5	82	0.002	5	82	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.093			0.188

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.

TRICS 7.7.1 070420 B19.39 D	atabase right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Flats			Page 11
Cronin & Sutton Consulting Engine	ers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS MOTOR CYCLES Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	;	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.000	5	82	0.000	5	82	0.000
08:00 - 09:00	5	82	0.000	5	82	0.002	5	82	0.002
09:00 - 10:00	5	82	0.000	5	82	0.002	5	82	0.002
10:00 - 11:00	5	82	0.002	5	82	0.005	5	82	0.007
11:00 - 12:00	5	82	0.000	5	82	0.000	5	82	0.000
12:00 - 13:00	5	82	0.000	5	82	0.000	5	82	0.000
13:00 - 14:00	5	82	0.000	5	82	0.000	5	82	0.000
14:00 - 15:00	5	82	0.000	5	82	0.000	5	82	0.000
15:00 - 16:00	5	82	0.000	5	82	0.000	5	82	0.000
16:00 - 17:00	5	82	0.000	5	82	0.000	5	82	0.000
17:00 - 18:00	5	82	0.002	5	82	0.000	5	82	0.002
18:00 - 19:00	5	82	0.002	5	82	0.000	5	82	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.009			0.015

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Flats			Page 12
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS Light Vehicles (LV)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.000	5	82	0.000	5	82	0.000
08:00 - 09:00	5	82	0.000	5	82	0.000	5	82	0.000
09:00 - 10:00	5	82	0.000	5	82	0.000	5	82	0.000
10:00 - 11:00	5	82	0.000	5	82	0.000	5	82	0.000
11:00 - 12:00	5	82	0.000	5	82	0.000	5	82	0.000
12:00 - 13:00	5	82	0.000	5	82	0.000	5	82	0.000
13:00 - 14:00	5	82	0.000	5	82	0.000	5	82	0.000
14:00 - 15:00	5	82	0.000	5	82	0.000	5	82	0.000
15:00 - 16:00	5	82	0.000	5	82	0.000	5	82	0.000
16:00 - 17:00	5	82	0.000	5	82	0.000	5	82	0.000
17:00 - 18:00	5	82	0.000	5	82	0.000	5	82	0.000
18:00 - 19:00	5	82	0.000	5	82	0.000	5	82	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39 D	Patabase right of TRICS Consortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Flats		Page 13
Cronin & Sutton Consulting Engine	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS **Rigid Trucks - No Trailer (OGV1) Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period**

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.000	5	82	0.000	5	82	0.000
08:00 - 09:00	5	82	0.000	5	82	0.000	5	82	0.000
09:00 - 10:00	5	82	0.000	5	82	0.000	5	82	0.000
10:00 - 11:00	5	82	0.000	5	82	0.000	5	82	0.000
11:00 - 12:00	5	82	0.000	5	82	0.000	5	82	0.000
12:00 - 13:00	5	82	0.000	5	82	0.000	5	82	0.000
13:00 - 14:00	5	82	0.000	5	82	0.000	5	82	0.000
14:00 - 15:00	5	82	0.000	5	82	0.000	5	82	0.000
15:00 - 16:00	5	82	0.000	5	82	0.000	5	82	0.000
16:00 - 17:00	5	82	0.000	5	82	0.000	5	82	0.000
17:00 - 18:00	5	82	0.000	5	82	0.000	5	82	0.000
18:00 - 19:00	5	82	0.000	5	82	0.000	5	82	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39 D	Database right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Flats			Page 14
Cronin & Sutton Consulting Engine	eers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS **Trucks Towing Trailers (OGV2) Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period**

		ARRIVALS			DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.000	5	82	0.000	5	82	0.000
08:00 - 09:00	5	82	0.000	5	82	0.000	5	82	0.000
09:00 - 10:00	5	82	0.000	5	82	0.000	5	82	0.000
10:00 - 11:00	5	82	0.000	5	82	0.000	5	82	0.000
11:00 - 12:00	5	82	0.000	5	82	0.000	5	82	0.000
12:00 - 13:00	5	82	0.000	5	82	0.000	5	82	0.000
13:00 - 14:00	5	82	0.000	5	82	0.000	5	82	0.000
14:00 - 15:00	5	82	0.000	5	82	0.000	5	82	0.000
15:00 - 16:00	5	82	0.000	5	82	0.000	5	82	0.000
16:00 - 17:00	5	82	0.000	5	82	0.000	5	82	0.000
17:00 - 18:00	5	82	0.000	5	82	0.000	5	82	0.000
18:00 - 19:00	5	82	0.000	5	82	0.000	5	82	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39 Da	tabase right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Flats			Page 15
Cronin & Sutton Consulting Enginee	ers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS $\ensuremath{\textbf{Buses}}$

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

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.000	5	82	0.000	5	82	0.000
08:00 - 09:00	5	82	0.000	5	82	0.000	5	82	0.000
09:00 - 10:00	5	82	0.000	5	82	0.000	5	82	0.000
10:00 - 11:00	5	82	0.000	5	82	0.000	5	82	0.000
11:00 - 12:00	5	82	0.000	5	82	0.000	5	82	0.000
12:00 - 13:00	5	82	0.000	5	82	0.000	5	82	0.000
13:00 - 14:00	5	82	0.000	5	82	0.000	5	82	0.000
14:00 - 15:00	5	82	0.000	5	82	0.000	5	82	0.000
15:00 - 16:00	5	82	0.000	5	82	0.000	5	82	0.000
16:00 - 17:00	5	82	0.000	5	82	0.000	5	82	0.000
17:00 - 18:00	5	82	0.000	5	82	0.000	5	82	0.000
18:00 - 19:00	5	82	0.000	5	82	0.000	5	82	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39 D	atabase right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Flats			Page 16
Cronin & Sutton Consulting Engine	eers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS Non-Motorised Vehicles (NMV) Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) per	od
---	----

	ARRIVALS		1	DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.000	5	82	0.000	5	82	0.000
08:00 - 09:00	5	82	0.000	5	82	0.000	5	82	0.000
09:00 - 10:00	5	82	0.000	5	82	0.000	5	82	0.000
10:00 - 11:00	5	82	0.000	5	82	0.000	5	82	0.000
11:00 - 12:00	5	82	0.000	5	82	0.000	5	82	0.000
12:00 - 13:00	5	82	0.000	5	82	0.000	5	82	0.000
13:00 - 14:00	5	82	0.000	5	82	0.000	5	82	0.000
14:00 - 15:00	5	82	0.000	5	82	0.000	5	82	0.000
15:00 - 16:00	5	82	0.000	5	82	0.000	5	82	0.000
16:00 - 17:00	5	82	0.000	5	82	0.000	5	82	0.000
17:00 - 18:00	5	82	0.000	5	82	0.000	5	82	0.000
18:00 - 19:00	5	82	0.000	5	82	0.000	5	82	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39 D	Database right of TRICS Consortium Limited, 2020. All rights reser	ved Wednesday 22/04/20
B089 Local Authority Flats		Page 17
Cronin & Sutton Consulting Engine	eers 19-22 Dame Street Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS $\ensuremath{\textbf{Cycles}}$

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

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.000	5	82	0.000	5	82	0.000
08:00 - 09:00	5	82	0.000	5	82	0.000	5	82	0.000
09:00 - 10:00	5	82	0.000	5	82	0.000	5	82	0.000
10:00 - 11:00	5	82	0.000	5	82	0.000	5	82	0.000
11:00 - 12:00	5	82	0.000	5	82	0.000	5	82	0.000
12:00 - 13:00	5	82	0.000	5	82	0.000	5	82	0.000
13:00 - 14:00	5	82	0.000	5	82	0.000	5	82	0.000
14:00 - 15:00	5	82	0.000	5	82	0.000	5	82	0.000
15:00 - 16:00	5	82	0.000	5	82	0.000	5	82	0.000
16:00 - 17:00	5	82	0.000	5	82	0.000	5	82	0.000
17:00 - 18:00	5	82	0.000	5	82	0.000	5	82	0.000
18:00 - 19:00	5	82	0.000	5	82	0.000	5	82	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39	Database right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Flats			Page 18
Cronin & Sutton Consulting Engin	eers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Scooters

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

SOLD print indicates peak (busiest) perio

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.000	5	82	0.000	5	82	0.000
08:00 - 09:00	5	82	0.000	5	82	0.000	5	82	0.000
09:00 - 10:00	5	82	0.000	5	82	0.000	5	82	0.000
10:00 - 11:00	5	82	0.000	5	82	0.000	5	82	0.000
11:00 - 12:00	5	82	0.000	5	82	0.000	5	82	0.000
12:00 - 13:00	5	82	0.000	5	82	0.000	5	82	0.000
13:00 - 14:00	5	82	0.000	5	82	0.000	5	82	0.000
14:00 - 15:00	5	82	0.000	5	82	0.000	5	82	0.000
15:00 - 16:00	5	82	0.000	5	82	0.000	5	82	0.000
16:00 - 17:00	5	82	0.000	5	82	0.000	5	82	0.000
17:00 - 18:00	5	82	0.000	5	82	0.000	5	82	0.000
18:00 - 19:00	5	82	0.000	5	82	0.000	5	82	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

TRICS 7.7.1 070420 B19.39 Da	atabase right of TRICS Cons	sortium Limited, 2020. All rights reserved	Wednesday 22/04/20
B089 Local Authority Flats			Page 19
Cronin & Sutton Consulting Engine	ers 19-22 Dame Street	Dublin 2	Licence No: 656801

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS Non-Vehicular People Movements (NVPM) Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.000	5	82	0.000	5	82	0.000
08:00 - 09:00	5	82	0.000	5	82	0.000	5	82	0.000
09:00 - 10:00	5	82	0.000	5	82	0.000	5	82	0.000
10:00 - 11:00	5	82	0.000	5	82	0.000	5	82	0.000
11:00 - 12:00	5	82	0.000	5	82	0.000	5	82	0.000
12:00 - 13:00	5	82	0.000	5	82	0.000	5	82	0.000
13:00 - 14:00	5	82	0.000	5	82	0.000	5	82	0.000
14:00 - 15:00	5	82	0.000	5	82	0.000	5	82	0.000
15:00 - 16:00	5	82	0.000	5	82	0.000	5	82	0.000
16:00 - 17:00	5	82	0.000	5	82	0.000	5	82	0.000
17:00 - 18:00	5	82	0.000	5	82	0.000	5	82	0.000
18:00 - 19:00	5	82	0.000	5	82	0.000	5	82	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.



Appendix C

Traffic Flow Matrices



2020

2023

2023

2028

O'De

North

2038

PM Peak

PM Peak

PM Peak То

PM Peak

PM Peak

PM Peak

TOTALS

(16:45-17:45)		SURVEYED	TRAFFIC FLOWS
North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
0	14	509	523
-	0		

4

From	Koad (N)	Gardens	Koad (S)	
lorth Circular Road (N)	0	14	509	523
O'Devaney Gardens	7	0	2	9
North Circular Road (S)	588	11	0	600
TOTALS	595	25	511	1132

BASELINE TRAFFIC FLOWS

			(Sul veyeu nows + n	in growth factor
To	North Circular	O'Devaney	North Circular	TOTALS
From	Road (N)	Gardens	Road (S)	
North Circular Road (N)	0	14	509	523
O'Devaney Gardens	7	0	2	ç
North Circular Road (S)	588	11	0	599
TOTALS	595	25	511	1131

Other committed development flows

North Circular North Circular O'Devaney То TOTALS Fror Road (N) Gardens Road (S) North Circular Road (N) 0 4 O'Devaney Gardens North Circular Road (S) 4

4

1 WITHOUT SUBJECT DEVELOPMENT

4

2023	PM Peak	(sur	veyed flows + TII gro	wth factor + committe	ed development)
From	То	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circu	lar Road (N)	0	18	534	552
O'Devane	y Gardens	11	0	3	14
North Circu	lar Road (S)	617	13	0	630
TOT	ALS	628	31	537	1196

SUBJECT DEVELOPMENT FLOWS

From	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	67	0	67
O'Devaney Gardens	74	0	17	92
North Circular Road (S)	0	10	0	10
TOTALS	74	77	17	169

WITH SUBJECT DEVELOPMENT IN PLACE

2023	PM Peak	(su	WITH SUBJECT DEVELOP (surveyed + TII growth factor + committed dev.			
From	То	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS	
North Circu	lar Road (N)	0	85	534	619	
O'Devane	y Gardens	85	0	20	106	
North Circu	lar Road (S)	617	23	0	640	
TOT	ALS	702	108	554	1365	

WITHOUT SUBJECT DEVELOPMENT

2029	PM Poak			WITHOUT SUBJECT	DEVELOPMENT	
2028	FIVIFEak	(sur	(surveyed flows + TII growth factor + committ			
	То	North Circular	O'Devaney	North Circular	TOTALS	
From		Road (N)	Gardens	Road (S)	TOTALS	
North Circu	lar Road (N)	0	19	579	598	
O'Devane	y Gardens	12	0	3	15	
North Circu	lar Road (S)	669	14	0	683	
TOT	ALS	681	33	582	1296	

WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

		· · ·	.,		
/	То	North Circular	O'Devaney	North Circular	TOTALS
From		Road (N)	Gardens	Road (S)	TOTALS
North Circular Road (N)		0	86	579	665

aney Gardens	86	0	20	107
Circular Road (S)	669	24	0	693
TOTALS	755	110	599	1465

		WITHOUT SUBJECT	DEVELOPMENT
(su	veyed flows + TII grow	wth factor + committe	ed development)
rcular	O'Devanev	North Circular	

From	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	21	623	644
O'Devaney Gardens	12	0	3	15
North Circular Road (S)	720	15	0	735
TOTALS	732	36	626	1394

WITH SUBJECT DEVELOPMENT IN PLACE

2038	PM Peak	(su	WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)				
	То	North Circular	O'Devaney	North Circular	TOTALS		
From		Road (N)	Gardens	Road (S)	TOTALS		
North Circular Road (N)		0	88	623	711		
O'Devaney Gardens		86	0	20	107		
North Circular Road (S)		720	25	0	745		
TOT	ALS	806	113	643	1563		

2020	AM Peak	(08:00-09:00)		SURVEYED	TRAFFIC FLOWS
	То	North Circular	O'Devaney	North Circular	TOTALS
From		Road (N)	Gardens	Road (S)	TOTALS
North Circular Road (N)		0	16	526	542
O'Devaney Gardens		0	0	0	0
North Circu	lar Road (S)	489	97	0	586
TOT	ALS	489	113	526	1128

2020	AM Peak			BASELINE (surveyed flows + T	TRAFFIC FLOWS
From	То	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)		0	16	526	542
O'Devaney Gardens		0	0	0	0
North Circular Road (S)		489	97	0	586
TOT	ΔIS	/190	112	526	1179

Other committed development flows

From	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	2	0	2
O'Devaney Gardens	3	0	0	3
North Circular Road (S)	0	1	0	1
TOTALS	3	3	0	7

2023

2028

From

TOTALS

AM Peak

WITHOUT SUBJECT DEVELOPMENT

2023	AM Peak	(sur	veyed flows + TII gro	wth factor + committe	ed development)
	То	North Circular	O'Devaney	North Circular	TOTALS
From		Road (N)	Gardens	Road (S)	TOTALS
North Circular Road (N)		0	19	552	571
O'Devane	ey Gardens	3	0	1	4
North Circ	ular Road (S)	513	103	0	616
TO	TALS	516	122	553	1191

2023 AM	Peak			SUBJECT DEVEL	OPMENT FLOWS
From	Го	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)		0	35	0	35
O'Devaney Garde	ens	56	0	9	65
North Circular Roa	ad (S)	0	18	0	18
TOTALS		56	53	9	118

WITH SUBJECT DEVELOPMENT IN PLACE

2023	AM Peak	(su	WI rveyed + TII growth fa	TH SUBJECT DEVELOR actor + committed dev	MENT IN PLACE
From	To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circu	lar Road (N)	0	54	552	606
O'Devaney Gardens		59	0	10	69
North Circu	lar Road (S)	513	121	0	634
TOT	ALS	572	175	562	1309

WITHOUT SUBJECT DEVELOPMENT

	2028 AM Peak		WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)				
ſ	From	To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS	
	North Circu	lar Road (N)	0	21	598	619	
	O'Devane	y Gardens	3	0	1	4	
	North Circu	ılar Road (S)	556	112	0	668	
Γ	TOT	TALS	559	133	599	1291	

Road (N)

WITH SUBJECT DEVELOPMENT IN PLACE

AM Peak (surveyed + Til growth factor + committed dev. + subject dev.) ar O'Devaney North Circular TOTALS То North Circular TOTALS

Road (S) 598 North Circular Road (N) 56 654 O'Devaney Gardens North Circular Road (S) 69 686 59 10 130 556 615 186 608 1409

Gardens

WITHOUT SUBJECT DEVELOPMENT

2038	AM Peak	(sur	veyed flows + TII grov	WITHOUT SUBJECT wth factor + committe	DEVELOPMENT ed development)
From	То	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circu	ular Road (N)	0	22	643	665
O'Devane	ey Gardens	3	0	1	4
North Circ	ular Road (S)	598	120	0	718
TO	TALS	601	142	644	1387

2038	AM Peak	WITH SUBJECT DEVELOPMENT IN (surveyed + TII growth factor + committed dev. + subject				
	To	North Circular	O'Devaney	North Circular	TOTALS	
From		Road (N)	Gardens	Road (S)	101/125	
North Circu	lar Road (N)	0	57	643	700	
O'Devane	y Gardens	59	0	10	69	
North Circu	lar Road (S)	598	138	0	736	
TOT	ALS	657	195	653	1505	

2020

2023

2023

2028

51

103

PM Peak

TOTALS

TOTALS

PM Peak

PM Peak

PM Peak

2020	PM Peak	(16:45-17:45)		SURVEYED	TRAFFIC FLOWS
/	То	Montpelier	O'Devaney	Montpelier	TOTALS
From		Gardens (W)	Gardens	Gardens (E)	TOTALS
Montpelier	Gardens (W)	0	0	24	24
O'Devane	y Gardens	34	0	29	64
Montpelier	Gardens (E)	30	4	0	34

4

53	121
BASELINE	TRAFFIC FLOWS

121

			(surveyed flows + 1	I growth factor)
To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	0	24	24
O'Devaney Gardens	34	0	29	63
Montpelier Gardens (E)	30	4	0	34
TOTALS	64	4	53	121

64

Other committed development flows

То Montpelier Gardens (W) O'Devaney Montpelier TOTALS From Gardens Gardens (E) Montpelier Gardens (W) 3 3 O'Devaney Gardens Montpelier Gardens (E) 2 TOTALS 2 3 0 4

WITHOUT SUBJECT DEVELOPMENT

2023	PM Peak	WITHOUT SUBJECT DEVEN (surveyed flows + TII growth factor + committed deve			
From	То	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)		0	3	25	28
O'Devane	y Gardens	38	0	31	69
Montpelier	Gardens (E)	31	4	0	35
TO	TALS	69	7	56	132

SUBJECT DEVELOPMENT FLOWS

From	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	48	0	48
O'Devaney Gardens	30	0	0	30
Montpelier Gardens (E)	0	0	0	0
TOTALS	30	48	0	79

WITH SUBJECT DEVELOPMENT IN PLACE

2023	PM Peak	(su	WI rveved + TII growth fa	TH SUBJECT DEVELOI	PMENT IN PLACE
From	To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)		0	51	25	76
O'Devane	y Gardens	68	0	31	99
Montpelier	Gardens (E)	31	4	0	35
TOT	ALS	99	55	56	211

WITHOUT SUBJECT DEVELOPMENT

2028 PM Peal	PM Peak	,		WITHOUT SUBJECT	DEVELOPMENT
		(sur	veyed flows + TII gro	wth factor + committe	ed development)
	То	Montpelier	O'Devaney	Montpelier	τοταίς
From		Gardens (W)	Gardens	Gardens (E)	TOTALS
Montpelier Gardens (W)		0	3	27	30
O'Devane	y Gardens	41	0	33	74
Montpelier	Gardens (E)	34	5	0	39
TOT	TALS	75	8	60	143

WITH SUBJECT DEVELOPMENT IN PLACE d + TII a vth factor + committed dev

			.,		
	То	Montpelier	O'Devaney	Montpelier	TOTALS
From	~	Gardens (W)	Gardens	Gardens (E)	TUTALS
Montpelier Gard	lens (W)	0	51	27	78
O'Devaney Ga	rdens	71	0	33	104
Montnelier Gar	dens (F)	34	5	0	30

56

105

60 WITHOUT SUBJECT DEVELOPMENT

222

2038	PM Peak	WITHOUT SUBJECT DEVELO (surveyed flows + TII growth factor + committed develo			
From	То	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)		0	3	29	32
O'Devane	y Gardens	43	0	36	79
Montpelier	Gardens (E)	37	5	0	42
TOT	TALS	80	8	65	153

WITH SUBJECT DEVELOPMENT IN PLACE

2038	PM Peak	WITH SUBJECT DEVELOPMENT IN PI (surveyed + TII growth factor + committed dev. + subject of				
	То	Montpelier	O'Devaney	Montpelier	TOTALS	
From		Gardens (W)	Gardens	Gardens (E)	TOTALS	
Montpelier Gardens (W)		0	51	29	80	
O'Devane	y Gardens	73	0	36	109	
Montpelier	Gardens (E)	37	5	0	42	
тот	ALS	110	56	65	232	

2020	AM Peak	(08:00-09:00)	SURVEYED TRAFFIC		TRAFFIC FLOWS
	То	Montpelier	O'Devaney	Montpelier	TOTALS
From	From		Gardens	Gardens (E)	TOTALS
Montpelier (Gardens (W)	0	5	26	31
O'Devane	y Gardens	24	0	16	40
Montpelier	Gardens (E)	24	7	0	31
TOTALS		48	12	42	102

2020	AM Peak			BASELINE (surveyed flows + T	TRAFFIC FLOWS
From	То	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier 0	Gardens (W)	0	5	26	31
O'Devaney	/ Gardens	24	0	16	40
Montpelier	Gardens (E)	24	7	0	31
TOT	ALS	48	12	42	102

2023	AM Peak		(Other committed dev	elopment flows
From	То	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)		0	1	0	1
O'Devane	y Gardens	3	0	0	3
Montpelier	Gardens (E)	0	0	0	0
TOT	ALS	3	1	0	4

2028

O'Devaney Gardens Montpelier Gardens (E)

TOTALS

AM Peak

0 WITHOUT SUBJECT DEVELOPMENT

2023	AM Peak	(surveyed flows + TII growth factor + committed develop			
From	To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier	Gardens (W)	0	6	27	33
O'Devane	y Gardens	28	0	17	45
Montpelier	Gardens (E)	25	8	0	33
TOT	ALS	53	14	44	111

2023	AM Peak			SUBJECT DEVELO	OPMENT FLOWS
	То	Montpelier	O'Devaney	Montpelier	TOTALS
From		Gardens (W)	Gardens	Gardens (E)	TOTALS
Montpelier G	ardens (W)	0	15	0	15
O'Devaney	Gardens	55	0	0	55
Montpelier (Gardens (E)	0	0	0	0
TOT	ALS	55	15	0	70

2023	AM Peak	(su	MENT IN PLACE v. + subject dev.)		
From	To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier	Gardens (W)	0	21	27	48
O'Devane	y Gardens	83	0	17	100
Montpelier	Gardens (E)	25	8	0	33
TOT	TALS	108	29	44	181

2028	AM Peak	WITHOUT SUBJ (surveyed flows + TII growth factor + comm		WITHOUT SUBJECT wth factor + committe	DEVELOPMENT ed development)
From	To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier	Gardens (W)	0	6	30	36
O'Devane	y Gardens	30	0	18	48
Montpelier	Gardens (E)	27	8	0	35
TO	TALS	57	14	48	119

WITH SUBJECT DEVELOPMENT IN PLACE wth factor + committed dev. + subject dev.) (sur d i Tu

		(==			
	То	Montpelier	O'Devaney	Montpelier	TOTALS
From		Gardens (W)	Gardens	Gardens (E)	TUTALS
Montpelier	Gardens (W)	0	21	30	5

0 35 189 27 112 29 48

WITHOUT SUBJECT DEVELOPMENT AM Peak

2038	AM Peak	(su	DEVELOPMENT ed development)		
From	То	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier	Gardens (W)	0	6	32	38
O'Devane	y Gardens	33	0	20	53
Montpelier	Gardens (E)	29	9	0	38
TOT	ALS	62	15	52	129

85

WITH SUBJECT DEVELOPMENT IN PLACE

18

2028	AM Book		wi	TH SUBJECT DEVELOR	PMENT IN PLACE
2038	AWIFEak	(su	v. + subject dev.)		
	То	Montpelier	O'Devaney	Montpelier	TOTALC
From		Gardens (W)	Gardens	Gardens (E)	TUTALS
Montpelier	Gardens (W)	0	21	32	53
O'Devane	y Gardens	88	0	20	108
Montpelier	Gardens (E)	29	9	0	38
TOT	ALS	117	30	52	199

2020 -From O'Dev

2020

2023

2023

2028

PM Peak

PM Peak

PM Peak

PM Peak

PM Peak	(16:45-17:45)		SURVEYED	TRAFFIC FLOWS
То	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
aney Gardens	0	13	13	27
hor Place	19	0	0	19
hor Park	11	0	0	11
TOTALS	31	13	13	57

BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

				-
To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	13	13	26
Thor Place	19	0	0	19
Thor Park	11	0	0	11
TOTALS	30	13	13	56

Other committed development flows

From	То	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gar	dens	0	0	2	2
Thor Place		0	0	0	0
Thor Park		4	0	0	4
TOTALS		4	0	2	6

WITHOUT SUBJECT DEVELOPMENT

2023	PM Peak	WITHOUT SUBJECT DEVELO (surveyed flows + TII growth factor + committed develo			
From	То	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens		0	14	16	30
Thor	Place	20	0	0	20
Tho	r Park	16	0	0	16
TOT	rals.	36	14	16	66

SUBJECT DEVELOPMENT FLOWS

From	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	0	36	36
Thor Place	0	0	0	0
Thor Park	78	0	0	78
TOTALS	78	0	36	114

WITH SUBJECT DEVELOPMENT IN PLACE

2023	PM Peak	WITH SUBJECT DEVELOPMENT IN PL (surveyed + TII growth factor + committed dev. + subject d				
From	To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS	
O'Devaney Gardens		0	14	52	66	
Thor	Place	20	0	0	20	
Thor	Park	94	0	0	94	
TOT	TALS	114	14	52	180	

WITHOUT SUBJECT DEVELOPMENT

2028	PM Peak	WITHOUT SUBJECT DEVELOP (surveyed flows + TII growth factor + committed develop				
From	То	O'Devaney Gardens	Thor Place	Thor Park	TOTALS	
O'Devaney Gardens		0	15	17	32	
Thor	Place	22	0	0	22	
Thor	Park	17	0	0	17	
TOT	ALS	39	15	17	71	

WITH SUBJECT DEVELOPMENT IN PLACE d + TII e

PM Peak	(surveyed + TII growth factor + committed dev. + subject de				
То	O'Devaney Gardens	Thor Place	Thor Park	TOTALS	
y Gardens	0	15	53	68	
Place	22	0	0	22	
Park	95	0	0	95	
ALS	117	15	53	185	
	PM Peak To y Gardens Place Park ALS	PM Peak (su To O'Devaney Gardens O Place 22 Park 95 ALS 117	PM Peak (surveyed + Til growth fa Gardens To O'Devaney Gardens Thor Place y Gardens 0 15 Place 22 0 Park 95 0 ALS 117 15	PM Peak (surveyed + Til growth factor + committed det Gardens Thor Place Thor Park y Gardens 0 15 53 Place 22 0 0 Park 95 0 0 ALS 117 15 53	

15	53	185

WITHOUT SUBJECT DEVELOPMENT wth factor + committed development)

22

95

2038	PM Peak	WITHOUT SUBJECT DEVELOP! (surveyed flows + TII growth factor + committed developr				
From	То	O'Devaney Gardens	Thor Place	Thor Park	TOTALS	
O'Devane	y Gardens	0	16	18	34	
Thor	Place	23	0	0	23	
Thor	r Park	18	0	0	18	
TOT	ΓALS	41	16	18	75	

WITH SUBJECT DEVELOPMENT IN PLACE

2038 PM Pe	eak (WITH SUBJECT DEVELOPMENT IN PLAC (surveyed + TII growth factor + committed dev. + subject dev				
From	O'Devaney Gardens	Thor Place	Thor Park	TOTALS		
O'Devaney Garden	15	16	54	70		
Thor Place	2	3 0	0	23		
Thor Park	9	5 0	0	96		
TOTALS	11	9 16	54	189		

2020	AM Peak	(08:00-09:00)		SURVEYED	TRAFFIC FLOWS
From	To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devane	y Gardens	0	22	81	103
Thor	Place	14	0	1	15
Thor	Park	6	0	0	6
TOT	ALS	20	22	82	124

2020	AM Peak			BASELINE (surveyed flows + T	TRAFFIC FLOWS
From	To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devane	y Gardens	0	22	81	103
Thor	Place	14	0	1	15
Thor	Park	6	0	0	6
TOT	ALS	20	22	82	124

AM Peak Other committed development flows

From	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	0	3	3
Thor Place	0	0	0	0
Thor Park	1	0	0	1
TOTALS	1	0	3	4

2023

2028

From

O'Devaney Gardens

Thor Place Thor Park

TOTALS

WITHOUT SUBJECT DEVELOPMENT

124

2023	AM Peak	(surveyed flows + TII growth factor + committed develop			
From	To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devane	y Gardens	0	23	88	111
Thor	Place	15	0	1	16
Tho	Park	7	0	0	7
TO	TALS	22	23	89	134

2023	AM Peak			SUBJECT DEVEL	OPMENT FLOWS
From	To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney	/ Gardens	0	0	58	58
Thor I	Place	0	0	0	0
Thor	Park	15	0	0	15
TOT	ALS	15	0	58	73

WITH SUBJECT DEVELOPMENT IN PLACE

2023	AM Peak	WITH SUBJECT DEVELOPMENT IN P (surveyed + TII growth factor + committed dev. + subject			
From	То	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devane	y Gardens	0	23	146	169
Thor	Place	15	0	1	16
Tho	r Park	22	0	0	22
TO	CALS.	37	23	147	207

WITHOUT SUBJECT DEVELOPMENT

2028	AM Peak	WITHOUT SUBJECT DEVELO (surveyed flows + TII growth factor + committed develo				
From	То	O'Devaney Gardens	Thor Place	Thor Park	TOTALS	
O'Devane	ey Gardens	0	25	95	120	
Thor	Place	16	0	1	17	
Tho	r Park	8	0	0	8	
TO	TALS	24	25	96	145	

WITH SUBJECT DEVELOPMENT IN PLACE 1000 dev.)

AM Peak	WITH SUBJECT DEVELOPMENT IN PLA (surveyed + TII growth factor + committed dev. + subject de				
То	O'Devaney Gardens	Thor Place	Thor Park	TOTALS	

25 153 178 17 23 16 23 25

154

218

2038	AAA Deels	WITHOUT SUBJECT DEVELOPMENT
	AIVI PEak	(surveyed flows + TII growth factor + committed development)

39

	(surveyed nows + 11 growth factor + committed development					
From	O'Devaney Gardens	Thor Place	Thor Park	TOTALS		
O'Devaney Gardens	0	27	102	129		
Thor Place	17	0	1	18		
Thor Park	9	0	0	9		
TOTALS	26	27	103	156		

2038	AM Peak	WITH SUBJECT DEVELOPMENT IN PLA (surveyed + TII growth factor + committed dev. + subject de				
From	To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS	
O'Devane	y Gardens	0	27	160	187	
Thor	Place	17	0	1	18	
Thor	Park	24	0	0	24	
TOT	ALS	41	27	161	229	

2020 ~ From Mili

2023

2023

PM Peak

Montpelier Gardens

TOTALS

2020	PM Peak	(16:45-17:45)		SURVEYED	TRAFFIC FLOWS
/	То	Military	Montpolior Park	Montpelier	TOTALS
From		Hospital	wontpener Fark	Gardens	TOTALS
Military H	lospital	0	0	11	11
Montpeli	er Park	0	0	19	19
Montpelier	Gardens	11	38	4	53
TOTA	ALS	11	38	34	83

2020	PM Peak			BASELINE (surveyed flows + T	TRAFFIC FLOWS Il growth factor)
From	То	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military	Hospital	0	0	11	11
Montpe	lier Park	0	0	19	19
Montpelie	er Gardens	11	38	4	53
TOT	TALS	11	38	34	83

2023 PM Peak		c	Other committed dev	elopment flows
From	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military Hospital	0	0	0	0
Montpelier Park	0	0	0	0
Montpelier Gardens	0	0	0	0
TOTALS	0	0	0	0

PM Peak			WITHO	UT SUBJECT	DEVELOPMENT
	(su	rveyed flows + TII grov	vth factor	+ committe	ed development)

From	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military Hospital	0	0	12	12
Montpelier Park	0	0	20	20
Montpelier Gardens	12	40	4	56
TOTALS	12	40	36	88

2023	PM Peak			SUBJECT DEVEL	OPMENT FLOWS
From	То	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military	Hospital	0	0	0	0
Montpe	lier Park	0	0	0	0
Montpelie	er Gardens	0	0	0	0
TOT	ALS	0	0	0	0

WITH SUBJECT DEVELOPMENT IN PLAC	E
(surveyed + TII growth factor + committed dev. + subject dev.)

	(),,,,,,-				
From	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS	
Military Hospital	0	0	12	12	
Montpelier Park	0	0	20	20	
Montpelier Gardens	12	40	4	56	
TOTALS	12	40	36	88	

WITHOUT SUBJECT DEVELOPMENT

2028	PM Peak	WITHOUT SUBJECT DEVELO (surveyed flows + TII growth factor + committed develo			
From	To	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military I	Iospital	0	0	13	13
Montpel	ier Park	0	0	21	21
Montpelie	r Gardens	13	43	5	61
TOT	ALS	13	43	39	95

WITH SUBJECT DEVELOPMENT IN PLACE

2028	PM Peak	WITH SUBJECT DEVELOPMENT IN PL (surveyed + TII growth factor + committed dev. + subject d			
From	То	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military	/ Hospital	0	0	13	13
Month	alier Park	0	0	21	21

43

43

13

13

39 WITHOUT SUBJECT DEVELOPMENT

61

95

2038	PM Peak	WITHOUT SUBJECT DEVE (surveyed flows + TII growth factor + committed dev			
From	То	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military	Hospital	0	0	14	14
Montpe	lier Park	0	0	23	23
Montpelie	er Gardens	13	46	5	64
тот	ALS	13	46	42	101

WITH SUBJECT DEVELOPMENT IN PLACE

2038	PM Peak	WITH SUBJECT DEVELOPMENT I (surveyed + TII growth factor + committed dev. + subj			
From	То	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military	Hospital	0	0	14	14
Montpe	lier Park	0	0	23	23
Montpelie	er Gardens	13	46	5	64
TOT	ALS	13	46	42	101

2020	AM Peak	(08:00-09:00)		SURVEYED	TRAFFIC FLOWS
From	То	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military	Hospital	0	0	10	10
Montpel	lier Park	0	0	16	16
Montpelie	r Gardens	31	6	5	42
TOT	ALS	31	6	31	69

2020	AM Peak			BASELINE (surveyed flows + T	TRAFFIC FLOWS II growth factor)
From	To	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military H	ospital	0	0	10	10
Montpelie	er Park	0	0	16	16
Montpelier	Gardens	31	6	5	42
TOTA	LS	31	6	31	68

AM Peak 2023 Other committed development flows

From	Hospital	Montpelier Park	Gardens	TOTALS
Military Hospital	0	0	0	
Montpelier Park	0	0	0	
Montpelier Gardens	0	0	0	
TOTALS	0	0	0	(

WITHOUT SUBJECT DEVELOPMENT

2023	AM Peak	WITHOUT SUBJECT DEVELOPM (surveyed flows + TII growth factor + committed developm			
From	То	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military	Hospital	0	0	10	10
Montpe	lier Park	0	0	17	17
Montpelie	er Gardens	33	6	5	44
TOT	ALS	33	6	32	71

2023 AM Peak SUBJECT DEVELOPMENT FLOWS То Military Montpelier Montpelier Park TOTALS From Military Hospital Montpelier Park Hospital Gardens 0 0 0 0 Montpelier Gardens TOTALS 0 0 0 0

WITH SUBJECT DEVELOPMENT IN PLACE

2023	AM Peak	(surveyed + TII growth factor + committed dev. + subject dev				
From	То	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS	
Military	Hospital	0	0	10	10	
Montpe	elier Park	0	0	17	17	
Montpeli	er Gardens	33	6	5	44	
TO	TAIS	33	6	32	71	

WITHOUT SUBJECT DEVELOPMENT

2028	AM Peak	(surveyed flows + TII growth factor + committed development			
From	То	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Milita	ary Hospital	0	0	11	11
Mont	tpelier Park	0	0	19	19
Montp	elier Gardens	35	7	6	48
1	OTALS	35	7	36	78

WITH SUBJECT DEVELOPMENT IN PLACE

2028	AM Peak	WITH SUBJECT DEVELOPMEN (surveyed + TII growth factor + committed dev. + su			
/	То	Military	Montpolier Dark	Montpelier	тот
From		Hospital	wontpener Park	Gardens	101

Military Hospital

Montpelier Park Montpelier Gardens

TOTALS

ect dev.) TALS

0 7

19 6 7 36 78

11

11

19 48

WITHOUT SUBJECT DEVELOPMENT 2038 AM Peak

35

35

	(su	(surveyed flows + TII growth factor + committed development)				
From	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS		
Military Hospital	0	0	12	12		
Montpelier Park	0	0	20	20		
Montpelier Gardens	38	7	6	51		
TOTALS	38	7	38	83		

2038	AM Peak	WITH SUBJECT DEVELOPMENT			
From	To	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military	Hospital	0	0	12	12
Montpe	lier Park	0	0	20	20
Montpelie	er Gardens	38	7	6	51
TOT	ALS	38	7	38	83

2020

2023

2023

2028

From Infirma

Montpe

Infirmary Road (S) TOTALS

117

458

PM Peak

PM Peak

PM Peak

PM Peak

PM Peak	(16:45-17:45)		SURVEYED	TRAFFIC FLOWS
Τ-	Infirmary Road	Montpolier	Infirmary Road	

То	Infirmary Road	Montpelier	Infirmary Road	TOTALS
From	(N)	Gardens	(S)	TOTALS
Infirmary Road (N)	0	8	387	395
Montpelier Gardens	18	0	29	47
Infirmary Road (S)	498	12	0	511
TOTALS	517	21	416	953

BASELINE TRAFFIC FLOWS

			(Sul veyeu nows + n	in growth factor)
From	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)	0	8	387	395
Montpelier Gardens	18	0	29	47
Infirmary Road (S)	498	12	0	510
TOTALS	E16	20	416	053

Other committed development flows

To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)	0	0	0	0
Montpelier Gardens	0	0	2	2
Infirmary Road (S)	0	3	0	3
TOTALS	0	3	2	4

WITHOUT SUBJECT DEVELOPMENT

2023	PM Peak	WITHOUT SUBJECT (surveyed flows + TII growth factor + committee			DEVELOPMENT ed development)
From	То	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary	Road (N)	0	9	406	415
Montpelie	er Gardens	19	0	32	51
Infirmary	/ Road (S)	523	16	0	539
TOT	TALS	542	25	438	1005

SUBJECT	DEVELOPMENT	FLOWS

From	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)	0	0	0	0
Montpelier Gardens	0	0	30	30
Infirmary Road (S)	0	48	0	48
TOTALS	0	48	30	79

WITH SUBJECT DEVELOPMENT IN PLACE

2023	PM Peak	(su	WI rveyed + TII growth fa	TH SUBJECT DEVELOI actor + committed de	MENT IN PLACE . + subject dev.)
From	To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)		0	9	406	415
Montpelier Gardens		19	0	62	81
Infirmary Road (S)		523	64	0	587
TOTALS		542	73	468	1084

WITHOUT SUBJECT DEVELOPMENT

2028	DM Dook			WITHOUT SUBJECT	DEVELOPMENT
2028	FIVIFEak	(sur	veyed flows + TII grow	wth factor + committe	ed development)
	То	Infirmary Road	Montpelier	Infirmary Road	TOTALS
From		(N)	Gardens	(S)	TOTALS
Infirmary Road (N)		0	9	440	449
Montpelier Gardens		21	0	35	56
Infirmary Road (S)		567	17	0	584
TOTALS		588	26	475	1089

WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

То	Infirmary Road	Montpelier	Infirmary Road	TOTALS
	(N)	Gardens	(S)	TOTALS
ry Road (N)	0	9	440	449
lier Gardens	21	0	65	86
ary Road (S)	567	65	0	632
OTALS	588	74	505	1168

505 WITHOUT SUBJECT DEVELOPMENT

1168

	2038	PM Peak	(sur	(surveyed flows + TII growth factor + committed development)				
ĺ	From	То	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS		
ſ	Infirmary Road (N)		0	10	473	483		
	Montpelie	er Gardens	22	0	37	59		
	Infirmary Road (S)		610	18	0	628		
I	TOT	ALS	632	28	510	1170		

WITH SUBJECT DEVELOPMENT IN PLACE

2038	DM Dook		wi	TH SUBJECT DEVELO	PMENT IN PLACE
2030	THITCUK	(su	rveyed + TII growth fa	ictor + committed de	v. + subject dev.)
	То	Infirmary Road	Montpelier	Infirmary Road	TOTALC
From		(N)	Gardens	(S)	TUTALS
Infirmary	Road (N)	0	10	473	483
Montpelier Gardens		22	0	67	89
Infirmary	Road (S)	610	66	0	676
TOT	ALS	632	76	540	1249

2020	AM Peak	(08:00-09:00)		SURVEYED	TRAFFIC FLOWS
From	To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary	Infirmary Road (N) Montpelier Gardens		17	688	705
Montpelie			0	32	51
Infirmary Road (S)		370	19	0	389
TOTALS		389	36	721	1145

2020	AM Peak			BASELINE (surveyed flows + TI	TRAFFIC FLOWS I growth factor)
From	To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)		0	17	688	705
Montpelier Gardens		19	0	32	51
Infirmary Road (S)		370	19	0	389
TOTALS		389	36	720	1145

Other committed development flows

From	To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary	Road (N)	0	0	0	C
Montpelie	r Gardens	0	0	3	3
Infirmary	Road (S)	0	1	0	1
TOT	ALS	0	1	3	4

2023

2028

From

Infirm

Montpelier Gardens

Infirmary Road (S)

TOTALS

AM Peak

AM Peak

WITHOUT SUBJECT DEVELOPMENT

2023	AM Peak	(surveyed flows + TI		WITHOUT SUBJECT wth factor + committe	DEVELOPMENT ed development)
From	То	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)		0	18	722	740
Montpelier Gardens		20	0	37	57
Infirmary Road (S)		388	21	0	409
TOT	ALS	408	39	759	1206

2023 AM Peak			SUBJECT DEVELO	OPMENT FLOWS
From	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)	0	0	0	0
Montpelier Gardens	0	0	55	55
Infirmary Road (S)	0	15	0	15
TOTALS	0	15	55	70

WITH SUBJECT DEVELOPMENT IN PLACE

2023	AM Peak	(su	WI rveyed + TII growth fa	TH SUBJECT DEVELOR actor + committed dev	MENT IN PLACE v. + subject dev.)
From	To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)		0	18	722	740
Montpelier Gardens		20	0	92	112
Infirmary	Road (S)	388	36	0	424
TOT	ALS	408	54	814	1276

2028	AM Peak	(su	veyed flows + TII gro	WITHOUT SUBJECT wth factor + committe	DEVELOPMENT ed development
From	To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary	Road (N)	0	19	783	802
Montpelie	er Gardens	22	0	40	62
Infirmary	/ Road (S)	420	23	0	443
TOT	ALS	442	42	823	1307

WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

То	Infirmary Road	Montpelier	Infirmary Road	TOTALS
	(N)	Gardens	(S)	TOTALS
ary Road (N)	0	19	783	802

38 442 57 878 1377

0

WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development) 2038 AM Peak

22

420

(surveyed nows - in growth detail - committee development					
From	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS	
Infirmary Road (N)	0	21	842	863	
Montpelier Gardens	23	0	42	65	
Infirmary Road (S)	452	24	0	476	
TOTALS	475	45	884	1404	

WITH SUBJECT DEVELOPMENT IN PLACE

95

2038	AM Peak	(5)	WI	TH SUBJECT DEVELOP	MENT IN PLACE
Erom	To	Infirmary Road	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary	Road (N)	0	21	842	863
Montpelie	r Gardens	23	0	97	120
Infirmary	Road (S)	452	39	0	491
TOT	ALS	475	60	939	1474

2020

2023

2028

PM Peak

Parkgate Street

TOTALS

(16:45-17:45)	SURVEYED TRAFFIC FLOWS
Convngham	

From	Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	426	413	838
Infirmary Road	424	0	68	492
Parkgate Street	1014	57	0	1071
TOTALS	1438	483	481	2401

BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	426	413	839
Infirmary Road	424	0	68	492
Parkgate Street	1014	57	0	1071
τοταις	1/128	483	//91	2402

Other committed development flows

2023 PM Peak

PM Peak

PM Peak

PM Peak

From	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	2	0	2
Infirmary Road	1	0	0	2
Parkgate Street	0	0	0	0
TOTALS	1	3	0	4

WITHOUT SUBJECT DEVELOPMENT

2	023	PM Peak	(sur	WITHOUT SUBJECT DEVELOPM (surveyed flows + TII growth factor + committed developm		
F	rom	To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road		0	449	433	882	
	Infirmary	/ Road	446	0	72	518
	Parkgate	Street	1064	60	0	1124
	TOTA	LS	1510	509	505	2524

SUBJECT DEVELOPMENT FLOWS

79

From	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	43	0	43
Infirmary Road	26	0	4	30
Parkgate Street	0	6	0	6
TOTALS	26	48	4	79

WITH SUBJECT DEVELOPMENT IN PLACE

2023	PM Peak	WITH SUBJECT DEVELOPMENT IN PL (surveyed + TII growth factor + committed dev. + subject d			
From	То	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngh	am Road	0	492	433	925
Infirma	ry Road	472	0	76	548
Parkgat	e Street	1064	66	0	1130
тот	ALS	1536	557	509	2603

WITHOUT SUBJECT DEVELOPMENT

2028	PM Peak	WITHOUT SUBJECT DEVELOPM (surveyed flows + TII growth factor + committed developm			
From	То	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngh	am Road	0	486	469	955
Infirma	ry Road	483	0	78	561
Parkgat	e Street	1153	65	0	1218
TOT	ALS	1636	551	547	2734

WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

From	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	529	469	998
Infirmary Road	E00	0	02	E01

71

599

1153

1662

599	551	2813

1224

2813

2038	PM Peak	(surveyed flows + TII growth factor + committee			ed development)
From	То	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road		0	523	505	1028
Infirmary Road		520	0	84	604
Parkgat	e Street	1240	70	0	1310
TOT	TALS	1760	593	589	2942

WITH SUBJECT DEVELOPMENT IN PLACE

2038	PM Peak	(su	WITH SUBJECT DEVELOPI (surveyed + TII growth factor + committed dev.			
From	То	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS	
Conyngh	am Road	0	566	505	1071	
Infirma	ry Road	546	0	88	634	
Parkgat	e Street	1240	76	0	1316	
TOT	ALS	1786	641	593	3021	

2020	AM Peak	(08:00-09:00)		SURVEYED	TRAFFIC FLOWS
From	To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngh	am Road	0	433	496	930
Infirma	y Road	429	0	140	569
Parkgate	e Street	240	38	0	278
TOT	ALS	669	471	636	1777

AM Book			BASELINE	TRAFFIC FLOWS
AIVI PEdK			(surveyed flows + TI	I growth factor)
То	Conyngham	Information Dated	Devloyed a Church	TOTALC

	From	Road	Infirmary Road	Parkgate Street	TOTALS
ĺ	Conyngham Road	0	433	496	929
I	Infirmary Road	429	0	140	569
I	Parkgate Street	240	38	0	278
ſ	τοταις	660	//71	636	1770

Other committed development flows

From	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	1	0	1
Infirmary Road	2	0	1	3
Parkgate Street	0	0	0	C
TOTALS	2	1	1	4

WITHOUT SUBJECT DEVELOPMENT

SUBJECT DEVELOPMENT FLOWS

2023	AM Peak	(su	d development)		
From	To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngh	am Road	0	456	521	977
Infirma	ry Road	453	0	147	600
Parkgat	e Street	251	40	0	291
TOT	ALS	704	496	668	1868

2023 AM Peak

2020

2023

AM Peak

From	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	13	0	13
Infirmary Road	42	0	14	55
Parkgate Street	0	1	0	1
τοταίς	/12	15	14	70

WITH SUBJECT DEVELOPMENT IN PLACE

	2023	AM Peak	(su	PMENT IN PLACE v. + subject dev.)		
ĺ	From	То	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
I	Conyngh	am Road	0	469	521	990
I	Infirma	ry Road	495	0	161	655
I	Parkgat	e Street	251	41	0	292
ſ	TOT	ALS	746	511	682	1938

WITHOUT SUBJECT DEVELOPMENT

	2028	AM Peak	(su	WITHOUT SUBJECT (surveyed flows + TII growth factor + committee)			
	From	То	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS	
Γ	Conyngh	nam Road	0	494	565	1059	
	Infirma	ry Road	491	0	160	651	
	Parkgat	e Street	272	43	0	315	
Г	TOT	TALS	763	537	725	2025	

WITH SUBJECT DEVELOPMENT IN PLACE ev.)

2028	AM Peak	WITH SUBJECT DEVELOPMENT IN PI (surveyed + TII growth factor + committed dev. + subject of			
From	To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS

Road 507 565 1072 Conyngham Road 533 174

Infirmary Road Parkgate Street 706 316 0 44 272 TOTALS 805 552 739 2095

WITHOUT SUBJECT DEVELOPMENT

2038	AM Peak	WITHOUT SUBJECT DEVELOPM (surveyed flows + TII growth factor + committed developm			
From	To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS

From	коаа		-	
Conyngham Road	0	531	607	1138
Infirmary Road	527	0	172	699
Parkgate Street	293	47	0	340
TOTALS	820	578	779	2177

2038	AM Peak	WITH SUBJECT DEVELOPMENT IN PL/ (surveyed + TII growth factor + committed dev. + subject de				
From	То	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS	
Conyngh	am Road	0	544	607	1151	
Infirma	ry Road	569	0	186	754	
Parkgat	e Street	293	48	0	341	
TOT	ALS	862	593	793	2247	

2020

2023

PM Peak

TOTALS

PM Peak

PM Peak	(16:45-17:45)		SURVEYED	TRAFFIC FLOWS
To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Road	0	60	464	524
Park	55	0	55	110

From	Infirmary Road	Phoenix Park	Road	TOTALS
Infirmary Road	0	60	464	524
Phoenix Park	55	0	55	110
North Circular Road	332	180	0	511
TOTALS	387	240	519	1145

BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

				0
From	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	60	464	524
Phoenix Park	55	0	55	110
North Circular Road	332	180	0	512
TOTALS	387	240	519	1146

2023 PM Peak Other committed development flows North Circular То Infirmary Road Phoenix Park TOTALS Road

From Infirmary Road 0 Phoenix Park North Circular Road TOTALS 0 1 1

WITHOUT SUBJECT DEVELOPMENT

2023	PM Peak	(sur	DEVELOPMENT ed development)		
From	То	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirma	ry Road	0	63	486	549
Phoen	ix Park	58	0	58	116
North Cire	cular Road	348	190	0	538
TOT	ALS	406	253	544	1203

SUBJECT DEVELOPMENT FLOWS

То North Circular Infirmary Road Phoenix Park TOTALS From Road Infirmary Road Phoenix Park 0 10 10 17 North Circular Road TOTALS 0 17 10 28

WITH SUBJECT DEVELOPMENT IN PLACE

2023 PM Peak		WITH SUBJECT DEVELOPMENT IN PLACE				
		(su	rveyed + TII growth fa	ictor + committed dev	 + subject dev.) 	
/	То	Informant David	Dhaanin Dark	North Circular	TOTALC	
From		Infirmary Road	Phoenix Park	Road	TUTALS	
Infirmary Road		0	63	486	549	
Phoen	ix Park	58	0	68	126	
North Circ	ular Road	348	207	0	555	
TOT	ALS	406	270	554	1231	

WITHOUT SUBJECT DEVELOPMENT

2028	PM Peak	WITHOUT SUBJECT DEVEL (surveyed flows + TII growth factor + committed devel				
From	То	Infirmary Road	Phoenix Park	North Circular Road	TOTALS	
Infirma	ry Road	0	69	527	596	
Phoen	ix Park	63	0	63	126	
North Cire	cular Road	377	205	0	582	
TOT	ALS	440	274	590	1304	

WITH SUBJECT DEVELOPMENT IN PLACE

600

599

1332

2028	PM Peak	WITH SUBJECT DEVELOPMENT IN PLA (surveyed + TII growth factor + committed dev. + subject de				
From	То	Infirmary Road	Phoenix Park	North Circular Road	TOTALS	
Infirma	ary Road	0	69	527	596	
Phoer	nix Park	63	0	73	136	
North Cir	cular Road	377	222	0	599	

440

472

2038	PM Peak	(sur	veyed flows + TII grow	WITHOUT SUBJECT wth factor + committe	DEVELOPMENT ed development)
From	To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirma	iry Road	0	74	567	641
Phoen	ix Park	67	0	68	135
North Cir	cular Road	405	221	0	626
TOT	ΓALS	472	295	635	1402

291

295

635 WITH SUBJECT DEVELOPMENT IN PLACE

2038	PM Peak	WITH SUBJECT DEVELOPMENT (surveyed + TII growth factor + committed dev. + sub				
From	То	Infirmary Road	Phoenix Park	North Circular Road	TOTALS	
Infirmary Road		0	74	567	641	
Phoen	ix Park	67	0	78	145	
North Cire	cular Road	405	238	0	643	
TOT	TALS	472	312	645	1430	

2020 AM	Peak	(08:00-09:00)		SURVEYED	TRAFFIC FLOWS
From		Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road		0	21	383	405
Phoenix Park		237	0	237	474
North Circular Ro	oad	430	96	0	526
TOTALS		667	117	621	1405

BASELINE TRAFFIC FLOWS 2020 AM Peak (surveyed flows + TII growth factor) То North Circular Infirmary Road Phoenix Park TOTALS From Road Infirmary Road Phoenix Park 21 383 404 474 237 237 526 1404 North Circular Road 430 96 667 117 620 TOTALS

2023	AM Peak	Other committed development				
From	То	Infirmary Road	Phoenix Park	North Circular Road	TOTALS	
Infirma	ary Road	0	0	0	0	
Phoer	niv Park	0	0	1	1	

From	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	0	0	0
Phoenix Park	0	0	1	1
North Circular Road	0	0	0	0
TOTALS	0	0	1	2

2023	AM Peak	6.00	WITHOUT SUBJECT DEVELOPMEN				
From	To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS		
Infirmary Road		0	22	402	424		
Phoenix Park		249	0	250	499		
North Circ	ular Road	452	101	0	553		
TOT	ALS	701	123	652	1476		

2023	AM Peak			SUBJECT DEVEL	OPMENT FLOWS
From	То	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmar	ry Road	0	0	0	0
Phoeni	x Park	0	0	18	18
North Circ	ular Road	0	9	0	9
TOT	ALS	0	9	18	27

WITH SUBJECT DEVELOPMENT IN PLACE

2023	AM Peak	(51)	MENT IN PLACE		
From	To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirma	ry Road	0	22	402	424
Phoeni	ix Park	249	0	268	517
North Circ	ular Road	452	110	0	562
TOT	ALS	701	132	670	1503

WITHOUT SUBJECT DEVELOPMENT

2028	AM Peak	(su	(surveyed flows + TII growth factor + committed de					
From	To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS			
Infirma	iry Road	0	24	436	460			
Phoen	iix Park	270	0	271	541			
North Cire	cular Road	489	109	0	598			
TOT	TALS	759	133	707	1599			

2028

Fr

No

AM Peak

WITH SUBJECT DEVELOPMENT IN PLACE d + TII gr wth factor + committed dev. + sub

To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS			
Infirmary Road	0	24	436	460			
Phoenix Park	270	0	289	559			
orth Circular Road	489	118	0	607			
TOTALS	759	142	725	1626			

WITHOUT SUBJECT DEVELOPMENT

2038	AM Book			WITHOUT SUBJECT	DEVELOPMENT
2050	AMITCOK	(sur	veyed flows + TII grow	wth factor + committe	d development)
	То	Infirmary Road	Dhooniy Dark	North Circular	TOTALS
From		Infirmary Koad	PHOEINX Park	Road	TOTALS
Infirmary Road		0	26	469	495
Phoenix Park		290	0	291	581
North Circ	ular Road	526	118	0	644
TOT	ALS	816	144	760	1720

2038	AM Peak	(su	PMENT IN PLACE v. + subject dev.)		
From	То	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmar	y Road	0	26	469	495
Phoeni	x Park	290	0	309	599
North Circ	ular Road	526	127	0	653
TOT	ALS	816	153	778	1747

2020

2020

2023

2023

2028

From Augh

TOTALS

PM Peak

PM Peak

PM Peak

PM Peak	(16:45-17:45)		SURVEYED	TRAFFIC FLOWS
To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
eet (S)	0	42	274	316
	14	0	24	20

From	(5)		(N)	
Aughrim Street (S)	0	42	274	316
Cowper Street	14	0	24	39
Aughrim Street (N)	87	15	0	102
TOTALS	102	57	299	457

BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	42	274	316
Cowper Street	14	0	24	38
Aughrim Street (N)	87	15	0	102
τοταις	101	57	298	456

PM Peak Other committed development flows

From	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	4	0	4
Cowper Street	2	0	0	2
Aughrim Street (N)	0	0	0	0
TOTALS	2	4	0	6

WITHOUT SUBJECT DEVELOPMENT

	2023	PM Peak	WITHOUT SUBJECT DEVE (surveyed flows + TII growth factor + committed deve				
_	From	То	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS	
	Aughrim	Street (S)	0	48	288	336	
	Cowper	Street	17	0	25	42	
	Aughrim 9	Street (N)	92	16	0	108	
	TOT	ALS	109	64	313	486	

SUBJECT DEVELOPMENT FLOWS

From	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	78	0	78
Cowper Street	36	0	0	36
Aughrim Street (N)	0	0	0	0
TOTALS	36	78	0	114

WITH SUBJECT DEVELOPMENT IN PLACE

2023	PM Peak	WITH SUBJECT DEVELOPMENT IN PL (surveyed + TII growth factor + committed dev. + subject d			
From	То	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim S	Street (S)	0	126	288	414
Cowper	Street	53	0	25	78
Aughrim S	Street (N)	92	16	0	108
TOT	ALS	145	142	313	600

WITHOUT SUBJECT DEVELOPMENT

2028	PM Peak	WITHOUT SUBJECT DEVELOPM (surveyed flows + TII growth factor + committed developm				
From	To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS	
Aughrim	Street (S)	0	52	312	364	
Cowper	Street	18	0	28	46	
Aughrim S	Street (N)	99	17	0	116	
TOT	ALS	117	69	340	526	

WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

From	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	130	312	442
Cowper Street	54	0	28	82
Aughrim Street (N)	99	17	0	116

		0	51
116	0	17	99
640	340	147	153

WITHOUT SUBJECT DEVELOPMENT

2038	PM Peak	WITHOUT SUBJECT DEVELOPM (surveyed flows + TII growth factor + committed developm			
From	To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim	Street (S)	0	56	336	392
Cowpe	r Street	20	0	30	50
Aughrim	Street (N)	107	18	0	125
TOT	ALS	127	74	366	567

WITH SUBJECT DEVELOPMENT IN PLACE

2038	PM Peak	WITH SUBJECT DEVELOPMENT II (surveyed + TII growth factor + committed dev. + subje				
From	To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS	
Aughrim	Street (S)	0	134	336	470	
Cowpe	r Street	56	0	30	86	
Aughrim	Street (N)	107	18	0	125	
TOT	ALS	163	152	366	681	

2020	AM Peak	(08:00-09:00)		SURVEYED	TRAFFIC FLOWS
From	To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim S	Street (S)	0	16	75	91
Cowper	Street	40	0	27	67
Aughrim S	Street (N)	264	20	0	284
TOT	ALS	304	37	102	443

2020	AM Peak			BASELINE (surveyed flows + T	TRAFFIC FLOWS
From	To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim S	Street (S)	0	16	75	91
Cowper	Street	40	0	27	67
Aughrim S	Street (N)	264	20	0	284
TOT	ALS	304	36	102	442

2023	AM Peak		Other committed development flows
-	То	Aughrim Street	Aughrim Street

From	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	1	0	1
Cowper Street	3	0	0	3
Aughrim Street (N)	0	0	0	0
TOTALS	3	1	0	Δ

1

2028

_ From

Aughrim Street (N)

TOTALS

WITHOUT SUBJECT DEVELOPMENT

2023	AM Peak	(su	veyed flows + TII gro	wth factor + committe	ed development)
From	To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim S	treet (S)	0	18	79	97
Cowper	Street	45	0	29	74
Aughrim St	treet (N)	277	21	0	298
TOTA	15	277	20	109	469

2023 AM Peak			SUBJECT DEVELO	OPMENT FLOWS
To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	15	0	15
Cowper Street	58	0	0	58
Aughrim Street (N)	0	0	0	0
TOTALS	58	15	0	73

WITH SUBJECT DEVELOPMENT IN PLACE

2023	AM Peak	(su	WI rveyed + TII growth fa	TH SUBJECT DEVELOR actor + committed dev	MENT IN PLACE
From	То	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim	Street (S)	0	33	79	112
Cowpe	r Street	103	0	29	132
Aughrim	Street (N)	277	21	0	298
TOT	ALS	380	54	108	542

WITHOUT SUBJECT DEVELOPMENT

2028	AM Peak	(su	rveyed flows + TII gro	wth factor + committe	ed development)
From	To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim	Street (S)	0	19	85	104
Cowper	Street	49	0	31	80
Aughrim S	Street (N)	300	23	0	323
TOT	ALS	349	42	116	507

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

57

To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
ghrim Street (S)	0	34	85	119
owper Street	107	0	31	138
shrim Street (N)	300	23	0	323

116 WITHOUT SUBJECT DEVELOPMENT

323 580

2038	АМ Реак	(su	veyed flows + TII gro	wth factor + committe	ed development)
From	То	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim	Street (S)	0	21	92	113
Cowpe	Street	52	0	33	85
Aughrim	Street (N)	323	25	0	348
тот	ALS	375	46	125	546

407

2038	AM Peak	(su	WI rveyed + TII growth fa	TH SUBJECT DEVELOR actor + committed dev	MENT IN PLACE v. + subject dev.)
From	To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim	Street (S)	0	36	92	128
Cowper	Street	110	0	33	143
Aughrim S	Street (N)	323	25	0	348
TOT	ALS	433	61	125	619

2020 AM Peak	(08:00-09:00)			SURVEYED	TRAFFIC FLOWS	2020	PM Peak	(16:45-17:45)			SURVEYED	TRAFFIC FLOWS
То	North Circular	Aughrim Street	North Circular	Blackhorse	TOTALS		То	North Circular	Aughrim Street	North Circular	Blackhorse	TOTALS
From	Road (N)	Aughrim Street	Road (S)	Avenue	TUTALS	From		Road (N)	Augnrim Street	Road (S)	Avenue	TUTALS
North Circular Road (N)	0	30	344	36	411	North Circu Aughri	ular Road (N)	0	15	408	99	522
North Circular Road (S)	337	29	0	118	485	North Circ	ular Road (S)	417	6	0	178	601
Blackhorse Avenue	112	235	181	0	528	Blackhor	rse Avenue	39	91	55	0	184
TOTALS	465	294	543	259	1561	10	TALS	479	112	4/4	538	1604
2020 AM Peak				BASELINE	TRAFFIC FLOWS	2020	PM Peak				BASELINE	TRAFFIC FLOWS
То	North Circular		North Circular	(surveyed flows + T Blackhorse	ll growth factor)		To	North Circular		North Circular	(surveyed flows + TI Blackhorse	growth factor)
From	Road (N)	Aughrim Street	Road (S)	Avenue	TOTALS	From		Road (N)	Aughrim Street	Road (S)	Avenue	TOTALS
North Circular Road (N)	0	30	344	36	410	North Circu	ular Road (N)	0	15	408	99	522
North Circular Road (S)	337	29	0	104	484	North Circ	ular Road (S)	417	6	0	178	601
Blackhorse Avenue	112	235	181	0	528	Blackhor	rse Avenue	39	91	55	0	185
TOTALS	465	294	543	258	1560	10	TALS	479	112	4/5	539	1605
2023 AM Peak			c	Other committed dev	elopment flows	2023	PM Peak			c	Other committed deve	elopment flows
То	North Circular	Aughrim Street	North Circular	Blackhorse	TOTALS		To	North Circular	Aughrim Street	North Circular	Blackhorse	TOTALS
From North Circular Road (N)	Road (N)	0	Road (S)	Avenue	1	From North Circu	ular Road (N)	Road (N)	- 0	Road (S)	Avenue	3
Aughrim Street	0	0	0	0	0	Aughri	m Street	0	C	0	0	0
North Circular Road (S)	2	0	0	1	3	North Circ	ular Road (S)	2	0	0	2	4
TOTALS	2	0	2	1	5	TO	TALS	2	0	4	2	8
2023 AM Peak		(511	veyed flows + TII grow	WITHOUT SUBJEC wth factor + committee	ed development)	2023	PM Peak		(5)	irveyed flows + Til grov	WITHOUT SUBJECT wth factor + committee	d development)
То	North Circular	Aughrim Street	North Circular	Blackhorse	τοταις		То	North Circular	Aughrim Street	North Circular	Blackhorse	τοταις
From	Road (N)		Road (S)	Avenue	1017425	From	ular Bord (NI)	Road (N)	. was in more et	Road (S)	Avenue	TOTALS
Aughrim Street	16	32	362	38	432	Aughri	m Street	24	16	431	104 275	551 311
North Circular Road (S)	356	31	0	125	512	North Circ	ular Road (S)	440	7	0	189	636
Blackhorse Avenue	117	246	191	0	554	Blackhor	rse Avenue	40	95	59	0	194
TOTALS	483	303	5/1	212	1041	10	TALS	504	110	502	500	1092
2023 AM Peak				SUBJECT DEVEL	OPMENT FLOWS	2023	PM Peak				SUBJECT DEVELO	OPMENT FLOWS
То	North Circular		North Circular	Blackhorse	TOTALC		То	North Circular		North Circular	Blackhorse	TOTAL
From	Road (N)	Aughrim Street	Road (S)	Avenue	TOTALS	From		Road (N)	Aughrim Street	Road (S)	Avenue	TOTALS
North Circular Road (N)	0	0	15	0	15	North Circu Aughri	ular Road (N)	0	0	49	0	49
North Circular Road (S)	36	0	0	20	56	North Circ	ular Road (S)	35	0	0	39	74
Blackhorse Avenue	0	0	20	0	20	Blackhor	rse Avenue	0	C	17	0	17
TOTALS	36	0	35	20	91	10	TALS	35	0	67	39	141
2023 AM Peak			wi	TH SUBJECT DEVELO	PMENT IN PLACE	2023	PM Peak			wr	TH SUBJECT DEVELOP	MENT IN PLACE
2023 AM Peak	North Circular	(su	Wi rveyed + Til growth fa	TH SUBJECT DEVELO	PMENT IN PLACE v. + subject dev.)	2023	PM Peak	North Circular	(s	WI urveyed + TII growth fa North Circular	TH SUBJECT DEVELOP actor + committed dev	MENT IN PLACE
2023 AM Peak	North Circular Road (N)	(su Aughrim Street	Wr rveyed + Til growth fa North Circular Road (S)	TH SUBJECT DEVELO actor + committed de Blackhorse Avenue	PMENT IN PLACE v. + subject dev.) TOTALS	2023	PM Peak To	North Circular Road (N)	(s Aughrim Street	Wr urveyed + TII growth fa North Circular Road (S)	TH SUBJECT DEVELOP actor + committed dev Blackhorse Avenue	MENT IN PLACE (. + subject dev.) TOTALS
2023 AM Peak To From North Circular Road (N)	North Circular Road (N)	(su Aughrim Street	Wr rveyed + Til growth fa North Circular Road (S) 377	TH SUBJECT DEVELO ictor + committed de Blackhorse Avenue 38	PMENT IN PLACE v. + subject dev.) TOTALS 447	2023 From North Circo	PM Peak To ular Road (N)	North Circular Road (N)	(s Aughrim Street	Wr urveyed + TII growth fa North Circular Road (S) 480	TH SUBJECT DEVELOP ictor + committed dev Blackhorse Avenue 104	MENT IN PLACE (. + subject dev.) TOTALS 600
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S)	North Circular Road (N) 0 16 392	(su Aughrim Street 32 0 31	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0	TH SUBJECT DEVELOR (ctor + committed de Blackhorse Avenue 38 109 145	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568	2023 From North Circo Aughri North Circo	PM Peak To ular Road (N) im Street ular Road (S)	North Circular Road (N) 0 24 475	(s Aughrim Street	Wr urveyed + TII growth fa North Circular Road (S) 480 12 0	TH SUBJECT DEVELOP tor + committed dev Blackhorse Avenue 104 275 228	MENT IN PLACE r. + subject dev.) TOTALS 600 311 710
2023 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue	North Circular Road (N) 0 16 392 117	(su Aughrim Street 32 0 31 246	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0 211	TH SUBJECT DEVELO ctor + committed de Blackhorse <u>Avenue</u> 38 109 145 0	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574	2023 From North Circu Aughri North Circu Blackhor	PM Peak To ular Road (N) im Street ular Road (S) rse Avenue	North Circular Road (N) 0 24 475 40	(s Aughrim Street 16 0 7 95	Wr urveyed + Til growth fa North Circular Road (S) 480 12 0 0	TH SUBJECT DEVELOP ictor + committed dev Blackhorse Avenue 104 275 228 0	MENT IN PLACE + subject dev.) TOTALS 600 311 710 211
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS	North Circular Road (N) 0 16 392 117 525	(su Aughrim Street 32 0 31 246 309	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0 211 606	TH SUBJECT DEVELO ictor + committed de Blackhorse Avenue 38 109 145 0 292	MENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732	2023 From North Circu Aughri North Circu Blackhor TO	PM Peak To ular Road (N) im Street ular Road (S) rse Avenue TALS	North Circular Road (N) 0 24 475 40 539	(s Aughrim Street 16 0 7 95 118	Wr urveyed + Tll growth fa North Circular Road (S) 480 12 0 76 569	TH SUBJECT DEVELOP ictor + committed dev Blackhorse Avenue 104 275 228 0 607	MENT IN PLACE (.+ subject dev.) TOTALS 600 311 710 211 1833
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS	North Circular Road (N) 0 16 392 117 525	(su Aughrim Street 32 0 31 246 309	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0 2111 606	TH SUBJECT DEVELOI tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732	2023 From North Circ Aughri North Circ Blackhor TO	PM Peak To ular Road (N) im Street ular Road (S) rse Avenue TALS	North Circular Road (N) 24 475 40 539	(s Aughrim Street 0 7 95 118	Wr urveyed + Til growth fa North Circular Road (5) 480 122 0 76 569	TH SUBJECT DEVELOP tctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT	MENT IN PLACE
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak	North Circular Road (N) 0 16 392 117 525	(su Aughrim Street 32 0 31 246 309 (su	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0 2111 606 9 2111 606	TH SUBJECT DEVELO ctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT which of the second se	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 T DEVELOPMENT ed development)	2023 From North Circ North Circ Blackhor TO 2028	PM Peak To ular Road (N) m Street ular Road (S) rse Avenue TALS PM Peak	North Circular Road (N) 0 24 475 40 539	(s Aughrim Street 16 0 7 95 118 (su	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 76 569	TH SUBJECT DEVELOP tctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT which of + committed	MENT IN PLACE r. + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development)
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street	wr rveyed + Til growth fa Road (S) 377 18 0 211 606 veyed flows + Til grow North Circular Road (S)	TH SUBJECT DEVELO (ctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJEC th factor + committ Blackhorse Avenue	Aug Aug TOTALS 447 143 568 574 1732 TOTELSOPMENT Edevelopment)	2023 From North Circc Blackhor TO 2028 From	PM Peak To ular Road (N) m Street ular Road (S) rse Avenue TALS PM Peak To	North Circular Road (N) 0 24 475 40 539 North Circular Road (N)	(s Aughrim Street 16 0 7 95 118 (su (su Aughrim Street	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 76 569 North Circular Road (S)	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT wh factor + committe Blackhorse Avenue	TOTALS TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N)	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 35	wr rveyed + Til growth fa North Circular Road (S) 377 18 0 211 606 606 veyed flows + Til grow North Circular Road (S) 392	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT with factor + committed Blackhorse Avenue 41	PMENT IN PLACE v. + subject dev.) TOTALS 447 133 568 574 1732 F DEVELOPMENT ed development) TOTALS 468	2023 From North Circu Blackhor TO 2028 From North Circu	PM Peak To ular Road (N) m Street ular Road (S) rse Avenue TALS PM Peak To ular Road (N)	North Circular Road (N) 0 24 475 40 539 North Circular Road (N) 0	(s Aughrim Street 16 0 7 95 118 (su (su (su Aughrim Street 17	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 122 0 569 rrveyed flows + Til grow North Circular Road (S) 466	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT vth factor + committe Blackhorse Avenue 112	MENT IN PLACE (. + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 595
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (N)	North Circular Road (N) 0 166 392 117 525 North Circular Road (N) 0 188 200	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 35 0 22	wr rveyed + Til growth fa North Circular Road (S) 377 18 0 211 606 veyed flows + Til grow North Circular Road (S) 392 200	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT with factor + committed Blackhorse Avenue 41 119 125	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 P DEVELOPMENT ed development) TOTALS 468 157	2023 From North Circe Blackhor TO 2028 From North Circe Aughri North Circe	PM Peak To ular Road (N) m Street ular Road (S) see Avenue TALS PM Peak To ular Road (N) m Street ular Road (C)	North Circular Road (N) 24 475 40 539 North Circular Road (N) 0 266	(s Aughrim Street 0 0 7 95 118 (su (su (su (su Aughrim Street 17 0 0 7	Wr urveyed + Til growth fa North Circular Road (S) 480 122 122	HI SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT vth factor + committe Blackhorse Avenue 112 298 204	MENT IN PLACE a. + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 595 337 697
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 35 0 33 3 267	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0 211 606 veyed flows + Til grow North Circular Road (S) 392 200 0 0	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT with factor + committed Blackhorse Avenue 41 119 135 0 0 0 0 0 0 0 0 0 0 0 0 0	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 T DEVELOPMENT ad development) TOTALS 468 157 553 601	2023 From North Circe Blackhor TO 2028 From North Circe Aughri North Circe Blackhor	PM Peak To ular Road (N) m Street ular Road (S) see Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) se Avenue	North Circular Road (N) 0 24 475 39 539 North Circular Road (N) 0 26 476 44	(s Aughrim Street 16 0 7 95 118 (su (su (su (su (su (su (su (su (su (su	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 122 0 1569 urveyed flows + Til grow North Circular Road (S) 466 133 0 0 63	HI SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT vth factor + committe Blackhorse Avenue 112 298 204 0 0 0 0 0 0 0 0 0 0 0 0 0	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 35 0 33 267 335	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0 211 606 Veyed flows + Til grow North Circular Road (S) 392 200 0 0 0 0 0 0 0 0 0 0 0 0	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJEC with factor + committe Blackhorse Avenue 41 119 135 0 295	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 T DEVELOPMENT ad development) TOTALS 468 157 553 601 1779	2023 From North Circe Blackhor TO 2028 From North Circe Aughri North Circe Blackhor TO	PM Peak To ular Road (N) m Street ular Road (S) rse Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) rse Avenue TALS	North Circular Road (N) 0 24 405 539 539 North Circular Road (N) 0 266 476 444 546	(s Aughrim Street 16 0 7 95 118 (su (su (su (su (su (su (su (su (su (su	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 76 569 urveyed flows + Til grow North Circular Road (S) 466 133 0 0 633 542	HI SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT with factor + committe Blackhorse Avenue 112 298 204 0 0 614	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210 1829
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 35 0 33 257 335	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0 211 606 Veyed flows + Til grow North Circular Road (S) 392 200 0 0 0 0 0 0 0 0 0 0 0 0	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT DEVELO	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 T DEVELOPMENT ad development) TOTALS 468 157 553 601 1779 PMENT IN PLACE	2023 From North Circe Blackhor TO 2028 From North Circe Aughric North Circe Blackhor TO	PM Peak To ular Road (N) m Street ular Road (S) see Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) see Avenue TALS	North Circular Road (N) 24 475 339 North Circular Road (N) 26 476 444 546	(s Aughrim Street 16 0 7 95 118 (su (su (su (su (su (su (su (su (su (su	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 76 569 urveyed flows + Til grow North Circular Road (S) 466 133 0 0 63 542 Wr	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT Participation of the second	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210 1829 MENT IN PLACE
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 35 0 33 257 335 (su	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0 211 606 veyed flows + Til grow North Circular Road (S) 392 200 0 0 0 0 0 0 0 0 0 0 0 0	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT WITHOUT SUBJECT Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 F DEVELOPMENT ad development) TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.)	2023 From North Circc Blackhor TO 2028 From North Circc Aughri North Circc Blackhor TO	PM Peak To ular Road (N) m Street ular Road (S) rse Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) rse Avenue TALS PM Peak	North Circular Road (N) 24 475 40 539 North Circular Road (N) 26 476 44 546	(s Aughrim Street 16 0 7 95 118 (su (su 7 7 103 103 1127 (s	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 76 569 nrveyed flows + Til grow North Circular Road (S) 466 133 0 542	HI SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT 298 204 0 614 TH SUBJECT DEVELOP ctor + committed dev	TOTALS 600 311 7100 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210 1829
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (N) Blackhorse Avenue TOTALS 2028 AM Peak North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak TO From	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 267 333 267 333 267 335	Wir rveyed + Til growth fa North Circular Road (S) 377 18 0 0 211 606 veyed flows + Til grow North Circular Road (S) 392 200 0 0 0 voyed + Til growth fa Road (S) Wir rveyed + Til growth fa Road (S) Road (S)	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT DEVELO tctor + committed de Blackhorse Avenue	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 F DEVELOPMENT ad development) TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS	2023 From North Circc Blackhor TO 2028 From North Circc Blackhor TO 2028 From North Circc Data From North Circc Blackhor TO 2028 From TO 2028	PM Peak To ular Road (N) m Street ular Road (S) rse Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) rse Avenue TALS PM Peak To To	North Circular Road (N) 24 475 40 539 539 0 539 0 26 476 44 546 476 44 546	(s Aughrim Street 16 0 7 95 118 (su (su 7 7 100 7 7 103 103 1127 (s Aughrim Street	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 0 76 569 urveyed flows + Til grow North Circular Road (S) 63 542 Wr urveyed + Til growth fa North Circular Road (S)	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT 298 204 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue	TOTALS 600 311 7100 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210 1829
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak From North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak TO From North Circular Road (S) Blackhorse Avenue TOTALS	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 10 10 10 10 10 10 10 10 10	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 35 0 33 267 335 (su Aughrim Street 4 35	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0 211 6066 veyed flows + Til grow North Circular Road (S) 392 200 0 0 0 0 0 0 0 0 0 0 0 0	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WTHOUT SUBJECT WTHOUT SUBJECT Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 41 41 41 41 41	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor Blackhor Dorth Circ: Blackhor TO 2028	PM Peak To ular Road (N) m Street ular Road (S) see Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) see Avenue TALS PM Peak To ular Road (N)	North Circular Road (N) 24 475 400 539 North Circular Road (N) 0 26 476 476 44 546 80 80 80 80 80 80 80 80 80 80 80 80 80	(s Aughrim Street 16 0 7 95 118 (su (su Aughrim Street 17 0 7 103 127 (s Aughrim Street 17	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 0 76 569 10 10 10 10 10 10 10 10 10 10	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT 298 204 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue Blackhorse Avenue 112 113 114 115 115 115 115 115 115 115	TOTALS 600 311 7100 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210 1829 MENT IN PLACE r, + subject dev.) TOTALS
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 385 127 530 0 127 530	(su Aughrim Street 32 0 1 246 309 (su Aughrim Street 33 267 333 267 333 267 335	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0 2111 6066 veyed flows + Til growth North Circular Road (S) 207 619 Wr rveyed + Til growth fa North Circular Road (S) 407 407 207 207 207 207 207 207 207 2	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WTHOUT SUBJEC vth factor + committe Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 135 0 295 145 156 157 157 157 157 157 157 157 157	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 575	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: North Circ: North Circ: Blackhor TO 2028	PM Peak To ular Road (N) m Street ular Road (S) see Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) see Avenue TALS PM Peak To ular Road (N) m Street	North Circular Road (N) 24 475 400 539 North Circular Road (N) 26 476 476 476 444 546	(s Aughrim Street 0 0 7 95 118 (su (su 0 7 0 7 0 7 0 127 (s 4ughrim Street (s 4ughrim Street 17 0 0 7 127 127 127 127 127 127 127 127 127 1	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 76 569 133 133 0 8466 133 0 633 542 Wr urveyed + Til growth fa North Circular North Circular North Circular North Circular 13 13 13 13 13 13 13 13	HI SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT Blackhorse Avenue 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 112 298 204 0 614 113 112 298 0 0 0 0 0 0 0 0 0 0 0 0 0	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210 1829 MENT IN PLACE (+ subject dev.) TOTALS 644 337
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 385 127 530 0 127 530	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 267 333 267 335 (su Aughrim Street 35 0 33 3 267 335	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0 2111 6066 veyed flows + Til growth North Circular Road (S) 207 619 Wr rveyed + Til growth fa North Circular Road (S) Wr rveyed + Til growth fa North Circular Road (S) 1 1 1 1 1 1 1 1	TH SUBJECT DEVELO tctor - committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO 19 19 19 19 10 19 19 10 19 19 10 19 19 19 19 10 19 10 19 19 19 10 19 19 10 19 19 10 19 10 19 19 10 19 19 10 19 19 10 19 10 19 19 10 19 10 19 10 19 10 19 10 19 10 10 10 10 10 10 10 10 10 10	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 609 621	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028	PM Peak To ular Road (N) m Street ular Road (S) ses Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) ses Avenue TALS PM Peak To ular Road (N) m Street ular Road (N)	North Circular Road (N) 24 475 40 539 North Circular Road (N) 26 476 444 546 North Circular Road (N) 0 26 541 44	(s Aughrim Street 0 0 7 95 118 (su (su Aughrim Street 17 0 7 103 127 (s Aughrim Street 17 0 7 103 127 127	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 766 569 rveyed flows + Til grow North Circular Road (S) 633 542 Wr urveyed + Til growth fa North Circular North Circular North Circular 13 0 515 13 0 80	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT 298 204 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 112 298 204 0 112 112 298 204 0 112 112 298 204 0 112 112 298 204 0 112 112 298 204 0 112 112 298 204 0 112 112 298 204 0 112 112 298 204 0 112 112 298 112 112 298 112 112 298 112 112 298 112 112 112 112 112 112 112 11	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210 1829 MENT IN PLACE (+ subject dev.) TOTALS 644 337 761 227
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (S) Blackhorse Avenue TOTALS	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 385 127 530 0 127 530	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 267 333 267 335 0 33 3 267 335	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0 2111 6066 veyed flows + Til growth North Circular Road (S) 207 619 Wr rveyed + Til growth fa North Circular Road (S) Wr rveyed + Til growth fa North Circular Road (S) 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT WITHOUT SUBJECT Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO 197 197 197 197 197 197 197 197	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 609 621 1870	2023 From North Circ: Blackhor TO 2028 From North Circ: Blacktor Dorth Circ: Blacktor TO 2028 From North Circ: Blacktor TO 2028	PM Peak To ular Road (N) m Street ular Road (S) ses Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) ses Avenue TALS PM Peak To ular Road (S) ses Avenue talS	North Circular Road (N) 24 475 400 539 North Circular Road (N) 26 476 476 476 476 476 546 26 546	(s Aughrim Street 0 0 7 95 118 (su (su Aughrim Street 17 0 7 103 127 6 Aughrim Street 17 0 7 7 103 127 7 103 127 7	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 569 nrveyed flows + Til growth Circular Road (S) 63 542 wr urveyed + Til growth fa Road (S) 515 13 0 515 13 0 609	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT 298 204 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 112 298 204 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 112 298 204 0 614 0 614 0 614 0 0 614 0 0 614 0 0 614 0 0 614 0 0 614 0 0 614 0 0 0 0 0 0 0 0 0 0 0 0 0	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210 1829 MENT IN PLACE (+ subject dev.) TOTALS 644 337 761 227 1970
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak TO From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak TO From North Circular Road (S) Blackhorse Avenue Slackhorse Avenue TOTALS	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 385 127 530 0 127 530	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 267 333 267 335 (su Aughrim Street 33 3 267 333	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0 2111 6066 veyed flows + Til growth North Circular Road (S) 207 619 Wr rveyed + Til growth fa North Circular Road (S) Wr rveyed + Til growth fa North Circular Road (S) 207 619 Wr 100 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 207 619 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707	TH SUBJECT DEVELO tctor - committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT WITHOUT SUBJECT TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 155 0 315 0 315	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 609 621 1870	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 TO	PM Peak To ular Road (N) m Street ular Road (S) se Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) se Avenue TALS PM Peak To ular Road (S) se Avenue TALS	North Circular Road (N) 24 475 40 539 North Circular Road (N) 26 476 444 546 North Circular Road (N) 0 26 541 0 26 541	(s Aughrim Street 0 0 7 95 118 (su (su Aughrim Street 17 0 7 103 127 6 Aughrim Street 17 0 7 7 103 127	Wr urveyed + Til growth fa North Circular (0) 480 122 0 765 569 100 100 100 100 100 100 100 10	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT Vth factor + committed Blackhorse Avenue 112 298 204 0 112 112 298 204 0 112 112 298 204 0 112 112 298 204 0 112 112 298 204 0 112 112 298 204 0 112 112 298 204 0 112 298 112 112 298 112 298 112 298 112 298 112 298 112 298 112 298 112 298 112 298 112 298 112 298 112 298 204 0 112 298 204 0 112 298 204 0 112 298 204 0 112 298 204 0 112 298 204 0 112 298 204 0 112 298 204 0 112 298 204 0 112 298 204 0 112 112 298 204 0 112 112 298 204 0 112 112 112 112 112 112 112	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210 1829 MENT IN PLACE (+ subject dev.) TOTALS 644 337 761 227 1970 DEVELOPMENT
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 325 127 530 North Circular Road (N) 0 18 385 127 530 0 127 530	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 267 333 267 335 (su Aughrim Street 35 0 33 3 267 335	wrr North Circular Road (S) 377 18 0 2111 6066 veyed flows + Till grow North Circular Road (S) 392 200 0	TH SUBJECT DEVELO tctor - committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT WITHOUT SUBJECT TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 155 0 315 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 609 621 1870 T DEVELOPMENT d development	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 TO 2028 TO 2028	PM Peak To ular Road (N) m Street ular Road (S) se Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) se Avenue TALS PM Peak To ular Road (S) se Avenue TALS PM Peak	North Circular Road (N) 24 475 40 539 North Circular Road (N) 26 476 444 546 North Circular Road (N) 0 26 541 546	(s Aughrim Street 0 0 7 95 118 (su (su Aughrim Street 17 0 7 103 127 (s Aughrim Street 17 0 7 103 127 0 127 127 103 127 127 127 127 127 127 127 127 127 127	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 766 569 nrveyed flows + Til growth fa Road (S) 633 0 633 542 wr urveyed + Til growth fa North Circular Road (S) 515 133 0 609 609	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT EVELOP ctor + committed dev Blackhorse Avenue 112 298 204 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 0 615 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210 1829 MENT IN PLACE * + subject dev.) TOTALS 644 337 644 337 761 227 1970 DEVELOPMENT d development)
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (S) Blackhorse Avenue TOTALS	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 385 535 North Circular Road (N) 0 127 530 North Circular Road (N) 0 138 137 530 0 137 137 530 0 137 137 530 0 137 137 530 0 138 137 530 0 138 137 530 0 138 137 137 137 137 137 137 137 137	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 267 333 267 335 0 33 3 267 335 (su Aughrim Street 33 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	wr North Circular Road (S) 377 18 0 2111 6066 veyed flows + Til grow North Circular Road (S) 392 200 0	TH SUBJECT DEVELO tctor - committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT WITHOUT SUBJECT Avenue 411 119 135 0 295 TH SUBJECT DEVELO tctor - committed de Blackhorse Avenue 411 119 135 0 295 TH SUBJECT DEVELO tctor - committed de Blackhorse Avenue 411 119 155 0 315 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT SUBJECT - committed de Blackhorse	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 609 621 1870 TOTALS	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028	PM Peak To ular Road (N) m Street ular Road (S) se Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) se Avenue TALS PM Peak To ular Road (S) se Avenue TALS PM Peak To ular Road (S) se Avenue TALS PM Peak	North Circular Road (N) 24 475 400 539 North Circular Road (N) 0 26 476 444 546 North Circular Road (N) 0 26 511 44 581	(s Aughrim Street 0 0 7 95 118 (su (su Aughrim Street 177 0 7 7 0 3 127 6 8 Aughrim Street 177 0 5 8 4 4 9 7 7 0 3 127 7 9 5 9 5 9 5 9 5 9 5 9 5 9 5 9 5 9 5	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 766 569 nrveyed flows + Til growth fa 0 766 133 0 633 542 wr urveyed + Til growth fa North Circular Road (S) 515 133 0 609 inveyed flows + Til growth fa	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 112 298 204 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 112 298 204 0 614 TH SUBJECT DEVELOP tor + committed dev Blackhorse Avenue Blackhorse MITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210 1829 MENT IN PLACE (+ + subject dev.) TOTALS 644 337 761 227 1970 DEVELOPMENT d development)
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (S) Blackhorse Avenue TOTALS 2038 AM Peak To From North Circular Road (S) Blackhorse Avenue TOTALS	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 385 535 North Circular Road (N) 0 18 385 535 0 0 17 530 0 17 530 0 17 530 0 18 17 530 0 17 530 0 17 530 0 18 17 530 0 18 17 530 0 18 17 530 0 18 17 530 0 18 17 530 0 18 17 530 0 18 17 530 0 18 17 530 0 18 17 530 0 18 17 530 0 18 17 530 0 18 17 530 0 18 17 530 0 18 17 530 0 18 17 530 0 18 18 17 530 0 18 18 17 530 0 18 18 17 530 0 18 18 18 17 17 530 0 18 17 17 530 0 18 17 17 536 0 18 17 17 536 0 18 17 17 566 0 0 18 19 10 10 10 10 10 10 10 10 10 10	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 267 333 267 335 0 323 3 267 335 (su Aughrim Street 33 3 267 333 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	wrr North Circular Road (S) 377 18 0 2111 6066 veyed flows + Til grow North Circular Road (S) 392 200 0	TH SUBJECT DEVELO tctor - committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT WITHOUT SUBJECT Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 155 0 315 WITHOUT SUBJECT WITHOUT SUBJEC	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2038 From North Circ: Blackhor TO	PM Peak To ular Road (N) m Street ular Road (S) se Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) se Avenue TALS PM Peak To ular Road (S) se Avenue TALS PM Peak To ular Road (S) se Avenue TALS PM Peak	North Circular Road (N) 24 475 40 539 North Circular Road (N) 26 476 44 546 0 26 546 546 0 26 541 1 44 5581	(s Aughrim Street 0 0 7 95 118 (su (su Aughrim Street 17 0 7 103 127 6 Aughrim Street 17 0 0 7 7 103 127 (su Aughrim Street 19 3 4 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 569 nrveyed flows + Til grow North Circular Road (S) 63 542 wr urveyed + Til growth fa North Circular Road (S) 515 133 0 609 inveyed flows + Til growth fa North Circular Road (S) 609 inveyed flows + Til growth fa North Circular Road (S) 515 133 0 609 inveyed flows + Til growth fa	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 0 0 0 0 0 0 0 0 0 0 0 0 0	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 647 337 687 210 1829 MENT IN PLACE (+ subject dev.) TOTALS 644 337 761 227 1970 DEVELOPMENT d development) TOTALS 644
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (S) Blackhorse Avenue TOTALS 2038 AM Peak To From North Circular Road (S) Blackhorse Avenue TOTALS	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 421 127 566 North Circular Road (N) 0 19	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 267 333 267 333 267 335 0 (su Aughrim Street 33 3 267 333 3 267 333 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	wr North Circular Road (S) 377 18 0 2111 6066 veyed flows + Til grow North Circular Road (S) 392 200 0	TH SUBJECT DEVELO tctor - committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT WITHOUT SUBJECT Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 155 0 315 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT Avenue 45 128	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 1974 1974 1974 1974 1974 1974 1974 1974 1974 1974 1974 1974 1974 1974 1974 1974 1974 1974 1977 1974 19	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: North Circ: North Circ: Blackhor TO 2028 From North Circ: North Circ: Blackhor TO 2028 From North Circ: North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2038 From North Circ: North Circ: Blackhor TO	PM Peak To ular Road (N) m Street ular Road (S) se Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) se Avenue TALS PM Peak To ular Road (S) se Avenue TALS PM Peak To ular Road (S) se Avenue TALS PM Peak To ular Road (N) m Street Ular Road (N) m Street	North Circular Road (N) 24 475 40 539 North Circular Road (N) 26 476 444 546 0 26 546 546 0 26 541 1 44 5581 North Circular Road (N) 0 28	(s Aughrim Street 0 0 7 95 118 (su (su Aughrim Street 177 0 7 7 103 127 (s Aughrim Street 177 0 7 7 103 127 (s Aughrim Street 177 (s Aughrim Street 193 (su 400 7 7 7 103 103 127 127 103 103 103 103 103 103 103 103 103 103	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 766 569 nrveyed flows + Til growth fa Road (S) 633 0 633 9 113 0 633 542 wr urveyed + Til growth fa North Circular Road (S) 515 133 0 609 609 rrveyed flows + Til growth fa North Circular Road (S) 133 0 609 609	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 0 0 0 0 0 0 0 0 0 0 0 0 0	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210 1829 MENT IN PLACE (+ subject dev.) TOTALS 644 337 761 227 1970 DEVELOPMENT d development) TOTALS 644 337 761 227 1970 DEVELOPMENT d development) TOTALS
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (N) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (N) Blackhorse Avenue TOTALS 2038 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2038 AM Peak To From North Circular Road (S) Blackhorse Avenue TOTALS North Circular Road (S) Blackhorse Avenue North Circular Road (S) North Circular Road (S	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 385 127 530 0 127 530 0 127 530 0 138 127 530 0 138 127 530 0 138 127 530 0 138 137 530 0 138 137 530 0 138 137 530 0 138 137 530 0 138 137 530 0 138 137 530 0 138 137 530 0 138 137 530 0 138 137 530 0 138 137 530 0 138 137 530 0 138 137 530 0 138 137 530 0 138 137 530 0 138 137 530 0 138 137 530 0 138 137 137 530 0 138 137 137 137 137 137 137 137 137	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 267 333 267 333 267 335 (su Aughrim Street 33 3 267 333 267 335 (su Aughrim Street 33 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0 2111 6006 veyed flows + Til grow North Circular Road (S) 207 619 Wr rveyed + Til growth fa North Circular Road (S) 0 0 227 654 veyed flows + Til grow North Circular Road (S) 0 227 654 Veyed flows + Til grow North Circular Road (S) 227 654 Veyed flows + Til grow North Circular Road (S) 227 654 Veyed flows + Til grow North Circular Road (S) 1 227 1 227 1 227 1 227 1 227 227	TH SUBJECT DEVELO tctor - committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT WITHOUT SUBJECT Avenue 119 135 0 295 TH SUBJECT DEVELO tctor - committed de Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor - committed de Blackhorse Avenue 41 119 155 0 315 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT 45 128 Avenue 45 128 128 128 128 128 128 128 128	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 534 166 594 168 596 647	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2038 From North Circ: Blackhor TO 2038 From North Circ: Blackhor TO 2038 From North Circ: Blackhor TO 2038	PM Peak To ular Road (N) m Street ular Road (S) se Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) se Avenue TALS PM Peak To ular Road (S) se Avenue TALS PM Peak To ular Road (S) se Avenue TALS PM Peak To ular Road (N) m Street ular Road (N) m Street ular Road (N) m Street ular Road (N)	North Circular Road (N) 0 24 475 40 539 North Circular Road (N) 0 26 476 44 44 546 546 546 546 546 547 0 26 551 1 44 4 4 581 0 26 551 2 0 26 551 0 26 551 0 26 551 0 26 552 552 0 0 26 552 552 552 552 552 552 552 552 552	(s Aughrim Street 0 0 7 95 118 (su (su Aughrim Street 177 0 7 7 0 3 127 (s Aughrim Street 177 0 7 7 0 3 127 7 0 3 127 7 0 3 127 5 5 5 118 5 5 5 5 5 5 5 5 5 118 5 5 5 5	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 766 569 nrveyed flows + Til growth fa 0 A66 13 0 633 542 wr urveyed + Til growth fa North Circular Road (S) 515 133 0 609 arveyed flows + Til growth fa North Circular Road (S) 515 133 0 609 arveyed flows + Til growth fa arveyed flows + Til growth fa 114 0 501	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 0 0 0 0 0 0 0 0 0 0 0 0 0	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210 1829 MENT IN PLACE (+ + subject dev.) TOTALS 644 337 761 227 1970 DEVELOPMENT d development) TOTALS 644 337 761 227 1970 DEVELOPMENT d development) TOTALS
2023 AM Peak To From North Circular Road (N) Aughrim Street 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (N) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (N) Blackhorse Avenue TOTALS 2038 AM Peak To From North Circular Road (N) Blackhorse Avenue TOTALS 2038 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (N) Blackhorse Avenue TOTALS 2038 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS	North Circular Road (N) 0 116 3322 117 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 421 127 566 North Circular Road (N) 0 18 421 127 566 North Circular S70 570	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 3267 333 267 333 3267 333 3267 333 (su Aughrim Street 33 33 3267 333 (su Aughrim Street 33 33 33 33 33 33 33 33 33 33 33 33 33	Wr rveyed + Til growth fa North Circular Road (S) 377 18 0 2111 6006 veyed flows + Til grow North Circular Road (S) 207 619 Wr rveyed + Til growth fa North Circular Road (S) 407 227 654 veyed flows + Til grow North Circular Road (S) 407 227 654 Veyed flows + Til grow North Circular Road (S) 422 20 0 0 0 227 654 1 20 0 0 0 0 227 654 1 20 0 0 0 0 0 0 0 0 0 0 0 0 0	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJECT WITHOUT SUBJECT Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 155 0 315 WITHOUT SUBJECT WITHOUT SUBJECT Avenue 41 119 155 0 315 WITHOUT SUBJECT Avenue 41 119 155 0 315 312 312 313 312 312 312 313 312 312	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 463 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 1975 1975 1975 1970 1975 1975 1975 1975 1977 1975 1977	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 TO 2038 TO 2	PM Peak To ular Road (N) m Street ular Road (S) se Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) se Avenue TALS PM Peak To ular Road (S) se Avenue TALS PM Peak To ular Road (S) se Avenue TALS PM Peak To ular Road (S) se Avenue TALS	North Circular Road (N) 0 24 475 40 539 North Circular Road (N) 0 26 476 44 44 546 546 North Circular Road (N) 0 26 511 44 4 581 North Circular Road (N) 0 26 512 511 44 581 S81 S81 S87 S87 S87 S87 S87	(s Aughrim Street 0 7 95 118 (su (su Aughrim Street 7 0 7 7 0 3 127 (s Aughrim Street 9 (s Aughrim Street 9 0 0 7 7 103 127 7 0 5 5 118 5 5 5 118 5 5 5 118 6 6 7 7 7 9 5 5 118 6 7 7 7 9 5 118 7 7 9 5 118 7 7 9 5 118 7 7 9 5 118 7 7 9 5 5 118 7 7 9 5 5 118 7 7 9 5 5 118 7 7 9 5 5 118 7 7 9 5 5 118 7 7 7 9 5 5 118 7 7 7 9 5 5 118 7 7 7 9 5 5 118 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 766 569 nrveyed flows + Til growth fa 0 A66 13 0 542 wr North Circular Road (S) 542 wr North Circular Road (S) 515 13 0 609 north Circular Road (S) reveyed flows + Til growth fa 0 609 north Circular Road (S) 114 0 68 583	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT Vth factor + committed Blackhorse Avenue 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 112 298 204 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 122 298 243 0 653 WITHOUT SUBJECT th factor + committed Blackhorse Avenue 122 298 243 0 653 WITHOUT SUBJECT th factor + committed Blackhorse Avenue 122 298 243 0 653 WITHOUT SUBJECT th factor + committed Blackhorse Avenue 121 320 210 0 0 660	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210 1829 MENT IN PLACE (+ + subject dev.) TOTALS 644 337 761 227 1970 DEVELOPMENT d development) TOTALS 641 362 739 2226 1968
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (N) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (N) Aughrim Street North Circular Road (N) Aughrim Street North Circular Road (N) Blackhorse Avenue TOTALS 2038 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS North Circular Road (S) Blackhorse Avenue TOTALS North Circular Road (S) Blackhorse Avenue TOTALS	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 421 127 566 North Circular Road (N) 0 18 421 127 566	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 267 333 267 333 3267 335 (su Aughrim Street 33 3267 333 (su Aughrim Street 33 33 3267 335 (su Aughrim Street 33 33 36 767 335 36 33 33 36 36 36 36 36 36 36 36	Wir rveyed + Til growth fa North Circular Road (S) 377 18 0 2111 6066 veyed flows + Til grow North Circular Road (S) 207 619 Wir rveyed + Til growth fa North Circular Road (S) 407 227 654 veyed flows + Til grow North Circular Road (S) 407 227 654 Veyed flows + Til grow North Circular Road (S) 422 20 0 0 0 0 0 0 0 0 0 0 0 0 0	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJEC WITHOUT SUBJECT Blackhorse Avenue 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 155 0 315 WITHOUT SUBJECT WITHOUT SUBJECT to Evelout Blackhorse Avenue 41 119 155 0 315 WITHOUT SUBJECT blackhorse Avenue 41 119 155 0 315 WITHOUT SUBJECT Avenue 41 119 155 0 315 WITHOUT SUBJECT Avenue 41 119 155 0 315 WITHOUT SUBJECT Avenue 41 119 155 0 315 WITHOUT SUBJECT Avenue 45 128 128 128 128 128 128 128 128	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 1915 19	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2038 From North Circ: Blackhor TO 2038	PM Peak To ular Road (N) m Street ular Road (S) see Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) see Avenue TALS PM Peak To ular Road (S) see Avenue TALS PM Peak To ular Road (S) see Avenue TALS PM Peak To ular Road (S) see Avenue TALS	North Circular Road (N) 0 24 475 400 539 North Circular Road (N) 0 26 476 44 546 546 546 546 546 546 546 546 546	(s Aughrim Street 0 7 95 118 (su (su Aughrim Street 7 0 7 7 103 127 (s Aughrim Street 9 (s Aughrim Street 9 0 0 7 7 103 127 127 103 127 127 103 127 127 103 127 127 103 127 127 133 127 127 133 127 127 133 127 127 133 127 127 133 127 127 133 127 133 127 133 127 133 127 133 127 133 127 133 127 127 127 133 127 127 133 127 127 127 127 127 127 127 127 127 127	Wr urveyed + Til growth fa North Circular Road (S) 480 12 0 766 569 nrveyed flows + Til growth fa 0 A66 13 0 542 wr North Circular Road (S) 542 wr North Circular Road (S) 515 13 0 609 rveyed flows + Til growth fa 0 80 609 north Circular Road (S) 114 0 688 583	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT Vth factor - committe Blackhorse Avenue 112 298 204 0 614 TH SUBJECT DEVELOP ctor - committed dev Blackhorse Avenue 112 298 204 0 614 TH SUBJECT DEVELOP ctor - committed dev Blackhorse Avenue 112 298 204 0 614 TH SUBJECT DEVELOP ctor - committed dev Blackhorse Avenue 112 298 204 0 614 TH SUBJECT DEVELOP ctor - committed dev Blackhorse Avenue 121 2298 243 0 653 WITHOUT SUBJECT th factor - committed Blackhorse Avenue 121 208 243 0 653 WITHOUT SUBJECT 0 654 0 0 655 0 0 0 657 0 0 0 658 0 0 0 0 0 0 0 0 0 0 0 0 0	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development TOTALS 595 337 687 210 1829 MENT IN PLACE (+ + subject dev.) TOTALS 644 337 761 227 1970 DEVELOPMENT d development TOTALS 644 337 761 227 1970 DEVELOPMENT d development TOTALS 641 362 739 2266 1968
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (N) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (S) Blackhorse Avenue TOTALS 2038 AM Peak	North Circular Road (N) 0 16 3922 117 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 421 127 566 North Circular Road (N) 0 19 414 137 570	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 3 267 335 (su Aughrim Street 33 3 267 335 (su Aughrim Street 33 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Wir rveyed + Til growth fa North Circular Road (S) 377 18 0 2111 6066 veyed flows + Til grow North Circular Road (S) 207 619 Wir rveyed + Til growth fa North Circular Road (S) 407 207 619 Wir veyed flows + Til grow North Circular Road (S) 407 207 654 Veyed flows + Til grow North Circular Road (S) 407 207 654 Veyed flows + Til grow North Circular Road (S) 402 207 654 107 107 107 107 107 107 107 107	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJEC WITHOUT SUBJECT Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 155 0 315 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT th SUBJECT DEVELO 315 TH SUBJECT DEVELO 319 TH SUBJECT DEVELO	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 FDEVELOPMENT TOTALS 483 157 609 621 1870 FDEVELOPMENT TOTALS 483 157 609 621 1870 FDEVELOPMENT	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 TO 2038 TO 2038 TO 2038 TO 2038 TO 2038	PM Peak To ular Road (N) m Street ular Road (S) see Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) rse Avenue TALS PM Peak To ular Road (S) rse Avenue TALS PM Peak To ular Road (S) rse Avenue TALS PM Peak To ular Road (S) rse Avenue TALS PM Peak	North Circular Road (N) 0 24 475 400 539 North Circular Road (N) 0 26 476 44 546 546 546 546 546 546 546 546 546	(s Aughrim Street 0 7 95 118 (su Aughrim Street 17 0 7 7 103 127 (s Aughrim Street 17 0 7 7 103 127 (s 4ughrim Street 9 0 0 7 8 111 138	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 766 569 rrveyed flows + Til growth fa 0 A66 13 0 542 wr North Circular Road (S) 13 0 542 wr urveyed + Til growth fa North Circular Road (S) 13 0 609 urveyed flows + Til growth fa 0 609 urveyed flows + Til growth fa 0 609 urveyed flows + Til growth fa 0 608 501 14 0 68 583 Wr urveyed + Til growth fa	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT 298 204 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 112 298 204 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 121 228 243 0 653 WITHOUT SUBJECT th factor + committed dev Blackhorse Avenue 121 2298 244 0 653 WITHOUT SUBJECT th SuBJECT DEVELOP 0 660 TH SUBJECT DEVELOP	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development TOTALS 595 337 687 210 1829 MENT IN PLACE (+ + subject dev.) TOTALS 644 337 761 227 1970 DEVELOPMENT d development TOTALS 644 337 761 227 1970 DEVELOPMENT d development TOTALS 644 337 761 227 1970 DEVELOPMENT d development TOTALS 641 362 739 2266 1968 MENT IN PLACE (+ + subject dev.)
2023 AM Peak From North Circular Road (N) Aughrim Street North Circular Road (N) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (N) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Blackhorse Avenue TOTALS 2038 AM Peak To From North Circular Road (N) Blackhorse Avenue TOTALS 2038 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (N) Blackhorse Avenue TOTALS 2038 AM Peak TO From North Circular Road (N) Aughrim Street North Circular Road (N) Aughrim Street North Circular Road (S) Blackhorse Avenue TOTALS 2038 AM Peak	North Circular Road (N) 0 16 3922 1177 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 421 127 530 North Circular Road (N) 0 19 414 137 570	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 3 267 335 (su Aughrim Street 33 3 267 335 0 33 3 267 335 0 33 3 3 267 335 0 33 3 3 267 335 0 333 3 267 335 0 333 3 267 335 0 333 3 267 335 0 333 3 267 335 0 333 3 267 335 0 333 3 3 267 335 0 333 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Wir North Circular Road (S) 377 18 0 2111 6066 veyed flows + Til grow North Circular Road (S) 392 200 0	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJEC WITHOUT SUBJECT Blackhorse Avenue 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 155 0 315 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT Avenue 41 119 155 0 315 WITHOUT SUBJECT TH SUBJECT DEVELO 128 128 128 128 128 128 128 128	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 FDEVELOPMENT TOTALS 483 157 609 621 1870 FDEVELOPMENT TOTALS 483 157 609 621 1870 FDEVELOPMENT TOTALS 483 157 609 621 1870 FDEVELOPMENT FDEVELOP	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2038 From North Circ: Blackhor TO 2038	PM Peak To ular Road (N) m Street ular Road (S) see Avenue TALS PM Peak To ular Road (N) m Street ular Road (S) rse Avenue TALS PM Peak To ular Road (S) rse Avenue TALS PM Peak To ular Road (S) rse Avenue TALS PM Peak To ular Road (S) rse Avenue TALS PM Peak To ular Road (S) rse Avenue TALS PM Peak	North Circular Road (N) 0 24 475 400 539 North Circular Road (N) 0 26 476 44 546 North Circular Road (N) 0 26 511 44 581 North Circular Road (N) 0 28 512 47 587 North Circular 87 North Circular	(s Aughrim Street 16 0 7 7 55 118 (s Aughrim Street 17 0 7 7 103 127 (s Aughrim Street 17 0 7 7 103 127 (s 4 Aughrim Street 19 0 0 8 1111 138 5 5 5 5 5 5 118	Wr urveyed + Til growth fa North Circular Road (S) 480 122 0 766 569 rrveyed flows + Til growth fa 0 A66 13 0 542 wr North Circular Road (S) 13 0 542 wr urveyed + Til growth fa North Circular Road (S) 13 0 609 rveyed flows + Til growth fa 0 609 rveyed flows + Til growth fa 0 609 rveyed flows + Til growth fa 0 609 0 609 14 0 68 583 Wr urveyed + Til growth fa North Circular	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT 298 204 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 112 298 204 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 121 298 204 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 121 208 243 0 653 WITHOUT SUBJECT th factor + committed dev Blackhorse Avenue 121 208 244 0 653 WITHOUT SUBJECT TH SUBJECT DEVELOP Ctor + committed dev Blackhorse Avenue 121 320 219 0 660 TH SUBJECT DEVELOP	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development TOTALS 595 337 687 210 1829 MENT IN PLACE (+ + subject dev.) TOTALS 644 337 761 227 1970 DEVELOPMENT d development TOTALS 644 337 761 227 1970 DEVELOPMENT d development TOTALS 644 337 761 227 1970 DEVELOPMENT d development TOTALS 641 362 739 2266 1968 MENT IN PLACE (+ + subject dev.)
2023 AM Peak To From North Circular Road (N) Aughrim Street 2028 AM Peak ToTALS 2038 AM Peak	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 421 127 566 North Circular Road (N) 0 19 414 137 570 North Circular Road (N)	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 267 333 267 333 267 333 267 333 267 333 267 333 (su Aughrim Street 33 267 335 (su Aughrim Street 33 267 335 30 33 267 335 30 33 267 335 30 33 267 335 30 33 32 267 335 33 33 267 335 33 33 32 35 33 33 33 33 33 33 33 33 33 33 33 33	Wir rveyed + Til growth fa North Circular Road (S) 377 18 0 2111 6066 veyed flows + Til grow North Circular Road (S) 207 619 Wir rveyed + Til growth fa North Circular Road (S) 407 227 654 veyed flows + Til grow North Circular Road (S) 427 Veyed flows + Til growth fa Vorth Circular Road (S) 422 10 0 223 6666 Wir veyed + Til growth fa North Circular Road (S) 422 10 0 223 6666 Wir Veyed + Til growth fa North Circular Road (S) 422 10 0 223 6666 Wir Veyed + Til growth fa North Circular Road (S) 422 10 0 223 10 10 10 10 10 10 10 10 10 10	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJEC WITHOUT SUBJEC WITHOUT SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 155 0 315 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT TH SUBJECT DEVELO 0 319 TH SUBJECT DEVELO 128 146 0 0 319 TH SUBJECT DEVELO 128 146 146 147 147 147 147 147 147 147 147	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 504 168 596 647 1915 PMENT IN PLACE v. + subject dev.) TOTALS 504 168 596 647 1915 PMENT IN PLACE v. + subject dev.)	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2038 From North Circ: Blackhor TO 2038	PM Peak To ular Road (N) im Street ular Road (S) isse Avenue TALS PM Peak To ular Road (N) im Street ular Road (S) isse Avenue TALS PM Peak To ular Road (S) isse Avenue TALS PM Peak To Im Street Ular Road (S) isse Avenue TALS PM Peak To Im Street Im Str	North Circular Road (N) 0 24 475 400 539 North Circular Road (N) 0 26 476 44 546 546 546 546 546 546 546 546 546	(s Aughrim Street 0 7 95 118 (su (su Aughrim Street 17 0 7 103 127 (s Aughrim Street 17 0 7 103 127 (s Aughrim Street 19 0 0 8 1111 138 (su 8 1111 138	Wr urveyed + Til growth fa North Circular Road (S) 480 12 0 765 569 rrveyed flows + Til growth fa 0 A66 13 0 542 wr veyed flows + Til growth fa North Circular Road (S) 515 13 0 609 north Circular Road (S) 0 609 north Circular Road (S) 11 0 609 for the Circular Road (S) 501 14 0 68 583 wr urveyed + Til growth fa North Circular Road (S)	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT TH SUBJECT DEVELOP Ctor + committed dev Blackhorse Avenue 112 298 204 0 614 TH SUBJECT DEVELOP Ctor + committed dev Blackhorse Avenue 122 298 243 0 653 WITHOUT SUBJECT th factor - committed dev Blackhorse Avenue 121 298 244 0 653 WITHOUT SUBJECT TH SUBJECT DEVELOP Ctor + committed dev Blackhorse Avenue 121 320 653 WITHOUT SUBJECT WITHOUT SUBJECT TH SUBJECT DEVELOP Ctor + committed dev Blackhorse Avenue 121 320 219 0 660 TH SUBJECT DEVELOP Ctor + committed dev Blackhorse Avenue 121 320 219 0 320 320 320 320 320 320 320	AMENT IN PLACE (+ subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development TOTALS 595 337 687 210 1829 MENT IN PLACE (+ subject dev.) TOTALS 644 337 7651 227 1970 DEVELOPMENT d development TOTALS 641 362 739 2266 1968 MENT IN PLACE (+ subject dev.) TOTALS 641 362 739 2266 1968 MENT IN PLACE (+ subject dev.) TOTALS
2023 AM Peak To From North Circular Road (N) Aughrim Street TOTALS 2028 AM Peak To From North Circular Road (S) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street 2028 AM Peak To From North Circular Road (N) Aughrim Street 2038 AM Peak To From North Circular Road (N) Aughrim Street 2038 AM Peak To From North Circular Road (N) Aughrim Street 2038 AM Peak To From North Circular Road (N) Aughrim Street 2038 AM Peak To From North Circular Road (N) Aughrim Street 2038 AM Peak To From North Circular Road (N) Aughrim Street 2038 AM Peak To From North Circular Road (N) Aughrim Street 2038 AM Peak To From North Circular Road (N) Aughrim Street 2038 AM Peak To From North Circular Road (N) Aughrim Street 2038 AM Peak To From North Circular Road (N) Aughrim Street	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 421 127 566 North Circular Road (N) 0 19 414 137 570 North Circular Road (N) 0 19 414 137 570 North Circular Road (N)	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 267 333 267 333 267 333 267 333 267 333 267 335 (su Aughrim Street 33 6 33 267 335 (su Aughrim Street 33 6 33 267 335 (su Aughrim Street 33 6 36 36 36 36 36 36 36 37 37	Wir rveyed + Til growth fa North Circular Road (S) 377 18 0 2111 6066 veyed flows + Til grow North Circular Road (S) 207 619 Wir rveyed + Til growth fa North Circular Road (S) 407 200 0 0 227 654 Veyed flows + Til grow North Circular Road (S) 422 23 6666 Wir veyed + Til growth fa North Circular Road (S) 422 23 6666 Wir Veryed + Til growth fa North Circular Road (S) 422 23 6666 Wir Veyed + Til growth fa North Circular Road (S) 422 10 0 223 6666 Wir Veyed + Til growth fa North Circular Road (S) 422 23 6666 Wir Veryed + Til growth fa North Circular Road (S) 427 23 427 23 427 23 427 23 427 23 427 23 427 23 427 23 427 23 427 24 24 24 24 24 25 427 27 427 27 427 427 427 427	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJEC WITHOUT SUBJEC WITHOUT SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 155 0 315 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT TH SUBJECT DEVELO 0 319 TH SUBJECT DEVELO 128 Avenue 45 128 128 128 128 128 128 128 128	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 FOURD TOTALS 504 168 596 647 1915 504 168 596 647 1915 504 168 596 647 1915 504 168 596 647 1915 504 168 596 647 1915 504 168 596 647 1915 504 168 596 647 1915 504 168 596 647 1915 504 168 596 647 1915 504 168 596 647 1915 504 168 596 647 1915 504 168 596 647 1915 1870 1915 19	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2038 From North Circ: Aughri North Circ:	PM Peak To ular Road (N) im Street ular Road (S) isse Avenue TALS PM Peak To ular Road (N) im Street ular Road (S) isse Avenue TALS PM Peak To ular Road (S) isse Avenue TALS PM Peak To ular Road (S) isse Avenue TALS PM Peak To ular Road (S) isse Avenue TALS PM Peak To Ular Road (N) im Street ular Road (S) isse Avenue TALS PM Peak To Ular Road (N) im Street Ular Road (S) isse Avenue TALS PM Peak	North Circular Road (N) 0 24 475 400 539 North Circular Road (N) 0 26 476 44 546 North Circular Road (N) 0 26 511 44 581 North Circular Road (N) 0 28 512 47 587 North Circular Road (N) 0 28 512 47 587 North Circular Road (N) 0 28 512 47 587 North Circular Road (N) 0 28 512 407 587 0 28 0 28	(s Aughrim Street 0 7 95 118 (su (su Aughrim Street 17 0 7 103 127 (s Aughrim Street 17 0 7 103 127 (s Aughrim Street 19 0 0 8 8 1111 138 (su 6 8 4ughrim Street 9 0 0 6 8 8 1111 138 138 1111 138 138 1111 138 138	Wr urveyed + Til growth fa North Circular Road (S) 122 0 76 569 North Circular Road (S) 466 133 0 63 542 Wr urveyed + Til growth fa 80 609 133 0 63 542 Wr urveyed + Til growth fa 80 609 133 0 609 14 14 0 68 588 14 14 14 0 14 14 15 15 14 14 14 15 15 14 14 15 15 14 14 15 15 14 14 15 15 15 15 15 15 15 15 15 15	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 112 298 204 0 614 TH SUBJECT DEVELOP ctor - committed dev Blackhorse Avenue 122 298 243 0 653 WITHOUT SUBJECT th factor - committed dev Blackhorse Avenue 121 2298 244 0 653 WITHOUT SUBJECT th SUBJECT DEVELOP 121 320 660 TH SUBJECT DEVELOP ctor - committed dev Blackhorse Avenue 121 320 144 155 157 157 157 157 157 157 157	AMENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development TOTALS 595 337 687 210 1829 MENT IN PLACE (+ + subject dev.) TOTALS 644 337 7651 227 1970 DEVELOPMENT d development TOTALS 641 362 739 2266 1968 MENT IN PLACE (+ + subject dev.) TOTALS 641 362 739 226 1968 MENT IN PLACE (+ + subject dev.) TOTALS 641 362 739 226 1968 MENT IN PLACE (+ + subject dev.) TOTALS
2023 AM Peak To From North Circular Road (N) Aughrim Street 2028 AM Peak TOTALS 2038 AM PEAK 2038 AM	North Circular Road (N) 0 16 392 117 525 North Circular Road (N) 0 18 302 North Circular Road (N) 0 18 421 127 566 North Circular Road (N) 0 19 414 137 570 North Circular Road (N) 0 19 414 137 570 North Circular Road (N) 0 19 414 137 570	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 267 333 267 333 267 333 267 335 (su Aughrim Street 37 360 360 287 360 360 360 37 360	Wir rveyed + Til growth fa North Circular Road (S) 377 18 0 2111 6066 veyed flows + Til grow North Circular Road (S) 207 619 Wir rveyed + Til growth fa North Circular Road (S) 407 200 0 0 207 654 Veyed flows + Til grow North Circular Road (S) 407 200 0 0 227 654 Veyed flows + Til growth fa North Circular Road (S) 422 23 6666 Wir veyed + Til growth fa North Circular Road (S) 422 23 6666 Wir Veyed + Til growth fa North Circular Road (S) 422 21 0 0 223 6666 Wir Veyed + Til growth fa North Circular Road (S) 422 21 0 223 6667 10 223 23 23 23 23 23 23 23 23 2	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJEC WITHOUT SUBJEC WITHOUT SUBJECT Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 155 0 315 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT TH SUBJECT DEVELO 0 315 128 146 0 0 319 TH SUBJECT DEVELO 128 128 128 128 128 128 128 128	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 504 168 596 647 1915 PMENT IN PLACE v. + subject dev.) TOTALS 504 168 596 647 1915 519 168 652 52	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2038 From North Circ: Blackhor TO 2038 From North Circ: Blackhor TO 2038 From North Circ: Blackhor TO 2038 From North Circ: Blackhor TO 2038 From North Circ: Comparison North Circ: Comparison Comparison North Circ: Comparison North Circ: Comparison North Circ: Comparison North Circ: Comparison Comparison North Circ: Comparison Comparison Comparison North Circ: Comparison North Circ: North Circ: N	PM Peak To ular Road (N) im Street ular Road (S) isse Avenue TALS PM Peak To ular Road (N) im Street ular Road (S) isse Avenue TALS PM Peak To ular Road (S) isse Avenue TALS	North Circular Road (N) 0 24 475 400 539 North Circular Road (N) 0 26 476 44 546 546 546 546 546 546 546 547 546 546 547 81 81 81 81 81 81 81 81 81 81 81 81 81	(s Aughrim Street 0 0 7 95 118 (su Aughrim Street 17 0 7 103 127 (s Aughrim Street 17 0 7 103 127 (s Aughrim Street 19 0 8 1111 138 (su Aughrim Street 19 0 8 1111 138 (su Aughrim Street 19 0 8 1111 138 (su Aughrim Street 19 0 8 1111 138 138 138 138 138 138 138 138	Wr urveyed + Til growth fa North Circular Road (S)	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 112 298 204 0 614 TH SUBJECT DEVELOP ctor - committed dev Blackhorse Avenue 122 298 243 0 653 WITHOUT SUBJECT th factor - committed dev Blackhorse Avenue 121 298 244 0 653 WITHOUT SUBJECT TH SUBJECT DEVELOP 121 320 660 TH SUBJECT DEVELOP Ctor - committed dev Blackhorse Avenue 121 320 660	AMENT IN PLACE (+ subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development TOTALS 595 337 687 210 1829 MENT IN PLACE (+ subject dev.) TOTALS 644 337 7651 227 1970 DEVELOPMENT d development TOTALS 641 362 739 2266 1968 MENT IN PLACE (+ subject dev.) TOTALS 641 362 739 2266 1968 MENT IN PLACE (+ subject dev.) TOTALS 641 362 739 2266 1968 MENT IN PLACE (+ subject dev.) TOTALS 641 362 739 226 1968 MENT IN PLACE (+ subject dev.) TOTALS 641 362 739 226 1968 MENT IN PLACE (+ subject dev.) TOTALS 641 362 739 226 1968 19
2023 AM Peak To From North Circular Road (N) Aughrim Street TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (N) Blackhorse Avenue TOTALS 2028 AM Peak To From North Circular Road (N) Aughrim Street North Circular Road (N) Blackhorse Avenue TOTALS 2038 AM Peak To From North Circular Road (N) Aughrim Street Noth Circular Road (N) Aughrim Street North Circular Road (N) A	North Circular Road (N) 0 16 3922 1177 525 North Circular Road (N) 0 18 385 127 530 North Circular Road (N) 0 18 421 127 530 North Circular Road (N) 0 19 414 137 570 North Circular Road (N) 0 19 414 137 570	(su Aughrim Street 32 0 31 246 309 (su Aughrim Street 33 267 333 267 333 267 333 267 335 (su Aughrim Street 37 360 36 287 360	Wir North Circular Road (S) 377 18 0 2111 606 veyed flows + TII grow North Circular Road (S) 392 200 0 200 0 200 0 201 0 202 0 203 0 204 0 205 0 207 619 Wr North Circular Road (S) 407 0 227 654 Veyed flows + TII grow tha North Circular Road (S) 422 21 0 223 666 Wr Veyed Hows + TII grow tha Road (S)	TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 38 109 145 0 292 WITHOUT SUBJEC WITHOUT SUBJEC WITHOUT SUBJEC TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 135 0 295 TH SUBJECT DEVELO tctor + committed de Blackhorse Avenue 41 119 155 0 315 WITHOUT SUBJEC WITHOUT SUBJEC WITHOUT SUBJEC TH SUBJECT DEVELO 0 315 TH SUBJECT DEVELO 128 146 0 319 TH SUBJECT DEVELO 128 128 128 128 128 128 128 128	PMENT IN PLACE v. + subject dev.) TOTALS 447 143 568 574 1732 TOTALS 468 157 553 601 1779 PMENT IN PLACE v. + subject dev.) TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 483 157 609 621 1870 TOTALS 960 621 1870 TOTALS 504 168 596 647 1915 PMENT IN PLACE v. + subject dev.) TOTALS 504 168 596 647 1915 519 168 652 667 2006	2023 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2028 From North Circ: Blackhor TO 2038 From North Circ: Blackhor TO 2038 TO 2038 From North Circ: Blackhor TO 2038 From North Circ: Blackhor TO 2038	PM Peak To ular Road (N) im Street ular Road (S) isse Avenue TALS PM Peak To ular Road (N) im Street ular Road (S) isse Avenue TALS PM Peak To ular Road (S) isse Avenue TALS PM Peak	North Circular Road (N) 0 24 475 400 539 North Circular Road (N) 0 26 476 44 546 546 546 546 547 83 546 547 83 512 44 551 84 512 47 85 512 47 7 587 North Circular Road (N) 0 28 5512 47 537 547 547 547 547 547 547 547 547 547 54	(s Aughrim Street 16 0 7 95 118 (su Aughrim Street 17 0 7 103 127 (s Aughrim Street 17 0 7 103 127 (s Aughrim Street 19 0 0 8 1111 138 (s 4 4 4 4 1111 138 138	Wr North Circular Road (S) 480 12 0 76 569 rrveyed flows + Til grow North Circular Road (S) 466 13 0 63 542 wr urveyed + Til growth fa 0 63 542 wr urveyed + Til growth fa 0 609 rveyed flows + Til growth fa 0 609 rveyed flows + Til growth fa 0 609 rveyed flows + Til growth fa 0 68 583 90 609 rveyed flows + Til growth fa 0 68 583 90 68 583 91 14 0	TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 104 275 228 0 607 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT Avenue 204 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 112 298 204 0 614 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 122 298 0 653 WITHOUT SUBJECT WITHOUT SUBJECT WITHOUT SUBJECT 0 660 TH SUBJECT DEVELOP ctor + committed dev Blackhorse Avenue 121 320 0 153 0 153 0 153 0 153 0 153 153 153 0 153 153 153 153 153 153 153 153	MENT IN PLACE (+ + subject dev.) TOTALS 600 311 710 211 1833 DEVELOPMENT d development) TOTALS 595 337 687 210 1829 MENT IN PLACE (+ + subject dev.) TOTALS 644 337 761 227 1970 DEVELOPMENT d development) TOTALS 644 337 761 227 1970 DEVELOPMENT d development) TOTALS 644 337 761 227 1970 DEVELOPMENT d development) TOTALS 644 337 761 227 1970 DEVELOPMENT d development) TOTALS 641 362 739 2266 1968 MENT IN PLACE (+ subject dev.) TOTALS 690 362 813 243 210

From Manor Street

Aughrim Street

Prussia Street

TOTALS

PM Peak То

(16:45-17:45)		SURVEYED	TRAFFIC FLOWS
Manor Street	Aughrim Street	Prussia Street	TOTALS
0	274	547	822

8

283

274

282

8

anor Street Aughrim Street Prussia Street

91

402

493

91

402

493

2020 AM Peak		(08:00-09:00)		SURVEYED	TRAFFIC FLOWS
From	То	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manoi	Street	0	88	319	407
Aughrim Street		220	0	0	220
Prussia	Street	535	0	0	535
TOT	ALS	755	88	319	1162

2020

From

2023

From Manor Street

2028

Fror

Prussia Street

TOTALS

AM Peak

Manor Street Aughrim Street

Prussia Street

TOTALS

Aughrim Street

AM Peak

То

AM Peak

То

h factor) 2020 PM Peak	BASELINE TRAFFIC FLOWS (surveyed flows + Til growth factor)				
TALS From	TOTALS	Prussia Street	Aughrim Street	Manor Street	
407 Manor Street	407	319	88	0	
220 Aughrim Street	220	0	0	220	
535 Prussia Street	535	0	0	535	
1162 TOTALS	1162	319	88	755	

C	Other committed dev	elopment flows	2023	PM Peak	Other committed development flov			
t	Prussia Street	TOTALS	From	То	Manor Street	Aughrim Street	Prussia Street	TOTALS
1	0	1	Mano	r Street	0	4	0	4
0	0	3	Aughrii	m Street	2	0	0	2
0	0	0	Prussia	a Street	0	0	0	0
1	0	4	TO	TALS	2	4	0	6

2023

PM Peak

0 WITHOUT SUBJECT DEVELOPMENT

550

(surveyed flows + TII growth factor)

547

550

BASELINE TRAFFIC FLOWS

TOTALS

94 410

1326

821

1325

94 410

2023	PM Peak	(su	rveyed flows + TII grow	WITHOUT SUBJECT wth factor + committe	F DEVELOPMENT ed development)
From	То	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street		0	292	574	866
Aughrin	n Street	97	0	3	100
Prussia	a Street	422	9	0	431
TOT	TALS	519	301	577	1397

SUBJECT	DEVELOPMENT	FLOWS

From	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	78	0	78
Aughrim Street	36	0	0	36
Prussia Street	0	0	0	0
TOTALS	36	78	0	114

WITH SUBJECT DEVELOPMENT IN PLACE

2023	PM Peak	WITH SUBJECT DEVELOPMENT IN PLA (surveyed + TII growth factor + committed dev. + subject de			
From	То	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor	Street	0	370	574	944
Aughrin	n Street	133	0	3	136
Prussia	Street	422	9	0	431
TOT	ALS	555	379	577	1511

WITHOUT SUBJECT DEVELOPMENT

2028	PM Peak	WITHOUT SUBJECT (surveyed flows + TII growth factor + committee			DEVELOPMENT ed development)
From	То	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street		0	316	622	938
Aughrin	n Street	105	0	3	108
Prussia	Street	457	9	0	466
тот	ALS	562	325	625	1512

WITH SUBJECT DEVELOPMENT IN PLACE

2028	PM Peak	WITH SUBJECT DEVELOPMENT IN PLAC (surveyed + TII growth factor + committed dev. + subject dev			
From	To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street		0	394	622	1016
Aughrin	n Street	141	0	3	144
Prussia	Street	457	9	0	466
TOT	ALS	598	403	625	1626

492

605

PM Peak	WITHOUT SUBJECT DEVELOPMEN (surveyed flows + TII growth factor + committed developmen				
То	Manor Street	Aughrim Street	Prussia Street	TOTALS	
anor Street	0	340	670	1010	
zhrim Street	113	0	4	117	

10

350

WITH SUBJECT DEVELOPMENT IN PLACE

674

502 1629

2038	PM Peak	(su	PMENT IN PLACE v. + subject dev.)		
From	То	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor	Street	0	418	670	1088
Aughrin	n Street	149	0	4	153
Prussia	Street	492	10	0	502
TOT	ALS	641	428	674	1743

Prussi	a Street	0	0	0	0
TOTALS		3	1	0	4
2023 AM Peak		(su	rveyed flows + TII gro	WITHOUT SUBJECT wth factor + committe	DEVELOPMENT ed development)
From	То	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street		0	93	335	428

1

Manor Street Aughrim Street

0

From	Wallor Street	Auginini Street	Flussia Stieet	TOTALS
Manor Street	0	93	335	428
Aughrim Street	234	0	0	234
Prussia Street	561	0	0	561
TOTALS	795	93	335	1223

2023	AM Peak			SUBJECT DEVELO	OPMENT FLOWS
From	To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor S	treet	0	15	0	15
Aughrim	Street	58	0	0	58
Prussia S	itreet	0	0	0	0
TOTA	LS	58	15	0	73

WITH SUBJECT DEVELOPMENT IN PLACE

2023	AM Peak	(su	WI rveyed + TII growth fa	TH SUBJECT DEVELOF actor + committed dev	MENT IN PLACE v. + subject dev.)
From	То	Manor Street	Aughrim Street	Prussia Street	TOTALS
Mano	r Street	0	108	335	443
Aughrin	m Street	292	0	0	292
Prussia	a Street	561	0	0	561
TOT	TALS	853	108	335	1296

WITHOUT SUBJECT DEVELOPMENT

2028	AM Peak	(su	rveyed flows + TII grov	WITHOUT SUBJECT wth factor + committe	DEVELOPMENT ed development)
From	To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor	Street	0	101	363	464
Aughrin	n Street	253	0	0	253
Prussia	Street	608	0	0	608
TOT	ALS	861	101	363	1325

WITH SUBJECT DEVELOPMENT IN PLACE (surveyed + TII growth factor + committed dev. + subject dev.)

0

116

	1	.,		
To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	116	363	479
Aughrim Street	311	0	0	311

363

608 1398

TOTALS

2038 -From M Au Prussia Street

2029	AM Book	WITHOUT SUBJECT DEVELOPMEN
2030	AWIFEAK	(surveyed flows + Til growth factor + committed development

608

919

	(30	veyed nows + m gro		eu uevelopinent)
To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	108	391	499
Aughrim Street	272	0	0	272
Prussia Street	654	0	0	654
TOTALS	926	108	391	1425

2038	AM Peak	(su	(surveyed + Til growth factor + committed dev.				
From	To	Manor Street	Aughrim Street	Prussia Street	TOTALS		
Manor	Street	0	123	391	514		
Aughrin	n Street	330	0	0	330		
Prussia	Street	654	0	0	654		
TOT	ALS	984	123	391	1498		



Appendix D

PICADY Model Results



Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.3.332 [14595.13/11/2013] © Copyright TRL Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: B089 Junction 1 PICADY Model 20210426.arc8 Path: J:\B_JOBS\Job-B089\B_Documents\C_CivilA_CS Reports\Traffic\Modelling Report generation date: 10/05/2021 16:58:02

Summary of junction performance

				AM		PM				
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Network Residua Capacity
					Standard - 20	20 Surve	yed			
Stream B- AC	0.00	0.00	0.00			0.03	11.89	0.03		
Stream C- AB	0.66	5.24	0.27		77.0/	0.04	4.07	0.03		05.00
Stream C- A	-	-	-	5.24	[Stream C-AB]	-	-	-	6.29	96 %
Stream A- B	-	-	-			-	-	-		
Stream A- C	-	-	-			-	-	-		
					Standard - 2	2023 No D	ev			
Stream B- AC	0.00	0.00	0.00			0.05	12.58	0.05		
Stream C- AB	0.76	5.36	0.29		68 %	0.05	4.05	0.03		
Stream C- A	-	-	-	5.36		-	-	-	6.90	82 %
Stream A- B	-	-	-			-	-	-		[Stream B-AC]
Stream A- C	-	-	-			-	-	-		
					Standard - 20	023 With	Dev			
Stream B- AC	0.39	18.96	0.29			0.65	20.70	0.40		
Stream C- AB	0.97	5.88	0.35		.62	0.12	4.16	0.07	15.04	22 % [Stream B-AC]
Stream C- A	-	-	-	8.62		-	-	-		
Stream A- B	-	-	-		[Stream B-AC]	-	-	-		
Stream A- C	-	-	-			-	-	-		
					Standard - 2	2028 No D	ev			
Stream B- AC	0.00	0.00	0.00			0.06	13.53	0.06		
Stream C- AB	0.96	5.60	0.34			0.06	3.99	0.04		
Stream C- A	-	-	-	5.60	54 %	-	-	-	6.91	67 %
Stream A- B	-	-	-		[Stream C-AB]		-	-		[Stream B-AC]
Stream A- C	-	-	-				-	-		
					Standard - 20	028 With	Dev			
Stream B- AC	0.44	21.04	0.31			0.74	23.14	0.43		
Stream C- AB	1.24	6.23	0.40			0.14	4.10	0.08		
Stream C- A	-	-	-	8.99	21 %		-	-	16.16	16 %
Stream A- B	-	-	-		[Stream B-AC]		-	-		[Stream B-AC]
Stream A-	-	-	-				-	-		

					Standard - 2	2038 No D	ev			
Stream B- AC	0.00	0.00	0.00			0.07	14.44	0.06		
Stream C- AB	1.22	5.91	0.39		44 %	0.08	3.93	0.05		56 % [Stream B-AC]
Stream C- A	-	-	-	5.91		-	-	-	6.85	
Stream A- B	-	-	-			-	-	-		
Stream A- C	-	-	-			-	-	-		
					Standard - 20	038 With	Dev			
Stream B- AC	0.49	23.53	0.33			0.82	25.93	0.46		
Stream C- AB	1.56	6.67	0.45			0.18	4.05	0.09		10 % [Stream B-AC]
Stream C- A	-	-	-	9.48	15 %	-	-	-	17.16	
Stream A- B	-	-	-		[Stream p Ac]	-	-	-		
Stream A- C	-	-	-			-	-	-		

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demandweighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

 'D1 - 2020 Surveyed, AM ⁺ model duration: 07.45 - 09.15

 'D2 - 2020 Surveyed, PM⁺ model duration: 16.30 - 18.00

 'D3 - 2023 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D5 - 2023 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D5 - 2023 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D5 - 2023 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D7 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D7 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D9 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, PM⁺ model duration: 16.30 - 18.00

Run using Junctions 8.0.3.332 at 10/05/2021 16:57:57

File summary

File Description

Title	O'Devaney Gardens
Location	Dublin 7
Site Number	1
Date	26/04/2021
Version	
Status	
Identifier	
Client	
Jobnumber	B089
Enumerator	GF
Description	

Analysis Options

Vehicle Length	Do Queue	Calculate Residual	Residual Capacity Criteria	RFC	Average Delay Threshold	Queue Threshold
(m)	Variations	Capacity	Type	Threshold	(s)	(PCU)
5.75		1	Delay	0.85	36.00	

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Standard - 2020 Surveyed, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

	Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors	
ſ	Standard	N/A		1				100.000	100.000		

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Surveyed, AM	2020 Surveyed	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
North Circular Rd / O'Devaney Gardens	T-Junction	Two-way	A,B,C		5.24	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	77	Stream C-AB		

Arms

Arms

1	Arm	Name	Description	Arm Type
	Α	North Circular Road (North)		Major
	в	O'Devaney Gardens		Minor
	С	North Circular Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)	
С	8.80		0.00		2.20	250.00	✓	0.00	

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	2.60										20	17

Pedestrian Crossings

Arm	Crossing Type				
Α	None				
в	None				
С	None				

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	472.736	0.076	0.191	0.120	0.273
1	B-C	609.223	0.082	0.207	-	-
1	C-B	718.741	0.245	0.245	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	542.00	100.000
В	ONE HOUR	✓	0.00	100.000
С	ONE HOUR	√	586.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Α	408.05	408.05		
07:45-08:00	0 B 0.00		0.00		
07:45-08:00	С	441.17	441.17		
08:00-08:15	Α	487.25	487.25		
08:00-08:15	в	0.00	0.00		
08:00-08:15	С	526.80	526.80		
08:15-08:30	Α	596.75	596.75		
08:15-08:30	в	0.00	0.00		
08:15-08:30	С	645.20	645.20		
08:30-08:45	Α	596.75	596.75		
08:30-08:45	в	0.00	0.00		
08:30-08:45	С	645.20	645.20		
08:45-09:00	Α	487.25	487.25		
08:45-09:00	в	0.00	0.00		
08:45-09:00	С	526.80	526.80		
09:00-09:15	Α	408.05	408.05		
09:00-09:15	в	0.00	0.00		
09:00-09:15	С	441.17	441.17		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	То									
		Α	B C							
Erom	Α	0.000	16.000	526.000						
From	в	0.000	0.000	0.000						
	С	489.000	97.000	0.000						

Turning Proportions (PCU) - Junction 1 (for whole period)

		То							
From		A B		С					
	Α	0.00	0.03	0.97					
	в	0.33	0.33	0.33					
	С	0.83	0.17	0.00					

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		То									
		Α	в	С							
F	Α	1.000	1.000	1.00							
From	в	1.000	1.000	1.00							
	С	1.000	1.000	1.00							
	B C	1.000 1.000	1.000 1.000	1.00							

Heavy Vehicle Percentages - Junction 1 (for whole period)

		То									
		A		С							
F	Α	0.000	0.000	0.000							
From	в	0.000	0.000	0.000							
	С	0.000	0.000	0.000							

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	lueueing (PCU- in) Average Queueing Delay (s) PCU-min/min) Inclusive Total Queueing Delay (PCU-min/min) (PCU-min)		Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.00	0.00	0.00	A 0.00		0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.27	5.24	0.66	Α	181.68	272.53	40.81	8.98	0.45	40.81	8.98
C-A	-	-	-	356.04		356.04 534.06	-	-	-	-	-
A-B	-	-	-	-	14.68	22.02	-	-	-	-	-
A-C	-	-	-	-	482.67	724.00	-	-	-	-	-

Standard - 2020 Surveyed, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Surveyed, PM	2020 Surveyed	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
North Circular Rd / O'Devaney Gardens	T-Junction	Two-way	A,B,C		6.29	A

Junction Network Options

Dr	iving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold

Left Normal/unknown 96 Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	North Circular Road (North)		Major
в	O'Devaney Gardens		Minor
С	North Circular Road (South)		Major

Major Arm Geometry

Arr	n Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)	
С	8.80		0.00		2.20	250.00	~	0.00	
Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.									

Minor Arm Geometry

	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Г	в	One lane	2.60										20	17

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	472.736	0.076	0.191	0.120	0.273
1	B-C	609.223	0.082	0.207	-	-
1	C-B	718.741	0.245	0.245		-
	1.1				NOT	

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

ſ	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
ſ	Α	ONE HOUR	✓	523.00	100.000
ſ	в	ONE HOUR	✓	9.00	100.000
ſ	С	ONE HOUR	✓	599.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	393.74	393.74		
16:30-16:45	В	6.78	6.78		
16:30-16:45	С	450.96	450.96		
16:45-17:00	A	470.17	470.17		
16:45-17:00	в	8.09	8.09		
16:45-17:00	С	538.49	538.49		
17:00-17:15	A	575.83	575.83		
17:00-17:15	В	9.91	9.91		
17:00-17:15	С	659.51	659.51		
17:15-17:30	A	575.83	575.83		
17:15-17:30	В	9.91	9.91		
17:15-17:30	С	659.51	659.51		
17:30-17:45	A	470.17	470.17		
17:30-17:45	В	8.09	8.09		
17:30-17:45	С	538.49	538.49		
17:45-18:00	A	393.74	393.74		
17:45-18:00	В	6.78	6.78		
17:45-18:00	C	450.96	450.96		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

			То	
		Α	В	С
Erom	Α	0.000	14.000	509.000
FIOIII	в	7.000	0.000	2.000
	С	588.000	11.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		1	Го	
		Α	в	С
Erom	Α	0.00	0.03	0.97
FIOIII	в	0.78	0.00	0.22
	С	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

			То	
		Α	в	С
F	Α	1.000	1.000	1.00
From	в	1.000	1.000	1.00
	С	1.000	1.000	1.00

Heavy Vehicle Percentages - Junction 1 (for whole period)

		То							
		Α	В	С					
F	Α	0.000	0.000	0.000					
From	в	0.000	0.000	0.000					
	С	0.000	0.000	0.000					

Results

Results Summary for whole modelled period

	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
ſ	B-AC	0.03	11.89	0.03	В	8.26	12.39	2.23	10.78	0.02	2.23	10.78
ſ	C-AB	0.03	4.07	0.04	Α	20.91	31.36	2.46	4.71	0.03	2.46	4.71
[C-A	-	-	-	-	528.75	793.12	-	-	-	-	-

	A-B	-	-	-	-	12.85	19.27	-	-	-	-	-
[A-C	-	-	-	-	467.07	700.60	-	-	-	-	-

Standard - 2023 No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

	Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
-	Standard	N/A		√				100.000	100.000	

Demand Set Details

Nar	e Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
202 No De Al	3 2023 No Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
North Circular Rd / O'Devaney Gardens	T-Junction	Two-way	A,B,C		5.36	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	68	Stream C-AB		

Arms

Arms

Arm	Name	Description	Arm Type
Α	North Circular Road (North)		Major
в	O'Devaney Gardens		Minor
С	North Circular Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)	
С	8.80		0.00		2.20	250.00	~	0.00	
Coor	Competition for Arm Clara managined appropriate Arm B. Construction for Arm A (if relevant) are managined approxite Arm D								

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

Minor Arm Geometry

-	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
	в	One lane	2.60										20	17

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

PICADY Results - Junction 1

B089 O'Devaney Gardens

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	472.736	0.076	0.191	0.120	0.273
1	B-C	609.223	0.082	0.207	-	-
1	C-B	718.741	0.245	0.245	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		1	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	571.00	100.000
в	ONE HOUR	~	4.00	100.000
С	ONE HOUR	~	616.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	429.88	429.88		
07:45-08:00	в	0.00	0.00		
07:45-08:00	С	463.76	463.76		
08:00-08:15	A	513.32	513.32		
08:00-08:15	в	0.00	0.00		
08:00-08:15	С	553.77	553.77		
08:15-08:30	A	628.68	628.68		
08:15-08:30	в	0.00	0.00		
08:15-08:30	С	678.23	678.23		
08:30-08:45	A	628.68	628.68		
08:30-08:45	в	0.00	0.00		
08:30-08:45	С	678.23	678.23		
08:45-09:00	A	513.32	513.32		
08:45-09:00	В	0.00	0.00		
08:45-09:00	С	553.77	553.77		
09:00-09:15	A	429.88	429.88		
09:00-09:15	В	0.00	0.00		
09:00-09:15	С	463.76	463.76		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)



C 513.000 103.000 0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		То								
		Α	в	С						
F	Α	0.00	0.03	0.97						
From	в	0.75	0.00	0.25						
	С	0.83	0.17	0.00						

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

			То	
		Α	В	С
F	Α	1.000	1.000	1.000
From	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

			То	
		Α	В	С
From	Α	0.000	0.000	0.000
	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
- [B-AC	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C-AB	0.29	5.36	0.76	Α	201.55	302.33	46.55	9.24	0.52	46.55	9.24
	C-A	-	-	-	-	363.70	545.55	-	-	-	-	-
- [A-B	-	-	-	-	17.43	26.15	-	-	-	-	-
	A-C	-	-	-	-	506.52	759.79	-	-	-	-	-

Standard - 2023 No Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 No Dev, PM	2023 No Dev	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
North Circular Rd / O'Devaney Gardens	T-Junction	Two-way	A,B,C		6.90	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	82	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	North Circular Road (North)		Major
в	O'Devaney Gardens		Minor
С	North Circular Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	8.80		0.00		2.20	250.00	~	0.00
Geo	metries for Arm C are	measured opposite	Arm B. Geometries for Ari	m A (if relevant) are measured op,	oosite Arm D.		

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	2.60										20	17

Pedestrian Crossings

Arm	Crossing Type
Α	None
D	Nono

в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream Intercept (PCU/hr)		Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B	
1	B-A	472.736	0.076	0.191	0.120	0.273	
1	B-C	609.223	0.082	0.207	-	-	
1	C-B	718.741	0.245	0.245	-	-	

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	552.00	100.000
в	ONE HOUR	~	14.00	100.000
с	ONE HOUR	✓	630.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	415.57	415.57		
16:30-16:45	В	10.54	10.54		
16:30-16:45	С	474.30	474.30		
16:45-17:00	A	496.24	496.24		
16:45-17:00	В	12.59	12.59		
16:45-17:00	С	566.36	566.36		
17:00-17:15	Α	607.76	607.76		
17:00-17:15	7:00-17:15 B 15.41		15.41		
17:00-17:15	-17:15 C 693.64		693.64		
17:15-17:30	A	607.76	607.76		
17:15-17:30	В	15.41	15.41		
17:15-17:30	С	693.64	693.64		
17:30-17:45	A	496.24	496.24		
17:30-17:45	в	12.59	12.59		
17:30-17:45	С	566.36	566.36		
17:45-18:00	A	415.57	415.57		
17:45-18:00	В	10.54	10.54		
17:45-18:00	С	474.30	474.30		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

			То	
		A	В	С
	Α	0.000	18.000	534.000
From	в	11.000	0.000	3.000
	С	617.000	13.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		То								
		Α	в	С						
F	Α	0.00	0.03	0.97						
From	в	0.79	0.00	0.21						
	С	0.98	0.02	0.00						

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

			То										
		Α	В	С									
From	Α	1.000	1.000	1.000									
	в	1.000	1.000	1.000									
	С	1.000	1.000	1.000									

Heavy Vehicle Percentages - Junction 1 (for whole period)

То

PICADY Results - Junction 1

B089 O'Devaney Gardens

		A	в	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.05	12.58	0.05	В	12.85	19.27	3.62	11.28	0.04	3.62	11.28
C-AB	0.03	4.05	0.05	Α	25.56	38.34	8.34 3.10		0.03	3.10	4.86
C-A	-	-	-	-	552.54	828.81	-	-	-	-	-
A-B	-	-		-	16.52	24.78	-	-	-	-	-
A-C	-	-	-	-	490.01	735.01	-	-	-	-	-

Standard - 2023 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 With Dev, AM	2023 With Dev	АМ		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
North Circular Rd / O'Devaney Gardens	T-Junction	Two-way	A,B,C		8.62	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	29	Stream B-AC		

Arms

Arms

Arm	Name	Description	Arm Type
Α	North Circular Road (North)		Major
в	O'Devaney Gardens		Minor
С	North Circular Road (South)		Major

Major Arm Geometry

(I

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	8.80		0.00		2.20	250.00	~	0.00
Coompetition for Arm C are managined approaches Arm B. Coompetition for Arm A (if relevant) are managined approaches Arm D								

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

Minor Arm Geometry

A	.rm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
	в	One lane	2.60										20	17

Pedestrian Crossings

 Arm
 Crossing Type

 A
 None

 B
 None

 C
 None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	472.736	0.076	0.191	0.120	0.273
1	B-C	609.223	0.082	0.207		-
1	C-B	718.741	0.245	0.245	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type Use Turning Counts		Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	
A	ONE HOUR	✓	606.00	100.000	
в	ONE HOUR	✓	69.00	100.000	
С	ONE HOUR	✓	634.00	100.000	

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Α	456.23	456.23		
07:45-08:00	в	51.95	51.95		
07:45-08:00	С	477.31	477.31		
08:00-08:15	Α	544.78	544.78		
08:00-08:15	В	62.03	62.03		
08:00-08:15	С	569.95	569.95		
08:15-08:30	A	667.22	667.22		
08:15-08:30	В	75.97	75.97		
08:15-08:30	С	698.05	698.05		
08:30-08:45	A	667.22	667.22		

08:30-08:45	в	75.97	75.97	
08:30-08:45	С	698.05	698.05	
08:45-09:00	Α	544.78	544.78	
08:45-09:00	в	62.03	62.03	
08:45-09:00	С	569.95	569.95	
09:00-09:15	Α	456.23	456.23	
09:00-09:15	в	51.95	51.95	
09:00-09:15	С	477.31	477.31	

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		То						
	A		В	с				
Erom	Α	0.000	54.000	552.000				
FIOIII	в	59.000	0.000	10.000				
	C 513.000		121.000	0.000				

Turning Proportions (PCU) - Junction 1 (for whole period)

	То					
		Α	в	С		
F	Α	0.00	0.09	0.91		
FIOIII	в	0.86	0.00	0.14		
	С	0.81	0.19	0.00		

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		То								
		Α	в	С						
F	Α	1.000	1.000	1.000						
From	в	1.000	1.000	1.000						
	С	1.000	1.000	1.000						

Heavy Vehicle Percentages - Junction 1 (for whole period)

		То								
		A B								
F	Α	0.000	0.000	0.000						
From	в	0.000	0.000	0.000						
	С	0.000	0.000	0.000						

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.29	18.96	0.39	С	63.32	94.97	24.47	15.46	0.27	24.47	15.46
C-AB	0.35	5.88	0.97	A	238.70	358.05	57.74	9.68	0.64	57.75	9.68
C-A	-	-	-	-	343.07	514.60	-	-	-	-	-
A-B	-	-	-	-	49.55	74.33	-		-	-	-
A-C	-	-	-	-	506.52	759.79	-	-	-	-	-

Standard - 2023 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 With Dev, PM	2023 With Dev	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
North Circular Rd / O'Devaney Gardens	T-Junction	Two-way	A,B,C		15.04	С

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold			
Left	Normal/unknown	22	Stream B-AC			

Arms

Arms

Arm	Name	Description	Arm Type
Α	North Circular Road (North)		Major
в	O'Devaney Gardens		Minor
С	North Circular Road (South)		Major

Major Arm Geometry

A	rm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
	С	8.80		0.00		2.20	250.00	~	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	2.60										20	17

Pedestrian Crossings

 Arm
 Crossing Type

 A
 None

 B
 None

 C
 None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	472.736	0.076	0.191	0.120	0.273
1	B-C	609.223	0.082	0.207	-	-
1	C-B	718.741	0.245	0.245		-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	619.00	100.000
в	ONE HOUR	✓	105.00	100.000
С	ONE HOUR	✓	640.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	466.02	466.02		
16:30-16:45	В	79.05	79.05		
16:30-16:45	С	481.83	481.83		
16:45-17:00	A	556.47	556.47		
16:45-17:00	в	94.39	94.39		
16:45-17:00	С	575.35	575.35		
17:00-17:15	A	681.53	681.53		
17:00-17:15	В	115.61	115.61		
17:00-17:15	С	704.65	704.65		
17:15-17:30	A	681.53	681.53		
17:15-17:30	в	115.61	115.61		
17:15-17:30	С	704.65	704.65		
17:30-17:45	Α	556.47	556.47		
17:30-17:45	в	94.39	94.39		
17:30-17:45	С	575.35	575.35		
17:45-18:00	A	466.02	466.02		
17:45-18:00	В	79.05	79.05		
17:45-18:00	С	481.83	481.83		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	То								
		Α	В	с					
From	Α	0.000	85.000	534.000					
From	в	85.000	0.000	20.000					
	С	617.000	23.000	0.000					

Turning Proportions (PCU) - Junction 1 (for whole period)

		То					
_		Α	в	С			
	Α	0.00	0.14	0.86			
From	в	0.81	0.00	0.19			
	С	0.96	0.04	0.00			

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	То						
	Α	в	С				
А	1.000	1.000	1.000				
в	1.000	1.000	1.000				
С	1.000	1.000	1.000				
	A B C	A 1.000 B 1.000 C 1.000	To A B A 1.000 1.000 B 1.000 1.000 C 1.000 1.000				

Heavy Vehicle Percentages - Junction 1 (for whole period)

	То						
		A	В	С			
F	Α	0.000	0.000	0.000			
From	в	0.000	0.000	0.000			
	С	0.000	0.000	0.000			

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.40	20.70	0.65	С	96.35	144.52	39.55	16.42	0.44	39.56	16.42
C-AB	0.07	4.16	0.12	Α	50.12	75.18	7.44	5.94	0.08	7.44	5.94
C-A	-	-	-	-	537.15	805.73	-	-	-	-	-
A-B	-	-	-	-	78.00	117.00	-	-	-	-	-
A-C	-	-	-	-	490.01	735.01	-	-	-	-	-

Standard - 2028 No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 No Dev, AM	2028 No Dev	AM		ONE HOUR	07:45	09:15	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
North Circular Rd / O'Devaney Gardens	T-Junction	Two-way	A,B,C		5.60	A

Junction Network Options

Driving Side Lighting Network Residual Capacity (%) First Arm Reaching Threshold

Left Normal/unknown 54 Stream C-AB

Arms

Arms

Arm	Name	Description	Arm Type		
Α	North Circular Road (North)		Major		
в	O'Devaney Gardens		Minor		
С	North Circular Road (South)		Major		

Major Arm Geometry

	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
	С	8.80		0.00		2.20	250.00	1	0.00
1	-								

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

Minor Arm Geometry

	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Γ	в	One lane	2.60										20	17

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	472.736	0.076	0.191	0.120	0.273
1	B-C	609.223	0.082	0.207	-	-
1	C-B	718.741	0.245	0.245	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	1

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	~	619.00	100.000
в	ONE HOUR	~	4.00	100.000
С	ONE HOUR	~	668.00	100.000

Direct/Resultant Flows

Direct Flo	ows	Data			
Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Α	466.02	466.02		
07:45-08:00	в	0.00	0.00		
07:45-08:00	С	502.91	502.91		
08:00-08:15	A	556.47	556.47	1	
08:00-08:15	в	0.00	0.00		
08:00-08:15	С	600.52	600.52		
08:15-08:30	Α	681.53	681.53		
08:15-08:30	В	0.00	0.00		
08:15-08:30	С	735.48	735.48		
08:30-08:45	A	681.53	681.53		
08:30-08:45	в	0.00	0.00		
08:30-08:45	С	735.48	735.48		
08:45-09:00	A	556.47	556.47		
08:45-09:00	В	0.00	0.00		

600.52

466.02

0.00

502.91

Turning Proportions

600.52

466.02

0.00

502.91

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

То						
	A	В	С			
Α	0.000	21.000	598.000			
в	3.000	0.000	1.000			
С	556.000	112.000	0.000			
	A B C	A 0.000 B 3.000 C 556.000	A B A 0.000 21.000 B 3.000 0.000 C 556.000 112.000			

08:45-09:00 C

09:00-09:15 A

09:00-09:15 B

09:00-09:15 C

Turning Proportions (PCU) - Junction 1 (for whole period)

			То	
		A		С
From	Α	0.00	0.03	0.97
FIOII	в	0.75	0.00	0.25
	С	0.83	0.17	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	То						
		Α	в	С			
From	Α	1.000	1.000	1.000			
From	в	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

Heavy Vehicle Percentages - Junction 1 (for whole period)

			То	
		A	В	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.34	5.60	0.96	Α	235.16	352.75	57.22	9.73	0.64	57.23	9.73
C-A	-	-	-	-	377.80	566.71	-	-	-	-	-



Standard - 2028 No Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 No Dev, PM	2028 No Dev	PM		ONE HOUR	16:30	18:00	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
North Circular Rd / O'Devaney Gardens	T-Junction	Two-way	A,B,C		6.91	A

Junction Network Options

Driving Side Lighting		Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	67	Stream B-AC		

Arms

Arms

Arm	Name	Description	Arm Type
Α	North Circular Road (North)		Major
В	O'Devaney Gardens		Minor
С	North Circular Road (South)		Major

Major Arm Geometry

Arm Width of carriageway (m)		Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C 8.80			0.00		2.20	250.00	~	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	2.60										20	17

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope	Intercept /	Capacity
-------	-------------	----------

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B		
1	B-A	472.736	0.076	0.191	0.120	0.273		
1	B-C	609.223	0.082	0.207	-	-		
1	C-B	718.741	0.245	0.245	•	-		
The element and intercents above above de NOT include a								

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	✓

Entry Flows

General Flows Data

Arm	Profile Type Use Turning Counts		Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)		
A	ONE HOUR	~	598.00	100.000		
в	ONE HOUR ✓		15.00	100.000		
С	ONE HOUR	~	683.00	100.000		

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	450.21	450.21		
16:30-16:45 B		11.29	11.29		
16:30-16:45	С	514.20	514.20		
16:45-17:00	Α	537.59	537.59		
16:45-17:00	В	13.48	13.48		
16:45-17:00	С	614.00	614.00		
17:00-17:15	Α	658.41	658.41		
17:00-17:15	В	16.52	16.52		
17:00-17:15	С	752.00	752.00		
17:15-17:30	Α	658.41	658.41		
17:15-17:30	в	16.52	16.52		
17:15-17:30	С	752.00	752.00		
17:30-17:45	Α	537.59	537.59		
17:30-17:45	В	13.48	13.48		
17:30-17:45	С	614.00	614.00		
17:45-18:00	Α	450.21	450.21		
17:45-18:00	В	11.29	11.29		
17:45-18:00	С	514.20	514.20		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

			То	
		Α	в	С
From	Α	0.000	19.000	579.000
	в	12.000	0.000	3.000

C 669.000 14.000 0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		1	Го		
		Α	в	С	
F	Α	0.00	0.03	0.97	
From	в	0.80	0.00	0.20	
	С	0.98	0.02	0.00	

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To A B C											
		Α	в	С									
F	Α	1.000	1.000	1.000									
From	в	1.000	1.000	1.000									
	С	1.000	1.000	1.000									

Heavy Vehicle Percentages - Junction 1 (for whole period)

			То	
		Α	в	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.06	13.53	0.06	В	13.76	20.65	4.11	11.95	0.05	4.11	11.95
C-AB	0.04	3.99	0.06	Α	31.24	46.87	3.84	4.91	0.04	3.84	4.91
C-A	-	-	-	-	595.49	893.23	-	-	-	-	-
A-B	-	-	-	-	17.43	26.15	-	-	-	-	-
A-C	-	-	-	-	531.30	796.95	-			-	-

Standard - 2028 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	ut del Description Include In Report Demand Set(s)		Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 With Dev, AM	2028 With Dev	AM		ONE HOUR	07:45	09:15	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
North Circular Rd / O'Devaney Gardens	T-Junction	Two-way	A,B,C		8.99	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	21	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	North Circular Road (North)		Major
в	O'Devaney Gardens		Minor
С	North Circular Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)				
С	8.80		0.00		2.20	250.00	~	0.00				
Geor	Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D											

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	2.60										20	17

Pedestrian Crossings

Arm	Crossing Type				
A	None				
В	None				
С	None				

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	472.736	0.076	0.191	0.120	0.273
1	B-C	609.223	0.082	0.207	-	-
1	C-B	718.741	0.245	0.245	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				1	~
B089 O'Devaney Gardens

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	~	654.00	100.000
в	ONE HOUR	~	69.00	100.000
С	ONE HOUR	✓	686.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	17:45-08:00 A 492.37		492.37		
07:45-08:00	в	51.95	51.95		
07:45-08:00	С	516.46	516.46		
08:00-08:15	A	587.93	587.93		
08:00-08:15	в	62.03	62.03	1	
08:00-08:15	С	616.70	616.70		
08:15-08:30	A	720.07	720.07		
08:15-08:30	08:15-08:30 B 75.97		75.97		
08:15-08:30	08:15-08:30 C 755.30		755.30		
08:30-08:45	A	720.07	720.07		
08:30-08:45	в	75.97	75.97		
08:30-08:45	С	755.30	755.30		
08:45-09:00	A	587.93	587.93		
08:45-09:00	в	62.03	62.03		
08:45-09:00	С	616.70	616.70		
09:00-09:15	A	492.37	492.37		
09:00-09:15	в	51.95	51.95		
09:00-09:15	С	516.46	516.46		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	То						
		Α	В	С			
F	Α	0.000	56.000	598.000			
From	в	59.000	0.000	10.000			
	С	556.000	130.000	0.000			

Turning Proportions (PCU) - Junction 1 (for whole period)

	То					
From		Α	в	С		
	Α	0.00	0.09	0.91		
	в	0.86	0.00	0.14		
	С	0.81	0.19	0.00		

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	То						
		Α	в	С			
Erom	Α	1.000	1.000	1.000			
From	в	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

Heavy Vehicle Percentages - Junction 1 (for whole period)

То

		A	В	С
From	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.31	21.04	0.44	С	63.32	94.97	26.39	16.67	0.29	26.40	16.68
C-AB	0.40	6.23	1.24	Α	276.90	415.36	71.39	10.31	0.79	71.40	10.31
C-A	-	-	-	-	352.58	528.87	-	-	-	-	-
A-B	-	-	-	-	51.39	77.08	-	-	-	-	-
A-C	-	-	-	-	548.74	823.10	-	-	-	-	-

Standard - 2028 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 With Dev, PM	2028 With Dev	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
North Circular Rd / O'Devaney Gardens	T-Junction	Two-way	A,B,C		16.16	С

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	16	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	North Circular Road (North)		Major
в	O'Devaney Gardens		Minor
С	North Circular Road (South)		Major

Major Arm Geometry

B089 O'Devaney Gardens

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	8.80		0.00		2.20	250.00	~	0.00
-								

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	2.60										20	17

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	472.736	0.076	0.191	0.120	0.273
1	B-C	609.223	0.082	0.207	-	-
1	C-B	718.741	0.245	0.245	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	√	665.00	100.000
в	ONE HOUR	√	106.00	100.000
с	ONE HOUR	✓	693.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	500.65	500.65		
16:30-16:45	в	79.80	79.80		
16:30-16:45	С	521.73	521.73		
16:45-17:00	A	597.82	597.82		
16:45-17:00	в	95.29	95.29		
16:45-17:00	С	622.99	622.99		
17:00-17:15	A	732.18	732.18		
17:00-17:15	в	116.71	116.71		
17:00-17:15	С	763.01	763.01		
17:15-17:30	A	732.18	732.18		

17:15-17:30	в	116.71	116.71	
17:15-17:30	С	763.01	763.01	
17:30-17:45	Α	597.82	597.82	
17:30-17:45	в	95.29	95.29	
17:30-17:45	С	622.99	622.99	
17:45-18:00	Α	500.65	500.65	
17:45-18:00	в	79.80	79.80	
17:45-18:00	С	521.73	521.73	

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	То					
		A	В	С		
From	Α	0.000	86.000	579.000		
	в	86.000	0.000	20.000		
	С	669.000	24.000	0.000		

Turning Proportions (PCU) - Junction 1 (for whole period)

		То					
		Α	в	С			
Erom	Α	0.00	0.13	0.87			
FIOIII	в	0.81	0.00	0.19			
	С	0.97	0.03	0.00			

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	То						
		Α	в	С			
F	Α	1.000	1.000	1.000			
From	в	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

Heavy Vehicle Percentages - Junction 1 (for whole period)

			То	
		Α	В	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.43	23.14	0.74	С	97.27	145.90	43.24	17.78	0.48	43.25	17.79
C-AB	0.08	4.10	0.14	Α	56.28	84.42	8.49	6.03	0.09	8.49	6.03
C-A	-	-	-	-	579.63	869.44	-	-	-	-	-
A-B	-	-	-	-	78.92	118.37	-	-	-	-	-
A-C	-	-	-	-	531.30	796.95	-	-	-	-	-

Standard - 2038 No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 No Dev, AM	2038 No Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
North Circular Rd / O'Devaney Gardens	T-Junction	Two-way	A,B,C		5.91	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	44	Stream C-AB		

Arms

Arms

Arm	Name	Description	Arm Type
Α	North Circular Road (North)		Major
в	O'Devaney Gardens		Minor
С	North Circular Road (South)		Major

Major Arm Geometry

Arı	n Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	8.80		0.00		2.20	250.00	~	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	2.60										20	17

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slop for C-B
1	B-A	472.736	0.076	0.191	0.120	0.273
1	B-C	609.223	0.082	0.207	-	-
1	C-B	718.741	0.245	0.245	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	665.00	100.000
в	ONE HOUR	~	4.00	100.000
С	ONE HOUR	~	718.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Α	500.65	500.65		
07:45-08:00	в	0.00	0.00		
07:45-08:00	С	540.55	540.55		
08:00-08:15	Α	597.82	597.82		
08:00-08:15	в	0.00	0.00		
08:00-08:15	С	645.47	645.47		
08:15-08:30	Α	732.18	732.18		
08:15-08:30	В	0.00	0.00		
08:15-08:30	С	790.53	790.53		
08:30-08:45	Α	732.18	732.18		
08:30-08:45	в	0.00	0.00		
08:30-08:45	С	790.53	790.53		
08:45-09:00	Α	597.82	597.82		
08:45-09:00	в	0.00	0.00		
08:45-09:00	С	645.47	645.47		
09:00-09:15	A	500.65	500.65		
09:00-09:15	в	0.00	0.00		
09:00-09:15	С	540.55	540.55		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

			То	
		Α	В	С
From	Α	0.000	22.000	643.000
FIOII	в	3.000	0.000	1.000
	С	598.000	120.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

			То	
		Α	в	С
_	Α	0.00	0.03	0.97
From	в	0.75	0.00	0.25
	С	0.83	0.17	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

			То	
		Α	в	С
F	Α	1.000	1.000	1.00
From	в	1.000	1.000	1.00
	С	1.000	1.000	1.00
	B C	1.000 1.000	1.000 1.000	1.00

Heavy Vehicle Percentages - Junction 1 (for whole period)

			То	
		Α	в	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
ſ	B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
[C-AB	0.39	5.91	1.22	Α	272.04	408.06	70.13	10.31	0.78	70.14	10.31
	C-A	-	-	-	-	386.81	580.22	-	-	-	-	-
	A-B	-	-	-	-	20.19	30.28	-	-	-	-	-
[A-C	-	-	-	-	590.03	885.04	-	-	-	-	-

Standard - 2038 No Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

	Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
ſ	Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 No Dev, PM	2038 No Dev	РМ		ONE HOUR	16:30	18:00	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
North Circular Rd / O'Devaney Gardens	T-Junction	Two-way	A,B,C		6.85	A

Junction Network Options

Driving Side Lighting Network Residual Capacity (%) First Arm Reaching Threshold

Left Normal/unknown 56 Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	North Circular Road (North)		Major
в	O'Devaney Gardens		Minor
С	North Circular Road (South)		Major

Major Arm Geometry

Arr	n Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	8.80		0.00		2.20	250.00	~	0.00
Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.								

Minor Arm Geometry

	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
- [в	One lane	2.60										20	17

Pedestrian Crossings

Arm	Crossing Type
A	None
В	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B	
1	B-A	472.736	0.076	0.191	0.120	0.273	
1	B-C	609.223	0.082	0.207	-	-	
1	C-B	718.741	0.245	0.245		-	
	1.1				NOT		

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

ſ	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	
ſ	Α	ONE HOUR	✓	644.00	100.000	
ſ	в	ONE HOUR	✓	15.00	100.000	
ſ	С	ONE HOUR	✓	735.00	100.000	

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	484.84	484.84		
16:30-16:45	В	11.29	11.29		
16:30-16:45	6 C 553.35		553.35		
16:45-17:00	A	578.94	578.94		
16:45-17:00	в	13.48	13.48		
16:45-17:00	С	660.75	660.75		
17:00-17:15	A	709.06	709.06		
17:00-17:15	В	16.52	16.52		
17:00-17:15	С	809.25	809.25		
17:15-17:30	A	709.06	709.06		
17:15-17:30	В	16.52	16.52		
17:15-17:30	С	809.25	809.25		
17:30-17:45	A	578.94	578.94		
17:30-17:45	В	13.48	13.48		
17:30-17:45	С	660.75	660.75		
17:45-18:00	A	484.84	484.84		
17:45-18:00	В	11.29	11.29		
17:45-18:00	C	553.35	553.35		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		То									
		Α	В	С							
Erom	Α	0.000	21.000	623.000							
FIOIII	в	12.000	0.000	3.000							
	С	720.000	15.000	0.000							

Turning Proportions (PCU) - Junction 1 (for whole period)

		То							
		Α	в	С					
Erom	Α	0.00	0.03	0.97					
From	в	0.80	0.00	0.20					
	С	0.98	0.02	0.00					

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		То							
		Α	в	С					
From	Α	1.000	1.000	1.00					
	в	1.000	1.000	1.00					
	С	1.000	1.000	1.00					

Heavy Vehicle Percentages - Junction 1 (for whole period)

		То							
		A B		С					
From	Α	0.000	0.000	0.000					
	в	0.000	0.000	0.000					
	С	0.000	0.000	0.000					

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.06	14.44	0.07	В	13.76	20.65	4.32	12.57	0.05	4.32	12.57
C-AB	0.05	3.93	0.08	A	35.79	53.68	4.45	4.98	0.05	4.45	4.98
C-A	-	-	-	-	638.66	957.99	-	-	-	-	-

	A-B	-	-	-	-	19.27	28.90	-	-	-	-	-
- [A-C	-	-	-	-	571.68	857.51	-	-	-	-	-

Standard - 2038 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Na	ame	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Star	ndard	N/A		~				100.000	100.000	

Demand Set Details

N	ame	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2 V E	038 Vith Dev, AM	2038 With Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
North Circular Rd / O'Devaney Gardens	T-Junction	Two-way	A,B,C		9.48	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	15	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	North Circular Road (North)		Major
в	O'Devaney Gardens		Minor
С	North Circular Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	8.80		0.00		2.20	250.00	~	0.00
Coor	motrice for Arm C are	managered apposite	Arm B. Coomotrioo for Ar	m A (if relevant	ore measured an	agita Arm D		

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

Minor Arm Geometry

-	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
	в	One lane	2.60										20	17

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

B089 O'Devaney Gardens

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	472.736	0.076	0.191	0.120	0.273
1	B-C	609.223	0.082	0.207	-	-
1	C-B	718.741	0.245	0.245	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	700.00	100.000
в	ONE HOUR	~	69.00	100.000
С	ONE HOUR	~	736.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	527.00	527.00		
07:45-08:00	в	51.95	51.95		
07:45-08:00	С	554.10	554.10		
08:00-08:15	A	629.29	629.29		
08:00-08:15	в	62.03	62.03		
08:00-08:15	С	661.65	661.65		
08:15-08:30	A	770.71	770.71		
08:15-08:30	В	75.97	75.97		
08:15-08:30	С	810.35	810.35		
08:30-08:45	A	770.71	770.71		
08:30-08:45	в	75.97	75.97		
08:30-08:45	С	810.35	810.35		
08:45-09:00	A	629.29	629.29		
08:45-09:00	В	62.03	62.03		
08:45-09:00	С	661.65	661.65		
09:00-09:15	A	527.00	527.00		
09:00-09:15	В	51.95	51.95		
09:00-09:15	С	554.10	554.10		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)



C 598.000 138.000 0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

			То	
		Α	в	С
From	Α	0.00	0.08	0.92
From	в	0.86	0.00	0.14
	С	0.81	0.19	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		То								
		Α	В	С						
F	Α	1.000	1.000	1.000						
From	в	1.000	1.000	1.000						
	С	1.000	1.000	1.000						

Heavy Vehicle Percentages - Junction 1 (for whole period)

			То	
		Α	В	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.33	23.53	0.49	С	63.32	94.97	28.60	18.07	0.32	28.60	18.07
C-AB	0.45	6.67	1.56	Α	316.95	475.43	87.49	11.04	0.97	87.50	11.04
C-A	-	-	-	-	358.41	537.62	-	-	-	-	-
A-B	-	-	-	-	52.30	78.46	-	-	-	-	-
A-C	-	-	-	-	590.03	885.04	-	-	-	-	-

Standard - 2038 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 With Dev, PM	2038 With Dev	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
North Circular Rd / O'Devaney Gardens	T-Junction	Two-way	A,B,C		17.16	С

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	10	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	North Circular Road (North)		Major
в	O'Devaney Gardens		Minor
С	North Circular Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	8.80		0.00		2.20	250.00	~	0.00
Geo	metries for Arm C are	measured opposite	Arm B. Geometries for Arr	m A (if relevant) are measured op,	oosite Arm D.		

Minor Arm Geometry

Arr	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	2.60										20	17

Pedestrian Crossings

Arm	Crossing Type
Α	None

C None	в	None
	С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B	
1	B-A	472.736	0.076	0.191	0.120	0.273	
1	B-C	609.223	0.082	0.207	-	-	
1	C-B	718.741	0.245	0.245	-	-	

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

1	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Γ	Α	ONE HOUR	~	711.00	100.000
Г	в	ONE HOUR	~	106.00	100.000
Г	с	ONE HOUR	✓	745.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	Α	535.28	535.28		
16:30-16:45	в	79.80	79.80		
16:30-16:45	С	560.88	560.88		
16:45-17:00	A	639.17	639.17		
16:45-17:00	В	95.29	95.29		
16:45-17:00	С	669.74	669.74		
17:00-17:15	Α	782.83	782.83		
17:00-17:15	в	116.71	116.71		
17:00-17:15	С	820.26	820.26		
17:15-17:30	A	782.83	782.83		
17:15-17:30	в	116.71	116.71		
17:15-17:30	С	820.26	820.26		
17:30-17:45	Α	639.17	639.17		
17:30-17:45	в	95.29	95.29		
17:30-17:45	С	669.74	669.74		
17:45-18:00	A	535.28	535.28		
17:45-18:00	В	79.80	79.80		
17:45-18:00	С	560.88	560.88		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		То					
		A	В	С			
F	Α	0.000	88.000	623.000			
From	в	86.000	0.000	20.000			
	С	720.000	25.000	0.000			

Turning Proportions (PCU) - Junction 1 (for whole period)

	То						
		Α	в	С			
F	Α	0.00	0.12	0.88			
From	в	0.81	0.00	0.19			
	С	0.97	0.03	0.00			

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		То							
		Α	В	С					
Erom	Α	1.000	1.000	1.000					
FIOIII	в	1.000	1.000	1.000					
	С	1.000	1.000	1.000					

Heavy Vehicle Percentages - Junction 1 (for whole period)

То



Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.46	25.93	0.82	D	97.27	145.90	46.85	19.27	0.52	46.86	19.27
C-AB	0.09	4.05	0.18	Α	65.07	97.61	10.09	6.20	0.11	10.09	6.20
C-A	-	-	-	-	618.55	927.83	-	-	-	-	-
A-B	-	-	-	-	80.75	121.13	-	-	-	-	-
A-C	-	-	-	-	571.68	857.51	-	-	-	-	-

Junctions 8	
PICADY 8 - Priority Intersection Module	
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2021	
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the	solution

Filename: B089 Junction 2 PICADY Model 20210426.arc8 Path: J:\B_JOBS\Job-B089\B_Documents\C_CivilA_CS Reports\Traffic\Modelling Report generation date: 10/05/2021 17:01:16

Summary of junction performance

				AM		PM				
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Network Residua Capacity
					Standard - 20	20 Surve	yed			
Stream B- AC	0.09	7.15	0.08			0.14	7.38	0.12		487 %
Stream C- AB	0.01	5.99	0.01			0.01	5.93	0.01		
Stream C- A	-	-	-	6.97	718 %	-	-	-	7.28	
Stream A- B	-	-	-		[Stream B-AC]	-	-	-		[Stream B-AC]
Stream A-	-	-	-			-	-	-		
					Standard - 2	023 No D	ev			
Stream B-	0.10	7.29	0.09			0.16	7.51	0.14		
Stream C-	0.02	6.00	0.02		630 %	0.01	5.93	0.01		
Stream C-	-	-	-	7.09		-	-	-	7.42	436 %
- Stream A-	-	-	-		[Stream B-AC]	-	-	-		[Stream B-AC]
Stream A-	-	-	-			-	-	-		
-					Standard - 2)23 With	Dev			
Stream B-	0.27	8.91	0.21			0.26	8.54	0.21		257 % [Stream B-AC]
Stream C-	0.02	6.04	0.02		244 % [Stream B-AC]	0.01	6.02	0.01		
ав Stream C-	_	-	-	8.69		-	-	-	8.43	
A Stream A-	-	-	-			-	-	-		
s Stream A-	-	-	-			-	-			
-					Standard - 2	028 No D)ev			
Stream B-	0.11	7.36	0.10		Standard	0.17	7.63	0.15		
AC Stream C-	0.02	5,99	0.02			0.01	5.93	0.01		
Stream C-	-	-		7.16	582 %	-	-		7.51	397 %
A Stream A-	_	-	-		[Stream B-AC]		-	-		[Stream B-AC]
B Stream A-		-								
					Standard - 2	128 With	Dev			
Stream B-	0.28	9.00	0.22		Standard - 2	0.27	8.66	0.22		
Stream C-	0.02	6.03	0.02			0.01	6.01	0.01		
АВ Stream C-		-	-	8.77	233 %		-	-	8.53	239 %
A Stream A-	-	-	-	0	[Stream B-AC]		-	-	0.00	[Stream B-AC]
B Stream A-			-							

					Standard - 2	2038 No D	ev			
Stream B- AC	0.12	7.45	0.11			0.19	7.71	0.16		
Stream C- AB	0.02	6.00	0.02			0.01	5.91	0.01		
Stream C- A	-	-	-	7.23	522 %	-	-	-	7.60	367 % [Stream B-AC]
Stream A- B	-	-	-		[50,600, 5, 40]	-	-	-		
Stream A- C	-	-	-			-	-	-		
		Standard - 2038 With Dev								
Stream B- AC	0.30	9.12	0.23			0.29	8.76	0.23		
Stream C- AB	0.02	6.03	0.02			0.01	6.00	0.01		
Stream C- A	-	-	-	8.87	217 %	-	-	-	8.63	225 % [Stream B-AC]
Stream A- B	-	-	-			-	-	-		
Stream A- C	-	-	-			-	-	-		

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demandweighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

 'D1 - 2020 Surveyed, AM ⁺ model duration: 07.45 - 09.15

 'D2 - 2020 Surveyed, PM⁺ model duration: 16.30 - 18.00

 'D3 - 2023 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D5 - 2023 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D5 - 2023 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D5 - 2023 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D7 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D7 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D9 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2038 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2038 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2038 With Dev, PM⁺ model duration: 16.30 - 18.00

 'D1 - 2038 With Dev, PM⁺ model duration: 16.30 - 18.00

Run using Junctions 8.0.3.332 at 10/05/2021 17:01:11

File summary

File Description

Title	O'Devaney Gardens
Location	Dublin 7
Site Number	2
Date	26/04/2021
Version	
Status	
Identifier	
Client	
Jobnumber	B089
Enumerator	GF
Description	

Analysis Options

Vehicle Length	Do Queue	Calculate Residual	Residual Capacity Criteria	RFC	Average Delay Threshold	Queue Threshold
(m)	Variations	Capacity	Type	Threshold	(s)	(PCU)
5.75		✓	Delay	0.85	36.00	

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Standard - 2020 Surveyed, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Surveyed, AM	2020 Surveyed	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Montpelier Gardens / O'Devaney Gardens	T-Junction	Two-way	A,B,C		6.97	А

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	718	Stream B-AC		

Arms

Arms

Arm	Name	Description	Arm Type
Α	Montpelier Gardens (West)		Major
в	O'Devaney Gardens		Minor
С	Montpelier Gardens (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)	
С	6.00		0.00		2.20	44.00	1	0.00	

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.30										19	22

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	509.433	0.093	0.235	0.148	0.335
2	B-C C-B		0.101	0.255	-	-
2			0.232	0.232	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	31.00	100.000
В	ONE HOUR	~	40.00	100.000
С	ONE HOUR	~	31.00	100.000

Direct/Resultant Flows

Direct Flows Data

s	Time legment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07	:45-08:00	Α	23.34	23.34		
07	:45-08:00	в	30.11	30.11		
07	:45-08:00	С	23.34	23.34		
08	:00-08:15	Α	27.87	27.87		
08	:00-08:15	в	35.96	35.96		
08	:00-08:15	С	27.87	27.87		
08	:15-08:30	Α	34.13	34.13		
08	:15-08:30	в	44.04	44.04		
08	:15-08:30	С	34.13	34.13		
08	:30-08:45	Α	34.13	34.13		
08	:30-08:45	в	44.04	44.04		
08	:30-08:45	С	34.13	34.13		
08	:45-09:00	Α	27.87	27.87		
08	:45-09:00	в	35.96	35.96		
08	:45-09:00	С	27.87	27.87		
09	:00-09:15	Α	23.34	23.34		
09	:00-09:15	в	30.11	30.11		
09	:00-09:15	С	23.34	23.34		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

	То						
		Α	В	С			
F	Α	0.000	5.000	26.000			
FIOIII	в	24.000	0.000	16.000			
	С	24.000	7.000	0.000			

Turning Proportions (PCU) - Junction 2 (for whole period)

	То					
		Α	В	С		
From	Α	0.00	0.16	0.84		
	в	0.60	0.00	0.40		
	С	0.77	0.23	0.00		

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

	То					
		Α	в	С		
F	Α	1.000	1.000	1.00		
From	в	1.000	1.000	1.00		
	С	1.000	1.000	1.00		
From	A B C	1.000 1.000 1.000	1.000 1.000 1.000	1.0 1.0 1.0		

Heavy Vehicle Percentages - Junction 2 (for whole period)

	То					
		Α	в	С		
_	Α	0.000	0.000	0.000		
From	в	0.000	0.000	0.000		
	С	0.000	0.000	0.000		

Results

Results Summary for whole modelled period

Stre	am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-/	AC	0.08	7.15	0.09	A	36.70	55.06	6.41	6.98	0.07	6.41	6.98
C-/	AB	0.01	5.99	0.01	Α	6.67	10.01	1.10	6.57	0.01	1.10	6.57
C-	A	-	-	-	-	21.77	32.66	-	-	-	-	-
A	в	-	-	-	-	4.59	6.88	-	-	-	-	-
A	-C	-	-	-	-	23.86	35.79	-	-	-	-	-

Standard - 2020 Surveyed, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

	Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
ſ	Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Surveyed, PM	2020 Surveyed	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Montpelier Gardens / O'Devaney Gardens	T-Junction	Two-way	A,B,C		7.28	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		

Left Normal/unknown 487 Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Montpelier Gardens (West)		Major
в	O'Devaney Gardens		Minor
С	Montpelier Gardens (East)		Major

Major Arm Geometry

Arr	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)	
С	6.00		0.00		2.20	44.00	1	0.00	
Ge	Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.								

Minor Arm Geometry

-	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
- F	в	One lane	3.30										19	22

Pedestrian Crossings

Arm	Crossing Type			
Α	None			
в	None			
С	None			

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	509.433	0.093	0.235	0.148	0.335
2	B-C	656.942	0.101	0.255	-	-
2	C-B	599.444	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

F	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Γ	Α	ONE HOUR	~	24.00	100.000
Γ	в	ONE HOUR	~	63.00	100.000
Γ	С	ONE HOUR	~	34.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	18.07	18.07		
16:30-16:45	5 B 47.43		47.43		
16:30-16:45	С	25.60	25.60		
16:45-17:00	A	21.58	21.58	1	
16:45-17:00	в	56.64	56.64		
16:45-17:00	С	30.57	30.57		
17:00-17:15	A	26.42	26.42		
17:00-17:15	В	69.36	69.36		
17:00-17:15	С	37.43	37.43		
17:15-17:30	A	26.42	26.42		
17:15-17:30	В	69.36	69.36		
17:15-17:30	С	37.43	37.43		
17:30-17:45	Α	21.58	21.58		
17:30-17:45	В	56.64	56.64		
17:30-17:45	С	30.57	30.57		
17:45-18:00	A	18.07	18.07		
17:45-18:00	В	47.43	47.43		
17:45-18:00	С	25.60	25.60		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

			То		
		Α	В	С	
Erom	Α	0.000	0.000	24.000	
FIOIII	в	34.000	0.000	29.000	
	С	30.000	4.000	0.000	

Turning Proportions (PCU) - Junction 2 (for whole period)

		То							
		Α	в	С					
Erom	Α	0.00	0.00	1.00					
FIOIII	в	0.54	0.00	0.46					
	С	0.88	0.12	0.00					

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		То								
		Α	в	С						
F	Α	1.000	1.000	1.00						
From	в	1.000	1.000	1.00						
	С	1.000	1.000	1.00						

Heavy Vehicle Percentages - Junction 2 (for whole period)

	То							
		Α	в	С				
F	Α	0.000	0.000	0.000				
From	в	0.000	0.000	0.000				
	С	0.000	0.000	0.000				

Results

Results Summary for whole modelled period

	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
	B-AC	0.12	7.38	0.14	Α	57.81	86.71	10.33	7.15	0.11	10.33	7.15
ſ	C-AB	0.01	5.93	0.01	Α	3.85	5.77	0.60	6.24	0.01	0.60	6.24
[C-A	-	-	-	-	27.35	41.03	-	-	-	-	-

	A-B	-	-	-	-	0.00	0.00	-		-	-	-
- [A-C	-		-	-	22.02	33.03	-	-	-	-	-

Standard - 2023 No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

	Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
1	Standard	N/A		√				100.000	100.000	

Demand Set Details

Nar	e Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
202 No De Al	3 2023 No Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Montpelier Gardens / O'Devaney Gardens	T-Junction	Two-way	A,B,C		7.09	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	630	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Montpelier Gardens (West)		Major
в	O'Devaney Gardens		Minor
С	Montpelier Gardens (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)			
С	6.00		0.00		2.20	44.00	~	0.00			
Coor	Commetrics for Arm C an measured appeals Arm B. Commetrics for Arm A //f relevant) are measured appeals Arm D										

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

Minor Arm Geometry

A	rm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
	в	One lane	3.30										19	22

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

B089 O'Devaney Gardens

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	509.433	0.093	0.235	0.148	0.335
2	B-C	656.942	0.101	0.255	-	
2	C-B	599.444	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	33.00	100.000
в	ONE HOUR	~	45.00	100.000
С	ONE HOUR	~	33.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	24.84	24.84		
07:45-08:00	В	33.88	33.88		
07:45-08:00	С	24.84	24.84		
08:00-08:15	A	29.67	29.67		
08:00-08:15	в	40.45	40.45		
08:00-08:15	С	29.67	29.67		
08:15-08:30	A	36.33	36.33		
08:15-08:30	В	49.55	49.55		
08:15-08:30	С	36.33	36.33		
08:30-08:45	A	36.33	36.33		
08:30-08:45	в	49.55	49.55		
08:30-08:45	С	36.33	36.33		
08:45-09:00	A	29.67	29.67		
08:45-09:00	в	40.45	40.45		
08:45-09:00	С	29.67	29.67		
09:00-09:15	A	24.84	24.84		
09:00-09:15	В	33.88	33.88		
09:00-09:15	С	24.84	24.84		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)



C 25.000 8.000 0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

			То	
		Α	в	С
F	Α	0.00	0.18	0.82
From	в	0.62	0.00	0.38
	С	0.76	0.24	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

			То	
		Α	В	С
F	Α	1.000	1.000	1.000
From	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

			То	
		Α	В	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.09	7.29	0.10	Α	41.29	61.94	7.33	7.10	0.08	7.33	7.10
C-AB	0.02	6.00	0.02	Α	7.64	11.46	1.26	6.59	0.01	1.26	6.59
C-A	-	-	-	-	22.64	33.97	-	-	-	-	-
A-B	-	-	-	-	5.51	8.26	-	-	-	-	-
A-C	-	-	-	-	24.78	37.16	-	-	-	-	-

Standard - 2023 No Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 No Dev, PM	2023 No Dev	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Montpelier Gardens / O'Devaney Gardens	T-Junction	Two-way	A,B,C		7.42	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	436	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Montpelier Gardens (West)		Major
в	O'Devaney Gardens		Minor
С	Montpelier Gardens (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)			
С	6.00		0.00		2.20	44.00	~	0.00			
Geo	Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.										

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.30										19	22

Pedestrian Crossings

Arm	Crossing Type
Α	None
	blance

в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	509.433	0.093	0.235	0.148	0.335
2	B-C	656.942	0.101	0.255	-	-
2	C-B	599.444	0.232	0.232	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
А	ONE HOUR	~	28.00	100.000
в	ONE HOUR	~	69.00	100.000
с	ONE HOUR	✓	35.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	Α	21.08	21.08		
16:30-16:45	6:45 B 51.95		51.95		
16:30-16:45	С	26.35	26.35		
16:45-17:00	A	25.17	25.17		
16:45-17:00	В	62.03	62.03		
16:45-17:00	С	31.46	31.46		
17:00-17:15	Α	30.83	30.83		
17:00-17:15	В	75.97	75.97		
17:00-17:15	С	38.54	38.54		
17:15-17:30	A	30.83	30.83		
17:15-17:30	В	75.97	75.97		
17:15-17:30	С	38.54	38.54		
17:30-17:45	Α	25.17	25.17		
17:30-17:45	в	62.03	62.03		
17:30-17:45	С	31.46	31.46		
17:45-18:00	A	21.08	21.08		
17:45-18:00	В	51.95	51.95		
17:45-18:00	С	26.35	26.35		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		То				
		A	В	с		
F	Α	0.000	3.000	25.000		
From	в	38.000	0.000	31.000		
	С	31.000	4.000	0.000		

Turning Proportions (PCU) - Junction 2 (for whole period)

		То					
		Α	в	С			
F	Α	0.00	0.11	0.89			
From	в	0.55	0.00	0.45			
	С	0.89	0.11	0.00			

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

	То						
		Α	В	С			
Erom	Α	1.000	1.000	1.000			
FIOIII	в	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

Heavy Vehicle Percentages - Junction 2 (for whole period)

То

B089 O'Devaney Gardens

		Α	в	с
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.14	7.51	0.16	Α	63.32	94.97	11.49	7.26	0.13	11.49	7.26
C-AB	0.01	5.93	0.01	Α	3.85	5.78	0.60	6.24	0.01	0.60	6.24
C-A	-	-	-	-	28.26	42.39	-	-	-	-	-
A-B	-	-	-	-	2.75	4.13	-	-	-	-	-
A-C	-	-	-	-	22.94	34.41	-	-	-	-	-

Standard - 2023 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 With Dev, AM	2023 With Dev	АМ		ONE HOUR	07:45	09:15	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Montpelier Gardens / O'Devaney Gardens	T-Junction	Two-way	A,B,C		8.69	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	244	Stream B-AC		

Arms

Arms

Arm	Name	Description	Arm Type
A	Montpelier Gardens (West)		Major
в	O'Devaney Gardens		Minor
С	Montpelier Gardens (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
с	6.00		0.00		2.20	44.00	×	0.00
Cool	motrice for Arm C are	manage word appropriate	Arm B. Coomotrios for Ar	n A (if releviord		agaita Arm D		

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

Minor Arm Geometry

A	rm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
	в	One lane	3.30										19	22

Pedestrian Crossings

 Arm
 Crossing Type

 A
 None

 B
 None

 C
 None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	509.433	0.093	0.235	0.148	0.335
2	B-C	656.942	0.101	0.255		-
2	C-B	599.444	0.232	0.232	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	48.00	100.000
в	ONE HOUR	√	100.00	100.000
С	ONE HOUR	✓	33.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Α	36.14	36.14		
07:45-08:00	В	75.29	75.29		
07:45-08:00	С	24.84	24.84		
08:00-08:15	Α	43.15	43.15		
08:00-08:15	В	89.90	89.90		
08:00-08:15	С	29.67	29.67		
08:15-08:30	A	52.85	52.85		
08:15-08:30	В	110.10	110.10		
08:15-08:30	С	36.33	36.33		
08:30-08:45	A	52.85	52.85		

08:30-08:45	в	110.10	110.10	
08:30-08:45	С	36.33	36.33	
08:45-09:00	Α	43.15	43.15	
08:45-09:00	в	89.90	89.90	
08:45-09:00	С	29.67	29.67	
09:00-09:15	Α	36.14	36.14	
09:00-09:15	в	75.29	75.29	
09:00-09:15	С	24.84	24.84	

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

			То	
		Α	В	С
Erom	Α	0.000	21.000	27.000
FIOIII	в	83.000	0.000	17.000
	С	25.000	8.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		1	Го	
		Α	в	С
Erom	Α	0.00	0.44	0.56
FIOIII	в	0.83	0.00	0.17
	С	0.76	0.24	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

			То	
		Α	в	С
F	Α	1.000	1.000	1.000
From	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

			То	
		Α	в	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.21	8.91	0.27	A	91.76	137.64	19.37	8.44	0.22	19.37	8.45
C-AB	0.02	6.04	0.02	Α	7.64	11.46	1.27	6.63	0.01	1.27	6.63
C-A	-	-	-	-	22.64	33.96	-	-	-	-	-
A-B	-	-	-	-	19.27	28.90	-	-	-	-	-
A-C	-	-	-	-	24.78	37.16	-	-	-	-	-

Standard - 2023 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 With Dev, PM	2023 With Dev	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Montpelier Gardens / O'Devaney Gardens	T-Junction	Two-way	A,B,C		8.43	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	257	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Montpelier Gardens (West)		Major
в	O'Devaney Gardens		Minor
С	Montpelier Gardens (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.00		0.00		2.20	44.00	~	0.00

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

Minor Arm Geometry

A	.rm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
	в	One lane	3.30										19	22

Pedestrian Crossings

 Arm
 Crossing Type

 A
 None

 B
 None

 C
 None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	509.433	0.093	0.235	0.148	0.335
2	B-C	656.942	0.101	0.255		-
2	C-B	599.444	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	76.00	100.000
в	ONE HOUR	~	99.00	100.000
С	ONE HOUR	~	35.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	57.22	57.22		
16:30-16:45	В	74.53	74.53		
16:30-16:45	С	26.35	26.35		
16:45-17:00	A	68.32	68.32		
16:45-17:00	в	89.00	89.00		
16:45-17:00	С	31.46	31.46		
17:00-17:15	A	83.68	83.68		
17:00-17:15	В	109.00	109.00		
17:00-17:15	С	38.54	38.54		
17:15-17:30	A	83.68	83.68		
17:15-17:30	в	109.00	109.00		
17:15-17:30	С	38.54	38.54		
17:30-17:45	Α	68.32	68.32		
17:30-17:45	в	89.00	89.00		
17:30-17:45	С	31.46	31.46		
17:45-18:00	A	57.22	57.22		
17:45-18:00	В	74.53	74.53		
17:45-18:00	С	26.35	26.35		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		То						
		Α	В	С				
Erom	Α	0.000	51.000	25.000				
FIOIII	в	68.000	0.000	31.000				
	С	31.000	4.000	0.000				

Turning Proportions (PCU) - Junction 2 (for whole period)

		То				
		Α	в	С		
From	Α	0.00	0.67	0.33		
From	в	0.69	0.00	0.31		
	С	0.89	0.11	0.00		

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

	То				
	Α	в	С		
Α	1.000	1.000	1.000		
в	1.000	1.000	1.000		
С	1.000	1.000	1.000		
	A B C	A 1.000 B 1.000 C 1.000	To A B A 1.000 1.000 B 1.000 1.000 C 1.000 1.000		

Heavy Vehicle Percentages - Junction 2 (for whole period)

	То						
		A	С				
F	Α	0.000	0.000	0.000			
From	в	0.000	0.000	0.000			
	С	0.000	0.000	0.000			

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.21	8.54	0.26	A	90.84	136.27	18.41	8.11	0.20	18.41	8.11
C-AB	0.01	6.02	0.01	Α	3.86	5.79	0.61	6.36	0.01	0.61	6.36
C-A	-	-	-	-	28.26	42.39	-	-	-	-	-
A-B	-	-	-	-	46.80	70.20	-	-	-	-	-
A-C	-	-	-	-	22.94	34.41	-	-	-	-	-

Standard - 2028 No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 No Dev, AM	2028 No Dev	AM		ONE HOUR	07:45	09:15	90	15				¥		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Montpelier Gardens / O'Devaney Gardens	T-Junction	Two-way	A,B,C		7.16	A

Junction Network Options

Driving Side Lighting Network Residual Capacity (%) First Arm Reaching Threshold

Left Normal/unknown 582 Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Montpelier Gardens (West)		Major
в	O'Devaney Gardens		Minor
С	Montpelier Gardens (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.00		0.00		2.20	44.00	1	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	3.30										19	22

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	509.433	0.093	0.235	0.148	0.335
2	B-C	656.942	0.101	0.255	-	-
2	C-B	599.444	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	1

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	36.00	100.000
в	ONE HOUR	~	48.00	100.000
С	ONE HOUR	~	35.00	100.000

Direct/Resultant Flows

Direct	Flows	Data
Direct	110113	Dutu

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Α	27.10	27.10		
07:45-08:00	в	36.14	36.14		
07:45-08:00	С	26.35	26.35		
08:00-08:15	A	32.36	32.36		
08:00-08:15	в	43.15	43.15		
08:00-08:15	С	31.46	31.46		
08:15-08:30	Α	39.64	39.64		
08:15-08:30	в	52.85	52.85		
08:15-08:30	С	38.54	38.54		
08:30-08:45	A	39.64	39.64		
08:30-08:45	в	52.85	52.85		
08:30-08:45	С	38.54	38.54		
08:45-09:00	A	32.36	32.36		
08:45-09:00	в	43.15	43.15		
08:45-09:00	С	31.46	31.46		
09:00-09:15	Α	27.10	27.10		
09:00-09:15	в	36.14	36.14		
09:00-09:15	С	26.35	26.35		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

	То					
		A	В	с		
From	Α	0.000	6.000	30.000		
FIOII	в	30.000	0.000	18.000		
	С	27.000	8.000	0.000		

Turning Proportions (PCU) - Junction 2 (for whole period)

	То				
		Α	в	С	
Erom	Α	0.00	0.17	0.83	
FIOIII	в	0.63	0.00	0.38	
	С	0.77	0.23	0.00	

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

	То				
		Α	в	С	
From	Α	1.000	1.000	1.000	
From	в	1.000	1.000	1.000	
	С	1.000	1.000	1.000	

Heavy Vehicle Percentages - Junction 2 (for whole period)

		То				
		A	В	С		
F	Α	0.000	0.000	0.000		
From	в	0.000	0.000	0.000		
	С	0.000	0.000	0.000		

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.10	7.36	0.11	A	44.05	66.07	7.88	7.16	0.09	7.88	7.16
C-AB	0.02	5.99	0.02	Α	7.66	11.49	1.27	6.63	0.01	1.27	6.63
C-A	-		-	-	24.46	36.68	-	-	-		-



Standard - 2028 No Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 No Dev, PM	2028 No Dev	PM		ONE HOUR	16:30	18:00	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Montpelier Gardens / O'Devaney Gardens	T-Junction	Two-way	A,B,C		7.51	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	397	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Montpelier Gardens (West)		Major
в	O'Devaney Gardens		Minor
С	Montpelier Gardens (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
с	6.00		0.00		2.20	44.00	~	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.30										19	22

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope /	Intercept /	Capacity
---------	-------------	----------

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B	
2 B-A		509.433	0.093	0.235	0.148	0.335	
2	B-C	656.942	0.101	0.255		-	
2 C-B		599.444	0.232	0.232	•	-	
The steps and interests shows show do NOT							

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	30.00	100.000
в	ONE HOUR	✓	74.00	100.000
С	ONE HOUR	√	39.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	16:30-16:45 A 22.59		22.59		
16:30-16:45	16:30-16:45 B		55.71		
16:30-16:45	С	29.36	29.36		
16:45-17:00	A	26.97	26.97		
16:45-17:00	В	66.52	66.52		
16:45-17:00	С	35.06	35.06		
17:00-17:15	Α	33.03	33.03		
17:00-17:15	В	81.48	81.48		
17:00-17:15	С	42.94	42.94		
17:15-17:30	A	33.03	33.03		
17:15-17:30	в	81.48	81.48		
17:15-17:30	С	42.94	42.94		
17:30-17:45	A	26.97	26.97		
17:30-17:45	В	66.52	66.52		
17:30-17:45	С	35.06	35.06		
17:45-18:00	A	22.59	22.59		
17:45-18:00	В	55.71	55.71		
17:45-18:00	С	29.36	29.36		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

			То				
		Α	В	С			
From	Α	0.000	3.000	27.000			
	в	41.000	0.000	33.000			

C 34.000 5.000 0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

	То					
		Α	в	С		
F	Α	0.00	0.10	0.90		
From	в	0.55	0.00	0.45		
	С	0.87	0.13	0.00		

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		То						
		Α	в	С				
F	Α	1.000	1.000	1.000				
From	в	1.000	1.000	1.000				
	С	1.000	1.000	1.000				

Heavy Vehicle Percentages - Junction 2 (for whole period)

		То					
		Α	в	С			
F	Α	0.000	0.000	0.000			
From	в	0.000	0.000	0.000			
	С	0.000	0.000	0.000			

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.15	7.63	0.17	A	67.90	101.86	12.48	7.35	0.14	12.48	7.35
C-AB	0.01	5.93	0.01	Α	4.84	7.26	0.77	6.32	0.01	0.77	6.32
C-A	-	-	-	-	30.95	46.42	-	-	-	-	-
A-B	-	-	-	-	2.75	4.13	-	-	-	-	-
A-C	-	-	-	-	24.78	37.16	-	-	-	-	-

Standard - 2028 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 With Dev, AM	2028 With Dev	AM		ONE HOUR	07:45	09:15	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Montpelier Gardens / O'Devaney Gardens	T-Junction	Two-way	A,B,C		8.77	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	233	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Montpelier Gardens (West)		Major
в	O'Devaney Gardens		Minor
С	Montpelier Gardens (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)		
С	6.00		0.00		2.20	44.00	~	0.00		
Geor	Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D									

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.30										19	22

Pedestrian Crossings

Arm	Crossing Type
A	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	509.433	0.093	0.235	0.148	0.335
2	B-C	656.942	0.101	0.255	-	-
2	C-B	599.444	0.232	0.232		-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

B089 O'Devaney Gardens

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	51.00	100.000
в	ONE HOUR	✓	103.00	100.000
С	ONE HOUR	√	35.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	38.40	38.40		
07:45-08:00	в	77.54	77.54		
07:45-08:00	С	26.35	26.35		
08:00-08:15	A	45.85	45.85		
08:00-08:15	в	92.59	92.59		
08:00-08:15	С	31.46	31.46		
08:15-08:30	A	56.15	56.15	1	
08:15-08:30	в	113.41	113.41		
08:15-08:30	С	38.54	38.54		
08:30-08:45	A	56.15	56.15		
08:30-08:45	в	113.41	113.41		
08:30-08:45	С	38.54	38.54		
08:45-09:00	A	45.85	45.85	1	
08:45-09:00	в	92.59	92.59		
08:45-09:00	С	31.46	31.46		
09:00-09:15	A	38.40	38.40		
09:00-09:15	в	77.54	77.54		
09:00-09:15	С	26.35	26.35		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

			То		
		Α	В	С	
F	Α	0.000	21.000	30.000	
From	в	85.000	0.000	18.000	
	С	27.000	8.000	0.000	

Turning Proportions (PCU) - Junction 2 (for whole period)

		1	Го	
		Α	в	С
F	Α	0.00	0.41	0.59
From	в	0.83	0.00	0.17
	С	0.77	0.23	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		To A B C					
		Α	в	С			
Erom	Α	1.000	1.000	1.000			
FIOM	в	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

Heavy Vehicle Percentages - Junction 2 (for whole period)

То

		Α	В	С
From	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.22	9.00	0.28	A	94.51	141.77	20.10	8.51	0.22	20.10	8.51
C-AB	0.02	6.03	0.02	A	7.66	11.49	1.28	6.67	0.01	1.28	6.67
C-A	-	-	-	-	24.45	36.68	-	-	-	-	-
A-B	-	-	-	-	19.27	28.90	-	-	-	-	-
A-C	-	-	-	-	27.53	41.29	-	-	-	-	-

Standard - 2028 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 With Dev, PM	2028 With Dev	PM		ONE HOUR	16:30	18:00	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Montpelier Gardens / O'Devaney Gardens	T-Junction	Two-way	A,B,C		8.53	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	239	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Montpelier Gardens (West)		Major
в	O'Devaney Gardens		Minor
С	Montpelier Gardens (East)		Major

Major Arm Geometry

B089 O'Devaney Gardens

Arm Width of carriageway (m)		Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)	
с	6.00		0.00		2.20	44.00	~	0.00	
-									

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	3.30										19	22

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	509.433	0.093	0.235	0.148	0.335
2	B-C	656.942	0.101	0.255	-	-
2	C-B	599.444	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	78.00	100.000
в	ONE HOUR	✓	104.00	100.000
с	ONE HOUR	~	39.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	58.72	58.72		
16:30-16:45	в	78.30	78.30		
16:30-16:45	С	29.36	29.36		
16:45-17:00	A	70.12	70.12		
16:45-17:00	В	93.49	93.49		
16:45-17:00	С	35.06	35.06		
17:00-17:15	A	85.88	85.88		
17:00-17:15	в	114.51	114.51		
17:00-17:15	С	42.94	42.94		
17:15-17:30	A	85.88	85.88		

17:15-17:30	в	114.51	114.51	
17:15-17:30	С	42.94	42.94	
17:30-17:45	Α	70.12	70.12	
17:30-17:45	в	93.49	93.49	
17:30-17:45	С	35.06	35.06	
17:45-18:00	Α	58.72	58.72	
17:45-18:00	в	78.30	78.30	
17:45-18:00	С	29.36	29.36	

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

			То			
		Α	В	с		
Erom	Α	0.000	51.000	27.000		
FIOM	в	71.000	0.000	33.000		
	С	34.000	5.000	0.000		

Turning Proportions (PCU) - Junction 2 (for whole period)

	To A B C A 0.00 0.65 0.35					
		Α	в	С		
Erom	Α	0.00	0.65	0.35		
FIOIII	в	0.68	0.00	0.32		
	С	0.87	0.13	0.00		

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

			То	
		Α	в	С
F	Α	1.000	1.000	1.000
From	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

			То	
		Α	В	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.22	8.66	0.27	Α	95.43	143.15	19.57	8.20	0.22	19.57	8.20
C-AB	0.01	6.01	0.01	Α	4.84	7.27	0.78	6.44	0.01	0.78	6.44
C-A	-	-	-	-	30.94	46.41	-	-	-	-	-
A-B	-	-	-	-	46.80	70.20	-	-	-	-	-
A-C	-	-	-	-	24.78	37.16	-	-	-	-	-

Standard - 2038 No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 No Dev, AM	2038 No Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Montpelier Gardens / O'Devaney Gardens	T-Junction	Two-way	A,B,C		7.23	A

Junction Network Options

Driving Side Lighting		Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	522	Stream B-AC		

Arms

Arms

Arm	Name	Description	Arm Type
Α	Montpelier Gardens (West)		Major
в	O'Devaney Gardens		Minor
С	Montpelier Gardens (East)		Major

Major Arm Geometry

A	rm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Г	с	6.00		0.00		2.20	44.00	~	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.30										19	22

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slop for C-B
2	B-A	509.433	0.093	0.235	0.148	0.33
2	B-C	656.942	0.101	0.255	-	-
2	C-B	599.444	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	38.00	100.000
в	ONE HOUR	~	53.00	100.000
С	ONE HOUR	✓	38.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Α	28.61	28.61		
07:45-08:00	в	39.90	39.90		
07:45-08:00	С	28.61	28.61		
08:00-08:15	Α	34.16	34.16		
08:00-08:15	в	47.65	47.65		
08:00-08:15	С	34.16	34.16		
08:15-08:30	Α	41.84	41.84		
08:15-08:30	в	58.35	58.35		
08:15-08:30	С	41.84	41.84		
08:30-08:45	A	41.84	41.84		
08:30-08:45	в	58.35	58.35		
08:30-08:45	С	41.84	41.84		
08:45-09:00	A	34.16	34.16		
08:45-09:00	в	47.65	47.65		
08:45-09:00	С	34.16	34.16		
09:00-09:15	A	28.61	28.61		
09:00-09:15	в	39.90	39.90		
09:00-09:15	С	28.61	28.61		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		То								
		A	В	с						
Erom	Α	0.000	6.000	32.000						
FIOII	в	33.000	0.000	20.000						
	С	29.000	9.000	0.000						

Turning Proportions (PCU) - Junction 2 (for whole period)

		То							
From		A B		С					
	Α	0.00	0.16	0.84					
	в	0.62	0.00	0.38					
	С	0.76	0.24	0.00					

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		То							
		Α	в	С					
F	Α	1.000	1.000	1.00					
From	в	1.000	1.000	1.00					
	С	1.000	1.000	1.00					
From	A B C	1.000 1.000 1.000	1.000 1.000 1.000	1.0 1.0 1.0					

Heavy Vehicle Percentages - Junction 2 (for whole period)

		То							
		Α	в	С					
F	Α	0.000	0.000	0.000					
From	в	0.000	0.000	0.000					
	С	0.000	0.000	0.000					

Results

Results Summary for whole modelled period

Strea	am RI	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-A	C 0.	.11	7.45	0.12	Α	48.63	72.95	8.79	7.23	0.10	8.79	7.23
C-A	B 0.	.02	6.00	0.02	Α	8.65	12.97	1.44	6.66	0.02	1.44	6.66
C-4	4	-	-	-	-	26.22	39.34	-	-	-	-	-
A-E	3	-	-	-	-	5.51	8.26	-	-	-	-	-
A-0		-	-	-	-	29.36	44.05	-	-	-	-	-

Standard - 2038 No Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 No Dev, PM	2038 No Dev	PM		ONE HOUR	16:30	18:00	90	15				¥		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Montpelier Gardens / O'Devaney Gardens	T-Junction	Two-way	A,B,C		7.60	A

Junction Network Options

Driving Side Lighting Network Residual Capacity (%) First Arm Reaching Threshold

Left Normal/unknown 367 Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Montpelier Gardens (West)		Major
в	O'Devaney Gardens		Minor
С	Montpelier Gardens (East)		Major

Major Arm Geometry

Arr	n Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.00		0.00		2.20	44.00	~	0.00
Ge	Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.							

Minor Arm Geometry

	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Г	в	One lane	3.30										19	22

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	509.433	0.093	0.235	0.148	0.335
2	B-C	656.942	0.101	0.255	-	-
2	C-B	599.444	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

ſ	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
ſ	Α	ONE HOUR	~	32.00	100.000
ſ	в	ONE HOUR	~	79.00	100.000
ſ	С	ONE HOUR	~	42.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	24.09	24.09		
16:30-16:45	В	59.48	59.48		
16:30-16:45	С	31.62	31.62		
16:45-17:00	A	28.77	28.77	1	
16:45-17:00	в	71.02	71.02		
16:45-17:00	С	37.76	37.76		
17:00-17:15	A	35.23	35.23	1	
17:00-17:15	В	86.98	86.98		
17:00-17:15	С	46.24	46.24		
17:15-17:30	A	35.23	35.23		
17:15-17:30	в	86.98	86.98		
17:15-17:30	С	46.24	46.24		
17:30-17:45	A	28.77	28.77	1	
17:30-17:45	В	71.02	71.02		
17:30-17:45	С	37.76	37.76		
17:45-18:00	A	24.09	24.09		
17:45-18:00	В	59.48	59.48		
17:45-18:00	С	31.62	31.62		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

			То		
		Α	В	С	
F	Α	0.000	3.000	29.000	
FIOIII	в	43.000	0.000	36.000	
	С	37.000	5.000	0.000	

Turning Proportions (PCU) - Junction 2 (for whole period)

		1	Го	
		Α	в	С
Erom	Α	0.00	0.09	0.91
FIOIII	в	0.54	0.00	0.46
	С	0.88	0.12	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		То								
		Α	В	С						
F	Α	1.000	1.000	1.00						
From	в	1.000	1.000	1.00						
	С	1.000	1.000	1.00						

Heavy Vehicle Percentages - Junction 2 (for whole period)

		То									
		Α	В	С							
From	Α	0.000	0.000	0.000							
	в	0.000	0.000	0.000							
	С	0.000	0.000	0.000							

Results

Results Summary for whole modelled period

	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
ſ	B-AC	0.16	7.71	0.19	A	72.49	108.74	13.43	7.41	0.15	13.43	7.41
ſ	C-AB	0.01	5.91	0.01	Α	4.86	7.29	0.77	6.31	0.01	0.77	6.31
[C-A	-	-	-	-	33.68	50.52	-	-	-	-	-

	A-B	-	-	-	-	2.75	4.13	-		-	-	-	
- [A-C	-		-	-	26.61	39.92	-	-	-	-	-	

Standard - 2038 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 With Dev, AM	2038 With Dev	AM		ONE HOUR	07:45	09:15	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Montpelier Gardens / O'Devaney Gardens	T-Junction	Two-way	A,B,C		8.87	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	217	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Montpelier Gardens (West)		Major
в	O'Devaney Gardens		Minor
С	Montpelier Gardens (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)		
С	6.00		0.00		2.20	44.00	~	0.00		
Coor	Commetrize for Arm C are measured appearts Arm B. Commetrize for Arm A (if relevant) are measured appearts Arm D									

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

Minor Arm Geometry

A	rm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
	в	One lane	3.30										19	22

Pedestrian Crossings

Arm	Crossing Type					
Α	None					
в	None					
С	None					

B089 O'Devaney Gardens

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	509.433	0.093	0.235	0.148	0.335
2	B-C	656.942	0.101	0.255	-	
2	C-B	599.444	0.232	0.232	-	

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		1	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	53.00	100.000
в	ONE HOUR	~	108.00	100.000
С	ONE HOUR	~	38.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	39.90	39.90		
07:45-08:00	в	81.31	81.31		
07:45-08:00	С	28.61	28.61		
08:00-08:15	A	47.65	47.65		
08:00-08:15	в	97.09	97.09		
08:00-08:15	С	34.16	34.16		
08:15-08:30	A	58.35	58.35		
08:15-08:30	В	118.91	118.91		
08:15-08:30	С	41.84	41.84		
08:30-08:45	A	58.35	58.35		
08:30-08:45	в	118.91	118.91		
08:30-08:45	С	41.84	41.84		
08:45-09:00	A	47.65	47.65		
08:45-09:00	в	97.09	97.09		
08:45-09:00	С	34.16	34.16		
09:00-09:15	A	39.90	39.90		
09:00-09:15	В	81.31	81.31		
09:00-09:15	С	28.61	28.61		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)



C 29.000 9.000 0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

			То	
		Α	в	С
F	Α	0.00	0.40	0.60
From	в	0.81	0.00	0.19
	С	0.76	0.24	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		То						
		Α	В	С				
F	Α	1.000	1.000	1.000				
From	в	1.000	1.000	1.000				
	С	1.000	1.000	1.000				

Heavy Vehicle Percentages - Junction 2 (for whole period)

			То	
		Α	В	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.23	9.12	0.30	Α	99.10	148.65	21.30	8.60	0.24	21.30	8.60
C-AB	0.02	6.03	0.02	Α	8.65	12.97	1.45	6.70	0.02	1.45	6.70
C-A	-	-	-	-	26.22	39.33	-	-	-	-	-
A-B	-	-	-	-	19.27	28.90	-	-	-	-	-
A-C	-	-	-	-	29.36	44.05	-	-	-	-	-

Standard - 2038 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 With Dev, PM	2038 With Dev	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Montpelier Gardens / O'Devaney Gardens	T-Junction	Two-way	A,B,C		8.63	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	225	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Montpelier Gardens (West)		Major
в	O'Devaney Gardens		Minor
С	Montpelier Gardens (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)		
С	6.00		0.00		2.20	44.00	~	0.00		
Geo	Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.									

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.30										19	22

Pedestrian Crossings

Arm	Crossing Type
Α	None

C None	в	None
	С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	509.433	0.093	0.235	0.148	0.335
2	B-C	656.942	0.101	0.255	-	-
2	C-B	599.444	0.232	0.232	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	80.00	100.000
в	ONE HOUR	~	109.00	100.000
с	ONE HOUR	✓	42.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	60.23	60.23		
16:30-16:45	В	82.06	82.06		
16:30-16:45	С	31.62	31.62		
16:45-17:00	A	71.92	71.92		
16:45-17:00	В	97.99	97.99		
16:45-17:00	С	37.76	37.76		
17:00-17:15	Α	88.08	88.08		
17:00-17:15	В	120.01	120.01		
17:00-17:15	С	46.24	46.24		
17:15-17:30	Α	88.08	88.08		
17:15-17:30	в	120.01	120.01		
17:15-17:30	С	46.24	46.24		
17:30-17:45	Α	71.92	71.92		
17:30-17:45	в	97.99	97.99		
17:30-17:45	С	37.76	37.76		
17:45-18:00	A	60.23	60.23		
17:45-18:00	В	82.06	82.06		
17:45-18:00	С	31.62	31.62		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

	То							
		Α	В	С				
F	Α	0.000	51.000	29.000				
From	в	73.000	0.000	36.000				
	С	37.000	5.000	0.000				

Turning Proportions (PCU) - Junction 2 (for whole period)

	То						
		Α	в	С			
F	Α	0.00	0.64	0.36			
From	в	0.67	0.00	0.33			
	С	0.88	0.12	0.00			

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

	То						
		Α	В	С			
From	Α	1.000	1.000	1.000			
	в	1.000	1.000	1.000			
	С	1.000	1.000	1.000			

Heavy Vehicle Percentages - Junction 2 (for whole period)

То



Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.23	8.76	0.29	A	100.02	150.03	20.68	8.27	0.23	20.68	8.27
C-AB	0.01	6.00	0.01	A	4.87	7.30	0.78	6.43	0.01	0.78	6.43
C-A	-	-	-	-	33.67	50.51	-	-	-	-	-
A-B	-	-	-	-	46.80	70.20	-	-	-	-	-
A-C	-	-	-	-	26.61	39.92	-	-	-	-	-

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of the solut

Filename: B089 Junction 3 PICADY Model 20210426.arc8 Path: J:\B_JOBS\Job-B089\B_Documents\C_CivilA_CS Reports\Traffic\Modelling Report generation date: 10/05/2021 17:03:07

Summary of junction performance

				AM		PM				
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Network Residua Capacity
					Standard - 20	20 Surve	yed			
Stream B- AC	0.04	7.84	0.03			0.04	7.75	0.04		
Stream C- AB	0.00	0.00	0.00			0.00	0.00	0.00		
Stream C- A	-	-	-	7.84	900 %	-	-	-	7.75	900 %
Stream A- B	-	-	-	1	U	-	-	-		u
Stream A- C	-	-	-			-	-	-		
					Standard - 2	2023 No D	ev			
Stream B-	0.04	7.90	0.04			0.05	7.80	0.05		
Stream C-	0.00	0.00	0.00			0.00	0.00	0.00		
Stream C-	-	-	-	7.90	827 %	-	-	-	7.80	900 %
Stream A-	-	-	-		[Stream B-AC]		-	-		U
Stream A-	-	-	-			-	-	-		
-					Standard - 20	023 With	Dev			
Stream B-	0.04	8.20	0.04			0.05	8.17	0.05		
Stream C-	0.00	0.00	0.00			0.00	0.00	0.00		
Stream C-	-	-	-	8.20	566 %	-	-	-	8.17	668 % [Stream B-AC]
Stream A-	-	-	-		[Stream B-AC]	-	-	-		
Stream A-	-	-	-			-	-	-		
-					Standard - 2	2028 No D	ev			
Stream B- AC	0.04	7.96	0.04			0.05	7.84	0.05		
Stream C- AB	0.00	0.00	0.00			0.00	0.00	0.00		
Stream C-	-	-	-	7.96	762 %		-	-	7.84	900 %
Stream A-	-	-	-		[Stream B-AC]		-	-		U
Stream A-	-	-	-				-	-		
					Standard - 20	028 With	Dev			
Stream B- AC	0.04	8.27	0.04			0.06	8.22	0.05		
Stream C- AB	0.00	0.00	0.00			0.00	0.00	0.00		
Stream C- A	-	-	-	8.27	531 %		-	-	8.22	629 %
Stream A- B	-	-	-		[Stream B-AC]	-	-	-		[Stream B-AC]
Stream A-	-	-	-				-			

					Chandand	020 N- D				
					Standard - 2	038 NO D	ev			
Stream B- AC	0.04	8.03	0.04			0.06	7.87	0.05		
Stream C- AB	0.00	0.00	0.00		706 %	0.00	0.00	0.00		900 %
Stream C- A	-	-	-	8.03		-	-	-	7.87	
Stream A- B	-	-	-		[orean pite]	-	-	-		
Stream A- C	-	-	-		-	-	-	-		
					Standard - 20	38 With I	Dev			
Stream B- AC	0.05	8.34	0.04			0.06	8.25	0.05		
Stream C- AB	0.00	0.00	0.00			0.00	0.00	0.00		
Stream C- A	-	-	-	8.34	500 %	-	-	-	8.25	608 %
Stream A- B	-	-	-		[Stream B-AC]	-	-	-		[Stream B-AC]
Stream A-	-	-	-			-	-	-		

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demandweighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

 'D1 - 2020 Surveyed, AM ⁺ model duration: 07.45 - 09.15

 'D2 - 2020 Surveyed, PM⁺ model duration: 16.30 - 18.00

 'D3 - 2023 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D5 - 2023 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D5 - 2023 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D5 - 2023 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D7 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D7 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D9 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2038 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2038 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2038 With Dev, PM⁺ model duration: 16.30 - 18.00

 'D1 - 2038 With Dev, PM⁺ model duration: 16.30 - 18.00

Run using Junctions 8.0.3.332 at 10/05/2021 17:03:02

File summary

File Description

Title	O'Devaney Gardens
Location	Dublin 7
Site Number	3
Date	26/04/2021
Version	
Status	
Identifier	
Client	
Jobnumber	B089
Enumerator	GF
Description	

Analysis Options

Vehicle Length	Do Queue	Calculate Residual	Residual Capacity Criteria	RFC	Average Delay Threshold	Queue Threshold
(m)	Variations	Capacity	Type	Threshold	(s)	(PCU)
5.75		1	Delay	0.85	36.00	

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Standard - 2020 Surveyed, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

	Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors	
ſ	Standard	N/A		1				100.000	100.000		

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Surveyed, AM	2020 Surveyed	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS	
O'Devaney Gardens / Thor Place / Thor Park	T-Junction	Two-way	A,B,C		7.84	A	

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

Arms

Arms

Arm	Name	Description	Arm Type
Α	O'Devaney Gardens		Major
В	Thor Place		Minor
С	Thor Park		Major

Major Arm Geometry

Arı	N Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m) bay		Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.00		0.00		2.20	160.00	1	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.00										19	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	491.649	0.090	0.226	0.142	0.323
3	B-C	634.009	0.097	0.246	-	-
3	C-B	666.621	0.258	0.258	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	103.00	100.000
В	ONE HOUR	✓	15.00	100.000
С	ONE HOUR	✓	6.00	100.000

Direct/Resultant Flows

Direct Flows Data

	Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
0	7:45-08:00	A	77.54	77.54		
0	07:45-08:00 B 11.29		11.29	11.29		
0	7:45-08:00	С	4.52	4.52		
0	8:00-08:15	A	92.59	92.59		
0	8:00-08:15	В	13.48	13.48		
0	8:00-08:15	С	5.39	5.39		
0	8:15-08:30	A	113.41	113.41		
0	8:15-08:30	В	16.52	16.52		
0	8:15-08:30	С	6.61	6.61		
0	8:30-08:45	Α	113.41	113.41		
0	8:30-08:45	В	16.52	16.52		
0	8:30-08:45	С	6.61	6.61		
0	8:45-09:00	Α	92.59	92.59		
0	8:45-09:00	В	13.48	13.48		
0	8:45-09:00	С	5.39	5.39		
0	9:00-09:15	A	77.54	77.54		
0	9:00-09:15	В	11.29	11.29		
0	9:00-09:15	С	4.52	4.52		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		То								
		A	В	С						
Erom	Α	0.000	22.000	81.000						
From	в	14.000	0.000	1.000						
	С	6.000	0.000	0.000						

Turning Proportions (PCU) - Junction 3 (for whole period)

		То							
		Α	В	С					
Erom	Α	0.00	0.21	0.79					
FIOM	в	0.93	0.00	0.07					
	С	1.00	0.00	0.00					

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

	То							
		Α	в	С				
F	Α	1.000	1.000	1.00				
From	в	1.000	1.000	1.00				
	С	1.000	1.000	1.00				
From	A B C	1.000 1.000 1.000	1.000 1.000 1.000	1.0 1.0 1.0				

Heavy Vehicle Percentages - Junction 3 (for whole period)

		То							
		Α	в	С					
F	Α	0.000	0.000	0.000					
From	в	0.000	0.000	0.000					
	С	0.000	0.000	0.000					

Results

Results Summary for whole modelled period

	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Γ	B-AC	0.03	7.84	0.04	A	13.76	20.65	2.64	7.68	0.03	2.64	7.68
[C-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
[C-A	-	-	-	-	5.51	8.26	-	-	-	-	-
ſ	A-B	-	-	-	-	20.19	30.28	-	-	-	-	-
[A-C	-	-	-	-	74.33	111.49	-	-	-	-	-

Standard - 2020 Surveyed, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

	Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
ſ	Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Surveyed, PM	2020 Surveyed	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
O'Devaney Gardens / Thor Place / Thor Park	T-Junction	Two-way	A,B,C		7.75	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold

Left Normal/unknown 900

Arms

Arms

Arm	Name	Description	Arm Type
A	O'Devaney Gardens		Major
в	Thor Place		Minor
С	Thor Park		Major

Major Arm Geometry

1	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
	С	6.00		0.00		2.20	160.00	1	0.00
Coometrice for Arm C are measured especific Arm B. Coometrice for Arm A (if relevant) are measured especific Arm D									

Minor Arm Geometry

	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
[в	One lane	3.00										19	16

Pedestrian Crossings

A	rm	Crossing Type
	A	None
	в	None
	С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	491.649	0.090	0.226	0.142	0.323
3	B-C	634.009	0.097	0.246		-
3	C-B	666.621	0.258	0.258		-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

F	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Γ	Α	ONE HOUR	~	26.00	100.000
Γ	в	ONE HOUR	~	19.00	100.000
Γ	С	ONE HOUR	~	11.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	19.57	19.57		
16:30-16:45	В	14.30	14.30		
16:30-16:45	С	8.28	8.28		
16:45-17:00	A	23.37	23.37		
16:45-17:00	в	17.08	17.08		
16:45-17:00	С	9.89	9.89		
17:00-17:15	A	28.63	28.63		
17:00-17:15	В	20.92	20.92		
17:00-17:15	С	12.11	12.11		
17:15-17:30	A	28.63	28.63		
17:15-17:30	В	20.92	20.92		
17:15-17:30	С	12.11	12.11		
17:30-17:45	A	23.37	23.37		
17:30-17:45	В	17.08	17.08		
17:30-17:45	С	9.89	9.89		
17:45-18:00	A	19.57	19.57		
17:45-18:00	В	14.30	14.30		
17:45-18:00	С	8.28	8.28		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		То									
		Α	в	С							
Erom	Α	0.000	13.000	13.000							
FIOIII	в	19.000	0.000	0.000							
	С	11.000	0.000	0.000							

Turning Proportions (PCU) - Junction 3 (for whole period)

		1	Го	
		Α	в	С
Erom	Α	0.00	0.50	0.50
FIOIII	в	1.00	0.00	0.00
	С	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

			То	
		Α	в	С
F	Α	1.000	1.000	1.00
From	в	1.000	1.000	1.00
	С	1.000	1.000	1.00

Heavy Vehicle Percentages - Junction 3 (for whole period)

		То							
		Α	в	С					
F	Α	0.000	0.000	0.000					
From	в	0.000	0.000	0.000					
	С	0.000	0.000	0.000					

Results

Results Summary for whole modelled period

	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Γ	B-AC	0.04	7.75	0.04	A	17.43	26.15	3.32	7.62	0.04	3.32	7.62
Γ	C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
[C-A	-	-		-	10.09	15.14	-	-	-	-	-

A-B	-	-	-	-	11.93	17.89	-		-	-	-
A-C	-		-	-	11.93	17.89	-	-	-	-	-

Standard - 2023 No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 No Dev, AM	2023 No Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
O'Devaney Gardens / Thor Place / Thor Park	T-Junction	Two-way	A,B,C		7.90	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	827	Stream B-AC		

Arms

Arms

Arm	Name	Description	Arm Type
Α	O'Devaney Gardens		Major
в	Thor Place		Minor
С	Thor Park		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)			
С	6.00		0.00		2.20	160.00	~	0.00			
Coor	Competition for Arm Clara managined appropriate Arm B. Constraints for Arm A (if relevant) are managined appropriate Arm D										

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

Minor Arm Geometry

A	rm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
	в	One lane	3.00										19	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

B089 O'Devaney Gardens

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	491.649	0.090	0.226	0.142	0.323
3	B-C	634.009	0.097	0.246	-	-
3	C-B	666.621	0.258	0.258	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	1

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	111.00	100.000
в	ONE HOUR	~	16.00	100.000
С	ONE HOUR	~	7.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	83.57	83.57		
07:45-08:00	в	12.05	12.05		
07:45-08:00	С	5.27	5.27		
08:00-08:15	A	99.79	99.79		
08:00-08:15	в	14.38	14.38		
08:00-08:15	С	6.29	6.29		
08:15-08:30	A	122.21	122.21		
08:15-08:30	В	17.62	17.62		
08:15-08:30	С	7.71	7.71		
08:30-08:45	A	122.21	122.21		
08:30-08:45	в	17.62	17.62		
08:30-08:45	С	7.71	7.71		
08:45-09:00	A	99.79	99.79		
08:45-09:00	в	14.38	14.38		
08:45-09:00	С	6.29	6.29		
09:00-09:15	A	83.57	83.57		
09:00-09:15	В	12.05	12.05		
09:00-09:15	С	5.27	5.27		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)



C 7.000 0.000 0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		1	То	
		Α	в	С
From	Α	0.00	0.21	0.79
	в	0.94	0.00	0.06
	С	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

			То	
		Α	В	С
F	Α	1.000	1.000	1.000
From	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

			То	
		A	В	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.04	7.90	0.04	Α	14.68	22.02	2.84	7.73	0.03	2.84	7.73
C-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	6.42	9.64	-	-	-	-	-
A-B	-	-	-	-	21.11	31.66	-	-	-	-	-
A-C	-	-	-	-	80.75	121.13	-	-	-	-	-

Standard - 2023 No Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 No Dev, PM	2023 No Dev	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
O'Devaney Gardens / Thor Place / Thor Park	T-Junction	Two-way	A,B,C		7.80	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

Arms

Arms

Arm Name		Description	Arm Type
Α	O'Devaney Gardens		Major
B Thor Place			Minor
С	Thor Park		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.00		0.00		2.20	160.00	~	0.00
Geo	metries for Arm C are	measured opposite	Arm B. Geometries for Arr	n A (if relevant) are measured op	oosite Arm D.		

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.00										19	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
-	

в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	491.649	0.090	0.226	0.142	0.323
3	B-C	634.009	0.097	0.246	-	-
3	C-B	666.621	0.258	0.258	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		1	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

A	rm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
	Α	ONE HOUR	✓	30.00	100.000
Г	в	ONE HOUR	~	20.00	100.000
Г	с	ONE HOUR	✓	16.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	Α	22.59	22.59		
16:30-16:45	В	15.06	15.06		
16:30-16:45	С	12.05	12.05		
16:45-17:00	A	26.97	26.97		
16:45-17:00	В	17.98	17.98		
16:45-17:00	С	14.38	14.38		
17:00-17:15	Α	33.03	33.03		
17:00-17:15	в	22.02	22.02		
17:00-17:15	С	17.62	17.62		
17:15-17:30	A	33.03	33.03		
17:15-17:30	В	22.02	22.02		
17:15-17:30	С	17.62	17.62		
17:30-17:45	Α	26.97	26.97		
17:30-17:45	в	17.98	17.98		
17:30-17:45	С	14.38	14.38		
17:45-18:00	A	22.59	22.59		
17:45-18:00	В	15.06	15.06		
17:45-18:00	С	12.05	12.05		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		То					
_		Α	В	с			
	Α	0.000	14.000	16.000			
From	в	20.000	0.000	0.000			
	С	16.000	0.000	0.000			

Turning Proportions (PCU) - Junction 3 (for whole period)

			То	
		Α	в	С
F	Α	0.00	0.47	0.53
From	в	1.00	0.00	0.00
	С	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

			То	
		Α	В	С
Erom	Α	1.000	1.000	1.000
FIOIII	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

То

B089 O'Devaney Gardens

		Α	в	с
From	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.05	7.80	0.05	Α	18.35	27.53	3.51	7.66	0.04	3.51	7.66
C-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	14.68	22.02	-	-	-	-	-
A-B	-	-	-	-	12.85	19.27	-	-	-	-	-
A-C	-	-	-	-	14.68	22.02	-	-	-	-	-

Standard - 2023 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 With Dev, AM	2023 With Dev	АМ		ONE HOUR	07:45	09:15	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
O'Devaney Gardens / Thor Place / Thor Park	T-Junction	Two-way	A,B,C		8.20	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	566	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	O'Devaney Gardens		Major
в	Thor Place		Minor
С	Thor Park		Major

Major Arm Geometry

[]

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
с	6.00		0.00		2.20	160.00	×	0.00
Geor	notrios for Arm C are	measured opposite	Arm R. Geometries for Ar	m Λ (if relevant	l are measured an	agaita Arm D		

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

Minor Arm Geometry

A	rm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
	в	One lane	3.00										19	16

Pedestrian Crossings

 Arm
 Crossing Type

 A
 None

 B
 None

 C
 None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	491.649	0.090	0.226	0.142	0.323
3	B-C	634.009	0.097	0.246	-	-
3	C-B	666.621	0.258	0.258		

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	PCU Default Factor for Turning a HV Proportions		Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	169.00	100.000
в	ONE HOUR	✓	16.00	100.000
С	ONE HOUR	✓	22.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Α	127.23	127.23		
07:45-08:00	в	12.05	12.05		
07:45-08:00	С	16.56	16.56		
08:00-08:15	Α	151.93	151.93		
08:00-08:15	В	14.38	14.38		
08:00-08:15	С	19.78	19.78		
08:15-08:30	Α	186.07	186.07		
08:15-08:30	В	17.62	17.62		
08:15-08:30	С	24.22	24.22		
08:30-08:45	A	186.07	186.07		

08:30-08:45	в	17.62	17.62	
08:30-08:45	С	24.22	24.22	
08:45-09:00	Α	151.93	151.93	
08:45-09:00	в	14.38	14.38	
08:45-09:00	С	19.78	19.78	
09:00-09:15	Α	127.23	127.23	
09:00-09:15	в	12.05	12.05	
09:00-09:15	С	16.56	16.56	

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

			То	
		Α	В	С
Erom	Α	0.000	23.000	146.000
FIOIII	в	15.000	0.000	1.000
	С	22.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		1	Го	
		Α	в	С
Erom	Α	0.00	0.14	0.86
FIOIII	в	0.94	0.00	0.06
	С	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

			То	
		Α	в	С
F	Α	1.000	1.000	1.000
From	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

			То	
		Α	в	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.04	8.20	0.04	Α	14.68	22.02	2.93	7.98	0.03	2.93	7.98
C-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	20.19	30.28	-	-	-	-	-
A-B	-	-	-	-	21.11	31.66	-	-	-	-	-
A-C	-	-	-	-	133.97	200.96	-	-	-	-	-

Standard - 2023 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 With Dev, PM	2023 With Dev	РМ		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
O'Devaney Gardens / Thor Place / Thor Park	T-Junction	Two-way	A,B,C		8.17	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	668	Stream B-AC		

Arms

Arms

Arm	Name	Description	Arm Type
Α	O'Devaney Gardens		Major
в	Thor Place		Minor
С	Thor Park		Major

Major Arm Geometry

Arm	m Width of Has kerbed central carriageway (m)		Width of kerbed central reserve (m) Has right tu bay		Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.00		0.00		2.20	160.00	~	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.00										19	16

Pedestrian Crossings

 Arm
 Crossing Type

 A
 None

 B
 None

 C
 None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B	
3	B-A	491.649	0.090	0.226	0.142	0.323	
3	B-C	634.009	0.097	0.246		-	
3	C-B	666.621	0.258	0.258	-	-	

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	66.00	100.000
в	ONE HOUR	~	20.00	100.000
С	ONE HOUR	~	94.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	49.69	49.69		
16:30-16:45	в	15.06	15.06		
16:30-16:45	С	70.77	70.77		
16:45-17:00	A	59.33	59.33		
16:45-17:00	в	17.98	17.98		
16:45-17:00	С	84.50	84.50		
17:00-17:15	A	72.67	72.67		
17:00-17:15	В	22.02	22.02		
17:00-17:15	С	103.50	103.50		
17:15-17:30	A	72.67	72.67		
17:15-17:30	в	22.02	22.02		
17:15-17:30	С	103.50	103.50		
17:30-17:45	Α	59.33	59.33		
17:30-17:45	в	17.98	17.98		
17:30-17:45	С	84.50	84.50		
17:45-18:00	A	49.69	49.69		
17:45-18:00	В	15.06	15.06		
17:45-18:00	С	70.77	70.77		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		То					
		Α	В	С			
Erom	Α	0.000	14.000	52.000			
FIOIII	в	20.000	0.000	0.000			
	С	94.000	0.000	0.000			

Turning Proportions (PCU) - Junction 3 (for whole period)

		То				
		Α	в	С		
Erom	Α	0.00	0.21	0.79		
From	в	1.00	0.00	0.00		
	С	1.00	0.00	0.00		

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

	То			
	Α	в	С	
Α	1.000	1.000	1.000	
в	1.000	1.000	1.000	
С	1.000	1.000	1.000	
	A B C	A 1.000 B 1.000 C 1.000	To A B A 1.000 1.000 B 1.000 1.000 C 1.000 1.000	

Heavy Vehicle Percentages - Junction 3 (for whole period)

		То					
		A	С				
F	Α	0.000	0.000	0.000			
From	в	0.000	0.000	0.000			
	С	0.000	0.000	0.000			

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.05	8.17	0.05	Α	18.35	27.53	3.66	7.97	0.04	3.66	7.97
C-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	86.26	129.38	-	-	-	-	-
A-B	-	-	-	-	12.85	19.27	-	-	-	-	-
A-C	-	-	-	-	47.72	71.57	-	-	-	-	-

Standard - 2028 No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 No Dev, AM	2028 No Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
O'Devaney Gardens / Thor Place / Thor Park	T-Junction	Two-way	A,B,C		7.96	A

Junction Network Options

Driving Side Lighting Network Residual Capacity (%) First Arm Reaching Threshold

Left Normal/unknown 762 Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	O'Devaney Gardens		Major
в	Thor Place		Minor
С	Thor Park		Major

Major Arm Geometry

Arı	n Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.00		0.00		2.20	160.00	1	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	3.00										19	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	491.649	0.090	0.226	0.142	0.323
3	B-C	634.009	0.097	0.246	-	-
3	C-B	666.621	0.258	0.258	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	1

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	120.00	100.000
в	ONE HOUR	~	17.00	100.000
С	ONE HOUR	~	8.00	100.000

Direct/Resultant Flows

Direct	Flows	Data
Direct	1 10 10 3	Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Α	90.34	90.34		
07:45-08:00	в	12.80	12.80		
07:45-08:00	С	6.02	6.02		
08:00-08:15	A	107.88	107.88		
08:00-08:15	в	15.28	15.28		
08:00-08:15	С	7.19	7.19		
08:15-08:30	Α	132.12	132.12		
08:15-08:30	в	18.72	18.72		
08:15-08:30	С	8.81	8.81		
08:30-08:45	A	132.12	132.12		
08:30-08:45	в	18.72	18.72		
08:30-08:45	С	8.81	8.81		
08:45-09:00	Α	107.88	107.88		
08:45-09:00	в	15.28	15.28		
08:45-09:00	С	7.19	7.19		
09:00-09:15	Α	90.34	90.34		
09:00-09:15	в	12.80	12.80		
09:00-09:15	С	6.02	6.02		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		То					
		A	В	С			
From	Α	0.000	25.000	95.000			
FIOIII	в	16.000	0.000	1.000			
	С	8.000	0.000	0.000			

Turning Proportions (PCU) - Junction 3 (for whole period)

	То				
		Α	в	С	
Erom	Α	0.00	0.21	0.79	
FIOIII	в	0.94	0.00	0.06	
	С	1.00	0.00	0.00	

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		То				
		Α	в	С		
From	Α	1.000	1.000	1.000		
From	в	1.000	1.000	1.000		
	С	1.000	1.000	1.000		

Heavy Vehicle Percentages - Junction 3 (for whole period)

	То				
		Α	В	С	
F	Α	0.000	0.000	0.000	
From	в	0.000	0.000	0.000	
	С	0.000	0.000	0.000	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.04	7.96	0.04	Α	15.60	23.40	3.03	7.78	0.03	3.03	7.78
C-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-AC C-AB C-A	-		-	-	7.34	11.01	-	-	-	-	-



Standard - 2028 No Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 No Dev, PM	2028 No Dev	PM		ONE HOUR	16:30	18:00	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
O'Devaney Gardens / Thor Place / Thor Park	T-Junction	Two-way	A,B,C		7.84	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

Arms

Arms

Arm	Name	Description	Arm Type
Α	O'Devaney Gardens		Major
в	Thor Place		Minor
С	Thor Park		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.00		0.00		2.20	160.00	~	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.00										19	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope /	Intercept /	Capacity
---------	-------------	----------

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B	
3	3 B-A		0.090	0.226	0.142	0.323	
3	B-C	634.009	0.097	0.246	-	-	
3 C-B		666.621	0.258	0.258	•	-	
The element interests shows show do NOT incl							

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	✓

Entry Flows

General Flows Data

Arm	Profile Type Use Turning Counts		Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)		
A	ONE HOUR	~	32.00	100.000		
в	ONE HOUR	~	22.00	100.000		
С	ONE HOUR	~	17.00	100.000		

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45 A		24.09	24.09		
16:30-16:45	В	16.56	16.56		
16:30-16:45	С	12.80	12.80		
16:45-17:00	Α	28.77	28.77		
16:45-17:00	В	19.78	19.78		
16:45-17:00	С	15.28	15.28		
17:00-17:15	Α	35.23	35.23		
17:00-17:15	В	24.22	24.22		
17:00-17:15	С	18.72	18.72		
17:15-17:30	A	35.23	35.23		
17:15-17:30	в	24.22	24.22		
17:15-17:30	С	18.72	18.72		
17:30-17:45	A	28.77	28.77		
17:30-17:45	В	19.78	19.78		
17:30-17:45	С	15.28	15.28		
17:45-18:00	A	24.09	24.09		
17:45-18:00	В	16.56	16.56		
17:45-18:00	С	12.80	12.80		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

			То						
		A	В	С					
From	Α	0.000	15.000	17.000					
	в	22.000	0.000	0.000					

C 17.000 0.000 0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

	То						
From		Α	в	С			
	Α	0.00	0.47	0.53			
	в	1.00	0.00	0.00			
	С	1.00	0.00	0.00			

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		То							
		Α	в	С					
F	Α	1.000	1.000	1.000					
From	в	1.000	1.000	1.000					
	С	1.000	1.000	1.000					

Heavy Vehicle Percentages - Junction 3 (for whole period)

		То					
		Α	В	С			
F	Α	0.000	0.000	0.000			
From	в	0.000	0.000	0.000			
	С	0.000	0.000	0.000			

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.05	7.84	0.05	A	20.19	30.28	3.88	7.70	0.04	3.88	7.70
C-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	15.60	23.40	-	-	-	-	-
A-B	-	-	-	-	13.76	20.65	-	-	-	-	-
A-C	-	-	-	-	15.60	23.40	-	-	-	-	-

Standard - 2028 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 With Dev, AM	2028 With Dev	AM		ONE HOUR	07:45	09:15	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
O'Devaney Gardens / Thor Place / Thor Park	T-Junction	Two-way	A,B,C		8.27	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold	
Left	Normal/unknown	531	Stream B-AC	

Arms

Arms

Arm	Name	Description	Arm Type
Α	O'Devaney Gardens		Major
в	Thor Place		Minor
С	Thor Park		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)		
С	6.00		0.00		2.20	160.00	~	0.00		
Geo	Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D									

Minor Arm Geometry

	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
- [в	One lane	3.00										19	16

Pedestrian Crossings

Arm	Crossing Type
A	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr) Slop for A-B		Slope for A-C	Slope for C-A	Slope for C-B	
3	B-A	491.649	0.090	0.226	0.142	0.323	
3	B-C	634.009	0.097	0.246	-	-	
3	C-B	666.621	0.258	0.258	-	-	

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

B089 O'Devaney Gardens

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	178.00	100.000
в	ONE HOUR	✓	17.00	100.000
С	ONE HOUR	√	23.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	134.01	134.01		
07:45-08:00	в	12.80	12.80		
07:45-08:00	С	17.32	17.32		
08:00-08:15	A	160.02	160.02		
08:00-08:15	В	15.28	15.28		
08:00-08:15	С	20.68	20.68		
08:15-08:30	A	195.98	195.98		
08:15-08:30	в	18.72	18.72		
08:15-08:30	С	25.32	25.32		
08:30-08:45	A	195.98	195.98		
08:30-08:45	в	18.72	18.72		
08:30-08:45	С	25.32	25.32		
08:45-09:00	A	160.02	160.02		
08:45-09:00	в	15.28	15.28		
08:45-09:00	С	20.68	20.68		
09:00-09:15	A	134.01	134.01		
09:00-09:15	в	12.80	12.80		
09:00-09:15	С	17.32	17.32		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

			To A B C 0.000 25.000 153.000 16.000 0.000 1.000				
		Α	В	С			
F	Α	0.000	25.000	153.000			
From	в	16.000	0.000	1.000			
	С	23.000	0.000	0.000			

Turning Proportions (PCU) - Junction 3 (for whole period)

		1	Го	
		A		С
From	Α	0.00	0.14	0.86
	в	0.94	0.00	0.06
	С	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		To A B C 1.000 1.000 1.000 1.000 1.000 1.000				
		A E		С		
Erom	Α	1.000	1.000	1.000		
FIOM	в	1.000	1.000	1.000		
	С	1.000	1.000	1.000		

Heavy Vehicle Percentages - Junction 3 (for whole period)

То

		A	В	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.04	8.27	0.04	Α	15.60	23.40	3.13	8.03	0.03	3.13	8.03
C-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	21.11	31.66	-	-	-	-	-
A-B	-	-	-	-	22.94	34.41	-	-	-	-	-
A-C	-	-	-	-	140.40	210.59	-	-	-	-	-

Standard - 2028 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 With Dev, PM	2028 With Dev	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
O'Devaney Gardens / Thor Place / Thor Park	T-Junction	Two-way	A,B,C		8.22	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	629	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	O'Devaney Gardens		Major
в	Thor Place		Minor
С	Thor Park		Major

Major Arm Geometry

B089 O'Devaney Gardens

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
с	6.00		0.00		2.20	160.00	~	0.00
-								

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.00										19	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	491.649	0.090	0.226	0.142	0.323
3	B-C	634.009	0.097	0.246	-	-
3	C-B	666.621	0.258	0.258	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	68.00	100.000
в	ONE HOUR	✓	22.00	100.000
с	ONE HOUR	~	95.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	Α	51.19	51.19		
16:30-16:45	в	16.56	16.56		
16:30-16:45	С	71.52	71.52		
16:45-17:00	Α	61.13	61.13		
16:45-17:00	в	19.78	19.78		
16:45-17:00	С	85.40	85.40		
17:00-17:15	Α	74.87	74.87		
17:00-17:15	в	24.22	24.22		
17:00-17:15	С	104.60	104.60		
17:15-17:30	Α	74.87	74.87		

17:15-17:30	в	24.22	24.22	
17:15-17:30	С	104.60	104.60	
17:30-17:45	Α	61.13	61.13	
17:30-17:45	в	19.78	19.78	
17:30-17:45	С	85.40	85.40	
17:45-18:00	Α	51.19	51.19	
17:45-18:00	в	16.56	16.56	
17:45-18:00	С	71.52	71.52	

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

	To					
		Α	В	С		
Erom	Α	0.000	15.000	53.000		
From	в	22.000	0.000	0.000		
	С	95.000	0.000	0.000		

Turning Proportions (PCU) - Junction 3 (for whole period)

	То				
		Α	в	С	
From	Α	0.00	0.22	0.78	
	в	1.00	0.00	0.00	
	С	1.00	0.00	0.00	

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

			То	
		Α	в	С
F	Α	1.000	1.000	1.000
From	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

			То	
		Α	в	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.05	8.22	0.06	Α	20.19	30.28	4.04	8.01	0.04	4.04	8.01
C-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	87.17	130.76	-	-	-	-	-
A-B	-	-	-	-	13.76	20.65	-	-	-	-	-
A-C	-	-	-	-	48.63	72.95	-	-	-	-	-

Standard - 2038 No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationshi
2038 No Dev, AM	2038 No Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
O'Devaney Gardens / Thor Place / Thor Park	T-Junction	Two-way	A,B,C		8.03	A

Junction Network Options

Driving Side Lighting		Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	706	Stream B-AC		

Arms

Arms

Arm	Name	Description	Arm Type
Α	O'Devaney Gardens		Major
в	Thor Place		Minor
С	Thor Park		Major

Major Arm Geometry

	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
ſ	С	6.00		0.00		2.20	160.00	~	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.00										19	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slop for C-B
3	B-A	491.649	0.090	0.226	0.142	0.323
3	B-C	634.009	0.097	0.246	-	-
3	C-B	666.621	0.258	0.258	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)		
A	ONE HOUR	~	129.00	100.000		
в	ONE HOUR	~	18.00	100.000		
С	ONE HOUR	✓	9.00	100.000		

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Α	97.12	97.12		
07:45-08:00	':45-08:00 B 13.55		13.55		
07:45-08:00	С	6.78	6.78		
08:00-08:15	Α	115.97	115.97		
08:00-08:15	в	16.18	16.18		
08:00-08:15	С	8.09	8.09		
08:15-08:30	Α	142.03	142.03		
08:15-08:30	в	19.82	19.82		
08:15-08:30	С	9.91	9.91		
08:30-08:45	A	142.03	142.03		
08:30-08:45	в	19.82	19.82		
08:30-08:45	С	9.91	9.91		
08:45-09:00	A	115.97	115.97		
08:45-09:00	в	16.18	16.18		
08:45-09:00	С	8.09	8.09		
09:00-09:15	Α	97.12	97.12		
09:00-09:15	в	13.55	13.55		
09:00-09:15	С	6.78	6.78		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

	То						
		Α	В	с			
From	Α	0.000	27.000	102.000			
FIOII	в	17.000	0.000	1.000			
	С	9.000	0.000	0.000			

Turning Proportions (PCU) - Junction 3 (for whole period)

			То	
		Α	в	С
From	Α	0.00	0.21	0.79
	в	0.94	0.00	0.06
	С	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		То							
		Α	в	С					
F	Α	1.000	1.000	1.00					
From	в	1.000	1.000	1.00					
	С	1.000	1.000	1.00					
From	A B C	1.000 1.000 1.000	1.000 1.000 1.000	1.0 1.0 1.0					

Heavy Vehicle Percentages - Junction 3 (for whole period)

		То								
		Α	в	С						
F	Α	0.000	0.000	0.000						
From	в	0.000	0.000	0.000						
	С	0.000	0.000	0.000						

Results

Results Summary for whole modelled period

	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
ſ	B-AC	0.04	8.03	0.04	A	16.52	24.78	3.24	7.83	0.04	3.24	7.83
[C-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C-A	-	-	-	-	8.26	12.39	-	-	-	-	-
	A-B	-	-	-	-	24.78	37.16	-	-	-	-	-
[A-C	-	-	-	-	93.60	140.40	-	-	-	-	-

Standard - 2038 No Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 No Dev, PM	2038 No Dev	PM		ONE HOUR	16:30	18:00	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
O'Devaney Gardens / Thor Place / Thor Park	T-Junction	Two-way	A,B,C		7.87	A

Junction Network Options

Driving Side Lighting Network Residual Capacity (%) First Arm Reaching Threshold

Left Normal/unknown 900

Arms

Arms

Arm	Name	Description	Arm Type
Α	O'Devaney Gardens		Major
В	Thor Place		Minor
С	Thor Park		Major

Major Arm Geometry

1	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
	С	6.00		0.00		2.20	160.00	1	0.00
	Commetrics for Arm C are measured especific Arm R. Commetrics for Arm A (if relevant) are measured especific Arm D								

Minor Arm Geometry

7	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
- [в	One lane	3.00										19	16

Pedestrian Crossings

Arm	Crossing Type
A	None
В	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	491.649	0.090	0.226	0.142	0.323
3	B-C	634.009	0.097	0.246		-
3	C-B	666.621	0.258	0.258		-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

ſ	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
ſ	Α	ONE HOUR	✓	34.00	100.000
ſ	в	ONE HOUR	✓	23.00	100.000
ſ	С	ONE HOUR	✓	18.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	25.60	25.60		
16:30-16:45	В	17.32	17.32		
16:30-16:45	С	13.55	13.55		
16:45-17:00	A	30.57	30.57		
16:45-17:00	в	20.68	20.68		
16:45-17:00	С	16.18	16.18		
17:00-17:15	A	37.43	37.43		
17:00-17:15	В	25.32	25.32		
17:00-17:15	С	19.82	19.82		
17:15-17:30	A	37.43	37.43	1	
17:15-17:30	в	25.32	25.32		
17:15-17:30	С	19.82	19.82		
17:30-17:45	A	30.57	30.57		
17:30-17:45	В	20.68	20.68		
17:30-17:45	С	16.18	16.18		
17:45-18:00	A	25.60	25.60		
17:45-18:00	В	17.32	17.32		
17:45-18:00	С	13.55	13.55		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		То						
		Α	в	С				
Erom	Α	0.000	16.000	18.000				
FIOIII	в	23.000	0.000	0.000				
	С	18.000	0.000	0.000				

Turning Proportions (PCU) - Junction 3 (for whole period)

		1	Го	
		Α	в	С
Erom	Α	0.00	0.47	0.53
FIOIII	в	1.00	0.00	0.00
	С	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		То									
		Α	в	С							
_	Α	1.000	1.000	1.00							
From	в	1.000	1.000	1.00							
	С	1.000	1.000	1.00							

Heavy Vehicle Percentages - Junction 3 (for whole period)

		То									
		Α	в	С							
From	Α	0.000	0.000	0.000							
	в	0.000	0.000	0.000							
	С	0.000	0.000	0.000							

Results

Results Summary for whole modelled period

s	tream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
	B-AC	0.05	7.87	0.06	A	21.11	31.66	4.07	7.72	0.05	4.07	7.72
	C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C-A	-	-		-	16.52	24.78	-	-	-	-	-

A-E	8 -	-	-	-	-	14.68	22.02	-	-	-	-	-
A-C	; -	-	-	-	-	16.52	24.78	-	-	-	-	-

Standard - 2038 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Na	ame	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Star	ndard	N/A		~				100.000	100.000	

Demand Set Details

N	lame	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2 \ [2038 With Dev, AM	2038 With Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
O'Devaney Gardens / Thor Place / Thor Park	T-Junction	Two-way	A,B,C		8.34	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	500	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	O'Devaney Gardens		Major
в	Thor Place		Minor
С	Thor Park		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.00		0.00		2.20	160.00	~	0.00
0		man and the second second second	Anna D. Commentations from Ann	A (6	1	a site A ma D		

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

Minor Arm Geometry

4	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
	в	One lane	3.00										19	16

Pedestrian Crossings

Arm	Crossing Type					
Α	None					
в	None					
С	None					

B089 O'Devaney Gardens

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	491.649	0.090	0.226	0.142	0.323
3	B-C	634.009	0.097	0.246	-	
3	C-B	666.621	0.258	0.258	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	1

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	187.00	100.000
в	ONE HOUR	~	18.00	100.000
С	ONE HOUR	~	24.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	140.78	140.78		
07:45-08:00	В	13.55	13.55		
07:45-08:00	С	18.07	18.07		
08:00-08:15	A	168.11	168.11		
08:00-08:15	в	16.18	16.18		
08:00-08:15	С	21.58	21.58		
08:15-08:30	Α	205.89	205.89		
08:15-08:30	В	19.82	19.82		
08:15-08:30	С	26.42	26.42		
08:30-08:45	A	205.89	205.89		
08:30-08:45	в	19.82	19.82		
08:30-08:45	С	26.42	26.42		
08:45-09:00	Α	168.11	168.11		
08:45-09:00	В	16.18	16.18		
08:45-09:00	С	21.58	21.58		
09:00-09:15	A	140.78	140.78		
09:00-09:15	В	13.55	13.55		
09:00-09:15	С	18.07	18.07		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)



C I	24.000	0.000	0.000
6	24.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		1	Го		
From		Α	в	С	
F	Α	0.00	0.14	0.86	
From	в	0.94	0.00	0.06	
	С	1.00	0.00	0.00	

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

			То	
		Α	В	С
F	Α	1.000	1.000	1.000
From	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

			То	
		Α	В	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.04	8.34	0.05	Α	16.52	24.78	3.34	8.09	0.04	3.34	8.09
C-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	22.02	33.03	-	-	-	-	-
A-B	-	-	-	-	24.78	37.16	-	-	-	-	-
A-C	-	-	-	-	146.82	220.23	-	-	-	-	-

Standard - 2038 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 With Dev, PM	2038 With Dev	PM		ONE HOUR	16:30	18:00	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
O'Devaney Gardens / Thor Place / Thor Park	T-Junction	Two-way	A,B,C		8.25	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	608	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	O'Devaney Gardens		Major
в	Thor Place		Minor
С	Thor Park		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	6.00		0.00		2.20	160.00	~	0.00
Geo	metries for Arm C are	measured opposite	Arm B. Geometries for Arr	m A (if relevant) are measured op,	oosite Arm D.		

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.00										19	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
-	

в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	491.649	0.090	0.226	0.142	0.323
3	B-C	634.009	0.097	0.246	-	-
3	C-B	666.621	0.258	0.258	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
А	ONE HOUR	✓	70.00	100.000
в	ONE HOUR	✓	23.00	100.000
с	ONE HOUR	√	96.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	Α	52.70	52.70		
16:30-16:45	В	17.32	17.32		
16:30-16:45	С	72.27	72.27		
16:45-17:00	A	62.93	62.93		
16:45-17:00	В	20.68	20.68		
16:45-17:00	С	86.30	86.30		
17:00-17:15	Α	77.07	77.07		
17:00-17:15	В	25.32	25.32		
17:00-17:15	С	105.70	105.70		
17:15-17:30	A	77.07	77.07		
17:15-17:30	В	25.32	25.32		
17:15-17:30	С	105.70	105.70		
17:30-17:45	Α	62.93	62.93		
17:30-17:45	в	20.68	20.68		
17:30-17:45	С	86.30	86.30		
17:45-18:00	A	52.70	52.70		
17:45-18:00	В	17.32	17.32		
17:45-18:00	С	72.27	72.27		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		То						
_		Α	В	с				
	Α	0.000	16.000	54.000				
From	в	23.000	0.000	0.000				
	С	96.000	0.000	0.000				

Turning Proportions (PCU) - Junction 3 (for whole period)

		То						
		Α	в	С				
F	Α	0.00	0.23	0.77				
From	в	1.00	0.00	0.00				
	С	1.00	0.00	0.00				

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

			То	
		Α	В	С
Erom	Α	1.000	1.000	1.000
FIOIII	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

То



Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.05	8.25	0.06	Α	21.11	31.66	4.24	8.03	0.05	4.24	8.03
C-AB	0.00	0.00	0.00	Α	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	88.09	132.14	-	-	-	-	-
A-B	-	-	-	-	14.68	22.02	-	-	-	-	-
A-C	-	-	-	-	49.55	74.33	-	-	-	-	-

B089 O'Devaney Gardens

Junctions 8	
PICADY 8 - Priority Intersection Module	
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2021	
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution of an engineering problem are in no way relieved of the solution a	olution

Filename: B089 Junction 5 PICADY Model 20210426.arc8 Path: J:\B_JOBS\Job-B089\B_Documents\C_CivilA_CS Reports\Traffic\Modelling Report generation date: 10/05/2021 17:05:01

Summary of junction performance

				AM					PM Junction Selay (s) Network Residual Capacity 145 % [Stream B-AC] 8.45 132 % [Stream B-AC]			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Network Residual Capacity		
					Standard - 20	20 Surve	yed					
Stream B- AC	0.16	10.65	0.14			0.13	8.99	0.11				
Stream C- A	-	-	-		99.0/	-	-	-		145.94		
Stream C- B	0.04	6.93	0.04	9.64	[Stream B-AC]	0.02	5.94	0.02	8.37	[Stream B-AC]		
Stream A- B	-	-	-			-	-	-				
Stream A- C	-	-	-			-	-	-				
					Standard - 2	023 No D)ev					
Stream B- AC	0.19	11.04	0.16			0.14	9.21	0.13				
Stream C- A	-	-	-			-	-	-				
Stream C- B	0.05	7.08	0.04	9.97	79 %	0.03	6.04	0.03	8.45	132 % [Stream B-AC]		
Stream A- B	-	-	-		[Stream P Ac]	-	-	-		[Stream b Ac]		
Stream A- C	-	-	-			-	-	-				
					Standard - 20	023 With	Dev					
Stream B- AC	0.40	11.89	0.29			0.23	9.37	0.19				
Stream C- A	-	-	-			-	-	-	8.16	111 % [Stream B-AC]		
Stream C- B	0.08	7.32	0.07	10.78	61 %	0.13	6.63	0.11				
Stream A- B	-	-	-		[Stream P Ac]	-	-	-				
Stream A- C	-	-	-			-	-	-				
					Standard - 2	028 No D	ev					
Stream B- AC	0.22	11.90	0.18			0.16	9.65	0.14				
Stream C- A	-	-	-			-	-	-				
Stream C- B	0.05	7.34	0.05	10.67	64 %	0.03	6.14	0.03	8.83	113 %		
Stream A- B	-	-	-		[Stream B-AC]	-	-	-		[Stredin B-AC]		
Stream A- C	-	-	-			-	-	-				
					Standard - 20	028 With	Dev					
Stream B- AC	0.46	12.92	0.32			0.26	9.86	0.21				
Stream C- A	-	-	-			-	-	-				
Stream C- B	0.09	7.60	0.08	11.61	50 %	0.13	6.75	0.12	8.52	95 %		
Stream A- B	-	-	-		[Stream B-AC]	-	-	-		[Stream B-AC]		
Stream A-	-	-										

					Standard - 2	2038 No D	ev			
Stream B- AC	0.25	12.74	0.20			0.18	10.04	0.15		
Stream C- A	-	-	-			-	-	-		99 % [Stream B-AC]
Stream C- B	0.06	7.60	0.05	11.36	54 %	0.03	6.24	0.03	9.15	
Stream A- B	-	-	-		[Stream P Ac]	-	-	-		
Stream A- C	-	-	-			-	-	-		
			-		Standard - 2	038 With	Dev			
Stream B- AC	0.51	13.93	0.34			0.28	10.29	0.22		
Stream C- A	-	-	-			-	-	-		
Stream C- B	0.09	7.87	0.09	12.45	41 %	0.14	6.87	0.12	8.84	84 %
Stream A- B	-	-	-		[Jurean B-AC]	-	-	-		[Stream B-AC]
Stream A- C	-	-	-			-	-	-		

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demandweighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

 'D1 - 2020 Surveyed, AM ⁺ model duration: 07.45 - 09.15

 'D2 - 2020 Surveyed, PM⁺ model duration: 16.30 - 18.00

 'D3 - 2023 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D5 - 2023 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D5 - 2023 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D5 - 2023 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D7 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D7 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D9 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 No Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, PM⁺ model duration: 16.30 - 18.00

Run using Junctions 8.0.3.332 at 10/05/2021 17:04:56

File summary

File Description

Title	O'Devaney Gardens
Location	Dublin 7
Site Number	5
Date	26/04/2021
Version	
Status	
Identifier	
Client	
Jobnumber	B089
Enumerator	GF
Description	

Analysis Options

Vehicle Length	Do Queue	Calculate Residual	Residual Capacity Criteria	RFC	Average Delay Threshold	Queue Threshold
(m)	Variations	Capacity	Type	Threshold	(s)	(PCU)
5.75		✓	Delay	0.85	36.00	

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Standard - 2020 Surveyed, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Surveyed, AM	2020 Surveyed	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Infirmary Rd / Montpelier Gardens	T-Junction	Two-way	A,B,C		9.64	A

Junction Network Options

Driving Side Lighting		Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	88	Stream B-AC		

Arms

Arms

Arm	Name	Description	Arm Type
Α	Infirmary Road (North)		Major
в	Montpelier Gardens		Minor
С	Infirmary Road (South)		Major

Major Arm Geometry

Arm		Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay Width For Right Turn (m)		Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
	C	10.00		0.00		2.20	250.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.10										20	20

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
5	B-A	498.868	0.075	0.190	0.119	0.271
5	B-C	642.900	0.081	0.206	-	-
5	C-B	718.741	0.230	0.230	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	705.00	100.000
В	ONE HOUR	~	51.00	100.000
С	ONE HOUR	~	389.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To					
		Α	в	С			
F	Α	0.000	17.000	688.000			
From	в	19.000	0.000	32.000			
	С	370.000	19.000	0.000			

Turning Proportions (PCU) - Junction 5 (for whole period)

	То					
		Α	в	С		
Erom	Α	0.00	0.02	0.98		
FIOII	в	0.37	0.00	0.63		
	С	0.95	0.05	0.00		

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

			То					
			Α	В	С			
	From	Α	1.000	1.000	1.00			
		в	1.000	1.000	1.00			
		С	1.000	1.000	1.00			

Heavy Vehicle Percentages - Junction 5 (for whole period)

	То					
		A	В	С		
Erom	Α	0.000	0.000	0.000		
From	в	0.000	0.000	0.000		
	С	0.000	0.000	0.000		

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.14	10.65	0.16	В	46.80	70.20	11.20	9.57	0.12	11.20	9.57

B089 O'Devaney Gardens

C-A	-	-	-	-	339.52	509.28	-	-	-	-	-
C-B	0.04	6.93	0.04	Α	17.43	26.15	2.85	6.53	0.03	2.85	6.53
A-B	-	-	-	-	15.60	23.40	-	-	-	-	-
A-C	-	-	-	-	631.32	946.98	-	-	-	-	-

Standard - 2020 Surveyed, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Surveyed, PM	2020 Surveyed	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Infirmary Rd / Montpelier Gardens	T-Junction	Two-way	A,B,C		8.37	A

Junction Network Options

	Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
ſ	Left	Normal/unknown	145	Stream B-AC		

Arms

Arms

Arm	Name	Description	Arm Type
Α	Infirmary Road (North)		Major
в	Montpelier Gardens		Minor
С	Infirmary Road (South)		Major

Major Arm Geometry

[Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
	С	10.00		0.00		2.20	250.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.10										20	20

Pedestrian Crossings

Arm	Crossing	Туре

A	None
в	None

с	None
---	------

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
5	B-A	498.868	0.075	0.190	0.119	0.271
5	B-C	642.900	0.081	0.206	-	-
5	C-B	718.741	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	~	395.00	100.000
в	ONE HOUR	~	47.00	100.000
С	ONE HOUR	~	510.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

			То	
		A	В	С
Erom	Α	0.000	8.000	387.000
FIOIII	в	18.000	0.000	29.000
	С	498.000	12.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

		То							
		Α	в	С					
Erom	Α	0.00	0.02	0.98					
From	в	0.38	0.00	0.62					
	С	0.98	0.02	0.00					

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

			То	
		Α	В	С
Erom	Α	1.000	1.000	1.000
From	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

	То	

B089 O'Devaney Gardens

		Α	в	с
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.11	8.99	0.13	Α	43.13	64.69	9.02	8.37	0.10	9.03	8.37
C-A	-	-	-	-	456.97	685.46	-	-	-	-	-
C-B	0.02	5.94	0.02	Α	11.01	16.52	1.58	5.75	0.02	1.58	5.75
A-B	-	-	-	-	7.34	11.01	-	-	-	-	-
A-C	-	-	-	-	355.12	532.68	-	-	-	-	-

Standard - 2023 No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 No Dev, AM	2023 No Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Infirmary Rd / Montpelier Gardens	T-Junction	Two-way	A,B,C		9.97	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	79	Stream B-AC

Arms

Arms

A	rm	Name	Description	Arm Type
	۹.	Infirmary Road (North)		Major
1	3	Montpelier Gardens		Minor
(2	Infirmary Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	10.00		0.00		2.20	250.00		

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

Minor Arm Geometry

	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
- [в	One lane	3.10										20	20

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
5	B-A	498.868	0.075	0.190	0.119	0.271
5	B-C	642.900	0.081	0.206		-
5	C-B	718.741	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	
A	ONE HOUR	✓	740.00	100.000	
в	ONE HOUR	✓	57.00	100.000	
С	ONE HOUR	✓	409.00	100.000	

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

	То						
		Α	В	С			
F	Α	0.000	18.000	722.000			
From	в	20.000	0.000	37.000			
	С	388.000	21.000	0.000			

Turning Proportions (PCU) - Junction 5 (for whole period)

	То					
		Α	в	С		
F	Α	0.00	0.02	0.98		
From	в	0.35	0.00	0.65		
	С	0.95	0.05	0.00		

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

	То								
		Α	в	С					
From	Α	1.000	1.000	1.000					
	в	1.000	1.000	1.000					
	С	1.000	1.000	1.000					

Heavy Vehicle Percentages - Junction 5 (for whole period)

	То									
		Α	в	С						
From	Α	0.000	0.000	0.000						
	в	0.000	0.000	0.000						
	С	0.000	0.000	0.000						

Results

Results Summary for whole modelled period

	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
ſ	B-AC	0.16	11.04	0.19	В	52.30	78.46	12.86	9.83	0.14	12.86	9.83
[C-A	-	-	-	-	356.04	534.05	-	-	-	-	-
	C-B	0.04	7.08	0.05	Α	19.27	28.90	3.20	6.64	0.04	3.20	6.64
[A-B	-	-	-	-	16.52	24.78	-	-	-	-	-
[A-C	-	-	-	-	662.52	993.78	-	-	-	-	-

Standard - 2023 No Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 No Dev, PM	2023 No Dev	PM		ONE HOUR	16:30	18:00	90	15				¥		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Infirmary Rd / Montpelier Gardens	T-Junction	Two-way	A,B,C		8.45	A

Junction Network Options

Driving Side Lighting Network Residual Capacity (%) First Arm Reaching Threshold

Left Normal/unknown 132 Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Infirmary Road (North)		Major
в	Montpelier Gardens		Minor
С	Infirmary Road (South)		Major

Major Arm Geometry

Arn	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	C 10.00		0.00 2.20			250.00		
Conmetrice for Arm Clarp measured enperite Arm B. Conmetrice for Arm A (if relevant) are measured enperite Arm D								

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

Minor Arm Geometry

	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
- [в	One lane	3.10										20	20

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
5	B-A	498.868	0.075	0.190	0.119	0.271
5	B-C	642.900	0.081	0.206	-	-
5	C-B	718.741	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	1	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	415.00	100.000
в	ONE HOUR	✓	51.00	100.000
С	ONE HOUR	✓	539.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		То							
		Α	В	С					
F	Α	0.000	9.000	406.000					
From	в	19.000	0.000	32.000					
	С	523.000	16.000	0.000					

Turning Proportions (PCU) - Junction 5 (for whole period)

		То									
		Α	В	С							
Erom	Α	0.00	0.02	0.98							
FIOIII	в	0.37	0.00	0.63							
	С	0.97	0.03	0.00							

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		То								
		Α	в	С						
From	Α	1.000	1.000	1.000						
	в	1.000	1.000	1.000						
	С	1.000	1.000	1.000						

Heavy Vehicle Percentages - Junction 5 (for whole period)

			То	
		Α	в	С
Erom	Α	0.000	0.000	0.000
FIOIII	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.13	9.21	0.14	Α	46.80	70.20	9.97	8.53	0.11	9.98	8.53
C-A	-	-	-	-	479.91	719.87	-	-	-	-	-
C-B	0.03	6.04	0.03	Α	14.68	22.02	2.14	5.83	0.02	2.14	5.83
A-B	-	-	-	-	8.26	12.39	-	-	-	-	-
A-C	-	-	-	-	372.55	558.83	-	-	-	-	-

Standard - 2023 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 With	2023			ONE										

Dev,	With Dev	AM	HOUR	07:45	09:15	90	15		~		I
AM											L

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Infirmary Rd / Montpelier Gardens	T-Junction	Two-way	A,B,C		10.78	В

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	61	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Infirmary Road (North)		Major
в	Montpelier Gardens		Minor
С	Infirmary Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)			
С	10.00		0.00		2.20	250.00					
Geor	Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D										

Minor Arm Geometry

	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
[в	One lane	3.10										20	20

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
5	B-A	498.868	0.075	0.190	0.119	0.271
5	B-C	642.900	0.081	0.206	-	-
5	C-B	718.741	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry	
		~	~	HV Percentages	2.00				✓	~	

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	740.00	100.000
в	ONE HOUR	~	112.00	100.000
с	ONE HOUR	✓	424.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)



Turning Proportions (PCU) - Junction 5 (for whole period)

		То							
		Α	В	С					
Erom	Α	0.00	0.02	0.98					
FIOIII	в	0.18	0.00	0.82					
	С	0.92	0.08	0.00					

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

			То	
		Α	в	С
F	Α	1.000	1.000	1.000
From	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

			То	
		Α	в	С
From	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.29	11.89	0.40	В	102.77	154.16	26.48	10.30	0.29	26.48	10.31
C-A	-	-	-	-	356.04	534.05	-	-	-	-	-
C-B	0.07	7.32	0.08	Α	33.03	49.55	5.63	6.82	0.06	5.63	6.82
A-B	-	-	-	-	16.52	24.78	-	-	-	-	-
A-C	-	-	-	-	662.52	993.78	-	-	-	-	-

Standard - 2023 With Dev, PM

Data	Errors	and	Warn	ings
------	--------	-----	------	------

No errors or warnings

Analysis Set Details

Nam	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standa	d N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 With Dev, PM	2023 With Dev	PM		ONE HOUR	16:30	18:00	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Infirmary Rd / Montpelier Gardens	T-Junction	Two-way	A,B,C		8.16	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	111	Stream B-AC		

Arms

Arms

Arm	Name	Description	Arm Type
Α	Infirmary Road (North)		Major
в	Montpelier Gardens		Minor
С	Infirmary Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)		
С	10.00		0.00	2.20	250.00					
Geo	Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D									

Minor Arm Geometry

			-										
Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.10										20	20

Pedestrian Crossings

Arm	Crossing Type				
A	None				
в	None				
С	None				

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B	
5	B-A	498.868	0.075	0.190	0.119	0.271	
5	B-C	642.900	0.081	0.206	-	-	
5	C-B	718.741	0.230	0.230	-	-	

Page 13 of 33

Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	
A	ONE HOUR	~	415.00	100.000	
в	ONE HOUR	~	81.00	100.000	
С	ONE HOUR	✓	587.00	100.000	

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		То							
		Α	В	С					
F	Α	0.000	9.000	406.000					
From	в	19.000	0.000	62.000					
	С	523.000	64.000	0.000					

Turning Proportions (PCU) - Junction 5 (for whole period)

	То						
		A		С			
From	Α	0.00	0.02	0.98			
	в	0.23	0.00	0.77			
	С	0.89	0.11	0.00			

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

			То		
		Α	В	С	
From	Α	1.000	1.000	1.000	
FIOIII	в	1.000	1.000	1.000	
	С	1.000	1.000	1.000	

Heavy Vehicle Percentages - Junction 5 (for whole period)



Results

Results Summary for whole modelled period

Stream	Max Ma: RFC Dela (s)	A Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay
--------	----------------------------	-------------------------	------------	-------------------------------	-------------------------------------	---------------------------------------	----------------------------------	--	--	--

											(s)
B-AC	0.19	9.37	0.23	Α	74.33	111.49	15.94	8.58	0.18	15.94	8.58
C-A	-	-	-	-	479.91	719.87	-	-	-	-	-
C-B	0.11	6.63	0.13	Α	58.73	88.09	9.23	6.29	0.10	9.23	6.29
A-B	-	-	-	-	8.26	12.39	-	-	-	-	
A-C	-	-	-	-	372.55	558.83	-	-	-	-	-

Standard - 2028 No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 No Dev, AM	2028 No Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Infirmary Rd / Montpelier Gardens	T-Junction	Two-way	A,B,C		10.67	В

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	64	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Infirmary Road (North)		Major
в	Montpelier Gardens		Minor
С	Infirmary Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	10.00		0.00		2.20	250.00		
Geor	netries for Arm C are	measured opposite	Arm B. Geometries for Ari	m A (if relevant) are measured op.	oosite Arm D.		

Minor Arm Geometry

			-										
Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.10										20	20

Pedestrian Crossings

Arm	Crossing Type
A	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
5	B-A	498.868	0.075	0.190	0.119	0.271
5	B-C	642.900	0.081	0.206	-	-
5	C-B	718.741	0.230	0.230	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	1	802.00	100.000
в	ONE HOUR	~	62.00	100.000
С	ONE HOUR	✓	443.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)



Turning Proportions (PCU) - Junction 5 (for whole period)



Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		То								
		Α	в	С						
F	Α	1.000	1.000	1.000						
From	в	1.000	1.000	1.000						
	С	1.000	1.000	1.000						

Heavy Vehicle Percentages - Junction 5 (for whole period)

		То								
		Α	В	С						
F	Α	0.000	0.000	0.000						
From	в	0.000	0.000	0.000						
	С	0.000	0.000	0.000						

Results

Results Summary for whole modelled period

St	tream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
E	B-AC	0.18	11.90	0.22	В	56.89	85.34	14.83	10.42	0.16	14.83	10.42
	C-A	-	-	-	-	385.40	578.10	-	-	-	-	-
	С-В	0.05	7.34	0.05	Α	21.11	31.66	3.61	6.84	0.04	3.61	6.84
	A-B	-	-	-	-	17.43	26.15	-	-	-	-	-
	A-C	-	-	-	-	718.49	1077.74	-	-	-	-	-

Standard - 2028 No Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 No Dev, PM	2028 No Dev	PM		ONE HOUR	16:30	18:00	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Infirmary Rd / Montpelier Gardens	T-Junction	Two-way	A,B,C		8.83	A

Junction Network Options

ſ	Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
ſ	Left	Normal/unknown	113	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Infirmary Road (North)		Major
в	Montpelier Gardens		Minor
С	Infirmary Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)		
С	10.00		0.00		2.20	250.00				
Geor	Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D									

Minor Arm Geometry

-	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
	в	One lane	3.10										20	20

Pedestrian Crossings

Arm Crossing Type				
Α	None			
в	None			
С	None			

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
5	B-A	498.868	0.075	0.190	0.119	0.271
5	B-C	642.900	0.081	0.206	-	-
5	C-B	718.741	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

	Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
[1	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)		
A	ONE HOUR	~	449.00	100.000		
в	ONE HOUR	~	56.00	100.000		
С	ONE HOUR	~	584.00	100.000		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		То			
		A	В	С	
F	Α	0.000	9.000	440.000	
From	в	21.000	0.000	35.000	
	с	567.000	17.000	0.000	

Turning Proportions (PCU) - Junction 5 (for whole period)

	То				
		Α	в	С	
From	Α	0.00	0.02	0.98	
110111	в	0.38	0.00	0.63	

C 0.97 0.03 0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		То			
		Α	В	С	
Erom	Α	1.000	1.000	1.000	
FIOII	в	1.000	1.000	1.000	
	С	1.000	1.000	1.000	

Heavy Vehicle Percentages - Junction 5 (for whole period)

	То			
		Α	В	С
From	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.14	9.65	0.16	Α	51.39	77.08	11.37	8.85	0.13	11.37	8.85
C-A	-	-	-	-	520.29	780.43	-	-	-	-	-
C-B	0.03	6.14	0.03	Α	15.60	23.40	2.30	5.91	0.03	2.30	5.91
A-B	-	-	-	-	8.26	12.39	-	-	-	-	-
A-C	-	-	-	-	403.75	605.63	-	-	-	-	-

Standard - 2028 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 With Dev, AM	2028 With Dev	AM		ONE HOUR	07:45	09:15	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Infirmary Rd / Montpelier Gardens	T-Junction	Two-way	A,B,C		11.61	В

Junction Network Options

B089 O'Devaney Gardens

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	50	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Infirmary Road (North)		Major
в	Montpelier Gardens		Minor
С	Infirmary Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	10.00		0.00		2.20	250.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	3.10										20	20

Pedestrian Crossings

Arm	Arm Crossing Type			
Α	None			
в	None			
С	None			

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
5	B-A	498.868	0.075	0.190	0.119	0.271
5	B-C	642.900	0.081	0.206	-	-
5	C-B	718.741	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	802.00	100.000
в	ONE HOUR	~	117.00	100.000
С	ONE HOUR	~	458.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		То								
		Α	В	С						
F	Α	0.000	19.000	783.000						
From	в	22.000	0.000	95.000						
	С	420.000	38.000	0.000						

Turning Proportions (PCU) - Junction 5 (for whole period)

		То						
		Α	в	С				
From	Α	0.00	0.02	0.98				
	в	0.19	0.00	0.81				
	С	0.92	0.08	0.00				

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

			То	
		Α	в	С
	Α	1.000	1.000	1.000
10111	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

	То							
		Α	в	С				
Erom	Α	0.000	0.000	0.000				
FIOII	в	0.000	0.000	0.000				
	С	0.000	0.000	0.000				

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.32	12.92	0.46	В	107.36	161.04	29.48	10.98	0.33	29.48	10.98
C-A	-	-	-	-	385.40	578.10	-		-	-	-
C-B	0.08	7.60	0.09	Α	34.87	52.30	6.13	7.03	0.07	6.13	7.03
A-B	-	-	-	-	17.43	26.15	-	-	-	-	-
A-C	-	-	-	-	718.49	1077.74	-	-	-	-	-

Standard - 2028 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 With	2028			ONE										



Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Infirmary Rd / Montpelier Gardens	T-Junction	Two-way	A,B,C		8.52	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	95	Stream B-AC		

Arms

Arms

Arm	Name	Description	Arm Type
Α	Infirmary Road (North)		Major
в	Montpelier Gardens		Minor
С	Infirmary Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	10.00		0.00		2.20	250.00		
~	11 6 6 0	1		A (15 1 1				

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	3.10										20	20

Pedestrian Crossings

Arm	Crossing Type
A	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
5	B-A	498.868	0.075	0.190	0.119	0.271
5	B-C	642.900	0.081	0.206	-	-
5	C-B	718.741	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	✓	449.00	100.000
в	ONE HOUR	✓	86.00	100.000
С	ONE HOUR	√	632.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

			То	
		A	В	С
Erom	Α	0.000	9.000	440.000
FIOIII	в	21.000	0.000	65.000
	С	567.000	65.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

			То	
		A		С
From	Α	0.00	0.02	0.98
From	в	0.24	0.00	0.76
	С	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

			То	
		Α	В	С
Erom	Α	1.000	1.000	1.000
From	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

- [То	
- [Α	В	С
	From	Α	0.000	0.000	0.000
	FIOIII	в	0.000	0.000	0.000
		С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.21	9.86	0.26	Α	78.92	118.37	17.63	8.93	0.20	17.63	8.94
C-A	-		-	-	520.29	780.43	-	-	-	-	-
C-B	0.12	6.75	0.13	Α	59.65	89.47	9.52	6.38	0.11	9.52	6.38
A-B	-	-	-	-	8.26	12.39	-	-	-	-	-
A-C	-		-	-	403.75	605.63	-	-	-	-	-

Standard - 2038 No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		1				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 No Dev, AM	2038 No Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Infirmary Rd / Montpelier Gardens	T-Junction	Two-way	A,B,C		11.36	В

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	54	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Infirmary Road (North)		Major
в	Montpelier Gardens		Minor
С	Infirmary Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	10.00		0.00		2.20	250.00		
-								

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

Minor Arm Geometry

Arr	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	3.10										20	20

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
5	B-A	498.868	0.075	0.190	0.119	0.271
5	B-C	642.900	0.081	0.206	-	-
5	C-B	718.741	0.230	0.230	-	-

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

Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	863.00	100.000
в	ONE HOUR	~	65.00	100.000
С	ONE HOUR	√	476.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

			То	
		A	В	С
F	Α	0.000	21.000	842.000
From	в	23.000	0.000	42.000
	С	452.000	24.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

			То	
		Α	в	С
From	Α	0.00	0.02	0.98
From	в	0.35	0.00	0.65
	С	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

			То	
		Α	В	С
Erom	Α	1.000	1.000	1.000
FIOII	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

				То	
	Т		Α	в	С
Ero		Α	0.000	0.000	0.000
FIU	" [в	0.000	0.000	0.000
		С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max Delay (s) Max Queue (PCU)	Max Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay
--------	-------------------------------	---------------------	-------------------------------------	---------------------------------------	----------------------------------	--	--	--

B089 O'Devaney Gardens

											(s)
B-AC	0.20	12.74	0.25	В	59.65	89.47	16.37	10.98	0.18	16.38	10.98
C-A	-	-	-	-	414.76	622.14	-	-	-	-	-
C-B	0.05	7.60	0.06	Α	22.02	33.03	3.87	7.03	0.04	3.87	7.03
A-B	-	-	-	-	19.27	28.90	-	-	-	-	-
A-C	-	-	-	-	772.63	1158.95	-	-	-	-	-

Standard - 2038 No Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standar	i N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 No Dev, PM	2038 No Dev	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Infirmary Rd / Montpelier Gardens	T-Junction	Two-way	A,B,C		9.15	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	99	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Infirmary Road (North)		Major
в	Montpelier Gardens		Minor
С	Infirmary Road (South)		Major

Major Arm Geometry

	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
[С	10.00		0.00		2.20	250.00		
	-								

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
В	One lane	3.10										20	20

Pedestrian Crossings

Arm	Crossing Type				
A	None				
В	None				
С	None				

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
5	B-A	498.868	0.075	0.190	0.119	0.271
5	B-C	642.900	0.081	0.206	-	-
5	C-B	718.741	0.230	0.230	-	-

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	1	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
А	ONE HOUR	1	483.00	100.000
в	ONE HOUR	~	59.00	100.000
С	ONE HOUR	~	628.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		То								
		Α	В	С						
F	Α	0.000	10.000	473.000						
From	в	22.000	0.000	37.000						
	С	610.000	18.000	0.000						

Turning Proportions (PCU) - Junction 5 (for whole period)

		То						
		Α	В	С				
From	Α	0.00	0.02	0.98				
From	в	0.37	0.00	0.63				
	С	0.97	0.03	0.00				

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		То									
		Α	В	С							
From	Α	1.000	1.000	1.000							
From	в	1.000	1.000	1.000							
	С	1.000	1.000	1.000							

Heavy Vehicle Percentages - Junction 5 (for whole period)

		То							
		Α	В	С					
F	Α	0.000	0.000	0.000					
From	в	0.000	0.000	0.000					
	С	0.000	0.000	0.000					

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.15	10.04	0.18	В	54.14	81.21	12.35	9.13	0.14	12.35	9.13
C-A	-	-	-	-	559.75	839.62	-	-	-	-	-
C-B	0.03	6.24	0.03	Α	16.52	24.78	2.47	5.99	0.03	2.47	5.99
A-B	-	-	-	-	9.18	13.76	-	-	-	-	-
A-C	-	-	-	-	434.03	651.05	-	-	-	-	-

Standard - 2038 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		1				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 With Dev, AM	2038 With Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Infirmary Rd / Montpelier Gardens	T-Junction	Two-way	A,B,C		12.45	В

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	41	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Infirmary Road (North)		Major
в	Montpelier Gardens		Minor
С	Infirmary Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)	
С	10.00		0.00		2.20	250.00			
Geo	Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D								

Minor Arm Geometry

A	.rm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
	в	One lane	3.10										20	20

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
5	B-A	498.868	0.075	0.190	0.119	0.271
5	B-C	642.900	0.081	0.206	-	-
5	C-B	718.741	0.230	0.230	-	-
The slop	es and ir	ntercepts s	hown a	above d	o NOT	include

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	√	863.00	100.000
В	ONE HOUR	√	120.00	100.000
С	ONE HOUR	√	491.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		То							
		A	В	С					
Erom	Α	0.000	21.000	842.000					
FIOIII	в	23.000	0.000	97.000					
	С	452.000	39.000	0.000					

Turning Proportions (PCU) - Junction 5 (for whole period)

			То	
		Α	в	С
From	Α	0.00	0.02	0.98
	в	0.19	0.00	0.81

B089 O'Devaney Gardens

C 0.92 0.08 0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

			То	
		Α	в	С
Erom	Α	1.000	1.000	1.000
FIOIII	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

			То	
		Α	в	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.34	13.93	0.51	В	110.11	165.17	32.00	11.62	0.36	32.00	11.62
C-A	-	-	-	-	414.76	622.14	-	-	-	-	-
C-B	0.09	7.87	0.09	Α	35.79	53.68	6.47	7.23	0.07	6.47	7.23
A-B	-	-	-	-	19.27	28.90	-	-	-	-	-
A-C	-	-	-	-	772.63	1158.95	-	-	-	-	-

Standard - 2038 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 With Dev, PM	2038 With Dev	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Infirmary Rd / Montpelier Gardens	T-Junction	Two-way	A,B,C		8.84	A

Junction Network Options

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

Arms

Arms

Arm	Name	Description	Arm Type
Α	Infirmary Road (North)		Major
в	Montpelier Gardens		Minor
С	Infirmary Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	10.00		0.00		2.20	250.00		
Cor	motrice for Arm C are	managered apposite	Arm B. Coomotrioo for Ar	n A (if relevant	l are manufactured and	aggita Arm D		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	3.10										20	20

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
5	B-A	498.868	0.075	0.190	0.119	0.271
5	B-C	642.900	0.081	0.206	-	-
5	C-B	718.741	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	1	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	483.00	100.000
в	ONE HOUR	✓	89.00	100.000
С	ONE HOUR	~	676.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

			То	
		A	В	с
F	Α	0.000	10.000	473.000
From	в	22.000	0.000	67.000
	С	610.000	66.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

	То				
		A	В	С	
Erom	Α	0.00	0.02	0.98	
FIOIII	в	0.25	0.00	0.75	
	С	0.90	0.10	0.00	

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

	То					
		Α	в	С		
Erom	Α	1.000	1.000	C 1.000 1.000		
FIOIII	в	1.000	1.000	1.000		
	С	1.000	1.000	1.000		

Heavy Vehicle Percentages - Junction 5 (for whole period)

	То					
		Α	в	С		
From	Α	0.000	0.000	0.000		
FIOIII	в	0.000	0.000	0.000		
	С	0.000	0.000	0.000		

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.22	10.29	0.28	В	81.67	122.50	18.86	9.24	0.21	18.86	9.24
C-A	-	-	-	-	559.75	839.62	-	-	-	-	-
C-B	0.12	6.87	0.14	Α	60.56	90.84	9.81	6.48	0.11	9.81	6.48
A-B	-	-	-	-	9.18	13.76	-	-	-	-	-
A-C	-	-	-	-	434.03	651.05	-	-	-	-	-

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution of the solut

Filename: B089 Junction 8 PICADY Model 20210426.arc8 Path: J:\B_JOBS\Job-B089\B_Documents\C_CivilA_CS Reports\Traffic\Modelling Report generation date: 10/05/2021 17:06:41

Summary of junction performance

		AM							PM	
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Network Residua Capacity
					Standard - 20	20 Surve	yed			
Stream B- AC	0.16	7.80	0.14			0.08	7.21	0.08		
Stream C- AB	0.06	4.88	0.04			0.04	5.89	0.03		
Stream C- A	-	-	-	6.93	260 %	-	-	-	6.80	293 %
Stream A- B	-	-	-		[Stream B-AC]	-	-	-		[Streditt B-AC]
Stream A-	-	-	-			-	-	-		
-					Standard - 2	023 No D	ev			
Stream B-	0.18	8.03	0.15			0.10	7.45	0.09		
Stream C-	0.06	4.85	0.04			0.04	5.92	0.03		
Stream C-	-	-	-	7.10	232 %	-	-	-	6.98	262 %
Stream A-	-	-	-		[Stream B-AC]	-	-	-		[Stream B-AC]
Stream A-	-	-	-			-	-	-		
C					Standard - 20) 23 With	Dev			
Stream B-	0.41	10.20	0 0.29 0.22					0.18		
Stream C-	0.06	4.87	0.04		117 %	0.05	6.10	0.03		150 % [Stream B-AC]
Stream C-	-	-	-	9.20		-	-	-	8.62	
A Stream A-		-	-		[Stream B-AC]	-	-	-		
Stream A-	-	-	-			-	-	-		
-					Standard - 2	028 No D)ev			
Stream B-	0.20	8.26	0.17			0.11	7.61	0.10		
Stream C-	0.07	4.81	0.05			0.05	5.95	0.04		
Stream C-	-	-	-	7.22	207 %	-	-	-	7.10	235 %
n Stream A-	-	-	-		[Stream B-AC]	-	-	-		[Stream B-AC]
B Stream A-	-	-	-				-	-		
					Standard - 2	128 With	Dev			
Stream B-	0.44	10.54	0.31			0.24	9.44	0.19		
Stream C-	0.07	4.82	0.05			0.05	6.14	0.04		
Stream C-		-	-	9.40	105 %		-	-	8.79	136 %
A Stream A-	-	-	-	5.40	U [Stream B-AC] .		-	-	0.75	[Stream B-AC]
D Stream A-										

					Chan dan d	020 N- D				
					Standard - 2	2038 NO D	ev			
Stream B- AC	0.22	8.47	0.18			0.12	7.84	0.11		209 %
Stream C- AB	0.08	4.76	0.05			0.05	5.97	0.04		
Stream C- A	-	-	-	7.32	186 %	-	-	-	7.28	
Stream A- B	-	-	-		[otteam birte]	-	-	-		[outcamp ric]
Stream A- C	-	-	-			-	-	-		
					Standard - 20	038 With	Dev			
Stream B- AC	0.47	10.88	0.32			0.25	9.73	0.20		
Stream C- AB	0.08	4.78	0.05			0.06	6.16	0.04		
Stream C- A	-	-	-	9.58	96 %	-	-	-	9.02	123 % [Stream B-AC]
Stream A- B	-	-	-		[Stream B-AC]	-	-	-		
Stream A- C	-	-	-			-	-	-		

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demandweighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

 'D1 - 2020 Surveyed, AM ⁺ model duration: 07.45 - 09.15

 'D2 - 2020 Surveyed, PM ⁺ model duration: 16.30 - 18.00

 'D3 - 2023 No Dev, AM ⁺ model duration: 16.30 - 18.00

 'D5 - 2023 With Dev, AM ⁺ model duration: 16.30 - 18.00

 'D5 - 2023 With Dev, AM ⁺ model duration: 16.30 - 18.00

 'D5 - 2023 With Dev, AM ⁺ model duration: 16.30 - 18.00

 'D7 - 2028 No Dev, AM ⁺ model duration: 16.30 - 18.00

 'D7 - 2028 No Dev, AM ⁺ model duration: 16.30 - 18.00

 'D9 - 2028 With Dev, AM ⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM ⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM ⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM ⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM ⁺ model duration: 16.30 - 18.00

 'D1 - 2028 With Dev, AM ⁺ model duration: 16.30 - 18.00

 'D1 - 2038 With Dev, AM ⁺ model duration: 16.30 - 18.00

 'D1 - 2038 With Dev, AM ⁺ model duration: 16.30 - 18.00

 'D1 - 2038 With Dev, AM ⁺ model duration: 16.30 - 18.00

 'D1 - 2038 With Dev, PM ⁺ model duration: 16.30 - 18.00

Run using Junctions 8.0.3.332 at 10/05/2021 17:06:36

File summary

File Description

Title	O'Devaney Gardens
Location	Dublin 7
Site Number	8
Date	26/04/2021
Version	
Status	
Identifier	
Client	
Jobnumber	B089
Enumerator	GF
Description	

Analysis Options

Vehicle Length	Do Queue	Calculate Residual	Residual Capacity Criteria	RFC	Average Delay Threshold	Queue Threshold
(m)	Variations	Capacity	Type	Threshold	(s)	(PCU)
5.75		1	Delay	0.85	36.00	

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Standard - 2020 Surveyed, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		1				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Surveyed, AM	2020 Surveyed	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type Major Road Direction		Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS	
Aughrim Street / Cowper Street	T-Junction	Two-way	A,B,C		6.93	A	

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	260	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Aughrim Street (South)		Major
в	Cowper Street		Minor
С	Aughrim Street (North)		Major

Major Arm Geometry

Ar	m Width of carriageway (m)	Has kerbed central reserve Width of kerbed central reserve (m)		Has right turn bay	Width For Right Turn (m)	or Right Visibility For Right (m) Turn (m)		Blocking Queue (PCU)
С	7.60		0.00		2.20	125.00	1	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	4.00										16	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
8	B-A	539.815	0.091	0.231	0.145	0.330
8	B-C	697.484	0.099	0.251	-	-
8	C-B	646.352	0.233	0.233	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	91.00	100.000
В	ONE HOUR	✓	67.00	100.000
С	ONE HOUR	√	284.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	68.51	68.51		
07:45-08:00	В	50.44	50.44		
07:45-08:00	С	213.81	213.81		
08:00-08:15	A	81.81	81.81		
08:00-08:15	В	60.23	60.23		
08:00-08:15	С	255.31	255.31		
08:15-08:30	A	100.19	100.19		
08:15-08:30	В	73.77	73.77		
08:15-08:30	С	312.69	312.69		
08:30-08:45	Α	100.19	100.19		
08:30-08:45	В	73.77	73.77		
08:30-08:45	С	312.69	312.69		
08:45-09:00	A	81.81	81.81		
08:45-09:00	В	60.23	60.23		
08:45-09:00	С	255.31	255.31		
09:00-09:15	A	68.51	68.51		
09:00-09:15	В	50.44	50.44		
09:00-09:15	С	213.81	213.81		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

	То						
		A	В	С			
From	Α	0.000	16.000	75.000			
From	в	40.000	0.000	27.000			
	С	264.000	20.000	0.000			

Turning Proportions (PCU) - Junction 8 (for whole period)

	То					
		Α	В	С		
From	Α	0.00	0.18	0.82		
From	в	0.60	0.00	0.40		
	С	0.93	0.07	0.00		

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		То					
		Α	в	С			
F	Α	1.000	1.000	1.00			
From	в	1.000	1.000	1.00			
	С	1.000	1.000	1.00			
	B C	1.000 1.000	1.000 1.000	1.00			

Heavy Vehicle Percentages - Junction 8 (for whole period)

	То				
		Α	в	С	
F	Α	0.000	0.000	0.000	
From	в	0.000	0.000	0.000	
	С	0.000	0.000	0.000	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.14	7.80	0.16	A	61.48	92.22	11.42	7.43	0.13	11.42	7.43
C-AB	0.04	4.88	0.06	Α	26.25	39.37	4.07	6.20	0.05	4.07	6.20
C-A	-	-	-	-	234.35	351.53	-	-	-	-	-
A-B	-	-	-	-	14.68	22.02	-	-	-	-	-
A-C	-	-	-	-	68.82	103.23	-	-	-	-	-

Standard - 2020 Surveyed, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

	Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
ſ	Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Surveyed, PM	2020 Surveyed	PM		ONE HOUR	16:30	18:00	90	15				1		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Aughrim Street / Cowper Street	T-Junction	Two-way	A,B,C		6.80	A

Junction Network Options

	Driving Side Lighting		Network Residual Capacity (%)	First Arm Reaching Threshold		
ſ						

Left Normal/unknown 293 Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Aughrim Street (South)		Major
в	Cowper Street		Minor
С	Aughrim Street (North)		Major

Major Arm Geometry

Arr	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	7.60		0.00		2.20	125.00	~	0.00
Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.								

Minor Arm Geometry

	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
- [в	One lane	4.00										16	16

Pedestrian Crossings

Arm	Crossing Type			
Α	None			
в	None			
С	None			

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
8	B-A	539.815	0.091	0.231	0.145	0.330
8	B-C	697.484	0.099	0.251	-	-
8	C-B	646.352	0.233	0.233	-	-
	1.1				NOT	

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

A	rm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
	A	ONE HOUR	✓	316.00	100.000
Γ	в	ONE HOUR	✓	38.00	100.000
Г	С	ONE HOUR	✓	102.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	237.90	237.90		
16:30-16:45	5 B 28.61		28.61		
16:30-16:45	С	76.79	76.79		
16:45-17:00	Α	284.08	284.08		
16:45-17:00	в	34.16	34.16		
16:45-17:00	С	91.70	91.70		
17:00-17:15	7:00-17:15 A 347.92		347.92		
17:00-17:15	0-17:15 B 41.84		41.84		
17:00-17:15	С	112.30	112.30 112.30		
17:15-17:30	A	347.92	347.92		
17:15-17:30	В	41.84	41.84		
17:15-17:30	С	112.30	112.30		
17:30-17:45	A	284.08	284.08		
17:30-17:45	В	34.16	34.16		
17:30-17:45	7:30-17:45 C 91.70		91.70		
17:45-18:00	A	237.90	237.90		
17:45-18:00	В	28.61	28.61		
17:45-18:00	С	76.79	76.79		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

			То		
		Α	в	С	
Erom	Α	0.000	42.000	274.000	
FIOIII	в	14.000	0.000	24.000	
	С	87.000	15.000	0.000	

Turning Proportions (PCU) - Junction 8 (for whole period)

		То						
		Α	в	С				
Erom	Α	0.00	0.13	0.87				
FIOIII	в	0.37	0.00	0.63				
	С	0.85	0.15	0.00				

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		То							
		Α	В	С					
F	Α	1.000	1.000	1.00					
From	в	1.000	1.000	1.00					
	С	1.000	1.000	1.00					

Heavy Vehicle Percentages - Junction 8 (for whole period)

		То							
		Α	В	С					
F	Α	0.000	0.000	0.000					
From	в	0.000	0.000	0.000					
	С	0.000	0.000	0.000					

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.08	7.21	0.08	A	34.87	52.30	6.01	6.90	0.07	6.01	6.90
C-AB	0.03	5.89	0.04	A	15.79	23.69	2.84	7.18	0.03	2.84	7.18
C-A	-	-	-	-	77.80	116.70	-	-	-	-	-

	A-B	-	-	-	-	38.54	57.81	-	-	-	-	-
- [A-C	-	-	-	-	251.43	377.14	-	-	-	-	-

Standard - 2023 No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		√				100.000	100.000	

Demand Set Details

Nar	e Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
202 No De Al	3 2023 No Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Aughrim Street / Cowper Street	T-Junction	Two-way	A,B,C		7.10	А

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	232	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Aughrim Street (South)		Major
в	Cowper Street		Minor
С	Aughrim Street (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)		
С	7.60		0.00		2.20	125.00	~	0.00		
Coor	Commetrize for Arm C are measured appearing Arm B. Cogmetrize for Arm A (if relevant) are measured appearing Arm D									

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	4.00										16	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

B089 O'Devaney Gardens

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
8	B-A	539.815	0.091	0.231	0.145	0.330
8	B-C	697.484	0.099	0.251	-	
8	C-B	646.352	0.233	0.233	-	

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		1	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	97.00	100.000
в	ONE HOUR	~	74.00	100.000
С	ONE HOUR	~	298.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	73.03	73.03		
07:45-08:00	в	55.71	55.71		
07:45-08:00	С	224.35	224.35		
08:00-08:15	A	87.20	87.20		
08:00-08:15	в	66.52	66.52		
08:00-08:15	С	267.90	267.90		
08:15-08:30	A	106.80	106.80		
08:15-08:30	В	81.48	81.48		
08:15-08:30	С	328.10	328.10		
08:30-08:45	A	106.80	106.80		
08:30-08:45	в	81.48	81.48		
08:30-08:45	С	328.10	328.10		
08:45-09:00	A	87.20	87.20		
08:45-09:00	в	66.52	66.52		
08:45-09:00	С	267.90	267.90		
09:00-09:15	A	73.03	73.03		
09:00-09:15	В	55.71	55.71		
09:00-09:15	С	224.35	224.35		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)



C 277.000 21.000 0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		То									
		Α	в	С							
F	Α	0.00	0.19	0.81							
From	в	0.61	0.00	0.39							
	С	0.93	0.07	0.00							

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

			То	
		Α	в	С
From	Α	1.000	1.000	1.000
From	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

			То	
		Α	В	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stre	am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-/	AC	0.15	8.03	0.18	Α	67.90	101.86	12.91	7.61	0.14	12.91	7.61
C-/	AВ	0.04	4.85	0.06	Α	28.02	42.03	4.38	6.25	0.05	4.38	6.25
C-	A	-	-	-	-	245.43	368.15	-	-	-	-	-
A	в	-	-	-	-	16.52	24.78	-	-	-	-	-
A	c	-	-	-	-	72.49	108.74	-	-	-	-	-

Standard - 2023 No Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 No Dev, PM	2023 No Dev	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Aughrim Street / Cowper Street	T-Junction	Two-way	A,B,C		6.98	А

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	262	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Aughrim Street (South)		Major
в	Cowper Street		Minor
С	Aughrim Street (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)		
С	7.60		0.00		2.20	125.00	~	0.00		
Geo	Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.									

Minor Arm Geometry

	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
ſ	в	One lane	4.00										16	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
-	

в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
8	B-A	539.815	0.091	0.231	0.145	0.330
8	B-C	697.484	0.099	0.251	-	-
8	C-B	646.352	0.233	0.233	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
А	ONE HOUR	✓	336.00	100.000
в	ONE HOUR	✓	42.00	100.000
с	ONE HOUR	√	108.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	16:45 A 252.96		252.96		
16:30-16:45	16:30-16:45 B 31.62		31.62		
16:30-16:45	С	81.31	81.31		
16:45-17:00	A	302.06	302.06		
16:45-17:00	В	37.76	37.76		
16:45-17:00	С	97.09	97.09		
17:00-17:15	Α	369.94	369.94		
17:00-17:15	В	46.24	46.24		
17:00-17:15	С	118.91	118.91		
17:15-17:30	A	369.94	369.94		
17:15-17:30	В	46.24	46.24		
17:15-17:30	С	118.91	118.91		
17:30-17:45	Α	302.06	302.06		
17:30-17:45	в	37.76	37.76		
17:30-17:45	С	97.09	97.09		
17:45-18:00	A	252.96	252.96		
17:45-18:00	В	31.62	31.62		
17:45-18:00	С	81.31	81.31		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

			То	
		A	В	с
F	Α	0.000	48.000	288.000
From	в	17.000	0.000	25.000
	С	92.000	16.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		То					
		Α	в	С			
From	Α	0.00	0.14	0.86			
From	в	0.40	0.00	0.60			
	С	0.85	0.15	0.00			

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		То						
		Α	В	С				
Erom	Α	1.000	1.000	1.000				
FIOIII	в	1.000	1.000	1.000				
	С	1.000	1.000	1.000				

Heavy Vehicle Percentages - Junction 8 (for whole period)

То

B089 O'Devaney Gardens

		Α	в	С
From	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.09	7.45	0.10	Α	38.54	57.81	6.84	7.10	0.08	6.84	7.10
C-AB	0.03	5.92	0.04	Α	16.99	25.49	3.11	7.31	0.03	3.11	7.31
C-A	-	-	-	-	82.11	123.16	-	-	-	-	-
A-B	-	-	-	-	44.05	66.07	-	-	-	-	-
A-C		-	-	-	264.27	396.41	-	-	-	-	-

Standard - 2023 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 With Dev, AM	2023 With Dev	АМ		ONE HOUR	07:45	09:15	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Aughrim Street / Cowper Street	T-Junction	Two-way	A,B,C		9.20	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	117	Stream B-AC		

Arms

Arms

Arm	Name	Description	Arm Type
A	Aughrim Street (South)		Major
в	Cowper Street		Minor
С	Aughrim Street (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)	
C 7.60		0.00 2.20		125.00	~	0.00			
Operative for Ann Operative Ann D. Operative for Ann A. (Figle and Street and Street Ann D.									

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

Minor Arm Geometry

Ar	m	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
E	3	One lane	4.00										16	16

Pedestrian Crossings

 Arm
 Crossing Type

 A
 None

 B
 None

 C
 None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

	(PCU/hr)	for A-B	for A-C	for C-A	for C-B
B-A	539.815	0.091	0.231	0.145	0.330
B-C	697.484	0.099	0.251	-	-
C-B	646.352	0.233	0.233	-	-
	B-A B-C C-B	B-A 539.815 B-C 697.484 C-B 646.352	(PCU/hr) A-B B-A 539.815 0.091 B-C 697.484 0.099 C-B 646.352 0.233	(PCU/hr) A-B A-C B-A 539.815 0.091 0.231 B-C 697.484 0.099 0.251 C-B 646.352 0.233 0.233	(PCU/hr) A-B A-C CA B-A 539.815 0.091 0.231 0.145 B-C 697.484 0.099 0.251 - C-B 646.352 0.233 0.233 -

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)		
A	ONE HOUR ✓		112.00	100.000		
в	ONE HOUR	✓	132.00	100.000		
С	ONE HOUR	✓	298.00	100.000		

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Α	84.32	84.32		
07:45-08:00	в	99.38	99.38		
07:45-08:00	С	224.35	224.35		
08:00-08:15	Α	100.69	100.69		
08:00-08:15	В	118.67	118.67		
08:00-08:15	С	267.90	267.90		
08:15-08:30	A	123.31	123.31		
08:15-08:30	В	145.33	145.33		
08:15-08:30	С	328.10	328.10		
08:30-08:45	A	123.31	123.31		
08:30-08:45	в	145.33	145.33		
-------------	----------------------	--------	--------	--	
08:30-08:45	С	328.10	328.10		
08:45-09:00	08:45-09:00 A 100.69		100.69		
08:45-09:00	в	118.67	118.67		
08:45-09:00	С	267.90	267.90		
09:00-09:15	Α	84.32	84.32		
09:00-09:15	в	99.38	99.38		
09:00-09:15	С	224.35	224.35		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

			То	
		Α	В	С
From	Α	0.000	33.000	79.000
From	в	103.000	0.000	29.000
	С	277.000	21.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		1	Го	
		Α	в	С
Erom	Α	0.00	0.29	0.71
From	в	0.78	0.00	0.22
	С	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

			То	
		Α	в	С
F	Α	1.000	1.000	1.000
From	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

			То		
		Α	в	С	
F	Α	0.000	0.000	0.000	
From	в	0.000	0.000	0.000	
	С	0.000	0.000	0.000	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)	
B-AC	0.29	10.20	0.20 0.41 B 121.13		181.69	28.14	9.29	0.31	28.14	9.29		
C-AB	0.04	4.87	0.06	Α	28.07	42.10	4.41	6.28	0.05	4.41	6.28	
C-A	-	-	245.38		245.38	368.08	-			-	-	
A-B	-B 30.28		45.42	-		-	-	-				
A-C	-	-	-	-	72.49	108.74	-	-	-	-	-	

Standard - 2023 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 With Dev, PM	2023 With Dev	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Aughrim Street / Cowper Street	T-Junction	Two-way	A,B,C		8.62	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold			
Left	Normal/unknown	150	Stream B-AC			

Arms

Arms

Arm	Name	Description	Arm Type
Α	Aughrim Street (South)		Major
в	Cowper Street		Minor
С	Aughrim Street (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	7.60		0.00		2.20	125.00	~	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	4.00										16	16

Pedestrian Crossings

 Arm
 Crossing Type

 A
 None

 B
 None

 C
 None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	bition Stream I B-A B-C	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
8	B-A	539.815	0.091	0.231	0.145	0.330
8	B-C	697.484	0.099	0.251	-	-
8	C-B	646.352	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU) 2.00		Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	414.00	100.000
в	ONE HOUR	~	78.00	100.000
С	ONE HOUR	~	108.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	311.68	311.68		
16:30-16:45	в	58.72	58.72		
16:30-16:45	С	81.31	81.31		
16:45-17:00	A	372.18	372.18		
16:45-17:00	в	70.12	70.12		
16:45-17:00	С	97.09	97.09		
17:00-17:15	A	455.82	455.82		
17:00-17:15	В	85.88	85.88		
17:00-17:15	С	118.91	118.91		
17:15-17:30	A	455.82	455.82		
17:15-17:30	в	85.88	85.88		
17:15-17:30	С	118.91	118.91		
17:30-17:45	Α	372.18	372.18		
17:30-17:45	в	70.12	70.12		
17:30-17:45	С	97.09	97.09		
17:45-18:00	A	311.68	311.68		
17:45-18:00	В	58.72	58.72		
17:45-18:00	С	81.31	81.31		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

			То	
		Α	В	с
From	Α	0.000	126.000	288.000
FIOIII	в	53.000	0.000	25.000
	С	92.000	16.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		1	Го	
		Α	в	С
_	Α	0.00	0.30	0.70
From	в	0.68	0.00	0.32
	С	0.85	0.15	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		То	
	Α	в	С
А	1.000	1.000	1.000
в	1.000	1.000	1.000
С	1.000	1.000	1.000
	A B C	A 1.000 B 1.000 C 1.000	A B A 1.000 1.000 B 1.000 1.000 C 1.000 1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

			То	
		A	В	С
F	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	B-AC 0.18		.22 0.22 A		71.57	107.36	15.28	8.54	0.17	15.28	8.54
C-AB	0.03	0.03 6.10 0.05 A 17.07 25.60		25.60	3.23	7.56	0.04	3.23	7.56		
C-A	-	-	-	-	82.03	123.05	-	-	-	-	-
A-B	-	-	-	-	115.62	173.43	-	-	-	-	-
A-C	264.27 396.41		-	-	-	-	-				

Standard - 2028 No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 No Dev, AM	2028 No Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Aughrim Street / Cowper Street	T-Junction	Two-way	A,B,C		7.22	A

Junction Network Options

Driving Side Lighting Network Residual Capacity (%) First Arm Reaching Threshold

Left Normal/unknown 207 Stream B-AC

Arms

Arms

Arm Name		Description	Arm Type
Α	Aughrim Street (South)		Major
в	Cowper Street		Minor
С	Aughrim Street (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	7.60		0.00		2.20	125.00	1	0.00

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

Minor Arm Geometry

A	m Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
	3 One lane	4.00										16	16

Pedestrian Crossings

Arm Crossing Typ							
Α	None						
в	None						
С	None						

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
8	B-A	539.815	0.091	0.231	0.145	0.330
8	B-C	697.484	0.099	0.251	-	-
8	C-B	646.352	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	1

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	~	104.00	100.000
в	ONE HOUR	~	80.00	100.000
С	ONE HOUR	~	323.00	100.000

Direct/Resultant Flows

Direct	Flows	Data
211000		Dutu

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Α	78.30	78.30		
07:45-08:00	в	60.23	60.23		
07:45-08:00	С	243.17	243.17		
08:00-08:15	A	93.49	93.49		
08:00-08:15	в	71.92	71.92		
08:00-08:15	С	290.37	290.37		
08:15-08:30	Α	114.51	114.51		
08:15-08:30	в	88.08	88.08		
08:15-08:30	С	355.63	355.63		
08:30-08:45	A	114.51	114.51		
08:30-08:45	в	88.08	88.08		
08:30-08:45	С	355.63	355.63		
08:45-09:00	A	93.49	93.49		
08:45-09:00	В	71.92	71.92		
08:45-09:00	С	290.37	290.37		
09:00-09:15	Α	78.30	78.30		
09:00-09:15	в	60.23	60.23		
09:00-09:15	С	243.17	243.17		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

			То					
Г			Α	В	С			
١.	From	Α	0.000	19.000	85.000			
Ľ		в	49.000	0.000	31.000			
		С	300.000	23.000	0.000			
_								

Turning Proportions (PCU) - Junction 8 (for whole period)

	То					
		Α	В	С		
Erom	Α	0.00	0.18	0.82		
From	в	0.61	0.00	0.39		
	С	0.93	0.07	0.00		

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		То						
		Α	В	С				
From	Α	1.000	1.000	1.00				
From	в	1.000	1.000	1.00				
	С	1.000	1.000	1.00				

Heavy Vehicle Percentages - Junction 8 (for whole period)

			То	
		A	В	С
-	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Max Delay Queue (s) (PCU)		x Max Queue (PCU) Max LOS Demand (PCU/hr) Arrivals (P		Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min) Average Queueing Delay (s)		Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.17	8.26	0.20	A	73.41	110.11	14.29	7.79	0.16	14.29	7.79
C-AB	0.05	4.81	0.07	Α	31.56	47.34	5.01	6.35	0.06	5.01	6.35
C-A	-	-	-	-	264.83	397.24	-		-	-	-



Standard - 2028 No Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 No Dev, PM	2028 No Dev	PM		ONE HOUR	16:30	18:00	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Aughrim Street / Cowper Street	T-Junction	Two-way	A,B,C		7.10	A

Junction Network Options

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

Arms

Arms

Arm	Name	Description	Arm Type
Α	Aughrim Street (South)		Major
В	Cowper Street		Minor
С	Aughrim Street (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
с	7.60		0.00		2.20	125.00	1	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	4.00										16	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slo	oe /	Interce	pt / Ca	pacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B				
8	B-A	539.815	0.091	0.231	0.145	0.330				
8	B-C	697.484	0.099	0.251						
8	C-B	646.352	0.233	0.233						
The element and intercents above above de NOT include a										

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	√	364.00	100.000
в	ONE HOUR	✓	46.00	100.000
С	ONE HOUR	✓	116.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	Α	274.04	274.04		
16:30-16:45	в	34.63	34.63		
16:30-16:45	С	87.33	87.33		
16:45-17:00	A	327.23	327.23		
16:45-17:00	в	41.35	41.35		
16:45-17:00	С	104.28	104.28		
17:00-17:15	Α	400.77	400.77		
17:00-17:15	в	50.65	50.65		
17:00-17:15	С	127.72	127.72		
17:15-17:30	Α	400.77	400.77		
17:15-17:30	в	50.65	50.65		
17:15-17:30	С	127.72	127.72		
17:30-17:45	A	327.23	327.23		
17:30-17:45	в	41.35	41.35		
17:30-17:45	С	104.28	104.28		
17:45-18:00	A	274.04	274.04		
17:45-18:00	в	34.63	34.63		
17:45-18:00	С	87.33	87.33		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

			То	
		Α	В	с
From	Α	0.000	52.000	312.000
	в	18.000	0.000	28.000

C 99.000 17.000 0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		1	Го		
		Α	в	С	
From	Α	0.00	0.14	0.86	
	в	0.39	0.00	0.61	
	С	0.85	0.15	0.00	

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

			То	
		Α	в	С
From	Α	1.000	1.000	1.000
	в	1.000	1.000	1.000
	С	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

			То		
		Α	в	С	
From	Α	0.000	0.000	0.000	
	в	0.000	0.000	0.000	
	С	0.000	0.000	0.000	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.10	7.61	0.11	Α	42.21	63.32	7.61	7.21	0.08	7.61	7.21
C-AB	0.04	5.95	0.05	Α	18.28	27.42	3.41	7.46	0.04	3.41	7.46
C-A	-	-	-	-	88.16	132.25	-	-	-	-	-
A-B	-	-	-	-	47.72	71.57	-	-	-	-	-
A-C	-	-	-	-	286.30	429.44	-	-	-	-	-

Standard - 2028 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 With Dev, AM	2028 With Dev	AM		ONE HOUR	07:45	09:15	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Aughrim Street / Cowper Street	T-Junction	Two-way	A,B,C		9.40	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	105	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Aughrim Street (South)		Major
в	Cowper Street		Minor
С	Aughrim Street (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	7.60		0.00		2.20	125.00	~	0.00
Geor	Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D							

Minor Arm Geometry

	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
- [в	One lane	4.00										16	16

Pedestrian Crossings

Arm	Crossing Type
A	None
В	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
8	B-A	539.815	0.091	0.231	0.145	0.330
8	B-C	697.484	0.099	0.251	-	-
8	C-B	646.352	0.233	0.233	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

PICADY Results - Junction 8

B089 O'Devaney Gardens

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	~	119.00	100.000
в	ONE HOUR	~	138.00	100.000
С	ONE HOUR	1	323.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	89.59	89.59		
07:45-08:00	в	103.89	103.89		
07:45-08:00	С	243.17	243.17		
08:00-08:15	A	106.98	106.98		
08:00-08:15	в	124.06	124.06	1	
08:00-08:15	С	290.37	290.37		
08:15-08:30	A	131.02	131.02		
08:15-08:30	в	151.94	151.94		
08:15-08:30	С	355.63	355.63		
08:30-08:45	A	131.02	131.02		
08:30-08:45	в	151.94	151.94		
08:30-08:45	С	355.63	355.63		
08:45-09:00	A	106.98	106.98		
08:45-09:00	в	124.06	124.06		
08:45-09:00	С	290.37	290.37		
09:00-09:15	A	89.59	89.59		
09:00-09:15	в	103.89	103.89		
09:00-09:15	С	243.17	243.17		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		То					
		Α	В	С			
F	Α	0.000	34.000	85.000			
From	в	107.000	0.000	31.000			
	С	300.000	23.000	0.000			

Turning Proportions (PCU) - Junction 8 (for whole period)

		То					
		Α	в	С			
Erom	Α	0.00	0.29	0.71			
From	в	0.78	0.00	0.22			
	С	0.93	0.07	0.00			

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

	То					
		Α	в	С		
Erom	Α	1.000	1.000	1.000		
FIOM	в	1.000	1.000	1.000		
	С	1.000	1.000	1.000		

Heavy Vehicle Percentages - Junction 8 (for whole period)

То

		Α	В	С
From	Α	0.000	0.000	0.000
From	в	0.000	0.000	0.000
	С	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.31	10.54	0.44	В	126.63	189.95	30.18	9.53	0.34	30.18	9.53
C-AB	0.05	4.82	0.07	Α	31.62	47.43	5.05	6.39	0.06	5.05	6.39
C-A	-	-	-	-	264.77	397.15	-	-	-	-	-
A-B	-	-	-	-	31.20	46.80	-	-	-	-	-
A-C	-	-	-	-	78.00	117.00	-	-	-	-	-

Standard - 2028 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 With Dev, PM	2028 With Dev	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Aughrim Street / Cowper Street	T-Junction	Two-way	A,B,C		8.79	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	136	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
А	Aughrim Street (South)		Major
в	Cowper Street		Minor
С	Aughrim Street (North)		Major

Major Arm Geometry

B089 O'Devaney Gardens

Arm	Width of Has kerbed central carriageway (m) reserve		Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	7.60		0.00		2.20	125.00	~	0.00
-								

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	4.00										16	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
8	B-A	539.815	0.091	0.231	0.145	0.330
8	B-C	697.484	0.099	0.251	-	-
8	C-B	646.352	0.233	0.233	-	

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)		
Α	ONE HOUR	✓	442.00	100.000		
в	ONE HOUR	✓	82.00	100.000		
с	ONE HOUR	~	116.00	100.000		

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	Α	332.76	332.76		
16:30-16:45	в	61.73	61.73		
16:30-16:45	С	87.33	87.33		
16:45-17:00	Α	397.35	397.35		
16:45-17:00	В	73.72	73.72		
16:45-17:00	С	104.28	104.28		
17:00-17:15	Α	486.65	486.65		
17:00-17:15	В	90.28	90.28		
17:00-17:15	С	127.72	127.72		
17:15-17:30	Α	486.65	486.65		

17:15-17:30	в	90.28	90.28	
17:15-17:30	С	127.72	127.72	
17:30-17:45	Α	397.35	397.35	
17:30-17:45	в	73.72	73.72	
17:30-17:45	С	104.28	104.28	
17:45-18:00	Α	332.76	332.76	
17:45-18:00	в	61.73	61.73	
17:45-18:00	С	87.33	87.33	

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		То							
		A	В	С					
From	Α	0.000	130.000	312.000					
From	в	54.000	0.000	28.000					
	С	99.000	17.000	0.000					

Turning Proportions (PCU) - Junction 8 (for whole period)

		То					
		Α	в	С			
From	Α	0.00	0.29	0.71			
FIOIII	в	0.66	0.00	0.34			
	С	0.85	0.15	0.00			

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		То				
		Α	в	С		
From	Α	1.000	1.000	1.000		
	в	1.000	1.000	1.000		
	С	1.000	1.000	1.000		

Heavy Vehicle Percentages - Junction 8 (for whole period)

	То				
		Α	В	С	
F	Α	0.000	0.000	0.000	
From	в	0.000	0.000	0.000	
	С	0.000	0.000	0.000	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.19	9.44	0.24	Α	75.24	112.87	16.36	8.69	0.18	16.36	8.70
C-AB	0.04	6.14	0.05	Α	18.37	27.55	3.55	7.72	0.04	3.55	7.72
C-A	-	-	-	-	88.08	132.11	-	-	-	-	-
A-B	-	-	-	-	119.29	178.94	-	-	-	-	-
A-C	-	-	-	-	286.30	429.44	-	-	-	-	-

Standard - 2038 No Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		~				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationshi
2038 No Dev, AM	2038 No Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Aughrim Street / Cowper Street	T-Junction	Two-way	A,B,C		7.32	A

Junction Network Options

ſ	Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
ſ	Left	Normal/unknown	186	Stream B-AC		

Arms

Arms

Arm	Name	Description	Arm Type
Α	Aughrim Street (South)		Major
в	Cowper Street		Minor
С	Aughrim Street (North)		Major

Major Arm Geometry

	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
ſ	С	7.60		0.00		2.20	125.00	~	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	4.00										16	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slop for C-B
8	B-A	539.815	0.091	0.231	0.145	0.33
8	B-C	697.484	0.099	0.251	-	-
8	C-B	646.352	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	85.07	85.07		
07:45-08:00	В	63.99	63.99		
07:45-08:00	С	261.99	261.99		
08:00-08:15	Α	101.58	101.58		
08:00-08:15	В	76.41	76.41		
08:00-08:15	С	312.84	312.84		
08:15-08:30	Α	124.42	124.42		
08:15-08:30	В	93.59	93.59		
08:15-08:30	С	383.16	383.16		
08:30-08:45	A	124.42	124.42		
08:30-08:45	В	93.59	93.59		
08:30-08:45	С	383.16	383.16		
08:45-09:00	Α	101.58	101.58		
08:45-09:00	в	76.41	76.41		
08:45-09:00	С	312.84	312.84		
09:00-09:15	Α	85.07	85.07		
09:00-09:15	В	63.99	63.99		
09:00-09:15	С	261.99	261.99		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		То					
		Α	В	С			
Erom	Α	0.000	21.000	92.000			
FIOII	в	52.000	0.000	33.000			
	С	323.000	25.000	0.000			

Turning Proportions (PCU) - Junction 8 (for whole period)

		То				
		A	в	С		
F	Α	0.00	0.19	0.81		
From	в	0.61	0.00	0.39		
	С	0.93	0.07	0.00		

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

Arm	n Profile Type Use Turning Counts		Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	
A	ONE HOUR	~	113.00	100.000	
в	B ONE HOUR ✓		85.00	100.000	
С	ONE HOUR	✓	348.00	100.000	

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

Direct/Resultant Flows

Direct Flows Data

Segment	Arm	(PCU/hr)	(PCU/hr)	(PCU/hr)	(Ped/hr)
07:45-08:00	Α	85.07	85.07		
07:45-08:00	в	63.99	63.99		
07:45-08:00	С	261.99	261.99		
08:00-08:15	Α	101.58	101.58		
08:00-08:15	в	76.41	76.41		
08:00-08:15	С	312.84	312.84		
08:15-08:30	Α	124.42	124.42		
08:15-08:30	В	93.59	93.59		
08:15-08:30	С	383.16	383.16		
08:30-08:45	Α	124.42	124.42		
08:30-08:45	в	93.59	93.59		
08:30-08:45	С	383.16	383.16		
08:45-09:00	Α	101.58	101.58		
08:45-09:00	в	76.41	76.41		
08:45-09:00	С	312.84	312.84		
09:00-09:15	Α	85.07	85.07		
09:00-09:15	в	63.99	63.99		
09:00-09:15	С	261.99	261.99		

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

	То							
		Α	в	С				
F	Α	1.000	1.000	1.00				
From	в	1.000	1.000	1.00				
	С	1.000	1.000	1.00				
From	B C	1.000 1.000	1.000 1.000	1.00				

Heavy Vehicle Percentages - Junction 8 (for whole period)

	То								
		Α	в	С					
From	Α	0.000	0.000	0.000					
	в	0.000	0.000	0.000					
	С	0.000	0.000	0.000					

Results

Results Summary for whole modelled period

	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Γ	B-AC	0.18	8.47	0.22	Α	78.00	117.00	15.50	7.95	0.17	15.50	7.95
C	C-AB	0.05	4.76	0.08	Α	35.28	52.92	5.70	6.46	0.06	5.70	6.46
E	C-A	-	-	-	-	284.05	426.07	-	-	-	-	-
Γ	A-B	-	-	-	-	19.27	28.90	-	-	-	-	-
C	A-C	-	-	-	-	84.42	126.63	-	-	-	-	-

Standard - 2038 No Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

	Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
ſ	Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 No Dev, PM	2038 No Dev	PM		ONE HOUR	16:30	18:00	90	15				4		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Aughrim Street / Cowper Street	T-Junction	Two-way	A,B,C		7.28	A

Junction Network Options

Driving Side Lighting Network Residual Capacity (%) First Arm Reaching Threshold

Left Normal/unknown 209 Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
Α	Aughrim Street (South)		Major
в	Cowper Street		Minor
С	Aughrim Street (North)		Major

Major Arm Geometry

1	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
	С	7.60		0.00		2.20	125.00	1	0.00
-	Competition for Arm Clare measured apposite Arm P. Competition for Arm A (if relevant) are measured apposite Arm D								

Minor Arm Geometry

	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Г	в	One lane	4.00										16	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Junction Stream		Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
8	B-A	539.815	0.091	0.231	0.145	0.330
8	B-C	697.484	0.099	0.251	-	-
8	C-B	646.352	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	~

Entry Flows

General Flows Data

ſ	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
ſ	Α	ONE HOUR	✓	392.00	100.000
ſ	в	ONE HOUR	✓	50.00	100.000
ſ	С	ONE HOUR	✓	125.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	6:30-16:45 A 295.12		295.12		
16:30-16:45	В	37.64	37.64		
16:30-16:45	С	94.11	94.11		
16:45-17:00	Α	352.40	352.40		
16:45-17:00	в	44.95	44.95		
16:45-17:00	С	112.37	112.37		
17:00-17:15	A	431.60	431.60		
17:00-17:15	В	55.05	55.05		
17:00-17:15	С	137.63	137.63		
17:15-17:30	A	431.60	431.60		
17:15-17:30	В	55.05	55.05		
17:15-17:30	С	137.63	137.63		
17:30-17:45	A	352.40	352.40		
17:30-17:45	В	44.95	44.95		
17:30-17:45	С	112.37	112.37		
17:45-18:00	A	295.12	295.12		
17:45-18:00	В	37.64	37.64		
17:45-18:00	С	94.11	94.11		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		То								
		Α	В	С						
F	Α	0.000	56.000	336.000						
FIOIII	в	20.000	0.000	30.000						
	С	107.000	18.000	0.000						

Turning Proportions (PCU) - Junction 8 (for whole period)

		То						
		Α	в	С				
Erom	Α	0.00	0.14	0.86				
FIOIII	в	0.40	0.00	0.60				
	С	0.86	0.14	0.00				

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		То							
		Α	В	С					
F	Α	1.000	1.000	1.00					
From	в	1.000	1.000	1.00					
	С	1.000	1.000	1.00					

Heavy Vehicle Percentages - Junction 8 (for whole period)

	То							
From		Α	В	С				
	Α	0.000	0.000	0.000				
	в	0.000	0.000	0.000				
	С	0.000	0.000	0.000				

Results

Results Summary for whole modelled period

s	tream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Г	B-AC	0.11	7.84	0.12	A	45.88	68.82	8.48	7.39	0.09	8.48	7.39
Г	C-AB	0.04	5.97	0.05	A	19.63	29.44	3.73	7.61	0.04	3.73	7.61
C-A		-	-	-	-	95.08	142.61	-	-	-	-	-

A-B	-	-	-	-	51.39	77.08	-	-	-	-	-
A-C	-	-	-	-	308.32	462.48	-	-	-	-	-

Standard - 2038 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		√				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 With Dev, AM	2038 With Dev	AM		ONE HOUR	07:45	09:15	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Aughrim Street / Cowper Street	T-Junction	Two-way	A,B,C		9.58	Α

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold		
Left	Normal/unknown	96	Stream B-AC		

Arms

Arms

Arm	Name	Description	Arm Type
Α	Aughrim Street (South)		Major
В	Cowper Street		Minor
С	Aughrim Street (North)		Major

Major Arm Geometry

Arm	rm Width of Has kerbed central carriageway (m)		Width of kerbed central reserve (m)	Has right turn Width For Right bay Turn (m)		Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)		
С	7.60		0.00		2.20	125.00	~	0.00		
Coor	Commetrice for Arm C are measured appearite Arm B. Commetrice for Arm A // relevant) are measured appearite Arm D									

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	One lane	4.00										16	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
в	None
С	None

PICADY Results - Junction 8

B089 O'Devaney Gardens

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

			•						
Junction Stream		Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B			
8	B-A	539.815	0.091	0.231	0.145	0.330			
8	B-C	697.484	0.099	0.251	-				
8	C-B	646.352	0.233	0.233	-	-			

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted.

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				✓	1

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	~	128.00	100.000
в	ONE HOUR	~	143.00	100.000
С	ONE HOUR	~	348.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	96.37	96.37		
07:45-08:00	-08:00 B 107.66		107.66		
07:45-08:00	С	261.99	261.99		
08:00-08:15	A	115.07	115.07		
08:00-08:15	в	128.55	128.55		
08:00-08:15	С	312.84	312.84		
08:15-08:30	:15-08:30 A 140.93		140.93		
08:15-08:30	15-08:30 B 157.45		157.45		
08:15-08:30	С	383.16	383.16		
08:30-08:45	A	140.93	140.93		
08:30-08:45	в	157.45	157.45		
08:30-08:45	С	383.16	383.16		
08:45-09:00	A	115.07	115.07		
08:45-09:00	в	128.55	128.55		
08:45-09:00	С	312.84	312.84		
09:00-09:15	A	96.37	96.37		
09:00-09:15	В	107.66	107.66		
09:00-09:15	С	261.99	261.99		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)



C	323.000	25.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		То						
		Α	в	С				
From	Α	0.00	0.28	0.72				
From	в	0.77	0.00	0.23				
	С	0.93	0.07	0.00				

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		Α	в	С	
From	Α	1.000	1.000	1.000	
From	в	1.000	1.000	1.000	
	С	1.000	1.000	1.000	

Heavy Vehicle Percentages - Junction 8 (for whole period)

		То							
		Α	В	С					
F	Α	0.000	0.000	0.000					
From	в	0.000	0.000	0.000					
	С	0.000	0.000	0.000					

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.32	10.88	0.47	В	131.22	196.83	32.04	9.77	0.36	32.04	9.77
C-AB	0.05	4.78	0.08	A	35.35	53.03	5.74	6.50	0.06	5.74	6.50
C-A	-	-	-	-	283.98	425.97	-	-	-	-	-
A-B	-	-	-	-	33.03	49.55	-	-	-	-	-
A-C	-	-	-	-	84.42	126.63	-	-	-	-	-

Standard - 2038 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Standard	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 With Dev, PM	2038 With Dev	PM		ONE HOUR	16:30	18:00	90	15				~		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Aughrim Street / Cowper Street	T-Junction	Two-way	A,B,C		9.02	А

Junction Network Options

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

Arms

Arms

Arm	Name	Description	Arm Type
Α	Aughrim Street (South)		Major
в	Cowper Street		Minor
С	Aughrim Street (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central Has right turn reserve (m) bay		Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)		
С	7.60		0.00	0.00 2.20 125.00						
Geo	Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.									

Minor Arm Geometry

	Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
ſ	в	One lane	4.00										16	16

Pedestrian Crossings

Arm	Crossing Type
Α	None
-	

в	None
С	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B	
8	B-A	539.815	0.091	0.231	0.145	0.330	
8	B-C	697.484	0.099	0.251	-	-	
8	C-B	646.352	0.233	0.233	-	-	

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	~

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	
А	ONE HOUR	~	470.00	100.000	
в	ONE HOUR	~	86.00	100.000	
с	ONE HOUR	✓	125.00	100.000	

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:30-16:45	A	353.84	353.84		
16:30-16:45	В	64.75	64.75		
16:30-16:45	С	94.11	94.11		
16:45-17:00	A	422.52	422.52		
16:45-17:00	В	77.31	77.31		
16:45-17:00	С	112.37	112.37		
17:00-17:15	Α	517.48	517.48		
17:00-17:15	В	94.69	94.69		
17:00-17:15	С	137.63	137.63		
17:15-17:30	A	517.48	517.48		
17:15-17:30	В	94.69	94.69		
17:15-17:30	С	137.63	137.63		
17:30-17:45	A	422.52	422.52		
17:30-17:45	в	77.31	77.31		
17:30-17:45	С	112.37	112.37		
17:45-18:00	A	353.84	353.84		
17:45-18:00	В	64.75	64.75		
17:45-18:00	С	94.11	94.11		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		То						
		Α	В	С				
From	Α	0.000	134.000	336.000				
From	в	56.000	0.000	30.000				
	С	107.000	18.000	0.000				

Turning Proportions (PCU) - Junction 8 (for whole period)

		То					
		Α	в	С			
F	Α	0.00	0.29	0.71			
From	в	0.65	0.00	0.35			
	С	0.86	0.14	0.00			

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

	То					
		Α	В	С		
Erom	Α	1.000	1.000	1.000		
From	в	1.000	1.000	1.000		
	С	1.000	1.000	1.000		

Heavy Vehicle Percentages - Junction 8 (for whole period)

То



Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU- min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.20	9.73	0.25	Α	78.92	118.37	17.57	8.90	0.20	17.57	8.91
C-AB	0.04	6.16	0.06	Α	19.73	29.60	3.88	7.88	0.04	3.88	7.88
C-A	-	-	-	-	94.97	142.46	-	-	-	-	-
A-B	-	-	-	-	122.96	184.44	-	-	-	-	-
A-C	-	-	-	-	308.32	462.48	-	-	-	-	-



Appendix E

Quality Audit







May 2021

Cronin & Sutton Consulting

Proposed Site Development, O'Devaney Gardens, Dublin

Quality Audit

Docume	nt Ref:	P21-030-0	UQA-GEN-RP-001		
					C

Rev	Prepared By	Reviewed By Approved B		Issue Date	Reason for Revision
3.0	AOR	MAH	AOR	10 th May 2021	Revised Final
2.0	AOR	MAH	AOR	6 th May 2021	Final
1.0	AOR/MAH	TAG	AOR	4 th May 2021	Draft Report



T +353 (1) 464 3041 F +353 (1) 459 1836 info@pmceconsultants.com www. pmceconsultants.com Mona Villa Lower Commons Road Brownsbarn Dublin 22

Table of Contents

1	Introduction	1
1.1	General	1
2	Background	1
3	Road Safety Audit	3
3.1	Introduction	3
3.2	Collision History	4
3.3	Road Safety Audit	6
3.4	Observations	15
3.5	Road Safety Audit Team Statement	16
3.6	Road Safety Audit Brief Checklist	17
3.7	Documents Submitted to the Road Safety Audit Team	18
3.8	Road Safety Audit Feedback Form	19
4	Accessibility & Walkability Audit	22
4.1	Introduction	22
4.2	Building Accesses	24
4.3	Pedestrian Crossing Facilities	24
4.4	Target Groups	25
4.5	Subways	25
4.6	Junctions	25
4.7	Signage	25
4.8	Public Transport	25
4.9	Lighting	25
4.10	Visibility	25
4.11	Waste Facilities within the Development	26
4.12	Carriageway Markings for Pedestrians	26
4.13	Parking	26
5	Non-motorised User and Cycle Audit	27
5.1	External Cycle Provision	27
5.2	Internal Cycle Provision	27
5.3	Quality Audit Action Plan	29
6	Appendix A - Road Safety Audit Problem Locations	32

1 Introduction

1.1 General

This report was prepared in response to a request from Mr Niall Barrett of Cronin & Sutton Consulting to provide a Quality Audit for the Proposed Site Development, O'Devaney Gardens, Dublin. The Quality Audit shall consider the following elements:

- Road Safety Audit;
- Access Audit;
- Walking Audit;
- Non-Motorised User Audit; and
- Cycle Audit.

The Quality Audit took place during April and May 2021 and comprised an examination of the documents provided by the designers (see Appendix B).

The Quality Audit followed a site visit on the 14th April 2021. At the time of the site visit the weather was dry and the ground surface was dry, traffic volumes were low and vehicle speeds were considered to be within the posted speed limit. Pedestrian and cyclist volumes were low.

This report contains three primary sections, with each section focussing on different implications to the users of the scheme. The Road Safety Audit identifies safety implications of the scheme, whilst the Accessibility & Walking Audit focusses more on accessibility implications for vehicles and pedestrians associated with the development. Finally, the Non-Motorised User and Cycle Audit predominantly focusses on cycle use, as pedestrians have been discussed as part of the accessibility and walking audit, and there are currently no requirements for equestrians as part of this development.



2 Background

FIGURE 2.1: SITE LOCATION PLAN

It is proposed to construct a Strategic Housing Development on an existing site at O'Devaney Gardens, Co. Dublin. The development will comprise six blocks containing both residential and commercial units. Three of these blocks will include a private carpark with access from the public road network. Access to the development will be provided via two existing priority controlled T-Junctions, one at the northwest of the development from the North Circular Road and one at the south of the development from Montpelier Gardens. The development will also tie-into the existing road network at Ross Street, Thor Place and Swords Street. These streets are existing urban, residential roads.

The main spine road, the Boulevard, through the development will link the two T-Junctions on North Circular Road and Montpelier Gardens. The carriageway on this road will be a shared surface for cyclsits and motorised vehicles while a footway will be provided on the eastern side of this road. Three priority-controlled side road junctions are proposed on the Boulevard within the extents of this development. All three are cul de sacs providing access to a number of units and carparks. Stop signs and road markings will be provided at all T-Junctions which will be located on raised tables.

Leisure areas, four in total, including an Urban Open Space, Northern Park and two Linear Public Realm areas are proposed within the development. A bus stop is proposed within the southbound traffic lane on the Boulevard while a signalised pedestrian crossing is proposed adjacent the link street which ties-into Swords Street to the east. The posted speed within the proposed development is proposed to be 30kph.

The existing road network on Swords Street, O'Devaney Gardens, Thor Place and Montpelier Gardens comprise two-way single carriageway roads with no road markings and footways on both sides. Speed ramps are provided on the existing carriageways to promote traffic calming. There are currently residential units under construction to the west of the site of the proposed development which, when completed, will tie-into the proposed road network within the development.

North Circular Road is a two-way single carriageway residential street with terraced houses and on-street parking on both sides.

3 Road Safety Audit

3.1 Introduction

This Road Safety Audit has been carried out in accordance with the requirements of GE-STY-01024 (previously NRA HD19/15) dated December 2017, contained on the Transport Infrastructure Ireland (TII) Publication's website, and subsequent Covid-19 guidance issued by TII on the 7th January 2021.

The members of the Road Safety Audit Team are independent of the design team, and include:

Mr. Alan O'Reilly

(BA BAI MSc CEng MIEI RSACert) Road Safety Audit Team Leader

Mr. Mazen Al Hosni (BEng, MIEI) Road Safety Audit Team Member

The Road Safety Audit took place during April and May 2021 and comprised an examination of the documents provided by the designers (see section 3.7). A site visit was undertaken on the 14th April 2021. At the time of the site visit the weather was dry, the ground surface was dry, traffic volumes were low and vehicle speeds were considered to be within the posted speed limit. Pedestrian and cyclist volumes were low.

Where problems are relevant to specific locations these are shown on drawing extracts within the main body of the report. Where problems are general to the proposals sample drawing extracts are within the main body of the report, where considered necessary. Road Safety problem locations are also shown in Appendix A.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety and considers the perspective of all road users. It has not been examined or verified for compliance with any other standards or criteria. The problems identified in this report are considered to require action in order to improve the safety of the scheme and minimise collision occurrence.

If any of the recommendations within this road safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observations are intended to be for information only. Written responses to Observations are not required.

3.2 Collision History

The Road Safety Authority website (www.rsa.ie) was consulted to identify historical collisions at the site of the proposed development. The website includes summary information on recorded collision occurrence for the period 2005 to 2016 (see Figure 3.1).



FIGURE 3.1: HISTORICAL COLLISIONS IN THE VICINITY OF THE PROPOSED DEVELOPMENT (SOURCE WWW.RSA.IE)

Table 3.1 below contains a summary of the collisions recorded on the Road Safety Authority's database during this period.

Severity	Year	Vehicle	Circumstances	Casualties	Day	Time	Speed limit	Location
Minor	2013	Car	Pedestrian	1	Thursday	4pm – 7pm	50kph	Montpelier Gardens
Minor	2012	Bus	Pedestrian	1	Friday	4pm – 7pm	30kph	Nt. Circular Rd. Junction
Minor	2010	Bus	Other	1	Friday	10am – 4pm	50kph	Nt. Circular Rd. Junction
Minor	2010	Car	Rear End, Straight	2	Tuesday	4pm – 7pm	50kph	Nt. Circular Rd. Junction
Minor	2009	Bus	Other	2	Thursday	7pm – 11pm	50kph	Thor Place

ABLE 3.1: SUMMARY OF COLLISIONS IN THE VICINIT	Y OF THE SITE RECORDED	ON THE ROAD SAFETY	AUTHORITY'S
ABLE 5.1. COMMART OF COLLISIONS IN THE VICINI			AUTHORIT 3

-



Severity	Year	Vehicle	Circumstances	Casualties	Day	Time	Speed limit	Location
Minor	2008	Car	Angle, Right Turn	1	Thursday	7pm – 11pm	50kph	Nt. Circular Rd. Junction
Minor	2007	Car	SVO	2	Monday	10am – 4pm	50kph	Nt. Circular Rd. Junction
Minor	2006	Car	Unknown	1	Tuesday	7am – 10am	30kph	East of Nt. Circular Rd. Junction
Minor	2005	Car	SVO	2	Thursday	11pm – 3am	30kph	Montpelier Gardens

The level of detail provided on the RSA collision database does not permit a forensic assessment of the collisions noted above.

3.3 Road Safety Audit

3.3.1 Problem

Drawing: Drawing no. ODG-CSC-XX-XX-DR-C-0028 (Rev -)

Summary: Visibility for drivers exiting the proposed development onto the North Circular Road is restricted to the left and right by existing trees.

Visibility splays at the junction of the main development access road (the Boulevard) and the North Circular Road have not been indicated on the drawings provided. During the site visit the Audit Team noted existing trees on both sides of this junction that may restrict a driver's visibility towards approaching traffic when exiting onto the North Circular Road. This could lead to drivers exiting the Boulevard when it is unsafe to do so resulting in side-on collisions.

Recommendation

Ensure the visibility splay for drivers stopped at the junction with the North Circular Road is free of obstacles.

3.3.2 Problem

- Drawing: Drawing ODG-CSC-XX-XX-DR-C-0032
- Summary: Trees within the visibility splay at junctions may restrict an exiting driver's visibility to approaching vehicles.

Trees have been indicated within the visibility splay at Junction A and Junction C within the proposed development. Obstacles within visibility splays may restrict an exiting driver's visibility towards approaching vehicles on the major road. This could lead to drivers exiting side roads when it is unsafe to do so resulting in side-on collisions.

Recommendation

Ensure the visibility splays at junctions are kept free of obstacles.

3.3.3 Problem

- Drawing: Drawing no. 19045-OMP-00-SP-DR-A-1001 (P12)
- Summary: The horizontal alignment, and thus the kerb line, of the roads within the development change abruptly and may lead to kerb strikes and material damage.

There are a number of abrupt changes in the horizontal alignment, and thus the kerb line, on roads within the proposed development. Drivers typically use the nearside kerb edge as a guide when travelling in the carriageway.

While the Audit Team acknowledge that this road layout will promote passive speed reductions, if insufficiently defined, or insufficiently lit during the hours of darkness, abrupt changes in direction, or sharp deflections, may result in drivers unintentionally striking the kerb or undertaking sudden evasive action to avoid a kerb strike, which could lead to material damage collisions or to drivers overcorrecting and crossover incidents into the opposing traffic lane and head-on collisions.











Recommendation

Ensure the changes in horizontal alignment are well defined and clear to drivers particularly during the hours of darkness.

3.3.4 Problem

- Drawing: Drawing no. 19045-OMP-00-SP-DR-A-1001 (P12) & Drawing no. ODG-CSC-XX-XX-DR-C-0028
- Summary: The footpath provision within the proposed development, with the exception of the footpath on the eastern side of the Boulevard, is unclear.

With the exception of the footpath on the eastern side of the Boulevard, the primary spine road through the development, the footpath provision, and layout throughout the development is not clearly defined on the drawings provided. It is therefore unclear how pedestrians, and cyclists, are to travel from the Boulevard to retail and commercial units located on side roads within the development.

If a clear pedestrian/cyclist route is not provided between the Boulevard and the various units within the development there is a risk that pedestrians and cyclists will travel within the carriageway or verge resulting in an increased risk of being struck by a vehicle and trips, slips and falls respectively.



Additionally, a number of tree pits have been indicated within the development which appear to coincide with likely pedestrian routes. Items of roadside furniture, such as tree pits, within the footpath may present obstacles to pedestrians resulting in them having to step into the carriageway or verge with an increased risk of being struck by a vehicle and trips, slips and falls respectively.

Recommendation

Ensure footpaths, and other pedestrian/cyclist routes, within the development are clearly defined, free of obstacles and provide good connectivity within the development and to the surrounding road network.

3.3.5 Problem

- Drawing: Drawing no. ODG-CSC-XX-XX-DR-C-0028
- Summary: Junction control and priority has not been indicated at the carpark accesses at Block 05, Block 07 and Block 09.

Off-street carparks have been indicated at Blocks 05, 07 and 09 within the proposed development. Junction control (stop, yield etc.) at the accesses to these carparks from the minor roads within the development has not been indicated, nor has priority at the accesses been clearly outlined.

It is therefore unclear how drivers should approach these junctions and thus what visibility splays will be required. The absence of clear junction control and priority may result in driver confusion and hesitation, leading to them failing to slow their speed on approach to, or stop, at carpark exits resulting in rear end shunts or overshoot, and side-on, collisions.



Recommendation

Ensure priority and junction control, via signs and/or road markings, is clear for drivers at the carpark access junctions within the development.

3.3.6 Problem

Drawing: Drawing no. 19045-OMP-00-SP-DR-A-1001 (P12)

Summary: Road layout at the end of cul de sacs is unclear.

The road layout at the end of the cul de sacs, Local Street 1 and Local Street 2, is unclear. Turning heads appear to be provided at the end of both these roads, however, the size of the turning heads does not appear to be sufficient to accommodate the swept path of large vehicles such as delivery vans and refuse trucks.

If sufficient space is not provided within the turning heads at the ends of these cul de sacs for large vehicles to undertake a turning manoeuvre within the carriageway there is a risk that they may mount the kerb to complete the manoeuvre resulting in an increased risk of collisions with vulnerable road users or items of roadside furniture.

Recommendation

Ensure, through a swept path analysis, that there is sufficient space within the turning heads indicated for large vehicles to undertake safe turning manoeuvres.

3.3.7 Problem

Drawing: Drawing no. 19045-OMP-00-SP-DR-A-1001 (P12) & Drawing no. ODG-CSC-XX-XX-DR-C-0028

Summary: The road layout on Local Street 2 is not clearly defined on the drawing provided.

The road layout on Local Street 2 is not clearly defined on the drawing provided. There appear to be a number of build-outs on the drawing provided and it is unclear what the purpose of these are. The Signs and Road markings drawing indicates parking on this street, however, this is not indicated on the overall site layout. The Audit Team acknowledge that the site layout has been revised and this drawing does not show the most recent layout. It is unclear whether parking is proposed at the units (Block 04A and 04B) on this street. A failure to provide formal parking spaces may lead to residents parking at inappropriate locations and possibly presenting obstacles to road users or restricting access for other road users.

Recommendation



The layout of Local Street 2 should be clearly defined to road users with build-outs, if proposed, clearly visible to approaching drivers.

On-street parking for Blocks 04A and 04B should be provided and clearly delineated from the adjacent carriageway.





3.3.8

Summary: The horizontal bend on this street appears to be too narrow to accommodate two-way traffic.

The horizontal bend on this street appears to be too narrow to accommodate two-way traffic. No measures have been indicated to suggest that a 'give-take' arrangement is present at this location. It is also unclear if sufficient forward visibility to approaching vehicles is available for drivers approaching this bend.

Drawing no. 19045-OMP-00-SP-DR-A-1001 (P12)

If sufficient visibility is not available there is a risk that opposing vehicles may approach the bend simultaneously and have insufficient space to pass each other increasing the risk of head-on collisions.

Recommendation

Ensure there is sufficient space within the carriageway at the horizontal curve on Local Street 2 for opposing vehicles to pass safely.

If the road layout at this location is proposed as a form of traffic-calming, ensure drivers are sufficiently aware of the reduction in width and that forward visibility to approaching vehicles is available.

3.3.9 Problem

Drawing: Drawing no. 19045-OMP-00-SP-DR-A-1001 (P12)

Summary: The road layout on Local Street 2 at the access to the off-street carpark is unclear.

The road layout at the access to the off-street carpark on Local Street 2 is unclear. Junction corner radii has not been indicated on both sides of the access and it is therefore unclear if access to/from the carpark has priority over through traffic on Local Street 2 at this location. The dashed lines on the drawing appear to suggest that this is the case. This may lead to driver confusion regarding what movement has priority at this location resulting in opposing drivers proceeding at the same time increasing the risk of collisions.

Recommendation

Priority at this location should be clearly defined via signs and/or road markings.







Problem

3.3.10 Problem

Drawing: Drawing no. 19045-OMP-00-SP-DR-A-1001 (P12)

Summary: Pedestrian crossings, with the exception of those at side road junctions, have not been indicated within the development despite expected desire lines existing between the various residential and commercial units.

Pedestrian crossings, with the exception of the proposed signalised crossing on, and uncontrolled crossings of side roads with, the Boulevard have not been indicated throughout the development. A number of desire lines are likely to exist between residential units on either side of the Boulevard and between residential and retail units/leisure areas throughout the development. With only a single formal crossing of the Boulevard indicated there is a risk that residents of units in the north and south of the development will be unlikely to travel long distances to use this crossing. This could lead to pedestrians crossing at locations away from designated crossings where drivers may not anticipate pedestrians within the carriageway increasing the risk of collisions.

Additionally, a failure to provide intermittent crossings of the Boulevard and along desire lines within the development may lead to visually impaired and mobility impaired pedestrians having to travel unnecessarily long distances to reach their destination.

Recommendation

Formal pedestrian crossings should be provided along expected pedestrian desire lines, with additional crossings of the Boulevard provided, particularly at the bus stop to cater for return trips. These crossings should include dropped kerbs and the appropriate tactile paving for the type of crossing proposed.

3.3.11 Problem

Drawing: Drawing no. 19045-OMP-00-SP-DR-A-1001 (P12)

Summary: The circulation, including restricted movements and internal junction priority, within the carparks at Blocks 05, 07 and 09 is not clearly defined.

Off-street carparks have been indicated at Blocks 05, 07 and 09. While the carpark at Block 05 is indicated as operating under a one-way system two-way traffic flow is permitted within the carparks at Blocks 07 and 09. The proposed direction of traffic flow, circulation and restricted movements have not been clearly defined within the carparks. The following problems have been identified in relation to this issue: -









- 1. **Block 05**: Measures to restrict contra-flow entry to the one-way sections of carriageway have not been indicated. This could lead to drivers being insufficiently aware of the direction of travel resulting in head-on collisions.
- 2. **Block 05:** The carriageway in the carpark is indicated as two-way only between the access and exit from the first one-way section. However, drivers exiting parking spaces in the west of the carpark must travel back along this route to exit and thus this should be marked as a two-way carriageway.





- 3. **Block 07:** The ramps between the various levels in the carpark are not clearly marked. The Audit Team acknowledge the notes provided on the drawing but have assumed that these are indicative only. A failure to clearly mark these as 'Up' or 'Down,' via signage or road markings, may lead to drivers travelling against the flow of traffic resulting in head-on collisions.
- 4. **Block 09:** Junction control and priority at the internal junction within the carpark has not been indicated. The absence of clear junction control and priority may result in driver confusion and hesitation, leading to them failing to slow their speed on approach to, or stop, at the junction resulting in rear end shunts or overshoot, and side-on, collisions.

Recommendation

- 1. The exits from the one-way sections of carriageway within the carpark should include 'No Entry' road markings. Arrow road markings should also be provided in the traffic lane(s) at sufficient intervals advising of the direction of travel.
- 2. Arrow road markings should be provided in both directions along the main carpark access carriageway.
- 3. Provide appropriate signage advising drivers of the traffic flow on the ramps. These signs should be located where they are sufficiently visible on approach to the ramps.
- 4. Junction control and priority, via signage and/or road markings, should be clear to drivers at internal junctions within the carpark.

3.3.12 Problem

- Drawing: Drawing no. ODG-CSC-XX-XX-DR-C-0028
- Summary: Unclear if there is sufficient space within the carriageway on the Boulevard for larger vehicles to travel through the development without encroaching into the opposing traffic lane.

Information regarding the swept path of large vehicles, especially refuse trucks and buses, have not been provided to the Audit Team. It is therefore unclear if there will be sufficient space within the development for large vehicles, especially refuse trucks and buses, to travel through the development on the Boulevard particularly where short radius horizontal curves have been indicated.

If sufficient space is not provided within the carriageways there is a risk of large vehicles crossing over into the opposing traffic lane, leading to headon collisions, or mounting/striking the kerb leading to material damage.

Recommendation

Ensure the carriageway along the Boulevard can safely accommodate the swept path of all vehicles.



e^{25.866}

•

Link Street

3.3.13 Problem

Drawing: Drawing no. ODG-CSC-XX-XX-DR-C-0028

Summary: Measures to deter unsafe, or unauthorised, parking throughout the development, including at delivery bays, have not been indicated.

Parking deterrent measures have not been indicated within the development, particularly at proposed set down/delivery bays. The development contains a significant number of residential and commercial units with little on-street parking indicated within the development. Residents, or patrons at retail units, may be deterred from parking within the designated off-street carparks if they perceive these to be located far from their intended destination. A lack of parking deterrent measures throughout the development may lead to residents and patrons parking in unsafe locations, possibly presenting obstacles to road users or restricting access for other road users.

This includes at set down/delivery bays which are not indicated as being marked for these purposes.

Recommendation

Parking deterrent measures (i.e. signs, road markings etc.) should be provided throughout the development, in particular, at set down/delivery bays, to prevent unsafe and unauthorised parking.

3.3.14 Problem

Drawing: Drawing no. 19045-OMP-00-SP-DR-A-1001 (P12)

Summary: Unclear if the access to the carpark at Block 07 will permit two-way traffic at the top of the ramp.

The access ramp at the carpark at Block 07 has been indicated as 6m wide throughout its length. This appears to narrow at the top of the ramp, however, at its junction with Link Street. It is therefore unclear if there is sufficient space at the top of the ramp for two vehicles to pass safely when entering/exiting the carpark. If sufficient space is not available at this location drivers may have insufficient visibility to an opposing vehicle until they are immediately upstream leading to the potential for sudden braking and one driver having to reverse back into the Link Street carriageway or back down the ramp where there is an increased risk of collisions with other road users.

Recommendation

Ensure the width of the carriageway at the top of the ramp permits two-way traffic.





3.3.15 Problem

Drawing: Drawing no. ODG-CSC-XX-XX-DR-C-0028

Summary: Stop sign at junction of Link Street and the Boulevard may not be sufficiently visible for drivers approaching the junction.

The stop sign on Link Street at its junction with the Boulevard may be located too far to the left of an approaching driver's line of sight. This could lead to drivers being insufficiently aware of the junction and the need to stop resulting in high approach speeds, overshoot of the Stop line and side-on collisions.

Recommendation

The Stop sign should be relocated to a position where it will be sufficiently visible to approaching drivers.

3.3.16 Problem

- Drawing: Drawing no. 19045-OMP-00-SP-DR-A-1001 (P12)
- Summary: Some parking spaces within the development may not be easily accessible should the adjacent spaces be occupied.

Off-street carparks have been indicated within the development at Blocks 05, 07 and 09. Some carparking spaces, particularly those at the end of parking aisles or adjacent boundaries, may be difficult for drivers to access and egress safely especially when the adjacent spaces are occupied. This could lead to complicated access/egress manoeuvres increasing the risk of material damage collisions where drivers conflict with stationary vehicles in adjacent parking spaces.



Recommendation

Ensure, through a swept path analysis, that all parking spaces can be safely accessed and egressed particularly when adjacent spaces are occupied.



3.3.17 Problem

Drawing: Drawing no. 19045-OMP-00-SP-DR-A-1001 (P12)

Summary: It is unclear if sufficient edge protection has been indicated between the different levels in the carpark at Block 07.



Four levels have been indicated within the off-street carpark at Block 07 with a level difference indicated between the row of parking spaces within the centre of the carpark. It is unclear from the drawings provided if sufficient edge protection will be provided at the rear of the carparking spaces between the subsequent levels, and at the edge of the ramps. If sufficient edge protection is not provided there is a risk of drivers and passengers falling from a height when travelling to/from their vehicle.

Recommendation

Ensure sufficient edge protection is provided where level difference exists within the carpark.

3.3.18 Problem

Drawing: Drawing no. 19045-OMP-00-SP-DR-A-1001 (P12)

Summary: Unclear if sufficient parking has been indicated for the number of units indicated in Blocks 06 and 10.

On-street parking has been indicated adjacent Blocks 06 and 10 within the proposed development. However, it is unclear if the number of spaces provided at these locations will sufficiently accommodate the units indicated within these blocks. If sufficient parking provision has not been provided for at these blocks, there is a risk of residents/patrons parking at unsafe locations possibly presenting obstacles to road users or restricting access for other road users.

Recommendation

Ensure the parking provision indicated at these blocks is sufficient for the number of units at these locations, and their use.



P21-030-UQA-GEN-RP-001 (3.0)

3.3.19 Problem

Drawing: Drawing no. 19045-OMP-00-SP-DR-A-1001 (P12)

Summary: The gradients of the ramps within the carpark at Block 07 have not been indicated.

The gradient of the ramps between the various levels in the off-street carpark at Block 07 have not been indicated and are therefore unclear. If the gradients are too steep there is a risk that vehicles may roll backwards when pulling off from a stopped start on the ramp increasing the risk of shunts with following vehicles or over acceleration resulting in high take off speeds and potential collisions with vehicles ahead.

Recommendation

Ensure the gradients of the ramps in the carpark at Block 07 are sufficient such that it does not result in drivers experiencing difficulties when traversing the ramps.

3.4 Observations

3.4.1 Although it is unclear from the drawings provided, there appears to be a fence indicated adjacent Junction C within the proposed development. If a fence is proposed at this location, there is a risk that it may restrict a driver's visibility to the north when exiting the side road. Ensure the visibility splay at Junction C is kept free of obstacles.

3.4.2 Signs and traffic signal heads throughout the development have been indicated in close proximity to the carriageway where they may be struck by passing vehicles. This is particularly an issue at locations where short radius curves have been indicated in the horizontal alignment as large vehicles may overhang the kerb when travelling through these curves. Ensure all items of roadside furniture are set back a minimum of 450mm from the edge of the carriageway.









3.5 Road Safety Audit Team Statement

We certify that we have examined the drawings referred to in this report. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions, which we would recommend should be studied for implementation.

The Road Safety Audit Team has not been involved in the design of this scheme.

Signe

ROAD SAFETY AUDIT TEAM LEADER

Alan O'Reilly

Mazen Al Hosni

Signed: 1<u>0th May 202</u> Dated:

ROAD SAFETY AUDIT TEAM MEMBER

	1	
d:	Mazen	AlMosini

Dated: 10th May 2021
3.6 Road Safety Audit Brief Checklist

Have the following been included in the audit brief?: (if 'No', reasons should be given below)

		Yes	No
1.	The Design Brief	\checkmark	
2.	Departures from Standard		\checkmark
3.	Scheme Drawings	\checkmark	
4.	Scheme Details such as signs schedules, traffic signal staging		\checkmark
5.	Collision data for existing roads affected by scheme		\checkmark
6.	Traffic surveys		\checkmark
7.	Previous Road Safety Audit Reports and		
	Designer's Responses/Feedback Form		\checkmark
8.	Previous Exception Reports		\checkmark
9.	Start date for construction and expected opening date		\checkmark
10.	Any elements to be excluded from audit		\checkmark
Any (if 'Y	y other information? es', describe below)		

 $P^{A}M^{C}E$



DOCUMENT/DRAWING TITLE	DOCUMENT/DRAWING NO.	REVISION
Site Plan Proposed Ground Level	19045-OMP-00-SP-DR-A-1001	P12
Overall Site Layout	ODG-CSC-XX-XX-DR-C-0010	
Visibility Splay & Forward Visibility	ODG-CSC-XX-XX-DR-C-0032	
Proposed Road Layout	ODG-CSC-XX-XX-DR-C-0025	
Proposed Road Markings and Signs	ODG-CSC-XX-XX-DR-C-0028	

P-M-C-E

3.8 Road Safety Audit Feedback Form

Scheme: Proposed Site Development, O'Devaney Gardens, Dublin

Route No.: North Circular Road

Audit Stage: Stage 1 RSA Date Audit Completed: 4th May 2021

	To Be Completed by Designer			To Be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
3.3.1	Y	N	See following pages.	Yes
3.3.2	Y	Y		
3.3.3	Y	Y		
3.3.4	Y	Y		
3.3.5	Y	Y		
3.3.6	Y	Y		
3.3.7	Y	Y		
3.3.8	Y	Y		
3.3.9	Y	Y		
3.3.10	Y	Y		
3.3.11	Y	Y		
3.3.12	Y	Y		
3.3.13	Y	Y		
3.3.14	Y	Y		
3.3.15	Y	Y		
3.3.16	Y	Y		
3.3.17	Y	Y		
3.3.18	Ν	N	See following pages.	Yes
3.3.19	Y	Y		

Signed:	CAR	Designer	Date	06.05.2021
Signed:	Han Olem	Audit Team Leader	Date	10th May 2021
Signed:	La fault	Employer	Date	10/5/2021.

B089 O'Devaney Gardens

Designer's response to Item 3.3.1 of Road Safety Audit

It is not feasible to remove trees within the sightline envelope at this location as these are established mature trees integral to the streetscape along the North Circular Road. The trees have elevated crowns, and no foliage intrudes into the sightline envelope (see below).



Minimal changes are proposed to the design and use of this established junction, which is similar to others along the North Circular Road (e.g. that of Oxmantown Road). The junction shall not be subject to a significant increase in vehicular traffic in comparison to its previous use as an access to the residential area formerly occupying the O'Devaney Gardens site.

As part of the subject development, a raised table shall be implemented at this access junction, calming traffic on approach from the site (see below). This shall maximise the effectiveness of the available sightlines.



B089 O'Devaney Gardens

Designer's response to Item 3.3.18 of Road Safety Audit

The subject development has been designed to maintain low rates of car ownership and use among residents. The development as a whole shall include 184no. car parking spaces to be allocated among the 1,047no. residential units (a ratio of 0.18 spaces per unit).

The development site is situated within a 10-minute walk of Heuston railway station and its associated tram stop on the Luas Red Line. Residents shall therefore have convenient access to reliable, high-frequency light rail services through Dublin city centre to the Docklands, as well as towards Tallaght and Saggart in the south-west. Commuter and intercity rail services from Heuston station shall also be within easy reach.

All internal (undercroft) car parking spaces within the development shall be controlled by the development's Management Company. Parking spaces shall not be assigned to individual apartment units; spaces shall instead be allocated and/or leased to residents and staff on the basis of availability and need, in part by means of a permit/lottery system, in order to optimise the use of parking spaces. Eligible residents of Blocks 06 and 10 within the development shall therefore be allocated car parking spaces within the adjacent Blocks 07 and 09.

The 47no. on-street spaces arranged along the development's internal road network and on the northern side of Montpelier Gardens shall be taken in charge by Dublin City Council and shall therefore be outside the control of the development's Management Company. All on-street parking is therefore allocated to visitor use.

4 Accessibility & Walkability Audit

4.1 Introduction

It is proposed to construct a Strategic Housing Development on an existing site at O'Devaney Gardens, Co. Dublin. The development will comprise six blocks containing both residential and commercial units. Three of these blocks will include a private carpark with access from the public road network. Access to the development will be provided via two existing priority controlled T-Junctions, one at the northwest of the development from the North Circular Road and one at the south of the development from Montpelier Gardens. The development will also tie-into the existing road network at Ross Street, Thor Place and Swords Street. These streets are existing urban, residential roads.

The development will provide footways along internal access roads. Uncontrolled crossings of side roads within the development will be provided with dropped kerbs and tactile paving. Traffic calming via raised tables and changes in horizontal alignment, and kerblines, will be provided to passively control vehicle speeds creating a safer environment for pedestrians. A signalised pedestrian crossing, with dropped kerbs and tactile paving, is proposed on the main spine road (the Boulevard) through the development adjacent Block 05C, which contains a number of retail units.

Leisure areas, four in total, including an Urban Open Space, Northern Park and two Linear Public Realm areas are proposed within the development also. A bus stop is proposed within the southbound traffic lane on the Boulevard.

There are existing footways on both sides of the North Circular Road and Montpelier Gardens which will tieinto the proposed footways within the development.

4.1.1 Access to public transport network

The development is well served by Transport for Ireland bus services which are located within walking distance of the development on South Circular Road, the R805 (Prussia Street), the R806 (Aughrim Street) and the R101 (Infirmary Road). The development is also situated close to future BusConnects routes which can be expected to provide high quality bus corridors between Dublin City Centre and its suburbs.

A list of bus routes servicing the area is provided in Table 4-1, including the distance from these bus stops to the proposed development. The distances indicated have their origin at the centre of the proposed development.

The proposed development is also located in close proximity to the LUAS light rail network. The nearest LUAS stops to the proposed development are the Grangegorman Stop (1.7km northeast of the development), which is on the Green LUAS Line and within a 20-minute walking distance of the proposed development, and the Museum Stop near Benburb Street (1.1km southeast of the development), which is on the Red LUAS Line and within a 15-minute walking distance of the proposed development.

The LUAS Green Line extends from Brides Glen, in southeast County Dublin, to Broombridge, in north County Dublin, passing through Dublin City Centre where Heuston Railway Station and Connolly Railway Station are located. The LUAS Red Line extends from The Point, at Dublin Port, to Tallaght, in south County Dublin, also serving these railway stations.

The proposed development will, therefore, have access to good quality public transport networks.



TABLE 4-1: BUS ROUTES CLOSE TO THE PROPOSED RESIDENTIAL DEVELOPMENT

Bus Stop (Name) Bus Stop (Number)		Proximity to the development	Bus Route	Travelling between	
O'Devaney Gardens	804	250m (3-minute walk)	46A	Dún Laoghaire & Phoenix Park	
North Circular 808 290m (4-minute walk) 46A		Dún Laoghaire & Phoenix Park			
Aughrim Street 1710 650m (8-minute walk) 37		Baggot St. / Wilton Terrace & Blanchardstown S.C			
Holy Family Church	1711	550m (6-minute walk)	37	Baggot St. / Wilton Terrace & Blanchardstown S.C	
Phoenix Park	7513	400m (5-minute walk)	46A	Dún Laoghaire & Phoenix Park	
Phoenix Park	807	450m (5-minute walk)	46A	Dún Laoghaire & Phoenix Park	
			39	Burlington Road & Ongar	
Prussia Street	1909	900m (12-minute walk)	39A	UCD Belfied & Ongar	
FIUSSIA SUFEL		900m (12-minute waik)	39X	Burlington Road & Ongar	
			70	Burlington Road & Dunboyne	
			37	Baggot St. / Wilton Terrace & Blanchardstown S.C	
			39	Burlington Road & Ongar	
Arbour Hill	1911	950m (12-minute walk)	39A	UCD Belfied & Ongar	
			39X	Burlington Road & Ongar	
			70	Burlington Road & Dunboyne	
			70N	Westmoreland St. & Dunboyne	



FIGURE 4.1: LUAS MAP SHOWING BOTH THE RED, AND GREEN, LUAS LINES AND GRANGEGORMAN AND MUSEUM STOPS

4.1.2 Local Amenities

The development is located less than 1km from Stoneybatter Town Centre, which is a northern suburb of Dublin, and within a 30-minute walk of Dublin City Centre (located less than 3km from the proposed development).

Stoneybatter is a small town which includes supermarkets, restaurants, bars and other amenities. Pedestrian routes are well served between the development and Stoneybatter, with walking journey times expected to be less than 15-minutess.

Other amenities located nearby are included in Table 4-2, including the distance to these amenities and the pedestrian/cycle journey times. Given the urban character of the area in which the development is located, pedestrian routes are well catered for, including pedestrian crossings, footways of varying widths and dropped kerb accesses.

Given the variety of amenities available to residents of the development complex, as highlighted in Table 4-2, the development is considered to be well served by both essential, and recreational, amenities.

|--|

Amenity	Distance (approx.)	Journey Time on Foot / Bicycle(approx.)	Direction from Development
McFadden's Pharmacy	800m	10 minutes / 3 minutes	East
Grangegorman Primary Care Centre	1.5km	18 minutes / 6 minutes	Northeast
HSE Phoenix Care Centre	1.1km	14 minutes / 5 minutes	Northeast
Aughrim Street Parish Church	600m	7 minutes / 2 minutes	Northeast
Grangegorman Playground	1km	13 minutes / 4 minutes	East
St. Brendan's GAA Club	1.1km	13 minutes / 5 minutes	East
Phoenix Park	950m	12 minutes / 4 minutes	West
Phoenix Park Playground	500m	6 minutes / 2 minutes	West
Dublin Zoo	850m	11 minutes / 4 minutes	West
Arbour Hill Cemetery	1.2km	14 minutes / 3 minutes	East
The Royal Hospital Kilmainham	1.7km	21 minutes / 10 minutes	South

The proposed development is also located close to Dublin City Centre (3km walk to O'Connell Bridge) which provides a wide range of amenities within walking distance of the development including various retail outlets, cafes, restaurants, bars, shopping centres, supermarkets, department stores, museums, Dublin Castle, cinemas, theatres, hotels, hospitals and many more.

4.2 Building Accesses

No accessibility issues have been identified relating to Building Accesses.

4.3 **Pedestrian Crossing Facilities**

Issues relating to the Pedestrian Crossing Facilities within the proposed development have been discussed in Section 3.3.10.

P-M-C-E

4.4 Target Groups

Issues relating to the Target Groups (i.e. visually & mobility impaired etc.) within the proposed development have been discussed in Section 3.3.10.

4.5 Subways

No accessibility issues have been identified relating to Subways.

4.6 Junctions

Issues relating to Junctions within the proposed development have been discussed in Sections 3.3.5 and 3.3.9.

4.7 Signage

Issues relating to Signage within the proposed development have been discussed in Section 3.3.14.

4.8 Public Transport

No accessibility issues have been identified relating to Public Transport.

4.9 Lighting

Issues relating to the Lighting within the proposed development have been discussed in Section 3.3.3.

4.10 Visibility

Issues relating to the visibility within the proposed development have been discussed in Sections 3.3.1 and 3.3.1.

4.11 Waste Facilities within the Development

4.11.1 Issue



Bin collection points have been indicated at a number of locations throughout the development. In some instances however these appear to be located a significant distance from the nearest bin stores, and bins are likely to need to be transported up, or down, ramps to the relative bin collection points. It is unclear if, should the bins be heavy, operatives will have difficulty transporting bins from their stores to the collection points.

Recommendation

Ensure a refuse strategy is developed clearly explaining how refuse is to be stored, safely transported and collected at the locations indicated throughout the development.

4.12 Carriageway Markings for Pedestrians

No accessibility issues have been identified relating to Carriageway Markings for Pedestrians.

4.13 Parking

Issues relating to the Parking within the proposed development have been discussed in Sections 3.3.11, 3.3.13, 3.3.16 and 3.3.18.

5 Non-motorised User and Cycle Audit

5.1 External Cycle Provision

There are currently no existing cycle facilities on the North Circular Road, Thor Place, Montpelier Gardens and Swords Street within the vicinity of the proposed residential development where the main cyclist accesses are to be provided. These are however existing residential streets where speeds are likely to be low creating an appropriate environment for cyclists. The surrounding road network is located in an urban area with a posted speed limit of 50kph and footways on both sides of the road.

A review of the Road Safety Authority's collision records does not highlight a pattern of cycling collisions during the period 2005 to 2016.

5.2 Internal Cycle Provision

The road network within the proposed development will be a shared surface for cyclists and motorised vehicles denoted by cycle symbols on the carriageway. The private carparks, and residential blocks, within the development will provide cycle parking facilities, totalling more than 900 spaces. Traffic calming via raised tables and changes in horizontal alignment, and kerblines, will be provided to passively control vehicle speeds creating a safer environment for cyclists within the carriageway. The urban 50kph speed limit and passive speed controls can be expected to create a more cycle-friendly environment for users of the development.

5.2.1 Issue



Bicycle parking facilities have been proposed within all of the Blocks indicated within the proposed development. In some instances access to the bicycle parking facilities has been indicated from the external road network while in other locations access has been indicated from the off-street carparks.

Providing access from off-street carparks results in cyclists having to share the carpark carriageways, and access ramps, with motorised vehicles. External access to the bicycle parking facilities is therefore preferred. It is however unclear if these external accesses are directly from footpaths or if cyclists would be required to cross grassed verges to access the parking facilities which may result in difficulties.

Additionally, in some locations the route from the footway to the bicycle parking facilities include narrow corridors which may not be sufficiently wide for two cyclists, or a cyclist and a pedestrian, to pass.

Recommendation

Access to bicycle parking facilities should be from the external footpath network limiting the interaction between cyclists and motorised vehicles. Ensure cyclists have safe access via a paved surface to these accesses and that the width of the routes from these accesses to the parking facilities are wide enough for two-way cyclists.



Quality Audit Action Plan

Issue	Situation	Action/Adjustment	Priority	Cost
4.3	Pedestrian crossings, with the exception of those at side road junctions, have not been indicated within the development despite expected desire lines existing between the various residential and commercial units.	Formal pedestrian crossings should be provided along expected pedestrian desire lines, with additional crossings of the Boulevard provided, particularly at the bus stop to cater for return trips. These crossings should include dropped kerbs and the appropriate tactile paving for the type of crossing proposed.	1	С
4.4	Pedestrian crossings, with the exception of those at side road junctions, have not been indicated within the development despite expected desire lines existing between the various residential and commercial units.	Formal pedestrian crossings should be provided along expected pedestrian desire lines, with additional crossings of the Boulevard provided, particularly at the bus stop to cater for return trips. These crossings should include dropped kerbs and the appropriate tactile paving for the type of crossing proposed.	1	С
4.6	Junction control and priority has not been indicated at the carpark accesses at Block 05, Block 07 and Block 09.	Ensure priority and junction control, via signs and/or road markings, is clear for drivers at the carpark access junctions within the development.	1	В
4.0	The road layout on Local Street 2 at the access to the off-street carpark is unclear.	Priority at this location should be clearly defined via signs and/or road markings.	1	А
4.7	Measures to deter unsafe, or unauthorised, parking throughout the development, including at delivery bays, have not been indicated.	Parking deterrent measures (i.e. signs, road markings etc.) should be provided throughout the development, in particular at set down/delivery bays, to prevent unsafe and unauthorised parking.	1	A
4.9	The horizontal alignment, and thus the kerb line, of the roads within the development change abruptly and may lead to kerb strikes and material damage particularly during the hours of darkness.	Ensure the changes in horizontal alignment are well defined and clear to drivers particularly during the hours of darkness.	1	С
4.10	Visibility for drivers exiting the proposed development onto the North Circular Road is restricted to the left and right by existing trees.	Ensure the visibility splay for drivers stopped at the junction with the North Circular Road is free of obstacles.	1	A
	Trees within the visibility splay at junctions may restrict an exiting driver's visibility to approaching vehicles.	Ensure the visibility splays at junctions are kept free of obstacles.	1	А

P.	M	*	C.	E
----	---	---	----	---

Issue	Situation	Action/Adjustment	Priority	Cost
4.11.1	In some instances however the bin collection points appear to be located a significant distance from the nearest bin stores, and bins are likely to need to be transported up, or down, ramps to the relative bin collection points.	Ensure a refuse strategy is developed clearly explaining how refuse is to be stored, safely transported and collected at the locations indicated throughout the development.	1	A
4.13	The circulation, including restricted movements and internal junction priority, within the carparks at Blocks 05, 07 and 09 is not clearly defined.	 The exits from the one-way sections of carriageway within the carpark should include 'No Entry' road markings. Arrow road markings should also be provided in the traffic lane(s) at sufficient intervals advising of the direction of travel. Arrow road markings should be provided in both directions along the main carpark access carriageway. Provide appropriate signage advising drivers of the traffic flow on the ramps. These signs should be located where they are sufficiently visible on approach to the ramps. Junction control and priority, via signage and/or road markings, should be clear to drivers at internal junctions within the carpark. 	1	В
	Measures to deter unsafe, or unauthorised, parking throughout the development, including at delivery bays, have not been indicated.	Parking deterrent measures (i.e. signs, road markings etc.) should be provided throughout the development, in particular at set down/delivery bays, to prevent unsafe and unauthorised parking.	1	A
	Some parking spaces within the development may not be easily accessible should the adjacent spaces be occupied.	Ensure, through a swept path analysis, that all parking spaces can be safely accessed and egressed particularly when adjacent spaces are occupied.	1	A
	Unclear if sufficient parking has been indicated for the number of units indicated in Blocks 06 and 10.	Ensure the parking provision indicated at these blocks is sufficient for the number of units at these locations, and their use.	1	С

P-M-C-E

Issue	Situation	Action/Adjustment	Priority	Cost
5.2.1	In some instances access to the bicycle parking facilities has been indicated from the external road network while in other locations access has been indicated from the off-street carparks. Providing access from off-street carparks results in cyclists having to share the carpark carriageways, and access ramps, with motorised vehicles. External access to the bicycle parking facilities is therefore preferred. It is however unclear if these external accesses are directly from footpaths or if cyclists would be required to cross grassed verges to access the parking facilities which may result in difficulties.	Access to bicycle parking facilities should be from the external footpath network limiting the interaction between cyclists and motorised vehicles. Ensure cyclists have safe access via a paved surface to these accesses and that the width of the routes from these accesses to the parking facilities are wide enough for two-way cyclists.	1	В

Priority

1 - Immediate works required;

- 2 Essential works required within 1 year;3 Desirable works required within 2 years;

- 4 Long term works;
 5 Specific needs (e.g. pedestrian desire line not catered for)

- Cost (Indicative cost only)
- A Up to €2,500
- B From €2,500 up to €10,000 C Between €10,000 up to €20,000 D Greater than €20,000

