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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

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

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

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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:

- Traffic flow data – 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.
- Trip generation – A development trip generation assessment has been carried out using TRICS data, to determine the potential vehicular trips to and from the proposed development site during peak hours. The potential trip generation of other relevant known committed development in the area has also been established.
- Trip distribution – Based upon existing traffic characteristics and the surrounding road network, an appropriate distribution has been assigned to site development vehicular trips across the road network, as described in sub-section 4.2.
- Existing junction assessment – A spreadsheet model was created which contains the 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.
- Future junction operation assessments – 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).

- Parking – 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.

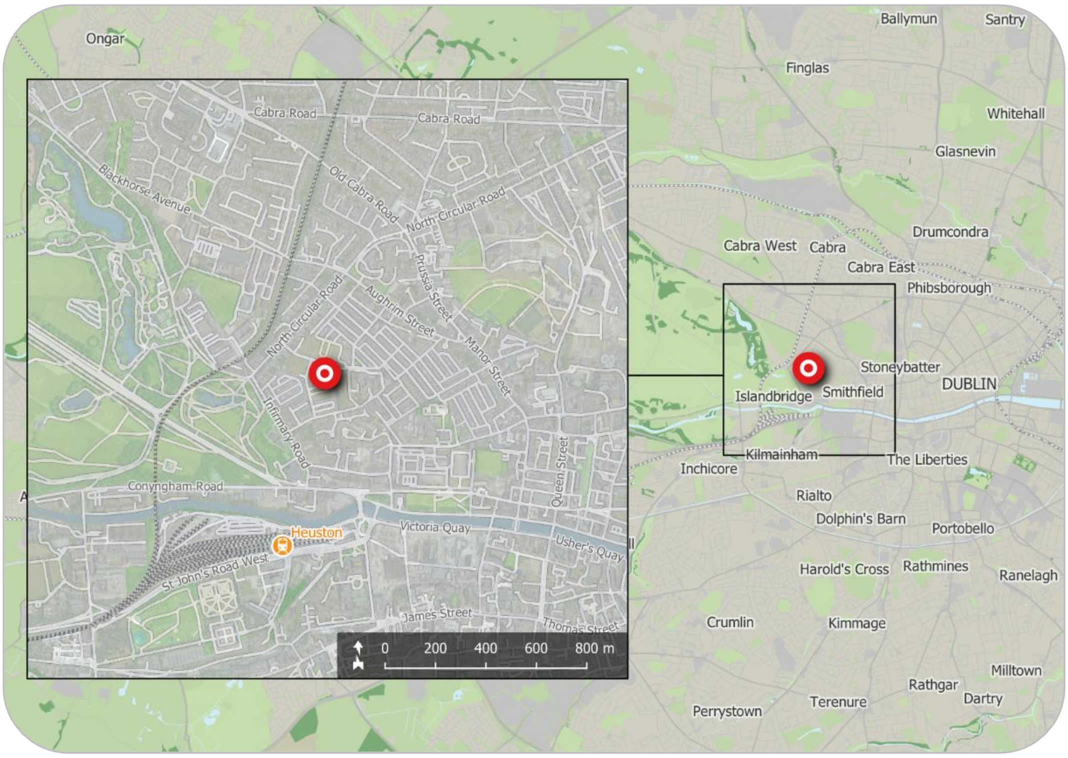

Figure 1 – Location of proposed development site
(*map data & imagery: EPA, OSi, OSM Contributors, Google*)

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).

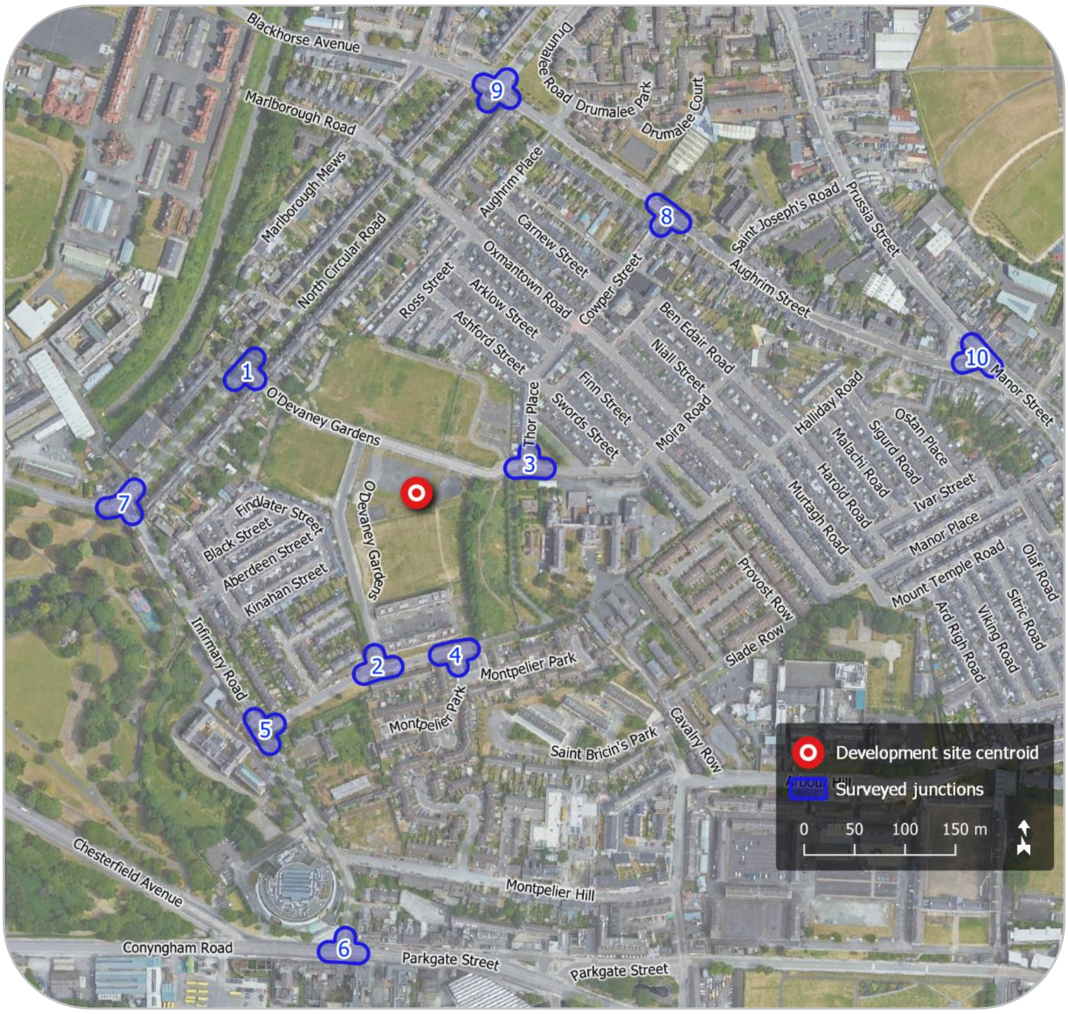

Figure 3 – Surveyed road junction sites
(*map data & imagery: OSM Contributors, Google*)

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

Time Period	Total Junction Traffic Movements (Passenger Car Units)									
	J1	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

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 489m^2;
- community space with a gross floor area of 157m^2;
- convenience retail units with a total gross floor area of 1,393m^2; and
- a café unit with a gross floor area of 155m^2.

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:

<u>Houses Privately Owned</u>

"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."

Nursery

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

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

- the population within 1 mile of the development site (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).

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

Table 2 – TRICS Residential Trip Generation Rates

	Arrivals per hour per dwelling		Departures per hour per 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

Table 3 – TRICS Non-Residential Trip Generation Rates

	Arrivals per hour per 100m^2 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

	Arrivals		Departures	
	Houses	Apartments	Houses	Apartments
AM Peak	5	38	11	133
PM Peak	9	149	6	102

Table 5 – Non-Residential Trip Generation from TRICS

	Arrivals		Departures	
	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

	Arrivals		Departures	
	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			Departures		
	Resi.	Non-Resi.	TOTAL	Resi.	Non-Resi.	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 sub-section 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.

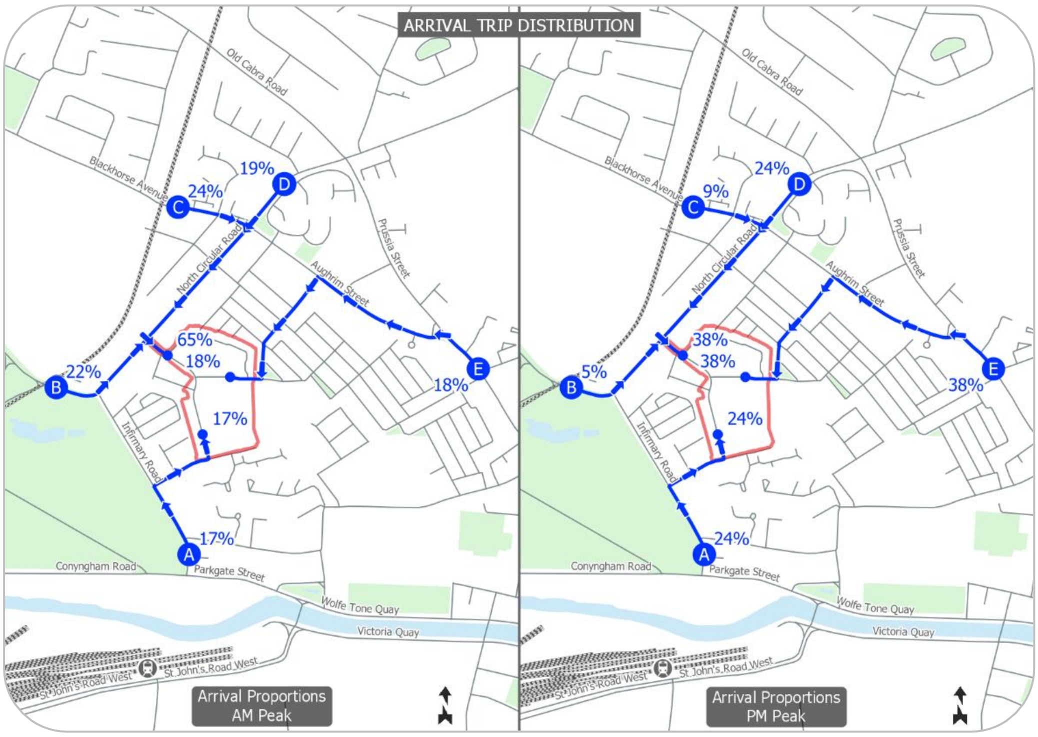

Figure 5 – Predicted distribution of subject development arrival trips
(background *map data: OSi, OSM Contributors*)

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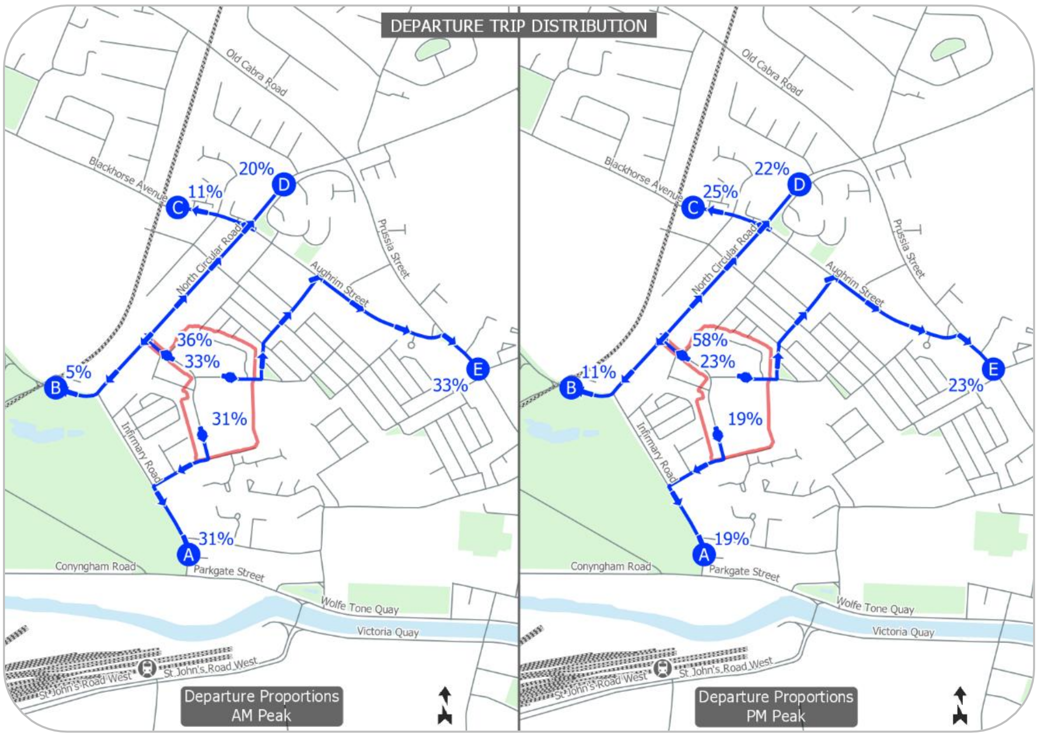


Figure 6 – Predicted distribution of subject development departure trips
(background *map data: OSi, OSM Contributors*)

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
A	2	6, 5	17.6%	23.8%	15	48
B	1	7	21.5%	5.1%	18	10
C	1	9	23.9%	8.6%	20	17
D	1	9	18.6%	24.3%	15	49
E	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
A	2	5, 6	31.1%	19.2%	55	30
B	1	7	5.1%	11.1%	9	17
C	1	9	11.2%	24.8%	20	39
D	1	9	20.1%	22.1%	36	35
E	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 No.	Background Traffic Flows at Junction (Year 2020) [1]		Development-Related Trips Through Junction		Proportional Change	
	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 non-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. "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

	Arrivals per hour per 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			Departures		
	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

<u>Degree of Saturation:</u>
The ratio of current traffic flow to ultimate capacity (also known as RFC) on a junction approach.

<u>Mean Maximum Queue</u>
The highest estimated mean number of Passenger Car Units (PCUs) queued in any lane of a junction approach, averaged over the entire analysis period.

<u>Mean Delay per PCU:</u>
The average delay incurred by a vehicle on a junction approach as a result of having to give way at a priority-controlled junction.

<u>Practical Reserve Capacity:</u>

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>
<caption>Table 14 – Junction Site J1 Assessment Results</caption>
<tr><th rowspan="2">Junction Approach Arm</th><th colspan="2">Degree of Saturation (%)</th><th colspan="2">Mean Maximum Queue (PCU)</th><th colspan="2">Mean Delay per PCU (seconds)</th><th colspan="2">Practical Reserve Capacity (%)</th></tr>
<tr><th>AM</th><th>PM</th><th>AM</th><th>PM</th><th>AM</th><th>PM</th><th>AM</th><th>PM</th></tr>
<tr><td colspan="9">2020 – base year assessment – surveyed traffic flows</td></tr>
<tr><td>A</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td rowspan="3">77</td><td rowspan="3">96</td></tr>
<tr><td>B</td><td>0</td><td>3</td><td>0</td><td>0</td><td>0</td><td>12</td></tr>
<tr><td>C</td><td>27</td><td>3</td><td>1</td><td>0</td><td>5</td><td>4</td></tr>
<tr><td colspan="9">2023 – opening year assessment – WITHOUT subject development</td></tr>
<tr><td>A</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td rowspan="3">68</td><td rowspan="3">82</td></tr>
<tr><td>B</td><td>0</td><td>5</td><td>0</td><td>0</td><td>0</td><td>13</td></tr>
<tr><td>C</td><td>29</td><td>3</td><td>1</td><td>0</td><td>5</td><td>4</td></tr>
<tr><td colspan="9">2023 – opening year assessment – WITH subject development in place</td></tr>
<tr><td>A</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td rowspan="3">29</td><td rowspan="3">22</td></tr>
<tr><td>B</td><td>29</td><td>40</td><td>0</td><td>1</td><td>19</td><td>21</td></tr>
<tr><td>C</td><td>35</td><td>7</td><td>1</td><td>0</td><td>6</td><td>4</td></tr>
<tr><td colspan="9">2028 assessment – WITHOUT subject development</td></tr>
<tr><td>A</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td rowspan="3">54</td><td rowspan="3">67</td></tr>
<tr><td>B</td><td>0</td><td>6</td><td>0</td><td>0</td><td>0</td><td>14</td></tr>
<tr><td>C</td><td>34</td><td>4</td><td>1</td><td>0</td><td>6</td><td>4</td></tr>
<tr><td colspan="9">2028 assessment – WITH subject development in place</td></tr>
<tr><td>A</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td rowspan="3">21</td><td rowspan="3">16</td></tr>
<tr><td>B</td><td>31</td><td>43</td><td>0</td><td>1</td><td>21</td><td>23</td></tr>
<tr><td>C</td><td>40</td><td>8</td><td>1</td><td>0</td><td>6</td><td>4</td></tr>
<tr><td colspan="9">2038 – design year assessment – WITHOUT subject development</td></tr>
<tr><td>A</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td rowspan="3">44</td><td rowspan="3">56</td></tr>
<tr><td>B</td><td>0</td><td>6</td><td>0</td><td>0</td><td>0</td><td>14</td></tr>
<tr><td>C</td><td>39</td><td>5</td><td>1</td><td>0</td><td>6</td><td>4</td></tr>
<tr><td colspan="9">2038 – design year assessment – WITH subject development in place</td></tr>
<tr><td>A</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td>n/a</td><td rowspan="3">15</td><td rowspan="3">10</td></tr>
<tr><td>B</td><td>33</td><td>46</td><td>0</td><td>1</td><td>24</td><td>26</td></tr>
<tr><td>C</td><td>45</td><td>9</td><td>2</td><td>0</td><td>7</td><td>4</td></tr>
</table>

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.

- Arm A: North Circular Road [R110] (to north-east)
- Arm B: O'Devaney Gardens (to south-east)
- 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 – Junction Site J2 Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2020 – base year assessment – surveyed traffic flows								
A	n/a	n/a	n/a	n/a	n/a	n/a	718	487
B	8	12	0	0	7	7		
C	1	1	0	0	6	6		
2023 – opening year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	630	436
B	9	14	0	0	7	8		
C	2	1	0	0	6	6		
2023 – opening year assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	244	257
B	21	21	0	0	9	9		
C	2	1	0	0	6	6		
2028 assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	582	397
B	10	15	0	0	7	8		
C	2	1	0	0	6	6		
2028 assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	233	239
B	22	22	0	0	9	9		
C	2	1	0	0	6	6		
2038 – design year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	522	367
B	11	16	0	0	7	8		
C	2	1	0	0	6	6		
2038 – design year assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	217	225
B	23	23	0	0	9	9		
C	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.

5.6 Junction 3 Assessment Results

Table 16 – Junction Site J3 Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2020 – base year assessment – surveyed traffic flows								
A	n/a	n/a	n/a	n/a	n/a	n/a	900	900
B	3	4	0	0	8	8		
C	0	0	0	0	0	0		
2023 – opening year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	827	900
B	4	5	0	0	8	8		
C	0	0	0	0	0	0		
2023 – opening year assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	566	668
B	4	5	0	0	8	8		
C	0	0	0	0	0	0		
2028 assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	762	900
B	4	5	0	0	8	8		
C	0	0	0	0	0	0		
2028 assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	531	629
B	4	5	0	0	8	8		
C	0	0	0	0	0	0		
2038 – design year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	706	900
B	4	5	0	0	8	8		
C	0	0	0	0	0	0		
2038 – design year assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	500	608
B	4	5	0	0	8	8		
C	0	0	0	0	0	0		

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 Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2020 – base year assessment – surveyed traffic flows								
A	n/a	n/a	n/a	n/a	n/a	n/a	88	145
B	14	11	0	0	11	9		
C	4	2	0	0	7	6		
2023 – opening year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	79	132
B	16	13	0	0	11	9		
C	4	3	0	0	7	6		
2023 – opening year assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	61	111
B	29	19	0	0	12	9		
C	7	11	0	0	7	7		
2028 assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	64	113
B	18	14	0	0	12	10		
C	5	3	0	0	7	6		
2028 assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	50	95
B	32	21	0	0	13	10		
C	8	12	0	0	8	7		
2038 – design year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	54	99
B	20	15	0	0	13	10		
C	5	3	0	0	8	6		
2038 – design year assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	41	84
B	34	22	1	0	14	10		
C	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 Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2020 – base year assessment – surveyed traffic flows								
A	n/a	n/a	n/a	n/a	n/a	n/a	260	293
B	14	8	0	0	8	7		
C	4	3	0	0	5	6		
2023 – opening year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	232	262
B	15	9	0	0	8	7		
C	4	3	0	0	5	6		
2023 – opening year assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	117	150
B	29	18	0	0	10	9		
C	4	3	0	0	5	6		
2028 assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	207	235
B	17	10	0	0	8	8		
C	5	4	0	0	5	6		
2028 assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	105	136
B	31	19	0	0	11	9		
C	5	4	0	0	5	6		
2038 – design year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	186	209
B	18	11	0	0	8	8		
C	5	4	0	0	5	6		
2038 – design year assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	96	123
B	32	20	0	0	11	10		
C	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 489m^2 (approx. 11 classrooms[3]);
- community space with gross floor area of 157m^2;
- convenience retail units with total gross floor area of 1,393m^2; and
- café unit with gross floor area of 155m^2 (approx. 132m^2 seating area[4]).

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 45m^2 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. On-street car parking spaces shall serve primarily to accommodate visitors to the residential units and patrons of the development's retail/café elements.

Table 19 – Overall Car Parking 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	1,393m² GFA	5 spaces	5 spaces
Cafés	1 space per 250m² seating area	132m² seating area	1 space	1 space
Residential car club parking			n/a	30 spaces
External (on-street)				
Visitor parking			n/a	47 spaces
Development 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 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.

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.

Table 20 – Accessible Car Parking Provision

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 minimum 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 spaces
Employment (Crèche)	1 space per 100m² GFA	489m² GFA	5 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	344 spaces
Shops	1 space per 150m² GFA	1,027m² GFA	7 spaces	
Cultural Buildings	1 space per 150m² GFA	157m² GFA	1 space	
Block 06				
Residential	1 space per unit	93 units	93 spaces	76 spaces
Block 07				
Residential	1 space per unit	264 units	264 spaces	600 spaces
Shops	1 space per 150m² GFA	366m² GFA	2 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				
Visitor cycle parking (public realm)			n/a	380 spaces
Visitor cycle parking (private threshold)			n/a	136 spaces
Development 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

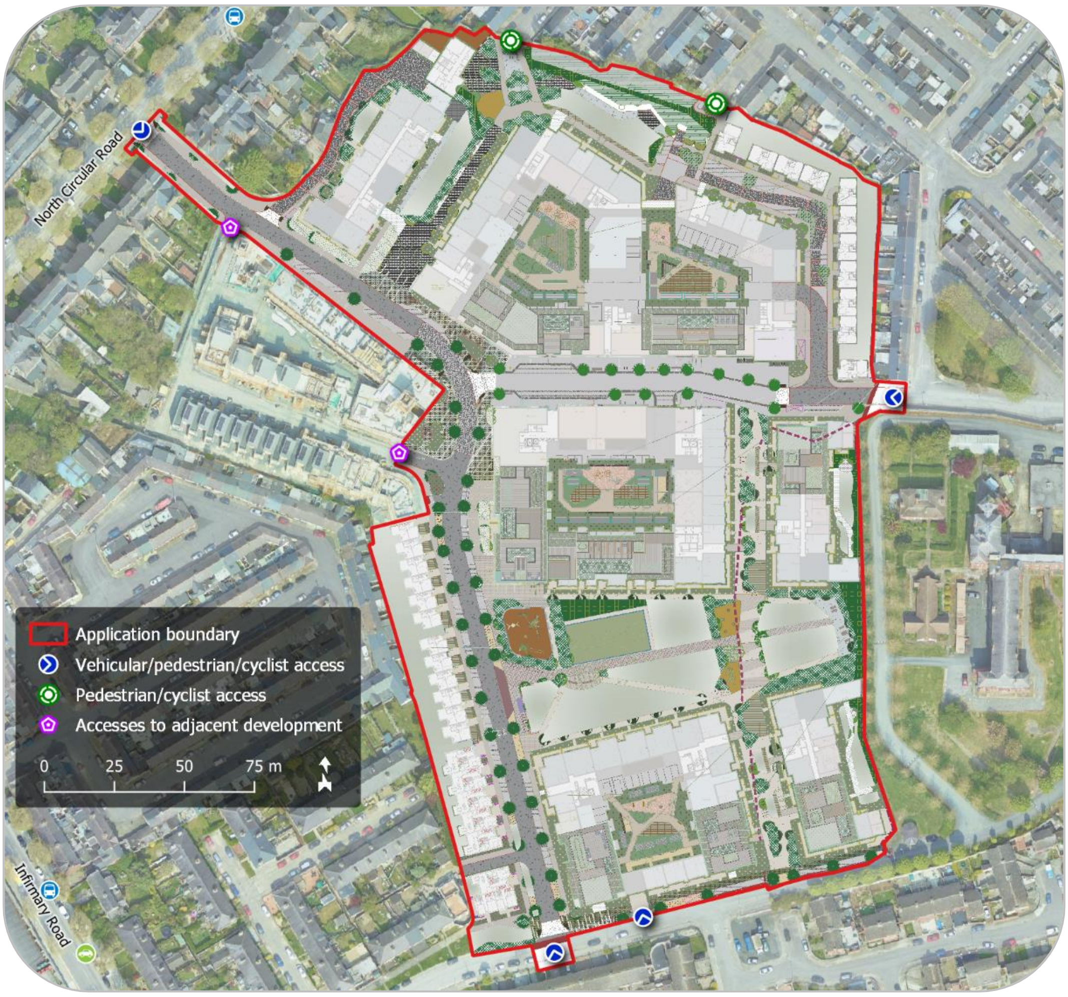


Figure 8 – Development layout and access points
(*data & imagery sources: NTA, OSM Contributors, Murray & Associates, Google*)

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.

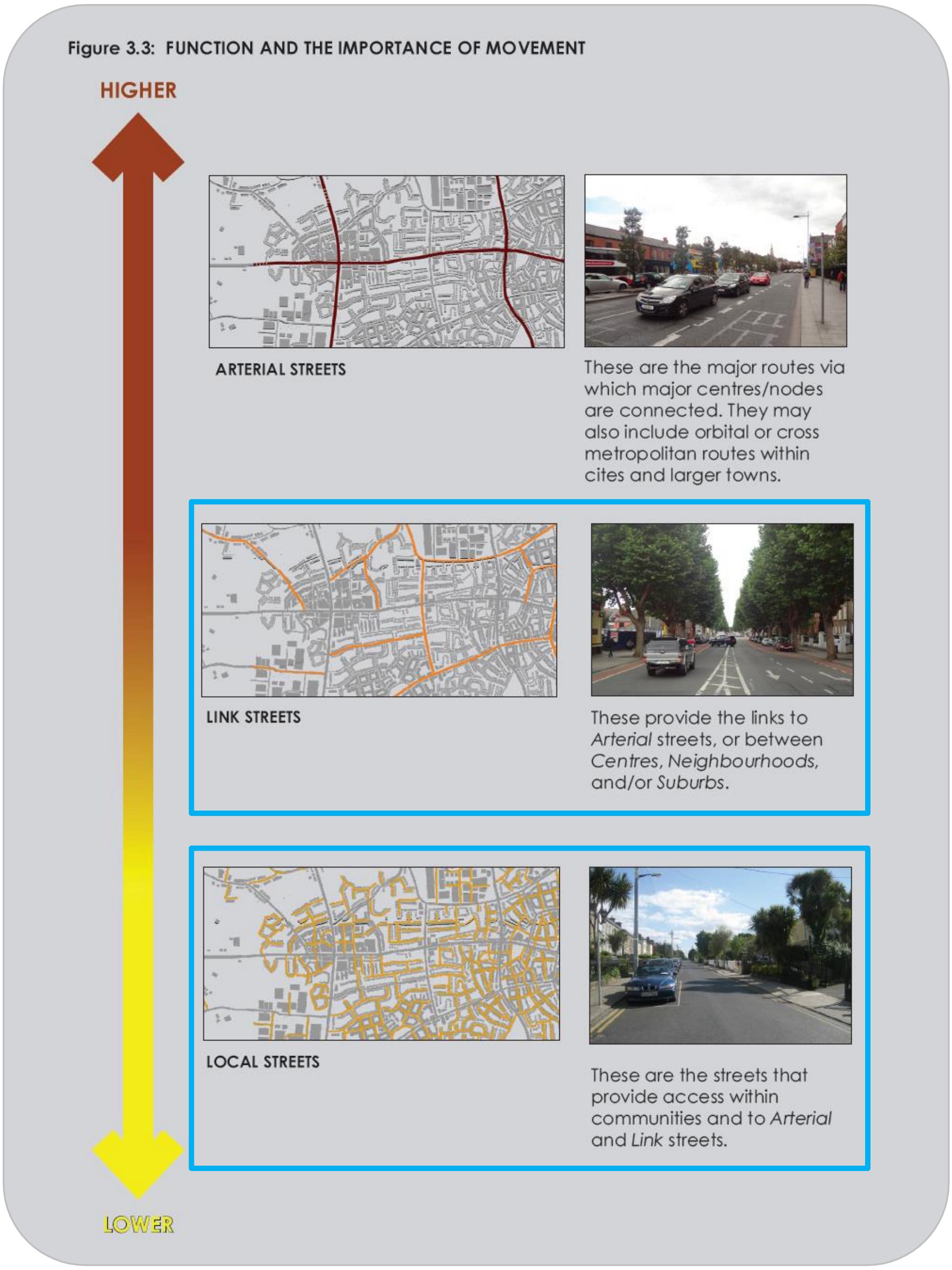


Figure 9 – DMURS Street Classification
(*source: Design Manual for Urban Roads and Streets*)

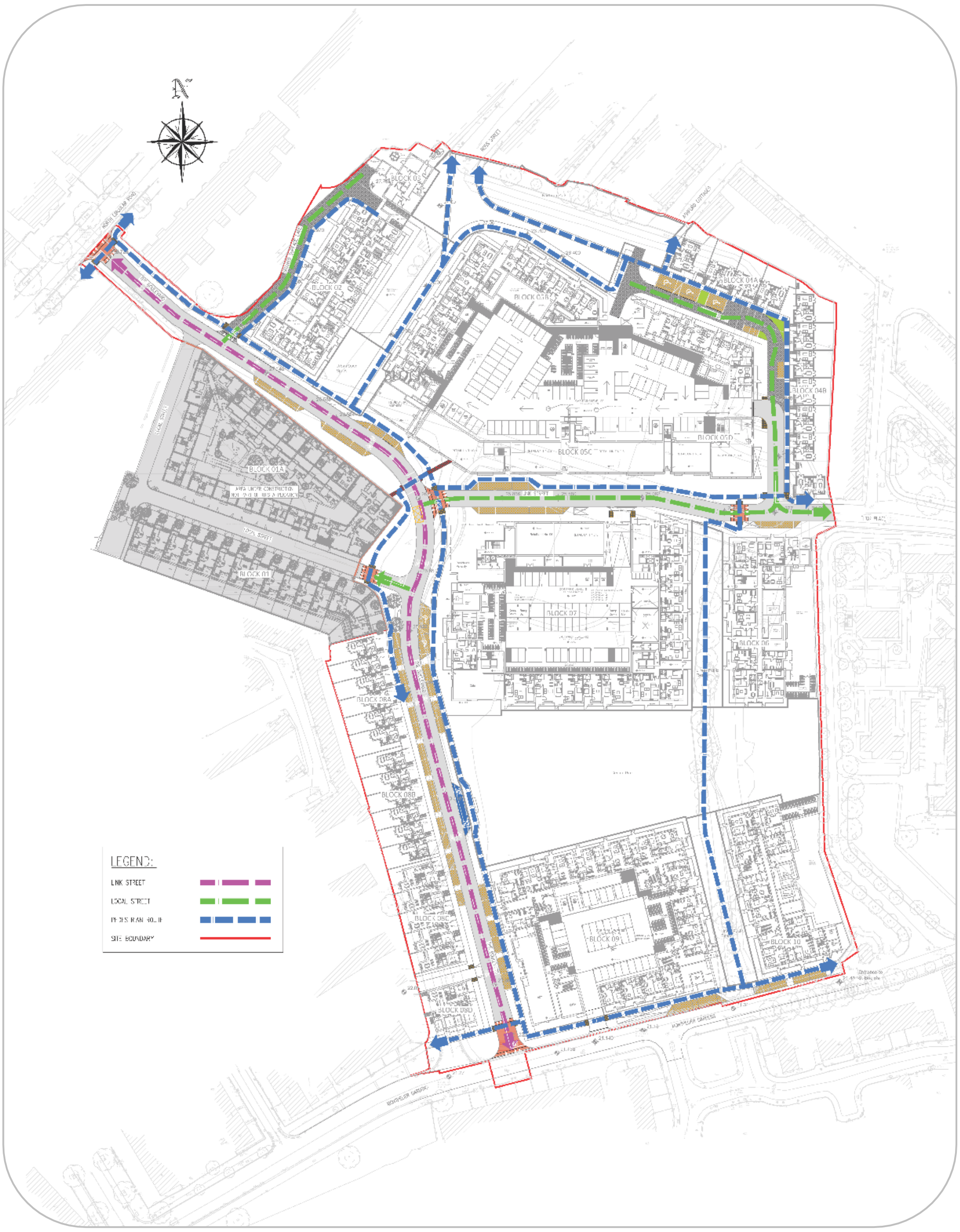


Figure 10 – Internal road hierarchy of development
(extract of *CS Consulting drawing ODG-CSC-XX-XX-DR-C-0041*)

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.

PEDESTRIAN PRIORITY | VEHICLE PRIORITY

FUNCTION	CENTRE	N'HOOD	SUBURBAN	BUSINESS/ INDUSTRIAL	RURAL FRINGE
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

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.

Figure 12 – DMURS terminology compared to other key publications
(*source: Design Manual for Urban Roads and Streets*)

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).

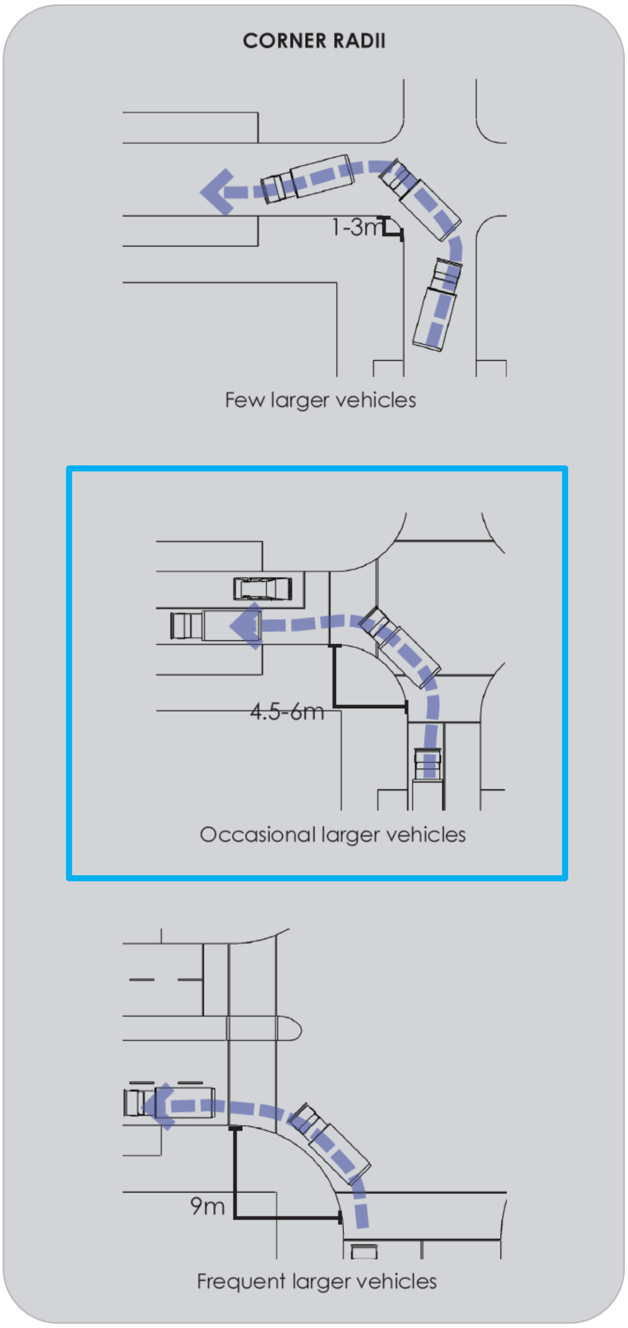


Figure 13 – Corner radii
(*source: Design Manual for Urban Roads and Streets*)

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.

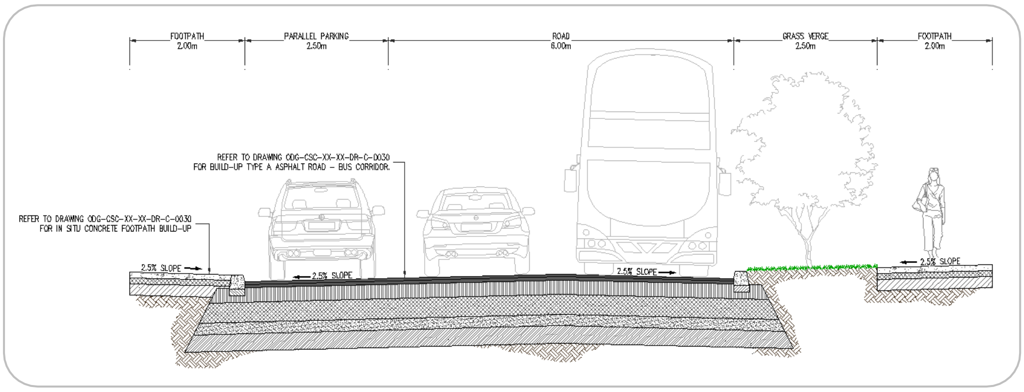


Figure 14 – Proposed Boulevard cross-section (with on-street parking)

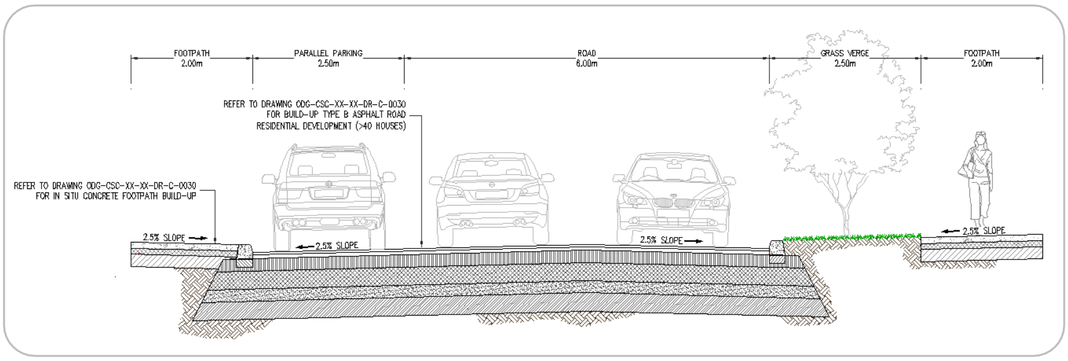


Figure 15 – Proposed Link street cross-section

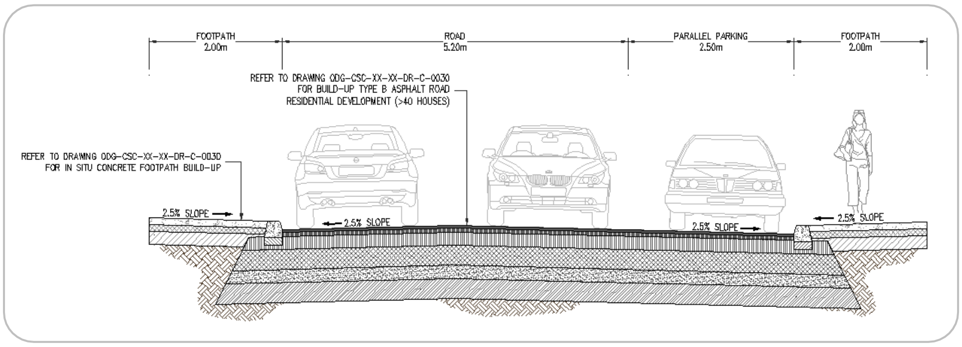


Figure 16 – Proposed Local street cross-section

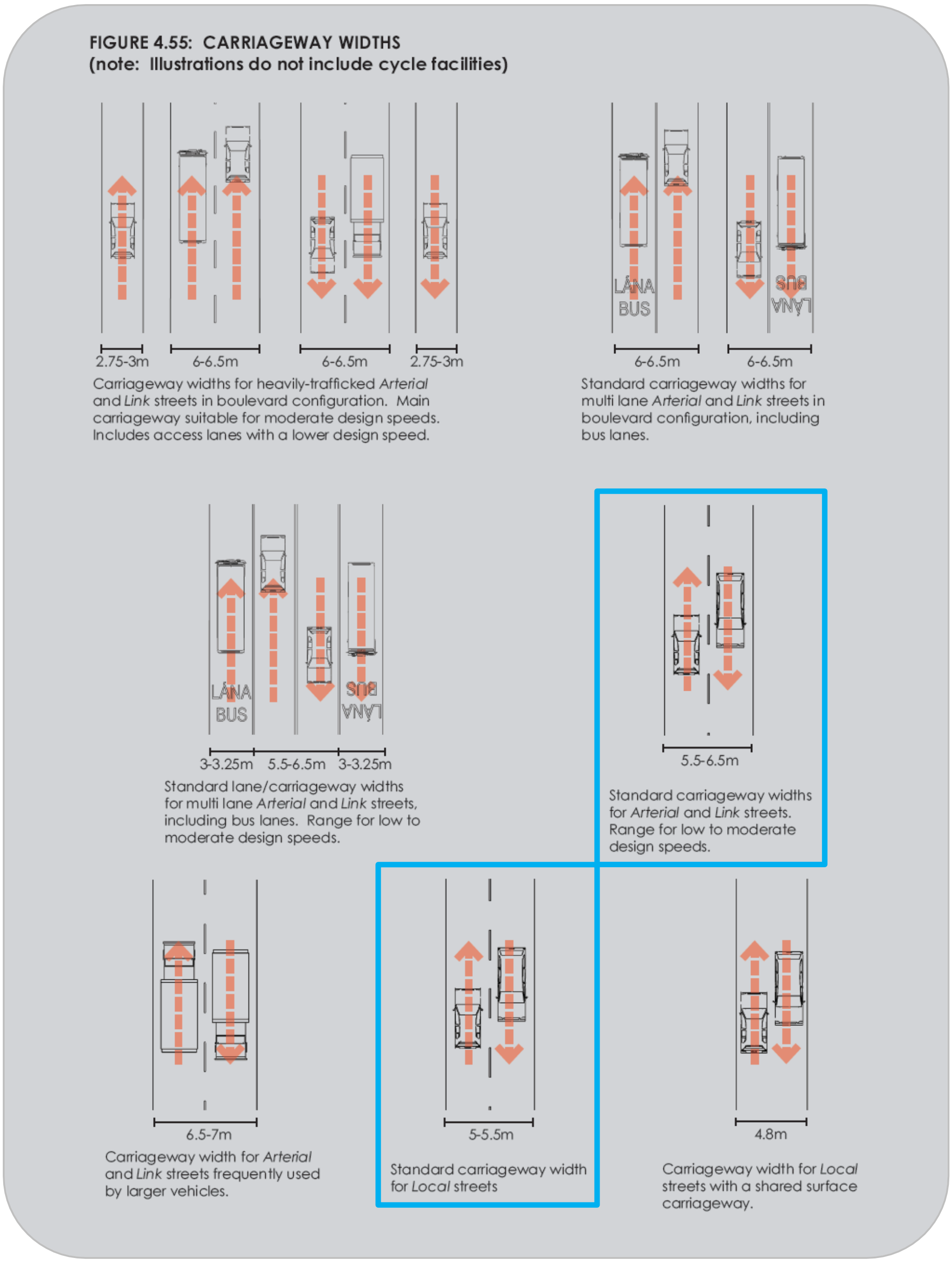


Figure 17 – Carriageway widths
(*source: Design Manual for Urban Roads and Streets*)

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 (Road Layout)
- ODG-CSC-XX-XX-DR-C-0026/0027 (Road Profiles)
- ODG-CSC-XX-XX-DR-C-0028 (Road Markings & Signs)
- ODG-CSC-XX-XX-DR-C-0029/0030 (Road Construction Details)
- ODG-CSC-XX-XX-DR-C-0031 (Road Cross Sections)
- ODG-CSC-XX-XX-DR-C-0032 (Visibility Splays)
- ODG-CSC-XX-XX-DR-C-0041 (Road Hierarchy)
- ODG-CSC-XX-XX-DR-C-0042 (Quality Audit)

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.

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.

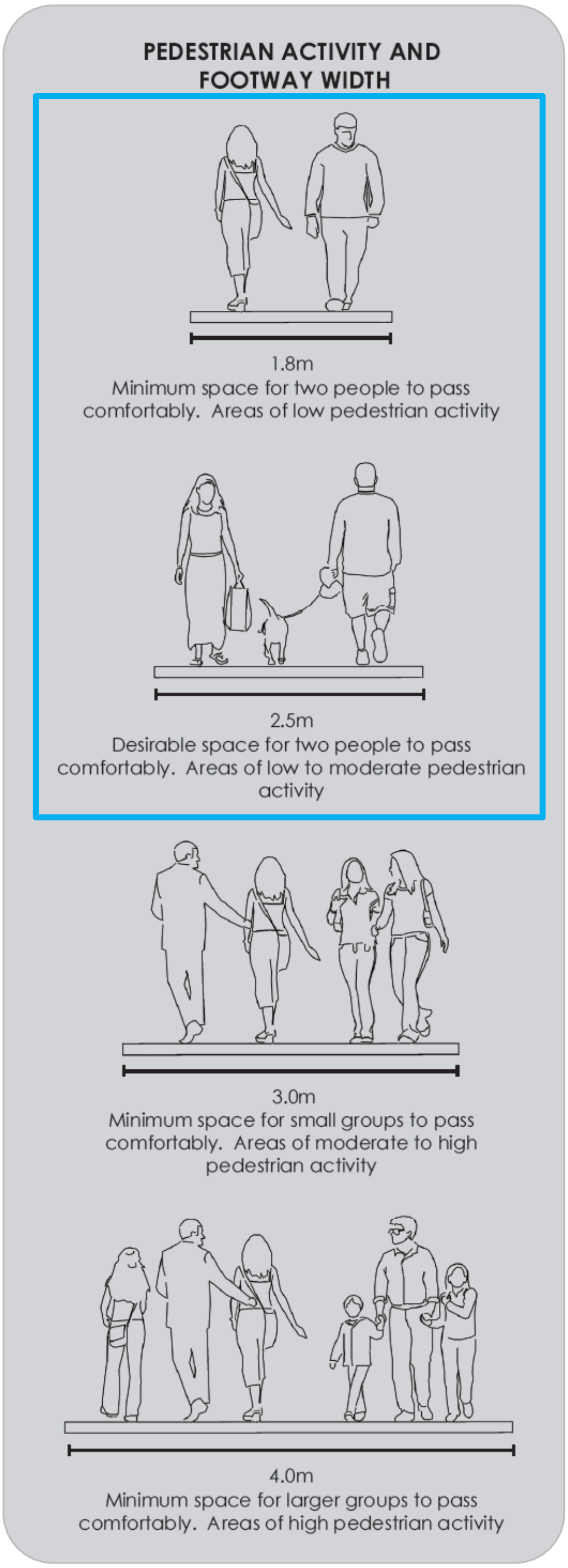


Figure 18 – Pedestrian activity and footpath width
(*source: Design Manual for Urban Roads and Streets*)

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 north-western 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

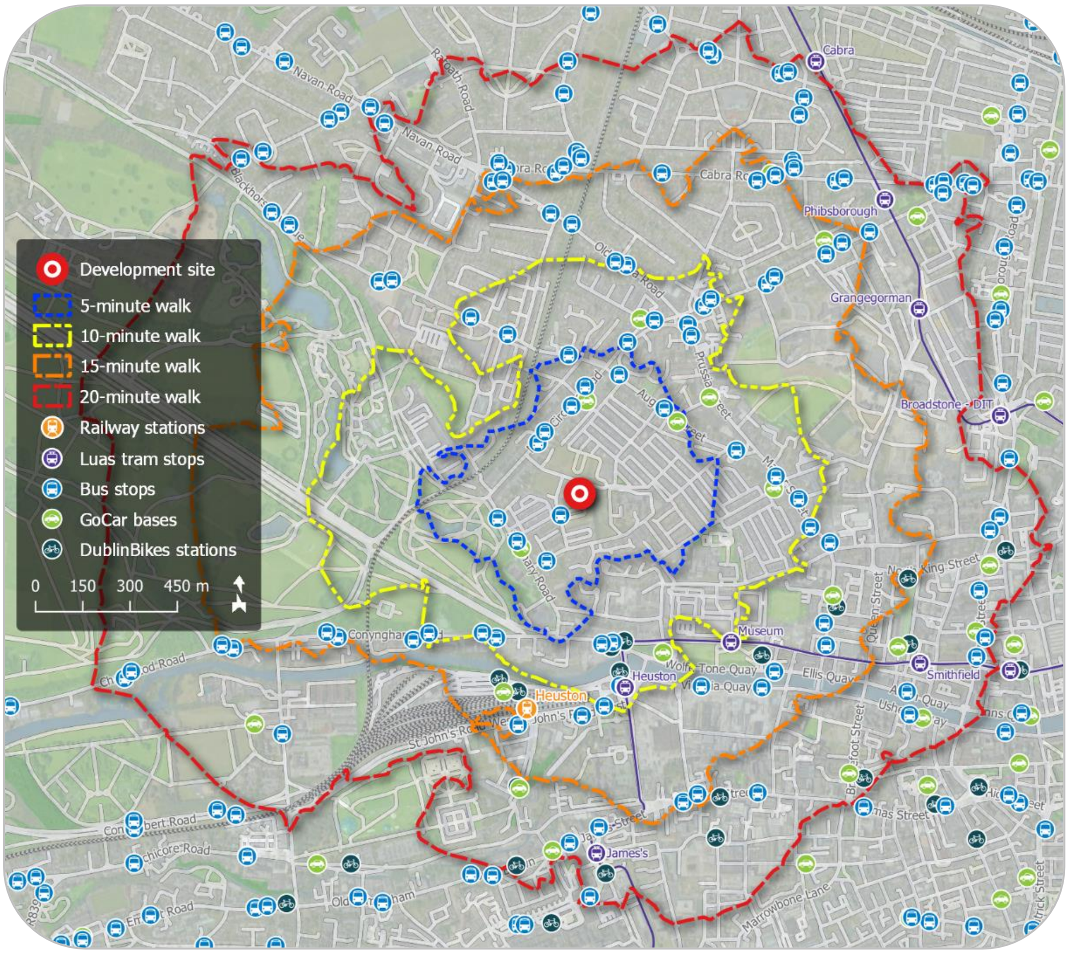


Figure 19 – Walking isochrones and public/shared transport service points (*map data & imagery: NTA, OSi, DCC, GoCar, OSM Contributors, Google*)

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 20-minute 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 10-minute 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 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.

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 ABP Opinion Item 3 – site connections

"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."*

<u>Response to ABP Opinion Item 3</u>

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 <u>ABP Requirement 6 – car parking provision rationale</u>

"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 sub-section 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 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 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*.

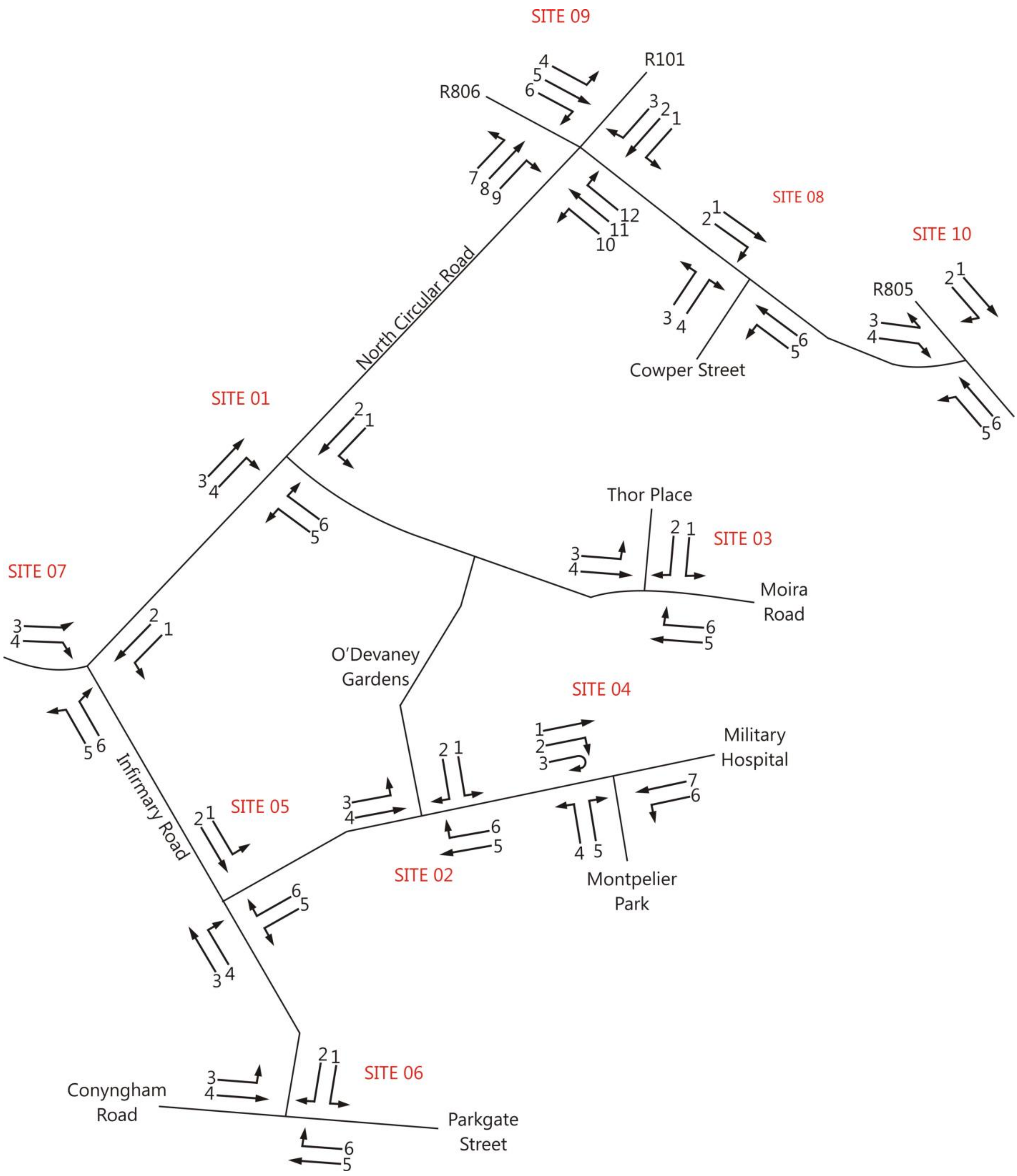
Appendix A

Traffic Survey Data

CS CONSULTING

GROUP

Site Locations/Movement Numbering



Job number: TRA/20/053	Job Date: 27th & 29th Feb, 1st March 2020	Drawing No: TRA/20/053-01	traffinomics.ie
Client: C.S Consulting	Job Day: Thursday, Saturday & Sunday	Author: SPW	

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS **FEBRUARY/MARCH 2020**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/20/053**

SITE: 01 DATE: 27th February 2020

LOCATION: North Circular Road/O'Deavaney Gardens DAY: Thursday

TIME	MOVEMENT 1									MOVEMENT 2									MOVEMENT 3								
	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	2	0	1	2	0	0	1	6	5	2	1	93	31	2	2	0	131	132	2	0	90	21	0	1	2	116	118
07:15	0	0	3	2	0	0	0	5	5	5	1	127	24	2	0	2	161	159	7	1	115	31	3	1	3	161	161
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
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
H/TOT	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
08:00	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
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
08:30	0	0	5	0	0	0	0	5	5	5	1	114	10	6	0	2	138	138	2	0	108	17	4	2	2	135	140
08:45	0	0	2	0	0	0	1	3	4	6	2	102	22	4	0	1	137	134	6	0	77	14	9	0	3	109	112
H/TOT	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
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
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
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
H/TOT	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
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
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
10:30	0	0	3	1	0	0	0	4	4	0	0	80	13	7	0	5	105	114	1	0	85	13	5	2	2	108	114
10:45	0	0	0	1	1	0	0	2	3	5	0	70	17	5	1	1	99	100	3	0	81	12	6	1	2	105	109
H/TOT	0	0	13	4	4	0	0	21	23	8	1	311	79	22	4	9	434	452	6	0	346	50	21	3	10	436	456
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
11:15	0	0	5	1	1	0	1	8	10	1	0	67	14	4	2	1	89	94	2	0	78	11	4	0	2	97	99
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
11:45	0	0	2	0	1	0	0	3	4	2	0	56	16	1	1	2	78	80	3	0	81	15	2	2	1	104	106
H/TOT	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
12:00	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
12:15	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
12:30	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
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
H/TOT	2	0	11	1	0	0	2	16	16	18	1	318	62	15	2	6	422	423	13	1	293	60	15	3	9	394	403
13:00	0	0	5	1	0	0	0	6	6	2	0	90	18	5	1	3	119	124	4	1	89	16	0	0	3	113	112
13:15	0	0	4	0	0	0	1	5	6	3	1	96	19	6	0	3	128	131	4	0	74	18	4	2	2	104	107
13:30	0	0	4	1	0	0	0	5	5	8	0	79	20	3	0	2	112	109	1	0	87	9	4	0	1	102	104
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
H/TOT	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
14:00	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
14:15	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
14:30	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
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
H/TOT	1	0	13	2	1	0	3	20	23	14	1	331	67	8	4	4	429	430	7	0	341	67	16	3	8	442	456
15:00	0	0	2	1	0	0	0	3	3	5	0	89	23	3	1	6	127	132	0	2	78	17	4	0	2	103	106
15:15	0	0	4	1	0	0	2	7	9	5	0	82	11	4	0	2	104	104	1	1	99	17	4	1	4	127	133
15:30	1	0	0	0	0	0	0	1	0	6	0	102	26	5	0	3	142	143	0	1	94	11	2	0	1	109	110
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
H/TOT	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
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
16:15	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
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
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
H/TOT	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
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
17:15	0	0	2	0	0	0	0	2	2	2	1	112	20	0	0	4	139	141	12	0	125	15	3	0	1	156	149
17:30	1	0	6	1	0	0	0	8	7	12	0	103	6	2	0	0	123	114	9	1	122	15	1	0	2	150	145
17:45	0	0	3	0	0	0	0	3	3	8	2	106	12	0	1	1	130	125	5	0	110	12	2	0	2	131	130
H/TOT	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
18:00	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
18:15	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
18:30	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
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
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
P/TOT	16	1	159	22	9	1	22	230	244	234	28	4399	782	155	30	85	5713	5711	159	32	4583	724	147	24	102	5771	5831

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS **FEBRUARY/MARCH 2020**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/20/053**

SITE: 01 DATE: 27th February 2020

LOCATION: North Circular Road/O'Deavaney Gardens DAY: Thursday

	MOVEMENT 4									MOVEMENT 5									MOVEMENT 6								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
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	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	56	6	0	0	0	64	62	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	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
H/TOT	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	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
09:30	0	0	10	3	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
H/TOT	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
H/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
11:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	5	2	1	0	0	10	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	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	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	2	0	0	1	10	11	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	1
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	0	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	0	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
H/TOT	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
14:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
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
H/TOT	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
H/TOT	0	0	5	1	0	0	0	6	6	1	0	1	1	0	0	0	3	2	2	0	3	1	0	0	0	6	4
16:00	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
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
H/TOT	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
17:15	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
17:30	0	0	2	0	0	0	0	2	2	2	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	1
17:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	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
H/TOT	1	0	10	0	0	0	0	11	10	3	0	2	0	0	0	0	5	3	0	0	2	0	0	0	0	2	2
P/TOT	11	0	269	28	4	1	1	314	310	11	0	8	1	0	0	0	20	11	7	2	12	6	1	1	0	29	24

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS **FEBRUARY/MARCH 2020**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/20/053**

SITE: 02 DATE: 27th February 2020

LOCATION: Montpellier Gardens/O'Deavaney Gardens DAY: Thursday

	MOVEMENT 1									MOVEMENT 2									MOVEMENT 3								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	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
07:30	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
07:45	0	0	3	0	0	0	0	3	3	0	0	4	0	0	0	0	4	4	0	0	0	1	0	0	0	1	1
H/TOT	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
H/TOT	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	0	5	0	0	0	4	9	13	0	0	3	1	0	0	0	4	4
H/TOT	1	0	17	0	0	0	0	18	17	1	0	13	2	2	0	5	23	28	2	0	5	2	0	0	0	9	7
10:00	0	0	3	0	1	0	0	4	5	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0	2	2
10:15	0	0	7	1	0	0	0	8	8	0	0	2	2	0	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
H/TOT	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
H/TOT	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
12:45	0	0	2	0	0	0	0	2	2	1	0	2	0	0	0	0	3	2	0	0	1	1	0	0	0	2	2
H/TOT	0	0	6	0	0	0	0	6	6	1	0	9	0	0	0	2	12	13	0	0	6	2	0	0	0	8	8
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
H/TOT	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
H/TOT	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
15:45	2	0	4	0	0	0	0	6	4	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	2	0	15	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
H/TOT	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
H/TOT	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
18:45	0	0	1	0	0	0	0	1	1	0	1	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
H/TOT	2	0	15	2	0	0	0	19	17	0	1	15	1	0	0	0	17	16	0	0	0	0	0	0	0	0	0
P/TOT	10	0	168	13	2	0	1	194	188	7	2	163	20	11	1	21	225	246	2	0	39	16	1	1	0	59	59

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS | **FEBRUARY/MARCH 2020**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS | **TRA/20/053**

SITE: 02 | DATE: 27th February 2020

LOCATION: Montpellier Gardens/O'Deavaney Gardens | DAY: Thursday

	MOVEMENT 4									MOVEMENT 5									MOVEMENT 6								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
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
07:30	0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	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	0
H/TOT	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	0	3	3	0	0	4	0	0	0	0	4	4	1	0	1	0	0	0	0	2	1
08:45	0	0	10	1	0	0	0	11	11	0	0	6	0	0	0	0	6	6	1	0	3	0	0	0	0	4	3
H/TOT	0	0	23	3	0	0	0	26	26	0	0	20	2	0	0	1	23	24	2	0	7	0	0	0	0	9	7
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
H/TOT	1	0	26	2	1	0	1	31	32	3	0	23	1	1	0	1	29	28	0	0	4	0	0	0	0	4	4
10:00	0	0	4	1	0	0	0	5	5	1	0	4	0	0	0	0	5	4	0	0	1	0	0	0	0	1	1
10:15	0	0	11	1	2	0	0	14	15	0	0	5	0	2	0	0	7	8	1	0	2	0	0	0	0	3	2
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	0	1	10	11	0	0	1	0	0	0	0	1	1
H/TOT	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	0
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
11:45	0	0	1	1	1	0	0	3	4	0	0	8	0	1	0	0	9	10	0	0	0	0	0	0	0	0	0
H/TOT	0	1	14	1	1	0	0	17	17	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
H/TOT	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
13:15	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
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
H/TOT	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	0	0	2	0	1	0	0	3	4	1	0	4	0	1	0	0	6	6	0	0	0	0	0	0	0	0	0
14:45	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	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
H/TOT	5	0	11	2	0	0	0	18	14	0	1	30	0	0	0	0	31	30	4	0	7	1	0	0	0	12	9
16:00	0	0	1	0	0	0	0	1	1	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
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
H/TOT	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
17:30	1	0	5	1	0	0	0	7	6	0	0	8	1	0	0	0	9	9	0	0	1	0	0	0	0	1	1
17:45	0	0	2	0	0	0	0	2	2	0	0	4	1	0	0	0	5	5	0	0	4	0	0	0	0	4	4
H/TOT	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	0	0	3	0	0	0	0	3	3
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
H/TOT	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
P/TOT	9	2	191	18	7	0	2	229	226	16	4	323	23	8	0	3	377	369	14	0	50	1	0	0	0	65	54

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS **FEBRUARY/MARCH 2020**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/20/053**

SITE: 03 DATE: 27th February 2020

LOCATION: Montpellier Gardens/Thor Place DAY: Thursday

	MOVEMENT 1									MOVEMENT 2									MOVEMENT 3								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
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
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	2	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
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
H/TOT	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	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
08:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	4	0	0	0	0	4	4
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	0	0	0	4	4
H/TOT	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
09:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3
09:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	2	0	0	0	0	2	2
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
H/TOT	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
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	4
H/TOT	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
11:15	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
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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
H/TOT	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	0	1	0	0	0	0	2	1
12:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	2	0	0	0	0	3	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
H/TOT	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	6	4	0	1	0	0	0	0	0	1	0
13:30	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5	2	3	2	2	1	0	0	0	8	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
H/TOT	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
14:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	3	0	1	0	0	4	5
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
H/TOT	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	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
15:30	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	0	9	7	1	0	2	0	0	0	0	3	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
H/TOT	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
16:30	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2	0	0	2	1	0	0	0	3	3
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	2	0	6	2	0	0	0	10	8	0	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	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	10	9	0	0	4	1	0	0	0	5	5
17:45	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	6	0	0	0	0	6	6
H/TOT	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	0	0	0	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
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	1	1	0	0	10	0	0	0	0	10	10	2	0	10	0	0	0	0	12	10
P/TOT	0	0	3	0	0	0	0	3	3	11	1	101	8	1	0	0	122	113	10	5	100	9	2	0	1	127	118

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS — **FEBRUARY/MARCH 2020**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS — **TRA/20/053**

SITE: 03 — DATE: 27th February 2020

LOCATION: Montpellier Gardens/Thor Place — DAY: Thursday

	MOVEMENT 4									MOVEMENT 5									MOVEMENT 6								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
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
07:15	2	0	11	0	0	0	0	13	11	0	0	1	0	0	0	0	1	1	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
H/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	1	0	2	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0
08:15	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0	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	0	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
H/TOT	6	0	77	3	0	0	0	86	81	1	0	5	1	0	0	0	7	6	0	0	0	0	0	0	0	0	0
09:00	0	0	18	0	1	0	0	19	20	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
09:15	0	0	11	0	0	0	0	11	11	0	0	2	0	0	0	0	2	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
H/TOT	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	8	9	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:15	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
10:30	0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	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
H/TOT	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
11:15	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
11:30	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
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
H/TOT	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
12:15	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	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
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
H/TOT	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
13:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	2	0	0	0	0	3	2	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
H/TOT	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
14:30	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
14:45	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
H/TOT	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	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	3	2	0	0	0	0	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
H/TOT	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
16:15	1	0	2	0	0	0	0	3	2	2	0	2	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0
16:30	2	0	3	0	0	0	0	5	3	0	0	2	0	0	0	0	2	2	0	0	0	0	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
H/TOT	3	0	12	0	0	0	0	15	13	2	0	4	0	0	0	0	6	4	0	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
17:30	0	1	4	0	0	0	0	5	4	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
17:45	0	0	1	0	0	0	0	1	1	1	0	3	1	0	0	0	5	4	0	0	0	0	0	0	0	0	0
H/TOT	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	0	0	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
18:30	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
18:45	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0
H/TOT	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	0
P/TOT	24	1	244	15	3	0	0	287	269	15	3	68	8	0	0	0	94	80	0	0	0	0	0	0	0	0	0

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS **FEBRUARY/MARCH 2020**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/20/053**

SITE: 04 DATE: 27th February 2020

LOCATION: Montpellier Gardens/Montpellier Park DAY: Thursday

	MOVEMENT 1									MOVEMENT 2									MOVEMENT 3									MOVEMENT 4								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
07:15	0	0	2	1	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
07:30	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	0	0	4	0	0	0	0	4	4
07:45	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	2	1	0	0	0	3	3
H/TOT	0	0	12	1	0	0	0	13	13	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	11	1	0	0	0	12	12
08:00	0	0	7	0	0	0	0	7	7	0	0	0	1	0	0	0	1	1	0	0	2	1	0	0	0	3	3	0	0	3	0	0	0	0	3	3
08:15	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4
08:30	0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	1	0	3	0	0	0	0	4	3
08:45	1	0	12	1	0	0	0	14	13	0	0	1	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6
H/TOT	1	0	30	1	0	0	0	32	31	0	0	3	1	0	0	1	5	6	0	0	4	1	0	0	0	5	5	2	0	15	1	0	0	0	18	16
09:00	0	0	8	0	0	0	0	8	8	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	2	0	4	0	0	0	1	7	6
09:15	1	0	5	0	0	0	0	6	5	0	0	6	0	0	0	0	6	6	0	0	2	0	0	0	0	2	2	1	0	0	0	0	0	0	1	0
09:30	0	0	10	1	1	0	0	12	13	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4
09:45	0	0	2	0	0	0	1	3	4	1	0	3	1	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
H/TOT	1	0	25	1	1	0	1	29	30	1	0	14	1	0	0	0	16	15	0	0	4	0	0	0	0	4	4	3	0	12	0	0	0	1	16	15
10:00	0	0	3	0	1	0	0	4	5	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
10:15	0	0	6	2	0	0	0	8	8	0	0	10	0	1	0	0	11	12	0	0	2	0	1	0	0	3	4	1	0	3	0	0	0	0	4	3
10:30	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	0	0	7	0	1	0	0	8	9
10:45	0	0	4	0	0	0	0	4	4	0	0	1	1	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
H/TOT	0	0	17	2	1	0	0	20	21	0	0	19	2	2	0	0	23	24	0	0	2	0	1	0	0	3	4	1	0	16	0	1	0	0	18	18
11:00	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	7	6
11:15	0	0	3	0	0	0	0	3	3	0	0	6	1	0	0	0	7	7	0	0	2	0	0	0	0	2	2	0	0	5	0	0	0	0	5	5
11:30	0	1	4	0	0	0	0	5	4	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
11:45	0	0	0	0	1	0	0	1	2	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
H/TOT	0	1	7	0	1	0	0	9	9	1	0	19	2	0	0	0	22	21	0	0	2	0	0	0	0	2	2	1	0	18	2	0	0	0	21	20
12:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1	1	0	4	1	0	0	0	6	5
12:15	0	0	1	0	0	0	0	1	1	0	0	7	0	0	0	0	7	7	0	0	2	0	0	0	0	2	2	0	0	4	1	0	0	0	5	5
12:30	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	0	0	2	0	0	0	0	2	2
12:45	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	1	0	11	1	0	0	0	13	12
H/TOT	0	0	3	0	0	0	0	3	3	0	0	19	0	0	0	0	19	19	0	0	6	0	0	0	0	6	6	2	0	21	3	0	0	0	26	24
13:00	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	5	5	0	0	4	0	0	0	0	4	4
13:15	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
13:30	0	0	2	0	0	0	1	3	4	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3
13:45	0	0	5	0	0	0	0	5	5	1	0	4	1	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
H/TOT	0	0	10	0	0	0	1	11	12	1	0	14	1	0	0	0	16	15	0	0	6	0	0	0	0	6	6	0	0	13	0	0	0	0	13	13
14:00	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6
14:15	0	0	2	0	0	0	0	2	2	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12
14:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	1	0	0	1	2	1	0	3	0	0	0	0	4	3
14:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	3	0	0	0	0	3	3	0	0	13	2	0	0	0	15	15	0	0	0	0	1	0	0	1	2	2	0	20	2	0	0	0	24	22
15:00	0	0	1	1	0	0	0	2	2	1	0	7	1	0	0	0	9	8	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6
15:15	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4	0	0	1	0	0	0	0	1	1	1	0	7	0	0	0	0	8	7
15:30	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	0	2	2	3	0	6	0	0	0	0	9	7
15:45	0	0	1	0	0	0	0	1	1	5	0	5	0	0	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
H/TOT	0	0	3	1	0	0	0	4	4	7	0	20	1	0	0	0	28	22	0	0	3	0	0	0	0	3	3	4	0	22	1	0	0	0	27	24
16:00	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
16:15	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2
16:30	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2	2	0	2	1	0	0	0	5	3
16:45	0	0	1	1	1	0	0	3	4	1	0	9	1	0	0	0	11	10	0	0	2	0	0	0	0	2	2	0	1	5	0	0	0	0	6	5
H/TOT	0	0	4	1	1	0	0	6	7	2	0	23	1	0	0	0	26	24	0	0	5	0	0	0	0	5	5	2	1	12	1	0	0	0	16	14
17:00	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
17:15	0	0	2	0	1	0	0	3	4	0	1	6	3	0	0	0	10	9	0	0	1	0	0	0	0	1	1	2	0	3	2	0	0	0	7	5
17:30	0	0	2	2	0	0	0	4	4	1	0	14	1	0	0	0	16	15	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5
17:45	0	0	0	0	0	0	0	0	0	1	0	9	1	0	0	0	11	10	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
H/TOT	0	0	4	2	1	0	0	7	8	3	1	31	6	0	0	0	41	38	0	0	2	0	0	0	0	2	2	2	0	18	2	0	0	0	22	20
18:00	0	0	2	0	0	0	0	2	2	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4
18:15	0	0	0	1	0	0	0	1	1	2	0	7	1	0	0	0	10	8	0	0	1	0	0	0	0	1	1	2	0	9	0	0	0	0	11	9
18:30	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2
18:45	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	3	0	6	2	0	0	0	11	9
H/TOT	0	0	3	1	0	0	0	4	4	2	0	21	3	0	0	0	26	24	0	0	3	0	0	0	0	3	3	6	0	21	2	0	0	0	29	24
P/TOT	2	1	121	10	5	0	2	141	143	17	1	200	20	2	0	1	241	229	0	0	38	1	2	0	0	41	42	25	1	199	15	1	0	1	242	223

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS **FEBRUARY/MARCH 2020**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/20/053**

SITE: 04 DATE: 27th February 2020

LOCATION: Montpellier Gardens/Montpellier Park DAY: Thursday

	MOVEMENT 5									MOVEMENT 6									MOVEMENT 7								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
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
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	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
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
H/TOT	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	0	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15	1	1	0	1	19	20
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	9
11:15	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
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	17
12:00	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
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
12:30	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	5	4
H/TOT	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
13:15	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
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
H/TOT	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
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	7	6
H/TOT	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	15
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	0	4	1	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	31	1	0	0	0	35	33
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
H/TOT	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
18:00	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
18:15	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	136	8	5	0	2	159	158

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS **FEBRUARY/MARCH 2020**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/20/053**

SITE: 05 DATE: 27th February 2020

LOCATION: Infirmary Road/Montpellier Gardens DAY: Thursday

	MOVEMENT 1									MOVEMENT 2									MOVEMENT 3								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	3	0	0	0	0	3	3	4	0	108	19	3	0	0	134	132	1	0	88	30	2	1	3	125	130
07:15	0	0	2	1	0	0	0	3	3	5	1	143	20	2	0	1	172	169	5	1	85	23	2	0	1	117	114
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
H/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
08:00	1	0	2	1	0	0	0	4	3	14	3	147	19	3	1	0	187	177	5	0	75	10	3	1	2	96	97
08:15	0	0	2	0	0	0	0	2	2	7	1	134	11	3	1	3	160	160	1	1	61	12	1	1	2	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
H/TOT	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	6	1	2	155	157	0	0	61	11	6	0	2	80	85
09:30	0	0	6	0	0	0	0	6	6	4	0	124	23	8	0	3	162	166	3	0	62	16	2	0	0	83	82
09:45	0	0	8	1	0	0	0	9	9	6	1	100	23	10	0	0	140	140	0	1	66	12	1	1	3	84	88
H/TOT	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	3	0	0	1	0	4	5	0	0	63	14	6	0	1	84	88	1	0	65	10	3	0	1	80	82
H/TOT	0	0	25	1	0	1	0	27	28	5	2	303	64	24	3	8	409	428	1	2	284	41	20	2	6	356	373
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	101
H/TOT	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
12:15	0	0	4	1	0	0	0	5	5	3	0	61	11	4	1	1	81	83	1	1	58	10	2	1	1	74	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	0	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
H/TOT	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
13:30	0	0	2	0	0	0	0	2	2	5	0	75	19	7	0	2	108	110	1	0	63	8	4	0	2	78	81
13:45	0	0	2	1	0	0	0	3	3	0	0	58	11	7	0	0	76	80	0	1	87	22	2	0	2	114	116
H/TOT	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	0	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
H/TOT	0	0	3	1	1	0	0	5	6	9	0	285	57	11	4	5	371	380	9	1	262	68	15	3	5	363	372
15:00	0	0	2	0	0	0	0	2	2	0	0	70	14	3	1	5	93	101	0	0	67	11	4	0	3	85	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	20	2	0	0	95	93	1	2	72	14	1	0	0	90	89
16:15	0	0	1	1	0	0	0	2	2	1	1	74	9	3	0	1	89	90	4	0	114	10	4	0	2	134	135
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	136
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	117
H/TOT	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	10	1	0	2	95	93	4	2	110	11	1	0	4	132	132
17:45	0	0	2	1	0	0	0	3	3	2	0	76	10	0	1	2	91	93	3	1	95	11	2	0	1	113	112
H/TOT	1	0	9	1	0	0	0	11	10	18	1	310	50	1	1	9	390	386	18	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	116
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
H/TOT	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
P/TOT	4	0	145	16	4	1	0	170	170	168	19	4063	732	159	32	81	5254	5310	102	28	3624	656	137	22	76	4645	4720

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS — **FEBRUARY/MARCH 2020**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS — **TRA/20/053**

SITE: 05 DATE: 27th February 2020

LOCATION: Infirmary Road/Montpellier Gardens DAY: Thursday

	MOVEMENT 4									MOVEMENT 5									MOVEMENT 6								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
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	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
07:30	0	0	1	0	0	0	0	1	1	0	0	10	0	0	0	0	10	10	0	0	1	0	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	0	0	2	0	0	0	0	2	2
H/TOT	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	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
08:15	0	0	3	0	0	0	0	3	3	1	0	8	2	0	0	0	11	10	0	0	2	0	0	0	0	2	2
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
H/TOT	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
09:00	0	0	4	1	0	0	0	5	5	0	0	4	1	1	0	0	6	7	0	0	3	1	0	0	2	6	8
09:15	1	0	3	0	0	0	0	4	3	0	0	4	0	1	0	0	5	6	0	0	2	2	1	0	0	5	6
09:30	0	0	5	2	1	0	0	8	9	0	0	8	1	0	0	0	9	9	0	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
10:00	0	0	11	0	1	0	0	12	13	0	0	8	0	0	0	0	8	8	2	0	2	0	2	0	1	7	7
10:15	0	0	9	2	1	0	0	12	13	0	0	8	2	1	0	0	11	12	0	0	9	0	0	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
11:00	0	0	0	1	0	0	0	1	1	0	0	7	2	0	0	0	9	9	0	0	7	0	2	0	0	9	10
11:15	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
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	2	2	1	0	4	2	0	0	0	7	6	0	0	4	0	0	0	1	5	6
12:15	0	0	3	0	0	0	0	3	3	0	0	8	1	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
H/TOT	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
13:00	0	0	1	0	0	0	0	1	1	0	0	11	0	0	0	0	11	11	0	0	4	1	0	0	0	5	5
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	0	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
H/TOT	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
14:00	0	0	3	1	0	0	0	4	4	1	0	6	0	0	0	0	7	6	0	0	7	0	0	0	0	7	7
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	1	1	0	0	29	29	0	0	20	2	1	0	3	26	30
15:00	0	0	2	1	1	0	0	4	5	0	0	7	1	0	0	0	8	8	1	0	6	0	0	0	0	7	6
15:15	0	0	3	2	0	0	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	0	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
H/TOT	0	0	9	3	1	0	0	13	14	1	0	25	2	0	0	0	28	27	1	0	22	2	1	0	3	29	32
16:00	0	0	1	0	0	0	0	1	1	2	0	5	0	0	0	0	7	5	0	0	5	0	0	0	0	5	5
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	0	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
H/TOT	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	41
17:00	0	1	3	0	0	0	0	4	3	0	0	4	2	0	0	0	6	6	0	0	5	0	0	0	0	5	5
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
H/TOT	1	1	11	0	0	0	0	13	12	2	0	25	6	0	0	0	33	31	1	0	13	2	0	0	1	17	17
18:00	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	4	2	0	0	1	7	8
18:15	0	0	3	0	0	0	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	3	0	0	9	0	0	0	0	9	9	0	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
H/TOT	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
P/TOT	3	2	143	23	4	0	1	176	175	10	1	288	35	5	1	0	340	335	6	1	246	25	10	0	24	312	336

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS | **FEBRUARY/MARCH 2020**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS | **TRA/20/053**

SITE: 06 | DATE: 27th February 2020

LOCATION: Infirmary Road/Parkgate Street | DAY: Thursday

	MOVEMENT 1									MOVEMENT 2									MOVEMENT 3								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	1	0	15	0	1	0	0	17	17	2	1	91	19	0	2	0	115	115	1	0	98	25	3	1	1	129	132
07:15	2	0	31	0	0	0	1	34	33	3	1	87	25	2	1	0	119	118	2	1	96	27	2	0	0	128	127
07:30	0	0	30	2	1	0	1	34	36	1	2	99	20	0	0	0	122	120	1	1	91	25	4	0	1	123	125
07:45	3	0	28	1	0	0	2	34	34	2	0	83	16	1	2	1	105	108	2	1	85	23	2	0	0	113	112
H/TOT	6	0	104	3	2	0	4	119	119	8	4	360	80	3	5	1	461	461	6	3	370	100	11	1	2	493	495
08:00	1	0	30	2	0	0	1	34	34	1	2	93	10	3	2	0	111	113	3	0	96	14	2	1	0	116	116
08:15	4	0	25	2	2	0	2	35	35	1	2	105	12	2	2	1	125	128	1	1	75	14	0	1	0	92	92
08:30	3	0	34	1	1	0	1	40	39	2	2	78	3	2	0	4	91	93	0	0	94	12	5	2	0	113	118
08:45	3	0	29	2	0	0	0	34	32	1	0	66	16	6	1	1	91	96	1	1	75	13	7	1	3	101	107
H/TOT	11	0	118	7	3	0	4	143	140	5	6	342	41	13	5	6	418	429	5	2	340	53	14	5	3	422	433
09:00	7	0	27	2	0	0	1	37	32	1	2	65	17	4	0	1	90	91	2	0	89	16	4	0	1	112	113
09:15	3	0	30	1	0	0	1	35	34	1	0	71	19	1	2	1	95	98	2	0	68	14	5	0	0	89	90
09:30	2	0	20	4	0	0	1	27	26	1	1	69	17	9	0	1	98	102	1	1	79	21	2	0	3	107	110
09:45	2	0	21	2	1	0	1	27	27	1	0	75	17	7	1	2	103	109	0	0	76	16	1	1	2	96	100
H/TOT	14	0	98	9	1	0	4	126	119	4	3	280	70	21	3	5	386	400	5	1	312	67	12	1	6	404	413
10:00	0	0	18	2	1	0	1	22	24	0	4	56	24	5	2	1	92	96	1	1	98	13	7	1	0	121	124
10:15	0	0	10	1	0	0	1	12	13	2	0	62	18	4	2	0	88	91	0	1	87	21	6	1	0	116	120
10:30	0	0	22	2	0	0	4	28	32	0	0	67	11	8	1	2	89	96	0	0	83	17	9	1	0	110	116
10:45	0	0	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
H/TOT	0	0	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
11:00	0	0	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
11:15	0	0	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
11:30	0	0	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
11:45	0	0	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
H/TOT	0	0	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
12:00	2	1	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
12:15	1	0	16	1	0	0	1	19	19	1	0	75	12	5	1	0	94	97	0	1	54	11	2	1	0	69	71
12:30	1	0	16	5	1	0	0	23	23	0	0	44	6	4	2	1	57	63	1	0	56	13	2	0	0	72	72
12:45	4	1	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
H/TOT	8	2	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
13:00	0	0	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
13:15	0	0	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
13:30	4	0	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
13:45	0	0	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
H/TOT	4	0	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
14:00	2	0	11	2	0	1	0	16	16	1	0	92	18	2	1	0	114	116	1	0	64	18	4	1	1	89	93
14:15	0	0	13	3	2	0	4	22	27	0	0	51	19	2	1	0	73	75	2	1	70	18	6	2	0	99	102
14:30	2	0	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
14:45	0	0	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
H/TOT	4	0	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
15:00	0	0	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
15:15	0	0	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
15:30	1	0	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
15:45	1	1	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
H/TOT	2	1	48	10	0	2	5	68	73	2	0	281	68	7	4	7	369	383	2	0	304	48	10	1	2	367	374
16:00	3	0	7	0	0	0	0	10	8	3	1	83	25	1	0	1	114	113	2	1	77	14	2	0	0	96	95
16:15	0	0	16	2	0	0	1	19	20	1	1	88	11	1	0	0	102	101	0	0	85	10	3	0	0	98	100
16:30	1	0	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
16:45	1	0	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
H/TOT	5	0	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
17:00	0	0	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
17:15	2	0	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
17:30	3	0	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
17:45	0	0	17	0	0	0	1	18	19	4	1	76	13	1	1	0	96	94	1	1	75	8	0	0	0	85	84
H/TOT	5	0	52	1	0	0	8	66	70	8	4	334	65	4	1	0	416	411	10	4	350	51	5	0	0	420	412
18:00	0	0	7	0	0	0	0	7	7	0	0	73	10	1	0	0	84	85	0	2	86	9	1	0	1	99	99
18:15	1	0	10	0	0	0	4	15	18	5	1	75	13	1	0	1	96	93	3	2	95	4	1	0	0	105	102
18:30	0	0	10	0	0	0	0	10	10	3	0	61	10	2	0	0	76	75	0	0	93	5	0	0	0	98	98
18:45	3	0	8	0	0	0	3	14	15	4	0	66	9	0	0	0	79	76	0	0	78	4	1	0	0	83	84
H/TOT	4	0	35	0	0	0	7	46	50	12	1	275	42	4	0	1	335	328	3	4	352	22	3	0	1	385	383
P/TOT	63	3	778	73	16	3	59	995	1014	59	32	3453	723	128	43	35	4473	4562	44	24	3722	709	134	24	31	4688	4768

STONEYBATTER TRAFFIC COUNTS **FEBRUARY/MARCH 2020**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/20/053**

SITE: 06 DATE: 27th February 2020

LOCATION: Infirmary Road/Parkgate Street DAY: Thursday

	MOVEMENT 4									MOVEMENT 5									MOVEMENT 6								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	12	4	129	14	4	0	3	166	159	0	2	43	0	0	0	1	46	46	0	0	4	0	0	0	2	6	8
07:15	31	2	100	4	0	0	3	140	117	3	1	34	4	1	0	4	47	49	0	0	2	0	0	0	1	3	4
07:30	32	4	108	14	2	0	4	164	141	5	0	49	2	2	0	2	60	59	2	0	3	0	0	0	1	6	5
07:45	45	6	94	9	1	0	2	157	120	2	0	47	1	0	0	5	55	58	2	0	1	1	0	0	3	7	8
H/TOT	120	16	431	41	7	0	12	627	537	10	3	173	7	3	0	12	208	212	4	0	10	1	0	0	7	22	26
08:00	47	5	83	13	0	0	7	155	121	7	0	40	1	1	0	2	51	48	2	0	4	0	0	0	2	8	8
08:15	88	3	75	7	1	0	3	177	108	6	0	40	6	0	0	2	54	51	1	0	3	0	1	0	2	7	9
08:30	68	9	105	6	3	0	4	195	141	4	2	53	5	1	1	6	72	75	2	0	6	0	0	0	1	9	8
08:45	74	1	96	5	1	1	3	181	126	3	0	50	5	1	0	4	63	65	1	1	9	0	2	0	0	13	13
H/TOT	277	18	359	31	5	1	17	708	496	20	2	183	17	3	1	14	240	240	6	1	22	0	3	0	5	37	38
09:00	55	6	107	14	1	0	2	185	140	5	0	38	4	1	0	8	56	61	3	0	4	1	0	0	1	9	8
09:15	26	1	101	7	2	0	1	138	119	3	5	47	4	1	0	3	63	61	0	0	19	0	1	0	2	22	25
09:30	21	1	128	14	3	0	7	174	165	2	1	63	4	0	0	9	79	86	2	1	23	3	2	0	1	32	32
09:45	20	4	99	11	1	0	7	142	131	4	0	64	9	1	0	15	93	105	1	0	10	1	1	0	2	15	17
H/TOT	122	12	435	46	7	0	17	639	555	14	6	212	21	3	0	35	291	313	6	1	56	5	4	0	6	78	81
10:00	8	0	99	18	2	1	6	134	136	3	0	75	2	1	0	6	87	91	1	0	13	2	1	0	1	18	19
10:15	4	1	98	12	2	2	4	123	127	2	0	70	6	1	0	12	91	102	0	0	15	1	1	0	1	18	20
10:30	4	0	100	18	0	1	8	131	137	3	0	69	10	1	0	3	86	87	1	0	9	4	0	0	3	17	19
10:45	6	0	83	8	1	1	11	110	118	1	3	47	12	0	0	1	64	62	1	0	15	1	0	0	1	18	18
H/TOT	22	1	380	56	5	5	29	498	518	9	3	261	30	3	0	22	328	343	3	0	52	8	2	0	6	71	76
11:00	0	0	70	16	4	1	5	96	104	2	0	57	8	2	0	8	77	84	0	0	2	0	1	0	1	4	6
11:15	5	3	72	12	3	0	5	100	101	0	0	47	9	2	1	6	65	73	0	0	11	1	0	0	0	12	12
11:30	4	4	59	11	5	1	4	88	90	3	0	76	12	1	0	7	99	104	0	0	2	1	1	0	1	5	7
11:45	1	2	73	10	3	0	7	96	103	2	0	53	8	1	0	3	67	69	0	0	13	1	0	0	2	16	18
H/TOT	10	9	274	49	15	2	21	380	398	7	0	233	37	6	1	24	308	331	0	0	28	3	2	0	4	37	42
12:00	8	0	64	10	0	0	8	90	92	0	1	71	11	3	0	9	95	105	0	1	7	1	1	0	0	10	10
12:15	5	2	71	5	1	1	7	92	96	5	1	92	7	0	1	5	111	113	1	0	15	3	0	0	1	20	20
12:30	12	0	59	8	3	0	4	86	82	5	1	73	6	2	0	8	95	99	0	0	8	0	1	0	1	10	12
12:45	12	1	75	8	1	0	7	104	101	5	1	72	10	0	0	5	93	93	0	0	8	2	0	0	3	13	16
H/TOT	37	3	269	31	5	1	26	372	370	15	4	308	34	5	1	27	394	410	1	1	38	6	2	0	5	53	58
13:00	7	1	73	4	0	0	4	89	87	6	1	82	12	3	0	6	110	112	0	0	7	1	1	0	1	10	12
13:15	12	1	79	8	2	0	7	109	107	6	0	106	10	2	0	7	131	134	0	0	8	3	0	0	2	13	15
13:30	13	2	69	7	0	0	11	102	101	6	0	72	9	0	1	7	95	99	0	0	5	1	0	0	1	7	8
13:45	2	2	68	9	3	1	10	95	105	6	2	97	8	1	0	5	119	119	0	0	8	0	0	0	1	9	10
H/TOT	34	6	289	28	5	1	32	395	400	24	3	357	39	6	1	25	455	463	0	0	28	5	1	0	5	39	45
14:00	5	1	62	8	0	0	2	78	75	4	1	115	13	1	1	6	141	145	0	0	7	4	0	0	0	11	11
14:15	3	1	73	10	3	0	7	97	103	2	1	78	12	0	0	10	103	111	1	1	6	3	0	0	3	14	16
14:30	1	0	60	9	1	2	7	80	89	5	2	100	7	2	1	6	123	126	0	0	9	1	1	0	0	11	12
14:45	2	1	56	2	1	0	5	67	70	5	2	112	15	2	0	8	144	148	1	0	6	4	1	0	0	12	12
H/TOT	11	3	251	29	5	2	21	322	338	16	6	405	47	5	2	30	511	530	2	1	28	12	2	0	3	48	50
15:00	7	0	59	7	3	0	10	86	92	8	1	117	20	1	0	7	154	155	0	0	7	0	0	0	2	9	11
15:15	4	1	63	7	2	1	7	85	91	6	4	127	12	2	0	6	157	157	0	0	10	3	0	1	0	14	15
15:30	4	0	58	9	1	1	7	80	86	10	1	130	15	0	0	5	161	157	0	0	13	3	0	0	1	17	18
15:45	6	2	73	6	2	0	5	94	94	14	4	163	18	1	0	7	207	201	1	0	8	1	0	1	2	13	16
H/TOT	21	3	253	29	8	2	29	345	362	38	10	537	65	4	0	25	679	670	1	0	38	7	0	2	5	53	60
16:00	4	1	61	8	0	0	8	82	86	15	4	193	33	1	0	5	251	242	0	0	6	0	0	0	0	6	6
16:15	7	2	70	6	0	1	9	95	99	10	4	222	24	2	0	7	269	267	0	0	19	1	0	0	2	22	24
16:30	10	2	64	4	0	0	8	88	87	15	4	183	21	0	0	4	227	217	1	0	6	0	0	0	0	7	6
16:45	13	0	76	5	0	1	9	104	104	31	5	174	25	1	0	4	240	217	2	0	11	0	0	0	1	14	13
H/TOT	34	5	271	23	0	2	34	369	375	71	17	772	103	4	0	20	987	942	3	0	42	1	0	0	3	49	50
17:00	9	1	95	3	0	1	6	115	115	27	4	221	24	1	0	7	284	268	0	1	9	1	0	0	0	11	10
17:15	10	0	85	7	0	0	7	109	108	55	6	231	18	0	1	7	318	279	0	0	13	3	0	0	1	17	18
17:30	8	2	72	4	0	0	4	90	86	55	8	218	13	0	0	3	297	251	1	0	7	0	0	0	4	12	15
17:45	8	2	76	7	0	0	7	100	99	43	9	193	9	0	0	2	256	218	9	0	11	2	0	0	1	23	17
H/TOT	35	5	328	21	0	1	24	414	408	180	27	863	64	1	1	19	1155	1016	10	1	40	6	0	0	6	63	60
18:00	9	2	88	2	0	0	9	110	111	60	5	191	12	0	0	8	276	233	1	0	12	1	0	0	0	14	13
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	14	15
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	14
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	14
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
P/TOT	756	85	3864	395	64	17	286	5467	5151	576	98	5010	497	44	7	280	6512	6304	41	5	427	55	16	2	60	606	641

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS — **FEBRUARY/MARCH 2020**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS — **TRA/20/053**

SITE: 07 — DATE: 27th February 2020

LOCATION: North Circular Road/Phoenix Park/Infirmary Road — DAY: Thursday

	MOVEMENT 1									MOVEMENT 2									MOVEMENT 3								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	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	2	1	107	24	2	0	2	138	139	3	0	20	0	0	0	0	23	21	2	0	45	1	0	0	0	48	46
07:30	4	0	81	18	0	1	2	106	106	3	0	32	0	1	0	0	36	34	5	0	49	3	0	0	0	57	53
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
H/TOT	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
08:45	6	2	79	20	4	0	1	112	109	0	0	23	2	0	0	0	25	25	1	0	45	2	0	0	0	48	47
H/TOT	20	8	337	47	15	2	6	435	430	6	0	89	4	1	0	0	100	96	5	0	192	8	1	0	0	206	203
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
H/TOT	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	108	0	0	18	3	1	0	0	22	23	0	0	39	1	0	0	1	41	42
10:15	0	0	62	17	2	2	2	85	91	1	0	16	3	0	0	0	20	19	2	0	19	4	0	0	0	25	23
10:30	0	0	69	11	7	0	5	92	101	0	0	12	2	0	0	0	14	14	1	0	29	0	0	0	0	30	29
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
H/TOT	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
H/TOT	4	0	193	51	12	6	6	272	289	7	0	81	8	2	0	0	98	93	7	0	71	4	0	0	1	83	78
12:00	1	0	62	20	5	0	1	89	92	1	0	21	2	0	0	1	25	25	2	0	14	0	0	0	0	16	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
H/TOT	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
13:30	7	0	63	19	3	0	2	94	92	1	0	16	1	0	0	0	18	17	0	0	13	1	0	0	0	14	14
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	18
H/TOT	10	1	247	62	22	1	8	351	363	5	0	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	12	1	2	0	76	75	2	0	20	1	0	0	0	23	21	0	0	17	0	0	0	0	17	17
H/TOT	9	1	235	59	8	4	4	320	325	5	0	97	8	0	0	0	110	106	4	0	81	1	1	0	0	87	84
15:00	4	0	56	21	2	1	6	90	95	1	0	33	2	1	0	0	37	37	0	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
H/TOT	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	17	0	0	0	83	79	3	0	31	1	0	0	0	35	33	0	0	26	1	1	0	0	28	29
16:15	6	0	72	9	1	0	1	89	86	4	1	26	3	0	0	0	34	30	2	0	17	1	0	0	0	20	18
16:30	1	2	71	10	1	0	2	87	88	3	0	45	3	0	0	0	51	49	3	0	30	2	0	0	0	35	33
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
H/TOT	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	4	0	65	11	0	1	1	82	81	4	2	41	1	0	0	0	48	44	1	0	15	2	0	0	0	18	17
H/TOT	21	2	267	50	2	1	7	350	341	15	2	170	7	0	0	0	194	181	15	0	109	4	1	0	0	129	118
18:00	5	0	68	8	0	0	1	82	79	7	1	33	3	0	0	0	44	38	0	0	19	0	0	0	0	19	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
H/TOT	12	1	233	26	4	0	8	284	284	11	1	120	9	0	0	0	141	132	2	0	78	0	0	0	0	80	78
P/TOT	143	22	3153	701	148	30	81	4278	4344	102	6	1254	82	7	0	4	1455	1377	74	1	1305	62	12	0	6	1460	1412

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS **FEBRUARY/MARCH 2020**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/20/053**

SITE: 07 DATE: 27th February 2020

LOCATION: North Circular Road/Phoenix Park/Infirmary Road DAY: Thursday

	MOVEMENT 4									MOVEMENT 5									MOVEMENT 6								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	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
07:15	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
07:30	0	0	52	5	0	0	0	57	57	0	0	5	0	0	0	0	5	5	3	1	81	15	2	0	2	104	104
07:45	0	1	53	1	0	0	0	55	54	2	0	6	0	0	0	0	8	6	0	0	70	24	3	0	2	99	103
H/TOT	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
H/TOT	11	1	220	13	1	0	0	246	237	2	0	20	1	0	0	0	23	21	16	0	274	55	16	4	9	374	383
09:00	3	0	56	2	1	0	0	62	60	0	0	4	1	0	0	0	5	5	2	0	67	17	4	0	3	93	96
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	0	2	61	65
09:30	0	0	49	1	0	0	0	50	50	0	0	4	0	0	0	0	4	4	0	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
H/TOT	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
10:45	0	0	16	2	0	0	0	18	18	0	0	9	0	0	0	0	9	9	1	0	63	13	4	1	2	84	89
H/TOT	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	0	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
H/TOT	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
12:15	0	0	10	0	1	0	0	11	12	0	0	7	0	0	0	0	7	7	1	1	47	9	4	1	2	65	69
12:30	1	0	7	3	0	0	0	11	10	0	0	15	0	0	0	0	15	15	2	0	57	12	2	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
H/TOT	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
H/TOT	2	0	45	2	0	0	1	50	49	2	0	23	2	0	0	0	27	25	8	1	290	59	9	2	7	376	383
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
H/TOT	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	0	2	57	17	4	0	1	81	83
15:15	0	0	11	2	0	0	0	13	13	0	0	10	0	0	0	0	10	10	1	1	84	16	4	1	3	110	115
15:30	1	0	11	0	0	0	0	12	11	0	0	8	0	0	0	0	8	8	0	1	76	11	2	0	1	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
H/TOT	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
16:45	1	0	11	1	0	0	0	13	12	1	0	19	2	0	0	0	22	21	4	0	99	12	0	0	2	117	116
H/TOT	2	0	43	4	1	0	0	50	49	4	0	71	4	0	0	0	79	76	17	0	397	57	7	0	7	485	482
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
H/TOT	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
18:30	0	1	12	0	0	0	0	13	12	4	0	9	0	0	0	0	13	10	0	5	84	6	0	0	1	96	94
18:45	1	0	11	0	0	0	0	12	11	0	0	10	1	0	0	0	11	11	1	0	86	4	1	0	3	95	98
H/TOT	4	1	49	0	0	0	0	54	50	6	0	43	1	0	0	0	50	45	1	18	353	23	4	0	8	407	405
P/TOT	43	4	1010	57	5	0	2	1121	1089	32	2	392	18	2	0	0	446	420	96	31	3547	690	139	25	97	4625	4729

STONEYBATTER TRAFFIC COUNTS | **FEBRUARY/MARCH 2020**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS | **TRA/20/053**

SITE: 08 | DATE: 27th February 2020

LOCATION: Aughrim Street/Cowper Street | DAY: Thursday

	MOVEMENT 1									MOVEMENT 2									MOVEMENT 3								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
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
07:15	4	0	65	8	1	0	1	79	77	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0
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	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	5	5
H/TOT	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
H/TOT	47	0	224	15	1	0	7	294	264	4	0	18	0	1	0	0	23	20	1	0	24	1	0	0	1	27	27
09:00	5	0	58	5	0	0	2	70	68	0	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	0	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
H/TOT	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
10:45	4	0	28	5	2	0	1	40	39	0	0	3	0	0	0	0	3	3	1	0	1	0	0	0	0	2	1
H/TOT	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
H/TOT	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
12:30	1	0	21	2	0	0	1	25	25	0	1	2	0	0	0	0	3	2	1	0	6	2	1	0	1	11	12
12:45	2	0	20	1	1	0	1	25	25	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2
H/TOT	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
H/TOT	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	3	1	29	0	0	0	1	34	32	1	0	6	1	0	0	0	8	7	0	0	5	1	0	0	0	6	6
14:30	2	0	28	4	1	0	0	35	34	0	0	3	0	0	0	0	3	3	0	0	6	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
H/TOT	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
H/TOT	4	3	78	9	3	0	4	101	102	1	0	12	1	0	0	1	15	15	0	0	12	1	0	0	1	14	15
16:00	1	0	15	2	0	0	0	18	17	0	0	4	0	0	0	0	4	4	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	0	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
H/TOT	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
17:45	0	0	17	0	0	0	1	18	19	0	0	3	0	0	0	0	3	3	1	0	6	0	0	0	0	7	6
H/TOT	7	0	66	5	0	1	3	82	81	0	0	13	1	0	0	0	14	14	1	0	23	4	0	0	0	28	27
18:00	4	0	25	1	0	0	1	31	29	0	0	3	1	0	0	0	4	4	1	0	5	0	0	0	0	6	5
18:15	1	0	28	2	1	0	1	33	34	0	0	5	0	0	0	0	5	5	0	0	6	1	0	0	0	7	7
18:30	3	1	22	2	1	0	0	29	27	0	0	6	1	0	0	0	7	7	0	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
H/TOT	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
P/TOT	162	8	1532	169	27	3	47	1948	1878	8	1	141	9	3	0	2	164	161	11	1	199	17	1	0	3	232	226

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS | **FEBRUARY/MARCH 2020**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS | **TRA/20/053**

SITE: 08 DATE: 27th February 2020

LOCATION: Aughrim Street/Cowper Street DAY: Thursday

	MOVEMENT 4									MOVEMENT 5									MOVEMENT 6								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	2	1	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	5	0	0	0	0	5	5
07:15	0	0	6	1	0	0	0	7	7	0	0	1	0	0	0	0	1	1	0	0	10	2	0	0	0	12	12
07:30	1	0	2	0	0	0	0	3	2	0	0	2	0	0	0	0	2	2	2	0	4	3	1	0	0	10	9
07:45	4	0	2	1	0	0	0	7	4	0	0	1	1	0	0	0	2	2	0	0	12	0	0	0	0	12	12
H/TOT	5	0	12	3	0	0	0	20	16	0	0	6	1	0	0	0	7	7	2	0	31	5	1	0	0	39	38
08:00	2	0	8	0	0	0	0	10	8	0	0	2	0	0	0	0	2	2	0	0	14	1	1	0	0	16	17
08:15	2	0	8	1	0	0	0	11	9	0	0	7	0	0	0	0	7	7	0	0	10	2	0	0	0	12	12
08:30	2	0	12	0	0	0	0	14	12	1	0	1	1	0	0	0	3	2	0	0	26	1	0	0	0	27	27
08:45	4	0	9	0	0	0	0	13	10	0	0	5	0	0	0	0	5	5	2	0	17	2	0	0	0	21	19
H/TOT	10	0	37	1	0	0	0	48	40	1	0	15	1	0	0	0	17	16	2	0	67	6	1	0	0	76	75
09:00	1	0	9	1	0	0	0	11	10	0	0	7	1	0	0	0	8	8	1	0	22	2	1	0	0	26	26
09:15	0	0	10	1	0	0	0	11	11	0	0	6	0	0	0	0	6	6	1	0	19	2	0	0	0	22	21
09:30	2	0	7	0	0	0	0	9	7	0	0	3	0	0	0	0	3	3	1	0	11	0	0	0	0	12	11
09:45	2	0	4	0	0	0	0	6	4	0	0	5	1	0	0	0	6	6	1	0	16	3	1	0	0	21	21
H/TOT	5	0	30	2	0	0	0	37	33	0	0	21	2	0	0	0	23	23	4	0	68	7	2	0	0	81	79
10:00	0	0	4	0	0	0	0	4	4	0	0	1	2	1	0	0	4	5	0	0	8	0	0	0	0	8	8
10:15	0	0	2	1	0	0	0	3	3	0	0	3	0	0	0	0	3	3	1	0	7	4	0	0	0	12	11
10:30	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	3	0	9	3	0	0	0	15	13
10:45	0	0	2	0	0	0	0	2	2	0	0	1	1	0	0	0	2	2	0	0	16	1	0	0	0	17	17
H/TOT	0	0	11	1	0	0	0	12	12	0	0	6	3	1	0	0	10	11	4	0	40	8	0	0	0	52	49
11:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22	22
11:15	0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	0	2	2	1	0	19	2	2	0	1	25	26
11:30	0	0	5	0	0	0	0	5	5	0	0	1	1	0	0	0	2	2	0	1	18	4	1	0	0	24	24
11:45	0	0	4	1	0	0	0	5	5	0	0	7	1	1	0	0	9	10	0	0	17	3	0	0	0	20	20
H/TOT	0	0	14	1	0	0	0	15	15	0	0	10	2	1	0	0	13	14	1	1	74	11	3	0	1	91	92
12:00	0	0	2	0	0	0	0	2	2	0	0	6	1	0	0	0	7	7	2	0	20	5	3	0	0	30	30
12:15	0	0	2	0	0	0	0	2	2	0	0	4	1	0	0	0	5	5	2	0	26	7	2	0	0	37	36
12:30	0	0	5	0	0	0	0	5	5	0	0	3	1	1	0	0	5	6	0	0	27	1	0	0	1	29	30
12:45	0	0	1	0	0	0	0	1	1	0	0	8	0	0	0	0	8	8	2	0	24	4	0	0	0	30	28
H/TOT	0	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	125
13:00	0	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	36
13:15	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
13:30	2	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
13:45	0	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	35
H/TOT	3	0	12	1	0	0	0	16	14	2	0	19	1	0	0	0	22	20	8	1	102	20	2	0	1	134	129
14:00	0	0	2	0	0	0	0	2	2	0	0	7	2	0	0	0	9	9	2	0	36	3	0	0	0	41	39
14:15	0	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
14:30	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
14:45	0	0	2	0	0	0	0	2	2	1	0	9	1	0	0	0	11	10	1	0	31	7	0	0	1	40	40
H/TOT	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	138
15:00	3	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
15:15	1	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
15:30	0	0	8	1	0	0	0	9	9	1	0	7	1	0	0	0	9	8	6	1	49	10	0	0	1	67	63
15:45	0	0	0	1	0	0	0	1	1	1	0	2	1	0	0	0	4	3	1	0	56	6	0	0	1	64	64
H/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	229
16:00	0	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
H/TOT	2	0	9	1	0	0	0	12	10	6	1	32	3	0	0	0	42	37	13	2	217	40	0	0	0	272	260
17:00	1	0	5	0	0	0	0	6	5	1	0	10	1	0	0	0	12	11	4	1	61	8	0	0	0	74	70
17:15	0	0	6	0	0	0	0	6	6	1	0	5	1	0	0	0	7	6	8	1	61	9	0	0	0	79	72
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	0	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
H/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	261
18:00	1	0	3	0	0	0	0	4	3	2	0	5	0	0	0	0	7	5	10	1	45	4	0	0	0	60	51
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	3	1	0	0	0	4	4	1	0	9	0	0	0	0	10	9	4	0	53	3	1	0	0	61	58
H/TOT	2	0	10	1	0	0	0	13	11	10	0	30	1	1	0	0	42	35	26	3	199	16	2	0	0	246	224
P/TOT	34	0	184	14	0	0	0	232	205	36	1	237	26	5	0	0	305	278	126	12	1421	205	17	0	9	1790	1700

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS **FEBRUARY/MARCH 2020**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/20/053**

SITE: 09 DATE: 27th February 2020

LOCATION: North Circular Road/Blackhorse Avenue/Aughrim Street DAY: Thursday

	MOVEMENT 1									MOVEMENT 2									MOVEMENT 3								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	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	11	6	1	81	12	2	0	1	103	100	0	0	2	0	0	0	1	3	4
07:30	0	0	0	0	0	0	0	0	0	6	0	63	9	0	1	3	82	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
H/TOT	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	4	1	75	9	5	1	2	97	99	1	0	8	0	0	0	0	9	8
08:45	2	1	4	1	0	0	0	8	6	6	2	73	11	3	0	2	97	95	0	0	6	1	0	0	1	8	9
H/TOT	5	1	19	4	4	0	0	33	30	20	7	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
H/TOT	3	0	7	3	1	0	1	15	14	24	1	257	40	16	4	12	354	359	1	0	26	2	1	0	5	35	40
10:00	1	0	2	1	0	0	0	4	3	3	0	62	20	8	2	1	96	101	0	0	10	0	0	0	1	11	12
10:15	0	0	3	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	0	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
H/TOT	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
11:30	0	0	4	0	0	0	0	4	4	2	0	64	9	5	1	2	83	87	0	0	10	0	0	0	0	10	10
11:45	0	0	7	0	0	0	0	7	7	0	0	44	13	1	2	2	62	67	0	0	4	1	1	0	1	7	9
H/TOT	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
H/TOT	3	0	21	3	0	0	0	27	25	14	1	254	41	11	1	7	329	331	1	0	32	6	3	0	3	45	49
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	15	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
H/TOT	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	0	7	1	0	0	0	9	8	2	0	63	12	4	1	1	83	86	0	0	16	3	0	0	1	20	21
14:30	0	0	4	0	1	0	0	5	6	1	0	55	13	2	1	4	76	82	2	0	15	3	0	0	1	21	20
14:45	0	0	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
H/TOT	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	18	5	0	3	98	99	0	0	13	2	0	0	1	16	17
15:45	0	0	2	0	0	0	0	2	2	3	0	78	17	0	1	0	99	98	1	0	20	2	0	0	1	24	24
H/TOT	1	1	14	4	1	0	1	22	22	13	3	294	58	10	4	11	393	402	1	0	63	7	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
H/TOT	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
17:00	1	0	0	1	0	0	0	2	1	9	2	87	13	0	0	2	113	107	1	0	18	8	1	0	1	29	30
17:15	0	0	3	0	1	0	0	4	5	9	1	90	18	0	0	5	123	120	4	1	15	2	0	0	1	23	20
17:30	2	0	5	0	0	0	0	7	5	14	0	75	7	1	0	0	97	86	0	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
H/TOT	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
18:45	0	0	5	0	1	0	0	6	7	6	1	58	3	1	0	2	71	68	0	0	14	1	0	0	2	17	19
H/TOT	1	0	20	2	2	0	0	25	25	25	2	262	30	2	0	9	330	319	4	1	61	7	0	0	6	79	81
P/TOT	26	2	193	30	15	0	2	268	256	216	27	3207	544	119	40	95	4248	4266	18	5	509	77	7	0	42	658	686

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS — **FEBRUARY/MARCH 2020**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS — **TRA/20/053**

SITE: 09 DATE: 27th February 2020

LOCATION: North Circular Road/Blackhorse Avenue/Aughrim Street DAY: Thursday

	MOVEMENT 4									MOVEMENT 5									MOVEMENT 6								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	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
H/TOT	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
08:15	1	0	31	3	0	0	0	35	34	15	0	53	3	0	0	2	73	63	2	1	37	3	0	1	1	45	45
08:30	4	0	21	2	0	0	0	27	24	11	1	59	3	0	0	1	75	67	0	0	39	1	0	0	1	41	42
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
H/TOT	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	2	1	1	0	40	41	0	1	16	7	1	0	1	26	27
10:15	0	0	14	1	0	0	0	15	15	2	0	46	8	0	0	1	57	56	0	0	26	6	3	0	2	37	41
10:30	0	0	7	2	0	0	0	9	9	1	0	43	3	1	0	1	49	50	0	0	22	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
H/TOT	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	0	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
H/TOT	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
12:30	2	0	9	1	1	0	0	13	12	1	0	21	3	0	0	1	26	26	0	0	12	4	0	0	0	16	16
12:45	0	1	13	1	0	0	0	15	14	1	0	23	3	1	0	1	29	30	0	1	22	5	1	0	0	29	29
H/TOT	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
H/TOT	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
14:30	0	0	14	1	0	0	0	15	15	0	0	22	4	0	0	0	26	26	0	0	14	1	0	0	0	15	15
14:45	0	0	17	0	0	0	0	17	17	1	0	16	1	0	0	1	19	19	0	0	15	2	0	0	0	17	17
H/TOT	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
H/TOT	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
16:15	0	0	13	0	0	0	0	13	13	1	0	12	1	0	0	2	16	17	0	0	13	2	0	0	0	15	15
16:30	0	0	6	3	0	0	0	9	9	0	0	17	0	0	0	1	18	19	0	0	9	0	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
H/TOT	0	0	39	5	0	0	0	44	44	3	0	63	6	0	0	4	76	78	0	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
H/TOT	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
18:00	0	0	11	1	0	0	0	12	12	3	0	25	0	0	0	1	29	28	0	0	19	1	0	0	0	20	20
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
18:30	0	0	13	2	0	0	0	15	15	3	1	23	4	0	0	0	31	28	0	0	14	0	0	0	0	14	14
18:45	0	0	14	0	0	0	0	14	14	2	0	31	0	0	0	1	34	33	0	0	11	1	0	0	0	12	12
H/TOT	0	0	45	4	0	0	0	49	49	8	1	106	6	1	0	3	125	122	0	0	55	2	0	0	0	57	57
P/TOT	20	4	632	52	5	3	1	717	706	120	8	1428	148	16	1	49	1770	1728	6	4	956	142	24	1	15	1148	1169

SITE: 09 DATE: 27th February 2020

LOCATION: North Circular Road/Blackhorse Avenue/Aughrim Street DAY: Thursday

	MOVEMENT 7									MOVEMENT 8									MOVEMENT 9								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	12	5	0	0	1	18	19	2	0	63	17	2	0	1	85	85	0	0	5	0	0	0	0	5	5
07:15	0	0	7	4	0	0	0	11	11	8	1	60	16	2	0	2	89	85	0	0	5	0	0	0	0	5	5
07:30	0	0	19	3	1	0	0	23	24	8	1	89	13	2	0	3	116	113	1	0	4	2	1	0	0	8	8
07:45	0	0	25	3	1	0	0	29	30	3	1	81	15	2	0	1	103	102	0	0	2	1	0	0	0	3	3
H/TOT	0	0	63	15	2	0	1	81	83	21	3	293	61	8	0	7	393	385	1	0	16	3	1	0	0	21	21
08:00	1	0	26	5	1	0	0	33	33	12	0	74	11	1	1	3	102	97	0	0	9	0	0	0	0	9	9
08:15	0	0	23	3	1	0	0	27	28	3	1	47	3	2	1	2	59	60	0	0	6	0	0	0	0	6	6
08:30	0	0	22	3	1	0	0	26	27	6	1	80	7	4	3	2	103	106	0	0	6	3	0	0	0	9	9
08:45	0	0	21	5	1	0	2	29	32	6	0	51	11	6	0	1	75	74	2	0	4	1	0	0	0	7	5
H/TOT	1	0	92	16	4	0	2	115	118	27	2	252	32	13	5	8	339	337	2	0	25	4	0	0	0	31	29
09:00	1	0	19	5	1	0	1	27	28	2	0	60	12	5	0	1	80	82	1	0	4	0	0	0	0	5	4
09:15	1	0	19	5	1	0	0	26	26	0	0	70	5	6	0	2	83	88	0	0	14	0	1	0	0	15	16
09:30	0	0	11	5	2	0	0	18	19	2	1	69	11	2	0	5	90	94	1	0	6	2	1	0	0	10	10
09:45	0	0	10	2	0	0	1	13	14	1	0	61	13	0	1	2	78	81	0	0	5	2	0	0	0	7	7
H/TOT	2	0	59	17	4	0	2	84	86	5	1	260	41	13	1	10	331	344	2	0	29	4	2	0	0	37	36
10:00	0	0	15	0	0	0	0	15	15	0	0	81	7	5	1	4	98	106	0	0	2	1	0	0	0	3	3
10:15	0	0	10	1	1	0	1	13	15	1	0	45	14	2	0	2	64	66	0	0	1	3	0	0	0	4	4
10:30	0	0	12	3	1	0	0	16	17	2	0	71	10	4	2	3	92	98	0	0	5	1	0	0	0	6	6
10:45	0	0	8	4	1	0	0	13	14	3	0	51	8	6	0	2	70	73	0	0	4	0	1	0	0	5	6
H/TOT	0	0	45	8	3	0	1	57	60	6	0	248	39	17	3	11	324	343	0	0	12	5	1	0	0	18	19
11:00	0	0	14	5	0	0	0	19	19	2	0	70	15	3	1	4	95	100	0	0	1	0	0	0	0	1	1
11:15	0	0	13	4	0	0	0	17	17	1	0	59	9	3	1	1	74	77	0	0	1	1	0	0	0	2	2
11:30	0	0	9	4	2	0	0	15	16	0	2	54	18	3	1	2	80	84	0	0	3	0	0	0	0	3	3
11:45	0	0	10	4	0	0	1	15	16	1	1	57	14	3	1	2	79	82	0	0	3	0	1	0	0	4	5
H/TOT	0	0	46	17	2	0	1	66	68	4	3	240	56	12	4	9	328	343	0	0	8	1	1	0	0	10	11
12:00	1	0	11	2	0	0	0	14	13	1	1	59	15	5	2	2	85	91	0	0	0	2	0	0	0	2	2
12:15	0	0	11	0	0	0	0	11	11	1	1	50	10	3	1	2	68	71	0	0	1	0	1	0	0	2	3
12:30	0	0	13	2	1	0	0	16	17	2	0	48	15	2	0	3	70	72	0	0	1	0	0	0	0	1	1
12:45	0	0	19	6	1	0	0	26	27	2	0	64	10	3	0	3	82	85	0	0	5	0	0	0	0	5	5
H/TOT	1	0	54	10	2	0	0	67	67	6	2	221	50	13	3	10	305	319	0	0	7	2	1	0	0	10	11
13:00	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
13:15	1	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
13:30	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
13:45	0	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
H/TOT	1	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
14:00	0	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
14:15	0	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
14:30	0	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
14:45	0	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
H/TOT	0	0	65	12	1	0	1	79	81	6	0	280	46	16	4	8	360	376	0	0	14	2	0	0	0	16	16
15:00	0	0	23	7	0	0	1	31	32	2	0	65	10	4	0	2	83	85	0	0	0	1	1	0	0	2	3
15:15	0	0	22	8	3	0	2	35	39	4	2	71	6	3	2	2	90	92	0	0	1	0	0	0	0	1	1
15:30	0	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
15:45	0	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
H/TOT	0	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
16:00	1	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
H/TOT	2	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
17:00	0	0	34	3	0	0	0	37	37	7	2	109	8	1	1	0	128	123	1	0	1	0	0	0	0	2	1
17:15	1	0	34	5	1	0	0	41	41	13	2	86	8	2	0	1	112	102	0	0	1	0	0	0	0	1	1
17:30	0	0	41	5	0	0	0	46	46	8	2	74	10	1	0	1	96	90	0	0	2	0	0	0	0	2	2
17:45	0	1	43	7	2	0	0	53	53	7	0	96	10	0	0	3	116	113	0	0	3	0	0	0	0	3	3
H/TOT	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	0	0	24	2	1	0	0	27	28	1	0	59	6	1	0	2	69	71	0	0	0	0	0	0	0	0	0
18:15	0	0	32	4	0	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	0	27	2	0	0	0	30	29	7	0	75	3	0	0	1	86	81	0	0	1	1	0	0	0	2	2
18:45	0	0	35	0	0	0	0	35	35	3	1	75	8	0	0	2	89	88	1	0	3	0	0	0	0	4	3
H/TOT	1	0	118	8	1	0	0	128	128	16	3	311	23	2	0	7	362	355	1	0	5	1	0	0	0	7	6
P/TOT	9	3	992	190	32	0	11	1237	1255	148	23	3402	513	124	26	98	4334	4396	7	0	139	26	7	0	0	179	177

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS **FEBRUARY/MARCH 2020**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/20/053**

SITE: 09 DATE: 27th February 2020

LOCATION: North Circular Road/Blackhorse Avenue/Aughrim Street DAY: Thursday

	MOVEMENT 10									MOVEMENT 11									MOVEMENT 12								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	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	0	0	1	0	0	0	0	1	1	0	0	15	1	0	0	0	16	16	1	0	1	0	0	0	0	2	1
H/TOT	2	0	8	0	1	0	0	11	10	1	0	33	3	0	0	0	37	36	2	0	5	1	1	0	0	9	8
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	3	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	0	0	4	0	0	0	0	4	4
H/TOT	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
09:45	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
H/TOT	0	0	10	2	0	0	0	12	12	2	0	63	7	1	0	0	73	72	1	0	11	4	1	0	0	17	17
10:00	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	3	0	0	0	0	3	3
10:15	0	0	2	2	0	0	0	4	4	0	0	15	3	0	0	0	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
H/TOT	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
H/TOT	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
12:30	0	0	4	0	0	0	0	4	4	0	0	28	1	1	0	0	30	31	1	0	2	1	1	0	1	6	7
12:45	0	0	5	1	0	0	0	6	6	1	0	17	2	0	0	1	21	21	0	0	7	0	0	0	0	7	7
H/TOT	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
H/TOT	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
H/TOT	1	0	11	2	0	0	0	14	13	6	0	123	14	0	0	1	144	140	2	0	21	2	0	0	0	25	23
15:00	0	0	5	0	0	0	0	5	5	1	0	37	4	1	0	1	44	45	1	0	5	0	0	0	0	6	5
15:15	1	0	1	0	0	0	1	3	3	2	0	42	10	0	0	2	56	56	2	0	6	0	1	0	0	9	8
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
H/TOT	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
H/TOT	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
17:30	3	0	4	0	0	0	0	7	5	9	1	55	7	0	0	0	72	64	1	0	5	1	0	0	0	7	6
17:45	1	0	0	0	0	0	0	1	0	9	1	56	5	0	0	0	71	63	4	0	1	0	0	0	0	5	2
H/TOT	4	0	11	0	0	0	0	15	12	32	3	223	29	0	0	0	287	260	5	0	14	3	0	0	0	22	18
18:00	0	0	4	0	0	0	0	4	4	9	0	57	3	0	0	0	69	62	2	0	5	1	0	0	0	8	6
18:15	0	0	3	0	0	0	0	3	3	4	0	47	1	0	0	0	52	49	0	0	4	1	0	0	0	5	5
18:30	0	0	0	1	0	0	0	1	1	6	0	52	3	1	0	0	62	58	0	0	2	1	0	0	0	3	3
18:45	2	0	6	0	0	0	0	8	6	2	0	32	3	0	0	0	37	35	0	0	9	0	0	0	0	9	9
H/TOT	2	0	13	1	0	0	0	16	14	21	0	188	10	1	0	0	220	204	2	0	20	3	0	0	0	25	23
P/TOT	14	0	147	21	5	0	3	190	184	93	8	1407	173	12	0	8	1701	1636	21	0	193	29	7	0	1	251	239

TRAFFINOMICS LIMITED

STONEYBATTER TRAFFIC COUNTS **FEBRUARY/MARCH 2020**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/20/053**

SITE: 10 DATE: 27th February 2020

LOCATION: Prussia Street/Aughrim Street/Manor Street DAY: Thursday

	MOVEMENT 1									MOVEMENT 2									MOVEMENT 3								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	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
07:15	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
07:30	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
07:45	23	5	113	22	0	1	6	170	156	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	67	8	431	94	5	4	14	623	586	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	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
08:15	26	2	106	10	2	0	5	151	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	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
08:45	34	5	97	10	3	0	7	156	134	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	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
09:00	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
09:15	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
09:30	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
09:45	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
H/TOT	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
10:00	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
10:15	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
10:30	6	0	90	19	5	1	4	125	128	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:45	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	0
H/TOT	21	6	351	76	17	3	16	490	498	0	0	8	2	0	0	0	10	10	0	0	2	1	0	0	0	3	3
11:00	1	1	81	12	4	2	4	105	112	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3
11:15	8	4	87	11	4	1	4	119	118	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
11:30	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
11:45	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
H/TOT	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
12:00	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
12:15	6	0	86	17	0	0	5	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	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
12:45	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
H/TOT	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
13:00	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
13:15	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
13:30	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
13:45	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
H/TOT	29	9	307	43	11	1	16	416	410	0	0	12	2	0	0	0	14	14	0	0	8	0	0	0	0	8	8
14:00	5	3	79	12	0	1	2	102	100	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1
14:15	5	0	86	15	2	0	4	112	113	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2
14:30	2	0	75	12	2	0	1	92	92	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:45	6	1	81	8	3	1	2	102	101	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	18	4	321	47	7	2	9	408	406	0	0	5	0	0	0	0	5	5	0	0	4	0	0	0	0	4	4
15:00	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
15:15	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
15:30	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
15:45	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
H/TOT	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
16:00	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
16:15	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
16:30	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
16:45	7	1	95	8	0	1	3	115	113	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
H/TOT	29	9	350	30	4	1	24	447	446	0	0	6	0	0	0	0	6	6	0	0	2	0	0	0	0	2	2
17:00	8	4	80	3	1	0	2	98	92	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
17:15	6	0	72	8	0	0	3	89	87	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	2	2
17:30	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
17:45	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
H/TOT	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
18:00	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	1
18:15	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
18:30	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
18:45	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
H/TOT	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
P/TOT	448	87	4158	597	112	21	205	5628	5506	2	0	60	8	0	0	0	70	68	1	0	43	3	2	0	0	49	49

STONEYBATTER TRAFFIC COUNTS **FEBRUARY/MARCH 2020**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/20/053**

SITE: 10 DATE: 27th February 2020

LOCATION: Prussia Street/Aughrim Street/Manor Street DAY: Thursday

	MOVEMENT 4									MOVEMENT 5									MOVEMENT 6								
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
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
08:15	14	0	51	5	1	0	1	72	62	0	0	13	2	0	0	0	15	15	4	0	60	9	2	0	5	80	83
08:30	14	1	46	5	0	0	1	67	56	1	0	25	3	0	0	0	29	28	4	1	47	12	3	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
H/TOT	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
H/TOT	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	52	52	2	0	11	5	0	0	0	18	16	1	1	53	11	2	0	6	74	80
10:45	2	0	28	6	1	0	1	38	38	0	0	16	2	0	0	0	18	18	0	0	46	6	5	1	5	63	72
H/TOT	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
H/TOT	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
H/TOT	10	0	88	16	5	0	4	123	122	3	0	94	17	7	0	1	122	124	22	4	309	53	13	3	11	415	416
13:00	3	0	13	1	1	0	0	18	16	1	0	23	5	0	0	0	29	28	6	2	95	14	0	0	4	121	119
13:15	2	1	27	2	1	0	1	34	33	1	1	26	5	0	0	0	33	32	4	1	81	13	2	0	4	105	106
13:30	3	0	28	2	0	0	1	34	33	6	0	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
H/TOT	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
H/TOT	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
15:30	2	0	17	3	1	0	1	24	24	5	1	48	11	0	0	1	66	62	4	2	82	11	0	1	3	103	103
15:45	3	1	13	3	0	0	1	21	19	3	0	51	9	0	0	0	63	61	7	2	85	14	4	1	3	116	116
H/TOT	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
H/TOT	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
H/TOT	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	4	0	0	0	57	48	14	2	98	6	1	0	8	129	125
18:15	4	0	19	1	1	0	1	26	24	9	2	58	4	1	0	0	74	66	24	0	97	4	2	0	4	131	117
18:30	5	1	17	2	1	0	0	26	22	11	2	44	6	1	0	0	64	55	12	4	89	14	1	0	7	127	123
18:45	5	0	20	5	1	0	1	32	30	7	0	55	3	2	0	0	67	62	12	3	101	8	2	0	7	133	130
H/TOT	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
P/TOT	226	11	1319	179	32	2	50	1819	1700	171	17	1440	223	25	0	11	1887	1764	309	56	3605	551	98	27	200	4846	4849

Appendix B

TRICS Data

CS CONSULTING

GROUP

Calculation Reference: AUDIT-656801-200422-0427

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	**GREATER LONDON**		
	HO	HOUNSLOW	1 days
	WF	WALTHAM FOREST	1 days
06	**WEST MIDLANDS**		
	ST	STAFFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 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.

Selected survey days:

Monday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4

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

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	4 days

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

Population within 1 mile:

25,001 to 50,000	2 days
50,001 to 100,000	2 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	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	2 days
3 Moderate	1 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1 **HO-03-A-02** **MIXED HOUSES** **HOUNSLOW**
HIBERNIAN ROAD
HOUNSLOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: MONDAY 29/06/15 Survey Type: MANUAL

2 **ST-03-A-06** **SEMI-DET. & TERRACED** **STAFFORDSHIRE**
STANFORD ROAD
WOLVERHAMPTON
BLAKENHALL
Edge of Town Centre
No Sub Category
Total No of Dwellings: 17
Survey date: FRIDAY 09/05/14 Survey Type: MANUAL

3 **WF-03-A-02** **SEMI DETACHED & TERRACED** **WALTHAM FOREST**
PALMERSTON ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 9
Survey date: THURSDAY 06/06/19 Survey Type: MANUAL

4 **WM-03-A-05** **TERRACED & DETACHED** **WEST MIDLANDS**
COUNDON ROAD
COVENTRY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 89
Survey date: MONDAY 21/11/16 Survey Type: MANUAL

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	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:			2.179			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.*

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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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 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.

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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

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

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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 Rates:			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.*

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

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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

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

MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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

Light Vehicles (LV)

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	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.*

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	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.*

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			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	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.

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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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	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.*

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	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.

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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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	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.

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Calculation Reference: AUDIT-656801-200422-0405

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	1 days
	HO	HOUNSLOW	1 days
	KI	KINGSTON	1 days
	SK	SOUTHWARK	1 days
02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 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: Include all surveys

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.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Friday	3 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6

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:

Development Zone	1
Residential Zone	3
Built-Up Zone	2

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

Secondary Filtering selection:

Use Class:

C3	6 days

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

Population within 1 mile:

25,001 to 50,000	5 days
50,001 to 100,000	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	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	2 days
No	4 days

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

PTAL Rating:

No PTAL Present	2 days
2 Poor	2 days
3 Moderate	1 days
6b (High) Excellent	1 days

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

<u>*LIST OF SITES relevant to selection parameters*</u>

1 **BE-03-C-01** **BLOCKS OF FLATS** **BEXLEY**
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY 19/09/18 Survey Type: MANUAL

2 **HC-03-C-01** **BLOCKS OF FLATS** **HAMPSHIRE**
CROSS STREET
PORTSMOUTH

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 90
Survey date: TUESDAY 05/06/18 Survey Type: MANUAL

3 **HO-03-C-03** **BLOCKS OF FLATS** **HOUNSLOW**
COMMERCE ROAD
BRENTFORD

Edge of Town Centre
Development Zone
Total No of Dwellings: 150
Survey date: FRIDAY 18/11/16 Survey Type: MANUAL

4 **KI-03-C-03** **BLOCK OF FLATS** **KINGSTON**
PORTSMOUTH ROAD
SURBITON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 20
Survey date: MONDAY 11/07/16 Survey Type: MANUAL

5 **SK-03-C-01** **BLOCK OF FLATS** **SOUTHWARK**
PARK STREET
SOUTHWARK

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 53
Survey date: FRIDAY 19/09/14 Survey Type: MANUAL

6 **WM-03-C-04** **BLOCKS OF FLATS** **WEST MIDLANDS**
GILLQUART WAY
COVENTRY
PARKSIDE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 55
Survey date: FRIDAY 11/11/16 Survey Type: MANUAL

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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:			1.135			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.

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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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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 Rates:			0.067			0.069			0.136

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**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.

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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

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

LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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 Rates:			0.177			0.177			0.354

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

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

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

MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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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			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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Calculation Reference: AUDIT-656801-200508-0541

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	EN	ENFIELD	1 days
03	**SOUTH WEST**		
	DV	DEVON	1 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 days
09	**NORTH**		
	TV	TEES VALLEY	1 days
	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: 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.

Selected survey types:
Manual count 5 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 2
Edge of Town 1
Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:
Residential Zone 4
No Sub Category 1

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

Secondary Filtering selection:

Use Class:
A1 1 days

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

Population within 1 mile:
25,001 to 50,000 5 days

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

Population within 5 miles:
250,001 to 500,000 4 days
500,001 or More 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 3 days
1.1 to 1.5 2 days

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

Petrol filling station:
Included in the survey count 0 days
Excluded from count or no filling station 5 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:
No 5 days

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

PTAL Rating:
No PTAL Present 4 days
3 Moderate 1 days

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

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			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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 Rates:			73.992			73.551			147.543

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.

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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.

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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 Rates:			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.*

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		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.

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

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	**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 Rates:			1.193			1.029			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.*

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			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

Calculation Reference: AUDIT-656801-200508-0545

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY

VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	KI	KINGSTON	1 days
	RB	REDBRIDGE	1 days
02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
09	**NORTH**		
	TW	TYNE & WEAR	1 days
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
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: Include all surveys

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

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

Selected survey days:

Tuesday	1 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	5

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

Secondary Filtering selection:

Use Class:

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®.

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 ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	4 days
2 Poor	1 days

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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 Rates:			27.577			27.481			55.058

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

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

Parameter summary

Trip rate parameter range selected: 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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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 Rates:			0.656			0.656			1.312

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	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.*

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 GREATER MANCHESTER 1 days
09 NORTH
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 Dwellings
Actual 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.

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:
C3 3 days

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

Population within 1 mile:
25,001 to 50,000 3 days

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

Population within 5 miles:

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 population.

Car ownership within 5 miles:
0.6 to 1.0 3 days

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

Travel Plan:
No 3 days

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

PTAL Rating:
No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1 GM-03-B-01 TERRACED HOUSES GREATER MANCHESTER
NEWBOLD
ROCHDALE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 43
Survey date: WEDNESDAY 21/10/15 Survey Type: MANUAL

2 TW-03-B-01 TERRACED HOUSES TYNE & WEAR
SCEPTRE STREET
NEWCASTLE UPON TYNE

Edge of Town Centre
Residential Zone
Total No of Dwellings: 83
Survey date: THURSDAY 18/10/18 Survey Type: MANUAL

3 WO-03-B-02 TERRACED HOUSES WORCESTERSHIRE
GOODREST WALK
WORCESTER
MERRIMANS HILL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY 14/11/16 Survey Type: MANUAL

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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.

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.*

Calculation Reference: AUDIT-656801-200422-0403

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	1 days
	EN	ENFIELD	1 days
	HG	HARINGEY	1 days
02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 15 to 160 (units:)
Range Selected by User: 6 to 339 (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 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.

Selected survey days:

Monday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	4

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	4
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

C3	5 days

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

Population within 1 mile:

50,001 to 100,000	5 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	1 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	4 days

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

PTAL Rating:

No PTAL Present	2 days
2 Poor	2 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1 **BT-03-D-01** **BLOCKS OF FLATS** **BRENT**
FLOWERS CLOSE
DOLLIS HILL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 160
Survey date: THURSDAY 26/06/14 Survey Type: MANUAL

2 **DL-03-D-01** **BLOCKS OF FLATS** **DUBLIN**
CHARLEMONT STREET
DUBLIN
PORTOBELLO
Town Centre
Built-Up Zone
Total No of Dwellings: 79
Survey date: THURSDAY 26/09/19 Survey Type: MANUAL

3 **EN-03-D-01** **BLOCKS OF FLATS** **ENFIELD**
CHURCHILL COURT
EDMONTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 66
Survey date: MONDAY 16/11/15 Survey Type: MANUAL

4 **ES-03-D-06** **FLATS & HOUSES** **EAST SUSSEX**
WELLINGTON ROAD
BRIGHTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: THURSDAY 16/10/14 Survey Type: MANUAL

5 **HG-03-D-03** **BLOCKS OF FLATS** **HARINGEY**
COMMERCE ROAD
WOOD GREEN
WOODSIDE PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 90
Survey date: FRIDAY 26/09/14 Survey Type: MANUAL

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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.*

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.

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

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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.

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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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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.

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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 Rates:			0.004			0.004			0.008

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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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.

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
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.*

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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.

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

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

MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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.*

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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.*

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			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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.*

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			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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.*

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) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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.

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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			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	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.

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Appendix C

Traffic Flow Matrices

CS CONSULTING

GROUP

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

2020 AM Peak (08:00-09:00) **SURVEYED TRAFFIC FLOWS**

From \ To	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**
TOTALS	**489**	**113**	**526**	**1128**

2020 PM Peak (16:45-17:45) **SURVEYED TRAFFIC FLOWS**

From \ To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North 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**

2020 AM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	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**
TOTALS	**489**	**113**	**526**	**1128**

2020 PM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	14	509	**523**
O'Devaney Gardens	7	0	2	**9**
North Circular Road (S)	588	11	0	**599**
TOTALS	**595**	**25**	**511**	**1131**

2023 AM Peak **Other committed development flows**

From \ To	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 PM Peak **Other committed development flows**

From \ To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	4	0	**4**
O'Devaney Gardens	4	0	1	**5**
North Circular Road (S)	0	1	0	**1**
TOTALS	**4**	**4**	**1**	**9**

2023 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	19	552	**571**
O'Devaney Gardens	3	0	1	**4**
North Circular Road (S)	513	103	0	**616**
TOTALS	**516**	**122**	**553**	**1191**

2023 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	18	534	**552**
O'Devaney Gardens	11	0	3	**14**
North Circular Road (S)	617	13	0	**630**
TOTALS	**628**	**31**	**537**	**1196**

2023 AM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	35	0	**35**
O'Devaney Gardens	56	0	9	**65**
North Circular Road (S)	0	18	0	**18**
TOTALS	**56**	**53**	**9**	**118**

2023 PM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	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**

2023 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	54	552	**606**
O'Devaney Gardens	59	0	10	**69**
North Circular Road (S)	513	121	0	**634**
TOTALS	**572**	**175**	**562**	**1309**

2023 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	85	534	**619**
O'Devaney Gardens	85	0	20	**106**
North Circular Road (S)	617	23	0	**640**
TOTALS	**702**	**108**	**554**	**1365**

2028 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	21	598	**619**
O'Devaney Gardens	3	0	1	**4**
North Circular Road (S)	556	112	0	**668**
TOTALS	**559**	**133**	**599**	**1291**

2028 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	19	579	**598**
O'Devaney Gardens	12	0	3	**15**
North Circular Road (S)	669	14	0	**683**
TOTALS	**681**	**33**	**582**	**1296**

2028 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	56	598	**654**
O'Devaney Gardens	59	0	10	**69**
North Circular Road (S)	556	130	0	**686**
TOTALS	**615**	**186**	**608**	**1409**

2028 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	86	579	**665**
O'Devaney Gardens	86	0	20	**107**
North Circular Road (S)	669	24	0	**693**
TOTALS	**755**	**110**	**599**	**1465**

2038 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	22	643	**665**
O'Devaney Gardens	3	0	1	**4**
North Circular Road (S)	598	120	0	**718**
TOTALS	**601**	**142**	**644**	**1387**

2038 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	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**

2038 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	North Circular Road (N)	O'Devaney Gardens	North Circular Road (S)	TOTALS
North Circular Road (N)	0	57	643	**700**
O'Devaney Gardens	59	0	10	**69**
North Circular Road (S)	598	138	0	**736**
TOTALS	**657**	**195**	**653**	**1505**

2038 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	North Circular Road (N)	O'Devaney Gardens	North Circular 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**
TOTALS	**806**	**113**	**643**	**1563**

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

2020 AM Peak (08:00-09:00) **SURVEYED TRAFFIC FLOWS**

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	5	26	**31**
O'Devaney Gardens	24	0	16	**40**
Montpelier Gardens (E)	24	7	0	**31**
TOTALS	**48**	**12**	**42**	**102**

2020 PM Peak (16:45-17:45) **SURVEYED TRAFFIC FLOWS**

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	0	24	**24**
O'Devaney Gardens	34	0	29	**64**
Montpelier Gardens (E)	30	4	0	**34**
TOTALS	**64**	**4**	**53**	**121**

2020 AM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	5	26	**31**
O'Devaney Gardens	24	0	16	**40**
Montpelier Gardens (E)	24	7	0	**31**
TOTALS	**48**	**12**	**42**	**102**

2020 PM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ 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**

2023 AM Peak **Other committed development flows**

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	1	0	**1**
O'Devaney Gardens	3	0	0	**3**
Montpelier Gardens (E)	0	0	0	**0**
TOTALS	**3**	**1**	**0**	**4**

2023 PM Peak **Other committed development flows**

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	3	0	**3**
O'Devaney Gardens	2	0	0	**2**
Montpelier Gardens (E)	0	0	0	**0**
TOTALS	**2**	**3**	**0**	**4**

2023 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	6	27	**33**
O'Devaney Gardens	28	0	17	**45**
Montpelier Gardens (E)	25	8	0	**33**
TOTALS	**53**	**14**	**44**	**111**

2023 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	3	25	**28**
O'Devaney Gardens	38	0	31	**69**
Montpelier Gardens (E)	31	4	0	**35**
TOTALS	**69**	**7**	**56**	**132**

2023 AM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	15	0	**15**
O'Devaney Gardens	55	0	0	**55**
Montpelier Gardens (E)	0	0	0	**0**
TOTALS	**55**	**15**	**0**	**70**

2023 PM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	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**

2023 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	21	27	**48**
O'Devaney Gardens	83	0	17	**100**
Montpelier Gardens (E)	25	8	0	**33**
TOTALS	**108**	**29**	**44**	**181**

2023 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	51	25	**76**
O'Devaney Gardens	68	0	31	**99**
Montpelier Gardens (E)	31	4	0	**35**
TOTALS	**99**	**55**	**56**	**211**

2028 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	6	30	**36**
O'Devaney Gardens	30	0	18	**48**
Montpelier Gardens (E)	27	8	0	**35**
TOTALS	**57**	**14**	**48**	**119**

2028 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	3	27	**30**
O'Devaney Gardens	41	0	33	**74**
Montpelier Gardens (E)	34	5	0	**39**
TOTALS	**75**	**8**	**60**	**143**

2028 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	21	30	**51**
O'Devaney Gardens	85	0	18	**103**
Montpelier Gardens (E)	27	8	0	**35**
TOTALS	**112**	**29**	**48**	**189**

2028 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	51	27	**78**
O'Devaney Gardens	71	0	33	**104**
Montpelier Gardens (E)	34	5	0	**39**
TOTALS	**105**	**56**	**60**	**222**

2038 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	6	32	**38**
O'Devaney Gardens	33	0	20	**53**
Montpelier Gardens (E)	29	9	0	**38**
TOTALS	**62**	**15**	**52**	**129**

2038 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	3	29	**32**
O'Devaney Gardens	43	0	36	**79**
Montpelier Gardens (E)	37	5	0	**42**
TOTALS	**80**	**8**	**65**	**153**

2038 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	21	32	**53**
O'Devaney Gardens	88	0	20	**108**
Montpelier Gardens (E)	29	9	0	**38**
TOTALS	**117**	**30**	**52**	**199**

2038 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Montpelier Gardens (W)	O'Devaney Gardens	Montpelier Gardens (E)	TOTALS
Montpelier Gardens (W)	0	51	29	**80**
O'Devaney Gardens	73	0	36	**109**
Montpelier Gardens (E)	37	5	0	**42**
TOTALS	**110**	**56**	**65**	**232**

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

2020 AM Peak (08:00-09:00) **SURVEYED TRAFFIC FLOWS**

From \ To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	22	81	**103**
Thor Place	14	0	1	**15**
Thor Park	6	0	0	**6**
TOTALS	**20**	**22**	**82**	**124**

2020 PM Peak (16:45-17:45) **SURVEYED TRAFFIC FLOWS**

From \ To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	13	13	**27**
Thor Place	19	0	0	**19**
Thor Park	11	0	0	**11**
TOTALS	**31**	**13**	**13**	**57**

2020 AM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	22	81	**103**
Thor Place	14	0	1	**15**
Thor Park	6	0	0	**6**
TOTALS	**20**	**22**	**82**	**124**

2020 PM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ 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**

2023 AM Peak **Other committed development flows**

From \ To	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 PM Peak **Other committed development flows**

From \ To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	0	2	**2**
Thor Place	0	0	0	**0**
Thor Park	4	0	0	**4**
TOTALS	**4**	**0**	**2**	**6**

2023 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	23	88	**111**
Thor Place	15	0	1	**16**
Thor Park	7	0	0	**7**
TOTALS	**22**	**23**	**89**	**134**

2023 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	14	16	**30**
Thor Place	20	0	0	**20**
Thor Park	16	0	0	**16**
TOTALS	**36**	**14**	**16**	**66**

2023 AM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	0	58	**58**
Thor Place	0	0	0	**0**
Thor Park	15	0	0	**15**
TOTALS	**15**	**0**	**58**	**73**

2023 PM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	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**

2023 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	23	146	**169**
Thor Place	15	0	1	**16**
Thor Park	22	0	0	**22**
TOTALS	**37**	**23**	**147**	**207**

2023 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

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**
TOTALS	**114**	**14**	**52**	**180**

2028 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	25	95	**120**
Thor Place	16	0	1	**17**
Thor Park	8	0	0	**8**
TOTALS	**24**	**25**	**96**	**145**

2028 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	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**
TOTALS	**39**	**15**	**17**	**71**

2028 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	25	153	**178**
Thor Place	16	0	1	**17**
Thor Park	23	0	0	**23**
TOTALS	**39**	**25**	**154**	**218**

2028 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	15	53	**68**
Thor Place	22	0	0	**22**
Thor Park	95	0	0	**95**
TOTALS	**117**	**15**	**53**	**185**

2038 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	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 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	16	18	**34**
Thor Place	23	0	0	**23**
Thor Park	18	0	0	**18**
TOTALS	**41**	**16**	**18**	**75**

2038 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	27	160	**187**
Thor Place	17	0	1	**18**
Thor Park	24	0	0	**24**
TOTALS	**41**	**27**	**161**	**229**

2038 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	O'Devaney Gardens	Thor Place	Thor Park	TOTALS
O'Devaney Gardens	0	16	54	**70**
Thor Place	23	0	0	**23**
Thor Park	96	0	0	**96**
TOTALS	**119**	**16**	**54**	**189**

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

2020 AM Peak (08:00-09:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military Hospital	0	0	10	10
Montpelier Park	0	0	16	16
Montpelier Gardens	31	6	5	42
TOTALS	31	6	31	69

2020 PM Peak (16:45-17:45) — **SURVEYED TRAFFIC FLOWS**

From \ To	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military Hospital	0	0	11	11
Montpelier Park	0	0	19	19
Montpelier Gardens	11	38	4	53
TOTALS	11	38	34	83

2020 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military Hospital	0	0	10	10
Montpelier Park	0	0	16	16
Montpelier Gardens	31	6	5	42
TOTALS	31	6	31	68

2020 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military Hospital	0	0	11	11
Montpelier Park	0	0	19	19
Montpelier Gardens	11	38	4	53
TOTALS	11	38	34	83

2023 AM Peak — **Other committed development flows**

From \ To	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

2023 PM Peak — **Other committed development flows**

From \ To	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

2023 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military Hospital	0	0	10	10
Montpelier Park	0	0	17	17
Montpelier Gardens	33	6	5	44
TOTALS	33	6	32	71

2023 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	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 AM Peak — **SUBJECT DEVELOPMENT FLOWS**

From \ To	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

2023 PM Peak — **SUBJECT DEVELOPMENT FLOWS**

From \ To	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

2023 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military Hospital	0	0	10	10
Montpelier Park	0	0	17	17
Montpelier Gardens	33	6	5	44
TOTALS	33	6	32	71

2023 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	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

2028 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military Hospital	0	0	11	11
Montpelier Park	0	0	19	19
Montpelier Gardens	35	7	6	48
TOTALS	35	7	36	78

2028 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military Hospital	0	0	13	13
Montpelier Park	0	0	21	21
Montpelier Gardens	13	43	5	61
TOTALS	13	43	39	95

2028 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military Hospital	0	0	11	11
Montpelier Park	0	0	19	19
Montpelier Gardens	35	7	6	48
TOTALS	35	7	36	78

2028 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military Hospital	0	0	13	13
Montpelier Park	0	0	21	21
Montpelier Gardens	13	43	5	61
TOTALS	13	43	39	95

2038 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

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

From \ To	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military Hospital	0	0	14	14
Montpelier Park	0	0	23	23
Montpelier Gardens	13	46	5	64
TOTALS	13	46	42	101

2038 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

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

From \ To	Military Hospital	Montpelier Park	Montpelier Gardens	TOTALS
Military Hospital	0	0	14	14
Montpelier Park	0	0	23	23
Montpelier Gardens	13	46	5	64
TOTALS	13	46	42	101

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

2020 AM Peak (08:00-09:00) **SURVEYED TRAFFIC FLOWS**

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**	**721**	**1145**

2020 PM Peak (16:45-17:45) **SURVEYED TRAFFIC FLOWS**

From \ To	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	**511**
TOTALS	**517**	**21**	**416**	**953**

2020 AM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII 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**

2020 PM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	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	**516**	**20**	**416**	**952**

2023 AM Peak **Other committed development flows**

From \ To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)	0	0	0	**0**
Montpelier Gardens	0	0	3	**3**
Infirmary Road (S)	0	1	0	**1**
TOTALS	**0**	**1**	**3**	**4**

2023 PM Peak **Other committed development flows**

From \ 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**

2023 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	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**
TOTALS	**408**	**39**	**759**	**1206**

2023 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)	0	9	406	**415**
Montpelier Gardens	19	0	32	**51**
Infirmary Road (S)	523	16	0	**539**
TOTALS	**542**	**25**	**438**	**1005**

2023 AM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	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**

2023 PM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	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**

2023 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + 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**
TOTALS	**408**	**54**	**814**	**1276**

2023 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + 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**

2028 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)	0	19	783	**802**
Montpelier Gardens	22	0	40	**62**
Infirmary Road (S)	420	23	0	**443**
TOTALS	**442**	**42**	**823**	**1307**

2028 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (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**

2028 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)	0	19	783	**802**
Montpelier Gardens	22	0	95	**117**
Infirmary Road (S)	420	38	0	**458**
TOTALS	**442**	**57**	**878**	**1377**

2028 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)	0	9	440	**449**
Montpelier Gardens	21	0	65	**86**
Infirmary Road (S)	567	65	0	**632**
TOTALS	**588**	**74**	**505**	**1168**

2038 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	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**

2038 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)	0	10	473	**483**
Montpelier Gardens	22	0	37	**59**
Infirmary Road (S)	610	18	0	**628**
TOTALS	**632**	**28**	**510**	**1170**

2038 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)	0	21	842	**863**
Montpelier Gardens	23	0	97	**120**
Infirmary Road (S)	452	39	0	**491**
TOTALS	**475**	**60**	**939**	**1474**

2038 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Infirmary Road (N)	Montpelier Gardens	Infirmary Road (S)	TOTALS
Infirmary Road (N)	0	10	473	**483**
Montpelier Gardens	22	0	67	**89**
Infirmary Road (S)	610	66	0	**676**
TOTALS	**632**	**76**	**540**	**1249**

Junction 6 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2020 AM Peak (08:00-09:00) **SURVEYED TRAFFIC FLOWS**

From \ To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	433	496	**930**
Infirmary Road	429	0	140	**569**
Parkgate Street	240	38	0	**278**
TOTALS	**669**	**471**	**636**	**1777**

2020 PM Peak (16:45-17:45) **SURVEYED TRAFFIC FLOWS**

From \ To	Conyngham 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**

2020 AM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	433	496	**929**
Infirmary Road	429	0	140	**569**
Parkgate Street	240	38	0	**278**
TOTALS	**669**	**471**	**636**	**1776**

2020 PM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	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**
TOTALS	**1438**	**483**	**481**	**2402**

2023 AM Peak **Other committed development flows**

From \ To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	1	0	**1**
Infirmary Road	2	0	1	**3**
Parkgate Street	0	0	0	**0**
TOTALS	**2**	**1**	**1**	**4**

2023 PM Peak **Other committed development flows**

From \ To	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**

2023 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	456	521	**977**
Infirmary Road	453	0	147	**600**
Parkgate Street	251	40	0	**291**
TOTALS	**704**	**496**	**668**	**1868**

2023 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ 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**
TOTALS	**1510**	**509**	**505**	**2524**

2023 AM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	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**
TOTALS	**42**	**15**	**14**	**70**

2023 PM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	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**

2023 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	469	521	**990**
Infirmary Road	495	0	161	**655**
Parkgate Street	251	41	0	**292**
TOTALS	**746**	**511**	**682**	**1938**

2023 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	492	433	**925**
Infirmary Road	472	0	76	**548**
Parkgate Street	1064	66	0	**1130**
TOTALS	**1536**	**557**	**509**	**2603**

2028 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	494	565	**1059**
Infirmary Road	491	0	160	**651**
Parkgate Street	272	43	0	**315**
TOTALS	**763**	**537**	**725**	**2025**

2028 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	486	469	**955**
Infirmary Road	483	0	78	**561**
Parkgate Street	1153	65	0	**1218**
TOTALS	**1636**	**551**	**547**	**2734**

2028 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	507	565	**1072**
Infirmary Road	533	0	174	**706**
Parkgate Street	272	44	0	**316**
TOTALS	**805**	**552**	**739**	**2095**

2028 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	529	469	**998**
Infirmary Road	509	0	82	**591**
Parkgate Street	1153	71	0	**1224**
TOTALS	**1662**	**599**	**551**	**2813**

2038 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	531	607	**1138**
Infirmary Road	527	0	172	**699**
Parkgate Street	293	47	0	**340**
TOTALS	**820**	**578**	**779**	**2177**

2038 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	523	505	**1028**
Infirmary Road	520	0	84	**604**
Parkgate Street	1240	70	0	**1310**
TOTALS	**1760**	**593**	**589**	**2942**

2038 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	544	607	**1151**
Infirmary Road	569	0	186	**754**
Parkgate Street	293	48	0	**341**
TOTALS	**862**	**593**	**793**	**2247**

2038 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Conyngham Road	Infirmary Road	Parkgate Street	TOTALS
Conyngham Road	0	566	505	**1071**
Infirmary Road	546	0	88	**634**
Parkgate Street	1240	76	0	**1316**
TOTALS	**1786**	**641**	**593**	**3021**

Junction 7 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2020 AM Peak (08:00-09:00) **SURVEYED TRAFFIC FLOWS**

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	21	383	**405**
Phoenix Park	237	0	237	**474**
North Circular Road	430	96	0	**526**
TOTALS	**667**	**117**	**621**	**1405**

2020 PM Peak (16:45-17:45) **SURVEYED TRAFFIC FLOWS**

From \ To	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	**511**
TOTALS	**387**	**240**	**519**	**1145**

2020 AM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	21	383	**404**
Phoenix Park	237	0	237	**474**
North Circular Road	430	96	0	**526**
TOTALS	**667**	**117**	**620**	**1404**

2020 PM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	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 AM Peak **Other committed development flows**

From \ To	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 PM Peak **Other committed development flows**

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	0	0	**0**
Phoenix Park	0	0	1	**1**
North Circular Road	0	1	0	**1**
TOTALS	**0**	**1**	**1**	**2**

2023 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	22	402	**424**
Phoenix Park	249	0	250	**499**
North Circular Road	452	101	0	**553**
TOTALS	**701**	**123**	**652**	**1476**

2023 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	63	486	**549**
Phoenix Park	58	0	58	**116**
North Circular Road	348	190	0	**538**
TOTALS	**406**	**253**	**544**	**1203**

2023 AM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	0	0	**0**
Phoenix Park	0	0	18	**18**
North Circular Road	0	9	0	**9**
TOTALS	**0**	**9**	**18**	**27**

2023 PM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	0	0	**0**
Phoenix Park	0	0	10	**10**
North Circular Road	0	17	0	**17**
TOTALS	**0**	**17**	**10**	**28**

2023 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	22	402	**424**
Phoenix Park	249	0	268	**517**
North Circular Road	452	110	0	**562**
TOTALS	**701**	**132**	**670**	**1503**

2023 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	63	486	**549**
Phoenix Park	58	0	68	**126**
North Circular Road	348	207	0	**555**
TOTALS	**406**	**270**	**554**	**1231**

2028 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	24	436	**460**
Phoenix Park	270	0	271	**541**
North Circular Road	489	109	0	**598**
TOTALS	**759**	**133**	**707**	**1599**

2028 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	69	527	**596**
Phoenix Park	63	0	63	**126**
North Circular Road	377	205	0	**582**
TOTALS	**440**	**274**	**590**	**1304**

2028 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	24	436	**460**
Phoenix Park	270	0	289	**559**
North Circular Road	489	118	0	**607**
TOTALS	**759**	**142**	**725**	**1626**

2028 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	69	527	**596**
Phoenix Park	63	0	73	**136**
North Circular Road	377	222	0	**599**
TOTALS	**440**	**291**	**600**	**1332**

2038 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	26	469	**495**
Phoenix Park	290	0	291	**581**
North Circular Road	526	118	0	**644**
TOTALS	**816**	**144**	**760**	**1720**

2038 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	74	567	**641**
Phoenix Park	67	0	68	**135**
North Circular Road	405	221	0	**626**
TOTALS	**472**	**295**	**635**	**1402**

2038 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	26	469	**495**
Phoenix Park	290	0	309	**599**
North Circular Road	526	127	0	**653**
TOTALS	**816**	**153**	**778**	**1747**

2038 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Infirmary Road	Phoenix Park	North Circular Road	TOTALS
Infirmary Road	0	74	567	**641**
Phoenix Park	67	0	78	**145**
North Circular Road	405	238	0	**643**
TOTALS	**472**	**312**	**645**	**1430**

Junction 8 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2020 AM Peak (08:00-09:00) **SURVEYED TRAFFIC FLOWS**

From \ To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	16	75	**91**
Cowper Street	40	0	27	**67**
Aughrim Street (N)	264	20	0	**284**
TOTALS	**304**	**37**	**102**	**443**

2020 PM Peak (16:45-17:45) **SURVEYED TRAFFIC FLOWS**

From \ To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
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**

2020 AM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	16	75	**91**
Cowper Street	40	0	27	**67**
Aughrim Street (N)	264	20	0	**284**
TOTALS	**304**	**36**	**102**	**442**

2020 PM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ 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**
TOTALS	**101**	**57**	**298**	**456**

2023 AM Peak **Other committed development flows**

From \ To	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**	**4**

2023 PM Peak **Other committed development flows**

From \ To	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**

2023 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	18	79	**97**
Cowper Street	45	0	29	**74**
Aughrim Street (N)	277	21	0	**298**
TOTALS	**322**	**39**	**108**	**469**

2023 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	48	288	**336**
Cowper Street	17	0	25	**42**
Aughrim Street (N)	92	16	0	**108**
TOTALS	**109**	**64**	**313**	**486**

2023 AM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ 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**

2023 PM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	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**

2023 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	33	79	**112**
Cowper Street	103	0	29	**132**
Aughrim Street (N)	277	21	0	**298**
TOTALS	**380**	**54**	**108**	**542**

2023 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	126	288	**414**
Cowper Street	53	0	25	**78**
Aughrim Street (N)	92	16	0	**108**
TOTALS	**145**	**142**	**313**	**600**

2028 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed 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 Street (N)	300	23	0	**323**
TOTALS	**349**	**42**	**116**	**507**

2028 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

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 Street (N)	99	17	0	**116**
TOTALS	**117**	**69**	**340**	**526**

2028 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	34	85	**119**
Cowper Street	107	0	31	**138**
Aughrim Street (N)	300	23	0	**323**
TOTALS	**407**	**57**	**116**	**580**

2028 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	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**
TOTALS	**153**	**147**	**340**	**640**

2038 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	21	92	**113**
Cowper Street	52	0	33	**85**
Aughrim Street (N)	323	25	0	**348**
TOTALS	**375**	**46**	**125**	**546**

2038 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	56	336	**392**
Cowper Street	20	0	30	**50**
Aughrim Street (N)	107	18	0	**125**
TOTALS	**127**	**74**	**366**	**567**

2038 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + 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 Street (N)	323	25	0	**348**
TOTALS	**433**	**61**	**125**	**619**

2038 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Aughrim Street (S)	Cowper Street	Aughrim Street (N)	TOTALS
Aughrim Street (S)	0	134	336	**470**
Cowper Street	56	0	30	**86**
Aughrim Street (N)	107	18	0	**125**
TOTALS	**163**	**152**	**366**	**681**

Junction 9 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2020 AM Peak (08:00-09:00) **SURVEYED TRAFFIC FLOWS**

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	30	344	36	**411**
Aughrim Street	16	0	18	104	**137**
North Circular Road (S)	337	29	0	118	**485**
Blackhorse Avenue	112	235	181	0	**528**
TOTALS	**465**	**294**	**543**	**259**	**1561**

2020 PM Peak (16:45-17:45) **SURVEYED TRAFFIC FLOWS**

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	15	408	99	**522**
Aughrim Street	23	0	12	262	**297**
North Circular Road (S)	417	6	0	178	**601**
Blackhorse Avenue	39	91	55	0	**184**
TOTALS	**479**	**112**	**474**	**538**	**1604**

2020 AM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	30	344	36	**410**
Aughrim Street	16	0	18	104	**138**
North Circular Road (S)	337	29	0	118	**484**
Blackhorse Avenue	112	235	181	0	**528**
TOTALS	**465**	**294**	**543**	**258**	**1560**

2020 PM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	15	408	99	**522**
Aughrim Street	23	0	12	262	**297**
North Circular Road (S)	417	6	0	178	**601**
Blackhorse Avenue	39	91	55	0	**185**
TOTALS	**479**	**112**	**475**	**539**	**1605**

2023 AM Peak **Other committed development flows**

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	0	1	0	**1**
Aughrim Street	0	0	0	0	**0**
North Circular Road (S)	2	0	0	1	**3**
Blackhorse Avenue	0	0	1	0	**1**
TOTALS	**2**	**0**	**2**	**1**	**5**

2023 PM Peak **Other committed development flows**

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	0	3	0	**3**
Aughrim Street	0	0	0	0	**0**
North Circular Road (S)	2	0	0	2	**4**
Blackhorse Avenue	0	0	1	0	**1**
TOTALS	**2**	**0**	**4**	**2**	**8**

2023 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	32	362	38	**432**
Aughrim Street	16	0	18	109	**143**
North Circular Road (S)	356	31	0	125	**512**
Blackhorse Avenue	117	246	191	0	**554**
TOTALS	**489**	**309**	**571**	**272**	**1641**

2023 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	16	431	104	**551**
Aughrim Street	24	0	12	275	**311**
North Circular Road (S)	440	7	0	189	**636**
Blackhorse Avenue	40	95	59	0	**194**
TOTALS	**504**	**118**	**502**	**568**	**1692**

2023 AM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	0	15	0	**15**
Aughrim Street	0	0	0	0	**0**
North Circular Road (S)	36	0	0	20	**56**
Blackhorse Avenue	0	0	20	0	**20**
TOTALS	**36**	**0**	**35**	**20**	**91**

2023 PM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	0	49	0	**49**
Aughrim Street	0	0	0	0	**0**
North Circular Road (S)	35	0	0	39	**74**
Blackhorse Avenue	0	0	17	0	**17**
TOTALS	**35**	**0**	**67**	**39**	**141**

2023 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	32	377	38	**447**
Aughrim Street	16	0	18	109	**143**
North Circular Road (S)	392	31	0	145	**568**
Blackhorse Avenue	117	246	211	0	**574**
TOTALS	**525**	**309**	**606**	**292**	**1732**

2023 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	16	480	104	**600**
Aughrim Street	24	0	12	275	**311**
North Circular Road (S)	475	7	0	228	**710**
Blackhorse Avenue	40	95	76	0	**211**
TOTALS	**539**	**118**	**569**	**607**	**1833**

2028 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	35	392	41	**468**
Aughrim Street	18	0	20	119	**157**
North Circular Road (S)	385	33	0	135	**553**
Blackhorse Avenue	127	267	207	0	**601**
TOTALS	**530**	**335**	**619**	**295**	**1779**

2028 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	17	466	112	**595**
Aughrim Street	26	0	13	298	**337**
North Circular Road (S)	476	7	0	204	**687**
Blackhorse Avenue	44	103	63	0	**210**
TOTALS	**546**	**127**	**542**	**614**	**1829**

2028 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	35	407	41	**483**
Aughrim Street	18	0	20	119	**157**
North Circular Road (S)	421	33	0	155	**609**
Blackhorse Avenue	127	267	227	0	**621**
TOTALS	**566**	**335**	**654**	**315**	**1870**

2028 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	17	515	112	**644**
Aughrim Street	26	0	13	298	**337**
North Circular Road (S)	511	7	0	243	**761**
Blackhorse Avenue	44	103	80	0	**227**
TOTALS	**581**	**127**	**609**	**653**	**1970**

2038 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	37	422	45	**504**
Aughrim Street	19	0	21	128	**168**
North Circular Road (S)	414	36	0	146	**596**
Blackhorse Avenue	137	287	223	0	**647**
TOTALS	**570**	**360**	**666**	**319**	**1915**

2038 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	19	501	121	**641**
Aughrim Street	28	0	14	320	**362**
North Circular Road (S)	512	8	0	219	**739**
Blackhorse Avenue	47	111	68	0	**226**
TOTALS	**587**	**138**	**583**	**660**	**1968**

2038 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	37	437	45	**519**
Aughrim Street	19	0	21	128	**168**
North Circular Road (S)	450	36	0	166	**652**
Blackhorse Avenue	137	287	243	0	**667**
TOTALS	**606**	**360**	**701**	**339**	**2006**

2038 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	North Circular Road (N)	Aughrim Street	North Circular Road (S)	Blackhorse Avenue	TOTALS
North Circular Road (N)	0	19	550	121	**690**
Aughrim Street	28	0	14	320	**362**
North Circular Road (S)	547	8	0	258	**813**
Blackhorse Avenue	47	111	85	0	**243**
TOTALS	**622**	**138**	**650**	**699**	**2109**

Junction 10 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2020 AM Peak (08:00-09:00) **SURVEYED TRAFFIC FLOWS**

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	88	319	407
Aughrim Street	220	0	0	220
Prussia Street	535	0	0	535
TOTALS	755	88	319	1162

2020 PM Peak (16:45-17:45) **SURVEYED TRAFFIC FLOWS**

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	274	547	822
Aughrim Street	91	0	3	94
Prussia Street	402	8	0	410
TOTALS	493	283	550	1326

2020 AM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	88	319	407
Aughrim Street	220	0	0	220
Prussia Street	535	0	0	535
TOTALS	755	88	319	1162

2020 PM Peak **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	274	547	821
Aughrim Street	91	0	3	94
Prussia Street	402	8	0	410
TOTALS	493	282	550	1325

2023 AM Peak **Other committed development flows**

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	1	0	1
Aughrim Street	3	0	0	3
Prussia Street	0	0	0	0
TOTALS	3	1	0	4

2023 PM Peak **Other committed development flows**

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	4	0	4
Aughrim Street	2	0	0	2
Prussia Street	0	0	0	0
TOTALS	2	4	0	6

2023 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Manor Street	Aughrim Street	Prussia Street	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 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	292	574	866
Aughrim Street	97	0	3	100
Prussia Street	422	9	0	431
TOTALS	519	301	577	1397

2023 AM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	15	0	15
Aughrim Street	58	0	0	58
Prussia Street	0	0	0	0
TOTALS	58	15	0	73

2023 PM Peak **SUBJECT DEVELOPMENT FLOWS**

From \ To	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

2023 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	108	335	443
Aughrim Street	292	0	0	292
Prussia Street	561	0	0	561
TOTALS	853	108	335	1296

2023 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	370	574	944
Aughrim Street	133	0	3	136
Prussia Street	422	9	0	431
TOTALS	555	379	577	1511

2028 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	101	363	464
Aughrim Street	253	0	0	253
Prussia Street	608	0	0	608
TOTALS	861	101	363	1325

2028 PM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	316	622	938
Aughrim Street	105	0	3	108
Prussia Street	457	9	0	466
TOTALS	562	325	625	1512

2028 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	116	363	479
Aughrim Street	311	0	0	311
Prussia Street	608	0	0	608
TOTALS	919	116	363	1398

2028 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	394	622	1016
Aughrim Street	141	0	3	144
Prussia Street	457	9	0	466
TOTALS	598	403	625	1626

2038 AM Peak **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development)

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

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	340	670	1010
Aughrim Street	113	0	4	117
Prussia Street	492	10	0	502
TOTALS	605	350	674	1629

2038 AM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	123	391	514
Aughrim Street	330	0	0	330
Prussia Street	654	0	0	654
TOTALS	984	123	391	1498

2038 PM Peak **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	Manor Street	Aughrim Street	Prussia Street	TOTALS
Manor Street	0	418	670	1088
Aughrim Street	149	0	4	153
Prussia Street	492	10	0	502
TOTALS	641	428	674	1743

Appendix D

PICADY Model Results

CS CONSULTING

GROUP

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]

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_Civil\A_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 Residual Capacity
	Standard - 2020 Surveyed									
Stream B-AC	0.00	0.00	0.00	5.24	77 % [Stream C-AB]	0.03	11.89	0.03	6.29	96 % [Stream B-AC]
Stream C-AB	0.66	5.24	0.27			0.04	4.07	0.03		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2023 No Dev									
Stream B-AC	0.00	0.00	0.00	5.36	68 % [Stream C-AB]	0.05	12.58	0.05	6.90	82 % [Stream B-AC]
Stream C-AB	0.76	5.36	0.29			0.05	4.05	0.03		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2023 With Dev									
Stream B-AC	0.39	18.96	0.29	8.62	29 % [Stream B-AC]	0.65	20.70	0.40	15.04	22 % [Stream B-AC]
Stream C-AB	0.97	5.88	0.35			0.12	4.16	0.07		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2028 No Dev									
Stream B-AC	0.00	0.00	0.00	5.60	54 % [Stream C-AB]	0.06	13.53	0.06	6.91	67 % [Stream B-AC]
Stream C-AB	0.96	5.60	0.34			0.06	3.99	0.04		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2028 With Dev									
Stream B-AC	0.44	21.04	0.31	8.99	21 % [Stream B-AC]	0.74	23.14	0.43	16.16	16 % [Stream B-AC]
Stream C-AB	1.24	6.23	0.40			0.14	4.10	0.08		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2038 No Dev									
Stream B-AC	0.00	0.00	0.00	5.91	44 % [Stream C-AB]	0.07	14.44	0.06	6.85	56 % [Stream B-AC]
Stream C-AB	1.22	5.91	0.39			0.08	3.93	0.05		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2038 With Dev									
Stream B-AC	0.49	23.53	0.33	9.48	15 % [Stream B-AC]	0.82	25.93	0.46	17.16	10 % [Stream B-AC]
Stream C-AB	1.56	6.67	0.45			0.18	4.05	0.09		
Stream C-A	-	-	-			-	-	-		
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 demand-weighted 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: 07:45 - 09:15
"D4 - 2023 No Dev, PM" model duration: 16:30 - 18:00
"D5 - 2023 With Dev, AM" model duration: 07:45 - 09:15
"D6 - 2023 With Dev, PM" model duration: 16:30 - 18:00
"D7 - 2028 No Dev, AM" model duration: 07:45 - 09:15
"D8 - 2028 No Dev, PM" model duration: 16:30 - 18:00
"D9 - 2028 With Dev, AM" model duration: 07:45 - 09:15
"D10 - 2028 With Dev, PM" model duration: 16:30 - 18:00
"D11 - 2038 No Dev, AM" model duration: 07:45 - 09:15
"D12 - 2038 No Dev, PM" model duration: 16:30 - 18:00
"D13 - 2038 With Dev, AM" model duration: 07:45 - 09:15
"D14 - 2038 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 (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

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
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

Arm	Name	Description	Arm Type
A	North Circular Road (North)		Major
B	O'Devaney Gardens		Minor
C	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)
B	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	✓	542.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	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	A	408.05	408.05		
07:45-08:00	B	0.00	0.00		
07:45-08:00	C	441.17	441.17		
08:00-08:15	A	487.25	487.25		
08:00-08:15	B	0.00	0.00		
08:00-08:15	C	526.80	526.80		
08:15-08:30	A	596.75	596.75		
08:15-08:30	B	0.00	0.00		
08:15-08:30	C	645.20	645.20		
08:30-08:45	A	596.75	596.75		
08:30-08:45	B	0.00	0.00		
08:30-08:45	C	645.20	645.20		
08:45-09:00	A	487.25	487.25		
08:45-09:00	B	0.00	0.00		
08:45-09:00	C	526.80	526.80		
09:00-09:15	A	408.05	408.05		
09:00-09:15	B	0.00	0.00		
09:00-09:15	C	441.17	441.17		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	16.000	526.000
	B	0.000	0.000	0.000
	C	489.000	97.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.33	0.33	0.33
	C	0.83	0.17	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.27	5.24	0.66	A	181.68	272.53	40.81	8.98	0.45	40.81	8.98
C-A	-	-	-	-	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

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	96	Stream B-AC

B089 O'Devaney Gardens PICADY Results - Junction 1

Arms

Arms

Arm	Name	Description	Arm Type
A	North Circular Road (North)		Major
B	O'Devaney Gardens		Minor
C	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)
B	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	✓	523.00	100.000
B	ONE HOUR	✓	9.00	100.000
C	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	B	6.78	6.78		
16:30-16:45	C	450.96	450.96		
16:45-17:00	A	470.17	470.17		
16:45-17:00	B	8.09	8.09		
16:45-17:00	C	538.49	538.49		
17:00-17:15	A	575.83	575.83		
17:00-17:15	B	9.91	9.91		
17:00-17:15	C	659.51	659.51		
17:15-17:30	A	575.83	575.83		
17:15-17:30	B	9.91	9.91		
17:15-17:30	C	659.51	659.51		
17:30-17:45	A	470.17	470.17		
17:30-17:45	B	8.09	8.09		
17:30-17:45	C	538.49	538.49		
17:45-18:00	A	393.74	393.74		
17:45-18:00	B	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)

		To		
		A	B	C
From	A	0.000	14.000	509.000
	B	7.000	0.000	2.000
	C	588.000	11.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.78	0.00	0.22
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	0.03	11.89	0.03	B	8.26	12.39	2.23	10.78	0.02	2.23	10.78
C-AB	0.03	4.07	0.04	A	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

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
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
A	North Circular Road (North)		Major
B	O'Devaney Gardens		Minor
C	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)
B	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	✓	571.00	100.000
B	ONE HOUR	✓	4.00	100.000
C	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	B	0.00	0.00		
07:45-08:00	C	463.76	463.76		
08:00-08:15	A	513.32	513.32		
08:00-08:15	B	0.00	0.00		
08:00-08:15	C	553.77	553.77		
08:15-08:30	A	628.68	628.68		
08:15-08:30	B	0.00	0.00		
08:15-08:30	C	678.23	678.23		
08:30-08:45	A	628.68	628.68		
08:30-08:45	B	0.00	0.00		
08:30-08:45	C	678.23	678.23		
08:45-09:00	A	513.32	513.32		
08:45-09:00	B	0.00	0.00		
08:45-09:00	C	553.77	553.77		
09:00-09:15	A	429.88	429.88		
09:00-09:15	B	0.00	0.00		
09:00-09:15	C	463.76	463.76		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	19.000	552.000
	B	3.000	0.000	1.000

	C	513.000	103.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.75	0.00	0.25
	C	0.83	0.17	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.29	5.36	0.76	A	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
A	North Circular Road (North)		Major
B	O'Devaney Gardens		Minor
C	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)
B	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	✓	552.00	100.000
B	ONE HOUR	✓	14.00	100.000
C	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	B	10.54	10.54		
16:30-16:45	C	474.30	474.30		
16:45-17:00	A	496.24	496.24		
16:45-17:00	B	12.59	12.59		
16:45-17:00	C	566.36	566.36		
17:00-17:15	A	607.76	607.76		
17:00-17:15	B	15.41	15.41		
17:00-17:15	C	693.64	693.64		
17:15-17:30	A	607.76	607.76		
17:15-17:30	B	15.41	15.41		
17:15-17:30	C	693.64	693.64		
17:30-17:45	A	496.24	496.24		
17:30-17:45	B	12.59	12.59		
17:30-17:45	C	566.36	566.36		
17:45-18:00	A	415.57	415.57		
17:45-18:00	B	10.54	10.54		
17:45-18:00	C	474.30	474.30		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	18.000	534.000
	B	11.000	0.000	3.000
	C	617.000	13.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.79	0.00	0.21
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		

		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	B	12.85	19.27	3.62	11.28	0.04	3.62	11.28
C-AB	0.03	4.05	0.05	A	25.56	38.34	3.10	4.86	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	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		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
A	North Circular Road (North)		Major
B	O'Devaney Gardens		Minor
C	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)
B	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
B	ONE HOUR	✓	69.00	100.000
C	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	A	456.23	456.23		
07:45-08:00	B	51.95	51.95		
07:45-08:00	C	477.31	477.31		
08:00-08:15	A	544.78	544.78		
08:00-08:15	B	62.03	62.03		
08:00-08:15	C	569.95	569.95		
08:15-08:30	A	667.22	667.22		
08:15-08:30	B	75.97	75.97		
08:15-08:30	C	698.05	698.05		
08:30-08:45	A	667.22	667.22		

08:30-08:45	B	75.97	75.97		
08:30-08:45	C	698.05	698.05		
08:45-09:00	A	544.78	544.78		
08:45-09:00	B	62.03	62.03		
08:45-09:00	C	569.95	569.95		
09:00-09:15	A	456.23	456.23		
09:00-09:15	B	51.95	51.95		
09:00-09:15	C	477.31	477.31		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	54.000	552.000
	B	59.000	0.000	10.000
	C	513.000	121.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.86	0.00	0.14
	C	0.81	0.19	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	C	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	C

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
A	North Circular Road (North)		Major
B	O'Devaney Gardens		Minor
C	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)
B	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
B	ONE HOUR	✓	105.00	100.000
C	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	B	79.05	79.05		
16:30-16:45	C	481.83	481.83		
16:45-17:00	A	556.47	556.47		
16:45-17:00	B	94.39	94.39		
16:45-17:00	C	575.35	575.35		
17:00-17:15	A	681.53	681.53		
17:00-17:15	B	115.61	115.61		
17:00-17:15	C	704.65	704.65		
17:15-17:30	A	681.53	681.53		
17:15-17:30	B	115.61	115.61		
17:15-17:30	C	704.65	704.65		
17:30-17:45	A	556.47	556.47		
17:30-17:45	B	94.39	94.39		
17:30-17:45	C	575.35	575.35		
17:45-18:00	A	466.02	466.02		
17:45-18:00	B	79.05	79.05		
17:45-18:00	C	481.83	481.83		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	85.000	534.000
	B	85.000	0.000	20.000
	C	617.000	23.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.14	0.86
	B	0.81	0.00	0.19
	C	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	C	96.35	144.52	39.55	16.42	0.44	39.56	16.42
C-AB	0.07	4.16	0.12	A	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				✓		

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
A	North Circular Road (North)		Major
B	O'Devaney Gardens		Minor
C	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)
B	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
B	ONE HOUR	✓	4.00	100.000
C	ONE HOUR	✓	668.00	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	466.02	466.02		
07:45-08:00	B	0.00	0.00		
07:45-08:00	C	502.91	502.91		
08:00-08:15	A	556.47	556.47		
08:00-08:15	B	0.00	0.00		
08:00-08:15	C	600.52	600.52		
08:15-08:30	A	681.53	681.53		
08:15-08:30	B	0.00	0.00		
08:15-08:30	C	735.48	735.48		
08:30-08:45	A	681.53	681.53		
08:30-08:45	B	0.00	0.00		
08:30-08:45	C	735.48	735.48		
08:45-09:00	A	556.47	556.47		
08:45-09:00	B	0.00	0.00		
08:45-09:00	C	600.52	600.52		
09:00-09:15	A	466.02	466.02		
09:00-09:15	B	0.00	0.00		
09:00-09:15	C	502.91	502.91		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	21.000	598.000
	B	3.000	0.000	1.000
	C	556.000	112.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.75	0.00	0.25
	C	0.83	0.17	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.34	5.60	0.96	A	235.16	352.75	57.22	9.73	0.64	57.23	9.73
C-A	-	-	-	-	377.80	566.71	-	-	-	-	-

A-B	-	-	-	-	19.27	28.90	-	-	-	-	-
A-C	-	-	-	-	548.74	823.10	-	-	-	-	-

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				✓		

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
A	North Circular Road (North)		Major
B	O'Devaney Gardens		Minor
C	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)
B	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	✓	598.00	100.000
B	ONE HOUR	✓	15.00	100.000
C	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	C	514.20	514.20		
16:45-17:00	A	537.59	537.59		
16:45-17:00	B	13.48	13.48		
16:45-17:00	C	614.00	614.00		
17:00-17:15	A	658.41	658.41		
17:00-17:15	B	16.52	16.52		
17:00-17:15	C	752.00	752.00		
17:15-17:30	A	658.41	658.41		
17:15-17:30	B	16.52	16.52		
17:15-17:30	C	752.00	752.00		
17:30-17:45	A	537.59	537.59		
17:30-17:45	B	13.48	13.48		
17:30-17:45	C	614.00	614.00		
17:45-18:00	A	450.21	450.21		
17:45-18:00	B	11.29	11.29		
17:45-18:00	C	514.20	514.20		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	19.000	579.000
	B	12.000	0.000	3.000

	C	669.000	14.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.80	0.00	0.20
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	B	13.76	20.65	4.11	11.95	0.05	4.11	11.95
C-AB	0.04	3.99	0.06	A	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	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				✓		

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
A	North Circular Road (North)		Major
B	O'Devaney Gardens		Minor
C	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)
B	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	✓	654.00	100.000
B	ONE HOUR	✓	69.00	100.000
C	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	A	492.37	492.37		
07:45-08:00	B	51.95	51.95		
07:45-08:00	C	516.46	516.46		
08:00-08:15	A	587.93	587.93		
08:00-08:15	B	62.03	62.03		
08:00-08:15	C	616.70	616.70		
08:15-08:30	A	720.07	720.07		
08:15-08:30	B	75.97	75.97		
08:15-08:30	C	755.30	755.30		
08:30-08:45	A	720.07	720.07		
08:30-08:45	B	75.97	75.97		
08:30-08:45	C	755.30	755.30		
08:45-09:00	A	587.93	587.93		
08:45-09:00	B	62.03	62.03		
08:45-09:00	C	616.70	616.70		
09:00-09:15	A	492.37	492.37		
09:00-09:15	B	51.95	51.95		
09:00-09:15	C	516.46	516.46		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	56.000	598.000
	B	59.000	0.000	10.000
	C	556.000	130.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.86	0.00	0.14
	C	0.81	0.19	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		

		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	C	63.32	94.97	26.39	16.67	0.29	26.40	16.68
C-AB	0.40	6.23	1.24	A	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	C

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
A	North Circular Road (North)		Major
B	O'Devaney Gardens		Minor
C	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)
B	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	✓	665.00	100.000
B	ONE HOUR	✓	106.00	100.000
C	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	B	79.80	79.80		
16:30-16:45	C	521.73	521.73		
16:45-17:00	A	597.82	597.82		
16:45-17:00	B	95.29	95.29		
16:45-17:00	C	622.99	622.99		
17:00-17:15	A	732.18	732.18		
17:00-17:15	B	116.71	116.71		
17:00-17:15	C	763.01	763.01		
17:15-17:30	A	732.18	732.18		
17:15-17:30	B	116.71	116.71		
17:15-17:30	C	763.01	763.01		
17:30-17:45	A	597.82	597.82		
17:30-17:45	B	95.29	95.29		
17:30-17:45	C	622.99	622.99		
17:45-18:00	A	500.65	500.65		
17:45-18:00	B	79.80	79.80		
17:45-18:00	C	521.73	521.73		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	86.000	579.000
	B	86.000	0.000	20.000
	C	669.000	24.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	0.81	0.00	0.19
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	C	97.27	145.90	43.24	17.78	0.48	43.25	17.79
C-AB	0.08	4.10	0.14	A	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
A	North Circular Road (North)		Major
B	O'Devaney Gardens		Minor
C	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)
B	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	✓	665.00	100.000
B	ONE HOUR	✓	4.00	100.000
C	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	A	500.65	500.65		
07:45-08:00	B	0.00	0.00		
07:45-08:00	C	540.55	540.55		
08:00-08:15	A	597.82	597.82		
08:00-08:15	B	0.00	0.00		
08:00-08:15	C	645.47	645.47		
08:15-08:30	A	732.18	732.18		
08:15-08:30	B	0.00	0.00		
08:15-08:30	C	790.53	790.53		
08:30-08:45	A	732.18	732.18		
08:30-08:45	B	0.00	0.00		
08:30-08:45	C	790.53	790.53		
08:45-09:00	A	597.82	597.82		
08:45-09:00	B	0.00	0.00		
08:45-09:00	C	645.47	645.47		
09:00-09:15	A	500.65	500.65		
09:00-09:15	B	0.00	0.00		
09:00-09:15	C	540.55	540.55		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	22.000	643.000
	B	3.000	0.000	1.000
	C	598.000	120.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.75	0.00	0.25
	C	0.83	0.17	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.39	5.91	1.22	A	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
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
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
B	O'Devaney Gardens		Minor
C	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)
B	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	✓	644.00	100.000
B	ONE HOUR	✓	15.00	100.000
C	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	B	11.29	11.29		
16:30-16:45	C	553.35	553.35		
16:45-17:00	A	578.94	578.94		
16:45-17:00	B	13.48	13.48		
16:45-17:00	C	660.75	660.75		
17:00-17:15	A	709.06	709.06		
17:00-17:15	B	16.52	16.52		
17:00-17:15	C	809.25	809.25		
17:15-17:30	A	709.06	709.06		
17:15-17:30	B	16.52	16.52		
17:15-17:30	C	809.25	809.25		
17:30-17:45	A	578.94	578.94		
17:30-17:45	B	13.48	13.48		
17:30-17:45	C	660.75	660.75		
17:45-18:00	A	484.84	484.84		
17:45-18:00	B	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)

		To		
		A	B	C
From	A	0.000	21.000	623.000
	B	12.000	0.000	3.000
	C	720.000	15.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.80	0.00	0.20
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	B	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

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
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
A	North Circular Road (North)		Major
B	O'Devaney Gardens		Minor
C	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)
B	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	✓	700.00	100.000
B	ONE HOUR	✓	69.00	100.000
C	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	B	51.95	51.95		
07:45-08:00	C	554.10	554.10		
08:00-08:15	A	629.29	629.29		
08:00-08:15	B	62.03	62.03		
08:00-08:15	C	661.65	661.65		
08:15-08:30	A	770.71	770.71		
08:15-08:30	B	75.97	75.97		
08:15-08:30	C	810.35	810.35		
08:30-08:45	A	770.71	770.71		
08:30-08:45	B	75.97	75.97		
08:30-08:45	C	810.35	810.35		
08:45-09:00	A	629.29	629.29		
08:45-09:00	B	62.03	62.03		
08:45-09:00	C	661.65	661.65		
09:00-09:15	A	527.00	527.00		
09:00-09:15	B	51.95	51.95		
09:00-09:15	C	554.10	554.10		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	57.000	643.000
	B	59.000	0.000	10.000
	C	598.000	138.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.86	0.00	0.14
	C	0.81	0.19	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	C	63.32	94.97	28.60	18.07	0.32	28.60	18.07
C-AB	0.45	6.67	1.56	A	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	C

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
A	North Circular Road (North)		Major
B	O'Devaney Gardens		Minor
C	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)
B	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	✓	711.00	100.000
B	ONE HOUR	✓	106.00	100.000
C	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	A	535.28	535.28		
16:30-16:45	B	79.80	79.80		
16:30-16:45	C	560.88	560.88		
16:45-17:00	A	639.17	639.17		
16:45-17:00	B	95.29	95.29		
16:45-17:00	C	669.74	669.74		
17:00-17:15	A	782.83	782.83		
17:00-17:15	B	116.71	116.71		
17:00-17:15	C	820.26	820.26		
17:15-17:30	A	782.83	782.83		
17:15-17:30	B	116.71	116.71		
17:15-17:30	C	820.26	820.26		
17:30-17:45	A	639.17	639.17		
17:30-17:45	B	95.29	95.29		
17:30-17:45	C	669.74	669.74		
17:45-18:00	A	535.28	535.28		
17:45-18:00	B	79.80	79.80		
17:45-18:00	C	560.88	560.88		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	88.000	623.000
	B	86.000	0.000	20.000
	C	720.000	25.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.81	0.00	0.19
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		

		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	0.46	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	A	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]

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

Filename: B089 Junction 2 PICADY Model 20210426.arc8
Path: J:\B_JOBS\Job-B089\B_Documents\C_Civil\A_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 Residual Capacity
	Standard - 2020 Surveyed									
Stream B-AC	0.09	7.15	0.08	6.97	718 % [Stream B-AC]	0.14	7.38	0.12	7.28	487 % [Stream B-AC]
Stream C-AB	0.01	5.99	0.01			0.01	5.93	0.01		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2023 No Dev									
Stream B-AC	0.10	7.29	0.09	7.09	630 % [Stream B-AC]	0.16	7.51	0.14	7.42	436 % [Stream B-AC]
Stream C-AB	0.02	6.00	0.02			0.01	5.93	0.01		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2023 With Dev									
Stream B-AC	0.27	8.91	0.21	8.69	244 % [Stream B-AC]	0.26	8.54	0.21	8.43	257 % [Stream B-AC]
Stream C-AB	0.02	6.04	0.02			0.01	6.02	0.01		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2028 No Dev									
Stream B-AC	0.11	7.36	0.10	7.16	582 % [Stream B-AC]	0.17	7.63	0.15	7.51	397 % [Stream B-AC]
Stream C-AB	0.02	5.99	0.02			0.01	5.93	0.01		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2028 With Dev									
Stream B-AC	0.28	9.00	0.22	8.77	233 % [Stream B-AC]	0.27	8.66	0.22	8.53	239 % [Stream B-AC]
Stream C-AB	0.02	6.03	0.02			0.01	6.01	0.01		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		

	AM					PM				
	Standard - 2038 No Dev									
Stream B-AC	0.12	7.45	0.11	7.23	522 % [Stream B-AC]	0.19	7.71	0.16	7.60	367 % [Stream B-AC]
Stream C-AB	0.02	6.00	0.02			0.01	5.91	0.01		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2038 With Dev									
Stream B-AC	0.30	9.12	0.23	8.87	217 % [Stream B-AC]	0.29	8.76	0.23	8.63	225 % [Stream B-AC]
Stream C-AB	0.02	6.03	0.02			0.01	6.00	0.01		
Stream C-A	-	-	-			-	-	-		
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 demand-weighted 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: 07:45 - 09:15
"D4 - 2023 No Dev, PM" model duration: 16:30 - 18:00
"D5 - 2023 With Dev, AM" model duration: 07:45 - 09:15
"D6 - 2023 With Dev, PM" model duration: 16:30 - 18:00
"D7 - 2028 No Dev, AM" model duration: 07:45 - 09:15
"D8 - 2028 No Dev, PM" model duration: 16:30 - 18:00
"D9 - 2028 With Dev, AM" model duration: 07:45 - 09:15
"D10 - 2028 With Dev, PM" model duration: 16:30 - 18:00
"D11 - 2038 No Dev, AM" model duration: 07:45 - 09:15
"D12 - 2038 No Dev, PM" model duration: 16:30 - 18:00
"D13 - 2038 With Dev, AM" model duration: 07:45 - 09:15
"D14 - 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 (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

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	A

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
A	Montpelier Gardens (West)		Major
B	O'Devaney Gardens		Minor
C	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)
C	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)
B	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	✓	31.00	100.000
B	ONE HOUR	✓	40.00	100.000
C	ONE HOUR	✓	31.00	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	23.34	23.34		
07:45-08:00	B	30.11	30.11		
07:45-08:00	C	23.34	23.34		
08:00-08:15	A	27.87	27.87		
08:00-08:15	B	35.96	35.96		
08:00-08:15	C	27.87	27.87		
08:15-08:30	A	34.13	34.13		
08:15-08:30	B	44.04	44.04		
08:15-08:30	C	34.13	34.13		
08:30-08:45	A	34.13	34.13		
08:30-08:45	B	44.04	44.04		
08:30-08:45	C	34.13	34.13		
08:45-09:00	A	27.87	27.87		
08:45-09:00	B	35.96	35.96		
08:45-09:00	C	27.87	27.87		
09:00-09:15	A	23.34	23.34		
09:00-09:15	B	30.11	30.11		
09:00-09:15	C	23.34	23.34		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	5.000	26.000
	B	24.000	0.000	16.000
	C	24.000	7.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.16	0.84
	B	0.60	0.00	0.40
	C	0.77	0.23	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	7.15	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	A	6.67	10.01	1.10	6.57	0.01	1.10	6.57
C-A	-	-	-	-	21.77	32.66	-	-	-	-	-
A-B	-	-	-	-	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
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
A	Montpelier Gardens (West)		Major
B	O'Devaney Gardens		Minor
C	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)
C	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)
B	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	✓	24.00	100.000
B	ONE HOUR	✓	63.00	100.000
C	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	B	47.43	47.43		
16:30-16:45	C	25.60	25.60		
16:45-17:00	A	21.58	21.58		
16:45-17:00	B	56.64	56.64		
16:45-17:00	C	30.57	30.57		
17:00-17:15	A	26.42	26.42		
17:00-17:15	B	69.36	69.36		
17:00-17:15	C	37.43	37.43		
17:15-17:30	A	26.42	26.42		
17:15-17:30	B	69.36	69.36		
17:15-17:30	C	37.43	37.43		
17:30-17:45	A	21.58	21.58		
17:30-17:45	B	56.64	56.64		
17:30-17:45	C	30.57	30.57		
17:45-18:00	A	18.07	18.07		
17:45-18:00	B	47.43	47.43		
17:45-18:00	C	25.60	25.60		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	24.000
	B	34.000	0.000	29.000
	C	30.000	4.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.54	0.00	0.46
	C	0.88	0.12	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	57.81	86.71	10.33	7.15	0.11	10.33	7.15
C-AB	0.01	5.93	0.01	A	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
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
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
A	Montpelier Gardens (West)		Major
B	O'Devaney Gardens		Minor
C	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)
C	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)
B	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	✓	33.00	100.000
B	ONE HOUR	✓	45.00	100.000
C	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	**B**	33.88	33.88		
07:45-08:00	**C**	24.84	24.84		
08:00-08:15	**A**	29.67	29.67		
08:00-08:15	**B**	40.45	40.45		
08:00-08:15	**C**	29.67	29.67		
08:15-08:30	**A**	36.33	36.33		
08:15-08:30	**B**	49.55	49.55		
08:15-08:30	**C**	36.33	36.33		
08:30-08:45	**A**	36.33	36.33		
08:30-08:45	**B**	49.55	49.55		
08:30-08:45	**C**	36.33	36.33		
08:45-09:00	**A**	29.67	29.67		
08:45-09:00	**B**	40.45	40.45		
08:45-09:00	**C**	29.67	29.67		
09:00-09:15	**A**	24.84	24.84		
09:00-09:15	**B**	33.88	33.88		
09:00-09:15	**C**	24.84	24.84		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	6.000	27.000
	B	28.000	0.000	17.000
	C	25.000	8.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.18	0.82
	B	0.62	0.00	0.38
	C	0.76	0.24	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	**B**	**C**
From	**A**	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	41.29	61.94	7.33	7.10	0.08	7.33	7.10
C-AB	0.02	6.00	0.02	A	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
A	Montpelier Gardens (West)		Major
B	O'Devaney Gardens		Minor
C	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)
C	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)
B	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	✓	28.00	100.000
B	ONE HOUR	✓	69.00	100.000
C	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	21.08	21.08		
16:30-16:45	B	51.95	51.95		
16:30-16:45	C	26.35	26.35		
16:45-17:00	A	25.17	25.17		
16:45-17:00	B	62.03	62.03		
16:45-17:00	C	31.46	31.46		
17:00-17:15	A	30.83	30.83		
17:00-17:15	B	75.97	75.97		
17:00-17:15	C	38.54	38.54		
17:15-17:30	A	30.83	30.83		
17:15-17:30	B	75.97	75.97		
17:15-17:30	C	38.54	38.54		
17:30-17:45	A	25.17	25.17		
17:30-17:45	B	62.03	62.03		
17:30-17:45	C	31.46	31.46		
17:45-18:00	A	21.08	21.08		
17:45-18:00	B	51.95	51.95		
17:45-18:00	C	26.35	26.35		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	3.000	25.000
	B	38.000	0.000	31.000
	C	31.000	4.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.11	0.89
	B	0.55	0.00	0.45
	C	0.89	0.11	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		

		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	63.32	94.97	11.49	7.26	0.13	11.49	7.26
C-AB	0.01	5.93	0.01	A	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	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		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
B	O'Devaney Gardens		Minor
C	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)
C	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)
B	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
B	ONE HOUR	✓	100.00	100.000
C	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	36.14	36.14		
07:45-08:00	B	75.29	75.29		
07:45-08:00	C	24.84	24.84		
08:00-08:15	A	43.15	43.15		
08:00-08:15	B	89.90	89.90		
08:00-08:15	C	29.67	29.67		
08:15-08:30	A	52.85	52.85		
08:15-08:30	B	110.10	110.10		
08:15-08:30	C	36.33	36.33		
08:30-08:45	A	52.85	52.85		

08:30-08:45	B	110.10	110.10		
08:30-08:45	C	36.33	36.33		
08:45-09:00	A	43.15	43.15		
08:45-09:00	B	89.90	89.90		
08:45-09:00	C	29.67	29.67		
09:00-09:15	A	36.14	36.14		
09:00-09:15	B	75.29	75.29		
09:00-09:15	C	24.84	24.84		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	21.000	27.000
	B	83.000	0.000	17.000
	C	25.000	8.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.44	0.56
	B	0.83	0.00	0.17
	C	0.76	0.24	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	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
A	Montpelier Gardens (West)		Major
B	O'Devaney Gardens		Minor
C	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)
C	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)
B	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
B	ONE HOUR	✓	99.00	100.000
C	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	B	74.53	74.53		
16:30-16:45	C	26.35	26.35		
16:45-17:00	A	68.32	68.32		
16:45-17:00	B	89.00	89.00		
16:45-17:00	C	31.46	31.46		
17:00-17:15	A	83.68	83.68		
17:00-17:15	B	109.00	109.00		
17:00-17:15	C	38.54	38.54		
17:15-17:30	A	83.68	83.68		
17:15-17:30	B	109.00	109.00		
17:15-17:30	C	38.54	38.54		
17:30-17:45	A	68.32	68.32		
17:30-17:45	B	89.00	89.00		
17:30-17:45	C	31.46	31.46		
17:45-18:00	A	57.22	57.22		
17:45-18:00	B	74.53	74.53		
17:45-18:00	C	26.35	26.35		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	51.000	25.000
	B	68.000	0.000	31.000
	C	31.000	4.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.67	0.33
	B	0.69	0.00	0.31
	C	0.89	0.11	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	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
A	Montpelier Gardens (West)		Major
B	O'Devaney Gardens		Minor
C	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)
C	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)
B	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	✓	36.00	100.000
B	ONE HOUR	✓	48.00	100.000
C	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	27.10	27.10		
07:45-08:00	B	36.14	36.14		
07:45-08:00	C	26.35	26.35		
08:00-08:15	A	32.36	32.36		
08:00-08:15	B	43.15	43.15		
08:00-08:15	C	31.46	31.46		
08:15-08:30	A	39.64	39.64		
08:15-08:30	B	52.85	52.85		
08:15-08:30	C	38.54	38.54		
08:30-08:45	A	39.64	39.64		
08:30-08:45	B	52.85	52.85		
08:30-08:45	C	38.54	38.54		
08:45-09:00	A	32.36	32.36		
08:45-09:00	B	43.15	43.15		
08:45-09:00	C	31.46	31.46		
09:00-09:15	A	27.10	27.10		
09:00-09:15	B	36.14	36.14		
09:00-09:15	C	26.35	26.35		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	6.000	30.000
	B	30.000	0.000	18.000
	C	27.000	8.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.17	0.83
	B	0.63	0.00	0.38
	C	0.77	0.23	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	7.66	11.49	1.27	6.63	0.01	1.27	6.63
C-A	-	-	-	-	24.46	36.68	-	-	-	-	-

A-B	-	-	-	-	5.51	8.26	-	-	-	-	-
A-C	-	-	-	-	27.53	41.29	-	-	-	-	-

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				✓		

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
A	Montpelier Gardens (West)		Major
B	O'Devaney Gardens		Minor
C	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)
C	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)
B	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	✓	30.00	100.000
B	ONE HOUR	✓	74.00	100.000
C	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**	22.59	22.59		
16:30-16:45	**B**	55.71	55.71		
16:30-16:45	**C**	29.36	29.36		
16:45-17:00	**A**	26.97	26.97		
16:45-17:00	**B**	66.52	66.52		
16:45-17:00	**C**	35.06	35.06		
17:00-17:15	**A**	33.03	33.03		
17:00-17:15	**B**	81.48	81.48		
17:00-17:15	**C**	42.94	42.94		
17:15-17:30	**A**	33.03	33.03		
17:15-17:30	**B**	81.48	81.48		
17:15-17:30	**C**	42.94	42.94		
17:30-17:45	**A**	26.97	26.97		
17:30-17:45	**B**	66.52	66.52		
17:30-17:45	**C**	35.06	35.06		
17:45-18:00	**A**	22.59	22.59		
17:45-18:00	**B**	55.71	55.71		
17:45-18:00	**C**	29.36	29.36		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	3.000	27.000
	B	41.000	0.000	33.000

	C	34.000	5.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.55	0.00	0.45
	C	0.87	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	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				✓		

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
A	Montpelier Gardens (West)		Major
B	O'Devaney Gardens		Minor
C	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)
C	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)
B	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	✓	51.00	100.000
B	ONE HOUR	✓	103.00	100.000
C	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	B	77.54	77.54		
07:45-08:00	C	26.35	26.35		
08:00-08:15	A	45.85	45.85		
08:00-08:15	B	92.59	92.59		
08:00-08:15	C	31.46	31.46		
08:15-08:30	A	56.15	56.15		
08:15-08:30	B	113.41	113.41		
08:15-08:30	C	38.54	38.54		
08:30-08:45	A	56.15	56.15		
08:30-08:45	B	113.41	113.41		
08:30-08:45	C	38.54	38.54		
08:45-09:00	A	45.85	45.85		
08:45-09:00	B	92.59	92.59		
08:45-09:00	C	31.46	31.46		
09:00-09:15	A	38.40	38.40		
09:00-09:15	B	77.54	77.54		
09:00-09:15	C	26.35	26.35		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	21.000	30.000
	B	85.000	0.000	18.000
	C	27.000	8.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.41	0.59
	B	0.83	0.00	0.17
	C	0.77	0.23	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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				✓		

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
A	Montpelier Gardens (West)		Major
B	O'Devaney Gardens		Minor
C	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)
C	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)
B	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	✓	78.00	100.000
B	ONE HOUR	✓	104.00	100.000
C	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	B	78.30	78.30		
16:30-16:45	C	29.36	29.36		
16:45-17:00	A	70.12	70.12		
16:45-17:00	B	93.49	93.49		
16:45-17:00	C	35.06	35.06		
17:00-17:15	A	85.88	85.88		
17:00-17:15	B	114.51	114.51		
17:00-17:15	C	42.94	42.94		
17:15-17:30	A	85.88	85.88		
17:15-17:30	B	114.51	114.51		
17:15-17:30	C	42.94	42.94		
17:30-17:45	A	70.12	70.12		
17:30-17:45	B	93.49	93.49		
17:30-17:45	C	35.06	35.06		
17:45-18:00	A	58.72	58.72		
17:45-18:00	B	78.30	78.30		
17:45-18:00	C	29.36	29.36		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	51.000	27.000
	B	71.000	0.000	33.000
	C	34.000	5.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.65	0.35
	B	0.68	0.00	0.32
	C	0.87	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	95.43	143.15	19.57	8.20	0.22	19.57	8.20
C-AB	0.01	6.01	0.01	A	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
A	Montpelier Gardens (West)		Major
B	O'Devaney Gardens		Minor
C	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)
C	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)
B	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	✓	38.00	100.000
B	ONE HOUR	✓	53.00	100.000
C	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	28.61	28.61		
07:45-08:00	B	39.90	39.90		
07:45-08:00	C	28.61	28.61		
08:00-08:15	A	34.16	34.16		
08:00-08:15	B	47.65	47.65		
08:00-08:15	C	34.16	34.16		
08:15-08:30	A	41.84	41.84		
08:15-08:30	B	58.35	58.35		
08:15-08:30	C	41.84	41.84		
08:30-08:45	A	41.84	41.84		
08:30-08:45	B	58.35	58.35		
08:30-08:45	C	41.84	41.84		
08:45-09:00	A	34.16	34.16		
08:45-09:00	B	47.65	47.65		
08:45-09:00	C	34.16	34.16		
09:00-09:15	A	28.61	28.61		
09:00-09:15	B	39.90	39.90		
09:00-09:15	C	28.61	28.61		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	6.000	32.000
	B	33.000	0.000	20.000
	C	29.000	9.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.16	0.84
	B	0.62	0.00	0.38
	C	0.76	0.24	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	7.45	0.12	A	48.63	72.95	8.79	7.23	0.10	8.79	7.23
C-AB	0.02	6.00	0.02	A	8.65	12.97	1.44	6.66	0.02	1.44	6.66
C-A	-	-	-	-	26.22	39.34	-	-	-	-	-
A-B	-	-	-	-	5.51	8.26	-	-	-	-	-
A-C	-	-	-	-	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
B	O'Devaney Gardens		Minor
C	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)
C	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)
B	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	✓	32.00	100.000
B	ONE HOUR	✓	79.00	100.000
C	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	B	59.48	59.48		
16:30-16:45	C	31.62	31.62		
16:45-17:00	A	28.77	28.77		
16:45-17:00	B	71.02	71.02		
16:45-17:00	C	37.76	37.76		
17:00-17:15	A	35.23	35.23		
17:00-17:15	B	86.98	86.98		
17:00-17:15	C	46.24	46.24		
17:15-17:30	A	35.23	35.23		
17:15-17:30	B	86.98	86.98		
17:15-17:30	C	46.24	46.24		
17:30-17:45	A	28.77	28.77		
17:30-17:45	B	71.02	71.02		
17:30-17:45	C	37.76	37.76		
17:45-18:00	A	24.09	24.09		
17:45-18:00	B	59.48	59.48		
17:45-18:00	C	31.62	31.62		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	3.000	29.000
	B	43.000	0.000	36.000
	C	37.000	5.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.54	0.00	0.46
	C	0.88	0.12	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	0.16	7.71	0.19	A	72.49	108.74	13.43	7.41	0.15	13.43	7.41
C-AB	0.01	5.91	0.01	A	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				✓		

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
A	Montpelier Gardens (West)		Major
B	O'Devaney Gardens		Minor
C	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)
C	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)
B	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	✓	53.00	100.000
B	ONE HOUR	✓	108.00	100.000
C	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	**B**	81.31	81.31		
07:45-08:00	**C**	28.61	28.61		
08:00-08:15	**A**	47.65	47.65		
08:00-08:15	**B**	97.09	97.09		
08:00-08:15	**C**	34.16	34.16		
08:15-08:30	**A**	58.35	58.35		
08:15-08:30	**B**	118.91	118.91		
08:15-08:30	**C**	41.84	41.84		
08:30-08:45	**A**	58.35	58.35		
08:30-08:45	**B**	118.91	118.91		
08:30-08:45	**C**	41.84	41.84		
08:45-09:00	**A**	47.65	47.65		
08:45-09:00	**B**	97.09	97.09		
08:45-09:00	**C**	34.16	34.16		
09:00-09:15	**A**	39.90	39.90		
09:00-09:15	**B**	81.31	81.31		
09:00-09:15	**C**	28.61	28.61		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	21.000	32.000
	B	88.000	0.000	20.000
	C	29.000	9.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.40	0.60
	B	0.81	0.00	0.19
	C	0.76	0.24	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	**B**	**C**
From	**A**	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	99.10	148.65	21.30	8.60	0.24	21.30	8.60
C-AB	0.02	6.03	0.02	A	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
A	Montpelier Gardens (West)		Major
B	O'Devaney Gardens		Minor
C	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)
C	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)
B	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	✓	80.00	100.000
B	ONE HOUR	✓	109.00	100.000
C	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	B	82.06	82.06		
16:30-16:45	C	31.62	31.62		
16:45-17:00	A	71.92	71.92		
16:45-17:00	B	97.99	97.99		
16:45-17:00	C	37.76	37.76		
17:00-17:15	A	88.08	88.08		
17:00-17:15	B	120.01	120.01		
17:00-17:15	C	46.24	46.24		
17:15-17:30	A	88.08	88.08		
17:15-17:30	B	120.01	120.01		
17:15-17:30	C	46.24	46.24		
17:30-17:45	A	71.92	71.92		
17:30-17:45	B	97.99	97.99		
17:30-17:45	C	37.76	37.76		
17:45-18:00	A	60.23	60.23		
17:45-18:00	B	82.06	82.06		
17:45-18:00	C	31.62	31.62		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	51.000	29.000
	B	73.000	0.000	36.000
	C	37.000	5.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.64	0.36
	B	0.67	0.00	0.33
	C	0.88	0.12	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 2 (for whole period)

		To		

		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	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]

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Filename: B089 Junction 3 PICADY Model 20210426.arc8
Path: J:\B_JOBS\Job-B089\B_Documents\C_Civil\A_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 Residual Capacity
	Standard - 2020 Surveyed									
Stream B-AC	0.04	7.84	0.03	7.84	900 % []	0.04	7.75	0.04	7.75	900 % []
Stream C-AB	0.00	0.00	0.00			0.00	0.00	0.00		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2023 No Dev									
Stream B-AC	0.04	7.90	0.04	7.90	827 % [Stream B-AC]	0.05	7.80	0.05	7.80	900 % []
Stream C-AB	0.00	0.00	0.00			0.00	0.00	0.00		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2023 With Dev									
Stream B-AC	0.04	8.20	0.04	8.20	566 % [Stream B-AC]	0.05	8.17	0.05	8.17	668 % [Stream B-AC]
Stream C-AB	0.00	0.00	0.00			0.00	0.00	0.00		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2028 No Dev									
Stream B-AC	0.04	7.96	0.04	7.96	762 % [Stream B-AC]	0.05	7.84	0.05	7.84	900 % []
Stream C-AB	0.00	0.00	0.00			0.00	0.00	0.00		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2028 With Dev									
Stream B-AC	0.04	8.27	0.04	8.27	531 % [Stream B-AC]	0.06	8.22	0.05	8.22	629 % [Stream B-AC]
Stream C-AB	0.00	0.00	0.00			0.00	0.00	0.00		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		

	AM					PM				
	Standard - 2038 No Dev									
Stream B-AC	0.04	8.03	0.04	8.03	706 % [Stream B-AC]	0.06	7.87	0.05	7.87	900 % []
Stream C-AB	0.00	0.00	0.00			0.00	0.00	0.00		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2038 With Dev									
Stream B-AC	0.05	8.34	0.04	8.34	500 % [Stream B-AC]	0.06	8.25	0.05	8.25	608 % [Stream B-AC]
Stream C-AB	0.00	0.00	0.00			0.00	0.00	0.00		
Stream C-A	-	-	-			-	-	-		
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 demand-weighted 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: 07:45 - 09:15
"D4 - 2023 No Dev, PM" model duration: 16:30 - 18:00
"D5 - 2023 With Dev, AM" model duration: 07:45 - 09:15
"D6 - 2023 With Dev, PM" model duration: 16:30 - 18:00
"D7 - 2028 No Dev, AM" model duration: 07:45 - 09:15
"D8 - 2028 No Dev, PM" model duration: 16:30 - 18:00
"D9 - 2028 With Dev, AM" model duration: 07:45 - 09:15
"D10 - 2028 With Dev, PM" model duration: 16:30 - 18:00
"D11 - 2038 No Dev, AM" model duration: 07:45 - 09:15
"D12 - 2038 No Dev, PM" model duration: 16:30 - 18:00
"D13 - 2038 With Dev, AM" model duration: 07:45 - 09:15
"D14 - 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 (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

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
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
A	O'Devaney Gardens		Major
B	Thor Place		Minor
C	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)
C	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)
B	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	✓	103.00	100.000
B	ONE HOUR	✓	15.00	100.000
C	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)
07:45-08:00	A	77.54	77.54		
07:45-08:00	B	11.29	11.29		
07:45-08:00	C	4.52	4.52		
08:00-08:15	A	92.59	92.59		
08:00-08:15	B	13.48	13.48		
08:00-08:15	C	5.39	5.39		
08:15-08:30	A	113.41	113.41		
08:15-08:30	B	16.52	16.52		
08:15-08:30	C	6.61	6.61		
08:30-08:45	A	113.41	113.41		
08:30-08:45	B	16.52	16.52		
08:30-08:45	C	6.61	6.61		
08:45-09:00	A	92.59	92.59		
08:45-09:00	B	13.48	13.48		
08:45-09:00	C	5.39	5.39		
09:00-09:15	A	77.54	77.54		
09:00-09:15	B	11.29	11.29		
09:00-09:15	C	4.52	4.52		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	22.000	81.000
	B	14.000	0.000	1.000
	C	6.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.21	0.79
	B	0.93	0.00	0.07
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	0.03	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	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	5.51	8.26	-	-	-	-	-
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
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	

B089 O'Devaney Gardens PICADY Results - Junction 3

Arms

Arms

Arm	Name	Description	Arm Type
A	O'Devaney Gardens		Major
B	Thor Place		Minor
C	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)
C	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)
B	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	✓	26.00	100.000
B	ONE HOUR	✓	19.00	100.000
C	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	B	14.30	14.30		
16:30-16:45	C	8.28	8.28		
16:45-17:00	A	23.37	23.37		
16:45-17:00	B	17.08	17.08		
16:45-17:00	C	9.89	9.89		
17:00-17:15	A	28.63	28.63		
17:00-17:15	B	20.92	20.92		
17:00-17:15	C	12.11	12.11		
17:15-17:30	A	28.63	28.63		
17:15-17:30	B	20.92	20.92		
17:15-17:30	C	12.11	12.11		
17:30-17:45	A	23.37	23.37		
17:30-17:45	B	17.08	17.08		
17:30-17:45	C	9.89	9.89		
17:45-18:00	A	19.57	19.57		
17:45-18:00	B	14.30	14.30		
17:45-18:00	C	8.28	8.28		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	13.000	13.000
	B	19.000	0.000	0.000
	C	11.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.50	0.50
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	7.75	0.04	A	17.43	26.15	3.32	7.62	0.04	3.32	7.62
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
A	O'Devaney Gardens		Major
B	Thor Place		Minor
C	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)
C	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)
B	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	✓	111.00	100.000
B	ONE HOUR	✓	16.00	100.000
C	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	B	12.05	12.05		
07:45-08:00	C	5.27	5.27		
08:00-08:15	A	99.79	99.79		
08:00-08:15	B	14.38	14.38		
08:00-08:15	C	6.29	6.29		
08:15-08:30	A	122.21	122.21		
08:15-08:30	B	17.62	17.62		
08:15-08:30	C	7.71	7.71		
08:30-08:45	A	122.21	122.21		
08:30-08:45	B	17.62	17.62		
08:30-08:45	C	7.71	7.71		
08:45-09:00	A	99.79	99.79		
08:45-09:00	B	14.38	14.38		
08:45-09:00	C	6.29	6.29		
09:00-09:15	A	83.57	83.57		
09:00-09:15	B	12.05	12.05		
09:00-09:15	C	5.27	5.27		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	23.000	88.000
	B	15.000	0.000	1.000
	C	7.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.21	0.79
	B	0.94	0.00	0.06
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	14.68	22.02	2.84	7.73	0.03	2.84	7.73
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	-	-	-	-	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
A	O'Devaney Gardens		Major
B	Thor Place		Minor
C	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)
C	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)
B	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	✓	30.00	100.000
B	ONE HOUR	✓	20.00	100.000
C	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	A	22.59	22.59		
16:30-16:45	B	15.06	15.06		
16:30-16:45	C	12.05	12.05		
16:45-17:00	A	26.97	26.97		
16:45-17:00	B	17.98	17.98		
16:45-17:00	C	14.38	14.38		
17:00-17:15	A	33.03	33.03		
17:00-17:15	B	22.02	22.02		
17:00-17:15	C	17.62	17.62		
17:15-17:30	A	33.03	33.03		
17:15-17:30	B	22.02	22.02		
17:15-17:30	C	17.62	17.62		
17:30-17:45	A	26.97	26.97		
17:30-17:45	B	17.98	17.98		
17:30-17:45	C	14.38	14.38		
17:45-18:00	A	22.59	22.59		
17:45-18:00	B	15.06	15.06		
17:45-18:00	C	12.05	12.05		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	14.000	16.000
	B	20.000	0.000	0.000
	C	16.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.47	0.53
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

		To

		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	18.35	27.53	3.51	7.66	0.04	3.51	7.66
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	-	-	-	-	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	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		8.20	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
A	O'Devaney Gardens		Major
B	Thor Place		Minor
C	Thor Park		Major

Major Arm Geometry

B089 O'Devaney Gardens
PICADY Results - Junction 3

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	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)
B	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	✓	169.00	100.000
B	ONE HOUR	✓	16.00	100.000
C	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	A	127.23	127.23		
07:45-08:00	B	12.05	12.05		
07:45-08:00	C	16.56	16.56		
08:00-08:15	A	151.93	151.93		
08:00-08:15	B	14.38	14.38		
08:00-08:15	C	19.78	19.78		
08:15-08:30	A	186.07	186.07		
08:15-08:30	B	17.62	17.62		
08:15-08:30	C	24.22	24.22		
08:30-08:45	A	186.07	186.07		

08:30-08:45	B	17.62	17.62		
08:30-08:45	C	24.22	24.22		
08:45-09:00	A	151.93	151.93		
08:45-09:00	B	14.38	14.38		
08:45-09:00	C	19.78	19.78		
09:00-09:15	A	127.23	127.23		
09:00-09:15	B	12.05	12.05		
09:00-09:15	C	16.56	16.56		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	23.000	146.000
	B	15.000	0.000	1.000
	C	22.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.14	0.86
	B	0.94	0.00	0.06
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	14.68	22.02	2.93	7.98	0.03	2.93	7.98
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	-	-	-	-	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	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		8.17	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
A	O'Devaney Gardens		Major
B	Thor Place		Minor
C	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)
C	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)
B	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
B	ONE HOUR	✓	20.00	100.000
C	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	B	15.06	15.06		
16:30-16:45	C	70.77	70.77		
16:45-17:00	A	59.33	59.33		
16:45-17:00	B	17.98	17.98		
16:45-17:00	C	84.50	84.50		
17:00-17:15	A	72.67	72.67		
17:00-17:15	B	22.02	22.02		
17:00-17:15	C	103.50	103.50		
17:15-17:30	A	72.67	72.67		
17:15-17:30	B	22.02	22.02		
17:15-17:30	C	103.50	103.50		
17:30-17:45	A	59.33	59.33		
17:30-17:45	B	17.98	17.98		
17:30-17:45	C	84.50	84.50		
17:45-18:00	A	49.69	49.69		
17:45-18:00	B	15.06	15.06		
17:45-18:00	C	70.77	70.77		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	14.000	52.000
	B	20.000	0.000	0.000
	C	94.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.21	0.79
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	18.35	27.53	3.66	7.97	0.04	3.66	7.97
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	-	-	-	-	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
A	O'Devaney Gardens		Major
B	Thor Place		Minor
C	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)
C	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)
B	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	✓	120.00	100.000
B	ONE HOUR	✓	17.00	100.000
C	ONE HOUR	✓	8.00	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	90.34	90.34		
07:45-08:00	B	12.80	12.80		
07:45-08:00	C	6.02	6.02		
08:00-08:15	A	107.88	107.88		
08:00-08:15	B	15.28	15.28		
08:00-08:15	C	7.19	7.19		
08:15-08:30	A	132.12	132.12		
08:15-08:30	B	18.72	18.72		
08:15-08:30	C	8.81	8.81		
08:30-08:45	A	132.12	132.12		
08:30-08:45	B	18.72	18.72		
08:30-08:45	C	8.81	8.81		
08:45-09:00	A	107.88	107.88		
08:45-09:00	B	15.28	15.28		
08:45-09:00	C	7.19	7.19		
09:00-09:15	A	90.34	90.34		
09:00-09:15	B	12.80	12.80		
09:00-09:15	C	6.02	6.02		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	25.000	95.000
	B	16.000	0.000	1.000
	C	8.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.21	0.79
	B	0.94	0.00	0.06
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	15.60	23.40	3.03	7.78	0.03	3.03	7.78
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	-	-	-	-	7.34	11.01	-	-	-	-	-

A-B	-	-	-	-	22.94	34.41	-	-	-	-	-
A-C	-	-	-	-	87.17	130.76	-	-	-	-	-

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				✓		

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
A	O'Devaney Gardens		Major
B	Thor Place		Minor
C	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)
C	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)
B	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	✓	32.00	100.000
B	ONE HOUR	✓	22.00	100.000
C	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	**B**	16.56	16.56		
16:30-16:45	**C**	12.80	12.80		
16:45-17:00	**A**	28.77	28.77		
16:45-17:00	**B**	19.78	19.78		
16:45-17:00	**C**	15.28	15.28		
17:00-17:15	**A**	35.23	35.23		
17:00-17:15	**B**	24.22	24.22		
17:00-17:15	**C**	18.72	18.72		
17:15-17:30	**A**	35.23	35.23		
17:15-17:30	**B**	24.22	24.22		
17:15-17:30	**C**	18.72	18.72		
17:30-17:45	**A**	28.77	28.77		
17:30-17:45	**B**	19.78	19.78		
17:30-17:45	**C**	15.28	15.28		
17:45-18:00	**A**	24.09	24.09		
17:45-18:00	**B**	16.56	16.56		
17:45-18:00	**C**	12.80	12.80		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	15.000	17.000
	B	22.000	0.000	0.000

	C	17.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.47	0.53
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	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				✓		

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
A	O'Devaney Gardens		Major
B	Thor Place		Minor
C	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)
C	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)
B	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	✓	178.00	100.000
B	ONE HOUR	✓	17.00	100.000
C	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	B	12.80	12.80		
07:45-08:00	C	17.32	17.32		
08:00-08:15	A	160.02	160.02		
08:00-08:15	B	15.28	15.28		
08:00-08:15	C	20.68	20.68		
08:15-08:30	A	195.98	195.98		
08:15-08:30	B	18.72	18.72		
08:15-08:30	C	25.32	25.32		
08:30-08:45	A	195.98	195.98		
08:30-08:45	B	18.72	18.72		
08:30-08:45	C	25.32	25.32		
08:45-09:00	A	160.02	160.02		
08:45-09:00	B	15.28	15.28		
08:45-09:00	C	20.68	20.68		
09:00-09:15	A	134.01	134.01		
09:00-09:15	B	12.80	12.80		
09:00-09:15	C	17.32	17.32		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	25.000	153.000
	B	16.000	0.000	1.000
	C	23.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.14	0.86
	B	0.94	0.00	0.06
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	15.60	23.40	3.13	8.03	0.03	3.13	8.03
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	-	-	-	-	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
B	Thor Place		Minor
C	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)
C	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)
B	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	✓	68.00	100.000
B	ONE HOUR	✓	22.00	100.000
C	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	A	51.19	51.19		
16:30-16:45	B	16.56	16.56		
16:30-16:45	C	71.52	71.52		
16:45-17:00	A	61.13	61.13		
16:45-17:00	B	19.78	19.78		
16:45-17:00	C	85.40	85.40		
17:00-17:15	A	74.87	74.87		
17:00-17:15	B	24.22	24.22		
17:00-17:15	C	104.60	104.60		
17:15-17:30	A	74.87	74.87		

17:15-17:30	B	24.22	24.22		
17:15-17:30	C	104.60	104.60		
17:30-17:45	A	61.13	61.13		
17:30-17:45	B	19.78	19.78		
17:30-17:45	C	85.40	85.40		
17:45-18:00	A	51.19	51.19		
17:45-18:00	B	16.56	16.56		
17:45-18:00	C	71.52	71.52		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	15.000	53.000
	B	22.000	0.000	0.000
	C	95.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.22	0.78
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	20.19	30.28	4.04	8.01	0.04	4.04	8.01
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	-	-	-	-	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	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
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
A	O'Devaney Gardens		Major
B	Thor Place		Minor
C	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)
C	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)
B	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	✓	129.00	100.000
B	ONE HOUR	✓	18.00	100.000
C	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	A	97.12	97.12		
07:45-08:00	B	13.55	13.55		
07:45-08:00	C	6.78	6.78		
08:00-08:15	A	115.97	115.97		
08:00-08:15	B	16.18	16.18		
08:00-08:15	C	8.09	8.09		
08:15-08:30	A	142.03	142.03		
08:15-08:30	B	19.82	19.82		
08:15-08:30	C	9.91	9.91		
08:30-08:45	A	142.03	142.03		
08:30-08:45	B	19.82	19.82		
08:30-08:45	C	9.91	9.91		
08:45-09:00	A	115.97	115.97		
08:45-09:00	B	16.18	16.18		
08:45-09:00	C	8.09	8.09		
09:00-09:15	A	97.12	97.12		
09:00-09:15	B	13.55	13.55		
09:00-09:15	C	6.78	6.78		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	27.000	102.000
	B	17.000	0.000	1.000
	C	9.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.21	0.79
	B	0.94	0.00	0.06
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	8.03	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	A	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				✓		

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
A	O'Devaney Gardens		Major
B	Thor Place		Minor
C	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)
C	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)
B	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	✓	34.00	100.000
B	ONE HOUR	✓	23.00	100.000
C	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	B	17.32	17.32		
16:30-16:45	C	13.55	13.55		
16:45-17:00	A	30.57	30.57		
16:45-17:00	B	20.68	20.68		
16:45-17:00	C	16.18	16.18		
17:00-17:15	A	37.43	37.43		
17:00-17:15	B	25.32	25.32		
17:00-17:15	C	19.82	19.82		
17:15-17:30	A	37.43	37.43		
17:15-17:30	B	25.32	25.32		
17:15-17:30	C	19.82	19.82		
17:30-17:45	A	30.57	30.57		
17:30-17:45	B	20.68	20.68		
17:30-17:45	C	16.18	16.18		
17:45-18:00	A	25.60	25.60		
17:45-18:00	B	17.32	17.32		
17:45-18:00	C	13.55	13.55		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	16.000	18.000
	B	23.000	0.000	0.000
	C	18.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.47	0.53
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	7.87	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-B	-	-	-	-	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

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
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
A	O'Devaney Gardens		Major
B	Thor Place		Minor
C	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)
C	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)
B	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	✓	187.00	100.000
B	ONE HOUR	✓	18.00	100.000
C	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	B	13.55	13.55		
07:45-08:00	C	18.07	18.07		
08:00-08:15	A	168.11	168.11		
08:00-08:15	B	16.18	16.18		
08:00-08:15	C	21.58	21.58		
08:15-08:30	A	205.89	205.89		
08:15-08:30	B	19.82	19.82		
08:15-08:30	C	26.42	26.42		
08:30-08:45	A	205.89	205.89		
08:30-08:45	B	19.82	19.82		
08:30-08:45	C	26.42	26.42		
08:45-09:00	A	168.11	168.11		
08:45-09:00	B	16.18	16.18		
08:45-09:00	C	21.58	21.58		
09:00-09:15	A	140.78	140.78		
09:00-09:15	B	13.55	13.55		
09:00-09:15	C	18.07	18.07		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	27.000	160.000
	B	17.000	0.000	1.000
	C	24.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.14	0.86
	B	0.94	0.00	0.06
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	16.52	24.78	3.34	8.09	0.04	3.34	8.09
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	-	-	-	-	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				✓		

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
A	O'Devaney Gardens		Major
B	Thor Place		Minor
C	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)
C	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)
B	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	✓	70.00	100.000
B	ONE HOUR	✓	23.00	100.000
C	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	A	52.70	52.70		
16:30-16:45	B	17.32	17.32		
16:30-16:45	C	72.27	72.27		
16:45-17:00	A	62.93	62.93		
16:45-17:00	B	20.68	20.68		
16:45-17:00	C	86.30	86.30		
17:00-17:15	A	77.07	77.07		
17:00-17:15	B	25.32	25.32		
17:00-17:15	C	105.70	105.70		
17:15-17:30	A	77.07	77.07		
17:15-17:30	B	25.32	25.32		
17:15-17:30	C	105.70	105.70		
17:30-17:45	A	62.93	62.93		
17:30-17:45	B	20.68	20.68		
17:30-17:45	C	86.30	86.30		
17:45-18:00	A	52.70	52.70		
17:45-18:00	B	17.32	17.32		
17:45-18:00	C	72.27	72.27		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	16.000	54.000
	B	23.000	0.000	0.000
	C	96.000	0.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.23	0.77
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 3 (for whole period)

		To		

		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	8.25	0.06	A	21.11	31.66	4.24	8.03	0.05	4.24	8.03
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	-	-	-	-	88.09	132.14	-	-	-	-	-
A-B	-	-	-	-	14.68	22.02	-	-	-	-	-
A-C	-	-	-	-	49.55	74.33	-	-	-	-	-

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2021
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Filename: B089 Junction 5 PICADY Model 20210426.arc8
Path: J:\B_JOBS\Job-B089\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 10/05/2021 17:05:01

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 Residual Capacity
	Standard - 2020 Surveyed									
Stream B-AC	0.16	10.65	0.14			0.13	8.99	0.11		
Stream C-A	-	-	-			-	-	-		
Stream C-B	0.04	6.93	0.04	9.64	88 % [Stream B-AC]	0.02	5.94	0.02	8.37	145 % [Stream B-AC]
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2023 No Dev									
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 % [Stream B-AC]	0.03	6.04	0.03	8.45	132 % [Stream B-AC]
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2023 With Dev									
Stream B-AC	0.40	11.89	0.29			0.23	9.37	0.19		
Stream C-A	-	-	-			-	-	-		
Stream C-B	0.08	7.32	0.07	10.78	61 % [Stream B-AC]	0.13	6.63	0.11	8.16	111 % [Stream B-AC]
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2028 No Dev									
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 % [Stream B-AC]	0.03	6.14	0.03	8.83	113 % [Stream B-AC]
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2028 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 % [Stream B-AC]	0.13	6.75	0.12	8.52	95 % [Stream B-AC]
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		

	Standard - 2038 No Dev									
Stream B-AC	0.25	12.74	0.20			0.18	10.04	0.15		
Stream C-A	-	-	-			-	-	-		
Stream C-B	0.06	7.60	0.05	11.36	54 % [Stream B-AC]	0.03	6.24	0.03	9.15	99 % [Stream B-AC]
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2038 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 % [Stream B-AC]	0.14	6.87	0.12	8.84	84 % [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 demand-weighted 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: 07:45 - 09:15
"D4 - 2023 No Dev, PM" model duration: 16:30 - 18:00
"D5 - 2023 With Dev, AM" model duration: 07:45 - 09:15
"D6 - 2023 With Dev, PM" model duration: 16:30 - 18:00
"D7 - 2028 No Dev, AM" model duration: 07:45 - 09:15
"D8 - 2028 No Dev, PM" model duration: 16:30 - 18:00
"D9 - 2028 With Dev, AM" model duration: 07:45 - 09:15
"D10 - 2028 With Dev, PM" model duration: 16:30 - 18:00
"D11 - 2038 No Dev, AM" model duration: 07:45 - 09:15
"D12 - 2038 No Dev, PM" model duration: 16:30 - 18:00
"D13 - 2038 With Dev, AM" model duration: 07:45 - 09:15
"D14 - 2038 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 (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

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
A	Infirmary Road (North)		Major
B	Montpelier Gardens		Minor
C	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)
B	One lane	3.10										20	20

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
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
B	ONE HOUR	✓	51.00	100.000
C	ONE HOUR	✓	389.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	17.000	688.000
	B	19.000	0.000	32.000
	C	370.000	19.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.37	0.00	0.63
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	B	46.80	70.20	11.20	9.57	0.12	11.20	9.57

C-A	-	-	-	-	339.52	509.28	-	-	-	-	-
C-B	0.04	6.93	0.04	A	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
Left	Normal/unknown	145	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Infirmary Road (North)		Major
B	Montpelier Gardens		Minor
C	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)
B	One lane	3.10										20	20

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
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	✓	395.00	100.000
B	ONE HOUR	✓	47.00	100.000
C	ONE HOUR	✓	510.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	8.000	387.000
	B	18.000	0.000	29.000
	C	498.000	12.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.02	0.98
	B	0.38	0.00	0.62
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	**B**	**C**
From	**A**	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		

		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	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	A	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

Arm	Name	Description	Arm Type
A	Infirmary Road (North)		Major
B	Montpelier Gardens		Minor
C	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)
B	One lane	3.10										20	20

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
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
B	ONE HOUR	✓	57.00	100.000
C	ONE HOUR	✓	409.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	18.000	722.000
	B	20.000	0.000	37.000
	C	388.000	21.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.35	0.00	0.65
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	0.16	11.04	0.19	B	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	A	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

B089 O'Devaney Gardens PICADY Results - Junction 5

Left	Normal/unknown	132	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Infirmary Road (North)		Major
B	Montpelier Gardens		Minor
C	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)
B	One lane	3.10										20	20

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
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	✓	415.00	100.000
B	ONE HOUR	✓	51.00	100.000
C	ONE HOUR	✓	539.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	9.000	406.000
	B	19.000	0.000	32.000
	C	523.000	16.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.37	0.00	0.63
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	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	A	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 Dev, AM	2023 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		10.78	B

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
A	Infirmary Road (North)		Major
B	Montpelier Gardens		Minor
C	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)
B	One lane	3.10										20	20

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
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
B	ONE HOUR	✓	112.00	100.000
C	ONE HOUR	✓	424.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	18.000	722.000
	B	20.000	0.000	92.000
	C	388.000	36.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.18	0.00	0.82
	C	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	B	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	A	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 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
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
A	Infirmary Road (North)		Major
B	Montpelier Gardens		Minor
C	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)
B	One lane	3.10										20	20

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
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	✓	415.00	100.000
B	ONE HOUR	✓	81.00	100.000
C	ONE HOUR	✓	587.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	9.000	406.000
	B	19.000	0.000	62.000
	C	523.000	64.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.23	0.00	0.77
	C	0.89	0.11	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	9.37	0.23	A	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	A	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	B

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
A	Infirmary Road (North)		Major
B	Montpelier Gardens		Minor
C	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)
B	One lane	3.10										20	20

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
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	✓	802.00	100.000
B	ONE HOUR	✓	62.00	100.000
C	ONE HOUR	✓	443.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	19.000	783.000
	B	22.000	0.000	40.000
	C	420.000	23.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.35	0.00	0.65
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	0.18	11.90	0.22	B	56.89	85.34	14.83	10.42	0.16	14.83	10.42
C-A	-	-	-	-	385.40	578.10	-	-	-	-	-
C-B	0.05	7.34	0.05	A	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				✓		

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

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	113	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Infirmary Road (North)		Major
B	Montpelier Gardens		Minor
C	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)
B	One lane	3.10										20	20

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
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	✓	449.00	100.000
B	ONE HOUR	✓	56.00	100.000
C	ONE HOUR	✓	584.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	9.000	440.000
	B	21.000	0.000	35.000
	C	567.000	17.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.38	0.00	0.63
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	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	A	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				✓		

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	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	50	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Infirmary Road (North)		Major
B	Montpelier Gardens		Minor
C	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)
B	One lane	3.10										20	20

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
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	✓	802.00	100.000
B	ONE HOUR	✓	117.00	100.000
C	ONE HOUR	✓	458.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	19.000	783.000
	B	22.000	0.000	95.000
	C	420.000	38.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.19	0.00	0.81
	C	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	B	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	A	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										

Dev, PM	With Dev	PM		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		8.52	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
A	Infirmary Road (North)		Major
B	Montpelier Gardens		Minor
C	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)
B	One lane	3.10										20	20

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
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	✓	449.00	100.000
B	ONE HOUR	✓	86.00	100.000
C	ONE HOUR	✓	632.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	9.000	440.000
	B	21.000	0.000	65.000
	C	567.000	65.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.24	0.00	0.76
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	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	A	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		✓				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	B

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
A	Infirmary Road (North)		Major
B	Montpelier Gardens		Minor
C	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)
B	One lane	3.10										20	20

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
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
B	ONE HOUR	✓	65.00	100.000
C	ONE HOUR	✓	476.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	21.000	842.000
	B	23.000	0.000	42.000
	C	452.000	24.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.35	0.00	0.65
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	0.20	12.74	0.25	B	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	A	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
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
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
A	Infirmary Road (North)		Major
B	Montpelier Gardens		Minor
C	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)
B	One lane	3.10										20	20

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
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	✓	483.00	100.000
B	ONE HOUR	✓	59.00	100.000
C	ONE HOUR	✓	628.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	10.000	473.000
	B	22.000	0.000	37.000
	C	610.000	18.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.02	0.98
	B	0.37	0.00	0.63
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	**B**	**C**
From	**A**	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	B	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	A	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		✓				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	B

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
A	Infirmary Road (North)		Major
B	Montpelier Gardens		Minor
C	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)
B	One lane	3.10										20	20

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
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
B	ONE HOUR	✓	120.00	100.000
C	ONE HOUR	✓	491.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	21.000	842.000
	B	23.000	0.000	97.000
	C	452.000	39.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.19	0.00	0.81

	C	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	B	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	A	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
A	Infirmary Road (North)		Major
B	Montpelier Gardens		Minor
C	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)
B	One lane	3.10										20	20

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
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	✓	483.00	100.000
B	ONE HOUR	✓	89.00	100.000
C	ONE HOUR	✓	676.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	473.000
	B	22.000	0.000	67.000
	C	610.000	66.000	0.000

Turning Proportions (PCU) - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.25	0.00	0.75
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 5 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 5 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	B	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	A	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

Filename: B089 Junction 8 PICADY Model 20210426.arc8
Path: J:\B_JOBS\Job-B089\B_Documents\C_Civil\A_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 Residual Capacity
	Standard - 2020 Surveyed									
Stream B-AC	0.16	7.80	0.14	6.93	260 % [Stream B-AC]	0.08	7.21	0.08	6.80	293 % [Stream B-AC]
Stream C-AB	0.06	4.88	0.04			0.04	5.89	0.03		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2023 No Dev									
Stream B-AC	0.18	8.03	0.15	7.10	232 % [Stream B-AC]	0.10	7.45	0.09	6.98	262 % [Stream B-AC]
Stream C-AB	0.06	4.85	0.04			0.04	5.92	0.03		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2023 With Dev									
Stream B-AC	0.41	10.20	0.29	9.20	117 % [Stream B-AC]	0.22	9.22	0.18	8.62	150 % [Stream B-AC]
Stream C-AB	0.06	4.87	0.04			0.05	6.10	0.03		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2028 No Dev									
Stream B-AC	0.20	8.26	0.17	7.22	207 % [Stream B-AC]	0.11	7.61	0.10	7.10	235 % [Stream B-AC]
Stream C-AB	0.07	4.81	0.05			0.05	5.95	0.04		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2028 With Dev									
Stream B-AC	0.44	10.54	0.31	9.40	105 % [Stream B-AC]	0.24	9.44	0.19	8.79	136 % [Stream B-AC]
Stream C-AB	0.07	4.82	0.05			0.05	6.14	0.04		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2038 No Dev									
Stream B-AC	0.22	8.47	0.18	7.32	186 % [Stream B-AC]	0.12	7.84	0.11	7.28	209 % [Stream B-AC]
Stream C-AB	0.08	4.76	0.05			0.05	5.97	0.04		
Stream C-A	-	-	-			-	-	-		
Stream A-B	-	-	-			-	-	-		
Stream A-C	-	-	-			-	-	-		
	Standard - 2038 With Dev									
Stream B-AC	0.47	10.88	0.32	9.58	96 % [Stream B-AC]	0.25	9.73	0.20	9.02	123 % [Stream B-AC]
Stream C-AB	0.08	4.78	0.05			0.06	6.16	0.04		
Stream C-A	-	-	-			-	-	-		
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 demand-weighted 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: 07:45 - 09:15
"D4 - 2023 No Dev, PM" model duration: 16:30 - 18:00
"D5 - 2023 With Dev, AM" model duration: 07:45 - 09:15
"D6 - 2023 With Dev, PM" model duration: 16:30 - 18:00
"D7 - 2028 No Dev, AM" model duration: 07:45 - 09:15
"D8 - 2028 No Dev, PM" model duration: 16:30 - 18:00
"D9 - 2028 With Dev, AM" model duration: 07:45 - 09:15
"D10 - 2028 With Dev, PM" model duration: 16:30 - 18:00
"D11 - 2038 No Dev, AM" model duration: 07:45 - 09:15
"D12 - 2038 No Dev, PM" model duration: 16:30 - 18:00
"D13 - 2038 With Dev, AM" model duration: 07:45 - 09:15
"D14 - 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 (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

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
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
A	Aughrim Street (South)		Major
B	Cowper Street		Minor
C	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

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)
B	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	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
B	ONE HOUR	✓	67.00	100.000
C	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	B	50.44	50.44		
07:45-08:00	C	213.81	213.81		
08:00-08:15	A	81.81	81.81		
08:00-08:15	B	60.23	60.23		
08:00-08:15	C	255.31	255.31		
08:15-08:30	A	100.19	100.19		
08:15-08:30	B	73.77	73.77		
08:15-08:30	C	312.69	312.69		
08:30-08:45	A	100.19	100.19		
08:30-08:45	B	73.77	73.77		
08:30-08:45	C	312.69	312.69		
08:45-09:00	A	81.81	81.81		
08:45-09:00	B	60.23	60.23		
08:45-09:00	C	255.31	255.31		
09:00-09:15	A	68.51	68.51		
09:00-09:15	B	50.44	50.44		
09:00-09:15	C	213.81	213.81		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	16.000	75.000
	B	40.000	0.000	27.000
	C	264.000	20.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.60	0.00	0.40
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	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
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
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

Left	Normal/unknown	293	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Aughrim Street (South)		Major
B	Cowper Street		Minor
C	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

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)
B	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	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	✓	316.00	100.000
B	ONE HOUR	✓	38.00	100.000
C	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	B	28.61	28.61		
16:30-16:45	C	76.79	76.79		
16:45-17:00	A	284.08	284.08		
16:45-17:00	B	34.16	34.16		
16:45-17:00	C	91.70	91.70		
17:00-17:15	A	347.92	347.92		
17:00-17:15	B	41.84	41.84		
17:00-17:15	C	112.30	112.30		
17:15-17:30	A	347.92	347.92		
17:15-17:30	B	41.84	41.84		
17:15-17:30	C	112.30	112.30		
17:30-17:45	A	284.08	284.08		
17:30-17:45	B	34.16	34.16		
17:30-17:45	C	91.70	91.70		
17:45-18:00	A	237.90	237.90		
17:45-18:00	B	28.61	28.61		
17:45-18:00	C	76.79	76.79		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	42.000	274.000
	B	14.000	0.000	24.000
	C	87.000	15.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	0.37	0.00	0.63
	C	0.85	0.15	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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

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
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	232	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Aughrim Street (South)		Major
B	Cowper Street		Minor
C	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

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)
B	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	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	✓	97.00	100.000
B	ONE HOUR	✓	74.00	100.000
C	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	B	55.71	55.71		
07:45-08:00	C	224.35	224.35		
08:00-08:15	A	87.20	87.20		
08:00-08:15	B	66.52	66.52		
08:00-08:15	C	267.90	267.90		
08:15-08:30	A	106.80	106.80		
08:15-08:30	B	81.48	81.48		
08:15-08:30	C	328.10	328.10		
08:30-08:45	A	106.80	106.80		
08:30-08:45	B	81.48	81.48		
08:30-08:45	C	328.10	328.10		
08:45-09:00	A	87.20	87.20		
08:45-09:00	B	66.52	66.52		
08:45-09:00	C	267.90	267.90		
09:00-09:15	A	73.03	73.03		
09:00-09:15	B	55.71	55.71		
09:00-09:15	C	224.35	224.35		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	18.000	79.000
	B	45.000	0.000	29.000
	C	277.000	21.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.00	0.19	0.81
	B	0.61	0.00	0.39
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	8.03	0.18	A	67.90	101.86	12.91	7.61	0.14	12.91	7.61
C-AB	0.04	4.85	0.06	A	28.02	42.03	4.38	6.25	0.05	4.38	6.25
C-A	-	-	-	-	245.43	368.15	-	-	-	-	-
A-B	-	-	-	-	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	A

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
A	Aughrim Street (South)		Major
B	Cowper Street		Minor
C	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

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)
B	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	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	✓	336.00	100.000
B	ONE HOUR	✓	42.00	100.000
C	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	252.96	252.96		
16:30-16:45	B	31.62	31.62		
16:30-16:45	C	81.31	81.31		
16:45-17:00	A	302.06	302.06		
16:45-17:00	B	37.76	37.76		
16:45-17:00	C	97.09	97.09		
17:00-17:15	A	369.94	369.94		
17:00-17:15	B	46.24	46.24		
17:00-17:15	C	118.91	118.91		
17:15-17:30	A	369.94	369.94		
17:15-17:30	B	46.24	46.24		
17:15-17:30	C	118.91	118.91		
17:30-17:45	A	302.06	302.06		
17:30-17:45	B	37.76	37.76		
17:30-17:45	C	97.09	97.09		
17:45-18:00	A	252.96	252.96		
17:45-18:00	B	31.62	31.62		
17:45-18:00	C	81.31	81.31		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	48.000	288.000
	B	17.000	0.000	25.000
	C	92.000	16.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.00	0.14	0.86
	B	0.40	0.00	0.60
	C	0.85	0.15	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

		To		

		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	38.54	57.81	6.84	7.10	0.08	6.84	7.10
C-AB	0.03	5.92	0.04	A	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	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		9.20	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
B	Cowper Street		Minor
C	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

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)
B	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	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	✓	112.00	100.000
B	ONE HOUR	✓	132.00	100.000
C	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	84.32	84.32		
07:45-08:00	B	99.38	99.38		
07:45-08:00	C	224.35	224.35		
08:00-08:15	A	100.69	100.69		
08:00-08:15	B	118.67	118.67		
08:00-08:15	C	267.90	267.90		
08:15-08:30	A	123.31	123.31		
08:15-08:30	B	145.33	145.33		
08:15-08:30	C	328.10	328.10		
08:30-08:45	A	123.31	123.31		

08:30-08:45	B	145.33	145.33		
08:30-08:45	C	328.10	328.10		
08:45-09:00	A	100.69	100.69		
08:45-09:00	B	118.67	118.67		
08:45-09:00	C	267.90	267.90		
09:00-09:15	A	84.32	84.32		
09:00-09:15	B	99.38	99.38		
09:00-09:15	C	224.35	224.35		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	33.000	79.000
	B	103.000	0.000	29.000
	C	277.000	21.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.00	0.29	0.71
	B	0.78	0.00	0.22
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	0.41	B	121.13	181.69	28.14	9.29	0.31	28.14	9.29
C-AB	0.04	4.87	0.06	A	28.07	42.10	4.41	6.28	0.05	4.41	6.28
C-A	-	-	-	-	245.38	368.08	-	-	-	-	-
A-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
A	Aughrim Street (South)		Major
B	Cowper Street		Minor
C	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

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)
B	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	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	✓	414.00	100.000
B	ONE HOUR	✓	78.00	100.000
C	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	B	58.72	58.72		
16:30-16:45	C	81.31	81.31		
16:45-17:00	A	372.18	372.18		
16:45-17:00	B	70.12	70.12		
16:45-17:00	C	97.09	97.09		
17:00-17:15	A	455.82	455.82		
17:00-17:15	B	85.88	85.88		
17:00-17:15	C	118.91	118.91		
17:15-17:30	A	455.82	455.82		
17:15-17:30	B	85.88	85.88		
17:15-17:30	C	118.91	118.91		
17:30-17:45	A	372.18	372.18		
17:30-17:45	B	70.12	70.12		
17:30-17:45	C	97.09	97.09		
17:45-18:00	A	311.68	311.68		
17:45-18:00	B	58.72	58.72		
17:45-18:00	C	81.31	81.31		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	126.000	288.000
	B	53.000	0.000	25.000
	C	92.000	16.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.00	0.30	0.70
	B	0.68	0.00	0.32
	C	0.85	0.15	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	0.18	9.22	0.22	A	71.57	107.36	15.28	8.54	0.17	15.28	8.54
C-AB	0.03	6.10	0.05	A	17.07	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
A	Aughrim Street (South)		Major
B	Cowper Street		Minor
C	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

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)
B	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	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	✓	104.00	100.000
B	ONE HOUR	✓	80.00	100.000
C	ONE HOUR	✓	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	78.30	78.30		
07:45-08:00	B	60.23	60.23		
07:45-08:00	C	243.17	243.17		
08:00-08:15	A	93.49	93.49		
08:00-08:15	B	71.92	71.92		
08:00-08:15	C	290.37	290.37		
08:15-08:30	A	114.51	114.51		
08:15-08:30	B	88.08	88.08		
08:15-08:30	C	355.63	355.63		
08:30-08:45	A	114.51	114.51		
08:30-08:45	B	88.08	88.08		
08:30-08:45	C	355.63	355.63		
08:45-09:00	A	93.49	93.49		
08:45-09:00	B	71.92	71.92		
08:45-09:00	C	290.37	290.37		
09:00-09:15	A	78.30	78.30		
09:00-09:15	B	60.23	60.23		
09:00-09:15	C	243.17	243.17		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	19.000	85.000
	B	49.000	0.000	31.000
	C	300.000	23.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.61	0.00	0.39
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	0.17	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	A	31.56	47.34	5.01	6.35	0.06	5.01	6.35
C-A	-	-	-	-	264.83	397.24	-	-	-	-	-

A-B	-	-	-	-	17.43	26.15	-	-	-	-	-
A-C	-	-	-	-	78.00	117.00	-	-	-	-	-

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				✓		

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
A	Aughrim Street (South)		Major
B	Cowper Street		Minor
C	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

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)
B	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	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	✓	364.00	100.000
B	ONE HOUR	✓	46.00	100.000
C	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	A	274.04	274.04		
16:30-16:45	B	34.63	34.63		
16:30-16:45	C	87.33	87.33		
16:45-17:00	A	327.23	327.23		
16:45-17:00	B	41.35	41.35		
16:45-17:00	C	104.28	104.28		
17:00-17:15	A	400.77	400.77		
17:00-17:15	B	50.65	50.65		
17:00-17:15	C	127.72	127.72		
17:15-17:30	A	400.77	400.77		
17:15-17:30	B	50.65	50.65		
17:15-17:30	C	127.72	127.72		
17:30-17:45	A	327.23	327.23		
17:30-17:45	B	41.35	41.35		
17:30-17:45	C	104.28	104.28		
17:45-18:00	A	274.04	274.04		
17:45-18:00	B	34.63	34.63		
17:45-18:00	C	87.33	87.33		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	52.000	312.000
	B	18.000	0.000	28.000

	C	99.000	17.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.00	0.14	0.86
	B	0.39	0.00	0.61
	C	0.85	0.15	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	42.21	63.32	7.61	7.21	0.08	7.61	7.21
C-AB	0.04	5.95	0.05	A	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				✓		

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
A	Aughrim Street (South)		Major
B	Cowper Street		Minor
C	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

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)
B	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	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	✓	119.00	100.000
B	ONE HOUR	✓	138.00	100.000
C	ONE HOUR	✓	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	B	103.89	103.89		
07:45-08:00	C	243.17	243.17		
08:00-08:15	A	106.98	106.98		
08:00-08:15	B	124.06	124.06		
08:00-08:15	C	290.37	290.37		
08:15-08:30	A	131.02	131.02		
08:15-08:30	B	151.94	151.94		
08:15-08:30	C	355.63	355.63		
08:30-08:45	A	131.02	131.02		
08:30-08:45	B	151.94	151.94		
08:30-08:45	C	355.63	355.63		
08:45-09:00	A	106.98	106.98		
08:45-09:00	B	124.06	124.06		
08:45-09:00	C	290.37	290.37		
09:00-09:15	A	89.59	89.59		
09:00-09:15	B	103.89	103.89		
09:00-09:15	C	243.17	243.17		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	34.000	85.000
	B	107.000	0.000	31.000
	C	300.000	23.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.00	0.29	0.71
	B	0.78	0.00	0.22
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

		To		

		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	B	126.63	189.95	30.18	9.53	0.34	30.18	9.53
C-AB	0.05	4.82	0.07	A	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
A	Aughrim Street (South)		Major
B	Cowper Street		Minor
C	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

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)
B	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	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	✓	442.00	100.000
B	ONE HOUR	✓	82.00	100.000
C	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	A	332.76	332.76		
16:30-16:45	B	61.73	61.73		
16:30-16:45	C	87.33	87.33		
16:45-17:00	A	397.35	397.35		
16:45-17:00	B	73.72	73.72		
16:45-17:00	C	104.28	104.28		
17:00-17:15	A	486.65	486.65		
17:00-17:15	B	90.28	90.28		
17:00-17:15	C	127.72	127.72		
17:15-17:30	A	486.65	486.65		
17:15-17:30	B	90.28	90.28		
17:15-17:30	C	127.72	127.72		
17:30-17:45	A	397.35	397.35		
17:30-17:45	B	73.72	73.72		
17:30-17:45	C	104.28	104.28		
17:45-18:00	A	332.76	332.76		
17:45-18:00	B	61.73	61.73		
17:45-18:00	C	87.33	87.33		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	130.000	312.000
	B	54.000	0.000	28.000
	C	99.000	17.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.00	0.29	0.71
	B	0.66	0.00	0.34
	C	0.85	0.15	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	A	75.24	112.87	16.36	8.69	0.18	16.36	8.70
C-AB	0.04	6.14	0.05	A	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	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
Aughrim Street / Cowper Street	T-Junction	Two-way	A,B,C		7.32	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	186	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Aughrim Street (South)		Major
B	Cowper Street		Minor
C	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

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)
B	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	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	✓	113.00	100.000
B	ONE HOUR	✓	85.00	100.000
C	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	85.07	85.07		
07:45-08:00	B	63.99	63.99		
07:45-08:00	C	261.99	261.99		
08:00-08:15	A	101.58	101.58		
08:00-08:15	B	76.41	76.41		
08:00-08:15	C	312.84	312.84		
08:15-08:30	A	124.42	124.42		
08:15-08:30	B	93.59	93.59		
08:15-08:30	C	383.16	383.16		
08:30-08:45	A	124.42	124.42		
08:30-08:45	B	93.59	93.59		
08:30-08:45	C	383.16	383.16		
08:45-09:00	A	101.58	101.58		
08:45-09:00	B	76.41	76.41		
08:45-09:00	C	312.84	312.84		
09:00-09:15	A	85.07	85.07		
09:00-09:15	B	63.99	63.99		
09:00-09:15	C	261.99	261.99		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	21.000	92.000
	B	52.000	0.000	33.000
	C	323.000	25.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.00	0.19	0.81
	B	0.61	0.00	0.39
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	0.18	8.47	0.22	A	78.00	117.00	15.50	7.95	0.17	15.50	7.95
C-AB	0.05	4.76	0.08	A	35.28	52.92	5.70	6.46	0.06	5.70	6.46
C-A	-	-	-	-	284.05	426.07	-	-	-	-	-
A-B	-	-	-	-	19.27	28.90	-	-	-	-	-
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
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
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
A	Aughrim Street (South)		Major
B	Cowper Street		Minor
C	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

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)
B	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	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	✓	392.00	100.000
B	ONE HOUR	✓	50.00	100.000
C	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	295.12	295.12		
16:30-16:45	B	37.64	37.64		
16:30-16:45	C	94.11	94.11		
16:45-17:00	A	352.40	352.40		
16:45-17:00	B	44.95	44.95		
16:45-17:00	C	112.37	112.37		
17:00-17:15	A	431.60	431.60		
17:00-17:15	B	55.05	55.05		
17:00-17:15	C	137.63	137.63		
17:15-17:30	A	431.60	431.60		
17:15-17:30	B	55.05	55.05		
17:15-17:30	C	137.63	137.63		
17:30-17:45	A	352.40	352.40		
17:30-17:45	B	44.95	44.95		
17:30-17:45	C	112.37	112.37		
17:45-18:00	A	295.12	295.12		
17:45-18:00	B	37.64	37.64		
17:45-18:00	C	94.11	94.11		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	56.000	336.000
	B	20.000	0.000	30.000
	C	107.000	18.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.00	0.14	0.86
	B	0.40	0.00	0.60
	C	0.86	0.14	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	7.84	0.12	A	45.88	68.82	8.48	7.39	0.09	8.48	7.39
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	A

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
A	Aughrim Street (South)		Major
B	Cowper Street		Minor
C	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

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)
B	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	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	✓	128.00	100.000
B	ONE HOUR	✓	143.00	100.000
C	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	B	107.66	107.66		
07:45-08:00	C	261.99	261.99		
08:00-08:15	A	115.07	115.07		
08:00-08:15	B	128.55	128.55		
08:00-08:15	C	312.84	312.84		
08:15-08:30	A	140.93	140.93		
08:15-08:30	B	157.45	157.45		
08:15-08:30	C	383.16	383.16		
08:30-08:45	A	140.93	140.93		
08:30-08:45	B	157.45	157.45		
08:30-08:45	C	383.16	383.16		
08:45-09:00	A	115.07	115.07		
08:45-09:00	B	128.55	128.55		
08:45-09:00	C	312.84	312.84		
09:00-09:15	A	96.37	96.37		
09:00-09:15	B	107.66	107.66		
09:00-09:15	C	261.99	261.99		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	36.000	92.000
	B	110.000	0.000	33.000
	C	323.000	25.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.00	0.28	0.72
	B	0.77	0.00	0.23
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	B	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	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	123	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	Aughrim Street (South)		Major
B	Cowper Street		Minor
C	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

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)
B	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	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	✓	470.00	100.000
B	ONE HOUR	✓	86.00	100.000
C	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	B	64.75	64.75		
16:30-16:45	C	94.11	94.11		
16:45-17:00	A	422.52	422.52		
16:45-17:00	B	77.31	77.31		
16:45-17:00	C	112.37	112.37		
17:00-17:15	A	517.48	517.48		
17:00-17:15	B	94.69	94.69		
17:00-17:15	C	137.63	137.63		
17:15-17:30	A	517.48	517.48		
17:15-17:30	B	94.69	94.69		
17:15-17:30	C	137.63	137.63		
17:30-17:45	A	422.52	422.52		
17:30-17:45	B	77.31	77.31		
17:30-17:45	C	112.37	112.37		
17:45-18:00	A	353.84	353.84		
17:45-18:00	B	64.75	64.75		
17:45-18:00	C	94.11	94.11		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.000	134.000	336.000
	B	56.000	0.000	30.000
	C	107.000	18.000	0.000

Turning Proportions (PCU) - Junction 8 (for whole period)

		To		
		A	B	C
From	A	0.00	0.29	0.71
	B	0.65	0.00	0.35
	C	0.86	0.14	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 8 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 8 (for whole period)

		To		

		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	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	0.20	9.73	0.25	A	78.92	118.37	17.57	8.90	0.20	17.57	8.91
C-AB	0.04	6.16	0.06	A	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

CS CONSULTING

GROUP

Cronin & Sutton Consulting

Proposed Site Development, O'Devaney Gardens, Dublin

Quality Audit

P·M·C·E

May 2021

Cronin & Sutton Consulting

Proposed Site Development, O'Devaney Gardens, Dublin

Quality Audit

Document Ref:	P21-030-UQA-GEN-RP-001

Rev	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
3.0	AOR	MAH	AOR	10th May 2021	Revised Final
2.0	AOR	MAH	AOR	6th May 2021	Final
1.0	AOR/MAH	TAG	AOR	4th May 2021	Draft Report

P·M·C·E

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 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

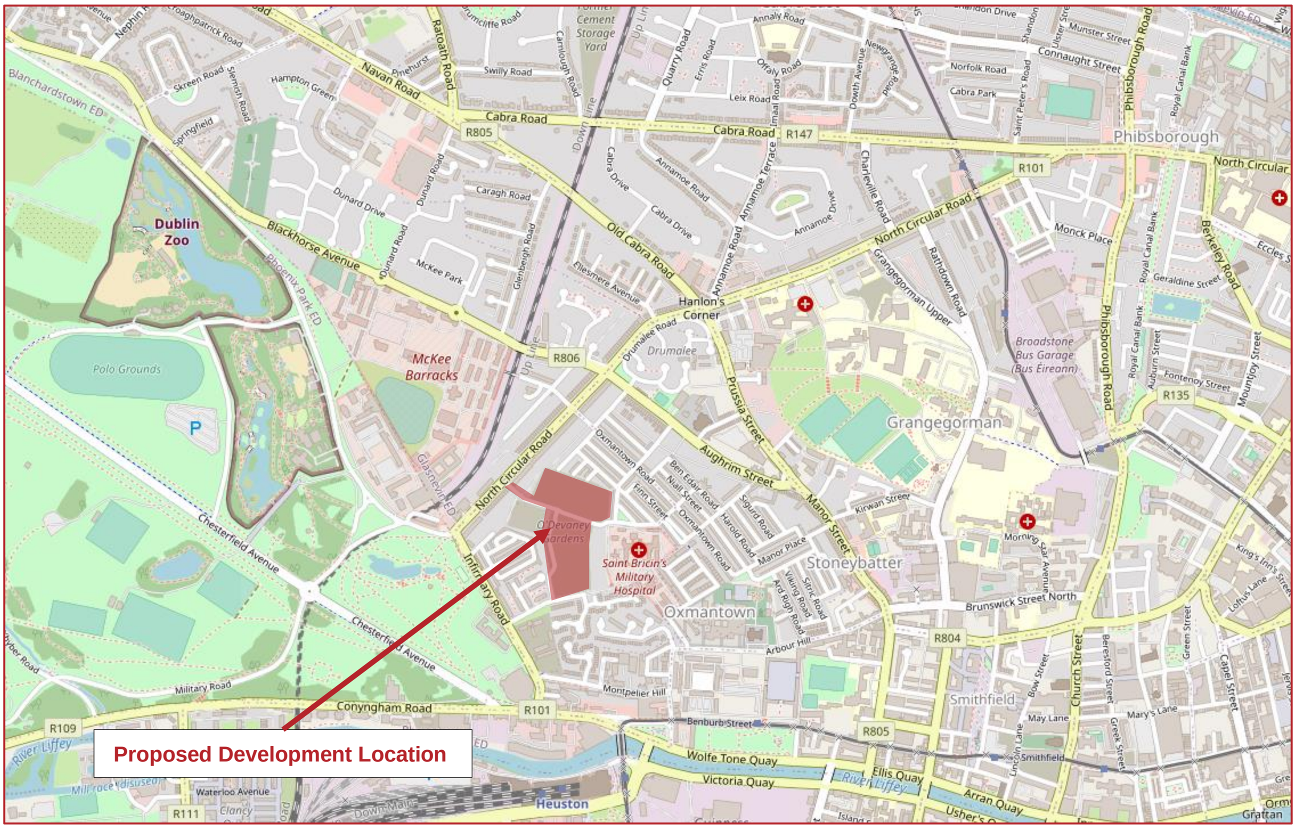


FIGURE 2.1: SITE LOCATION PLAN

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).

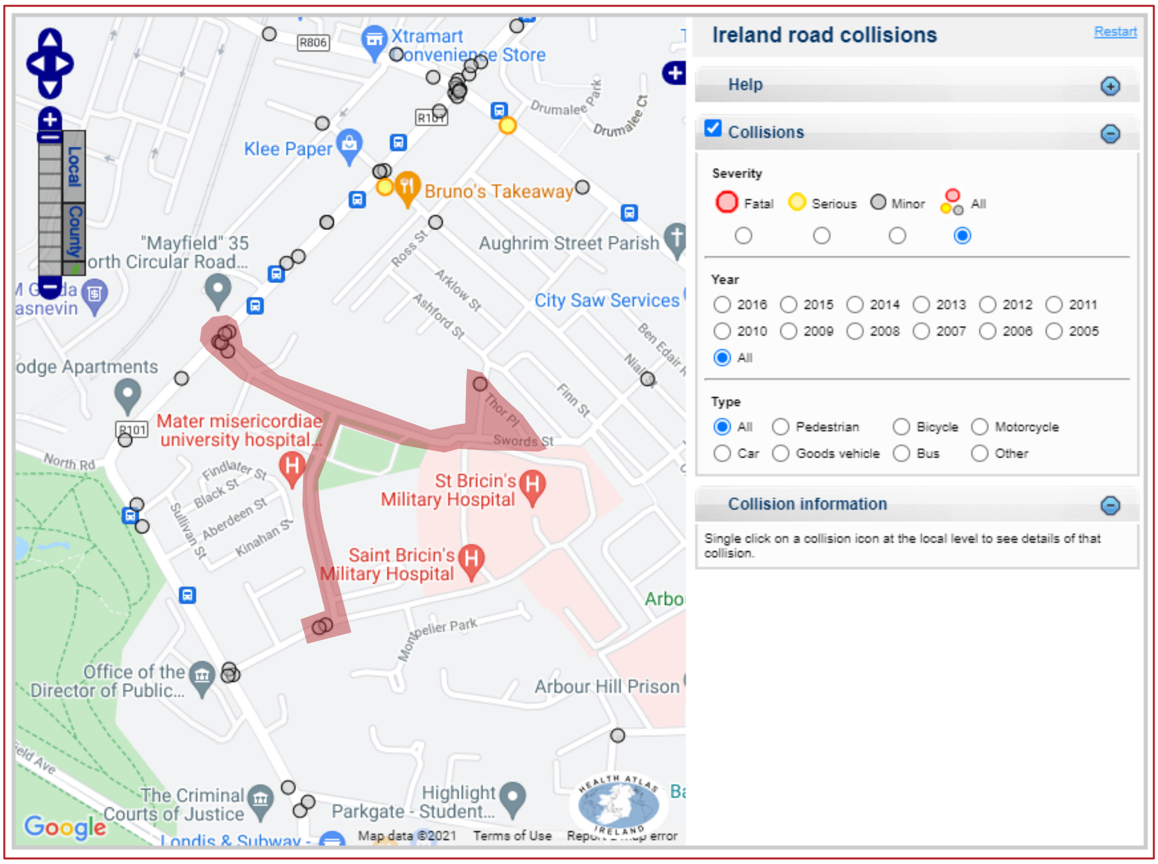


FIGURE 3.1: HISTORICAL COLLISIONS IN THE VICINITY OF THE PROPOSED DEVELOPMENT (SOURCE WWW.RSA.IE)

Table 3.1 below contains a summary of the collisions recorded on the Road Safety Authority's database during this period.

TABLE 3.1: SUMMARY OF COLLISIONS IN THE VICINITY OF THE SITE RECORDED ON THE ROAD SAFETY AUTHORITY'S

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

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

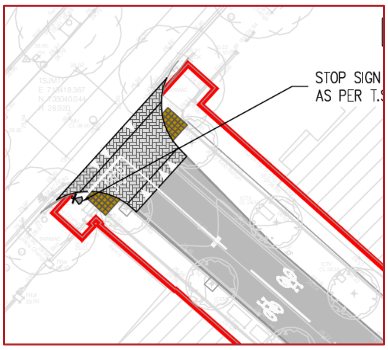
The level of detail provided on the RSA collision database does not permit a forensic assessment of the collisions noted above.

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.

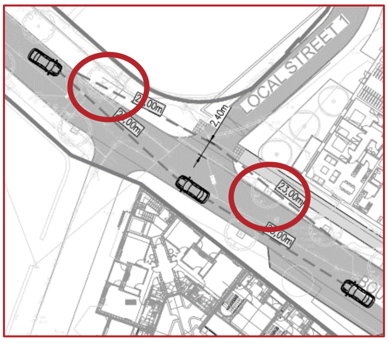
Recommendation

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.

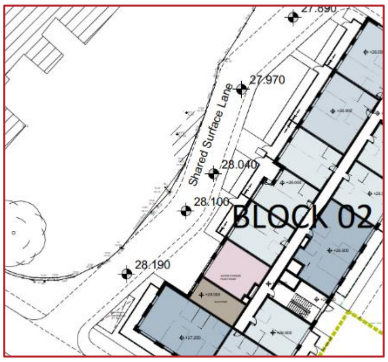
Recommendation

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

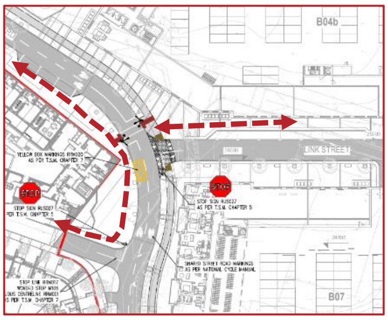
Ensure the changes in horizontal alignment are well defined and clear to drivers particularly during the hours of darkness.

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

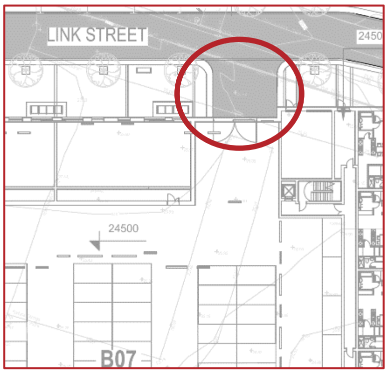
Ensure footpaths, and other pedestrian/cyclist routes, within the development are clearly defined, free of obstacles and provide good connectivity within the development and to the surrounding road network.

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

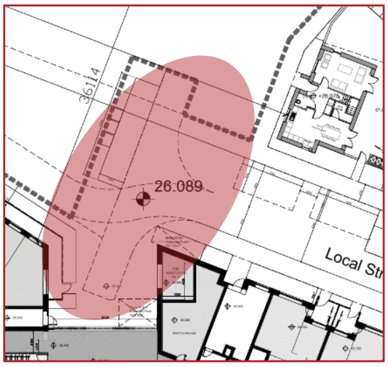
Ensure priority and junction control, via signs and/or road markings, is clear for drivers at the carpark access junctions within the development.

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

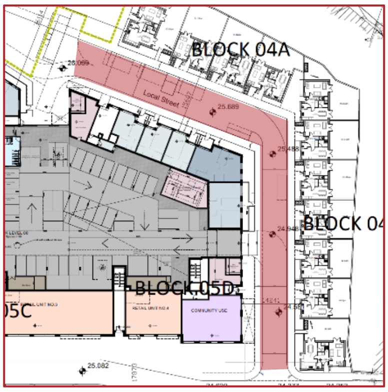
Ensure, through a swept path analysis, that there is sufficient space within the turning heads indicated for large vehicles to undertake safe turning manoeuvres.

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

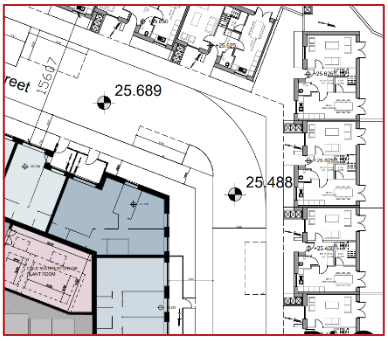
The layout of Local Street 2 should be clearly defined to road users with build-outs, if proposed, clearly visible to approaching drivers.

On-street parking for Blocks 04A and 04B should be provided and clearly delineated from the adjacent carriageway.

3.3.8 Problem

Drawing: Drawing no. 19045-OMP-00-SP-DR-A-1001 (P12)

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.

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

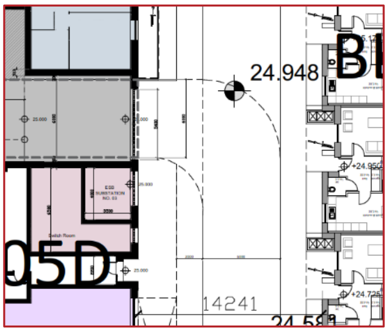
Ensure there is sufficient space within the carriageway at the horizontal curve on Local Street 2 for opposing vehicles to pass safely.

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.

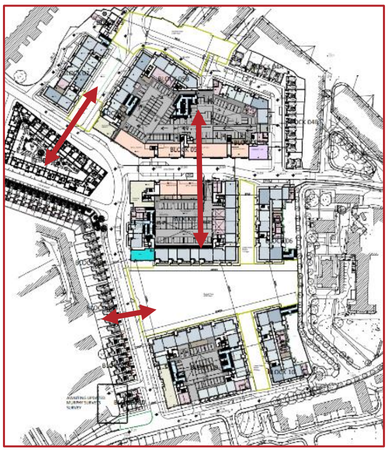
Recommendation

Priority at this location should be clearly defined via signs and/or road markings.

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

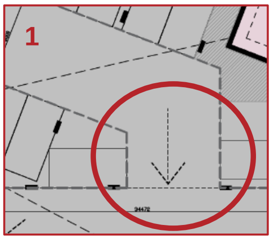
Formal pedestrian crossings should be provided along expected pedestrian desire lines, with additional crossings of the Boulevard provided, particularly at the bus stop to cater for return trips. These crossings should include dropped kerbs and the appropriate tactile paving for the type of crossing proposed.

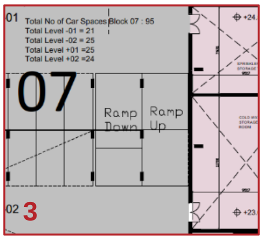
3.3.11 Problem

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.

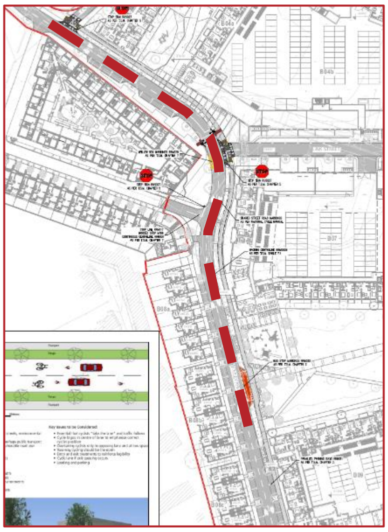
3. Provide appropriate signage advising drivers of the traffic flow on the ramps. These signs should be located where they are sufficiently visible on approach to the ramps.

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 head-on collisions, or mounting/striking the kerb leading to material damage.

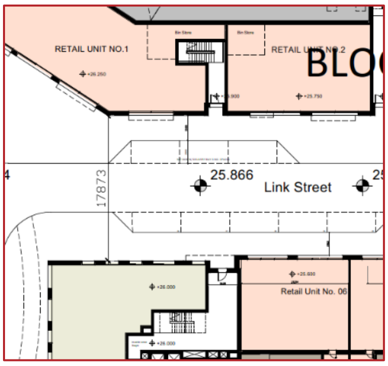
Recommendation

Ensure the carriageway along the Boulevard can safely accommodate the swept path of all vehicles.

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.

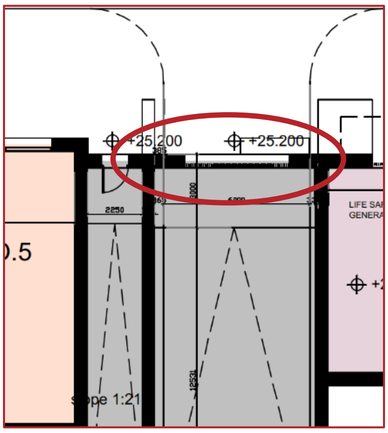
Recommendation

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.

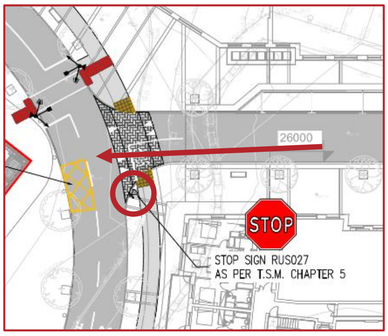
Recommendation

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.

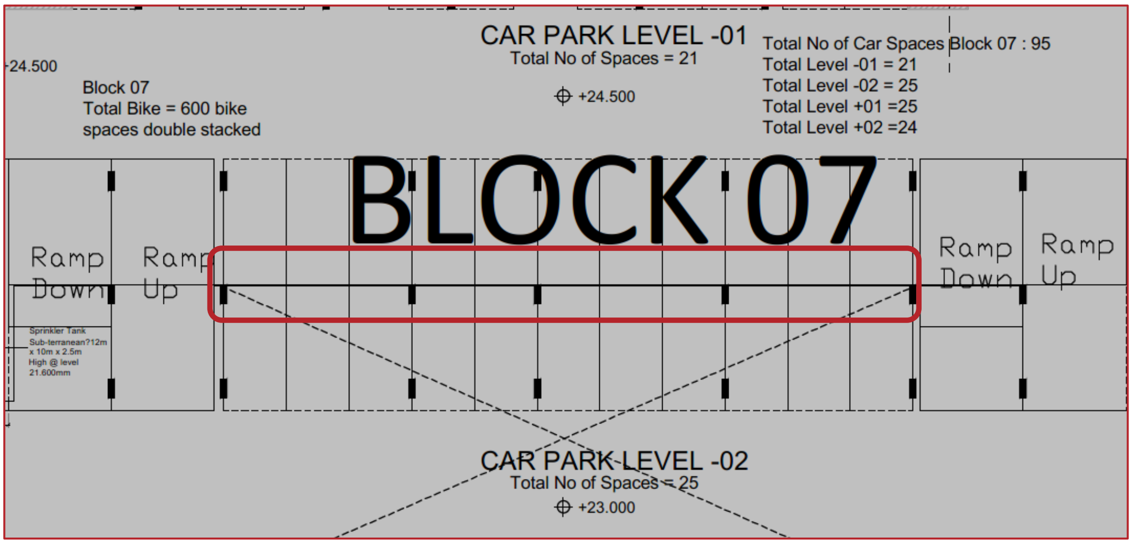
Recommendation

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)

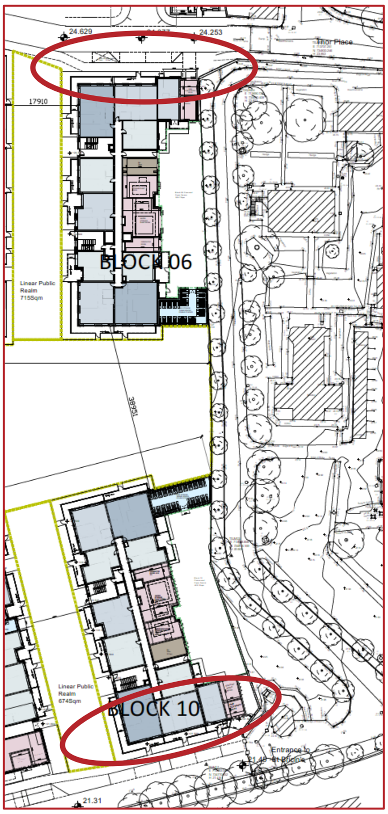
Summary: It is unclear if sufficient edge protection has been indicated between the different levels in the carpark at Block 07.



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.

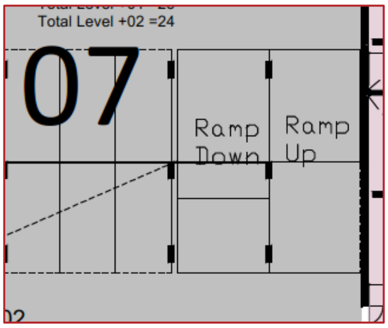
Recommendation

Ensure the parking provision indicated at these blocks is sufficient for the number of units at these locations, and their use.

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.*



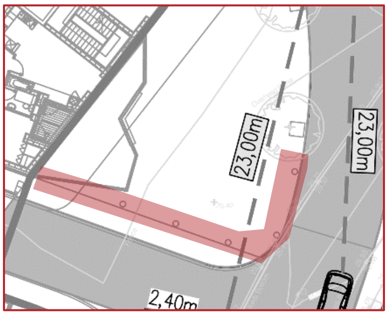
The gradient of the ramps between the various levels in the off-street carpark at Block 07 have not been indicated and are therefore unclear. If the gradients are too steep there is a risk that vehicles may roll backwards when pulling off from a stopped start on the ramp increasing the risk of shunts with following vehicles or over acceleration resulting in high take off speeds and potential collisions with vehicles ahead.

Recommendation

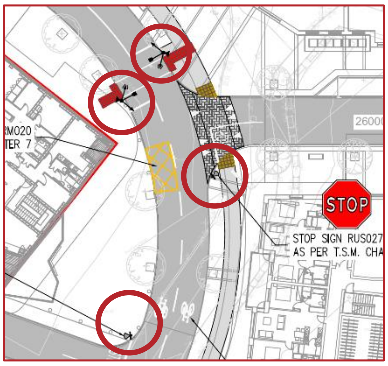
Ensure the gradients of the ramps in the carpark at Block 07 are sufficient such that it does not result in drivers experiencing difficulties when traversing the ramps.

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.

ROAD SAFETY AUDIT TEAM LEADER

Alan O'Reilly	Signed:	Alan O'Reilly
	Dated:	10th May 2021

ROAD SAFETY AUDIT TEAM MEMBER

Mazen Al Hosni	Signed:	Mazen AlHosni
	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	☑	☐
2.	Departures from Standard	☐	☑
3.	Scheme Drawings	☑	☐
4.	Scheme Details such as signs schedules, traffic signal staging	☐	☑
5.	Collision data for existing roads affected by scheme	☐	☑
6.	Traffic surveys	☐	☑
7.	Previous Road Safety Audit Reports and Designer's Responses/Feedback Form	☐	☑
8.	Previous Exception Reports	☐	☑
9.	Start date for construction and expected opening date	☐	☑
10.	Any elements to be excluded from audit	☐	☑

	Yes	No
Any other information? *(if 'Yes', describe below)*	☐	☑

3.7 Documents Submitted to the Road Safety Audit Team

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	

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	N	N	See following pages.	Yes
3.3.19	Y	Y		

Signed: ______ Designer **Date** 06.05.2021

Signed: ______ Audit Team Leader **Date** 10th May 2021

Signed: ______ Employer **Date** 10/5/2021.

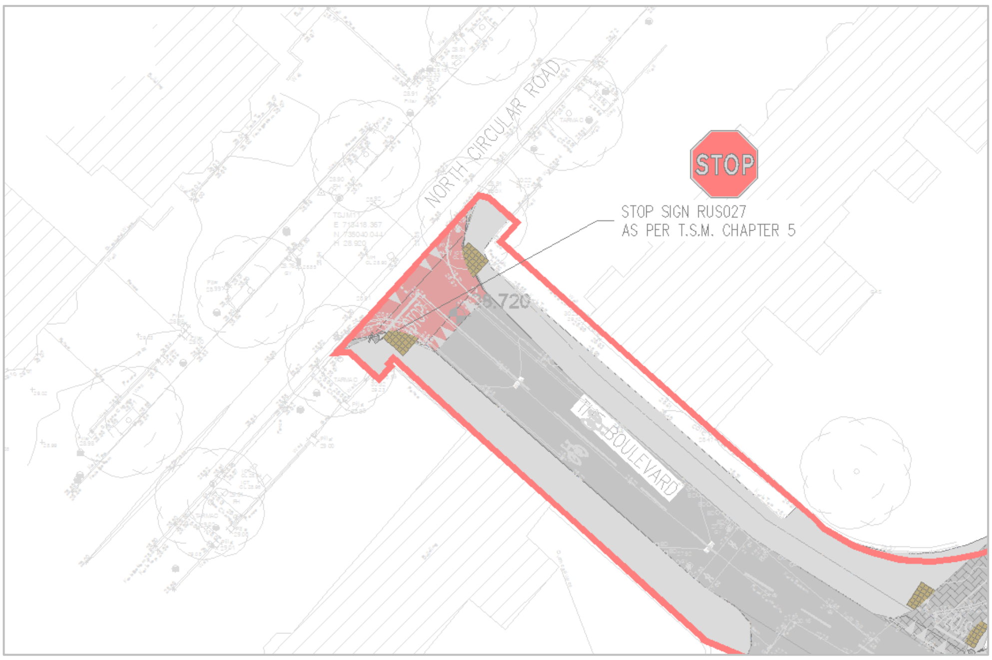
B089 O'Devaney Gardens

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 tie-into 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 Road	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
Prussia Street	1909	900m (12-minute walk)	39	Burlington Road & Ongar
			39A	UCD Belfied & Ongar
			39X	Burlington Road & Ongar
			70	Burlington Road & Dunboyne
Arbour Hill	1911	950m (12-minute walk)	37	Baggot St. / Wilton Terrace & Blanchardstown S.C
			39	Burlington Road & Ongar
			39A	UCD Belfied & Ongar
			39X	Burlington Road & Ongar
			70	Burlington Road & Dunboyne
			70N	Westmoreland St. & Dunboyne

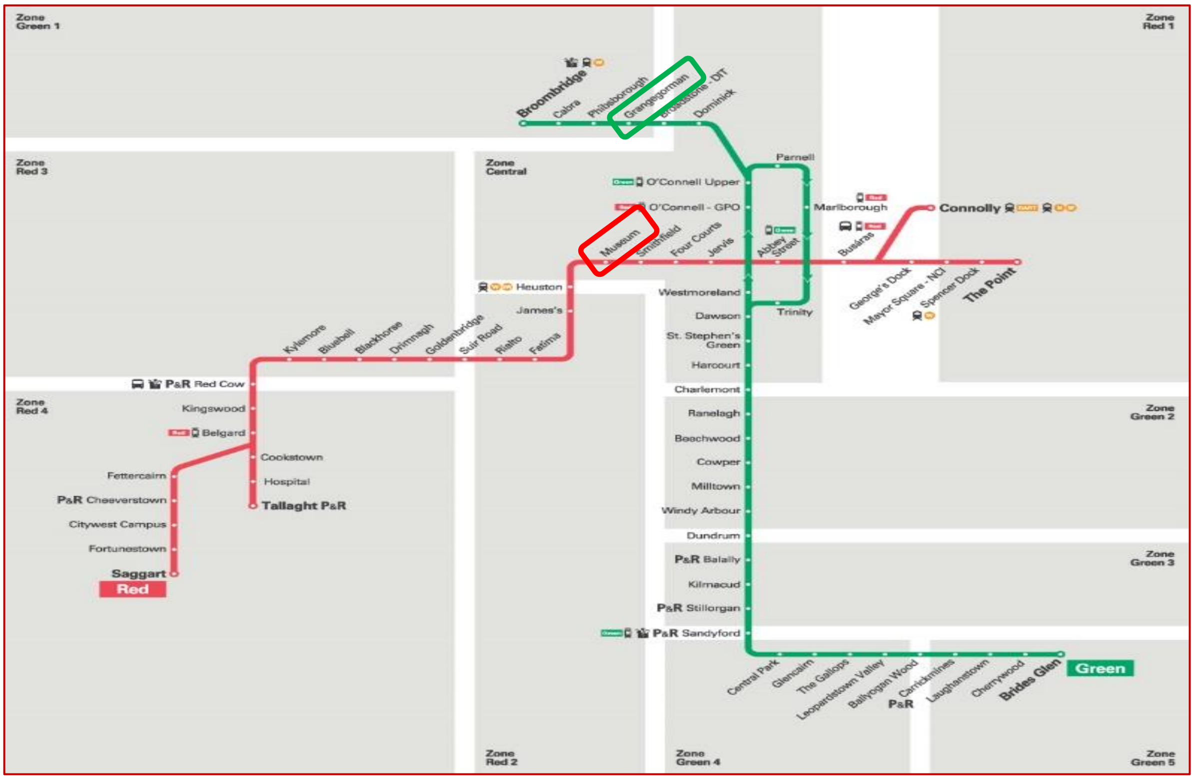


Figure 4.1: LUAS Map showing both the Red, and Green, LUAS lines and Grangegorman and Museum Stops

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.

TABLE 4-2: LOCAL AMENITIES CLOSE TO THE PROPOSED DEVELOPMENT

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, hostels, 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.

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

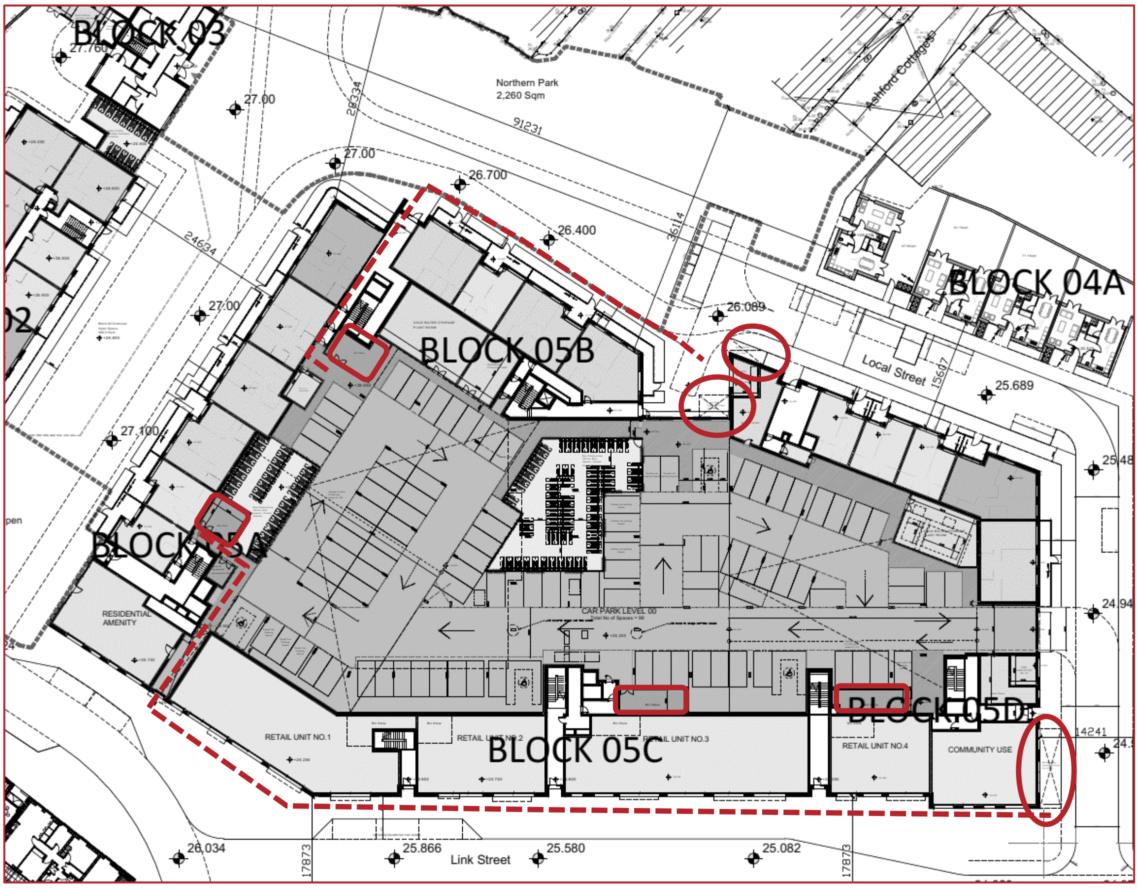
Issues relating to the Lighting within the proposed development have been discussed in Section 3.3.3.

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

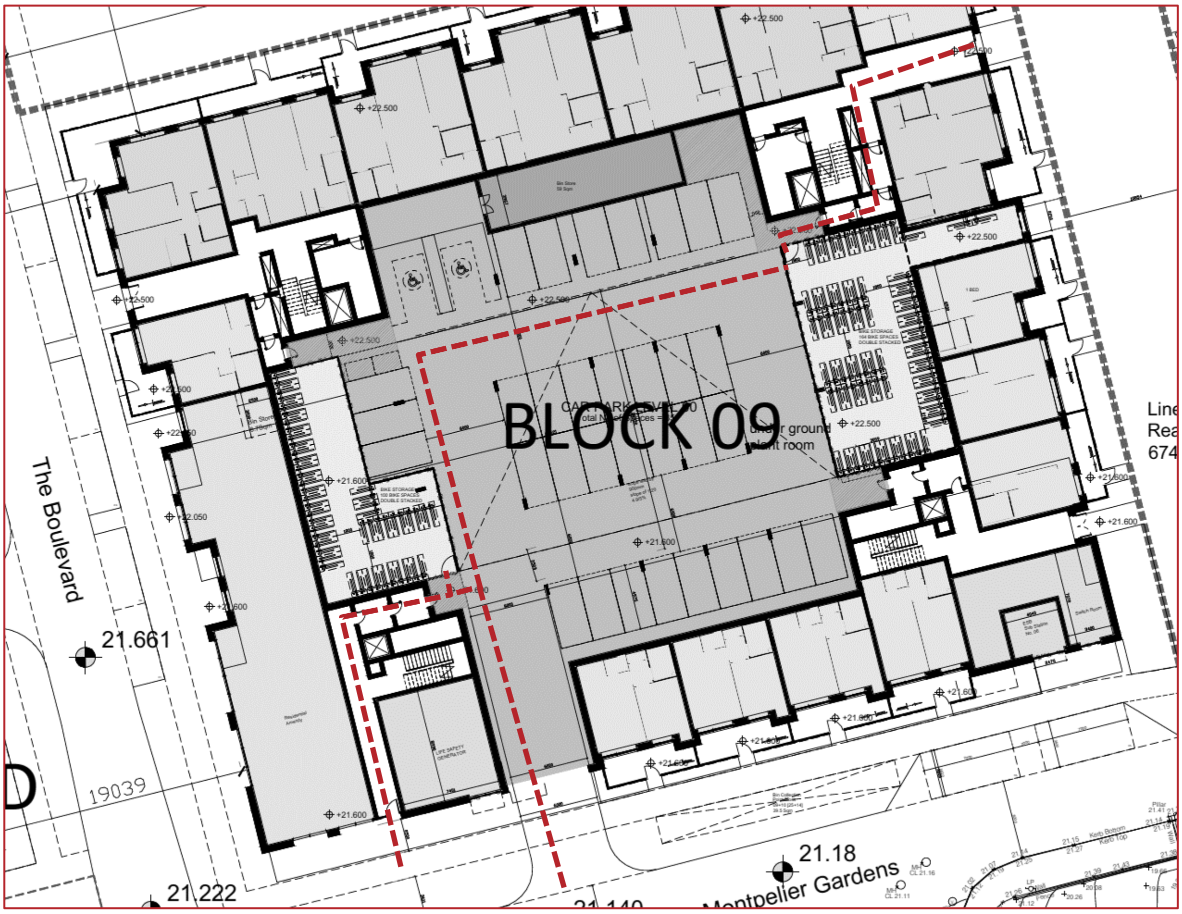
There are currently no existing cycle facilities on the North Circular Road, Thor Place, Montpelier Gardens and Swords Street within the vicinity of the proposed residential development where the main cyclist accesses are to be provided. These are however existing residential streets where speeds are 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.

5.3 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	C
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	C
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	B
	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	A
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	C
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	A

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.	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.	1	B
	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	C

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	B

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

6 Appendix A - Road Safety Audit Problem Locations