



Traffic and Transport Assessment

Proposed Large-Scale Residential Development at Kildalkey Road, Trim, Co. Meath

June 2026

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Issue No 2 – Stage 3 Large-Scale Residential Development

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UK and Ireland Office Locations



1. Introduction

1.1 Context

The proposed development comprises a Large-Scale Residential Development (LRD) on lands at Crowpark (1st Division), Kildalkey Road, Trim, Co. Meath.

The scheme provides a total of 183 residential units, comprising 127 houses and 56 apartments. The housing mix includes 19 no. detached 4-bedroom houses, 9 no. semi-detached/end-terrace 4-bedroom houses, 4 no. detached 3-bedroom houses, 43 no. semi-detached/end-terrace 3-bedroom houses, and 52 no. mid-terrace 3-bedroom houses, with building heights from 2 to 2 ½ storeys. The apartment element comprises 56 no. units in two blocks of up to four storeys, including 16 no. one-bedroom and 40 no. two-bedroom units.

The development also includes a crèche facility, new vehicular and pedestrian accesses from Kildalkey Road.

The proposal provides for associated infrastructure and site works, including landscaping, public and communal open space, internal streets and footpaths, car and bicycle parking, bin stores, private open space, boundary treatments, plant and waste management areas, utility infrastructure and a foul sewer connection to the existing network adjoining the OPW offices on Jonathan Swift Street, to be delivered beneath the River Boyne and Trim Pitch & Putt.

The breakdown of the units is shown in **Table 1** below:

Description	1-bed	2-bed	3-bed	4-bed	Total	GFA (SQM)
House			99	28	127	
Apartment	16	40			56	
Crèche						394.26
Total					183 units	

Table 1 | Schedule of Accommodation

1.2 Scope

This Traffic and Transport Assessment is a comprehensive review of the potential traffic impacts associated with the proposed and nearby assessed developments, including a detailed assessment of the transportation systems provided and the cumulative impact on the surrounding road network.

1.3 Standards

This Traffic and Transport Assessment has been prepared in accordance with best practice and in accordance with the requirements of both Objective DM OBJ 77 of the *Meath County Development Plan 2021–2027* and the *Traffic and Transport Assessment Guidelines* published by Transport for Ireland (TII) / National Roads Authority (NRA) in May 2014.

1.4 Threshold for Transport Assessment

Section 2.1 of the *Traffic and Transport Assessment Guidelines (May 2014)* requires submission of a Transport Assessment where a proposed development meets one or more of the following criteria:

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

In the case of the subject site, no threshold of the *Traffic and Transport Assessment Guidelines (May 2014)* is met.

According to Objective DM OBJ 77 of the Meath County Development Plan 2021–2027, “*In the assessment of individual proposals, the Council will require Traffic & Transport Assessment to be submitted as part of any planning application*”. Therefore, this report will evaluate the impact of the subject site in the capacity of the surrounding transport network.

1.5 Site Location

The site is located on Kildalkey Road, Trim, Co. Meath, approximately 1 km northwest of Trim town centre. It is bounded to the south by the River Boyne, to the east by existing two-storey residential development, to the north by Kildalkey Road and to the west by agricultural land. Access to the proposed development will be provided via Kildalkey Road.

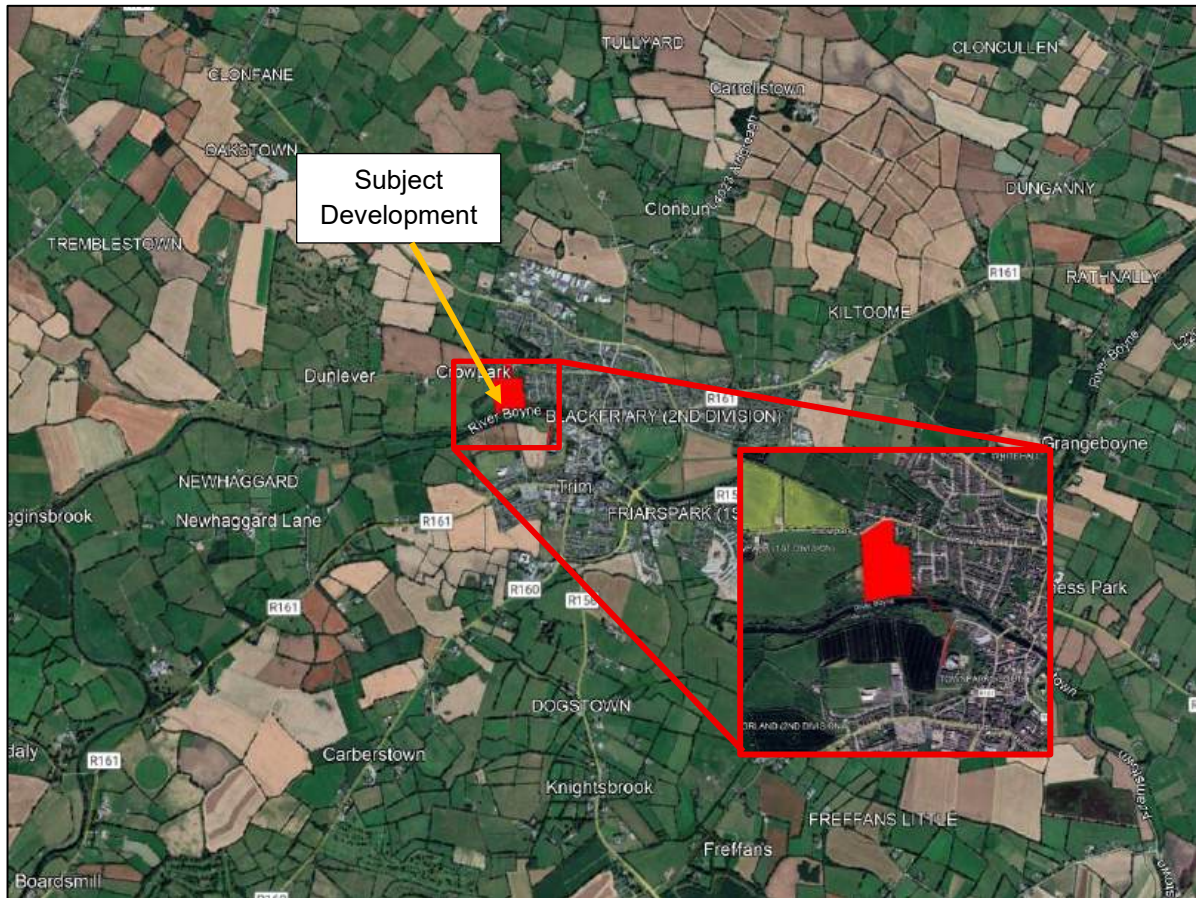


Figure 1 | Site location Map

1.6 Programme

It is anticipated that construction of the proposed development will commence in Q4 2026. Accordingly, construction is expected to be completed in Q2 2028. Therefore, opening year of the subject site is considered to be 2028.

The assessment years may lag pending approval of the planning application and may differ from the programme.

1.7 Assessment Years

The years that have been assessed as part of this Traffic and Transport Assessment are the following:

Base Year	:	2025
Opening Year (With / Without Development)	:	2028
Opening Year + 5 Years Forecast (With / Without Development)	:	2033
Opening Year + 15 Years Forecast (With / Without Development):		2043

These assessment years are in line with the 'Transport Assessment Guidelines (May 2014)'. Details of each assessment year is presented later in this report.

1.8 Documents Consulted

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

- Cycle Design Manual
https://www.nationaltransport.ie/wp-content/uploads/2023/08/Cycle-Design-Manual_Sept.-2023_Low-Res.pdf
- Design Manual for Urban Roads and Streets
<https://www.roadguidelines.ie/design-manuals-for-urban-roads-and-street/guidelines/>
- Greater Dublin Area – Cycle Network Plan
<https://www.nationaltransport.ie/wp-content/uploads/2023/01/2022-GDA-Cycle-Network.pdf>
- Eastern and Midland Regional Spatial and Economic Strategy 2019-2031
https://emra.ie/dubh/wp-content/uploads/2020/05/EMRA_RSES_1.4.5web.pdf
- Implementation Roadmap for the National Planning Framework
<https://npf-cdn-prod.s3.eu-west-1.amazonaws.com/wp-content/uploads/20240502101327/NPF-Implementation-Roadmap.pdf>
- Meath County Development Plan 2021-2027
<https://consult.meath.ie/en/consultation/meath-draft-county-development-plan/chapter/volume-1-written-statement>
- Meath County Development Plan 2021-2027 – Statement for Trim
<https://consult.meath.ie/en/consultation/meath-draft-county-development-plan/chapter/trim>
- National Planning Framework – Project Ireland 2040
www.gov.ie/pdf/?file=https://assets.gov.ie/246231/39baaa8c-48dc-4f24-83bd-84bbcf8ff328.pdf#page=null
- Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections. PE-PAG-02017
<https://www.tiipublications.ie/library/PE-PAG-02017-03.pdf>
- Smarter Travel: A Sustainable Transport Future
www.gov.ie/pdf/?file=https://assets.gov.ie/19854/37d829c9748446349ff586045bfbcab.pdf#page=null
- Spatial Planning and National Roads: Guidelines for Planning Authorities
<https://www.gov.ie/pdf/?file=https://assets.gov.ie/111220/ef2d43a4-d3a0-418a-b0ba-03340e6d083a.pdf#page=null>
- Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities.
www.gov.ie/pdf/?file=https://assets.gov.ie/280882/af1b1694-6ff4-4a14-b2c6-f104347ffb53.pdf#page=null
- Planning Design Standards for Apartments – Guidelines for Planning Authorities, 2025
https://assets.gov.ie/static/documents/Planning_Design_Standards_for_Apartments_080725_FIN_AL.pdf

1.9 Study Methodology

The study area for this report is the transport network and junctions immediately surrounding the site which will be affected as part of the proposed development. The junctions chosen for assessment are outlined in **Section 3.3.2** below and were chosen based on professional judgement and observed vehicle behaviour within the local road network.

In line with best practice, the following methodology has been adopted for this assessment:

- A review of relevant available information was undertaken, as detailed in **Section 1.8** above. This includes the Meath County Development Plan 2021-2027, existing traffic information, traffic and transport assessments submitted with planning applications for committed and potential future developments, as well as other pertinent studies.
- An initial desktop study was conducted of the area surrounding the development site, identifying the existing transport links and road junctions with the potential to be affected by the proposed development”
- A site visit was subsequently made to confirm the existing characteristics and conditions of the key junctions / roads detailed in **Section 3.4** below.
- The Traffic section of this “Traffic Transport Assessment” is prepared with the following detail:
 - Obtain data on existing traffic flow conditions.
 - Determine trips to be generated by the Proposed Development and the committed and potential future developments in the surrounding area.
 - Determine trip distribution for each development.
 - Assess the percentage impact of traffic generated by the site in relation to existing traffic flows at local junctions. Determine if this exceeds 5% at congested junctions or 10% at non-congested junctions.
 - Model the junctions with a high impact, based on the thresholds indicated above.
 - Identify, if necessary, mitigation measures.

1.10 Contents of the Transport Assessment

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

- **Policy Framework:** Latest Development Plans and Land Area Plans to guide the delivery and management of a package of integrated initiatives which ultimately seek to encourage sustainable travel practices of all residents and visitors travelling to/from the proposed development.
- **Site Assessment:** A description of the proposed development, description of the existing and proposed traffic/transportation conditions including information on the current traffic, critical junctions, pedestrians, cycle, and public transport facilities.
- **Travel Characteristics:** Review of existing local travel characteristics and modal split.
- **Transport Improvements:** Description of proposed transportation improvements to local roads, junctions, public transport, cycle, and pedestrian facilities.
- **Transportation Infrastructure:** Assessment of all potential impacts on transport infrastructure (road cycling, walking public transport), based on construction proposals and demand forecasts. The development impact upon any committed transport schemes should also be appraised. Design details should be incorporated where a proposal may have a direct impact upon transport infrastructure.
- **Trip Assignments and Distribution:** The traffic and transportation implications of the development including consideration of trip generation/attraction, mode choice and trip distribution; as well as an analysis of under construction, permitted and future developments in the area.

- **Cumulative Impact:** The impact of the development on the surrounding road network including analysis of junction's capacity.
- **Parking Strategy:** Description of car and cycle parking requirements and provisions.

2. Policy Framework

2.1 National Policies and Strategies

2.1.1 National Planning Framework

The National Planning Framework (NPF) was published in 2018 and last updated in April 2025. It is the Government's strategic plan for shaping future growth and development in the country. To deliver the NPF vision and the ten National Strategic Outcomes, it is critical to integrate land use and transport planning and promote sustainable transport.

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

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

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

2.1.2 Spatial Planning and National Roads: Guidelines for Planning Authorities

Spatial Planning and National Roads: Guidelines for Planning Authorities set out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60 km/h speed limit zones for cities, towns, and villages.

The guidelines aim to facilitate a well-informed, integrated, and consistent approach that affords maximum support for the goal of achieving and maintaining a safe and network of national roads in the broader context of sustainable development strategies, thereby facilitating continued economic growth and development throughout the country.

The following Key Principles have informed these guidelines:

- Land-use and transportation policies are highly interdependent.
- Proper planning is central to ensuring road safety.
- Development should be plan-led.
- Development Management is the key to Plan Implementation.
- Planning Authorities and National Roads Authority and other public transport bodies must work closely together.

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

The Guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. They are accompanied by a companion non-statutory Design Manual that illustrates best practice examples of how the policies and objectives of the Guidelines can be applied.

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

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

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

2.1.4 Design Standards for Apartments, Guidelines for Planning Authorities

The Design Standards for Apartments – Guidelines for Planning Authorities 2025 were issued by the Department of Housing, Local Government and Heritage on 8 July 2025 under Section 28 of the Planning and Development Act 2000 (as amended) and replace the 2023 guidelines.

These guidelines aim to support the National Planning Framework – First Revision (2025), which projects a need for approximately 50,000 additional households per year to 2040, emphasizing compact urban growth and accessible apartment locations.

The guidelines balance quality standards with economic viability, addressing the gap between apartment construction costs and market prices, while ensuring apartments meet societal needs for space, amenity, and sustainability.

2.1.5 Smarter Travel

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

Smarter Travel is a government policy which seeks to reduce the share of travel demand which is car dependant thus reducing reliance on fossils fuels and maximising the efficiency of the transport network. Its main objective is to promote a significant modal shift from private transport to public transport and sustainable transport modes. The policy sets out a target of 55% mode share for walking, cycling and public transport which it aims to achieve through several actions themed around the following:

- Encouraging Smarter Travel.
- Delivering Alternative Ways of Travelling.

- Improving the Efficiency of Motorised Transport.
- Ensuring Integrated Delivery of the Policy.

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

2.1.6 Cycle Design Manual (2023)

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

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

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

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

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

2.1.7 Design Manual for Urban Roads & Streets (DMURS)

The Design Manual for Urban Roads and Streets (DMURS) is Ireland's national guidance document for designing urban roads and streets. Developed by a multidisciplinary team and launched in 2013, DMURS aims to shift the focus from car-centric infrastructure to streets that prioritize people, place-making, and sustainable transport. It is mandatory for all road authorities in Ireland when designing or upgrading urban roads.

DMURS promotes streets as vibrant public spaces that support walking, cycling, and public transport, contributing to healthier lifestyles and reduced emissions. It encourages collaborative design among planners, engineers, architects, and other professionals to create safe, attractive, and inclusive environments for all users.

DMURS is structured into five main chapters, each addressing a key aspect of urban street design. According to the official publication:

Introduction: Sets the context for DMURS, emphasizing a shift in design philosophy. It outlines the policy background and the manual's application across urban areas.

Re-examining the Street: Discusses the need for change in street design, highlighting the negative impacts of car dominance and advocating for a balanced approach that considers both movement and place. It introduces user priorities and the concept of streets as social spaces 2.

Street Networks: Focuses on creating integrated, permeable, and legible street networks. It covers movement functions, place contexts, block sizes, retrofitting, and traffic management strategies including congestion, bus services, and pollution control.

Street Design: Provides detailed guidance on designing individual streets. Topics include speed management, streetscape elements (trees, signage, furniture), pedestrian and cyclist infrastructure, and carriageway conditions. It also addresses historic contexts and materials selection 2.

Design Process provides a structured approach for implementing the principles and standards outlined in the previous chapters. This chapter is essential for ensuring that street design is not only technically sound but also context-sensitive and inclusive.

2.2 Regional Policies and Strategies

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

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

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

The principal statutory purpose of the RSES is to support the implementation of Project Ireland 2040 and the economic policies and objectives of the Government by providing a long-term strategic planning and economic framework for the development of the Region.

The RSES will be implemented in policy by way of review by local authorities of all development plans and Local Economic and Community Plans (LECPs) after the adoption of this Strategy. Key state agencies and sectoral bodies will also have to consider their strategies and investment plans in light of the adoption of the RSES.

The RSES will be realised by the delivery of European and National funding that will achieve the Regional Strategic Outcomes (and NPF National Strategic Outcomes) expressed in the Strategy. These funds will focus on the priorities and key aspects of the RSES to sustainably grow the Region to 2031 and beyond.

2.2.2 Greater Dublin Area Cycle Network Plan (2022)

The Greater Dublin Area Cycle Network Plan sets out a strategy to expand the urban cycle network, links cities and towns of over 5,000 people with a safe, connected and inviting cycle network. The proposed cycle network of approximately 3,500km will connect over 200 settlements and 2.8 million people. The network will consist of primary routes (serving the highest demand), secondary and feeder routes (Forecast to have lower demand) as well as Greenway routes (through parks, along waterways etc.)

The Plan will provide many benefits for cyclists and communities across Ireland, including:

- Ensuring delivery of a high-quality cycle network which will promote safety, comfort, and increased participation in cycling.
- Improving sustainable connectivity nationally and providing links with other networks such as CycleConnects, EuroVelo and Northern Ireland networks.
- Supporting both urban and rural economies through increased leisure and tourism cycling.
- Improving public health through well documented benefits of active travel.
- Guiding how local authorities prioritise exchequer-funded investments in cycle infrastructure.
- Making use of existing infrastructure wherever possible including greenways, road infrastructure, and declassified roads where safe and inviting cycle experiences can be provided.

2.3 Local Plans and Strategies

2.3.1 Meath County Development Plan 2021-2027 – Statement for Trim

The medieval walled town of Trim has immense heritage significance and is located circa 14km from Navan and 20km from Dunshaughlin. The town and Trim Castle attract over 100,000 visitors a year and is well known internationally.

Trim is identified for inclusion in the Urban Regeneration and Development Fund due to the high level of employment in the town. A range of enterprises are present in a compact attractive town centre, supporting employment opportunities. There are also enterprise zones at Oaktree Business Park, Scurlockstown Business Park and employment lands to the south of the Navan Road.

Although it lacks direct access to a motorway or rail line, the town is proximate to the national road network and closely linked to Navan and Dunshaughlin on the M3 corridor and to the M4 corridor in County Kildare to the south. The current Development Plan identifies several distributor roads which are in excess of the needs of the town, it is essential that the heritage qualities of the town are protected in the context of delivery of necessary infrastructure. In this context the Navan rd. - Dublin rd. link road has been given priority.

There are two Master Plan areas identified in Trim. The purpose of a Master Plan is to ensure an integrated approach is taken to the phasing, management, and development of lands within the Master Plan Area. Master Plan 30 relates to the development of a mixed use residential and community development as part of overall proposals for the former Potterton cattle sales yard to the north of the Summerhill/Longwood Road roundabout off the Trim Inner Relief Road. Master Plan 29 relates to a mixture of employment, residential, community and open space lands located to the northeast of the town centre. Enterprise and employment proposals are to be developed in tandem with Executive style housing to facilitate the development of a sustainable 'live work' community and deliver a key piece of road infrastructure linking the Navan and Dublin roads.

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan.

Policy

TRM POL 1: To continue to support the consolidation of Trim as an attractive heritage town with a diverse modern economy and a vibrant centre complementing its nationally significant cultural heritage and picturesque setting.

Objectives

TRM OBJ 1: (Master Plan 29): To provide for the development of high-end Business and/or Corporate Headquarters primarily FDI, on the southern side of the Navan Road, in Trim. Development should be on a phased basis. Enterprise and employment proposals shall be developed in tandem with Executive style housing to facilitate the development of a sustainable 'live work' community. This Master Plan shall include proposals for the delivery of the RT 1 distributor road and bridge linking the Dublin and Navan roads. The Master Plan shall be agreed in writing with the Executive of the Planning Authority prior to the lodgement of any planning application.

TRM OBJ 2: (Master Plan 30): To provide for the development of a mixed use residential and community development as part of overall proposals for the former Potterton cattle sales yard to the north of the Summerhill/Longwood Road roundabout off the Trim Inner Relief Road. Development shall be on a phased basis within the life of the Trim Development Plan as identified on the land use zoning objectives map. The Master Plan shall be agreed in writing with the Executive of the Planning Authority prior to the lodgement of any planning application.

TRM OBJ 3: To facilitate infill and backland development within the town centre in the context of their contribution towards the enhancement of the existing streetscape, the ACA and the visual amenities of the central part of Trim.

TRM OBJ 4: To address the identified need to increase the supply of social housing in Trim, by seeking the provision of social housing additional to that required by way of Part V of the Planning and Development Act 2000 as amended, subject to funding.

TRM OBJ 5: To promote the development of available sites for appropriate employment uses at Scurlockstown Business Park and Oaktree Industrial Park.

TRM OBJ 6: To support the development of Trim's tourism product as a key focus for enterprise and employment generation.

TRM OBJ 7: To facilitate the improvement of visitor centre facilities in Trim having regard to the provisions of the Boyne Valley Tourism Strategy 2016-2020 or any updates thereof.

TRM OBJ 8: To support the reuse of the former Town Hall on Castle Street as a visitor centre for Trim Castle.

TRM OBJ 9: To support and encourage the redevelopment of the Trim Library and St. Patricks former Chapel for the provision of cultural facilities.

TRM OBJ 10: To work in partnership with key stakeholders to promote Trim as a centre for cultural heritage education and learning through activities such as community excavation and field/summer schools, for example Blackfriary Archaeology Site.

TRM OBJ 11: To support and promote existing festivals and events to increase the cultural, heritage and lifestyle profile of Trim, subject to the satisfactory location, access, parking provision and protection of the surrounding environment.

TRM OBJ 12: To prioritise the delivery of the Boyne Greenway and plan for associated amenities and connections to the urban form. The provision of the Boyne Greenway will be subject to the outcome of the Appropriate Assessment process.

TRM OBJ 13: Pending a review of the delivery of the full distributor road network (the commencement of which will begin within one year of the adoption of the Plan) to preserve and (where indicated to construct subject to routing, environmental assessment and appropriate assessment) secure from further development a corridor for the provision of distributor link roads which includes the following routes:

- **RT 1:** Construction of the local distributor road link between the Dublin Road at Effernock and the Navan Road at the Motor Park, including a new bridge over the Boyne River subject to Appropriate Assessment and consultation and requirements of National Parks and Wildlife Services and Inland Fisheries Ireland.
- **RT 2:** A local distributor road link connecting the Athboy Road to the local distributor road west of the Town Centre Expansion area, including a new bridge over the Boyne (long term objective) subject to Appropriate Assessment and consultation and requirements of National Parks and Wildlife Services and Inland Fisheries Ireland.
- **RT 3:** Construction of the local distributor road link west of the C1 mixed use lands connecting to the Kinnegad Road. This link road shall be provided and funded in tandem with the development immediately to the east, or alternatively, where it is demonstrated by developer(s) through appropriate transport assessments / studies that sufficient road access, cycle and pedestrian network infrastructure can be provided to service all lands within the Masterplan area and therefore the proposed link road may not be required. The onus is on developer(s) to demonstrate the above.
- **RT 4:** Construction of the local distributor road link between the Kinnegad Road and the Longwood Road. This shall be provided as part of the Master Plan for these lands.
- **RT 5:** Construction of local distributor road link between the Longwood Road and the Summerhill Road. This shall be provided in tandem with the industrial lands immediately to the north. Development of these road projects will be subject to the outcome of the Appropriate Assessment process. Where adverse effects on European site integrity are identified, alternative routes or designs will be developed to ensure that the project will not adversely affect the integrity of any European Sites, either alone or in-combination with any other plans or projects. If, despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of any European Site(s), the project will not be progressed unless an alternative solution can be implemented which avoids/ reduces the impact to a level that the integrity of the European Site(s) is(are) unaffected.

TRM OBJ 14: To carry out public realm improvements throughout the town and along Market Street and at the junction of Watergate Street.

TRM OBJ 15: To support the development of a primary and secondary school in Trim in a campus style development on a site 15 acres in area to meet the educational needs of the residents of the town and its catchment.

3. Receiving Environment

3.1 Land use

According to the Meath County Development Plan 2021 – 2027 (MCDP), the subject development site is in an area designated with Zoning Objective “A2 – New Residential: To provide for new residential communities with ancillary community facilities, neighbourhood facilities and employment uses as considered appropriate for the status of the centre in the Settlement Hierarchy”. **Figure 2** below presents the land use obtained from Trim Land Use Zoning Map - Sheet No. 38 of the Meath County Development Plan 2021 - 2027.

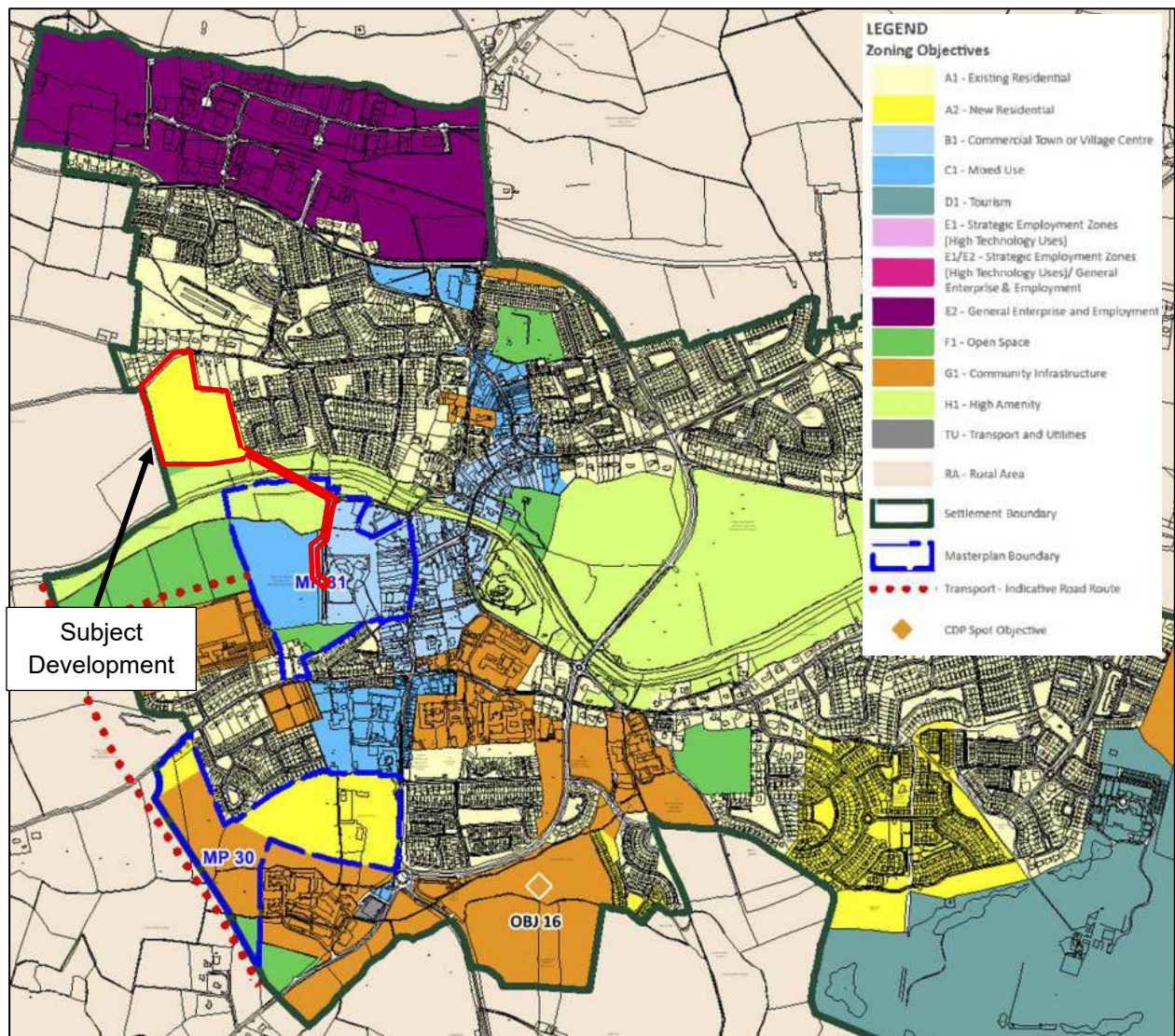


Figure 2 | Site Location – Land Use

(Source: Sheet No. 38 of the Meath County Development Plan 2021-2027(incl. Variations 1, 2 & 3))

3.2 Site Location and Description

The Proposed Development will be accessed via the Kildalkey Road in the town of Trim, Co. Meath, within the administrative area of Meath County Council. The Site is located approximately 15km from Navan Town Centre and has ample connections to the county via regional roads, as presented in **Figure 4** below.

The Subject Site is bounded to the north by the Kildalkey Road, to the east by existing residential houses, to the west by land currently in agricultural use and to the south by river Boyne. The site is located in a residential area as illustrated in **Figure 2** above.

The overall site area is approximately 6.09 hectares. The lands, which are in agricultural use, slope generally from the north of the site towards the south, in the direction of River Boyne.

The site location is indicated on the **Figure 3** below.



Figure 3 | Site Location
(Source: Google Earth)

3.3 Local Road Network

3.3.1 Roads

Vehicular accesses to the subject site are proposed off the southside of Kildalkey Road via proposed T-junction connecting to internal roads.

The subject site is located adjacent to a comprehensive road network consisting of regional roads and local roads. The existing road network and the subject site location is indicated in **Figure 4** below.



Figure 4 | Site Location – Surrounding Roads
(Source: Open Street Maps)

Kildalkey Road is a local road that extends westward to Kildalkey Village and connects eastward to the R154 (Athboy Road). It is a single carriageway throughout, with footpaths on its northern side as the road approaches Trim Town from the west. A cycle track is also present at the intersection with Butterstream Manor Street.

The **R154** is a regional road in that stretches from the R147 near Clonee, County Meath, to Crossdoney in County Cavan. This road is approximately 91 kilometres long and is a single carriageway throughout. It intersects with the N51 at Athboy. It passes through several towns and villages, including Trim, where it bypasses the town centre along the Inner Relief Road. The speed limit on the R154 varies depending on the specific section of the road. Generally, the speed limit is 80 km/h on rural sections of the R154. However, it may be reduced to 50 km/h in built-up areas or towns and villages. The R154 southbound connects to the M3 Motorway via Junction 5, providing access to Dublin and the M50 corridor to the southeast, as well as Kells, Cavan, Navan, Donegal and the N51 to the northwest.

The **R161** is a single carriageway regional road in that runs from Navan in County Meath to Kinnegad in County Westmeath. Starting in Navan, the R161 travels south-westward, passing through Trim. The road intersects with several other regional roads, including the R147, R154, and R148, facilitating access to various parts of the region.

The **R160** is a regional road that runs from Trim to Longwood in County Meath, where it connects to the R148, providing access to Maynooth to the southeast.

The **R158** is a regional road in Ireland, linking Trim in County Meath to Kilcock in County Kildare. The road, which is single carriageway throughout and is approximately 22km long, and connects to the R148 and R156 providing access to towns and villages

3.3.2 Junctions

The primary junctions which currently provide access to the subject development site are:

- **Junction 1** is a priority T-junction located at the intersection of R154 (Trim Bypass) / R933 (Athboy Road).
- **Junction 2** is a staggered crossroad located at the intersection of R154 (Trim Bypass) / L4023 / Kells Road.
- **Junction 3** is a staggered crossroad located at the intersection of R933 (Athboy Road) / Kells Road / R933 (Haggard Street) / Kildalkey Road.
- **Junction 4** is a priority junction located at the intersection of R161 (High Street) / R933 (Haggard Street) / R161 (Navana Gate).
- **Junction 5** is a signalised crossroad at the intersection of R161 (Navana Gate) / R154 (Trim Bypass).

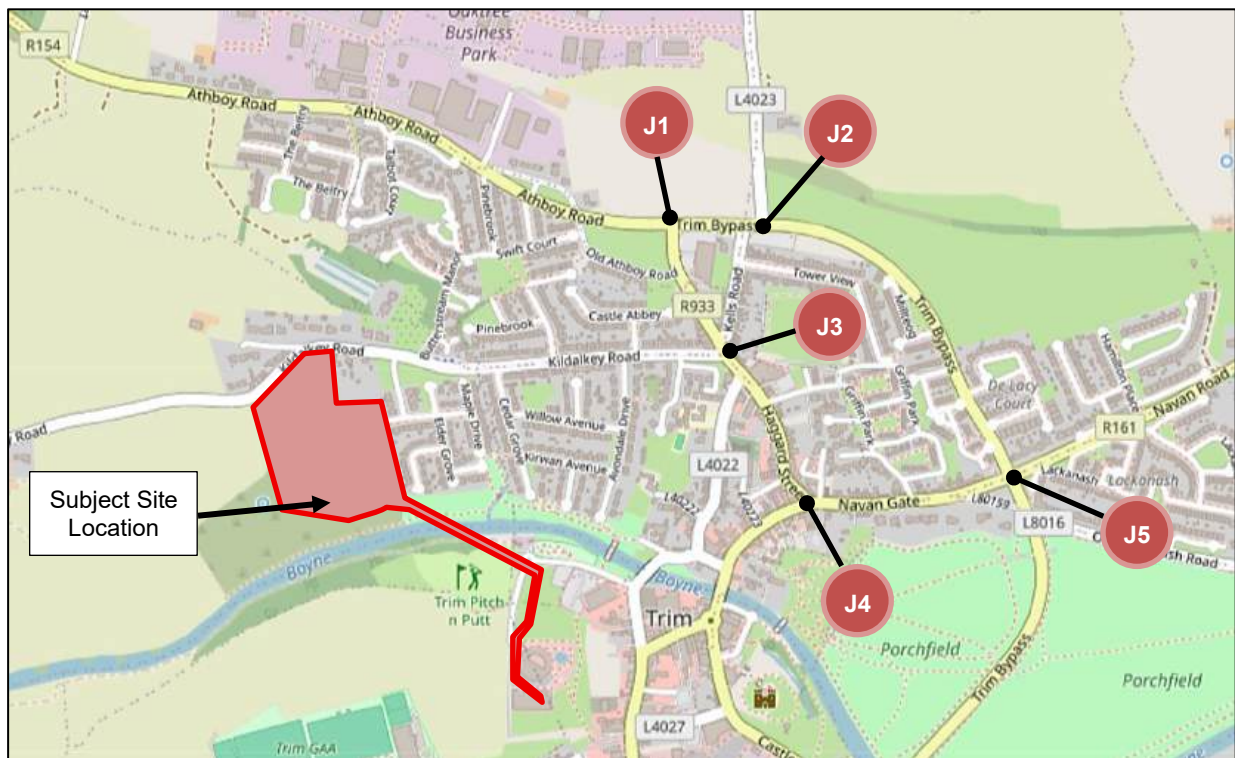


Figure 5 | Primary Local Junctions
(Source: Open Street Map)

3.4 Existing Traffic Condition

To quantify the volumes of traffic movements at the above key junctions, a traffic survey was commissioned by the applicant and carried out by TRACSIS on Wednesday 10th September 2025 for a period of 12 hours.

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

The results of the survey indicate that the peak traffic levels through the junctions occurred between the 08:00 and 09:15 during the morning and between the 16:15 and 18:00 during the evening with the following detail:

- Junction 1: AM peak hour from 08:15 to 09:15 and PM peak hour from 16:30 to 17:30
- Junction 2: AM peak hour from 08:00 to 09:00 and PM peak hour from 16:45 to 17:45
- Junction 3: AM peak hour from 08:00 to 09:00 and PM peak hour from 17:00 to 18:00
- Junction 4: AM peak hour from 08:15 to 09:15 and PM peak hour from 16:15 to 17:15
- Junction 5: AM peak hour from 08:00 to 09:00 and PM peak hour from 16:45 to 17:45

For the purposes of this report, it has been assumed that the peak hours among the junctions are the same and occur between 08:00 and 09:00 in the morning and between 16:45 and 17:45 in the evening.

The peak hour volumes through each junction are shown in **Figure 6** below and in **Appendix D – Figure A**. Full traffic survey is provided in **Appendix A**.

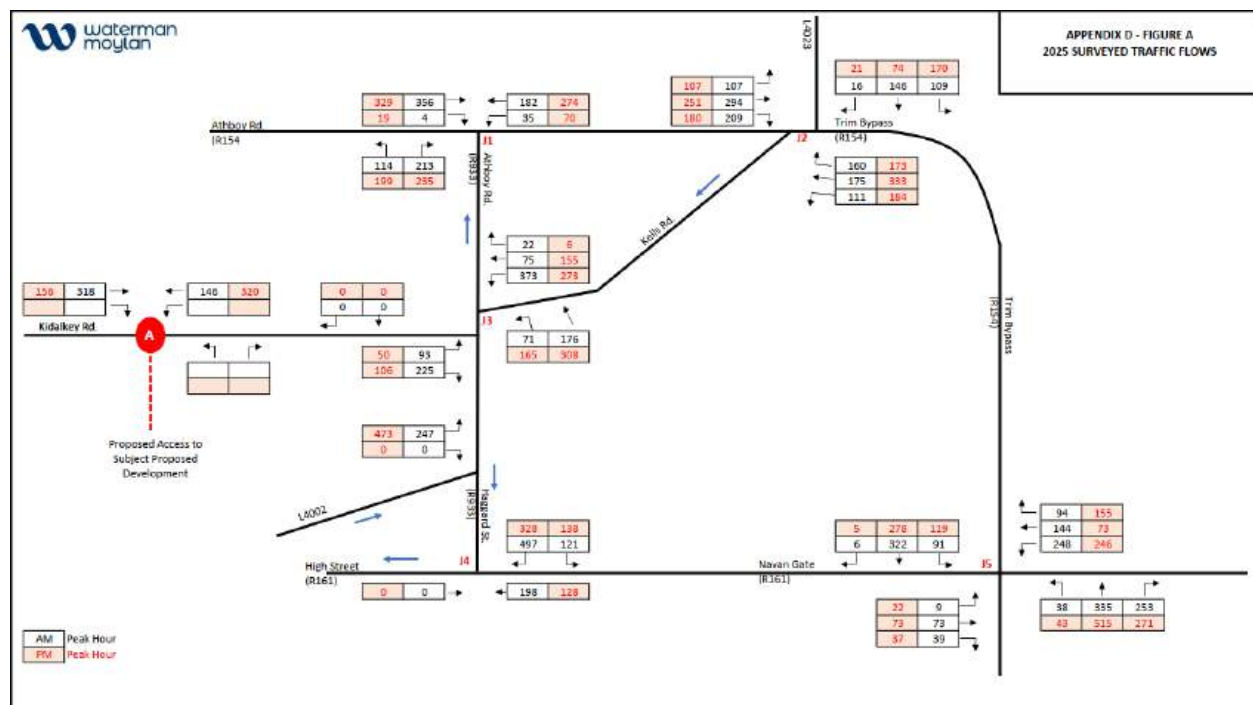


Figure 6 | 2025 Surveyed Traffic Flows

It is important to note that the stretch of Kildalkey Road between Junction 3 and Junction A provides ample access to residential units on both the north and south sides, as illustrated in **Figure 7** below. In addition, the western extension of Kildalkey Road offers limited access to existing developments other than private dwellings. Therefore, it is assumed that the majority of the movements recorded in **Figure 6** above correspond to residents living between the Subject Development and Junction 3. To ensure a robust assessment and represent a worst-case scenario in the junction modelling, all movements were considered in full, with no deductions applied.



Figure 7 | Access to Residential Areas between Junctions 3 and A

3.5 Multi-modal access to the site

3.5.1 Pedestrian Infrastructure and Walking Accessibility

The key to pedestrian accessibility is the provision of short, convenient, and safe routes. Walking is the most common mode of transport. Almost all journeys involve some walking, so improvements to pedestrian facilities can have a wide impact.

The “*Guidelines for Providing for Journeys on Foot*” published by the *Institution of Highways & Transportation* in 2000, indicates that the acceptable walking distances vary between individuals and circumstances. These include an individual’s fitness, physical ability, and personal motivation; the size of the city itself and the quality of the surrounding footpath network. Furthermore, the document proposes walking distances and times based on an average walking speed of 1.4 metres per second (approximately 400 metres in five minutes) **Table 2** below provides a summary of these suggestions.

	Town Centre	Commuting / School / Site Seeing	Elsewhere
Desirable	200m (2.5-minutes)	500m (6-minutes)	400m (5-minutes)
Acceptable	400m (5-minutes)	1,000m (12-minutes)	800m (12-minutes)
Preferred Maximum	800m (10-minutes)	2,000m (24-minutes)	1,200 (15-minutes)

Table 2 | Ideal Walking Distances

(Source: *Guidelines for Providing for Journeys on Foot - Institute of Highways and Transportation*)

Figure 9 below presents a 10 and 30-minute cycling isochrone, which provides a summary of the accessibility of the site by bicycle.

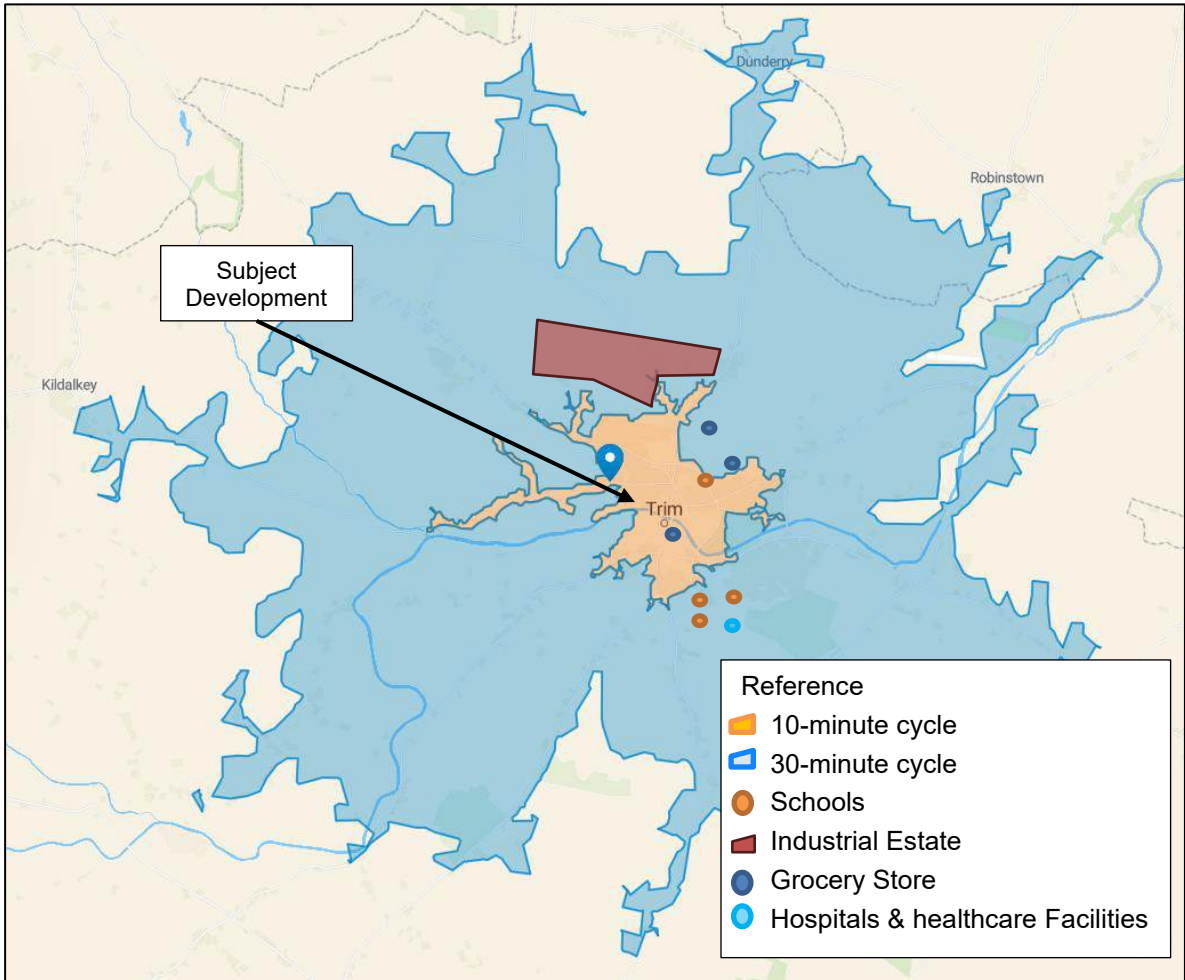


Figure 9 | Site Accessibility – Isochrone map indicating cycling accessibility
(Source: Smappen)

The Subject Development provides convenient cycling access to the surrounding area, with almost the entirety of the Town of located within the 10-minute catchment area and the towns of Dunderry, Kildalkey and Robinstown reachable within a 30-minute catchment, as illustrated in **Figure 9** above.

3.5.3 Bus Network

The Subject Site is located within a up to 15-minute walk to two relevant bus stops, as illustrated in **Figure 10** below.

The nearest bus stops serving the Subject Development are situated on the R154 (Athboy Road). The first bus stop is approximately 950 metres from the Site and accessible through a 13-minute walk; it is served by bus route 111 southbound. The second stop is approximately 1.30km from the site and accessible through a 15-minute walk. This stop is served by route 111 northbound.

Figure 10 below illustrates the locations of the Bus Stops and their respective walking distances to the Development. **Table 3** below shows the Bus Frequencies for the Bus route in the area.

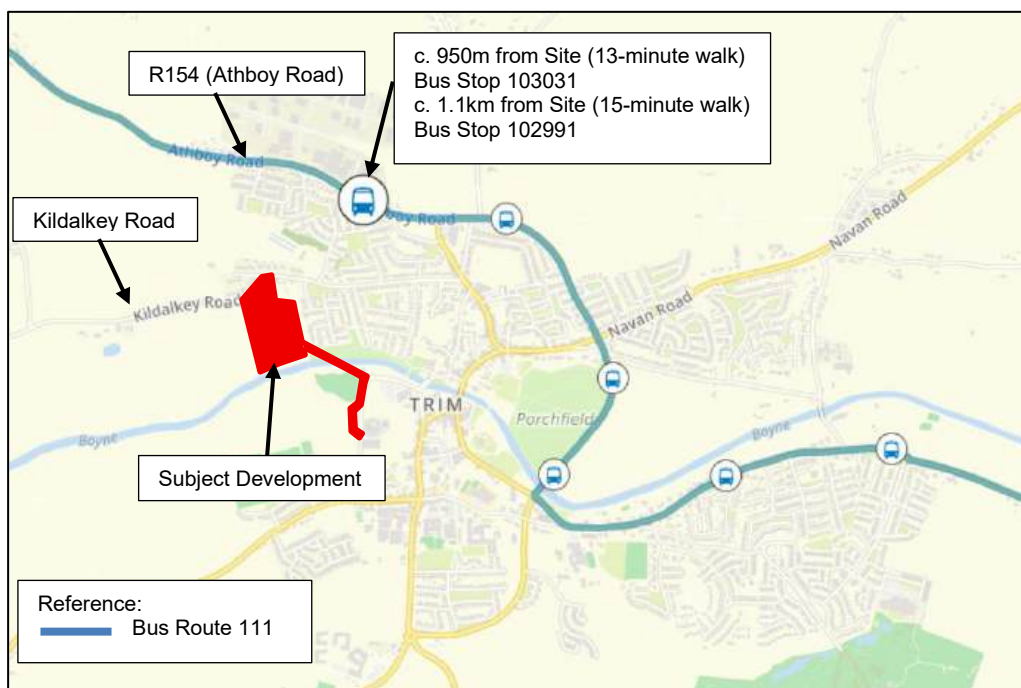


Figure 10 | Location of Closest Bus Stops
(Source: Transport for Ireland)

Bus Route	Direction	Weekday frequency	Saturday Frequency	Sunday / Bank Holiday Frequency
111	Cavan – Granard – Trim – Wilton Tce (Dublin)	Every 60 minutes between 6:00 and 22:00 Additional services are provided at 7:05 and 7:25	Every 60 minutes between 6:00 and 22:00	Every 130 minutes between 6:50 and 9:00 Every 60 minutes between 9:00 and 22:00
	Wilton Tce (Dublin) – Trim – Granard - Cavan	Every 60 minutes between 8:20 and 00:10. Additional services are provided at 18:26, 19:22, and 19:43.	Every 60 minutes between 8:10 and 00:00	Every 120 minutes between 9:10 and 11:10 Every 60 minutes between 11:10 and 00:10

Table 3 | Bus Routes – Frequency Table
(Source: Transport for Ireland)

The timetable above outlines expected arrival times at the bus stops referenced in **Figure 10** above, with a margin for potential delays of up to two minutes. The complete timetable will be presented in **Appendix B**.

3.6 Proximity to Amenities and Employment Areas

The subject site is surrounded by many amenities for residents and creche staff alike, which are summarised below:

Retail Areas

- Trim Retail Park is located c.2.9km east of the Subject Site is the Trim Retail Park, situated along R161. It includes restaurants, grocery store, petrol station and automobile shops

Food & Drink

- A Lidl outlet is located c.1.0 km northeast of the Subject Site adjacent to R154 and R933 T-Junction.
- An Aldi outlet is located c.850 m southeast of the Subject Site.
- A SuperValu outlet is located c. 850 m east of the Subject Site.

Health & Fitness

- ABC Gym TRIM is located c.1.9 km south of the Subject Site.
- RG Fitness and Pilates is located c.1.0 km southeast of the Subject Site.
- Aura Trim Leisure Centre is located c.1.8km south of the Subject Site.
- Trim Medical Centric Health Hospital is located c.2.3km south of the Subject Site, providing health services.
- St. Joseph's Community Nursing Unit is located c.1.7km southeast of the Subject Site.

Education

- Trim Educate Together National school is located c.2.2 km southeast of the Subject Site.
- Scoil Mhuire high school is located c.1.6 km south of the Subject Site.
- St. Patricks National School is located c.1.0 km east of the Subject Site.

4. Transportation Improvements

4.1 Cycle Infrastructure

4.1.1 Greater Dublin Area Cycle Network Plan

There is a plan to improve the cycle infrastructure called Greater Dublin Area (GDA) Cycle Network Plan that provides a cycle network for Meath, Dublin, Wicklow and Kildare.

The GDA Cycle Network Plan – Trim indicates that the area surrounding the Subject Development will be part of a larger plan to improve cycling infrastructure in Ireland. This network aims to create a more connected, accessible and attractive environment for cycling, contributing to a more sustainable and active transportation system for the town and its adjoining areas.

The Cycle Network displaying the proposed cycle routes, with the inclusion of the Subject Site locations is illustrated in **Figure 11** below.

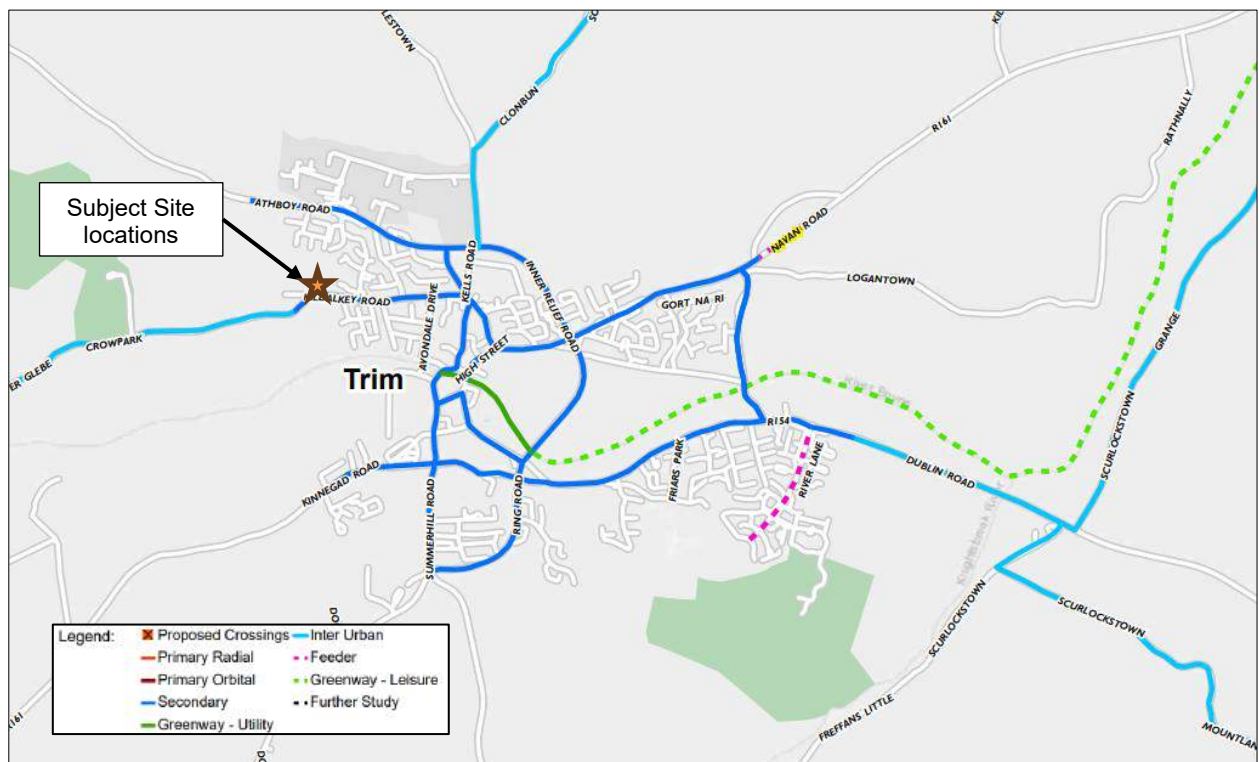


Figure 11 | 2022 Greater Dublin Area Cycle Network Plan - Trim

(Source: 2022 Greater Dublin Area Cycle Network Plan, National Transport Authority)

4.2 Local Network Improvements

Trim is located in proximity with national road network and closely linked to Navan and Dunshaughlin on the M3 corridor and to the M4 corridor in County Kildare to the south. *Meath County Development Plan 2021-2027* identifies several distributor roads which are in excess of the needs of the town, it is essential that the heritage qualities of the town are protected in the context of delivery of necessary infrastructure. In this context the Navan Road - Dublin Road Link Road has been given priority.

According to Meath County Development Plan 2021-2027 – Statement for Trim, the following distributor roads are proposed.

RT 1: It will be a local distributor road link between the Dublin Road at Effernock and the Navan Road at the Motor Park, including a new bridge over the Boyne River subject to Appropriate Assessment and consultation and requirements of National Parks and Wildlife Services and Inland Fisheries Ireland.

RT 2: A local distributor road link connecting the Athboy Road to the local distributor road west of the Town Centre Expansion area, including a new bridge over the Boyne (long term objective) subject to Appropriate Assessment and consultation and requirements of National Parks and Wildlife Services and Inland Fisheries Ireland.

RT 3: Construction of the local distributor road link west of the C1 mixed use lands connecting to the Kinnegad Road. This link road shall be provided and funded in tandem with the development immediately to the east, or alternatively, where it is demonstrated by developer(s) through appropriate transport assessments / studies that sufficient road access, cycle and pedestrian network infrastructure can be provided to service all lands within the Masterplan area and therefore the proposed link road may not be required. The onus is on developer(s) to demonstrate the above.

RT 4: Construction of the local distributor road link between the Kinnegad Road and the Longwood Road. This shall be provided as part of the Master Plan for these lands.

RT 5: Construction of local distributor road link between the Longwood Road and the Summerhill Road. This shall be provided in tandem with the industrial lands immediately to the north. Development of these road projects will be subject to the outcome of the Appropriate Assessment process. Where adverse effects on European site integrity are identified, alternative routes or designs will be developed to ensure that the project will not adversely affect the integrity of any European Sites, either alone or in-combination with any other plans or projects. If, despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of any European Site(s), the project will not be progressed unless an alternative solution can be implemented which avoids/ reduces the impact to a level that the integrity of the European Site(s) is(are) unaffected.

5. Proposed Development

5.1 Development Description

The scheme provides a total of 183 residential units, comprising 127 houses and 56 apartments. The housing mix includes 19 no. detached 4-bedroom houses, 9 no. semi-detached/end-terrace 4-bedroom houses, 4 no. detached 3-bedroom houses, 43 no. semi-detached/end-terrace 3-bedroom houses, and 52 no. mid-terrace 3-bedroom houses, with building heights from 2 to 2 ½ storeys. The apartment element comprises 56 no. units in two blocks of up to four storeys, including 16 no. one-bedroom and 40 no. two-bedroom units.

The development also includes a crèche facility, new vehicular and pedestrian accesses from Kildalkey Road.

The proposal provides for associated infrastructure and site works, including landscaping, public and communal open space, internal streets and footpaths, car and bicycle parking, bin stores, private open space, boundary treatments, plant and waste management areas, utility infrastructure and a foul sewer connection to the existing network adjoining the OPW offices on Jonathan Swift Street, to be delivered beneath the River Boyne and Trim Pitch & Putt.

The breakdown of the units is shown in **Table 4** below:

Description	1-bed	2-bed	3-bed	4-bed	Total	GFA (SQM)
House			99	28	127	
Apartment	16	40			56	
Crèche						394.26
Total					183 units	

Table 4 | Schedule of Accommodation

5.2 Internal Layout and Vehicular Access

The main vehicular access to the proposed development will be provided via Kildalkey Road. Additionally there are two potential vehicular access routes provided on the west side of the development.

The internal roads have been designed to comply with DMURS as required by the County Development Plan. The internal roads generally vary between 5m and 6m in width. All footpaths are 2.0m wide and connect the internal spaces.

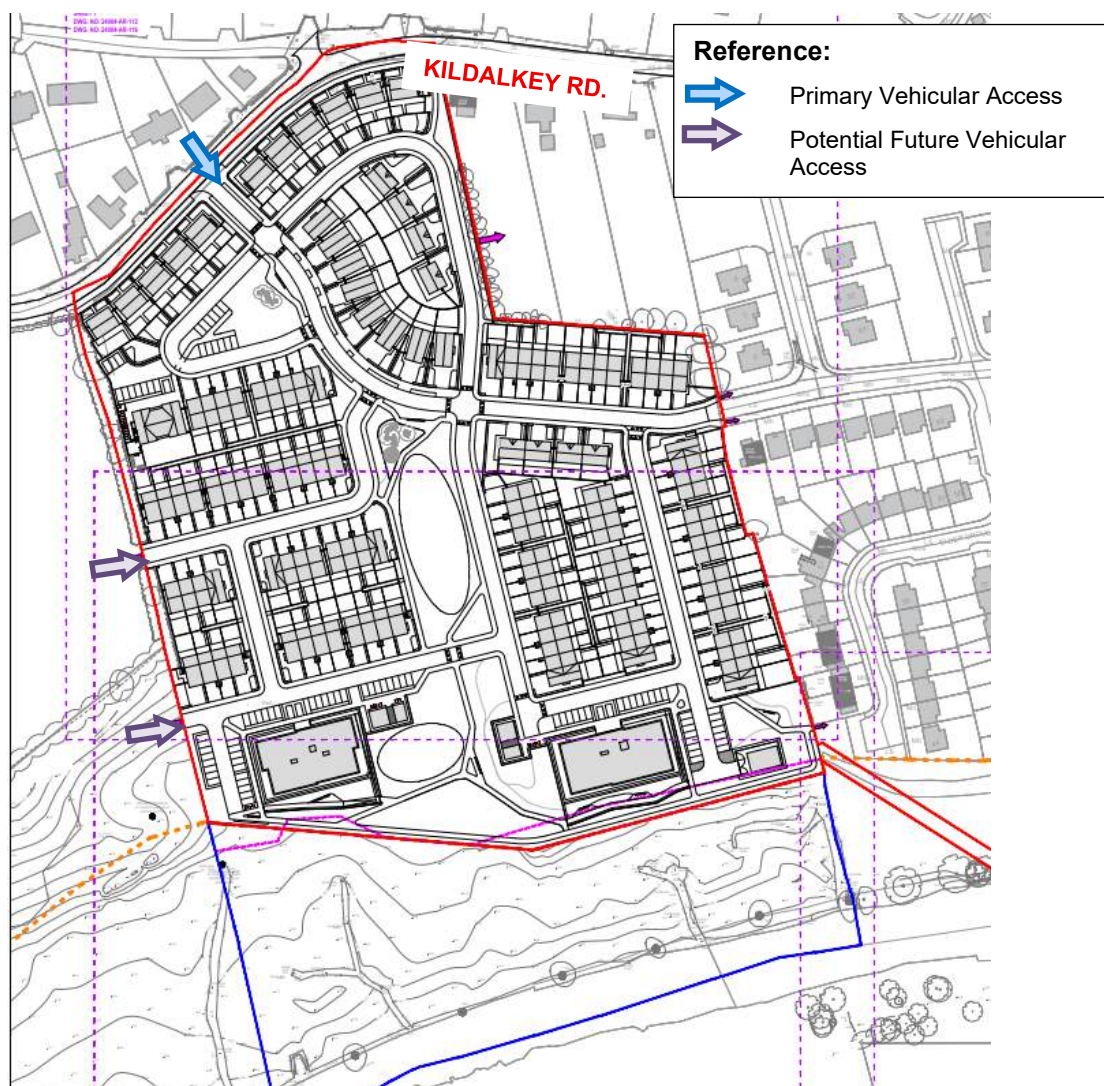


Figure 12 | Proposed development – Vehicular Access Internal roads

All internal roads within the proposed development have been designed with a speed limit of 30km/h. All junctions within the development itself will be priority junctions with raised tables where appropriate. The low design speeds and traffic calming measures will ensure the safe operation of these junctions and a safe/secure environment for pedestrians and cyclists.

The site accesses are located within 30 km/h zones. A 2.4m x 23m sightline, which is in compliance with the requirements of the Department of Transport 'Design Manual for Urban Roads and Streets' recommendation for a road of design speed of 30 km/h, can be provided at the access point. Please refer to *Waterman Moylan Drawing No. 23-041-P130 - Proposed Sightlines* for details of the sightlines provided.

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

The development includes sufficient parallel and perpendicular parking spaces, as outlined in local guidelines (refer to **Section 9** below).

5.3 Pedestrian and Cyclist Infrastructure

The proposed development has been designed with a well-connected footpath network providing permeability through the site and to the surrounding area.

The following pedestrian facilities are to be provided as part of the proposed development:

- The provision of a 2 m wide footpath on all residential roads throughout the development.
- The provision of appropriate road crossing points throughout the development with dropped kerbs and tactile paving.
- The Provision of a 2m wide cycle & pedestrian shared surface along the main linkage street within the proposed development.

In addition, the proposed development includes sufficient cycling parking spaces, as outlined in local guidelines (refer to **Section 9** below).

The main pedestrian and cycle paths are shown in the figure below.

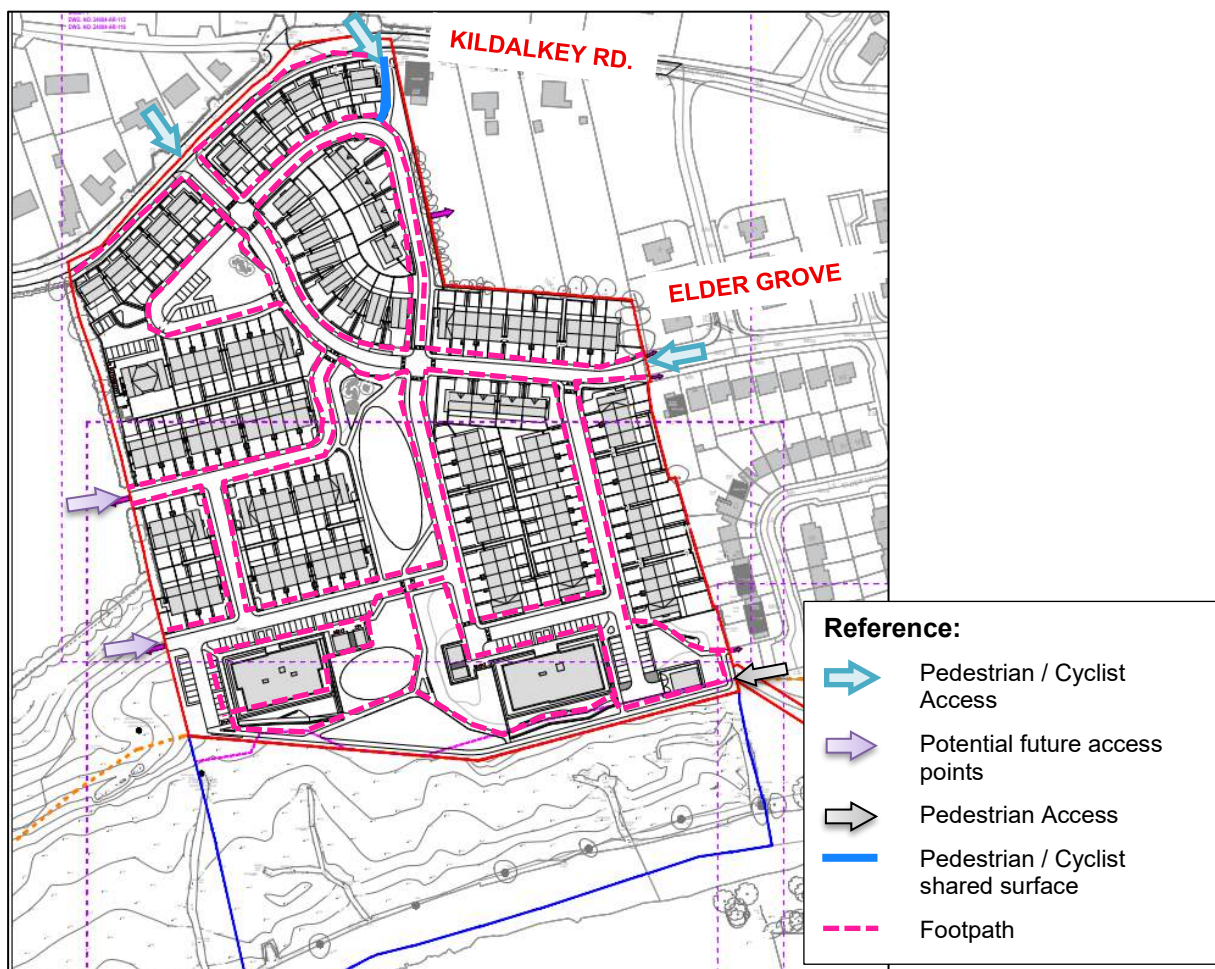


Figure 13 | Proposed Development – Pedestrian and Cycle Infrastructure

6. Modal Split

6.1 Existing Travel Patterns

Analysis of the expected modal split preferences for residents in the vicinity of the Subject Site was based on public data from the 2016 and 2022 censuses. The Central Statistical Office conducted these censuses on 24 July 2016 and 3 April 2022, with data made available at a small-area level to facilitate localized analysis. For the Proposed Development, a representative sample of these areas was chosen to derive an average value, which serves as a basis for predicting the potential travel behaviour of its future residents.

The 2016 and the 2022 small areas are shown in **Figure 14** and **Figure 15** below, with an indication of the Subject Site.

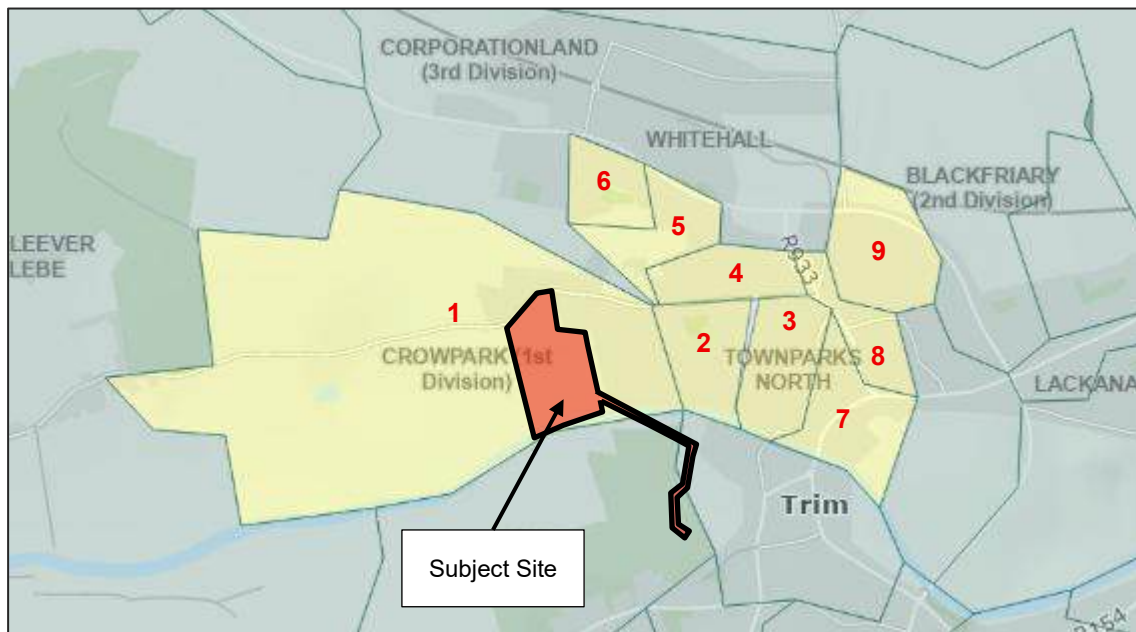


Figure 14 | Consulted Small Area (Source: 2016 Census)

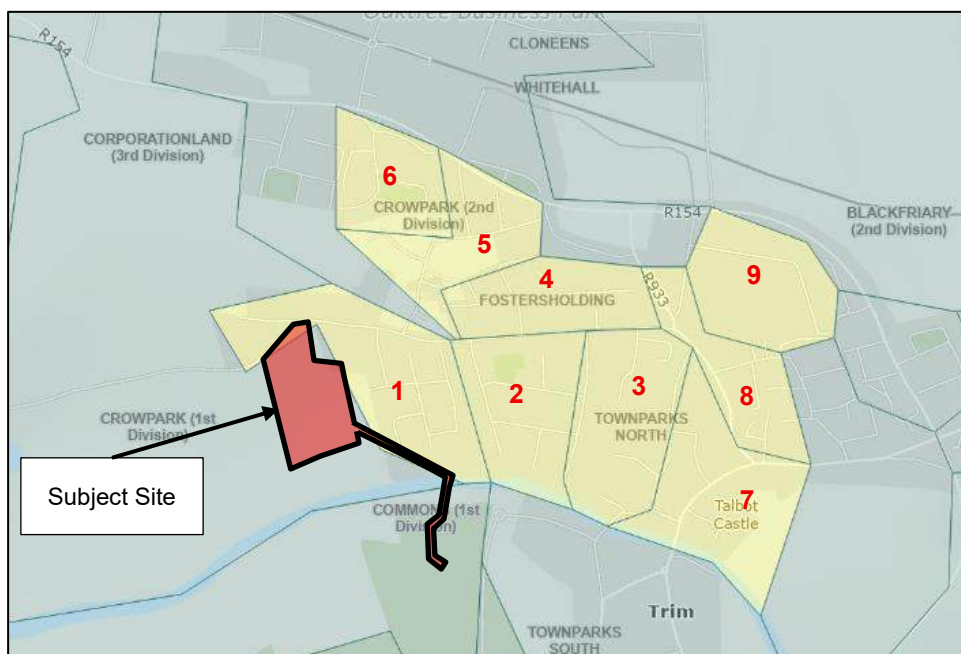


Figure 15 | Consulted Small Area (Source: 2022 Census)

The modal split in each year is detailed in **Table 5** below, based on information obtained from the 2016 and 2022 censuses.

Mode	Census 2016	Census 2022
Car	69.1%	69.9%
Public Transport	11.6%	10.1%
Walk	18.4%	18.9%
Cycle	0.9%	1.1%
Total	100%	100%

Table 5 | Surveyed Modal Split for the Journey to Work, School, or College in Small Areas – 2016 & 2022.

Table 5 above indicates a slight reduction in public transport usage between 2016 and 2022, while walking, cycling, and car usage experienced modest increases. This upward trend in active mobility suggests a growing preference for more sustainable modes of transport.

6.2 Expected travel patterns

Chapter 2 of the *Meath County Development Plan 2021-2027 - Trim* has defined the following modal share targets to be achieved by 2026, set with the objective of developing strategies to increase active travel:

Mode Share Targets for 2028:

Mode Share for Walking	22% (Increasing from 14% in 2016)
Mode Share for Cycling	4% (Increasing from 1% in 2016)
Mode Share for Public Transport	11% (Unchanged from 11% in 2016)
Mode Share for Private vehicles	58% (Reducing from 69% in 2016)

It is important to note that the above targets are based on the overall town of Trim, Co. Meath.

The target modal split for the Subject Site has been established in line with the Meath County Council Development Plan. **Table 6** below presents this modal split objective for 2026, with the previous census's values serving as a reference point:

Mode	Census 2016	Census 2022	Target 2026
Private vehicles	69.1%	69.9%	65%
Public Transport	11.6%	10.1%	11%
Walking	18.4%	18.9%	20%
Cycling	0.9%	1.1%	4%
Total	100%	100%	100%

Table 6 | Target Modal Split for Residents Journey to Work, School, or College 2016-2026

Table 6 above sets up the target modal split for the subject site. These targets reflect a planned reduction in car usage, accompanied by increases in cycling, public transport and walking, aligned with the objectives set out in the Meath County Council Development Plan.

It is important to note that census data from 2016 to 2022 demonstrates that the measures implemented to achieve these targets are working as intended. The subject development is expected to build upon this progress and further support the ongoing shift toward more sustainable travel behaviour.

7. Trip Generation and Distribution

7.1 TRICS Car Trip Rates

The traffic expected to be generated by the proposed development has been estimated using the TRICS software modelling database.

TRICS is a database system that allows users to determine representative trip rates and potential trip generation levels for a wide range of developments based on statistical information from other developments in the UK and Ireland.

The present report was carried out utilising the TRICS Database Version 8.25.6.

Given that the TRICS software provides a large amount of survey data across a wide range of development types (TRICS website), it is important to consider a wide range of developments in line with the site to ensure results that could represent the behaviour of visitors and employees to the site.

The results of the TRICS database are shown in **Table 7** below. Full trip rates are provided in **Appendix E**.

Land Use	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Houses (per unit)	0.143	0.451	0.406	0.188
Apartments (per unit)	0.085	0.232	0.204	0.095
Creche (per 100 sqm)	0.283	0.238	0.196	0.257

Table 7 | TRICS – Car Trip Rates – AM & PM Peak Hours (Source: TRICS database)

The local road peak hours differ from those indicated by the TRICS database. However, for the purposes of this assessment, it has been assumed the peak hours identified in the TRICS database coincide with the AM and PM peak hours on the local road network.

7.2 Trip Generation

The table below shows the trips generated by the subject development.

Land Use	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Houses (127 units)	18	58	52	24
Apartments (56 units)	5	13	11	5
Creche (per 394sqm)	1	1	1	1
Total Trips	24	71	64	30

Table 8 | Trips Generated by the subject development

It is estimated that the proposed development at will generate a total of 95 vehicular movements in the AM peak hour (24 inbound and 71 outbound) and a total of 94 vehicular movements in the PM peak hour (64 inbound and 30 outbound).

Trip Distribution: For the purposes of this TTA, it is assumed that during the AM peak hour, 90% of trips generated by the proposed development will turn right towards Junction 3 (R33 Athboy Road / Kells Road / R933 Haggard Street / Kildalkey Road), while the remaining 10% will turn left along Kildalkey Road westbound towards Kildalkey and Athboy regions. Of the 90% turning right, 70% are expected to travel north towards Athboy Road and the Trim Bypass, enroute to destinations such as Oaktree Business Park, Mullingar, Navan, and Dublin. The remaining 20% will head south towards Trim town centre, nearby schools, and local amenities.

It is worth noting that Athboy Road (R933), Kells Road, High Street (R161) and the section of Haggard Street (R933) from its junction with L40224 are one-way streets. This has been illustrated using blue arrows in the trip distribution below. The trip distribution is illustrated in **Figure 16** below.

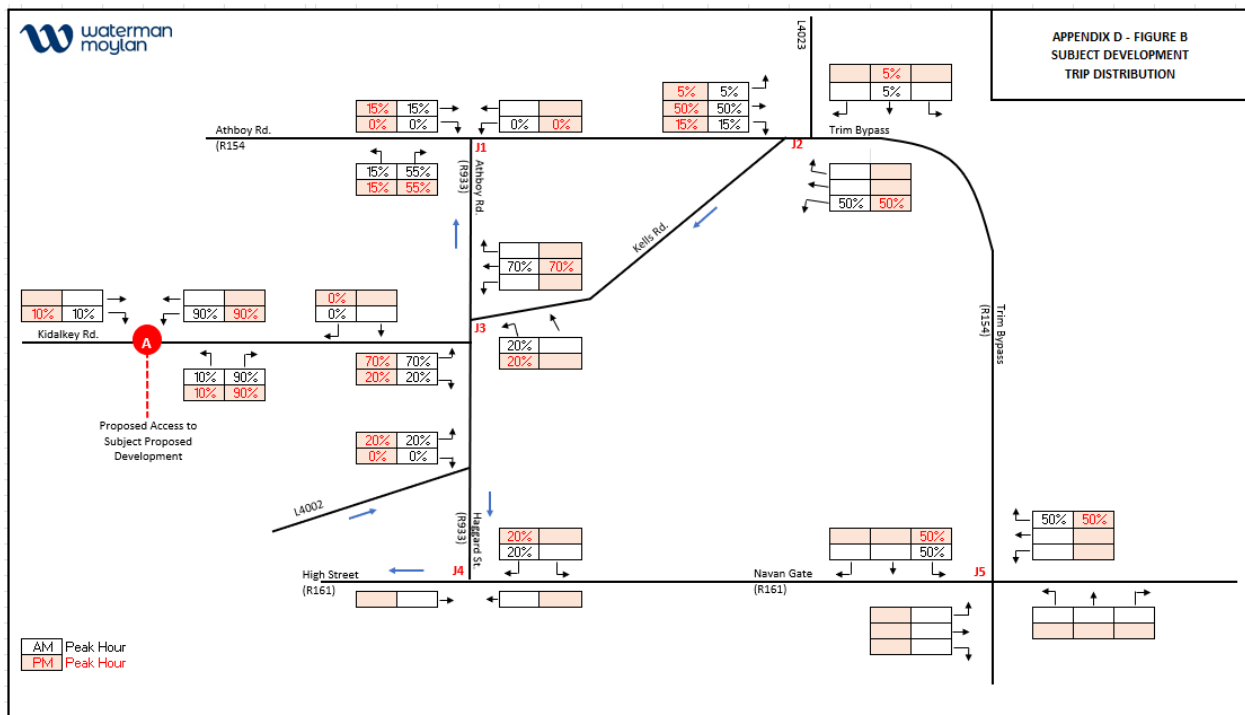


Figure 16 | Trip Distribution - Subject Development

The trip assignment is shown in the figure below.

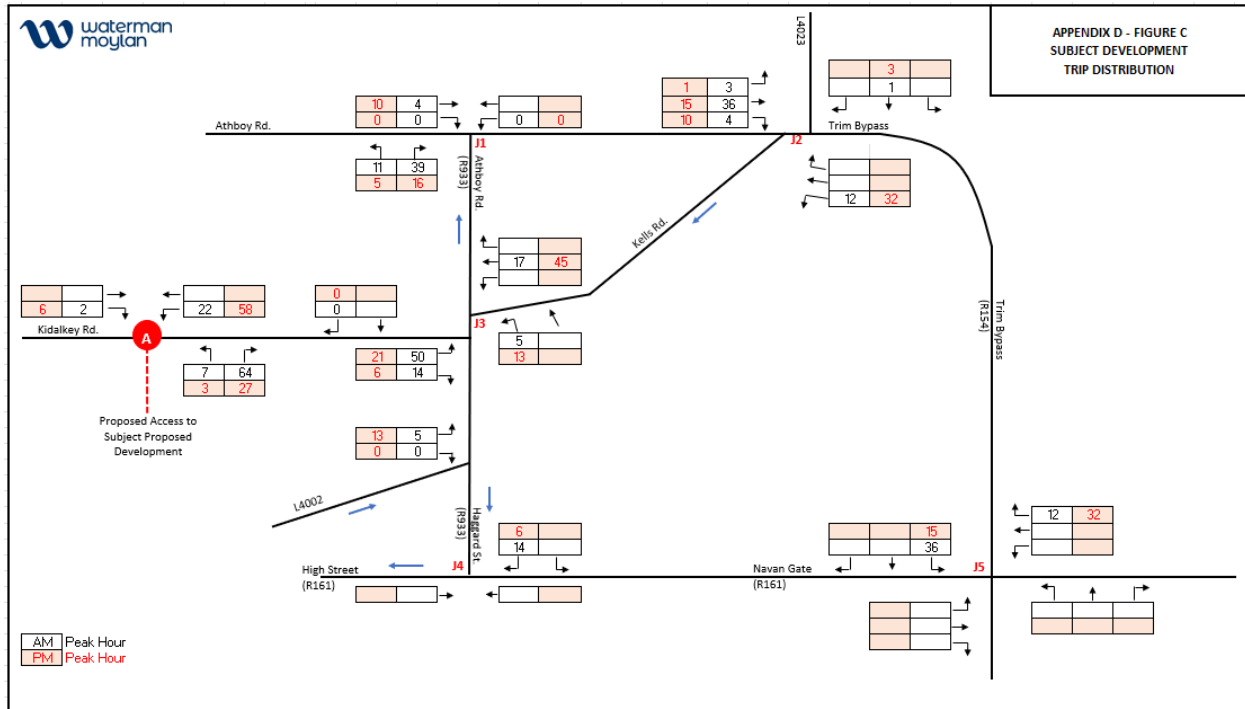


Figure 17 | Trip Assignment - Subject Development

7.3 Committed and Potential Future Developments

In order to conduct a comprehensive assessment of the junctions, it was necessary to determine the impact of the committed and potential future developments. For these, a 1.0 km radius centred on the Subject Development was consulted in the National Planning Application Database, and in particular in the Planning Application Database of Meath County. The documentation that was submitted for each Planning Application was reviewed.

Figure 18 below shows the Subject Development, the surrounding road, the existing residential and retail developments, and the committed and the potential future developments.

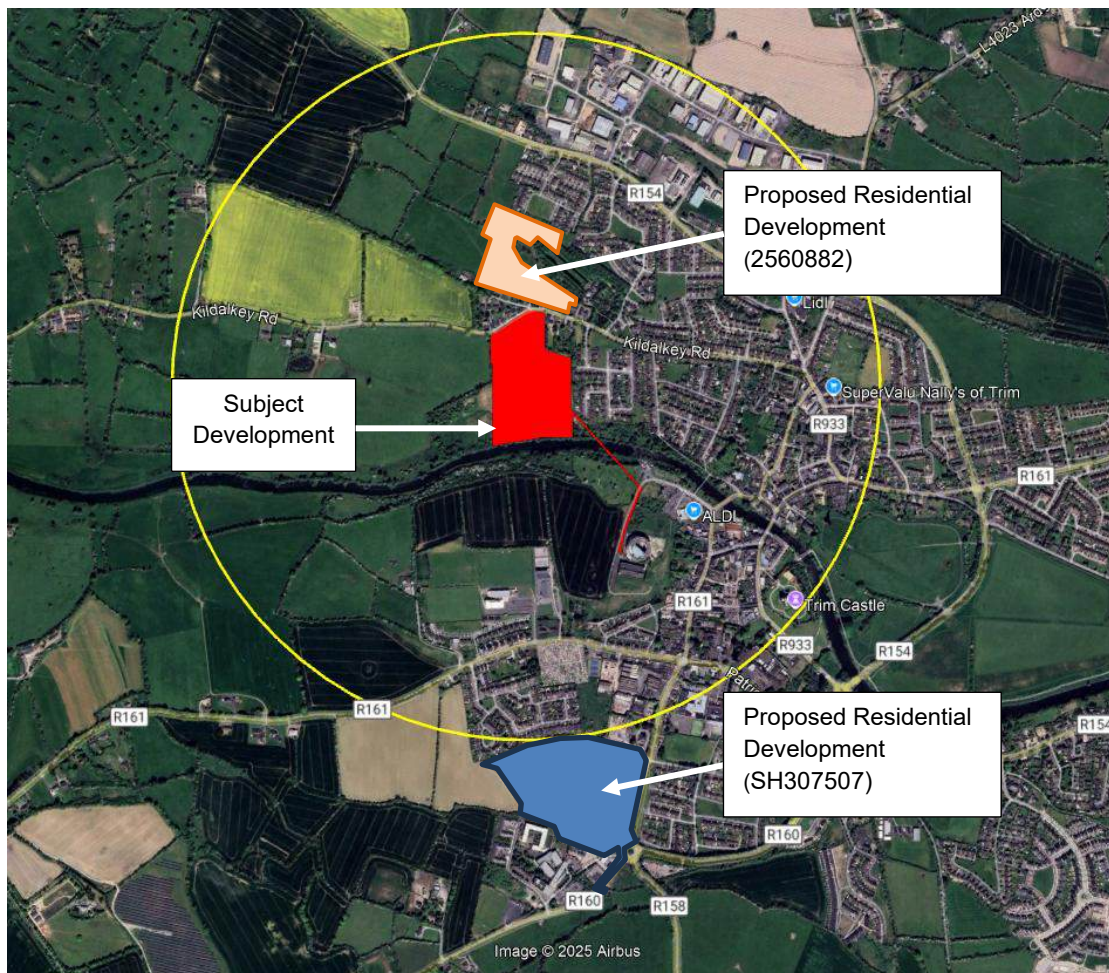


Figure 18 | Committed & Potential Future Developments

(Source: National Planning Applications Portal, Meath County Planning Application Database)

7.3.1 Potential Future Residential Development at Athboy Road (Reg. Ref. 2560882)

The development will consist of the construction of 85 no. residential dwellings comprising: 73 no. houses (6 no. 2 bedroom dwellings, 64 no. 3 bedroom dwellings and 3 no. 4 bedroom houses [all 2 storey]) and 12 no. apartments/duplex apartments in 1 no. 3 storey building (comprising 6 no. ground floor 1- bedroom apartments and 6 no. 3-bedroom duplex units above - all apartments/duplex units to include terrace/private amenity space).

It is worth noting that no decision has been made regarding this planning application yet. However, for the purpose of this TTA, this development has been included in the traffic assessment.

Trip generation for the Potential Future Residential Development at Athboy Road was calculated in the Traffic and Transport Assessment for the planning application Reg. Ref. 2560882, prepared by CS Consulting. The trip generation is illustrated in **Table 9** below:

Use	Units sqm	Blackwood Square Development (Reg. Ref. ABP-306075-19)			
		AM		PM	
		Arrivals	Departures	Arrivals	Departures
Residential	85 units	12	29	30	15

Table 9 | Proposed Residential Development at Athboy Road – Trip Generation
(Source: Table 4 – TTA Reg. Ref. 2560882)

The trip distribution was extracted from the Traffic and Transport Assessment by CS Consulting and is presented shown in the figure below:

Athboy Road/The Belfry			
Arrivals TO Development			
From	Athboy Road West	Athboy Road East	TOTAL
AM Peak	4 %	96 %	100 %
PM Peak	0 %	100 %	100 %
Departures FROM Development			
From	Athboy Road West	Athboy Road East	TOTAL
AM Peak	7 %	93 %	100 %
PM Peak	21 %	79 %	100 %

Figure 19 | Traffic Splits at the Belfry Access Junction
(Source: Table 5 - TTA Reg. Ref. 2560882)

Although no further traffic distribution assessment has been carried out by CS Consulting, for the purpose of this TTA it is assumed that the 96% of trips turning east along Athboy Road will continue towards the Trim Bypass enroute to destinations such as Oaktree Business Park, Mullingar, Navan, and Dublin.

The trip assignment as a result of this potential future development is shown in **Appendix D – Figure D**.

7.3.2 Committed Proposed Residential Scheme at Manorlands (Reg. Ref. SH307507)

The proposed development will consist of the construction of 136 houses, 64 duplex units and 120 apartments on a greenfield site located in Trim, Co. Meath. The proposal includes a proposed 520 sq.m. creche to cater for up to 88 children and a 220 sq.m. community centre in a two-storey building on the site.

A decision to grant permission for this planning application was made on 27th October 2020. On 24th September 2025, an extension of duration of planning permission Reg Ref. SHD307507-20 was granted.

Trip generation for the Proposed Residential Scheme at Manorlands was calculated in the Traffic and Transport Assessment for the planning application Reg. Ref. SH307507, prepared by ORS. The trip generation is illustrated in **Table 10** below:

Typical Daily Generated Profile Combined - Vehicles			
Time Range	Arrivals	Departures	Totals
08:00 – 09:00	67	144	121
17:00 – 18:00	133	73	208

Table 10 | Combined Arrival and Departure Traffic for the proposed development
(Source: Table 4.4 – TTA Reg Ref. SH307507)

With regard to trip distribution, the TTA prepared by ORS indicates that from the results of the traffic survey, 60% of peak traffic passing the proposed development access was travelling north along the R158 Summerhill Road, while 40% was travelling south. Accordingly, it is assumed that traffic generated by the proposed development will follow a similar pattern.

According to the TTA prepared by ORS, 40% of trips arriving to the development will come from the north of Summerhill Road while the remaining 60% will come from the south of Summerhill Road.

For the purposes of this TTA, and in addition to the above, further trip distribution has been proposed across the assessed junctions. Of the 60% of outbound trips travelling north along R158, it is assumed that some of them will use Junction 5 onto Navan Road eastbound, while the rest will use different roads beyond this assessment.

Regarding the inbound trips, it is assumed that at Junction 5, 40% of them will travel straight ahead via Navan Gate and onto Junction 4 through High Street and head southwards towards the committed proposed development. The remaining 60% will travel south from Junction 5 onto Trim Bypass through Patrick Street then head southbound towards the committed proposed development.

The trip assignment as a result of this committed future development is shown in **Appendix D – Figure E**.

7.4 Traffic Growth rates

This TTA assumes that the proposed development will be constructed, with an anticipated opening year of 2028.

As per the methodology adopted in the 'Transport Assessment Guidelines (May 2014)', which the subject TTA is based on, the surveyed junctions were also assessed for the future design years of 2033 (Opening year + 5 years) and 2043 (opening year +15 years).

The traffic growth rates used to factor up the 2024 base year traffic movements (refer to **Section 3.4** above) are in accordance with *Table 6.2: Link-Based Growth Rates: County Annual Growth Rates (excluding Metropolitan Area)* within the *TII Publications – Project Appraisal Guidelines for National Roads, Unit 5.3 – Travel Demand Projections (October 2021)* and with the *Appendix 4 of the Implementation Roadmap for the National Planning Framework (July 2018)* which defines the Dublin Metropolitan Area.

The factors considered in the current assessment are shown below:

- Base line: 2025
- Opening year: 2028 = 1.053 (Central growth factor from 2025 to 2028)
- Opening year + 5: 2033 = 1.113 (Central growth factor from 2025 to 2033)
- Opening year + 15: 2043 = 1.189 (Central growth factor from 2025 to 2043)

8. Junction Assessment

8.1 Assessed Junctions

The junctions assessed as part of this TTA are the following:

- **Junction A** is a priority T-junction located at the intersection of Kildalkey Road / Access to Subject Development.
- **Junction 1** is a priority T-junction located at the intersection of R154 (Trim Bypass) / R933 (Athboy Road).
- **Junction 2** is a staggered crossroad located at the intersection of R154 (Trim Bypass) / L4023 / Kells Road.
- **Junction 3** is a staggered crossroad located at the intersection of R933 (Athboy Road) / Kells Road / R933 (Haggard Street) / Kildalkey Road.
- **Junction 4** is a priority junction located at the intersection of R161 (High Street) / R933 (Haggard Street) / R161 (Navana Gate).
- **Junction 5** is a signalised crossroad at the intersection of R161 (Navana Gate) / R154 (Trim Bypass).

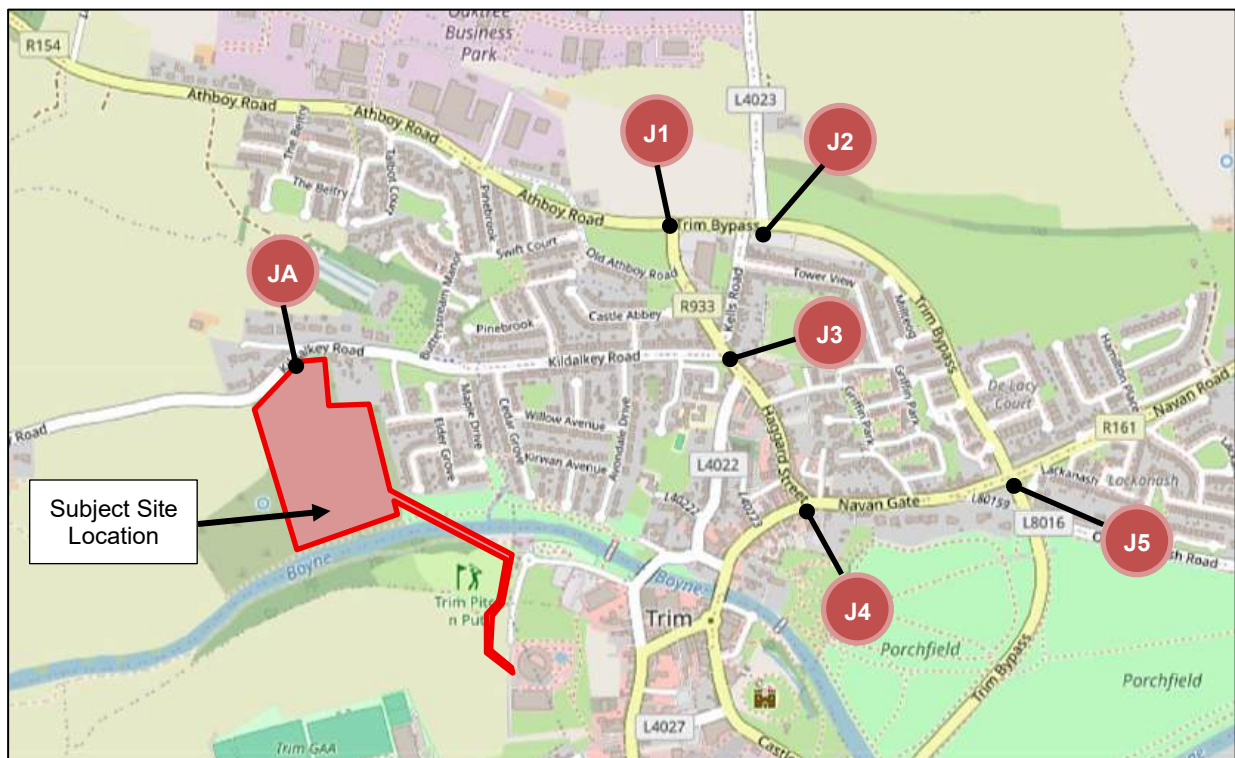


Figure 20 | Assessed Junctions
(Source: Open Street Map)

8.2 Cumulative Impact

The TII document *Traffic and Transport Assessment Guidelines (2014)* provides thresholds in relation to the impact of a proposed development on the local road network. These thresholds are introduced in **Section 1.4** of this TTA.

According to *Traffic and Transport Assessment Guidelines (2014)*, the impact of new developments is considered to be significant if the level of traffic generated by them exceeds the thresholds of 10% for normal operating networks and 5% for congested networks. When such levels of impact are generated, a more detailed assessment should be carried out to determine the specific impact on the operational performance of the network.

Therefore, an assessment was conducted to determine the potential level of impact on the junctions in the local road network. This assessment was carried considering the traffic flows surveyed in 2025 (refer to **Section 3.4** above) and the traffic flows generated by the Subject Development (refer to **Section 7.1** above). The summary of this calculation is presented in the following table.

Junction	Existing Two-way Flows (2025)		Additional Two-way Flows		% Expected Increase	
	AM P.H.	PM P.H.	AM P.H.	PM P.H.	AM P.H.	PM P.H.
A	464	476	96	94	20.6%	19.8%
1	904	1,126	53	31	5.9%	2.8%
2	1327	1493	55	62	4.2%	4.1%
3	1035	1063	85	85	8.3%	8.0%
4	816	594	14	6	1.7%	1.0%
5	1652	1837	47	47	2.9%	2.6%

Table 11 | Surveyed Two-way Traffic and Expected Traffic Increase

As can be seen in table above, it is anticipated that Junctions A, 1 and 3 will experience a two-way traffic increase of more than 5 % during both peak hours, while Junctions 2, 4 and 5 are below the 5% threshold. As such for Junctions 2, 4 and 5, no further assessment is needed.

Therefore, Junctions A, 1 and 3 are modelled in Section 8.5 below.

8.3 Modelling Background

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

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

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

The results of the model include the following:

- RFC: This is the ratio of demand flow to capacity. The practical capacity threshold is usually 0.85. An RFC below 0.85 represents a junction operating in an efficient and stable state. An RFC between 0.85

and 1 represents variable operation and can be said to be operating adequately if queuing and delay are considered acceptable. RFC values greater than 1 represent a congested condition. Typically, a junction is said to be working satisfactorily when the RFC of each link does not exceed 0.9. Acceptable RFC values are in the range of 0.8 to 1.0 with higher values indicating restrained movements.

- **Max Queue Length:** This represents the maximum queue length of vehicles waiting to enter the junction on each arm.
- **Average Delay:** This shows the average amount of traffic delay at the junction per vehicle over the peak hour period.
- **PCU:** Passenger Car Unit. 1 car / LGV equals 1 PCU, 1 Medium HGV equals 1.5 PCU, 1 Bus equals 2.0 PCU, 1 Large HGV equals 2.3 PCU. 1 PCU equals 5.75m.

8.4 Assessed Scenarios

The performance of the junctions has been analysed for the AM and PM peak hours (08h00 to 09h00 and 17h00 to 18h00) for the following scenarios:

- **BASE YEAR 2025:** with 2025 Surveyed Flows (see **Figure 6** , **Appendix D – Figure A**).
- **DO NOTHING 2028** (DN-2028): 2025 surveyed flows factored up + traffic to/from the committed and potential future developments. (see **Appendix D – Figure F**).
- **DO NOTHING 2033** (DN-2033): 2025 surveyed flows factored up + traffic to/from the committed and potential future developments (see **Appendix D – Figure G**).
- **DO NOTHING 2043** (DN-2043): 2025 surveyed flows factored up + traffic to/from the committed and potential future developments (see **Appendix D – Figure H**).
- **DO SOMETHING 2028** (DS-2028): DN-2028 + traffic to/from the subject development (see **Appendix D – Figure I**).
- **DO SOMETHING 2033** (DS-2033): DN-2033 + traffic to/from the subject development (see **Appendix D – Figure J**).
- **DO SOMETHING 2043** (DS-2043): DN-2043 + traffic to/from the subject development (see **Appendix D – Figure K**).

8.5 Assessment Results

8.5.1 Junction A: Kildalkey Road / Access to Subject Development

- Junction A is a priority T-junction located at the intersection of Kildalkey Road / Access to Subject Development (see **Figure 20** above).

The arms of the junction were labelled as follows within PICADY model:

- Arm A: Kildalkey Road - E
- Arm B: Access to Subject Development - S
- Arm C: Kildalkey Road - W

The results of the PICADY analysis are presented below.

Arm	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 BASE YEAR						
Stream B-C	0	0	0	0	0	0
Stream B-A	0	0	0	0	0	0
Stream C- AB	0	0	0	0	0	0
2028 DO NOTHING (DN-2028)						
Stream B-C	0	0	0	0	0	0
Stream B-A	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
2028 DO SOMETHING (DS-2028)						
Stream B-C	0.3	11.76	0.2	0.1	11.02	0.09
Stream B-A	0	6.89	0	0	7.76	0.01
Stream C-AB	0.3	11.76	0.2	0.1	11.02	0.09
2033 DO NOTHING (DN-2033)						
Stream B-C	0	0	0	0	0	0
Stream B-A	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
2033 DO SOMETHING (DS-2033)						
Stream B-C	0.3	11.95	0.2	0.1	11.23	0.09
Stream B-A	0	6.91	0	0	7.84	0.01
Stream C-AB	0.3	11.95	0.2	0.1	11.23	0.09
2043 DO NOTHING (DN-2043)						
Stream B-C	0	0	0	0	0	0
Stream B-A	0	0	0	0	0	0
Stream C-AB	0	0	0	0	0	0
2043 DO SOMETHING (DS-2043)						
Stream B-C	0.3	12.2	0.21	0.1	11.49	0.09
Stream B-A	0	6.95	0	0	7.94	0.01
Stream C-AB	0.3	12.2	0.21	0.1	11.49	0.09

Table 12 | Junction A – Assessment Result

The results indicate that the existing junction would operate within its capacity for the 2043 DO SOMETHING scenario during both peak periods.

The results of the junction indicate that the highest RFC is 0.21, with a corresponding queue of 0.3 vehicles during the AM peak hour. During the PM peak hour, the highest RFC is 0.09 with a corresponding queue of 0.1 vehicles

8.5.2 Junction 1: R154 (Trim Bypass) / R933 (Athboy Road)

Junction 1 is a priority T-junction located at the intersection of R154 (Trim Bypass) / R933 (Athboy Road). (see **Figure 20** above).

The arms of the junction were labelled as follows within PICADY model:

- Arm A: R154 (Trim Bypass) - E

- Arm B: R933 (Athboy Road) - S
- Arm C: R154 (Athboy Road) - W

The results of the PICADY analysis are presented below.

Arm	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 BASE YEAR						
Stream B-C	0.3	7.83	0.21	0.6	10.64	0.39
Stream B-A	0.7	11.34	0.42	1	14.22	0.5
Stream C- AB	0	5.31	0.01	0	5.78	0.03
2028 DO NOTHING (DN-2028)						
Stream B-C	0.3	8.47	0.24	0.8	12.47	0.45
Stream B-A	1	13.16	0.49	1.3	17.27	0.57
Stream C-AB	0	5.37	0.01	0	5.93	0.03
2028 DO SOMETHING (DS-2028)						
Stream B-C	0.4	9.32	0.28	0.9	13.39	0.47
Stream B-A	1.3	15.53	0.57	1.5	19.03	0.61
Stream C-AB	0	5.37	0.01	0	5.93	0.03
2033 DO NOTHING (DN-2033)						
Stream B-C	0.4	8.88	0.26	1	14.04	0.49
Stream B-A	1.1	14.29	0.52	1.6	19.86	0.62
Stream C-AB	0	5.4	0.01	0	6.01	0.04
2033 DO SOMETHING (DS-2033)						
Stream B-C	0.4	9.93	0.3	1.1	15.39	0.52
Stream B-A	1.5	17.16	0.6	1.9	22.31	0.66
Stream C-AB	0	5.4	0.01	0	6.01	0.04
2043 DO NOTHING (DN-2043)						
Stream B-C	0.4	9.54	0.29	1.3	17.33	0.56
Stream B-A	1.3	16.08	0.57	2.1	24.92	0.69
Stream C-AB	0	5.45	0.01	0	6.11	0.04
2043 DO SOMETHING (DS-2043)						
Stream B-C	0.5	10.95	0.33	1.5	19.93	0.6
Stream B-A	1.8	19.82	0.65	2.6	29.1	0.73
Stream C-AB	0	5.45	0.01	0	6.11	0.04

Table 13 | Junction 1 – Assessment Result

The results indicate that the existing junction would operate within its capacity for the 2043 DO SOMETHING scenario during both peak periods.

The results of the junction indicate that the highest RFC is 0.65, with a corresponding queue of 1.8 vehicles during the AM peak hour. During the PM peak hour, the highest RFC is 0.73 with a corresponding queue of 2.6 vehicles.

8.5.3 Junction 3: R33 (Athboy Road) / Kells Road / R933 (Haggard Street) / Kildalkey Road

Junction 3 is a staggered crossroad located at the intersection of R933 (Athboy Road) / Kells Road / R933 (Haggard Street) / Kildalkey Road. (see **Figure 20** above).

The arms of the junction were labelled as follows within PICADY model:

- Arm A: R161 (Haggard Street) - S
- Arm B: Kildalkey Road - W
- Arm C: R161 (Athboy Road) – N
- Arm D: Kells Road – E

The results of the PICADY analysis are presented below.

Arm	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 BASE YEAR						
Stream B-CD	0.3	9.01	0.2	0.1	7.74	0.1
Stream B-A	1.1	16.96	0.54	0.4	13.43	0.3
Stream AB-D	0	0	0	0	0	0
Stream D-ABC	2.2	16	0.7	1.7	13.25	0.64
Stream CD-B	0.2	7.53	0.15	0.5	10.89	0.34
2028 DO NOTHING (DN-2028)						
Stream B-CD	0.3	9.72	0.22	0.1	8.09	0.11
Stream B-A	1.4	19.42	0.58	0.5	14.94	0.34
Stream AB-D	0	0	0	0	0	0
Stream D-ABC	2.7	18.2	0.73	2	14.53	0.67
Stream CD-B	0.2	7.72	0.16	0.6	11.71	0.37
2028 DO SOMETHING (DS-2028)						
Stream B-CD	0.5	11.72	0.34	0.2	8.4	0.16
Stream B-A	1.7	23.22	0.64	0.6	16.95	0.38
Stream AB-D	0	0	0	0	0	0
Stream D-ABC	3	20.06	0.76	2.7	18.03	0.73
Stream CD-B	0.2	7.99	0.19	0.9	13.69	0.46
2033 DO NOTHING (DN-2033)						
Stream B-CD	0.3	10.41	0.25	0.1	8.24	0.12
Stream B-A	1.6	21.89	0.62	0.6	15.9	0.36
Stream AB-D	0	0	0	0	0	0
Stream D-ABC	3.3	21.29	0.77	2.4	16.5	0.71
Stream CD-B	0.2	7.79	0.16	0.6	12.09	0.39
2033 DO SOMETHING (DS-2033)						
Stream B-CD	0.6	13.4	0.38	0.2	8.77	0.17
Stream B-A	2.2	27.91	0.69	0.7	18.9	0.42
Stream AB-D	0	0	0	0	0	0
Stream D-ABC	3.8	23.86	0.8	3.3	21.25	0.77
Stream CD-B	0.2	8.14	0.2	1	14.71	0.49
2043 DO NOTHING (DN-2043)						

Stream B-CD	0.4	12.19	0.29	0.2	8.65	0.13
Stream B-A	2.2	27.59	0.69	0.7	18.12	0.41
Stream AB-D	0	0	0	0	0	0
Stream D-ABC	4.5	27.65	0.83	3	19.66	0.76
Stream CD-B	0.2	7.99	0.18	0.7	13.07	0.42
2043 DO SOMETHING (DS-2033)						
Stream B-CD	0.8	17.36	0.46	0.2	9.33	0.18
Stream B-A	3.1	37.4	0.77	0.9	22.02	0.47
Stream AB-D	0	0	0	0	0	0
Stream D-ABC	5.3	31.92	0.85	4.3	26.44	0.82
Stream CD-B	0.3	8.36	0.21	1.1	16.11	0.53

Table 14 | Junction 3 – Assessment Result

The results indicate that the existing junction would operate within its capacity for the 2043 DO SOMETHING scenario during both peak periods.

The results of the junction indicate that the highest RFC is 0.85, with a corresponding queue of 5.3 vehicles during the AM peak hour. During the PM peak hour, the highest RFC is 0.82 with a corresponding queue of 4.3 vehicles.

8.6 Summary of Assessment Results

The results of the analysis demonstrated that all junctions would operate within their respective capacities for all years and scenarios analysed.

9. Parking Assessment

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

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025
- Meath County Development Plan 2021-2027

9.1 Car Parking

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

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

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities are issued under Section 28 of the Planning and Development Act 2000, as amended. Section 28 of the Act provides that planning authorities and An Bord Pleanála shall have regard to Ministerial guidelines in the performance of their functions. Where the guidelines contain specific planning policy requirements (SPPRs), planning authorities and An Bord Pleanála are required to apply these requirements in the performance of their functions.

SPPR 3 outlines the car parking requirements as outlined in Chapter 5.3.4 Car Parking – Quantum, Form and Location. It is a specific planning policy requirement of these Guidelines that:

- (i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 of that document (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced, or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.
- (ii) In accessible locations, defined in Chapter 3 of that document (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.
- (iii) In intermediate and peripheral locations, defined in Chapter 3 of that document (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Table 3.3 of Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities define:

Metropolitan Towns (>1,500 population) – Centre and Urban Neighbourhoods: The centre and urban neighbourhoods category includes: (i) the town centre and immediately surrounding neighbourhoods, (ii) strategic and sustainable development locations, and (iii) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8). It is a policy

and objective of these Guidelines that residential densities in the range 50 dph to 150 dph (net) shall generally be applied in the centres and in urban neighbourhoods of Metropolitan Towns.

Metropolitan Towns (>1,500 population) – Suburban / Urban Extension: Suburban areas are the low-density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 35 dph to 50 dph (net) shall generally be applied at suburban and edge locations of Metropolitan Towns, and that densities of up to 100 dph (net) shall be open for consideration at ‘accessible’ suburban / urban extension locations (as defined in Table 3.8).

Metropolitan Area – Village (<1,500 population): Metropolitan Villages are small in scale with limited infrastructure and services provision. These settlements are identified for incremental growth that takes account of the capacity of existing services and infrastructure (including public transport and water services infrastructure). Density should be tailored to reflect existing density and/or built form but should not generally fall below 25 dph.

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

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

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

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

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

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

Based on the above description and considering the information in **Chapter 3** and **4** of this Traffic and Transport Assessment, it can be concluded that the current development is situated in a Peripheral Area. The nearest bus stop is located a 13-minute walk away and serves the bus routes 111. This route operates with a frequency of approximately 20 minutes during peak hours. Consequently, it can be posited that two parking spaces per dwelling would be the optimal allocation for the subject development.

The table below summarises the maximum number of car parking spaces required by this standard for the overall development.

Land Use	No. of units	Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities	
		Parking space Ratio	Car Parking spaces required (Maximum)
Houses	127	2	254
Apartments	56	2	112
		Total	366

Table 15 | Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) – Maximum number of Car Parking Spaces

9.1.2 Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025

The following extract from the Planning Design Standards for Apartments: Guidelines for Planning Authorities 2025, summarises the car parking guidelines for new apartments:

“Having regard to the types of location in cities and towns that may be suitable for apartment development, car parking ratios should be minimised, substantially reduced or wholly eliminated at locations that have good access to urban services and to public transport. Maximum car parking rates are set out in Section 5.25 (SPPR 3) of the SRDCSGs.”

(See **Section 9.1.1** above for SPPR 3 details)

9.1.3 Meath County Development Plan 2021-2027

One of the cross-cutting themes of the Development Plan is to encourage a shift to more sustainable forms of transport. The provision of sufficient car parking is important particularly in areas of the County which are currently poorly served by public transport networks. Therefore, the rationale for the application of car parking standards is to ensure that consideration is given to the accommodation of vehicles in assessing development proposals while being mindful of the need to promote a shift towards more sustainable forms of transport.

DM OBJ 89: Car parking shall be provided in accordance with Table 11.2 and associated guidance notes.

Land Use	Maximum Parking Provision
Dwellings/Apartments	Intermediate and peripheral locations: Maximum 2 per dwelling/unit
Crèches	1 per employee & and 1 per 4 children

Table 16 | Meath County Development Plan 2021-2027 – Car Parking Standards

With the information from **Table 16** above, **Table 17** below outlines the required parking for the proposed development based on the Meath County Development Plan 2021-2027.

Land Use	No. Units	Car Parking Spaces Maximum	
		Ratio	Resident
Dwellings (houses & apartments)	183	2.0	366
Crèches - 60 children + 8 staff members		1 per employee + 1 space per 4 children	19
Total car parking spaces			385

Table 17 | Meath County Development Plan 2021-2027 Parking Standards – Maximum number of Car Parking Spaces

9.1.4 Car parking proposed

Regarding the parking spaces for the housing units and the creche, The Meath County Plan 2021 – 2027 was considered for the development.

The proposed development is compliant with the Sustainable Residential Development and Compact Settlements Guidelines (See **Section 9.1.1**), and the number of car parking spaces is below the maximum quantum for peripheral locations (2no. spaces per unit).

Table 18 below shows the car parking spaces breakdown.

Land Use	No. Units	Car Parking Spaces Maximum	
		Ratio	Resident
Housing units	127	2.0	254
Apartments	56	1.25	70
Crèches - 60 children + 8 staff members		1 per employee + 1 space per 4 children	23
Total car parking spaces			348

Table 18 | Car Parking Spaces Proposed

The proposed site includes a total of 348 no. car parking spaces, including 254 no. spaces for housing units, 70 no. spaces for apartment units and 23 no. spaces serving the crèche. The proposed parking includes:

- **Accessible Car Parking:** 5 no. accessible parking space (2 no. for each apartment block and 1 serving the crèche).
- **Electric Vehicle Parking:** Suitable on curtilage for the housing units within the development.

The proposed car parking provision is considered to offer an appropriate balance between the applicable standards, including SPPR 3 in Sustainable Residential Development Guidelines (2024), having regard to the site's location, current and future accessibility for residents, and the range of housing typologies proposed.

9.2 Cycle Parking

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

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

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

SPPR 4 outlines the cycle parking and storage requirements as outlined in Chapter 5.3.5 Bicycle Parking and Storage. It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors. The following requirements for cycle parking and storage are recommended:

- (i) **Quantity** – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.
- (ii) **Design** – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.

In line with the quantity of cycle parking, the table below shows the breakdown of cycle parking spaces in accordance with the guideline.

Land Use	No. Units	Cycle Parking Spaces Ratio		Cycle Parking Spaces Required	
		Resident	Visitor	Resident	Visitor
1-bed apartment	16	1 per bed.	0.5 per units	16	8
2-bed apartment	40	1 per bed.	0.5 per units	80	20
3-bed housing	99	1 per bed.	0.5 per units	297	49
4-bed housing	28	1 per bed.	0.5 per units	112	14
Total Cycle parking spaces				505	91

Table 19 | Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) – Cycle Parking Spaces Required

9.2.2 Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025

The following extract from the Sustainable Urban Housing: Design Standards for New Apartments (2025), summarises the bicycle parking guidelines for new apartments:

“Requirements for the quantity and design of bicycle parking are set out in Section 5.25 (including SPPR 4) of the SRDCSGs.”

(See Section 9.2.1 above for SPPR 4 details)

9.2.3 Meath County Development Plan 2021-2027

The Council will require an appropriate amount of cycle parking facilities to be provided with new development. Cycle parking areas should be designed so that cyclists feel safe and be easily accessible. Unnecessarily long access routes with poor passive security or slopes that can become hazardous in winter weather should be avoided. Cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. It is best practice that either cycle cage/compound or preferably locker facilities are provided. An acceptable quality of cycle storage requires a management plan that ensures the effective security (including any proposals for electronic access or CCTV), operation and maintenance of cycle parking. Details of the provision of and access to cycle storage facilities should be submitted at planning application stage.

DM OBJ 96: To require the provision of cycle parking facilities in accordance with the Design Standards for New Apartments 2025, the Sustainable Residential Development and Compact Settlements Guidelines 2024 and Table 11.4 Cycle Parking Standards.

DM OBJ 97: Cycle parking facilities shall be conveniently located, secure, easy to use, adequately lit and well sign posted. All long-term (more than three hours) cycle racks shall be protected from the weather.

DM OBJ 98: To establish and implement Cycle Parking Standards for new developments in the County.

DM OBJ 99: In residential developments without private gardens or wholly dependent on balconies for private open space, covered secure bicycle stands should be provided in private communal areas.

DM OBJ 100: All cycle facilities in multi-storey car parks shall be at ground floor level and segregated from vehicle traffic. Cyclists shall also have designated entry and exit routes at car parks.

Land Use	Standard
Apartments	Minimum of 1 private secure bicycle space per bed space (note – design should not require bicycle access via living area), minimum 2 spaces 1 visitor bicycle space per 2 housing units
Schools (Crèche)	25% of pupil registration numbers, minimum of 10 spaces

Table 20 | Consolidated Meath County Development Plan 2021-2027 (incl. Variations 1, 2 & 3) – Chapter 11, Section 9, Table 11.4 – Cycle Parking Standards.

Regarding the house units, each house is designed with private, ground level open space suitable for cycle storage.

Table 21 below outlines the required cycle parking spaces for the proposed development.

Unit Type	No. Units	Cycle Parking Spaces Required (Minimum)			
		Ratio		Required	
		Resident	Visitor	Resident	Visitor
1-bed Apartments	16	1 per bed.	0.5 per units.	16	8
2-bed Apartments	40	1 per bed.		80	20
Crèche:5 no. employee c. 55 no. children		25% pupil registration numbers minimum of 10 spaces			10
Total				96	38

Table 21 | Meath County Development Plan (2021-2027) – Required Cycle Parking Spaces

9.2.4 Cycle parking proposed

Based on the guidelines/policies indicated above, it is considered that the *Meath County Development Plan 2021-2027* is the required standard for the subject development and is the reference for determining the proposed the cycle parking. Compliance with this development plan will satisfy the requirements of the other standards.

It is considered that each housing unit has a private, ground level open space and therefore, in accordance with SPPR 4 – Cycle Parking and Storage, Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, does not require cycle storage spaces.

The proposed cycle parking is shown in **Table 22** below.

Unit Type	No. Units	Cycle Parking Spaces Proposed			
		Ratio		Proposed	
		Resident	Visitor	Resident	Visitor
1-bed Apartments	16	1 per bed.	0.5 per units.	16	8
2-bed Apartments	40	1 per bed.		80	20
Crèche: 8 no. employee 60 no. children		25% pupil registration numbers minimum of 10 spaces			23
Total				147	

Table 22 | Cycle Parking Spaces – Proposed

The proposed development includes a total of 147 no. cycle parking spaces long- and short-term stays. In addition, each house unit includes a private, ground level open space suitable for cycle storage.

10. Conclusion

10.1 Summary

This Traffic and Transport Assessment (TTA) has been prepared by Waterman Moylan on behalf of Earlsfort Developments Drogheda Limited, which intends to apply for Permission for a large-scale residential development at Kildalkey Road, Trim, Co. Meath.

The scheme provides a total of 183 residential units, comprising 127 houses and 56 apartments. The housing mix includes 19 no. detached 4-bedroom houses, 9 no. semi-detached/end-terrace 4-bedroom houses, 4 no. detached 3-bedroom houses, 43 no. semi-detached/end-terrace 3-bedroom houses, and 52 no. mid-terrace 3-bedroom houses, with building heights from 2 to 2 ½ storeys. The apartment element comprises 56 no. units in two blocks of up to four storeys, including 16 no. one-bedroom and 40 no. two-bedroom units.

The development also includes a crèche facility, new vehicular and pedestrian accesses from Kildalkey Road.

The proposal provides for associated infrastructure and site works, including landscaping, public and communal open space, internal streets and footpaths, car and bicycle parking, bin stores, private open space, boundary treatments, plant and waste management areas, utility infrastructure and a foul sewer connection to the existing network adjoining the OPW offices on Jonathan Swift Street, to be delivered beneath the River Boyne and Trim Pitch & Putt.

10.2 Conclusion

The following conclusions can be drawn from the Traffic and Transport Assessment:

Road Network Assessment

The analysis of the road network considered the generation to/from the Subject Development and the trips to/from the committed and potential future development in the surrounding area, which include:

- Proposed Residential Development at Athboy Road (Reg. Ref. 2560882)
- Proposed Residential Scheme at Manorlands (Reg. Ref. SH307507)

It is estimated that the proposed development at will generate a total of 95 vehicular movements in the AM peak hour (24 inbound and 71 outbound) and a total of 94 vehicular movements in the PM peak hour (64 inbound and 30 outbound).

The following junctions were assessed as part of this TTA:

- **Junction 1** is a priority T-junction located at the intersection of R154 (Trim Bypass) / R933 (Athboy Road).
- **Junction 2** is a staggered crossroad located at the intersection of R154 (Trim Bypass) / L4023 / Kells Road.
- **Junction 3** is a staggered crossroad located at the intersection of R933 (Athboy Road) / Kells Road / R933 (Haggard Street) / Kildalkey Road.
- **Junction 4** is a priority junction located at the intersection of R161 (High Street) / R933 (Haggard Street) / R161 (Navana Gate).
- **Junction 5** is a signalised crossroad at the intersection of R161 (Navana Gate) / R154 (Trim Bypass).

In accordance with the TII guidelines, an assessment was conducted to determine the potential level of impact on each of the key junctions in the local road network. This assessment was carried with the traffic flows surveyed in 2025 and the traffic flows generated by the subject development.

Considering the results, it is anticipated that Junctions 1 and 3 will experience a two-way traffic increase of more than 5 % during both peak hours, while Junctions 2, 4 and 5 are below the 5% threshold, therefore no further assessment is needed. Therefore, Junctions 1 and 3 are modelled.

The scenarios that have been assessed as part of this report are in line with the *Transport Assessment Guidelines (May 2014)*:

- Base Year : 2025.
- Opening Year – (With / Without Proposed Development) : 2028.
- Opening Year + 5 Years Forecast (With / Without Development) : 2033.
- Opening Year + 15 Years Forecast (With / Without Development) : 2043.

The results of the analysis demonstrated that all junctions would operate within their respective capacities for all years and scenarios analysed.

Parking Assessment

The proposed site includes a total of 348 no. car parking spaces, including 254 no. spaces for housing units, 70 no. spaces for apartment units and 23 no. spaces serving the crèche. The proposed parking includes:

- **Accessible Car Parking:** 5 no. accessible parking space (2 no. for each apartment block and 1 serving the crèche).
- **Electric Vehicle Parking:** Suitable on curtilage for the housing units within the development.

The proposed development includes a total of 147 no. cycle parking spaces long- and short-term stays. In addition, each house unit includes a private, ground level open space suitable for cycle storage.

APPENDICES

A. 2025 Traffic Survey

Origin Arm A R154(E)

	Destination : Arm A R154(E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
Total	3	0	0	0	0	0	0	3

	Destination : Arm B R933							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
2	0	0	0	0	2	0	0	4
0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	2
1	2	0	0	0	0	0	0	3
4	3	0	0	2	0	0	0	9
4	0	0	0	0	0	0	0	4
3	0	0	0	1	0	0	0	4
9	1	0	0	0	0	0	0	10
8	0	1	0	0	0	0	0	9
24	1	1	0	1	0	0	0	27
10	0	0	0	0	0	0	0	10
9	1	0	0	0	0	0	0	10
7	1	0	0	0	0	0	0	8
6	2	0	0	0	0	0	0	8
32	4	0	0	0	0	0	0	36
5	3	0	0	0	0	0	0	8
7	0	0	0	0	0	0	0	7
5	2	0	0	0	0	0	0	7
12	1	0	0	0	0	0	0	13
29	6	0	0	0	0	0	0	35
6	2	0	0	0	0	0	0	8
8	1	0	0	0	0	0	0	9
9	1	1	0	0	0	0	0	11
9	0	0	0	0	0	0	0	9
32	4	1	0	0	0	0	0	37
9	0	0	0	0	0	0	0	9
16	1	0	0	0	0	0	0	17
11	1	1	0	0	0	0	0	13
7	2	0	0	0	0	0	0	9
43	4	1	0	0	0	0	0	48
8	1	0	0	0	1	0	0	10
12	3	0	1	0	0	0	0	16
12	0	0	0	0	0	0	0	12
14	2	0	0	0	0	0	0	16
46	6	0	1	0	1	0	0	54
10	3	0	0	0	0	0	0	13
13	2	1	0	0	0	0	0	16
8	0	0	0	0	0	0	0	8
8	1	0	0	0	0	0	0	9
39	6	1	0	0	0	0	0	46
14	1	1	0	0	0	0	0	16
15	1	0	0	0	0	0	0	16
16	0	0	1	0	0	0	0	17
14	2	0	0	0	0	0	0	16
59	4	1	1	0	0	0	0	65
12	0	0	0	0	0	0	0	12
12	2	0	0	0	0	0	0	14
10	6	0	0	0	0	0	0	16
19	1	0	0	0	0	0	0	20
53	9	0	0	0	0	0	0	62
17	3	0	0	0	0	0	0	20
13	1	0	0	0	0	0	0	14
15	1	0	1	0	0	0	0	17
10	3	0	0	0	1	0	0	14
55	8	0	1	0	1	0	0	65
12	2	0	1	0	0	0	0	15
17	2	0	0	0	0	0	0	19
13	1	0	0	0	0	0	0	14
18	2	0	0	0	0	0	0	20
60	7	0	1	0	0	0	0	68
476	62	5	4	3	2	0	0	552

	Destination : Arm C R154(W)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
20	3	1	0	1	0	0	0	25
6	4	1	0	1	0	0	0	12
10	2	1	0	1	0	0	0	14
28	10	2	1	0	0	0	0	41
64	19	5	1	3	0	0	0	92
19	4	0	0	1	0	0	0	24
27	6	2	0	0	1	0	0	36
32	7	1	1	2	0	0	0	43
35	12	1	1	1	0	0	0	50
113	29	4	2	4	1	0	0	153
29	5	1	1	4	0	0	0	40
23	4	1	0	1	0	0	0	29
12	6	1	0	0	0	0	0	19
12	2	0	2	0	0	0	0	16
76	17	3	3	5	0	0	0	104
15	4	1	1	0	0	0	0	21
19	5	0	2	2	0	0	0	28
15	5	2	1	0	0	0	0	23
13	4	4	2	0	0	0	0	23
62	19	7	6	2	0	0	0	95
20	6	1	1	0	0	0	0	28
13	8	2	2	0	0	0	0	25
15	5	2	1	1	0	0	0	24
19	2	1	0	0	0	0	0	22
67	21	6	4	1	0	0	0	99
24	4	2	0	0	0	0	0	30
27	7	3	0	1	0	0	0	38
28	7	2	1	0	0	0	0	38
21	3	0	0	0	0	0	0	24
100	21	7	1	1	0	0	0	130
26	5	0	0	1	0	0	0	32
25	6	4	0	1	0	0	0	36
28	3	3	1	2	0	0	0	37
28	7	6	1	2	0	0	0	44
107	21	13	2	6	0	0	0	149
32	6	3	1	1	0	0	0	43
28	6	1	1	0	0	0	0	36
33	1	0	0	3	0	0	0	37
28	11	3	0	1	0	0	0	43
121	24	7	2	5	0	0	0	159
48	7	3	1	0	0	0	0	59
35	12	3	2	1	0	0	0	53
30	7	2	1	1	0	0	0	41
25	4	2	0	1	0	0	0	32
138	30	10	4	3	0	0	0	185
46	10	2	1	1	0	0	0	60
51	11	3	3	2	0	0	0	70
37	18	1	2	0	0	0	0	58
48	12	0	2	2	1	0	0	65
182	51	6	8	5	1	0	0	253
50	14	0	1	0	0	0	0	65
61	14	0	0	1	0	0	0	76
60	14	0	0	0	0	0	0	74
34	13	0	0	0	0	0	0	47
205	55	0	1	1	0	0	0	262
40	7	1	0	1	1	0	0	50
42	3	1	0	1	0	0	0	47
29	5	0	0	0	0	0	0	34
45	4	0	0	2	0	0	0	51
156	19	2	0	4	1	0	0	182
1391	325	70	34	40	3	0	0	1863

Arm Totals
29
12
16
44
101
28
40
53
59
180
50
39
27
24
140

Origin Arm B R933

	Destination : Arm A R154(E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	11	1	1	0	1	0	0	14
07:15	15	3	2	0	2	0	0	22
07:30	22	4	2	0	0	0	0	28
07:45	35	7	0	0	1	0	0	43
1 Hr	83	15	5	0	4	0	0	107
08:00	27	5	1	0	0	0	0	33
08:15	38	9	1	0	2	0	0	50
08:30	51	10	1	0	2	0	0	64
08:45	50	2	0	0	0	0	0	52
1 Hr	166	26	3	0	4	0	0	199
09:00	30	7	0	1	1	0	0	39
09:15	33	1	0	0	1	0	0	35
09:30	31	2	0	0	0	0	0	33
09:45	52	7	0	0	1	0	0	60
1 Hr	146	17	0	1	3	0	0	167
10:00	41	10	0	0	0	0	0	51
10:15	40	4	2	0	2	0	0	48
10:30	20	8	0	0	2	0	0	30
10:45	29	6	2	0	0	0	0	37
1 Hr	130	28	4	0	4	0	0	166
11:00	54	3	1	0	0	0	0	58
11:15	31	4	0	0	0	0	0	35
11:30	45	5	0	0	0	0	0	50
11:45	52	1	0	0	0	0	0	53
1 Hr	182	13	1	0	0	0	0	196
12:00	49	4	1	0	0	0	0	54
12:15	49	1	1	0	0	0	0	51
12:30	49	4	1	0	2	0	0	56
12:45	50	6	1	0	0	0	0	57
1 Hr	197	15	4	0	2	0	0	218
13:00	49	6	0	1	0	0	0	56
13:15	49	6	1	1	0	1	0	58
13:30	40	7	0	0	0	0	0	47
13:45	44	7	0	0	1	0	0	52
1 Hr	182	26	1	2	1	1	0	213
14:00	59	2	0	0	1	0	0	62
14:15	44	4	1	1	1	0	0	51
14:30	16	2	0	1	1	0	0	20
14:45	28	0	0	0	0	0	0	28
1 Hr	147	8	1	2	3	0	0	161
15:00	57	3	1	0	0	0	0	61
15:15	47	5	2	1	1	0	0	56
15:30	45	8	0	1	3	0	0	57
15:45	49	7	1	0	0	0	0	57
1 Hr	198	23	4	2	4	0	0	231
16:00	57	12	2	0	1	0	0	72
16:15	44	8	0	1	2	0	0	55
16:30	52	2	0	0	1	0	0	55
16:45	52	6	0	0	0	0	0	58
1 Hr	205	28	2	1	4	0	0	240
17:00	58	6	1	0	0	0	0	65
17:15	49	6	0	0	0	0	0	55
17:30	44	7	0	0	0	0	0	51
17:45	68	4	0	0	0	0	0	72
1 Hr	219	23	1	0	0	0	0	243
18:00	49	8	0	1	0	0	0	58
18:15	43	8	0	0	2	0	0	53
18:30	48	5	1	1	0	0	0	55
18:45	45	5	1	0	0	0	0	51
1 Hr	185	26	2	2	2	0	0	217
Total	2040	248	28	10	31	1	0	2358

	Destination : Arm B R933							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Destination : Arm C R154(W)								Total
Car	LGV	OGV1	OGV2	PSV	MC	PC		
6	1	1	0	0	0	0	3	
7	1	1	0	0	0	0	2	
5	2	0	0	0	0	0	2	
7	5	0	0	1	1	0	8	
25	9	2	0	1	1	0	33	
12	5	0	0	1	0	0	6	
27	4	0	0	0	0	0	4	
22	1	0	0	1	0	0	2	
28	4	0	0	1	0	0	5	
89	14	0	0	3	0	0	106	
20	2	0	0	1	0	0	3	
17	6	1	0	1	0	0	8	
20	4	1	1	1	0	0	7	
15	4	1	0	0	0	0	5	
72	16	3	1	3	0	0	26	
17	3	2	0	2	1	0	8	
22	6	1	0	0	0	0	7	
19	4	0	0	0	0	0	4	
14	2	1	0	0	0	0	3	
72	15	4	0	2	1	0	22	
14	3	0	0	0	0	0	3	
19	6	1	0	0	0	0	7	
19	1	0	0	0	0	0	1	
24	3	0	0	0	0	0	3	
76	13	1	0	0	0	0	16	
12	4	0	0	0	0	0	4	
16	1	1	0	0	0	0	2	
13	3	1	0	0	0	0	4	
31	6	1	0	0	0	0	7	
72	14	3	1	0	0	0	18	
30	3	0	0	0	0	0	3	
24	1	0	0	0	0	0	1	
27	3	1	0	0	0	0	4	
28	2	0	0	0	0	0	2	
109	9	1	0	0	0	0	11	
38	2	2	0	0	0	0	4	
29	4	0	0	0	0	0	4	
15	1	0	0	1	0	0	2	
20	5	0	0	2	0	0	7	
102	12	2	0	3	0	0	17	
31	1	1	0	0	0	0	2	
24	3	0	0	1	0	0	4	
23	6	0	0	0	0	0	6	
25	6	1	0	1	0	0	8	
103	16	2	0	2	0	0	20	
42	4	0	0	0	0	0	4	
36	2	0	1	0	0	0	3	
42	3	1	0	2	0	0	6	
32	5	0	0	1	0	0	6	
152	14	1	1	3	0	0	19	
49	7	0	0	1	0	0	8	
49	2	0	0	0	0	0	2	
31	6	0	0	0	0	0	6	
45	3	0	0	0	0	0	3	
174	18	0	0	1	0	0	19	
36	3	0	0	0	1	0	4	
32	6	0	0	0	0	0	6	
35	4	1	1	0	0	0	6	
23	1	0	0	0	0	0	1	
126	14	1	1	0	1	0	16	
1172	164	20	4	18	3	0	138	

Origin Arm C R154(W)

Origin	Destination : Arm A R154(E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	41	19	1	3	1	1	0	66
07:15	45	10	0	0	3	0	0	58
07:30	58	10	2	3	2	0	0	75
07:45	65	13	1	0	1	0	0	80
1 Hr	209	52	4	6	7	1	0	279
08:00	88	13	4	2	4	0	0	111
08:15	67	9	2	2	1	1	0	82
08:30	84	17	1	0	3	0	0	105
08:45	69	19	1	1	0	0	0	90
1 Hr	308	58	8	5	8	1	0	388
09:00	53	10	1	1	1	1	0	67
09:15	55	12	2	2	1	0	0	72
09:30	57	11	2	0	1	0	0	71
09:45	60	9	4	3	1	0	0	77
1 Hr	225	42	9	6	4	1	0	287
10:00	35	8	2	1	1	1	0	48
10:15	34	7	4	1	0	0	0	46
10:30	39	10	1	1	0	0	0	51
10:45	56	5	2	2	1	0	0	66
1 Hr	164	30	9	5	2	1	0	211
11:00	46	10	2	3	0	0	0	61
11:15	24	11	1	2	1	0	0	39
11:30	44	9	3	2	1	0	0	59
11:45	33	5	0	1	0	0	0	39
1 Hr	147	35	6	8	2	0	0	198
12:00	30	13	0	0	1	0	0	44
12:15	48	3	4	1	1	0	0	57
12:30	51	6	2	0	0	0	0	59
12:45	48	7	2	0	2	0	0	59
1 Hr	177	29	8	1	4	0	0	219
13:00	52	12	1	1	1	0	0	67
13:15	36	8	1	3	1	0	0	49
13:30	60	15	4	1	1	0	0	81
13:45	43	2	2	0	3	0	0	50
1 Hr	191	37	8	5	6	0	0	247
14:00	54	7	1	0	2	0	0	64
14:15	39	9	2	1	2	0	0	53
14:30	67	7	2	3	2	0	0	81
14:45	46	5	1	1	3	0	0	56
1 Hr	206	28	6	5	9	0	0	254
15:00	48	13	0	0	1	0	0	62
15:15	50	7	4	2	1	0	0	64
15:30	43	15	4	0	1	1	0	64
15:45	47	10	1	0	0	0	0	58
1 Hr	188	45	9	2	3	1	0	248
16:00	44	8	1	0	2	0	0	55
16:15	57	18	3	8	1	0	0	81
16:30	61	17	3	3	1	0	0	85
16:45	55	15	1	0	2	0	0	73
1 Hr	217	58	8	5	6	0	0	294
17:00	91	12	0	1	1	1	0	106
17:15	40	10	0	1	1	0	0	52
17:30	66	4	1	0	0	1	0	72
17:45	62	8	1	0	0	0	0	71
1 Hr	259	34	2	2	2	2	0	301
18:00	42	6	0	0	1	0	0	49
18:15	47	7	1	1	0	0	0	56
18:30	41	8	2	0	0	0	0	51
18:45	40	5	0	0	2	0	0	47
1 Hr	170	26	3	1	3	0	0	203
Total	2461	474	80	51	56	7	0	3129

Destination : Arm B R933							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	3
4	0	0	0	0	0	0	4
3	1	0	0	0	0	0	4
1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2
1	0	0	0	0	0	0	1
7	1	0	0	0	0	0	8
0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	6
5	1	0	0	0	0	0	6
0	0	0	0	0	0	0	0
10	2	0	0	0	0	0	12
1	1	0	0	0	0	0	2
3	0	0	0	0	0	0	3
5	0	0	0	0	0	0	5
6	3	0	0	0	0	0	9
15	4	0	0	0	0	0	19
4	0	0	0	0	0	0	4
2	2	1	0	0	0	0	5
4	1	0	0	0	0	0	5
4	0	0	0	0	0	0	4
14	3	1	0	0	0	0	18
5	0	0	1	0	0	0	6
2	0	0	0	0	0	0	2
2	2	0	0	0	0	0	4
2	1	0	0	0	0	0	3
11	3	0	1	0	0	0	15
3	1	0	0	0	0	0	4
4	0	0	0	0	0	0	4
2	0	0	0	0	0	0	2
2	1	0	0	0	0	0	3
11	2	0	0	0	0	0	13
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2
1	0	0	0	0	0	0	1
5	0	0	0	0	0	0	5
10	0	0	0	0	0	0	10
3	0	0	0	0	0	0	3
4	1	0	0	0	0	0	5
2	0	0	0	0	0	0	2
2	1	0	0	0	0	0	3
11	2	0	0	0	0	0	13
1	1	0	0	0	0	0	2
0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	5
2	1	0	0	0	0	0	3
7	3	0	0	0	0	0	10
6	0	0	0	0	0	0	6
5	0	0	0	0	0	0	5
4	0	0	0	0	0	0	4
4	0	0	0	0	0	0	4
19	0	0	0	0	0	0	19
2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	4
2	2	0	0	0	0	0	4
3	0	0	0	0	0	0	3
11	2	0	0	0	0	0	13

[illegible]

Arm	Totals
	66
	58
	76
	83
	283
	115
	83
	107
	91
	396
	67
	78
	77
	77
	299
	46
	59
	75
	230
	65
	44
	44
	63
	43
	216
	50
	59
	63
	62
	234
	71
	53
	83
	53
	260
	66
	55
	82
	61
	264
	65
	69
	66
	61
	261
	57
	81
	90
	76
	304
	112
	57
	75
	76
	320
	51
	60
	55
	56
	210
	3283

ORIGIN SUMMARY

	Origin : Arm A R154(E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	22	3	1	0	3	0	0	29
07:15	6	4	1	0	1	0	0	12
07:30	11	3	1	0	1	0	0	16
07:45	29	12	2	1	0	0	0	44
1 Hr	68	22	5	1	5	0	0	101
08:00	23	4	0	0	1	0	0	28
08:15	30	6	2	0	1	1	0	40
08:30	41	8	1	1	2	0	0	53
08:45	43	12	2	1	1	0	0	59
1 Hr	137	30	5	2	5	1	0	180
09:00	39	5	1	1	4	0	0	50
09:15	32	5	1	0	1	0	0	39
09:30	19	7	1	0	0	0	0	27
09:45	18	4	0	2	0	0	0	24
1 Hr	108	21	3	3	5	0	0	140
10:00	20	7	1	1	0	0	0	29
10:15	26	5	0	2	2	0	0	35
10:30	20	7	2	1	0	0	0	30
10:45	25	5	4	2	0	0	0	36
1 Hr	91	24	7	6	2	0	0	130
11:00	26	8	1	1	0	0	0	36
11:15	21	9	2	2	0	0	0	34
11:30	24	6	3	1	1	0	0	35
11:45	28	2	1	0	0	0	0	31
1 Hr	99	25	7	4	1	0	0	136
12:00	33	4	2	0	0	0	0	39
12:15	43	8	3	0	1	0	0	55
12:30	39	8	3	1	0	0	0	51
12:45	28	5	0	0	0	0	0	33
1 Hr	143	25	8	1	1	0	0	178
13:00	35	6	0	0	1	1	0	43
13:15	37	9	4	1	1	0	0	52
13:30	40	3	3	1	2	0	0	49
13:45	42	9	6	1	2	0	0	60
1 Hr	154	27	13	3	6	1	0	204
14:00	42	9	3	1	1	0	0	56
14:15	41	8	2	1	0	0	0	52
14:30	41	1	0	0	3	0	0	45
14:45	36	12	3	0	1	0	0	52
1 Hr	160	30	8	2	5	0	0	205
15:00	62	8	4	1	0	0	0	75
15:15	50	13	3	2	1	0	0	69
15:30	46	7	2	2	1	0	0	58
15:45	39	6	2	0	1	0	0	48
1 Hr	197	34	11	5	3	0	0	250
16:00	58	10	2	1	1	0	0	72
16:15	63	13	3	3	2	0	0	84
16:30	47	24	1	2	0	0	0	74
16:45	67	13	0	2	2	1	0	85
1 Hr	235	60	6	8	5	1	0	315
17:00	67	17	0	1	0	0	0	85
17:15	74	15	0	0	1	0	0	90
17:30	75	15	0	1	0	0	0	91
17:45	44	16	0	0	0	1	0	61
1 Hr	260	63	0	2	1	1	0	327
18:00	53	9	1	1	1	1	0	66
18:15	59	5	1	0	1	0	0	66
18:30	42	6	0	0	0	0	0	48
18:45	64	6	0	0	2	0	0	72
1 Hr	218	26	2	1	4	1	0	252
Total	1870	387	75	38	43	5	0	2418

	Origin : Arm B R933							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
17	2	2	0	1	0	0	0	22
22	4	3	0	2	0	0	0	31
27	6	2	0	0	0	0	0	35
42	12	0	0	2	1	0	0	57
108	24	7	0	5	1	0	0	145
39	10	1	0	1	0	0	0	51
65	13	1	0	2	0	0	0	81
73	11	1	0	3	0	0	0	88
78	6	0	0	1	0	0	0	85
255	40	3	0	7	0	0	0	305
50	9	0	1	2	0	0	0	62
50	7	1	0	2	0	0	0	60
51	6	1	1	1	0	0	0	60
67	11	1	0	1	0	0	0	80
218	33	3	2	6	0	0	0	262
58	13	2	0	2	1	0	0	76
62	10	3	0	2	0	0	0	77
39	12	0	0	2	0	0	0	53
43	8	3	0	0	0	0	0	54
202	43	8	0	6	1	0	0	260
68	6	1	0	0	0	0	0	75
50	10	1	0	0	0	0	0	61
64	6	0	0	0	0	0	0	70
76	4	0	0	0	0	0	0	80
258	26	2	0	0	0	0	0	286
61	8	1	0	0	0	0	0	70
65	2	2	1	0	0	0	0	70
62	7	2	0	2	0	0	0	73
81	12	2	0	0	0	0	0	95
269	29	7	1	2	0	0	0	308
79	9	0	1	0	0	0	0	89
73	7	1	1	0	1	0	0	83
67	10	1	0	0	0	0	0	78
72	9	0	0	1	0	0	0	82
291	35	2	2	1	1	0	0	332
97	4	2	0	1	0	0	0	104
73	8	1	1	1	0	0	0	84
31	3	0	1	2	0	0	0	37
48	5	0	0	2	0	0	0	55
249	20	3	2	6	0	0	0	280
88	4	2	0	0	0	0	0	94
71	8	2	1	2	0	0	0	84
68	14	0	1	3	0	0	0	86
74	13	2	0	1	0	0	0	90
301	39	6	2	6	0	0	0	354
99	16	2	0	1	0	0	0	118
80	10	0	2	2	0	0	0	94
94	5	1	0	3	0	0	0	103
84	11	0	0	1	0	0	0	96
357	42	3	2	7	0	0	0	411
107	13	1	0	1	0	0	0	122
98	8	0	0	0	0	0	0	106
75	13	0	0	0	0	0	0	88
113	7	0	0	0	0	0	0	120
393	41	1	0	1	0	0	0	436
85	11	0	1	0	1	0	0	98
75	14	0	0	2	0	0	0	91
83	9	2	2	0	0	0	0	96
68	6	1	0	0	0	0	0	75
311	40	3	3	2	1	0	0	360
3212	412	48	14	49	4	0	0	3739

	Origin : Arm C R154(W)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
41	19	1	3	1	1	0	0	66
45	10	0	0	3	0	0	0	58
59	10	2	3	2	0	0	0	76
68	13	1	0	1	0	0	0	83
213	52	4	6	7	1	0	0	283
91	14	4	2	4	0	0	0	115
68	9	2	2	1	1	0	0	83
86	17	1	0	3	0	0	0	107
70	19	1	1	0	0	0	0	91
315	59	8	5	8	1	0	0	396
53	10	1	1	1	1	0	0	67
60	13	2	2	1	0	0	0	78
62	12	2	0	1	0	0	0	77
60	9	4	3	1	0	0	0	77
235	44	9	6	4	1	0	0	299
36	9	2	1	1	1	0	0	50
37	7	4	1	0	0	0	0	49
44	10	1	1	0	0	0	0	56
62	8	2	2	1	0	0	0	75
179	34	9	5	2	1	0	0	230
50	10	2	3	0	0	0	0	65
26	13	2	2	1	0	0	0	44
48	10	3	2	1	0	0	0	64
37	5	0	1	0	0	0	0	43
161	38	7	8	2	0	0	0	216
35	13	0	1	1	0	0	0	50
50	3	4	1	1	0	0	0	59
53	8	2	0	0	0	0	0	63
50	8	2	0	2	0	0	0	62
188	32	8	2	4	0	0	0	234
55	13	1	1	1	0	0	0	71
40	8	1	3	1	0	0	0	53
62	15	4	1	1	0	0	0	83
45	3	2	0	3	0	0	0	53
202	39	8	5	6	0	0	0	260
56	7	1	0	2	0	0	0	66
41	9	2	1	2	0	0	0	55
68	7	2	3	2	0	0	0	82
51	5	1	1	3	0	0	0	61
216	28	6	5	9	0	0	0	264
51	13	0	0	1	0	0	0	65
54	8	4	2	1	0	0	0	69
45	15	4	0	1	1	0	0	66
49	11	1	0	0	0	0	0	61
199	47	9	2	3	1	0	0	261
45	9	1	0	2	0	0	0	57
57	18	3	2	1	0	0	0	81
65	18	3	3	1	0	0	0	90
57	16	1	0	2	0	0	0	76
224	61	8	5	6	0	0	0	304
97	12	0	1	1	1	0	0	112
45	10	0	1	1	0	0	0	57
70	4	1	0	0	1	0	0	76
66	8	1	0	0	0	0	0	75
278	34	2	2	2	2	0	0	320
44	6	0	0	1	0	0	0	51
51	7	1	1	0	0	0	0	60
43	10	2	0	0	0	0	0	55
43	5	0	0	2	0	0	0	50
181	28	3	1	3	0	0	0	2

DESTINATION SUMMARY

	Destination : Arm A R154(E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	52	20	2	3	2	1	0	80
07:15	60	13	2	0	5	0	0	80
07:30	80	14	4	3	2	0	0	103
07:45	100	20	1	0	2	0	0	123
1 Hr	292	67	9	6	11	1	0	386
08:00	115	18	5	2	4	0	0	144
08:15	105	18	3	2	3	1	0	132
08:30	135	27	2	0	5	0	0	169
08:45	119	21	1	1	0	0	0	142
1 Hr	474	84	11	5	12	1	0	587
09:00	83	17	1	2	2	1	0	106
09:15	88	13	2	2	2	0	0	107
09:30	88	13	2	0	1	0	0	104
09:45	112	16	4	3	2	0	0	137
1 Hr	371	59	9	7	7	1	0	454
10:00	76	18	2	1	1	1	0	99
10:15	74	11	6	1	2	0	0	94
10:30	59	18	1	1	2	0	0	81
10:45	85	11	4	2	1	0	0	103
1 Hr	294	58	13	5	6	1	0	377
11:00	100	13	3	3	0	0	0	119
11:15	55	15	1	2	1	0	0	74
11:30	89	14	3	2	1	0	0	109
11:45	85	6	0	1	0	0	0	92
1 Hr	329	48	7	8	2	0	0	394
12:00	79	17	1	0	1	0	0	98
12:15	97	4	5	1	1	0	0	108
12:30	100	10	3	0	2	0	0	115
12:45	98	13	3	0	2	0	0	116
1 Hr	374	44	12	1	6	0	0	437
13:00	102	18	1	2	1	0	0	124
13:15	85	14	2	4	1	1	0	107
13:30	100	22	4	1	1	0	0	128
13:45	87	9	2	0	4	0	0	102
1 Hr	374	63	9	7	7	1	0	461
14:00	113	9	1	0	3	0	0	126
14:15	83	13	3	2	3	0	0	104
14:30	83	9	2	4	3	0	0	101
14:45	74	5	1	1	3	0	0	84
1 Hr	353	36	7	7	12	0	0	415
15:00	105	16	1	0	1	0	0	123
15:15	97	12	6	3	2	0	0	120
15:30	88	23	4	1	4	1	0	121
15:45	96	17	2	0	0	0	0	115
1 Hr	386	68	13	4	7	1	0	479
16:00	101	20	3	0	3	0	0	127
16:15	101	26	3	3	3	0	0	136
16:30	113	19	3	3	2	0	0	140
16:45	107	21	1	0	2	0	0	131
1 Hr	422	86	10	6	10	0	0	534
17:00	149	18	1	1	1	1	0	171
17:15	89	16	0	1	1	0	0	107
17:30	110	11	1	0	0	1	0	123
17:45	130	12	1	0	0	0	0	143
1 Hr	478	57	3	2	2	2	0	544
18:00	92	14	0	1	1	0	0	108
18:15	90	15	1	1	2	0	0	109
18:30	89	13	3	1	0	0	0	106
18:45	86	10	1	0	2	0	0	99
1 Hr	357	52	5	3	5	0	0	422
Total	4504	722	108	61	87	8	0	5490

	Destination : Arm B R933							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
2	0	0	0	0	2	0	0	4
0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	3
4	2	0	0	0	0	0	0	6
8	3	0	0	2	0	0	0	13
7	1	0	0	0	0	0	0	8
4	0	0	0	1	0	0	0	5
11	1	0	0	0	0	0	0	12
9	0	1	0	0	0	0	0	10
31	2	1	0	1	0	0	0	35
10	0	0	0	0	0	0	0	10
14	2	0	0	0	0	0	0	16
12	2	0	0	0	0	0	0	14
6	2	0	0	0	0	0	0	8
42	6	0	0	0	0	0	0	48
6	4	0	0	0	0	0	0	10
10	0	0	0	0	0	0	0	10
10	2	0	0	0	0	0	0	12
18	4	0	0	0	0	0	0	22
44	10	0	0	0	0	0	0	54
10	2	0	0	0	0	0	0	12
10	3	1	0	0	0	0	0	14
13	2	1	0	0	0	0	0	16
13	0	0	0	0	0	0	0	13
46	7	2	0	0	0	0	0	55
14	0	0	1	0	0	0	0	15
18	1	0	0	0	0	0	0	19
13	3	1	0	0	0	0	0	17
9	3	0	0	0	0	0	0	12
54	7	1	1	0	0	0	0	63
11	2	0	0	0	0	1	0	14
16	3	0	1	0	0	0	0	20
14	0	0	0	0	0	0	0	14
16	3	0	0	0	0	0	0	19
57	8	0	1	0	0	1	0	67
12	3	0	0	0	0	0	0	15
15	2	1	0	0	0	0	0	18
9	0	0	0	0	0	0	0	9
13	1	0	0	0	0	0	0	14
49	6	1	0	0	0	0	0	56
17	1	1	0	0	0	0	0	19
19	2	0	0	0	0	0	0	21
18	0	0	1	0	0	0	0	19
16	3	0	0	0	0	0	0	19
70	6	1	1	0	0	0	0	78
13	1	0	0	0	0	0	0	14
12	2	0	0	0	0	0	0	14
14	7	0	0	0	0	0	0	21
21	2	0	0	0	0	0	0	23
60	12	0	0	0	0	0	0	72
23	3	0	0	0	0	0	0	26
18	1	0	0	0	0	0	0	19
19	1	0	1	0	0	0	0	21
14	3	0	0	0	0	1	0	18
74	8	0	1	0	0	1	0	84
14	2	0	1	0	0	0	0	17
21	2	0	0	0	0	0	0	23
15	3	0	0	0	0	0	0	18
21	2	0	0	0	0	0	0	23
71	9	0	1	0	0	0	0	81
606	84	6	5	3	2	0	0	706

Destination : Arm C R154(W)								Total
Car	LGV	OGV1	OGV2	PSV	MC	PC		
26	4	2	0	1	0	0	33	
13	5	2	0	1	0	0	21	
15	4	1	0	1	0	0	21	
35	15	2	1	1	1	0	55	
89	28	7	1	4	1	0	130	
31	9	0	0	2	0	0	42	
54	10	2	0	0	1	0	67	
54	8	1	1	3	0	0	67	
63	16	1	1	2	0	0	83	
202	43	4	2	7	1	0	259	
49	7	1	1	5	0	0	63	
40	10	2	0	2	0	0	54	
32	10	2	1	1	0	0	46	
27	6	1	2	0	0	0	36	
148	33	6	4	8	0	0	199	
32	7	3	1	2	1	0	46	
41	11	1	2	2	0	0	57	
34	9	2	1	0	0	0	46	
27	6	5	2	0	0	0	40	
134	33	11	6	4	1	0	189	
34	9	1	1	0	0	0	45	
32	14	3	2	0	0	0	51	
34	6	2	1	1	0	0	44	
43	5	1	0	0	0	0	49	
143	34	7	4	1	0	0	189	
36	8	2	0	0	0	0	46	
43	8	4	1	1	0	0	57	
41	10	3	1	0	0	0	55	
52	9	1	0	0	0	0	62	
172	35	10	2	1	0	0	220	
56	8	0	0	1	0	0	65	
49	7	4	0	1	0	0	61	
55	6	4	1	2	0	0	68	
56	9	6	1	2	0	0	74	
216	30	14	2	6	0	0	268	
70	8	5	1	1	0	0	85	
57	10	1	1	0	0	0	69	
48	2	0	0	4	0	0	54	
48	16	3	0	3	0	0	70	
223	36	9	2	8	0	0	278	
79	8	4	1	0	0	0	92	
59	15	3	2	2	0	0	81	
53	13	2	1	1	0	0	70	
50	10	3	0	2	0	0	65	
241	46	12	4	5	0	0	308	
88	14	2	1	1	0	0	106	
87	13	3	4	2	0	0	109	
79	21	2	2	2	0	0	106	
80	17	0	2	3	1	0	103	
334	65	7	9	8	1	0	424	
99	21	0	1	1	0	0	122	
110	16	0	0	1	0	0	127	
91	20	0	0	0	0	0	111	
79	16	0	0	0	0	0	95	
379	73	0	1	2	0	0	455	
76	10	1	0	1	2	0	90	
74	9	1	0	1	0	0	85	
64	9	1	1	0	0	0	75	
68	5	0	0	2	0	0	75	
282	33	3	1	4	2	0	325	
2563	489	90	38	58	6	0	3244	

Origin Arm A L4023 Blackfriary

Destination: Arm B R154(E)							Total
C#	LGV	OGV1	OGV2	PSV	MC	PC	
30	7	0	1	0	0	0	38
13	8	1	2	0	0	0	24
15	7	1	1	0	0	0	24
20	3	0	0	0	0	0	23
78	25	2	4	0	0	0	109
17	4	3	0	1	0	0	25
10	3	2	0	0	0	0	15
20	7	1	1	0	0	0	29
22	8	0	0	2	0	0	32
69	22	6	1	3	0	0	101
13	5	0	0	0	0	0	18
15	4	2	0	0	0	0	21
15	3	0	1	0	0	0	19
10	3	0	2	0	0	0	15
53	15	2	3	0	0	0	73
15	3	1	0	2	0	0	21
9	1	1	0	1	0	0	12
13	2	1	1	1	0	0	18
13	3	1	1	1	0	0	19
50	9	4	2	5	0	0	70
15	5	0	1	0	0	0	21
12	3	1	0	1	0	0	17
9	2	2	0	0	0	0	13
16	2	1	0	0	0	0	19
52	12	4	1	1	0	0	70
14	6	0	1	0	0	0	21
11	6	0	2	0	0	0	19
19	6	1	2	1	0	0	29
16	0	1	0	1	0	0	18
60	18	2	5	2	0	0	87
8	4	0	0	0	0	0	12
13	7	1	0	0	0	0	21
12	5	0	1	0	0	0	18
24	6	2	0	0	0	0	32
57	22	3	1	0	0	0	83
22	4	1	0	0	0	0	27
13	6	3	0	0	0	0	22
23	1	2	0	2	0	0	28
21	4	1	1	0	0	0	27
79	15	7	1	2	0	0	104
30	7	1	1	1	0	0	40
14	4	1	0	0	0	0	19
15	5	0	2	1	0	0	23
17	3	0	1	1	0	0	21
76	19	2	3	3	0	0	103
20	8	0	0	0	0	0	28
23	8	2	2	1	1	0	36
16	3	0	0	1	0	0	20
25	8	1	2	0	0	0	36
84	27	3	4	2	0	0	120
30	6	0	1	0	0	0	37
24	11	0	0	0	0	0	35
47	7	1	0	1	0	0	56
19	6	1	1	0	1	0	28
120	30	2	2	1	1	0	156
24	3	0	0	0	0	1	28
29	2	0	2	0	0	0	33
19	6	1	0	1	0	0	27
21	0	0	0	1	0	0	22
93	11	1	2	2	0	1	110
871	225	38	29	21	1	1	1188

Destination: Am C Kells Road								Total
Cnr	LGV	OGV1	OGV2	PSV	MC	PC		
2	1	0	0	0	0	0	3	
7	3	1	0	0	0	0	11	
5	0	0	0	0	0	0	5	
15	3	0	0	1	0	0	38	
29	7	1	0	1	0	0	19	
16	2	0	0	0	0	0	18	
30	6	1	0	0	0	0	37	
39	5	0	0	2	0	2	48	
37	3	0	0	1	0	0	41	
122	16	1	0	3	0	2	144	
27	5	0	0	1	0	0	33	
16	0	0	0	2	0	0	18	
17	2	0	0	0	0	0	19	
10	3	0	0	0	0	0	13	
70	10	0	0	3	0	0	83	
15	2	0	0	0	0	0	17	
14	1	0	0	0	0	0	15	
8	4	1	0	0	0	0	13	
5	3	0	0	0	0	0	8	
42	10	1	0	0	0	0	53	
12	1	0	0	0	0	1	14	
11	1	0	0	0	0	0	12	
15	2	0	0	0	0	0	17	
5	1	0	0	0	0	0	6	
43	5	0	0	0	0	1	49	
8	2	0	0	0	0	0	10	
7	1	1	0	0	0	0	9	
8	1	1	0	0	0	0	10	
10	1	0	0	0	0	1	12	
33	5	2	0	0	0	1	41	
14	1	1	0	0	0	0	16	
10	3	0	0	0	0	0	13	
14	0	0	0	0	0	0	14	
18	1	0	1	0	0	0	20	
56	5	1	1	0	0	0	63	
11	1	0	0	0	0	0	12	
11	1	1	0	0	0	0	13	
12	1	0	0	1	0	0	14	
18	0	0	0	0	0	0	18	
52	3	1	0	1	0	0	57	
16	2	0	0	0	0	0	18	
15	1	0	0	1	0	0	17	
18	4	0	0	0	0	1	23	
18	2	0	0	0	0	21	0	
67	9	0	0	1	1	1	79	
13	1	0	0	0	0	0	14	
10	0	0	0	0	0	0	10	
9	3	1	0	0	0	0	13	
12	3	1	1	0	0	0	17	
44	7	2	1	0	0	0	54	
14	3	0	0	0	0	0	17	
20	3	0	0	0	0	0	23	
14	1	0	0	0	0	0	15	
21	2	0	0	0	0	0	23	
69	9	0	0	0	0	0	78	
8	1	0	0	0	0	0	9	
13	5	0	0	0	0	0	18	
7	0	0	0	0	0	0	7	
14	6	0	0	0	0	0	20	
42	12	0	0	0	0	0	54	
669	98	9	2	9	1	5	793	

Destination : Arm D R154(W)							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	2
2	1	1	0	0	0	0	2
4	1	2	0	0	0	0	3
3	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0
0	2	0	0	0	0	0	2
5	0	1	0	0	0	0	1
12	2	1	0	0	0	0	3
3	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
7	1	0	0	0	0	0	1
1	2	0	1	0	0	0	3
2	1	0	0	0	0	0	1
2	0	1	0	0	0	0	1
1	0	0	0	0	0	0	0
6	3	1	1	0	0	0	5
1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	1
6	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0
10	1	0	0	0	0	0	1
7	1	0	0	0	0	0	1
4	0	0	0	0	0	0	0
3	0	0	1	0	0	0	1
1	0	0	0	0	0	0	0
15	1	0	1	0	0	0	2
3	0	0	0	0	1	0	1
2	1	0	0	0	0	0	1
4	0	0	0	0	0	0	0
3	1	1	0	0	0	0	2
12	2	1	0	0	1	0	4
3	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0
2	0	0	0	1	0	0	1
2	0	0	0	1	0	0	1
10	0	0	0	2	0	0	2
2	0	0	0	0	0	0	0
8	2	0	0	0	0	0	2
4	0	1	1	0	0	0	2
1	0	0	0	0	0	0	0
15	2	1	1	0	0	0	4
2	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0
2	1	0	0	0	0	0	1
6	1	0	0	0	0	0	1
14	2	0	0	0	0	0	2
4	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0
1	1	0	0	0	0	0	1
15	1	0	0	0	0	0	1
4	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0
135	16	6	3	2	1	0	18

42	Arm Totals
35	
31	
154	
47	
260	
79	
79	
54	
40	
41	
29	
164	
42	
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34	
28	
134	
36	
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36	
26	
130	
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32	
43	
31	
145	
32	
37	
36	
38	
45	
48	
173	
52	
43	
201	
44	
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36	
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190	
58	
60	
79	
53	
250	
41	
54	
38	
46	
179	
2142	

[illegible]

Destination : Am C Kells Road							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
7	1	0	0	0	0	0	8
10	2	1	0	0	0	0	13
17	6	0	0	0	0	0	23
14	3	2	0	2	0	0	21
48	12	3	0	2	0	0	65
15	4	1	0	1	0	0	21
22	0	1	0	1	0	0	24
27	1	0	0	2	0	0	30
26	5	0	0	0	0	0	31
90	10	2	0	4	0	0	106
22	1	0	1	1	0	0	25
16	4	1	0	2	0	0	23
11	8	2	1	0	0	0	22
14	1	0	1	0	0	0	16
63	14	3	3	3	0	0	86
17	2	0	0	0	0	0	19
10	5	3	0	0	0	0	18
14	4	1	0	1	0	0	20
17	4	0	0	0	0	0	21
58	15	4	0	1	0	0	78
19	3	0	0	0	0	0	22
18	2	2	0	0	0	0	22
14	1	2	0	0	0	0	17
22	0	0	1	0	0	0	23
73	6	4	1	0	0	0	84
37	2	0	0	0	0	0	39
26	2	0	0	0	0	0	28
26	1	0	0	1	0	0	28
20	2	1	0	0	0	0	23
109	7	1	0	1	0	0	118
25	3	0	0	0	0	0	28
26	3	0	0	0	0	0	28
29	6	0	2	1	0	0	39
22	2	2	0	2	0	0	28
102	14	2	2	3	0	0	123
29	0	0	0	1	0	0	30
21	4	0	0	0	0	0	25
28	2	0	1	3	1	0	35
25	1	0	1	0	0	0	27
103	7	0	2	4	1	0	117
32	1	2	0	1	0	0	36
27	4	0	0	1	0	0	32
33	2	0	0	0	0	0	35
24	4	0	0	0	0	0	28
116	11	2	0	2	0	0	131
33	7	0	0	2	0	0	42
25	1	3	0	1	0	0	39
25	1	0	0	0	0	0	27
25	8	0	0	0	0	0	33
112	23	3	1	2	0	0	141
48	7	0	0	2	0	0	57
47	7	0	0	0	0	0	54
29	9	0	0	0	0	0	38
41	5	0	0	0	1	0	47
165	28	0	0	2	1	0	196
35	4	0	1	0	0	0	40
29	6	1	0	0	0	0	36
24	2	0	0	0	0	0	26
28	1	0	0	1	0	0	30
116	13	1	1	1	0	0	132
1155	160	25	10	25	2	0	1377

Destination : Arm D R154(W)							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
21	3	1	0	3	0	0	20
17	4	0	0	1	0	0	13
10	4	0	0	1	0	0	10
26	11	1	1	0	0	0	30
64	22	3	1	5	0	0	95
19	4	0	0	1	0	0	24
27	6	2	0	1	1	0	37
43	5	1	1	2	0	0	52
37	13	1	1	1	0	0	53
126	28	4	2	5	1	0	166
36	5	1	1	4	0	0	47
31	5	1	0	1	0	0	30
19	7	1	0	1	0	0	28
18	4	1	2	0	0	0	25
104	21	4	3	6	0	0	138
19	5	1	0	0	0	0	25
26	3	0	2	1	0	0	33
19	9	0	1	0	0	0	29
23	6	4	2	0	0	0	35
87	23	5	5	1	0	0	122
25	8	1	1	0	0	0	35
17	8	3	1	1	0	0	30
17	6	2	1	1	0	0	27
26	2	1	0	0	0	0	29
85	24	7	3	2	0	0	122
26	3	2	0	0	0	0	31
35	8	4	0	0	0	0	47
37	8	2	1	1	0	0	49
29	5	0	0	0	0	0	34
127	24	8	1	1	0	0	167
35	6	0	0	1	0	0	42
39	7	4	0	1	0	0	51
36	3	3	1	1	0	0	44
40	9	5	1	2	0	0	57
150	25	12	2	5	0	0	194
35	9	3	1	1	0	0	49
40	8	2	2	0	0	0	52
38	3	0	1	2	0	0	44
35	11	3	1	0	0	0	50
148	31	8	5	3	0	0	195
58	8	4	1	0	0	0	77
43	9	2	2	1	0	0	57
42	8	1	0	1	0	0	52
35	5	2	0	1	0	0	43
178	30	9	3	3	0	0	223
56	11	1	1	1	0	0	70
56	12	3	3	1	0	0	75
44	23	1	1	0	0	0	69
62	12	0	2	2	1	0	70
216	58	5	7	4	1	0	293
62	18	0	1	0	0	0	87
69	14	0	1	0	0	0	84
66	14	0	1	0	0	0	87
39	15	0	0	0	1	0	55
236	61	0	2	1	1	0	307
46	8	1	1	1	1	0	58
54	5	1	0	1	0	0	61
39	5	0	0	0	0	0	44
54	7	0	0	2	1	0	64
193	25	2	1	4	2	0	227
1716	372	67	35	40	5	0	2230

	Am Totals
	56
	64
	94
	261
	67
	109
	132
	111
	419
	82
	67
	308
	58
	72
	70
	276
	75
	67
	94
	69
	106
	76
	361
	117
	101
	111
	429
	106
	95
	404
	121
	121
	100
	482
	147
	142
	156
	586
	178
	188
	154
	145
	665
	133
	114
	97
	141
	485
	4954

Origin	Arm C. Kells Road							Total
	Destination : Arm A L4023 Blackfriary							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2
1 Hr	3	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
09:00	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	0	1
1 Hr	1	1	0	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1
12:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
13:00	1	1	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1
1 Hr	2	1	0	0	0	0	0	3
14:00	1	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
18:00	1	0	0	0	0	0	0	1
18:15	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	3	0	0	0	0	0	0	3
Total	19	2	0	0	0	0	0	21

Destination : Arm B R154(E)							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2
3	0	0	0	0	0	0	3
0	0	1	0	0	0	0	1
7	0	1	0	0	0	0	8
0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	1	0	2
1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3
1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2
0	0	0	1	0	0	0	1
1	0	1	0	0	0	0	2
4	0	1	1	0	0	0	6
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
2	1	0	0	0	0	0	3
2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	1
4	1	0	0	1	0	0	6
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3
5	0	0	0	0	0	0	5
2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	2
8	1	0	0	0	0	0	9
2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	3
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	4
7	0	0	0	0	0	0	7
47	2	2	1	1	1	0	54

[illegible][illegible]

2	Arm Totals
3	
3	
14	
0	
2	
1	
0	
3	
6	
2	
0	
2	
2	
6	
1	
0	
2	
2	
1	
5	
5	
1	
9	
4	
1	
0	
0	
5	
2	
2	
14	
7	
5	
0	
2	
2	
14	
0	
0	
10	
2	
2	
3	
2	
9	
5	
5	
21	
113	

Origin Arm D R154(W)

	Destination : Arm A L4023 Blackfriary							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	2	1	0	0	0	0	0	3
07:15	2	2	1	0	0	0	0	5
07:30	10	3	0	0	0	0	0	13
07:45	13	4	0	0	0	0	0	17
1 Hr	27	10	1	0	0	0	0	38
08:00	13	2	0	0	0	0	0	15
08:15	25	3	1	0	1	0	0	30
08:30	29	5	0	0	1	0	0	35
08:45	21	3	0	0	0	0	0	24
1 Hr	88	13	1	0	2	0	0	104
09:00	4	4	0	0	0	0	0	8
09:15	13	1	0	0	0	0	0	14
09:30	8	3	0	0	0	0	0	11
09:45	14	1	0	0	0	0	0	15
1 Hr	39	9	0	0	0	0	0	48
10:00	9	8	0	0	0	0	0	17
10:15	18	1	0	1	0	0	0	20
10:30	6	3	0	1	0	0	0	10
10:45	7	0	0	1	0	0	0	8
1 Hr	40	12	0	3	0	0	0	55
11:00	15	1	1	0	0	0	0	17
11:15	11	0	0	0	0	0	0	11
11:30	6	4	0	0	0	0	0	10
11:45	17	0	0	0	0	0	0	17
1 Hr	49	5	1	0	0	0	0	55
12:00	15	0	0	0	0	0	0	15
12:15	19	1	0	0	0	0	0	20
12:30	15	2	0	0	0	0	0	17
12:45	13	4	1	0	0	0	0	18
1 Hr	62	7	1	0	0	0	0	70
13:00	9	2	0	0	0	0	0	11
13:15	15	2	1	0	0	1	0	19
13:30	8	3	1	0	0	0	0	12
13:45	15	3	1	0	0	0	0	19
1 Hr	47	10	3	0	0	1	0	61
14:00	27	0	0	0	0	0	0	27
14:15	20	2	0	0	0	0	0	22
14:30	12	1	0	0	0	0	0	13
14:45	13	0	0	1	0	0	0	14
1 Hr	72	3	0	1	0	0	0	76
15:00	22	2	0	0	0	0	0	24
15:15	18	1	1	0	0	0	0	20
15:30	18	6	1	0	1	0	0	26
15:45	15	4	1	0	0	0	0	20
1 Hr	73	13	3	0	1	0	0	90
16:00	23	10	0	0	1	0	0	34
16:15	19	4	0	0	0	1	0	24
16:30	29	3	0	0	0	0	0	32
16:45	23	5	0	0	0	0	0	28
1 Hr	94	22	0	0	2	0	0	118
17:00	24	7	1	0	0	0	0	32
17:15	23	4	0	0	0	0	0	27
17:30	17	1	1	0	0	0	0	19
17:45	36	3	0	0	0	0	0	39
1 Hr	100	15	2	0	0	0	0	117
18:00	21	4	0	0	0	0	0	25
18:15	16	5	0	0	0	0	0	21
18:30	12	2	0	0	0	0	0	14
18:45	17	2	1	0	0	0	0	20
1 Hr	66	13	1	0	0	0	0	80
Total	757	132	13	4	5	1	0	912

	Destination : Arm B R154(E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
42	16	1	3	2	1	0	0	65
45	6	1	0	5	0	0	0	57
54	5	2	3	2	0	0	0	66
60	8	1	0	2	0	0	0	71
201	35	5	6	11	1	0	0	259
64	14	3	2	1	0	0	0	84
51	11	1	2	1	1	0	0	67
54	11	3	0	2	0	0	0	70
44	13	1	1	0	0	0	0	59
213	49	8	5	4	1	0	0	280
37	9	1	2	2	0	0	0	51
49	5	2	2	1	0	0	0	59
45	7	2	0	0	0	0	0	54
48	7	3	3	2	0	0	0	63
179	28	8	7	5	0	0	0	227
42	6	1	1	0	0	0	0	50
40	5	5	0	0	0	0	0	50
37	11	2	0	2	0	0	0	52
41	7	1	1	1	0	0	0	51
160	29	9	2	3	0	0	0	203
49	7	2	2	0	0	0	0	60
28	11	1	2	1	0	0	0	43
36	5	1	2	1	0	0	0	45
40	3	0	1	0	0	0	0	44
153	26	4	7	2	0	0	0	192
39	11	0	0	1	0	0	0	51
42	3	5	1	0	0	0	0	51
46	0	1	0	3	0	0	0	50
46	4	2	0	1	0	0	0	53
173	18	8	1	5	0	0	0	205
58	8	1	2	0	0	0	0	69
42	2	1	4	1	0	0	0	50
50	12	2	1	1	0	0	0	66
40	1	2	0	2	0	0	0	45
190	23	6	7	4	0	0	0	230
56	5	0	0	2	0	0	0	63
34	7	3	2	2	0	0	0	48
46	8	3	4	1	0	0	0	62
40	4	1	0	1	0	0	0	46
176	24	7	6	6	0	0	0	219
51	7	1	0	1	0	0	0	60
41	6	6	3	2	0	0	0	58
49	9	1	1	2	0	0	0	62
40	8	0	0	0	0	0	0	48
181	30	8	4	5	0	0	0	228
56	6	2	0	2	0	0	0	66
43	16	1	2	2	0	0	0	64
53	11	1	3	2	0	0	0	70
48	14	1	0	0	0	0	0	63
200	47	5	5	6	0	0	0	263
66	9	1	1	1	1	0	0	79
37	5	0	1	1	0	0	0	44
55	5	0	0	0	0	0	0	60
55	7	1	0	0	0	0	0	63
213	26	2	2	2	1	0	0	246
38	8	0	0	1	0	0	0	47
35	4	1	1	1	0	0	0	42
52	8	0	1	0	0	0	0	61
37	5	0	0	1	0	0	0	43
162	25	1	2	3	0	0	0	193
2201	360	71	54	56	3	0	0	2745

	Destination : Arm C Kells Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
9	2	1	0	0	0	0	0	12
8	4	0	0	0	0	0	0	12
14	6	2	0	0	0	0	0	22
20	5	0	0	0	0	0	0	25
51	17	3	0	0	0	0	0	71
43	3	2	0	3	0	0	0	51
31	3	0	0	1	0	0	0	35
53	10	0	0	2	0	0	0	65
47	4	0	0	0	0	0	0	51
174	20	2	0	6	0	0	0	202
41	5	0	0	0	1	0	0	47
26	5	0	0	1	0	0	0	32
32	5	0	0	1	0	0	0	38
48	8	1	0	0	0	0	0	57
147	23	1	0	2	1	0	0	174
27	3	1	0	1	1	0	0	33
16	5	0	0	2	0	0	0	23
20	4	0	0	0	0	0	0	24
32	3	3	0	0	0	0	0	38
95	15	4	0	3	1	0	0	118
34	4	0	1	0	0	0	0	39
15	5	0	0	0	0	0	0	20
44	4	1	0	0	0	0	0	49
32	3	0	0	0	0	0	0	35
125	16	1	1	0	0	0	0	143
25	6	1	0	0	0	0	0	32
34	0	0	0	0	0	0	0	34
36	6	1	0	0	0	0	0	43
39	3	1	0	1	0	0	0	44
134	15	3	0	1	0	0	0	153
33	7	0	0	1	0	0	0	41
30	6	0	0	0	0	0	0	36
38	9	0	0	0	0	0	0	47
35	2	0	0	0	0	0	0	37
136	24	0	0	1	0	0	0	161
29	3	1	0	3	0	0	0	36
31	3	0	0	0	0	0	0	34
25	4	0	0	3	0	0	0	32
30	0	0	0	2	0	0	0	32
115	10	1	0	8	0	0	0	134
37	7	0	0	0	0	0	0	44
37	5	0	0	0	0	0	0	42
28	7	2	0	1	1	0	0	39
37	4	1	0	0	0	0	0	42
139	23	3	0	1	1	0	0	167
25	4	1	0	0	0	0	0	30
42	6	1	1	0	0	0	0	50
34	3	1	0	0	0	0	0	38
34	4	0	0	2	0	0	0	40
135	17	3	1	2	0	0	0	158
51	2	0	0	0	0	0	0	53
36	7	0	0	0	0	0	0	43
36	5	0	0	0	1	0	0	42
35	2	0	0	0	0	0	0	37
158	16	0	0	0	1	0	0	175
34	3	0	1	0	0	0	0	38
35	4	0	0	1	0	0	0	40
26	5	3	0	0	0	0	0	34
32	4	0	0	0	0	0	0	36
127	16	3	1	1	0	0	0	148
1536	212	24	3	25	4	0	0	1804

ORIGIN SUMMARY

	Origin : Arm A L4023 Blackfriary							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	33	8	0	1	0	0	0	42
07:15	20	11	2	2	0	0	0	35
07:30	21	7	2	1	0	0	0	31
07:45	37	7	1	0	1	0	0	46
1 Hr	111	33	5	4	1	0	0	154
08:00	37	6	3	0	1	0	0	47
08:15	43	9	3	0	0	0	0	55
08:30	59	14	1	1	2	0	2	79
08:45	64	11	1	0	3	0	0	79
1 Hr	203	40	8	1	6	0	2	260
09:00	43	10	0	0	1	0	0	54
09:15	32	4	2	0	2	0	0	40
09:30	35	5	0	1	0	0	0	41
09:45	20	7	0	2	0	0	0	29
1 Hr	130	26	2	3	3	0	0	164
10:00	31	7	1	1	2	0	0	42
10:15	25	3	1	0	1	0	0	30
10:30	23	6	3	1	1	0	0	34
10:45	19	6	1	1	1	0	0	28
1 Hr	98	22	6	3	5	0	0	134
11:00	28	6	0	1	0	0	1	36
11:15	25	5	1	0	1	0	0	32
11:30	30	4	2	0	0	0	0	36
11:45	22	3	1	0	0	0	0	26
1 Hr	105	18	4	1	1	0	1	130
12:00	29	9	0	1	0	0	0	39
12:15	22	7	1	2	0	0	0	32
12:30	30	7	2	3	1	0	0	43
12:45	27	1	1	0	1	0	1	31
1 Hr	108	24	4	6	2	0	1	145
13:00	25	5	1	0	0	1	0	32
13:15	25	11	1	0	0	0	0	37
13:30	30	5	0	1	0	0	0	36
13:45	45	8	3	1	0	0	0	57
1 Hr	125	29	5	2	0	1	0	162
14:00	36	5	1	0	0	0	0	42
14:15	27	7	4	0	0	0	0	38
14:30	37	2	2	0	4	0	0	45
14:45	41	4	1	1	1	0	0	48
1 Hr	141	18	8	1	5	0	0	173
15:00	48	9	1	1	1	0	0	60
15:15	37	7	1	0	1	0	0	46
15:30	37	9	1	3	1	0	1	52
15:45	36	5	0	0	1	1	0	43
1 Hr	158	30	3	4	4	1	1	201
16:00	35	9	0	0	4	0	0	44
16:15	37	8	2	2	1	0	0	50
16:30	27	7	1	0	1	0	0	36
16:45	43	12	2	3	0	0	0	60
1 Hr	142	36	5	5	2	0	0	190
17:00	48	9	0	1	0	0	0	58
17:15	46	14	0	0	0	0	0	60
17:30	69	8	1	0	1	0	0	79
17:45	41	9	1	1	0	1	0	53
1 Hr	204	40	2	2	1	1	0	250
18:00	36	4	0	0	0	0	1	41
18:15	45	7	0	2	0	0	0	54
18:30	30	6	1	0	1	0	0	38
18:45	39	6	0	0	1	0	0	46
1 Hr	150	23	1	2	2	0	1	179
Total	1675	339	53	34	32	3	6	2142

	Origin : Arm B R154(E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
41	9	1	1	4	0	0	0	56
30	12	4	0	1	0	0	0	47
47	16	0	0	1	0	0	0	64
63	24	3	2	2	0	0	0	94
1 Hr	181	61	8	3	8	0	0	261
48	12	2	1	4	0	0	0	67
85	13	4	1	5	1	0	0	109
108	14	3	2	5	0	0	0	132
84	23	2	1	1	0	0	0	111
1 Hr	325	62	11	5	15	1	0	419
70	12	1	2	5	0	0	0	90
62	13	3	0	4	0	0	0	82
44	17	4	2	2	0	0	0	69
57	6	1	3	0	0	0	0	67
1 Hr	233	48	9	7	11	0	0	308
47	9	1	1	0	0	0	0	58
53	11	5	2	1	0	0	0	72
46	18	2	2	2	0	0	0	70
51	16	5	3	1	0	0	0	76
1 Hr	197	54	13	8	4	0	0	276
53	14	2	5	1	0	0	0	75
46	13	5	2	1	0	0	0	67
43	14	7	2	1	0	0	0	67
56	6	5	2	0	0	0	0	69
1 Hr	198	47	19	11	3	0	0	278
76	9	3	1	0	0	0	0	89
71	13	6	0	0	0	0	0	90
83	14	3	2	4	0	0	0	106
61	12	1	0	2	0	0	0	76
1 Hr	291	48	13	3	6	0	0	361
81	16	1	0	2	0	0	0	100
90	20	6	0	1	0	0	0	117
79	11	6	3	2	0	0	0	101
78	16	10	3	4	0	0	0	111
1 Hr	328	63	23	6	9	0	0	429
83	11	5	3	4	0	0	0	106
82	16	3	3	0	0	0	0	104
77	7	0	5	5	1	0	0	95
74	16	5	2	2	0	0	0	99
1 Hr	316	50	13	13	11	1	0	404
112	14	10	2	2	0	0	0	140
86	23	3	6	3	0	0	0	121
97	17	6	0	1	0	0	0	121
80	15	3	1	1	0	0	0	100
1 Hr	375	69	22	9	7	0	0	482
117	23	2	2	3	0	0	0	147
99	29	8	4	1	0	0	0	141
105	33	2	2	0	0	0	0	142
122	28	0	2	3	1	0	0	156
1 Hr	443	113	12	10	7	1	0	586
141	31	3	1	2	0	0	0	178
158	28	0	1	1	0	0	0	188
122	31	0	1	0	0	0	0	154
118	25	0	0	0	2	0	0	145
1 Hr	539	115	3	3	3	2	0	665
111	15	2	3	1	1	0	0	133
100	11	2	0	1	0	0	0	114
88	8	1	0	0	0	0	0	97
125	11	0	0	4	1	0	0	141
1 Hr	424	45	5	3	6	2	0	485
Total	3850	775	151	81	90	7	0	4954

	Origin : Arm C Kells Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
2	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	3
3	2	1	0	0	0	0	0	6
1 Hr	11	2	1	0	0	0	0	14
0	0	0	0	0	0	0	0	0
1	0	0	0	0	1	0	0	2
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
2	0	0	0	0	1	0	0	3
2	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	6
1	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	2
0	0	0	1	0	0	0	0	1
1	0	1	0	0	0	0	0	2
4	0	1	1	0	0	0	0	6
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	2
0	1	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	5
2	1	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	2
1	0	0	0	1	0	0	0	2
1 Hr	7	1	0	0	1	0	0	9
1	1	0	0	0	0	0	0	2
0	1	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	5
1	0	0	0	0	0	0	0	1
7	2	0	0	0	0	0	0	9
4	0	0	0	0	0	0	0	4
1	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	7
5	0	0	0	0	0	0	0	5
3	0	1	0	1	0	0	0	5
2	0	0	0	0	0	0	0	2
1	1	0	0	0	0	0	0	2
11	1	1	0	1	0	0	0	14
6	0	1	0	0	0	0	0	7
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	3
1 Hr	9	0	1	0	0	0	0	10
2	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	2
1	1	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	3
1 Hr	8	1	0	0	0	0	0	9
4	1	0	0	0	0	0	0	5
5	0	0	0	0	0	0	0	5
1	1	0	0	0	0	0	0	2
9	0	0	0	0	0	0	0	9
1 Hr	19	2	0	0	0	0	0	21
Total	95	10	4	1	2	1	0	113

DESTINATION SUMMARY

	Destination : Arm A L4023 Blackfriary							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	15	6	0	1	1	0	0	23
07:15	16	8	3	0	0	0	0	27
07:30	30	9	0	0	0	0	0	39
07:45	38	14	0	1	0	0	0	53
1 Hr	99	37	3	2	1	0	0	142
08:00	27	6	1	1	2	0	0	37
08:15	62	10	2	1	4	0	0	79
08:30	67	13	2	1	2	0	0	85
08:45	42	8	1	0	0	0	0	51
1 Hr	198	37	6	3	8	0	0	252
09:00	17	10	0	0	0	0	0	27
09:15	28	5	1	0	1	0	0	35
09:30	22	5	1	1	1	0	0	30
09:45	39	2	0	0	0	0	0	41
1 Hr	106	22	2	1	2	0	0	133
10:00	20	10	0	1	0	0	0	31
10:15	35	4	2	1	0	0	0	42
10:30	19	8	1	2	1	0	0	31
10:45	18	6	1	2	1	0	0	28
1 Hr	92	28	4	6	2	0	0	132
11:00	24	4	2	4	1	0	0	35
11:15	23	3	0	1	0	0	0	27
11:30	18	11	3	1	0	0	0	33
11:45	25	5	4	1	0	0	0	35
1 Hr	90	23	9	7	1	0	0	130
12:00	28	4	1	1	0	0	0	34
12:15	29	4	2	0	0	0	0	35
12:30	36	7	1	1	2	0	0	47
12:45	26	9	1	0	2	0	0	38
1 Hr	119	24	5	2	4	0	0	154
13:00	31	10	1	0	1	0	0	43
13:15	40	12	3	0	0	1	0	56
13:30	22	5	4	0	0	0	0	31
13:45	32	8	4	2	0	0	0	46
1 Hr	125	35	12	2	1	1	0	176
14:00	47	2	2	2	2	0	0	55
14:15	41	6	1	1	0	0	0	49
14:30	23	3	0	3	0	0	0	29
14:45	27	4	2	1	2	0	0	36
1 Hr	138	15	5	7	4	0	0	169
15:00	44	7	4	1	1	0	0	57
15:15	35	11	2	4	1	0	0	53
15:30	40	13	6	0	1	0	0	60
15:45	36	10	2	1	0	0	0	49
1 Hr	155	41	14	6	3	0	0	219
16:00	52	15	1	1	1	0	0	70
16:15	33	14	2	1	1	0	0	51
16:30	65	12	1	0	0	0	0	78
16:45	59	13	0	0	1	0	0	73
1 Hr	209	54	4	2	3	0	0	272
17:00	55	13	4	0	0	0	0	72
17:15	66	11	0	1	0	0	0	78
17:30	44	9	1	0	0	0	0	54
17:45	75	8	0	0	0	0	0	83
1 Hr	240	41	5	1	0	0	0	287
18:00	52	7	1	1	0	0	0	61
18:15	35	5	0	0	0	0	0	40
18:30	37	3	1	0	0	0	0	41
18:45	60	5	1	0	1	0	0	67
1 Hr	184	20	3	1	1	0	0	209
Total	1755	377	72	40	30	1	0	2275

	Destination : Arm B R154(E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
74	23	1	4	2	1	0	0	105
60	14	2	2	5	0	0	0	83
72	12	3	4	2	0	0	0	93
80	11	2	0	2	0	0	0	95
286	60	8	10	11	1	0	0	376
81	18	6	2	2	0	0	0	109
61	14	3	2	1	2	0	0	83
75	18	4	1	2	0	0	0	100
66	21	1	1	2	0	0	0	91
283	71	14	6	7	2	0	0	383
51	14	1	2	2	0	0	0	70
66	9	4	2	1	0	0	0	82
60	10	2	1	0	0	0	0	73
58	10	3	5	2	0	0	0	78
235	43	10	10	5	0	0	0	303
58	9	2	1	2	0	0	0	72
51	6	6	0	1	0	0	0	64
50	13	3	2	3	0	0	0	71
55	10	3	2	2	0	0	0	72
214	38	14	5	8	0	0	0	279
64	12	2	3	0	0	0	0	81
40	14	2	2	2	0	0	0	60
47	7	3	2	1	0	0	0	60
56	5	1	1	0	0	0	0	63
207	38	8	8	3	0	0	0	264
55	18	0	1	1	0	0	0	75
55	9	5	3	0	0	0	0	72
65	6	2	2	4	0	0	0	79
62	4	3	0	3	0	0	0	72
237	37	10	6	8	0	0	0	298
66	12	1	2	0	0	0	0	81
55	9	2	4	1	0	0	0	71
65	17	2	2	1	0	0	0	87
64	7	4	0	2	0	0	0	77
250	45	9	8	4	0	0	0	316
79	9	1	0	2	0	0	0	91
48	13	6	2	2	0	0	0	71
70	9	5	4	3	0	0	0	91
61	8	2	1	1	0	0	0	73
258	39	14	7	8	0	0	0	326
86	14	2	1	2	0	0	0	105
57	10	7	3	2	0	0	0	79
64	14	1	3	3	0	0	0	85
58	12	0	0	1	0	0	0	71
265	50	10	7	8	0	0	0	340
78	14	2	0	2	0	0	0	96
66	24	3	4	3	0	0	0	100
69	14	1	3	3	0	0	0	90
74	22	2	2	0	0	0	0	100
287	74	8	9	8	0	0	0	386
97	15	1	2	1	1	0	0	117
61	16	0	1	1	0	0	0	79
102	12	1	0	1	0	0	0	116
75	13	2	1	0	1	0	0	92
335	56	4	4	3	2	0	0	404
64	11	0	0	1	0	1	77	77
64	6	1	3	1	0	0	75	75
72	14	1	1	1	0	0	89	89
62	5	0	0	2	0	0	69	69
262	36	2	4	5	0	1	310	310
3119	587	111	84	78	5	1	3985	3985

	Destination : Arm C Kells Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
18	4	1	0	0	0	0	0	23
25	9	2	0	0	0	0	0	36
36	12	2	0	0	0	0	0	50
49	11	2	0	3	0	0	0	65
128	36	7	0	3	0	0	0	174
74	9	3	0	4	0	0	0	90
83	9	2	0	2	0	0	0	96
119	16	0	0	6	0	2	143	143
110	12	0	0	1	0	0	123	123
386	46	5	0	13	0	2	452	452
90	11	0	1	2	1	0	105	105
58	9	1	0	5	0	0	73	73
60	15	2	1	1	0	0	79	79
72	12	1	1	0	0	0	86	86
280	47	4	3	8	1	0	343	343
59	7	1	0	1	1	0	69	69
40	11	3	0	2	0	0	56	56
42	12	2	0	1	0	0	57	57
54	10	3	0	0	0	0	67	67
195	40	9	0	4	1	0	249	249
65	8	0	1	0	0	1	75	75
44	8	2	0	0	0	0	54	54
73	7	3	0	0	0	0	83	83
59	4	0	1	0	0	0	64	64
241	27	5	2	0	0	1	276	276
70	10	1	0	0	0	0	81	81
67	3	1	0	0	0	0	71	71
70	8	2	0	1	0	0	81	81
69	6	2	0	1	0	1	79	79
276	27	6	0	2	0	1	312	312
72	11	1	0	1	0	0	85	85
66	12	0	0	0	0	0	78	78
81	15	0	2	1	0	0	99	99
75	5	2	1	2	0	0	85	85
294	43	3	3	4	0	0	347	347
69	4	1	0	4	0	0	78	78
63	8	1	0	0	0	0	72	72
65	7	0	1	7	1	0	81	81
73	1	0	1	2	0	0	77	77
270	20	2	2	13	1	0	308	308
85	10	2	0	1	0	0	98	98
79	10	0	0	2	0	0	91	91
79	13	2	0	1	1	1	97	97
79	10	1	0	0	1	0	91	91
322	43	5	0	4	2	1	377	377
71	12	1	0	2	0	0	86	86
81	13	4	1	0	0	0	99	99
68	7	2	1	0	0	0	78	78
71	15	1	1	2	0	0	90	90
291	47	8	3	4	0	0	353	353
113	12	0	0	2	0	0	127	127
103	17	0	0	0	0	0	120	120
79	15	0	0	0	1	0	95	95
97	9	0	0	0	1	0	107	107
392	53	0	0	2	2	0	449	449
77	8	0	2	0	0	0	87	87
77	15	1	0	1	0	0	94	94
57	7	3	0	0	0	0	67	6

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

Destination: Arm B R933 Haggard Street							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
8	3	1	0	0	0	0	12
20	8	1	0	0	0	0	29
29	11	1	0	0	0	0	41
39	8	1	0	1	0	0	49
96	30	4	0	1	0	0	131
61	7	1	0	1	0	0	70
74	9	2	0	1	0	0	86
99	14	0	0	3	0	2	118
83	9	0	0	1	0	0	93
317	39	3	0	6	0	2	367
75	7	0	0	0	0	0	82
51	5	0	0	3	0	0	59
46	13	0	0	0	0	0	59
49	9	0	0	0	0	0	58
221	34	0	0	3	0	0	258
42	7	1	0	0	0	0	50
34	10	2	0	0	0	0	46
37	7	1	0	0	0	0	45
50	7	3	0	0	0	0	60
163	31	7	0	0	0	0	201
43	7	0	1	0	0	0	51
37	6	2	0	0	0	0	45
58	5	0	0	1	0	0	64
32	5	0	0	0	0	0	37
170	23	2	1	1	0	0	197
46	5	0	0	0	0	0	51
41	4	1	0	0	0	0	46
55	7	0	0	0	0	0	62
48	4	2	0	0	0	1	55
190	20	3	0	0	0	1	214
45	7	1	0	1	0	0	54
41	6	1	0	0	0	0	48
60	8	0	0	0	0	0	68
56	1	0	0	1	0	0	58
202	22	2	0	2	0	0	228
45	2	0	0	4	0	0	51
34	2	0	0	0	0	0	36
49	5	0	0	3	0	0	57
43	1	0	0	2	0	0	46
171	10	0	0	9	0	0	190
65	9	0	0	0	0	0	74
48	7	1	0	0	0	0	56
66	13	0	0	1	1	0	81
46	6	1	0	0	1	0	54
225	35	2	0	1	2	0	265
46	6	0	0	0	0	0	52
52	7	1	0	0	0	0	60
43	6	1	0	0	0	0	50
52	5	1	0	0	0	0	58
193	24	3	0	0	0	0	220
74	9	0	0	1	0	0	84
66	8	0	0	0	0	0	74
55	4	0	0	0	1	0	60
54	0	0	0	0	0	0	54
249	21	0	0	1	1	0	272
42	4	0	0	0	0	0	46
46	5	1	0	0	0	0	52
41	3	2	0	0	0	0	46
41	9	0	0	0	0	0	50
170	21	3	0	0	0	0	194
2367	310	29	1	24	3	3	2737

Destination: Arm C Kildalley Road							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
7	0	0	0	0	0	0	7
2	1	1	0	0	0	0	4
7	1	0	0	0	0	0	8
6	1	1	0	2	0	0	10
22	3	2	0	2	0	0	29
14	0	0	0	2	0	0	16
10	1	2	0	1	0	0	14
13	3	0	0	3	0	0	19
18	1	0	0	0	0	0	19
55	5	2	0	6	0	0	68
11	2	0	1	2	0	0	16
11	2	1	0	2	0	0	16
14	3	2	1	0	0	0	20
12	2	0	1	0	0	0	15
48	9	3	3	4	0	0	67
11	0	1	0	1	1	0	14
8	1	2	0	0	0	0	11
9	3	0	0	2	0	0	14
7	1	0	0	0	0	0	8
35	5	3	0	3	1	0	47
12	2	0	0	0	0	0	14
6	1	0	0	0	0	0	7
15	1	2	0	0	0	0	18
22	0	0	1	0	0	0	23
55	4	2	1	0	0	0	62
22	3	0	0	0	0	0	25
22	1	0	0	0	0	0	23
14	1	3	0	1	0	0	19
19	2	0	0	1	0	0	22
77	7	3	0	2	0	0	89
21	2	0	0	0	0	0	23
12	4	0	0	0	0	0	16
20	3	1	2	1	0	0	27
14	2	2	1	1	0	0	20
67	11	3	3	2	0	0	86
20	1	0	0	0	0	0	21
20	3	0	0	0	0	0	23
17	2	0	0	4	1	0	25
20	0	0	1	0	0	0	21
77	6	0	2	4	1	0	90
17	2	2	0	1	0	0	22
26	2	0	0	2	0	0	30
14	1	2	0	0	0	0	17
23	4	0	0	0	0	0	27
80	9	4	0	3	0	0	96
18	8	1	0	2	0	0	29
19	7	2	0	0	0	0	28
21	3	1	1	0	0	0	26
16	8	0	0	1	0	0	25
74	26	4	1	3	0	0	108
34	8	0	0	1	0	0	43
37	5	0	0	0	0	0	42
20	7	0	0	0	0	0	27
34	8	0	0	0	0	0	42
125	28	0	0	1	0	0	154
32	2	0	1	0	0	0	35
22	8	0	1	1	0	0	32
15	3	0	0	0	0	0	18
23	2	0	0	1	0	0	26
92	15	0	2	2	0	0	111
807	128	26	12	32	2	0	1007

Destination: Arm D R933 Athboy Road							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
4	1	1	0	0	0	0	6
0	1	0	0	0	0	0	1
6	2	1	0	0	0	0	9
2	0	0	0	1	0	0	3
5	0	0	0	0	0	0	5
6	0	0	0	0	0	0	6
7	0	0	0	0	0	0	7
20	0	0	0	1	0	0	21
2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	4
2	1	0	0	0	0	0	3
8	1	0	0	0	0	0	9
16	2	0	0	0	0	0	18
4	0	0	0	0	0	0	4
3	1	0	0	0	0	0	4
2	0	0	0	0	0	0	2
5	1	0	0	0	0	0	6
14	2	0	0	0	0	0	16
5	0	0	0	0	0	0	5
1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2
5	0	0	0	0	0	0	5
13	0	0	0	0	0	0	13
1	0	1	0	0	0	0	2
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
3	0	1	0	0	0	0	4
3	0	0	0	0	0	0	3
4	1	0	0	0	0	0	5
1	1	0	0	0	0	0	2
4	0	0	0	0	0	0	4
12	2	0	0	0	0	0	14
5	0	0	0	0	0	0	5
1	1	0	0	0	0	0	2
1	0	0	0	0	0	0	1
1	1	0	0	0	0	0	2
8	2	0	0	0	0	0	10
2	0	0	0	0	0	0	2
2	1	0	0	0	0	0	3
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
5	1	0	0	0	0	0	6
2	0	0	0	0	0	0	2
2	0	1	1	0	0	0	4
2	0	0	0	0	0	0	2
0	0	0	1	1	0	0	2
6	0	1	2	1	0	0	10
0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	2
1	1	0	0	0	0	0	2
2	0	0	0	0	0	0	2
4	2	0	0	0	0	0	6
3	1	0	0	0	0	0	4
2	1	0	0	0	0	0	3
2	1	0	0	0	0	0	3
1	0	0	0	0	0	0	1
8	3	0	0	0	0	0	11
115	16	3	2	2	0	0	138

20	Arm Totals
34	
55	
60	
169	
105	
143	
119	
456	
100	
79	
82	
82	
68	
61	
61	
74	
264	
70	
53	
84	
65	
272	
78	
70	
81	
78	
307	
80	
69	
97	
52	
328	
77	
83	
69	
290	
98	
98	
98	
82	
367	
83	
92	
78	
85	
127	
118	
89	
98	
432	
85	
87	
67	
316	
3882	

Origin Arm B R933 Haggard Street

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

	Destination : Arm B R933 Haggard Street							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

	Destination : Arm C Kildalkey Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	5	0	0	0	0	0	0	5
07:15	4	2	1	0	2	0	0	9
07:30	10	2	0	0	2	0	0	14
07:45	5	3	0	0	0	0	0	8
1 Hr	24	7	1	0	4	0	0	36
08:00	10	3	0	0	3	0	0	16
08:15	14	0	0	0	0	0	0	14
08:30	19	0	1	0	1	0	0	21
08:45	12	1	0	0	1	0	0	14
1 Hr	55	4	1	0	5	0	0	65
09:00	15	2	1	0	1	0	0	19
09:15	23	1	0	0	0	0	0	24
09:30	22	2	1	0	0	0	0	25
09:45	21	1	0	0	1	0	0	23
1 Hr	81	6	2	0	2	0	0	91
10:00	16	1	0	0	0	0	0	17
10:15	15	2	0	0	0	0	1	18
10:30	16	0	0	0	0	0	0	16
10:45	13	1	1	0	0	0	0	15
1 Hr	60	4	1	0	0	0	1	66
11:00	19	3	0	0	0	0	0	22
11:15	28	2	3	0	0	0	0	33
11:30	25	2	0	0	0	0	0	27
11:45	25	2	0	0	0	0	0	27
1 Hr	97	9	3	0	0	0	0	109
12:00	19	1	0	0	0	0	0	20
12:15	25	2	0	0	0	0	0	27
12:30	17	1	0	0	0	0	0	18
12:45	14	3	0	0	0	0	0	17
1 Hr	75	7	0	0	0	0	0	82
13:00	21	1	1	0	0	0	1	24
13:15	24	1	1	0	0	0	0	26
13:30	17	1	0	0	0	0	0	18
13:45	15	2	0	0	0	0	0	17
1 Hr	77	5	2	0	0	0	1	85
14:00	26	2	0	0	1	0	0	29
14:15	25	2	1	0	0	0	0	28
14:30	19	1	0	0	1	0	0	21
14:45	33	1	0	0	3	0	0	37
1 Hr	103	6	1	0	5	0	0	115
15:00	33	2	0	0	0	0	0	35
15:15	21	5	0	0	0	0	0	26
15:30	22	2	1	0	0	0	0	25
15:45	32	5	0	0	0	0	0	37
1 Hr	108	14	1	0	0	0	0	123
16:00	36	7	0	0	0	0	0	43
16:15	39	4	0	0	0	0	0	43
16:30	32	5	0	0	0	0	0	37
16:45	43	7	0	0	2	0	0	52
1 Hr	150	23	0	0	2	0	0	175
17:00	26	5	0	0	0	0	0	31
17:15	34	9	0	0	0	0	0	43
17:30	33	9	0	0	0	0	0	42
17:45	42	7	0	0	0	0	0	49
1 Hr	135	30	0	0	0	0	0	165
18:00	32	4	0	0	0	0	0	36
18:15	28	2	0	0	0	0	0	30
18:30	28	4	0	0	0	0	0	32
18:45	33	4	0	0	0	0	0	37
1 Hr	121	14	0	0	0	0	0	135

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

Destination : Arm B R933 Haggard Street							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
23	6	0	0	0	0	0	29
22	6	0	0	0	0	0	28
25	5	1	0	1	0	0	32
40	7	0	0	0	0	0	47
110	24	1	0	1	0	0	136
45	5	1	0	3	0	0	54
42	5	0	0	0	0	1	48
57	3	0	0	0	0	0	60
47	6	2	0	2	0	0	57
191	19	3	0	5	0	1	219
29	1	0	0	1	0	0	31
31	2	0	0	1	0	0	34
30	3	0	0	1	0	0	34
20	4	2	0	0	0	0	26
110	10	2	0	3	0	0	125
26	0	0	0	2	1	0	29
18	3	0	0	0	0	0	21
26	2	0	0	1	0	0	29
23	1	1	0	0	0	0	25
93	6	1	0	3	1	0	104
29	0	2	0	0	0	1	32
20	0	1	0	0	0	0	21
21	1	2	0	0	0	0	24
23	3	0	0	0	0	0	26
93	4	5	0	0	0	1	103
17	3	1	0	0	0	0	41
32	3	0	0	0	0	0	15
23	3	0	0	0	0	0	26
22	2	1	0	1	0	0	26
94	11	2	0	1	0	0	108
22	3	0	0	1	0	0	26
19	1	0	0	0	0	0	20
26	4	0	0	0	0	1	31
27	1	0	0	0	0	1	29
94	9	0	0	1	0	2	106
25	1	1	0	2	0	0	29
20	1	1	0	2	0	0	24
22	1	0	0	0	1	0	31
26	2	0	0	3	0	0	24
93	5	2	0	7	1	0	108
24	3	0	0	0	0	0	27
33	0	0	0	1	1	0	35
25	5	0	0	1	0	0	30
22	3	0	0	1	0	0	26
104	11	0	0	2	1	0	118
18	0	0	0	0	0	0	18
19	5	0	0	0	0	0	24
26	4	0	0	0	0	0	30
24	1	0	0	0	0	0	25
87	10	0	0	0	0	0	97
21	5	0	0	0	0	0	26
15	8	0	0	0	0	0	23
21	2	0	0	0	0	0	23
32	2	0	0	0	0	0	34
89	17	0	0	0	0	0	106
25	1	0	0	0	0	0	26
22	1	0	0	0	0	0	23
32	3	0	0	0	0	0	35
40	6	0	0	0	0	0	46
119	11	0	0	0	0	0	130
1277	137	16	0	23	3	4	1460

[illegible]

Destination : Arm D R533 Athboy Road							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
7	0	0	0	0	0	0	7
16	4	1	0	2	0	0	23
9	1	0	0	0	0	0	10
16	3	0	0	3	0	0	22
48	8	1	0	5	0	0	62
17	5	1	0	0	0	0	23
15	3	0	0	1	0	0	19
21	2	0	0	2	0	0	25
19	1	0	0	1	0	1	22
72	11	1	0	4	0	1	89
7	0	0	1	0	0	0	8
13	0	0	0	1	0	0	14
14	3	1	1	0	0	0	19
12	1	0	0	0	0	0	13
46	4	1	2	1	0	0	54
17	1	0	0	0	0	0	18
13	3	2	0	1	0	0	19
8	2	0	0	0	0	0	10
6	0	1	0	0	0	0	7
44	6	3	0	1	0	0	54
12	2	1	0	0	0	0	15
13	1	0	0	0	0	0	14
12	0	0	0	0	0	0	12
9	1	0	0	0	0	0	10
46	4	1	0	0	0	0	51
10	2	0	0	0	0	0	12
14	0	0	1	0	0	0	15
15	2	0	0	1	0	0	18
18	1	1	0	0	0	0	20
57	5	1	1	1	0	0	65
10	4	0	1	0	0	0	15
13	2	1	0	0	0	0	16
15	2	0	0	1	0	0	18
13	2	0	0	0	0	0	15
51	10	1	1	1	0	0	64
13	1	0	0	0	0	0	14
15	1	1	1	1	0	0	19
10	0	0	1	1	0	0	12
10	0	0	0	1	0	0	11
48	2	1	2	3	0	0	56
18	0	1	0	0	0	0	19
14	1	1	1	2	0	0	19
14	3	0	0	3	0	0	20
16	2	1	0	1	0	0	20
62	6	3	1	6	0	0	78
12	2	0	1	1	0	0	16
9	2	0	0	1	0	0	12
14	0	0	0	0	0	0	14
9	3	0	0	0	0	0	12
44	7	0	1	2	0	0	54
10	1	0	0	0	0	0	11
12	3	0	0	0	0	0	15
11	3	0	0	0	0	0	14
7	0	0	1	0	0	0	8
40	7	0	1	0	0	0	48
16	2	0	0	0	0	0	18
14	0	0	0	2	0	1	17
12	1	0	0	0	0	0	13
14	2	1	0	0	0	0	17
56	5	1	0	2	0	1	65
614	75	14	9	26	0	2	740

Arm	Totals
	36
	51
	42
	69
	198
	77
	67
	85
	79
	308
	39
	53
	48
	179
	47
	40
	32
	158
	47
	36
	36
	155
	53
	30
	44
	46
	173
	41
	36
	49
	44
	170
	43
	43
	36
	42
	164
	54
	50
	46
	196
	36
	36
	44
	151
	37
	38
	42
	154
	44
	48
	63
	195
	2201

Origin Arm D R933 Athboy Road

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

	Destination : Arm B R933 Haggard Street							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1

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

	Destination : Arm D R933 Athboy Road

ORIGIN SUMMARY

	Origin : Arm A Kells Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	16	3	1	0	0	0	0	20
07:15	23	9	2	0	0	0	0	34
07:30	40	13	2	0	0	0	0	55
07:45	45	10	2	0	3	0	0	60
1 Hr	124	35	7	0	3	0	0	169
08:00	77	7	1	0	4	0	0	89
08:15	89	10	4	0	2	0	0	105
08:30	118	17	0	0	6	0	2	143
08:45	108	10	0	0	1	0	0	119
1 Hr	392	44	5	0	13	0	2	456
09:00	88	9	0	1	2	0	0	100
09:15	66	7	1	0	5	0	0	79
09:30	62	17	2	1	0	0	0	82
09:45	69	12	0	1	0	0	0	82
1 Hr	285	45	3	3	7	0	0	343
10:00	57	7	2	0	1	1	0	68
10:15	45	12	4	0	0	0	0	61
10:30	48	10	1	0	2	0	0	61
10:45	62	9	3	0	0	0	0	74
1 Hr	212	38	10	0	3	1	0	264
11:00	60	9	0	1	0	0	0	70
11:15	44	7	2	0	0	0	0	53
11:30	75	6	2	0	1	0	0	84
11:45	59	5	0	1	0	0	0	65
1 Hr	238	27	4	2	1	0	0	272
12:00	69	8	1	0	0	0	0	78
12:15	64	5	1	0	0	0	0	70
12:30	69	8	3	0	1	0	0	81
12:45	68	6	2	0	1	0	1	78
1 Hr	270	27	7	0	2	0	1	307
13:00	69	9	1	0	1	0	0	80
13:15	57	11	1	0	0	0	0	69
13:30	81	12	1	2	1	0	0	97
13:45	74	3	2	1	2	0	0	82
1 Hr	281	35	5	3	4	0	0	328
14:00	70	3	0	0	4	0	0	77
14:15	55	6	0	0	0	0	0	61
14:30	67	7	0	1	7	1	0	83
14:45	64	2	0	1	2	0	0	69
1 Hr	256	18	0	2	13	1	0	290
15:00	84	11	2	0	1	0	0	98
15:15	76	10	1	0	2	0	0	89
15:30	80	14	2	0	1	1	0	98
15:45	70	10	1	0	0	1	0	82
1 Hr	310	45	6	0	4	2	0	367
16:00	66	14	1	0	2	0	0	83
16:15	73	14	4	1	0	0	0	92
16:30	66	9	2	1	0	0	0	78
16:45	68	13	1	1	2	0	0	85
1 Hr	273	50	8	3	4	0	0	338
17:00	108	17	0	0	2	0	0	127
17:15	104	14	0	0	0	0	0	118
17:30	76	12	0	0	0	1	0	89
17:45	90	8	0	0	0	0	0	98
1 Hr	378	51	0	0	2	1	0	432
18:00	77	7	0	1	0	0	0	85
18:15	70	14	1	1	1	0	0	87
18:30	58	7	2	0	0	0	0	67
18:45	65	11	0	0	1	0	0	77
1 Hr	270	39	3	2	2	0	0	316
Total	3289	454	58	15	58	5	3	3882

	Origin : Arm B R933 Haggard Street							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
9	1	3	0	0	0	0	0	13
8	5	3	0	2	0	0	0	18
21	5	0	0	2	0	0	0	28
30	9	0	0	0	1	1	1	41
68	20	6	0	4	1	1	1	100
24	7	0	0	4	0	0	0	35
61	12	1	0	0	0	0	0	74
65	9	2	0	1	0	0	0	77
48	4	0	0	1	0	0	0	53
198	32	3	0	6	0	0	0	239
44	12	1	0	3	0	0	0	60
57	8	1	0	1	0	0	0	67
55	4	2	0	2	0	0	0	63
54	11	1	0	1	0	0	0	67
210	35	5	0	7	0	0	0	257
50	10	2	0	2	1	0	0	65
49	7	1	0	1	0	1	0	59
44	8	2	0	2	0	0	0	56
37	6	1	0	0	0	0	0	44
180	31	6	0	5	1	1	1	224
55	7	0	0	0	0	0	0	62
61	8	4	0	0	0	0	0	73
74	8	1	0	0	0	0	0	83
61	4	0	0	0	0	0	0	65
251	27	5	0	0	0	0	0	283
57	6	0	0	0	0	0	0	63
61	7	1	0	0	0	0	0	69
60	5	1	0	1	0	0	0	67
62	8	2	1	0	0	0	0	73
240	26	4	1	1	0	0	0	272
60	3	1	0	0	0	0	1	65
62	6	2	1	0	0	0	0	71
55	8	0	0	1	0	0	0	64
59	13	1	0	0	0	0	0	73
236	30	4	1	1	0	1	1	273
80	6	1	0	2	0	0	0	89
72	6	1	1	0	0	0	0	80
49	4	0	0	2	0	0	0	55
66	6	0	0	4	0	0	0	76
267	22	2	1	8	0	0	0	300
88	5	1	0	0	0	0	0	94
67	15	0	0	0	0	0	0	82
57	11	2	0	0	0	0	0	70
70	15	0	0	0	1	0	0	86
282	46	3	0	0	0	1	0	332
104	18	1	0	0	0	0	0	123
100	12	0	0	1	0	0	0	113
94	8	1	0	3	1	0	0	107
100	13	0	0	3	0	0	0	116
398	51	2	0	7	1	0	0	459
101	19	1	0	1	0	0	0	122
90	14	0	0	0	0	0	0	104
95	18	0	0	0	0	0	0	113
120	12	0	0	0	0	0	0	132
406	63	1	0	1	0	0	0	471
81	13	0	0	0	0	0	0	94
68	9	0	0	0	0	0	0	77
73	9	1	0	0	0	0	0	83
72	6	0	0	0	0	0	0	78
294	37	1	0	0	0	0	0	332
3030	420	42	3	40	4	3	3	3542

Origin : Arm C Kildalkey Road							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
30	6	0	0	0	0	0	36
38	10	1	0	2	0	0	51
34	6	1	0	1	0	0	42
56	10	0	0	3	0	0	69
158	32	2	0	6	0	0	198
62	10	2	0	3	0	0	77
57	8	0	0	1	0	1	67
78	5	0	0	2	0	0	85
66	7	2	0	3	0	1	79
263	30	4	0	9	0	2	308
36	1	0	1	1	0	0	39
44	2	0	0	2	0	0	48
44	6	1	1	1	0	0	53
32	5	2	0	0	0	0	39
156	14	3	2	4	0	0	179
43	1	0	0	2	1	0	47
31	6	2	0	1	0	0	40
34	4	0	0	1	0	0	39
29	1	2	0	0	0	0	32
137	12	4	0	4	1	0	158
41	2	3	0	0	0	1	47
34	1	1	0	0	0	0	36
33	1	2	0	0	0	0	36
32	4	0	0	0	0	0	36
140	8	6	0	0	0	1	155
47	5	1	0	0	0	0	53
26	3	0	1	0	0	0	30
38	5	0	0	1	0	0	44
40	3	2	0	1	0	0	46
151	16	3	1	2	0	0	173
32	7	0	1	1	0	0	41
32	3	1	0	0	0	0	36
41	6	0	0	1	0	1	49
40	3	0	0	0	0	1	44
145	19	1	1	2	0	2	170
38	2	1	0	2	0	0	43
35	2	2	1	3	0	0	43
32	1	0	1	1	1	0	36
36	2	0	0	4	0	0	42
141	7	3	2	10	1	0	164
42	3	1	0	0	0	0	46
47	1	1	1	3	1	0	54
39	8	0	0	3	0	0	50
38	5	1	0	2	0	0	46
166	17	3	1	8	1	0	196
30	2	0	1	1	0	0	34
28	7	0	0	1	0	0	36
40	4	0	0	0	0	0	44
33	4	0	0	0	0	0	37
131	17	0	1	2	0	0	151
31	6	0	0	0	0	0	37
27	11	0	0	0	0	0	38
32	5	0	0	0	0	0	37
39	2	0	1	0	0	0	42
129	24	0	1	0	0	0	154
41	3	0	0	0	0	0	44
36	1	0	0	2	0	1	40
44	4	0	0	0	0	0	48
54	8	1	0	0	0	0	63
175	16	1	0	2	0	1	195
1892	212	30	9	49	3	6	2201

DESTINATION SUMMARY

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

Destination : Arm B R933 Haggard Street									Total
Car	LGV	OGV1	OGV2	PSV	MC	PC			
31	9	1	0	0	0	0	0	0	41
42	14	1	0	0	0	0	0	0	57
54	16	2	0	1	0	0	0	0	73
79	15	1	0	1	0	0	0	0	96
206	54	5	0	2	0	0	0	0	267
106	12	2	0	4	0	0	0	0	124
116	14	2	0	1	0	1	0	0	134
156	17	0	0	3	0	2	0	0	178
130	15	2	0	3	0	0	0	0	150
508	58	6	0	11	0	3	0	0	586
104	8	0	0	1	0	0	0	0	113
82	7	0	0	4	0	0	0	0	93
76	16	0	0	1	0	0	0	0	93
69	13	2	0	0	0	0	0	0	84
331	44	2	0	6	0	0	0	0	383
68	7	1	0	2	1	0	0	0	79
52	13	2	0	0	0	0	0	0	67
63	9	1	0	1	0	0	0	0	74
73	8	4	0	0	0	0	0	0	85
256	37	8	0	3	1	0	0	0	305
72	7	2	1	0	0	0	1	0	83
57	6	3	0	0	0	0	0	0	66
79	6	2	0	1	0	0	0	0	88
55	8	0	0	0	0	0	0	0	63
263	27	7	1	1	0	1	0	0	300
83	8	1	0	0	0	0	0	0	92
53	7	1	0	0	0	0	0	0	61
78	10	0	0	0	0	0	0	0	88
70	6	3	0	1	0	1	0	0	81
284	31	5	0	1	0	1	0	0	322
67	10	1	0	2	0	0	0	0	80
60	7	1	0	0	0	0	0	0	68
86	12	0	0	0	0	0	1	0	99
83	2	0	0	0	1	0	0	0	87
296	31	2	0	3	0	2	0	0	334
70	3	1	0	6	0	0	0	0	80
54	3	1	0	2	0	0	0	0	60
71	6	0	0	3	1	0	0	0	81
69	3	0	0	5	0	0	0	0	77
264	15	2	0	16	1	0	0	0	298
89	12	0	0	0	0	0	0	0	101
81	7	1	0	1	1	0	0	0	91
91	18	0	0	1	1	0	0	0	111
68	9	1	0	1	1	0	0	0	80
329	46	2	0	3	3	0	0	0	383
64	6	0	0	0	0	0	1	0	71
71	12	1	0	0	0	0	0	0	84
69	10	1	0	0	0	0	0	0	80
76	6	1	0	0	0	0	0	0	83
280	34	3	0	0	0	0	1	0	318
95	14	0	0	1	0	0	0	0	110
81	16	0	0	0	0	0	0	0	97
76	6	0	0	0	0	1	0	0	83
86	2	0	0	0	0	0	0	0	88
338	38	0	0	1	1	0	0	0	378
67	5	0	0	0	0	0	0	0	72
68	6	1	0	0	0	0	0	0	75
73	6	2	0	0	0	0	0	0	81
81	15	0	0	0	0	0	0	0	96
289	32	3	0	0	0	0	0	0	324
3644	447	45	1	47	6	8	0	0	4198

Destination : Arm C Kildalkey Road								Total
Car	LGV	OGV1	OGV2	PSV	MC	PC		
12	0	0	0	0	0	0	12	
6	3	2	0	2	0	0	13	
17	3	0	0	2	0	0	22	
11	4	1	0	2	0	0	18	
46	10	3	0	6	0	0	65	
24	3	0	0	5	0	0	32	
24	1	2	0	1	0	0	28	
32	3	1	0	4	0	0	40	
30	2	0	0	1	0	0	33	
110	9	3	0	11	0	0	133	
26	4	1	1	3	0	0	35	
34	3	1	0	2	0	0	40	
36	5	3	1	0	0	0	45	
33	3	0	1	1	0	0	38	
129	15	5	3	6	0	0	158	
27	1	1	0	1	1	0	31	
23	3	2	0	0	0	1	29	
25	3	0	0	2	0	0	30	
20	2	1	0	0	0	0	23	
95	9	4	0	3	1	1	113	
31	5	0	0	0	0	0	36	
35	3	3	0	0	0	0	41	
40	3	2	0	0	0	0	45	
47	2	0	1	0	0	0	50	
153	13	5	1	0	0	0	172	
41	4	0	0	0	0	0	45	
47	3	0	0	0	0	0	50	
31	2	3	0	1	0	0	37	
33	5	0	0	1	0	0	39	
152	14	3	0	2	0	0	171	
42	3	1	0	0	0	1	47	
36	5	1	0	0	0	0	42	
37	4	1	2	1	0	0	45	
29	4	2	1	1	0	0	37	
144	16	5	3	2	0	1	171	
46	3	0	0	1	0	0	50	
45	5	1	0	0	0	0	51	
36	3	0	1	5	1	0	46	
53	1	0	1	3	0	0	58	
180	12	1	2	9	1	0	205	
50	4	2	0	1	0	0	57	
47	7	0	0	2	0	0	56	
36	3	3	0	0	0	0	42	
55	9	0	0	0	0	0	64	
188	23	5	0	3	0	0	219	
54	15	1	0	2	0	0	72	
58	11	2	0	0	0	0	71	
53	8	1	1	0	0	0	63	
59	15	0	0	3	0	0	77	
224	49	4	1	5	0	0	283	
60	13	0	0	1	0	0	74	
71	14	0	0	0	0	0	85	
53	16	0	0	0	0	0	69	
76	15	0	0	0	0	0	91	
260	58	0	0	1	0	0	319	
64	6	0	1	0	0	0	71	
50	10	0	1	1	0	0	62	
43	7	0	0	0	0	0	50	
56	6	0	0	1	0	0	63	
213	29	0	2	2	0	0	246	
1894	257	38	12	50	2	2	2255	

Origin

Arm A R161 Navan Gate

	Destination : Arm A R161 Navan Gate							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Destination : Arm B R161 High Street

	Destination : Arm B R161 High Street							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
5	0	0	0	0	0	0	1	6
6	2	0	0	0	2	0	0	10
8	0	1	0	0	1	0	0	10
13	1	0	0	0	0	0	1	15
32	3	1	0	0	3	0	2	41
25	4	0	0	1	1	0	0	30
32	6	1	0	1	0	0	0	40
50	2	1	0	0	0	0	0	53
46	2	0	0	1	0	0	0	49
153	14	2	0	0	3	0	0	172
43	4	0	0	3	0	0	0	50
32	2	1	0	0	0	0	0	35
26	2	0	0	3	0	0	0	31
33	0	0	0	0	0	0	0	33
134	8	1	0	6	0	0	0	149
21	0	2	0	1	0	0	0	24
20	7	2	0	1	0	0	0	30
19	7	0	0	1	0	0	0	27
21	2	0	0	0	0	0	0	23
81	16	4	0	3	0	0	0	104
22	2	1	0	0	0	0	0	25
15	2	0	0	0	0	0	0	17
24	4	0	0	2	0	0	0	30
19	3	0	0	0	0	0	0	22
80	11	1	0	2	0	0	0	94
32	5	1	0	0	0	0	0	38
25	3	0	0	0	0	0	0	28
29	2	0	0	0	0	0	0	31
18	3	0	0	1	0	0	0	22
104	13	1	0	1	0	0	0	119
25	5	0	0	0	0	0	0	30
21	0	0	0	0	0	0	0	21
23	3	0	0	0	0	0	0	26
29	1	0	0	1	0	0	0	31
98	9	0	0	1	0	0	0	108
15	3	0	0	1	0	0	0	19
32	0	0	0	3	0	0	0	35
28	3	0	0	1	0	0	0	32
19	7	0	0	2	0	0	0	28
94	13	0	0	7	0	0	0	114
24	4	0	0	1	0	0	0	29
19	1	1	0	1	0	0	0	22
20	1	0	0	1	0	0	0	22
34	3	0	0	2	0	0	0	39
97	9	1	0	5	0	0	0	112
35	2	0	0	0	0	1	0	38
32	4	0	0	1	0	0	0	37
29	1	0	0	0	0	0	0	30
29	0	0	0	2	0	0	0	31
125	7	0	0	3	0	1	0	136
26	1	0	0	0	0	0	0	27
17	1	0	0	0	0	0	0	18
32	3	0	0	0	0	0	0	35
19	3	0	0	1	0	0	0	23
94	8	0	0	1	0	0	0	103
32	5	0	0	0	0	0	0	37
29	4	0	0	0	0	0	0	33
23	0	0	0	1	0	0	0	24
16	1	0	0	1	0	0	0	18
100	10	0	0	2	0	0	0	112
Total	1192	121	11	0	37	0	3	1364

Destination : Arm C R933 Haggard Street

	Destination : Arm C R933 Haggard Street							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

Origin

Arm B R161 High Street

Destination : Arm A R161 Navan Gate

Car

LGV

OGV1

OGV2

PSV

MC

PC

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Destination : Arm B R161 High Street

Car

LGV

OGV1

OGV2

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Site J4 - R161 Navan Gate / R161 High Street / R933 Haggard Street

Origin Arm C R933 Haggard Street

	Destination : Arm A R161 Navan Gate							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	11	2	0	0	0	0	0	13
07:15	18	3	0	0	0	0	0	21
07:30	11	3	0	1	1	0	0	16
07:45	11	5	0	0	0	0	0	16
1 Hr	51	13	0	1	1	0	0	66
08:00	16	4	1	0	0	0	0	21
08:15	25	4	2	0	1	0	1	33
08:30	27	5	0	0	0	0	0	32
08:45	24	4	0	0	0	0	0	28
1 Hr	92	17	3	0	1	0	1	114
09:00	17	2	1	0	3	0	0	23
09:15	17	2	0	0	0	0	0	19
09:30	20	5	0	0	1	0	1	27
09:45	19	4	1	0	0	0	0	24
1 Hr	73	13	2	0	4	0	1	93
10:00	17	4	0	0	0	0	0	21
10:15	14	5	0	0	0	0	0	19
10:30	16	5	0	0	0	0	0	21
10:45	18	2	1	0	0	0	0	21
1 Hr	65	16	1	0	0	0	0	82
11:00	30	5	0	0	0	0	0	35
11:15	15	5	1	0	0	0	0	21
11:30	32	6	1	0	0	0	0	39
11:45	20	2	0	0	0	0	0	22
1 Hr	97	18	2	0	0	0	0	117
12:00	30	1	0	0	0	0	0	31
12:15	21	4	0	0	0	0	0	25
12:30	20	1	0	0	0	0	0	21
12:45	25	2	0	0	0	0	0	27
1 Hr	96	8	0	0	0	0	0	104
13:00	25	4	0	0	1	0	0	30
13:15	16	0	0	0	0	0	0	16
13:30	26	0	0	0	0	0	0	26
13:45	38	5	0	0	0	0	0	43
1 Hr	105	9	0	0	1	0	0	115
14:00	20	0	0	0	3	0	0	23
14:15	18	3	0	0	0	0	1	22
14:30	16	1	0	0	2	0	0	19
14:45	23	5	0	0	0	0	0	28
1 Hr	77	9	0	0	5	0	1	92
15:00	15	1	0	0	0	0	0	16
15:15	22	1	0	0	0	1	0	24
15:30	23	4	0	0	0	0	0	27
15:45	16	1	0	0	1	0	0	18
1 Hr	76	7	0	0	1	1	0	85
16:00	34	3	0	0	0	0	0	37
16:15	39	1	0	0	0	0	0	40
16:30	27	5	0	0	0	0	0	32
16:45	29	3	1	0	0	0	0	33
1 Hr	129	12	1	0	0	0	0	142
17:00	29	3	0	0	0	0	0	32
17:15	28	4	0	0	0	0	0	32
17:30	26	0	0	0	0	0	0	26
17:45	29	2	0	0	0	0	0	31
1 Hr	112	9	0	0	0	0	0	121
18:00	27	3	0	0	0	0	0	30
18:15	19	1	0	0	0	0	0	20
18:30	34	3	0	0	0	0	0	37
18:45	18	4	0	0	0	0	0	22
1 Hr	98	11	0	0	0	0	0	109
Total	1071	142	9	1	13	1	3	1240

Destination : Arm B R161 High Street

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
21	8	0	0	0	0	0	29
25	7	0	0	0	0	0	32
41	11	1	0	0	0	0	53
62	8	1	0	1	0	0	72
149	34	2	0	1	0	0	186
88	12	0	0	2	0	0	102
100	8	2	0	2	0	0	112
134	16	2	0	3	0	0	155
112	5	1	0	3	0	0	121
434	41	5	0	10	0	0	490
89	6	1	0	1	0	0	97
82	6	0	0	1	0	0	89
65	9	1	0	1	0	1	77
61	7	0	0	1	0	0	69
297	28	2	0	4	0	1	332
62	6	2	0	2	0	0	72
55	6	0	0	0	0	0	61
56	6	1	0	1	0	0	64
60	11	3	0	0	0	0	74
233	29	6	0	3	0	0	271
69	9	1	0	0	0	1	80
59	6	1	0	0	0	0	66
54	7	2	0	1	0	0	64
48	6	0	0	0	0	0	54
230	28	4	0	1	0	1	264
72	5	2	0	0	0	1	80
58	6	0	0	0	0	0	64
56	8	0	0	0	0	0	64
60	10	2	0	1	0	1	74
246	29	4	0	1	0	2	282
56	5	1	0	1	0	0	63
56	9	1	0	0	0	0	66
73	14	1	0	0	0	1	89
61	5	0	0	1	0	0	67
246	33	3	0	2	0	1	285
62	4	0	0	2	0	0	68
61	6	2	0	1	0	0	70
59	4	1	0	3	1	0	68
79	3	0	0	3	0	0	85
261	17	3	0	9	1	0	291
63	13	1	0	2	0	0	79
72	5	0	0	1	0	0	78
73	12	0	0	1	1	0	87
76	11	1	0	0	0	0	88
284	41	2	0	4	1	0	332
59	5	0	0	0	0	1	65
70	10	0	0	0	0	0	80
62	11	1	0	0	0	0	74
75	8	2	0	0	0	0	85
266	34	3	0	0	0	1	304
76	8	1	0	1	0	0	86
71	9	0	0	0	0	0	80
82	7	0	0	0	0	0	89
75	4	0	0	0	0	0	79
304	28	1	0	1	0	0	334
54	9	0	0	0	0	0	63
68	5	0	0	0	0	0	73
75	6	1	0	0	0	0	82
62	8	0	0	0	0	0	70
259	28	1	0	0	0	0	288
3209	370	36	0	36	2	6	3689

Destination : Arm C R933 Haggard Street

[illegible]

Arm

Totals	42
	53
	69
	88
	252
	145
	123
	108
	187
	149
	604
	120
	104
	93
	425
	80
	85
	95
	353
	115
	87
	103
	76
	381
	111
	89
	85
	101
	93
	115
	110
	400
	91
	92
	113
	95
	383
	102
	114
	106
	417
	120
	106
	118
	118
	112
	115
	110
	455
	93
	93
	119
	92
	397
	4899

Site J4 - R161 Navan Gate / R161 High Street / R933 Haggard Street
ORIGIN SUMMARY

	Origin : Arm A R161 Navan Gate							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	5	0	0	0	0	0	1	6
07:15	6	2	0	0	2	0	0	10
07:30	8	0	1	0	1	0	0	10
07:45	13	1	0	0	0	0	1	15
1 Hr	32	3	1	0	3	0	2	41
08:00	25	4	0	0	1	0	0	30
08:15	32	6	1	0	1	0	0	40
08:30	50	2	1	0	0	0	0	53
08:45	46	2	0	0	1	0	0	49
1 Hr	153	14	2	0	3	0	0	172
09:00	43	4	0	0	3	0	0	50
09:15	32	2	1	0	0	0	0	35
09:30	26	2	0	0	3	0	0	31
09:45	33	0	0	0	0	0	0	33
1 Hr	134	8	1	0	6	0	0	149
10:00	21	0	2	0	1	0	0	24
10:15	20	7	2	0	1	0	0	30
10:30	19	7	0	0	1	0	0	27
10:45	21	2	0	0	0	0	0	23
1 Hr	81	16	4	0	3	0	0	104
11:00	22	2	1	0	0	0	0	25
11:15	15	2	0	0	0	0	0	17
11:30	24	4	0	0	2	0	0	30
11:45	19	3	0	0	0	0	0	22
1 Hr	80	11	1	0	2	0	0	94
12:00	32	5	1	0	0	0	0	38
12:15	25	3	0	0	0	0	0	28
12:30	28	2	0	0	0	0	0	31
12:45	18	3	0	0	1	0	0	22
1 Hr	104	13	1	0	1	0	0	119
13:00	25	5	0	0	0	0	0	30
13:15	21	0	0	0	0	0	0	21
13:30	23	3	0	0	0	0	0	26
13:45	29	1	0	0	1	0	0	31
1 Hr	98	9	0	0	1	0	0	108
14:00	15	3	0	0	1	0	0	19
14:15	32	0	0	0	3	0	0	35
14:30	28	3	0	0	1	0	0	32
14:45	19	7	0	0	2	0	0	28
1 Hr	94	13	0	0	7	0	0	114
15:00	24	4	0	0	1	0	0	29
15:15	19	1	1	0	1	0	0	22
15:30	20	1	0	0	1	0	0	22
15:45	34	3	0	0	2	0	0	39
1 Hr	97	9	1	0	5	0	0	112
16:00	35	2	0	0	0	0	1	38
16:15	32	4	0	0	1	0	0	37
16:30	29	1	0	0	0	0	0	30
16:45	29	0	0	0	2	0	0	31
1 Hr	125	7	0	0	3	0	1	136
17:00	26	1	0	0	0	0	0	27
17:15	17	1	0	0	0	0	0	18
17:30	32	3	0	0	0	0	0	35
17:45	19	3	0	0	1	0	0	23
1 Hr	94	8	0	0	1	0	0	103
18:00	32	5	0	0	0	0	0	37
18:15	29	4	0	0	0	0	0	33
18:30	23	0	0	0	1	0	0	24
18:45	16	1	0	0	1	0	0	18
1 Hr	100	10	0	0	2	0	0	112
Total	1192	121	11	0	37	0	3	1364

	Origin : Arm B R161 High Street							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Origin : Arm C R933 Haggard Street								Total	Arm Totals
Car	LGV	OGV1	OGV2	PSV	MC	PC			
32	10	0	0	0	0	0	0	42	48
43	10	0	0	0	0	0	0	53	63
52	14	1	1	1	0	0	0	69	79
73	13	1	0	1	0	0	0	88	103
200	47	2	1	2	0	0	0	252	293
104	16	1	0	2	0	0	0	123	153
125	12	4	0	3	0	1	0	145	185
161	21	2	0	3	0	0	0	187	240
136	9	1	0	3	0	0	0	149	198
526	58	8	0	11	0	1	0	604	776
106	8	2	0	4	0	0	0	120	170
99	8	0	0	1	0	0	0	108	143
85	14	1	0	2	0	2	0	104	135
80	11	1	0	1	0	0	0	93	126
370	41	4	0	8	0	2	0	425	574
79	10	2	0	2	0	0	0	93	117
69	11	0	0	0	0	0	0	80	110
72	11	1	0	1	0	0	0	85	112
78	13	4	0	0	0	0	0	95	118
298	45	7	0	3	0	0	0	353	457
99	14	1	0	0	0	1	0	115	140
74	11	2	0	0	0	0	0	87	104
86	13	3	0	1	0	0	0	103	133
68	8	0	0	0	0	0	0	76	98
327	46	6	0	1	0	1	0	381	475
102	6	2	0	0	0	0	1	111	149
79	10	0	0	0	0	0	0	89	117
76	9	0	0	0	0	0	0	85	116
85	12	2	0	1	0	1	0	101	123
342	37	4	0	1	0	2	0	386	505
81	9	1	0	2	0	0	0	93	123
72	9	1	0	0	0	0	0	82	103
99	14	1	0	0	0	1	0	115	141
99	10	0	0	1	0	0	0	110	141
351	42	3	0	3	0	1	0	400	508
82	4	0	0	5	0	0	0	91	110
79	9	2	0	1	0	1	0	92	127
75	5	1	0	5	1	0	0	87	119
102	8	0	0	3	0	0	0	113	141
338	26	3	0	14	1	1	0	383	497
78	14	1	0	2	0	0	0	95	124
94	6	0	0	1	1	0	0	102	124
96	16	0	0	1	1	0	0	114	136
92	12	1	0	1	0	0	0	106	145
360	48	2	0	5	2	0	0	417	529
93	8	0	0	0	0	1	0	102	140
109	11	0	0	0	0	0	0	120	157
89	16	1	0	0	0	0	0	106	136
104	11	3	0	0	0	0	0	118	149
395	46	4	0	0	0	1	0	446	582
105	11	1	0	1	0	0	0	118	145
99	13	0	0	0	0	0	0	112	130
108	7	0	0	0	0	0	0	115	150
104	6	0	0	0	0	0	0	110	133
416	37	1	0	1	0	0	0	455	558
81	12	0	0	0	0	0	0	93	130
87	6	0	0	0	0	0	0	93	126
109	9	1	0	0	0	0	0	119	143
80	12	0	0	0	0	0	0	92	110
357	39	1	0	0	0	0	0	397	509
4280	512	45	1	49	3	9		4899	6263

DESTINATION SUMMARY

	Destination : Arm A R161 Navan Gate							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	11	2	0	0	0	0	0	13
07:15	18	3	0	0	0	0	0	21
07:30	11	3	0	1	1	0	0	16
07:45	11	5	0	0	0	0	0	16
1 Hr	51	13	0	1	1	0	0	66
08:00	16	4	1	0	0	0	0	21
08:15	25	4	2	0	1	0	1	33
08:30	27	5	0	0	0	0	0	32
08:45	24	4	0	0	0	0	0	28
1 Hr	92	17	3	0	1	0	1	114
09:00	17	2	1	0	3	0	0	23
09:15	17	2	0	0	0	0	0	19
09:30	20	5	0	0	1	0	1	27
09:45	19	4	1	0	0	0	0	24
1 Hr	73	13	2	0	4	0	1	93
10:00	17	4	0	0	0	0	0	21
10:15	14	5	0	0	0	0	0	19
10:30	16	5	0	0	0	0	0	21
10:45	18	2	1	0	0	0	0	21
1 Hr	65	16	1	0	0	0	0	82
11:00	30	5	0	0	0	0	0	35
11:15	15	5	1	0	0	0	0	21
11:30	32	6	1	0	0	0	0	39
11:45	20	2	0	0	0	0	0	22
1 Hr	97	18	2	0	0	0	0	117
12:00	30	1	0	0	0	0	0	31
12:15	21	4	0	0	0	0	0	25
12:30	20	1	0	0	0	0	0	21
12:45	25	2	0	0	0	0	0	27
1 Hr	96	8	0	0	0	0	0	104
13:00	25	4	0	0	1	0	0	30
13:15	16	0	0	0	0	0	0	16
13:30	26	0	0	0	0	0	0	26
13:45	38	5	0	0	0	0	0	43
1 Hr	105	9	0	0	1	0	0	115
14:00	20	0	0	0	3	0	0	23
14:15	18	3	0	0	0	0	1	22
14:30	16	1	0	0	2	0	0	19
14:45	23	5	0	0	0	0	0	28
1 Hr	77	9	0	0	5	0	1	92
15:00	15	1	0	0	0	0	0	16
15:15	22	1	0	0	0	1	0	24
15:30	23	4	0	0	0	0	0	27
15:45	16	1	0	0	1	0	0	18
1 Hr	76	7	0	0	1	1	0	85
16:00	34	3	0	0	0	0	0	37
16:15	39	1	0	0	0	0	0	40
16:30	27	5	0	0	0	0	0	32
16:45	29	3	1	0	0	0	0	33
1 Hr	129	12	1	0	0	0	0	142
17:00	29	3	0	0	0	0	0	32
17:15	28	4	0	0	0	0	0	32
17:30	26	0	0	0	0	0	0	26
17:45	29	2	0	0	0	0	0	31
1 Hr	112	9	0	0	0	0	0	121
18:00	27	3	0	0	0	0	0	30
18:15	19	1	0	0	0	0	0	20
18:30	34	3	0	0	0	0	0	37
18:45	18	4	0	0	0	0	0	22
1 Hr	98	11	0	0	0	0	0	109
Total	1071	142	9	1	13	1	3	1240

Destination : Arm B R161 High Street

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
26	8	0	0	0	0	1	35
31	9	0	0	2	0	0	42
49	11	2	0	1	0	0	63
75	9	1	0	1	0	1	87
181	37	3	0	4	0	2	227
113	16	0	0	3	0	0	132
132	14	3	0	3	0	0	152
184	18	3	0	3	0	0	208
158	7	1	0	4	0	0	170
587	55	7	0	13	0	0	662
132	10	1	0	4	0	0	147
114	8	1	0	1	0	0	124
91	11	1	0	4	0	1	108
94	7	0	0	1	0	0	102
431	36	3	0	10	0	1	481
83	6	4	0	3	0	0	96
75	13	2	0	1	0	0	91
75	13	1	0	2	0	0	91
81	13	3	0	0	0	0	97
314	45	10	0	6	0	0	375
91	11	2	0	0	0	1	105
74	8	1	0	0	0	0	83
78	11	2	0	3	0	0	94
67	9	0	0	0	0	0	76
310	39	5	0	3	0	1	358
104	10	3	0	0	0	1	118
83	9	0	0	0	0	0	92
85	10	0	0	0	0	0	95
78	13	2	0	2	0	1	96
350	42	5	0	2	0	2	401
81	10	1	0	1	0	0	93
77	9	1	0	0	0	0	87
96	17	1	0	0	0	1	115
90	6	0	0	2	0	0	98
344	42	3	0	3	0	1	393
77	7	0	0	3	0	0	87
93	6	2	0	4	0	0	105
87	7	1	0	4	1	0	100
98	10	0	0	5	0	0	113
355	30	3	0	16	1	0	405
87	17	1	0	3	0	0	108
91	6	1	0	2	0	0	100
93	13	0	0	2	1	0	109
110	14	1	0	2	0	0	127
381	50	3	0	9	1	0	444
94	7	0	0	0	0	2	103
102	14	0	0	1	0	0	117
91	12	1	0	0	0	0	104
104	8	2	0	2	0	0	116
391	41	3	0	3	0	2	440
102	9	1	0	1	0	0	113
88	10	0	0	0	0	0	98
114	10	0	0	0	0	0	124
94	7	0	0	1	0	0	102
398	36	1	0	2	0	0	437
86	14	0	0	0	0	0	100
97	9	0	0	0	0	0	106
98	6	1	0	1	0	0	106
78	9	0	0	1	0	0	88
359	38	1	0	2	0	0	400
4401	491	47	0	73	2	9	5023

Destination :	Arm C R933 Haggard Street

[illegible]

Arm

6263	
510	
109	
143	
126	
130	
558	
133	
150	
145	
149	
136	
140	
529	
145	
145	
130	
124	
124	
497	
141	
127	
510	
141	
141	
123	
103	
475	
149	
475	
98	
133	
104	
117	
112	
110	
117	
574	
126	
135	
143	
185	
253	
109	
79	
48	
63	
Totals	

Origin

Arm A R161

Destination : Arm A R161

Car

LGV

OGV1

OGV2

PSV

MC

PC

Total

07:00

0

0

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07:15

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Total

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Destination : Arm B R154(SE)

Car

LGV

OGV1

OGV2

PSV

MC

PC

Total

29

9

1

1

2

0

0

0

42

31

15

4

8

1

0

0

0

59

34

16

3

1

1

0

0

0

55

41

7

3

3

5

2

0

0

61

135

47

11

13

9

2

0

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217

50

8

1

4

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0

0

63

38

10

2

3

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53

39

7

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6

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52

38

11

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3

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165

36

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3

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223

38

6

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135

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132

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38

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46

160

25

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6

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0

0

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194

Destination : Arm C R161 Navan Gate

Car

LGV

OGV1

OGV2

PSV

MC

PC

Total

3

0

0

0

0

0

0

0

3

3

2

0

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2

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79

Destination : Arm D R154(NW)

Car

LGV

OGV1

OGV2

PSV

MC

PC

Total

13

2

0

0

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0

0

0

15

7

3

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11

11

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27

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17

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21

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Origin	Arm B: R154(SE)							Total
	Destination: Arm A R161							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	26	8	1	5	0	0	0	40
07:15	27	12	4	8	1	0	0	52
07:30	38	15	3	1	1	0	0	58
07:45	32	10	1	2	3	0	0	48
1 Hr	123	45	9	16	5	0	0	198
08:00	56	10	0	2	1	0	0	69
08:15	50	6	2	1	2	0	0	61
08:30	40	5	2	4	1	0	0	52
08:45	35	10	1	2	2	0	0	50
1 Hr	181	31	5	9	6	0	0	232
09:00	50	6	2	6	1	0	0	65
09:15	40	15	1	7	0	0	0	63
09:30	44	11	3	3	0	0	0	61
09:45	36	9	0	2	0	0	0	47
1 Hr	170	41	6	18	1	0	0	236
10:00	46	12	1	3	1	0	0	63
10:15	40	5	1	3	2	0	0	51
10:30	36	7	0	1	2	0	0	46
10:45	38	11	0	4	2	0	0	55
1 Hr	160	35	2	11	7	0	0	215
11:00	32	4	2	0	0	0	0	38
11:15	29	7	1	2	1	0	0	40
11:30	41	8	1	5	2	0	0	57
11:45	45	7	1	5	3	0	0	61
1 Hr	147	26	5	12	6	0	0	196
12:00	35	14	5	3	1	0	0	58
12:15	32	11	1	6	0	0	0	50
12:30	51	4	1	5	3	0	0	64
12:45	29	14	1	3	2	0	0	49
1 Hr	147	43	8	17	6	0	0	221
13:00	41	8	3	7	2	0	0	61
13:15	36	7	2	7	0	0	0	52
13:30	40	8	5	0	1	0	0	54
13:45	39	4	0	2	4	0	0	49
1 Hr	156	27	10	16	7	0	0	216
14:00	43	10	1	8	3	0	0	65
14:15	33	9	1	2	1	0	0	46
14:30	31	6	1	1	2	0	0	41
14:45	42	9	1	4	3	0	0	59
1 Hr	149	34	4	15	9	0	0	211
15:00	46	12	1	4	0	0	0	63
15:15	45	12	1	2	1	0	0	61
15:30	45	9	5	10	0	0	0	69
15:45	43	8	1	1	1	0	0	54
1 Hr	179	41	8	17	2	0	0	247
16:00	55	5	1	0	1	0	0	62
16:15	56	7	1	3	0	0	0	77
16:30	53	7	2	1	3	0	0	66
16:45	54	7	1	2	0	0	0	64
1 Hr	218	36	5	6	4	0	0	269
17:00	48	15	1	0	1	7	0	72
17:15	51	9	3	2	0	0	0	65
17:30	55	8	0	1	0	0	0	64
17:45	49	13	0	2	1	0	0	65
1 Hr	203	45	4	5	2	7	0	266
18:00	64	13	0	1	0	0	0	78
18:15	50	5	0	0	0	0	0	55
18:30	51	13	0	0	1	0	0	65
18:45	48	7	0	0	0	0	0	55
1 Hr	213	38	0	1	1	0	0	253
Total	2046	442	66	143	56	7	0	2760

[illegible]

Destination : Arm C R161 Navan Gate							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
3	0	0	0	0	0	0	3
2	0	0	0	0	0	0	2
3	1	1	0	0	0	0	5
3	0	0	0	0	0	0	3
11	1	1	0	0	0	0	13
3	2	0	0	1	0	0	6
7	0	0	0	1	0	0	8
7	0	0	0	0	0	0	7
14	1	0	0	0	0	0	15
31	3	0	0	2	0	0	36
12	2	0	0	0	0	0	14
12	1	0	0	0	0	0	13
9	1	0	0	0	0	0	10
6	1	0	0	0	0	0	7
39	5	0	0	0	0	0	44
5	0	1	0	1	0	0	7
5	3	0	0	1	0	0	9
11	3	0	0	0	0	0	14
6	0	0	0	0	0	0	6
27	6	1	0	2	0	0	36
7	3	0	0	0	0	0	10
3	0	0	0	0	0	0	3
8	2	0	0	0	0	0	10
4	2	0	0	0	0	0	6
22	7	0	0	0	0	0	29
15	3	0	0	0	0	0	18
8	1	0	0	0	0	0	9
8	1	0	0	0	0	0	9
8	3	0	0	0	0	0	11
39	8	0	0	0	0	0	47
11	0	0	0	0	0	0	11
8	0	0	0	0	0	0	8
12	1	0	0	0	0	0	13
11	0	0	0	0	0	0	11
42	1	0	0	0	0	0	43
12	2	0	0	1	0	0	15
13	0	0	0	0	0	0	13
9	1	0	0	0	0	0	10
7	3	0	0	0	0	0	10
41	6	0	0	1	0	0	48
8	1	0	0	0	0	0	9
11	1	0	0	1	0	0	13
6	0	0	0	0	0	0	6
7	1	0	0	0	0	0	8
32	3	0	0	1	0	0	36
11	0	0	0	0	0	0	11
5	2	0	0	0	0	0	7
8	1	0	0	0	0	0	9
12	4	0	0	0	0	0	16
36	7	0	0	0	0	0	43
6	1	0	0	0	0	0	7
8	1	0	0	0	0	0	9
9	2	0	0	0	0	0	11
8	0	0	0	0	0	0	8
31	4	0	0	0	0	0	35
14	1	0	0	0	0	0	15
6	1	0	0	0	0	0	7
5	0	0	0	0	0	0	5
7	3	0	0	1	0	0	11
32	5	0	0	1	0	0	38
383	56	2	0	7	0	0	448

Destination: Arm D R154(NW)							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
32	6	0	1	4	0	0	43
20	7	3	0	0	0	0	30
32	12	0	0	1	0	0	45
48	16	2	1	1	0	0	68
132	41	5	2	6	0	0	186
38	10	0	2	3	0	0	53
67	11	4	0	7	1	0	90
79	11	2	1	3	0	0	96
55	12	2	1	2	0	0	72
239	44	8	4	15	1	0	311
55	9	1	0	2	0	0	67
32	9	0	0	4	0	0	45
39	8	2	1	1	0	0	51
35	5	1	1	0	0	0	42
161	31	4	2	7	0	0	205
35	7	1	1	0	0	0	44
35	7	2	2	1	0	0	47
34	9	2	2	1	0	0	48
38	5	4	0	1	0	0	48
142	28	9	5	3	0	0	187
35	11	1	5	1	0	0	53
26	8	3	2	1	0	0	40
31	16	7	1	0	0	0	55
40	4	6	1	0	0	0	51
132	39	17	9	2	0	0	199
50	8	3	1	0	0	0	62
45	7	3	0	0	0	0	56
46	12	3	0	2	0	0	63
34	8	0	0	2	0	0	44
175	35	9	1	5	0	0	225
49	9	1	0	0	0	0	59
55	16	4	0	1	0	0	76
49	6	3	3	1	0	0	62
44	9	7	3	3	0	0	66
197	40	15	6	5	0	0	263
57	9	4	2	4	0	0	76
59	9	1	3	0	0	0	72
46	7	2	4	4	1	0	64
55	10	4	1	1	0	0	71
217	35	11	10	9	1	0	283
86	14	6	2	3	0	0	111
60	20	4	6	2	0	0	92
61	14	5	1	1	0	0	82
61	13	2	0	1	0	0	77
268	61	17	9	7	0	0	362
88	13	3	2	4	0	0	110
69	19	6	3	0	0	0	97
64	24	1	0	1	0	0	90
93	24	0	2	4	2	0	125
314	80	10	7	9	2	0	422
106	20	2	1	1	0	0	130
118	21	0	1	1	0	0	141
83	22	0	1	0	0	0	106
90	17	0	0	1	0	0	108
397	80	2	3	3	0	0	485
100	15	2	2	0	1	0	120
60	8	1	0	1	0	0	70
54	7	1	0	0	0	0	62
76	9	0	0	5	0	0	90
290	39	4	2	6	1	0	342
2664	553	111	60	77	5	0	3470

86	
84	
108	
119	
397	
128	
155	
137	
579	
146	
121	
122	
96	
114	
107	
108	
109	
438	
101	
83	
118	
424	
138	
115	
136	
104	
493	
131	
136	
129	
126	
522	
156	
115	
140	
542	
163	
166	
137	
159	
845	
183	
181	
165	
734	
209	
181	
181	
786	
213	
132	
132	
156	
633	
6678	

Origin	Arm C: R161 Navan Gate							Total
	Destination: Arm A: R161							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	2	1	0	0	0	0	0	3
07:15	7	0	0	0	0	0	0	7
07:30	8	2	0	0	0	0	0	10
07:45	7	3	0	0	1	0	0	11
1 Hr	24	6	0	0	1	0	0	31
08:00	12	2	1	0	0	0	0	15
08:15	16	3	1	0	1	0	0	21
08:30	18	2	0	0	0	0	0	20
08:45	14	1	0	0	0	0	0	15
1 Hr	60	8	2	0	1	0	0	71
09:00	11	1	1	1	3	0	0	16
09:15	10	2	0	0	0	0	0	12
09:30	11	2	0	0	0	0	0	13
09:45	10	4	0	0	0	0	0	14
1 Hr	42	9	1	0	3	0	0	55
10:00	10	1	0	0	0	0	0	11
10:15	4	2	0	0	0	0	0	6
10:30	11	2	0	0	0	0	0	13
10:45	11	2	0	0	0	0	0	13
1 Hr	36	7	0	0	0	0	0	43
11:00	16	1	0	0	0	0	0	17
11:15	5	3	1	0	0	0	0	9
11:30	16	1	1	0	0	0	0	18
11:45	14	4	0	0	0	0	0	18
1 Hr	51	9	2	0	0	0	0	62
12:00	15	1	0	0	0	0	0	16
12:15	17	1	0	0	0	0	0	18
12:30	11	1	0	0	0	0	0	12
12:45	17	0	0	0	0	0	0	17
1 Hr	60	3	0	0	0	0	0	63
13:00	16	0	0	0	0	0	0	16
13:15	10	1	0	0	0	0	0	11
13:30	12	0	0	0	0	0	0	12
13:45	22	2	0	0	0	0	0	24
1 Hr	60	3	0	0	0	0	0	63
14:00	13	1	0	0	1	0	0	15
14:15	11	2	0	0	0	0	0	13
14:30	10	3	0	0	0	0	0	13
14:45	13	1	0	0	0	0	0	14
1 Hr	47	7	0	0	1	0	0	55
15:00	9	0	0	0	0	0	0	9
15:15	5	0	0	0	1	1	0	7
15:30	13	2	0	0	0	0	0	15
15:45	12	0	0	0	1	0	0	13
1 Hr	39	2	0	0	2	1	0	44
16:00	14	3	0	0	0	0	0	17
16:15	26	2	0	0	0	0	0	28
16:30	11	5	0	0	0	0	0	16
16:45	18	3	0	0	0	0	0	21
1 Hr	69	13	0	0	0	0	0	82
17:00	19	2	1	0	0	0	0	22
17:15	16	0	0	0	0	0	0	16
17:30	12	1	0	0	0	0	0	13
17:45	14	0	0	0	0	0	0	14
1 Hr	61	3	1	0	0	0	0	65
18:00	19	0	0	0	0	0	0	19
18:15	18	2	0	0	0	0	0	20
18:30	22	3	0	0	0	0	0	25
18:45	12	3	0	0	0	0	0	15
1 Hr	71	8	0	0	0	0	0	79
Total	620	78	6	0	8	1	0	713

Destination : Arm B R154(SE)							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
4	1	0	0	0	0	0	5
8	1	0	0	0	0	0	9
6	1	0	0	0	0	0	7
6	1	0	0	0	0	0	7
24	4	0	0	0	0	0	28
6	1	0	0	0	0	0	7
8	1	1	0	0	0	0	10
10	1	0	0	0	0	0	11
10	0	0	0	0	0	0	10
34	3	1	0	0	0	0	38
4	0	0	0	0	0	0	4
4	0	0	0	0	0	0	4
8	2	0	0	0	0	0	10
6	1	1	0	1	0	0	9
22	3	1	0	1	0	0	27
6	2	0	0	0	0	0	8
7	1	0	0	0	0	0	8
6	1	0	0	0	0	0	7
5	2	1	0	0	0	0	8
24	6	1	0	0	0	0	31
7	1	0	0	0	0	0	8
5	1	0	0	0	0	0	6
10	3	0	0	0	0	0	13
14	0	0	0	0	0	0	14
36	5	0	0	0	0	0	41
7	1	0	0	0	0	0	8
10	0	0	0	0	0	0	10
5	0	0	0	0	0	0	5
10	0	0	0	0	0	0	10
32	1	0	0	0	0	0	33
8	1	0	0	1	0	0	10
6	2	0	0	0	0	0	8
14	0	0	0	0	0	0	14
11	1	0	0	0	0	0	12
39	4	0	0	1	0	0	44
9	1	0	0	0	0	0	10
8	0	0	0	0	0	0	8
6	0	0	0	2	0	0	8
7	2	0	0	0	0	0	9
30	3	0	0	2	0	0	35
5	2	0	0	1	0	0	8
10	1	0	0	0	0	0	11
11	3	0	0	0	0	0	14
10	1	0	0	0	0	0	11
36	7	0	0	1	0	0	44
8	0	0	0	0	0	0	8
9	0	0	0	0	0	0	9
8	1	0	0	0	0	0	9
8	0	0	0	0	0	0	8
33	1	0	0	0	0	0	34
6	1	0	0	0	0	0	7
6	0	0	0	0	0	0	6
16	0	0	0	0	0	0	16
8	1	0	0	0	0	0	9
36	2	0	0	0	0	0	38
7	1	0	0	0	0	0	8
5	0	0	0	0	0	0	5
5	1	0	0	0	0	0	6
8	0	0	0	0	0	0	8
25	2	0	0	0	0	0	27
371	41	3	0	5	0	0	420

[illegible]

Destination : Arm D R154(NW)							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	1	0	0	0	0	0	1
4	1	0	0	0	0	0	5
5	2	0	0	0	0	0	7
2	0	0	0	0	0	0	2
2	1	0	0	0	0	0	3
1	1	0	0	0	0	0	2
2	0	0	0	0	0	0	2
7	2	0	0	0	0	0	9
2	1	0	0	0	0	0	3
3	0	0	0	0	0	0	3
2	0	0	0	0	0	0	2
5	1	0	0	0	0	0	6
12	2	0	0	0	0	0	14
3	1	0	0	0	0	0	4
4	0	0	0	0	0	0	4
2	1	0	0	0	0	0	3
1	2	0	0	0	0	0	3
10	4	0	0	0	0	0	14
4	2	0	0	0	0	0	6
1	0	0	0	0	0	0	1
4	1	0	0	0	0	0	5
3	1	0	0	0	0	0	4
12	4	0	0	0	0	0	16
6	0	0	0	0	0	0	6
2	1	0	0	0	0	0	3
3	1	0	0	0	0	0	4
1	1	0	0	0	0	0	2
12	3	0	0	0	0	0	15
3	2	0	0	0	0	0	5
3	0	0	0	0	0	0	3
2	0	0	0	0	0	0	2
3	1	0	0	0	0	0	4
11	3	0	0	0	0	0	14
5	1	0	0	0	0	0	6
3	0	0	0	0	0	0	3
5	0	0	0	0	0	0	5
3	1	0	0	0	0	0	4
16	2	0	0	0	0	0	18
6	1	0	0	0	0	0	7
5	0	0	0	0	0	0	5
2	0	0	0	0	0	0	2
3	0	0	0	0	0	0	3
16	1	0	0	0	0	0	17
5	0	0	0	0	0	0	5
1	1	0	0	0	0	0	2
9	0	0	0	0	0	0	9
3	0	0	0	0	0	0	3
18	1	0	0	0	0	0	19
6	0	0	0	0	0	0	6
7	0	0	0	0	0	0	7
4	2	0	0	0	0	0	6
4	0	0	0	0	0	0	4
21	2	0	0	0	0	0	23
5	0	0	0	0	0	0	5
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	4
13	0	0	0	0	0	0	13
153	26	0	0	0	0	0	179

8	Arm Totals
17	
18	
23	
66	
24	
34	
33	
27	
118	
23	
19	
25	
96	
23	
18	
23	
88	
31	
16	
36	
36	
119	
30	
31	
21	
111	
31	
22	
28	
40	
121	
31	
26	
26	
108	
24	
23	
31	
105	
39	
34	
132	
35	
29	
35	
126	
26	
33	
119	
1312	

Origin	Arm D R154(NW)							Total
	Destination : Arm A R161							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	11	2	0	0	0	0	0	13
07:15	6	3	0	0	3	0	0	12
07:30	11	1	0	0	0	0	0	12
07:45	11	1	1	0	1	0	0	14
1 Hr	39	7	1	0	4	0	0	51
08:00	12	1	1	0	0	0	0	14
08:15	13	6	1	0	0	0	0	20
08:30	24	6	0	0	0	0	0	30
08:45	18	4	1	0	1	0	0	24
1 Hr	67	17	3	0	1	0	0	88
09:00	10	5	0	0	0	0	0	15
09:15	6	0	0	0	1	0	0	7
09:30	10	3	1	0	0	0	0	14
09:45	15	1	1	0	0	0	0	17
1 Hr	41	9	2	0	1	0	0	53
10:00	15	2	2	0	0	0	0	19
10:15	17	5	2	0	0	0	0	24
10:30	11	3	1	0	0	0	0	15
10:45	10	6	2	0	0	0	0	18
1 Hr	53	16	7	0	0	0	0	76
11:00	19	3	0	0	0	0	0	22
11:15	14	7	0	1	0	0	0	22
11:30	15	0	0	1	0	0	0	16
11:45	14	3	0	0	0	0	0	17
1 Hr	62	13	0	2	0	0	0	77
12:00	14	3	0	1	0	0	0	18
12:15	23	0	0	1	0	0	0	24
12:30	14	2	1	0	1	0	0	18
12:45	16	3	1	0	1	0	0	21
1 Hr	67	8	2	2	2	0	0	81
13:00	20	2	0	0	0	0	0	22
13:15	17	2	1	0	0	0	0	20
13:30	13	3	1	0	0	0	0	17
13:45	15	1	2	0	1	0	0	19
1 Hr	65	8	4	0	1	0	0	78
14:00	22	2	0	0	1	0	0	25
14:15	15	4	2	0	0	0	0	21
14:30	13	0	1	0	1	0	0	15
14:45	14	3	0	0	0	0	0	17
1 Hr	64	9	3	0	2	0	0	78
15:00	18	3	2	0	0	0	0	23
15:15	15	3	2	0	1	0	0	21
15:30	15	6	0	1	0	0	0	22
15:45	14	5	0	0	0	0	0	19
1 Hr	62	17	4	1	1	0	0	85
16:00	25	2	1	0	0	0	0	28
16:15	16	2	0	1	1	0	0	21
16:30	16	2	0	0	1	0	0	19
16:45	21	4	3	0	0	0	0	28
1 Hr	78	11	4	1	2	0	0	96
17:00	25	4	0	0	0	0	0	29
17:15	25	4	0	0	1	0	0	30
17:30	25	3	1	0	0	0	0	29
17:45	27	5	0	0	0	0	0	32
1 Hr	102	16	1	0	1	0	0	120
18:00	9	3	0	0	0	0	0	12
18:15	22	0	0	0	0	0	0	22
18:30	20	3	0	0	0	0	0	23
18:45	16	1	0	0	0	0	0	17
1 Hr	67	7	0	0	0	0	0	74
Total	767	138	31	6	15	0	0	957

Destination : Arm B R154(SE)							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
66	25	1	4	3	1	0	100
50	10	2	2	2	0	0	66
62	11	1	3	2	0	0	79
76	17	2	1	2	0	0	98
254	63	6	10	9	1	0	343
67	17	5	2	2	0	0	93
49	8	2	2	1	2	0	64
49	12	4	1	2	0	0	68
58	17	1	1	1	0	0	78
223	54	12	6	6	2	0	303
55	8	0	2	1	0	0	66
49	9	4	2	1	0	0	65
46	6	1	1	0	0	0	54
45	9	2	5	1	0	0	62
195	32	7	10	3	0	0	247
32	4	0	1	3	0	0	40
49	4	2	0	2	0	0	37
50	8	3	1	3	0	0	65
29	7	2	3	1	0	0	42
140	23	7	5	9	0	0	184
51	8	3	3	1	0	0	66
29	8	2	1	2	0	0	42
28	6	3	1	0	0	0	38
41	6	1	1	0	0	0	49
149	28	9	6	3	0	0	195
34	9	1	0	1	0	0	45
41	11	4	2	0	0	0	58
40	3	1	2	2	0	0	48
48	5	2	0	2	0	0	57
163	28	8	4	5	0	0	208
43	12	1	2	1	0	0	59
38	4	1	2	1	0	0	46
36	15	1	3	1	0	0	56
47	8	2	1	1	0	0	59
164	39	5	8	4	0	0	220
55	6	2	0	1	0	0	64
37	10	2	2	2	1	0	54
46	8	2	2	3	0	0	61
59	7	4	2	0	0	0	72
197	31	10	6	6	1	0	251
59	10	0	2	1	0	0	72
47	8	4	3	1	0	0	63
50	11	1	2	3	0	0	67
48	8	0	0	1	0	0	57
204	37	5	7	6	0	0	259
52	9	1	0	2	0	0	64
42	17	1	3	1	0	0	64
46	10	1	3	3	0	0	63
44	15	0	2	0	0	0	61
184	51	3	8	6	0	0	252
53	12	1	2	2	1	0	71
46	11	1	1	0	0	0	59
62	12	1	0	1	0	0	76
57	8	1	1	0	1	0	68
218	43	4	4	3	2	0	274
57	6	1	0	1	0	0	65
43	4	1	1	0	0	0	49
51	13	1	3	2	0	0	70
42	2	0	0	1	0	0	45
193	25	3	4	4	0	0	229
2284	454	79	78	64	6	0	2965

Destination : Arm C R161 Navan Gate							Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	
0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	3
2	1	1	0	0	0	0	4
1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	3
1	1	0	0	0	0	0	2
0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	6
0	1	0	0	0	0	0	1
1	0	0	0	0	0	0	1
3	1	0	0	0	0	0	4
3	0	0	0	0	0	0	3
7	2	0	0	0	0	0	9
2	0	0	0	0	0	0	2
1	0	0	0	0	0	0	1
1	1	0	0	0	0	0	2
3	0	0	0	0	0	0	3
7	1	0	0	0	0	0	8
0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3
1	0	0	0	1	0	0	2
1	0	0	0	0	0	0	1
5	0	0	0	1	0	0	6
2	2	0	0	0	0	0	4
0	1	0	0	0	0	0	1
4	1	0	0	0	0	0	5
1	1	0	0	0	0	0	2
7	5	0	0	0	0	0	12
3	0	0	0	0	0	0	3
2	0	0	0	0	0	0	2
4	1	0	0	0	0	0	5
2	0	0	0	0	0	0	2
11	1	0	0	0	0	0	12
0	1	0	0	0	0	0	1
3	0	0	0	0	0	0	3
2	0	0	0	0	0	0	2
3	0	0	0	0	0	0	3
8	1	0	0	0	0	0	9
0	1	0	0	0	0	0	1
1	0	1	0	0	0	0	2
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
3	1	1	0	0	0	0	5
1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2
2	0	0	0	0	1	0	3
2	0	0	0	0	0	0	2
7	0	0	0	0	1	0	8
2	0	0	0	0	0	0	2
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
5	0	0	0	0	0	0	5
1	2	0	0	0	0	0	3
3	0	0	0	0	0	0	3
1	0	0	0	0	0	0	1
2	2	0	0	0	0	0	4
7	4	0	0	0	0	0	11

[illegible]

113	Arm Totals
79	
91	
398	
108	
100	
102	
397	
82	
73	
72	
82	
61	
62	
83	
268	
67	
56	
67	
278	
67	
83	
71	
80	
301	
84	
68	
78	
80	
310	
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92	
96	
86	
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349	
93	
87	
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102	
105	
102	
399	
80	
74	
94	
66	
314	
4017	

ORIGIN SUMMARY

	Origin : Arm A R161							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	45	11	1	1	2	0	0	60
07:15	41	20	4	8	4	0	0	77
07:30	50	20	3	1	2	0	0	76
07:45	66	10	4	4	6	2	1	93
1 Hr	202	61	12	14	14	2	1	306
08:00	78	11	3	4	1	0	0	97
08:15	85	19	2	4	0	1	0	111
08:30	103	9	2	6	1	0	0	121
08:45	95	22	1	2	5	0	0	125
1 Hr	361	61	8	16	7	1	0	454
09:00	85	11	1	4	5	0	0	106
09:15	68	7	9	1	1	0	0	86
09:30	70	15	3	4	2	0	0	94
09:45	76	11	1	5	0	0	0	93
1 Hr	299	44	14	14	8	0	0	379
10:00	55	12	3	4	1	1	0	76
10:15	44	10	5	5	1	0	0	65
10:30	45	13	3	9	3	0	0	73
10:45	65	17	3	8	0	0	0	93
1 Hr	209	52	14	26	5	1	0	307
11:00	51	9	5	3	0	1	0	69
11:15	59	11	4	5	0	0	0	79
11:30	60	14	2	10	2	1	0	89
11:45	54	8	0	4	1	0	0	67
1 Hr	224	42	11	22	3	2	0	304
12:00	73	9	0	2	0	1	0	85
12:15	71	15	4	2	1	0	0	93
12:30	73	10	2	4	2	0	0	91
12:45	59	10	4	2	1	1	0	77
1 Hr	276	44	10	10	4	2	0	346
13:00	64	13	2	2	2	0	0	83
13:15	77	17	7	2	0	0	0	103
13:30	55	4	2	3	2	0	0	66
13:45	87	10	6	1	4	0	0	108
1 Hr	283	44	17	8	8	0	0	360
14:00	67	12	2	5	0	0	0	86
14:15	72	16	1	2	4	0	0	95
14:30	75	13	1	8	2	0	0	99
14:45	91	13	1	6	5	0	0	116
1 Hr	305	54	5	21	11	0	0	396
15:00	74	12	4	5	1	0	0	96
15:15	61	9	1	4	1	0	0	76
15:30	68	15	2	4	2	0	0	91
15:45	97	19	4	4	2	0	0	128
1 Hr	300	55	11	17	6	0	0	389
16:00	84	24	0	3	0	0	0	111
16:15	82	16	2	5	2	1	0	108
16:30	88	20	3	4	0	0	0	115
16:45	82	12	2	3	3	0	0	102
1 Hr	336	72	7	15	5	1	0	436
17:00	97	20	3	0	0	0	0	120
17:15	100	16	1	1	0	0	0	118
17:30	94	24	1	1	0	0	0	120
17:45	96	16	1	3	2	0	0	118
1 Hr	387	76	6	5	2	0	0	476
18:00	94	18	2	2	0	0	0	116
18:15	100	14	1	2	0	0	0	117
18:30	78	6	0	1	1	1	0	87
18:45	81	8	0	2	1	1	0	93
1 Hr	353	46	3	7	2	2	0	413
Total	3535	651	118	175	75	11	1	4566

	Origin : Arm B R154(SE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
61	14	1	6	4	0	0	0	86
49	19	7	8	1	0	0	0	84
73	28	4	1	2	0	0	0	108
83	26	3	3	4	0	0	0	119
266	87	15	18	11	0	0	0	397
97	22	0	4	5	0	0	0	128
124	17	6	1	10	1	0	0	159
126	16	4	5	4	0	0	0	155
104	23	3	3	4	0	0	0	137
451	78	13	13	23	1	0	0	579
117	17	3	6	3	0	0	0	146
84	25	1	7	4	0	0	0	121
92	20	5	4	1	0	0	0	122
77	15	1	3	0	0	0	0	96
370	77	10	20	8	0	0	0	485
86	19	3	4	2	0	0	0	114
80	15	3	5	4	0	0	0	107
81	19	2	3	3	0	0	0	108
82	16	4	4	3	0	0	0	109
329	69	12	16	12	0	0	0	438
74	18	3	5	1	0	0	0	101
58	15	4	4	2	0	0	0	83
80	26	8	6	2	0	0	0	122
89	13	7	6	3	0	0	0	118
301	72	22	21	8	0	0	0	424
100	25	8	4	1	0	0	0	138
85	19	4	6	1	0	0	0	115
105	17	4	5	5	0	0	0	136
71	25	1	3	4	0	0	0	104
361	86	17	18	11	0	0	0	493
101	17	4	7	2	0	0	0	131
99	23	6	7	1	0	0	0	136
101	15	8	3	2	0	0	0	129
94	13	7	5	7	0	0	0	126
395	68	25	22	12	0	0	0	522
112	21	5	10	8	0	0	0	156
105	18	2	5	1	0	0	0	131
86	14	3	5	6	1	0	0	115
104	22	5	5	4	0	0	0	140
407	75	15	25	19	1	0	0	542
140	27	7	6	3	0	0	0	183
116	33	5	8	4	0	0	0	166
112	23	10	11	1	0	0	0	157
111	22	3	1	2	0	0	0	139
479	105	25	26	10	0	0	0	645
154	18	4	2	5	0	0	0	183
130	38	7	6	0	0	0	0	181
125	32	3	1	4	0	0	0	165
159	35	1	4	4	2	0	0	205
568	123	15	13	13	2	0	0	734
160	36	3	1	2	7	0	0	209
177	31	3	3	1	0	0	0	215
147	32	0	2	0	0	0	0	181
147	30	0	2	2	0	0	0	181
631	129	6	8	5	7	0	0	786
178	29	2	3	0	1	0	0	213
116	14	1	0	1	0	0	0	132
110	20	1	0	1	0	0	0	132
131	19	0	0	6	0	0	0	156
535	82	4	3	8	1	0	0	633
5093	1051	179	203	140	12	0	0	6678

Origin : Arm C R161 Navan Gate								Total
Car	LGV	OGV1	OGV2	PSV	MC	PC		
6	2	0	0	0	0	0	8	
16	1	0	0	0	0	0	17	
14	4	0	0	0	0	0	18	
17	5	0	0	1	0	0	23	
53	12	0	0	1	0	0	66	
20	3	1	0	0	0	0	24	
26	5	2	0	1	0	0	34	
29	4	0	0	0	0	0	33	
26	1	0	0	0	0	0	27	
101	13	3	0	1	0	0	118	
17	2	1	0	3	0	0	23	
17	2	0	0	0	0	0	19	
21	4	0	0	0	0	0	25	
21	6	1	0	1	0	0	29	
76	14	2	0	4	0	0	96	
19	4	0	0	0	0	0	23	
15	3	0	0	0	0	0	18	
19	4	0	0	0	0	0	23	
17	6	1	0	0	0	0	24	
70	17	1	0	0	0	0	88	
27	4	0	0	0	0	0	31	
11	4	1	0	0	0	0	16	
30	5	1	0	0	0	0	36	
31	5	0	0	0	0	0	36	
99	18	2	0	0	0	0	119	
28	2	0	0	0	0	0	30	
29	2	0	0	0	0	0	31	
19	2	0	0	0	0	0	21	
28	1	0	0	0	0	0	29	
104	7	0	0	0	0	0	111	
27	3	0	0	1	0	0	31	
19	3	0	0	0	0	0	22	
28	0	0	0	0	0	0	28	
36	4	0	0	0	0	0	40	
110	10	0	0	1	0	0	121	
27	3	0	0	1	0	0	31	
22	2	0	0	0	0	0	24	
21	3	0	0	2	0	0	26	
23	4	0	0	0	0	0	27	
93	12	0	0	3	0	0	108	
20	3	0	0	1	0	0	24	
20	1	0	0	1	1	0	23	
26	5	0	0	0	0	0	31	
25	1	0	0	1	0	0	27	
91	10	0	0	3	1	0	105	
27	3	0	0	0	0	0	30	
36	3	0	0	0	0	0	39	
28	6	0	0	0	0	0	34	
29	3	0	0	0	0	0	32	
120	15	0	0	0	0	0	135	
31	3	1	0	0	0	0	35	
29	0	0	0	0	0	0	29	
32	3	0	0	0	0	0	35	
26	1	0	0	0	0	0	27	
118	7	1	0	0	0	0	126	
31	1	0	0	0	0	0	32	
25	2	0	0	0	0	0	27	
29	4	0	0	0	0	0	33	
24	3	0	0	0	0	0	27	
109	10	0	0	0	0	0	119	
1144	145	9	0	13	1	0	1312	

DESTINATION SUMMARY

	Destination : Arm A R161							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	39	11	1	5	0	0	0	56
07:15	40	15	4	8	4	0	0	71
07:30	57	18	3	1	1	0	0	80
07:45	50	14	2	2	5	0	0	73
1 Hr	186	58	10	16	10	0	0	280
08:00	80	13	2	2	1	0	0	98
08:15	79	15	4	1	3	0	0	102
08:30	82	13	2	4	1	0	0	102
08:45	67	15	2	2	3	0	0	89
1 Hr	308	56	10	9	8	0	0	391
09:00	71	12	3	6	4	0	0	96
09:15	56	17	1	7	1	0	0	82
09:30	65	16	4	3	0	0	0	88
09:45	61	14	1	2	0	0	0	78
1 Hr	253	59	9	18	5	0	0	344
10:00	71	15	3	3	1	0	0	93
10:15	61	12	3	3	2	0	0	81
10:30	58	12	1	1	2	0	0	74
10:45	59	19	2	4	2	0	0	86
1 Hr	249	58	9	11	7	0	0	334
11:00	67	8	2	0	0	0	0	77
11:15	48	17	2	3	1	0	0	71
11:30	72	9	2	6	2	0	0	91
11:45	73	14	1	5	3	0	0	96
1 Hr	260	48	7	14	6	0	0	335
12:00	64	18	5	4	1	0	0	92
12:15	72	12	1	7	0	0	0	92
12:30	76	7	2	5	4	0	0	94
12:45	62	17	2	3	3	0	0	87
1 Hr	274	54	10	19	8	0	0	365
13:00	77	10	3	7	2	0	0	99
13:15	63	10	3	7	0	0	0	83
13:30	65	11	6	0	1	0	0	83
13:45	76	7	2	2	5	0	0	92
1 Hr	281	38	14	16	8	0	0	357
14:00	78	13	1	8	5	0	0	105
14:15	59	15	3	2	1	0	0	80
14:30	54	9	2	1	3	0	0	69
14:45	69	13	1	4	3	0	0	90
1 Hr	260	50	7	15	12	0	0	344
15:00	73	15	3	4	0	0	0	95
15:15	65	15	3	2	3	1	0	89
15:30	73	17	5	11	0	0	0	106
15:45	69	13	1	1	2	0	0	86
1 Hr	280	60	12	18	5	1	0	376
16:00	94	10	2	0	1	0	0	107
16:15	98	22	1	4	1	0	0	126
16:30	80	14	2	1	4	0	0	101
16:45	93	14	4	2	0	0	0	113
1 Hr	365	60	9	7	6	0	0	447
17:00	92	21	2	0	1	7	0	123
17:15	92	13	3	2	1	0	0	111
17:30	92	12	1	1	0	0	0	106
17:45	90	18	0	2	1	0	0	111
1 Hr	366	64	6	5	3	7	0	451
18:00	92	16	0	1	0	0	0	109
18:15	90	7	0	0	0	0	0	97
18:30	93	19	0	0	1	0	0	113
18:45	76	11	0	0	0	0	0	87
1 Hr	351	53	0	1	1	0	0	406
Total	3433	658	103	149	79	8	0	4430

	Destination : Arm B R154(SE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
99	35	2	5	5	1	0	0	147
89	26	6	10	3	0	0	0	134
102	28	4	4	3	0	0	0	141
123	25	5	4	7	2	0	0	166
413	114	17	23	18	3	0	0	588
123	26	6	6	2	0	0	0	163
95	19	5	5	1	2	0	0	127
98	20	4	7	2	0	0	0	131
106	28	2	3	4	0	0	0	143
422	93	17	21	9	2	0	0	564
97	14	1	4	2	0	0	0	118
79	13	9	3	1	0	0	0	105
94	17	3	4	1	0	0	0	119
82	20	3	9	2	0	0	0	116
352	64	16	20	6	0	0	0	458
68	15	2	5	3	0	0	0	93
56	9	3	4	2	0	0	0	74
82	12	5	10	4	0	0	0	113
70	17	4	8	1	0	0	0	100
276	53	14	27	10	0	0	0	380
80	14	6	6	1	0	0	0	107
57	15	4	6	2	0	0	0	84
67	17	5	10	0	1	0	0	100
79	10	1	4	1	0	0	0	95
283	56	16	26	4	1	0	0	386
68	17	1	2	1	0	0	0	89
87	20	5	4	1	0	0	0	117
67	10	2	5	3	0	0	0	87
84	12	5	2	2	0	0	0	105
306	59	13	13	7	0	0	0	398
78	19	3	4	2	0	0	0	106
85	16	7	4	1	0	0	0	113
71	18	1	6	2	0	0	0	98
101	15	6	2	3	0	0	0	127
335	68	17	16	8	0	0	0	444
96	14	3	4	1	0	0	0	118
76	19	2	4	4	1	0	0	106
93	15	3	8	5	0	0	0	124
112	15	4	8	1	0	0	0	140
377	63	12	24	11	1	0	0	488
96	17	0	7	3	0	0	0	123
83	15	5	7	2	0	0	0	112
91	26	2	6	4	0	0	0	129
105	20	3	4	1	0	0	0	133
375	78	10	24	10	0	0	0	497
95	22	1	3	2	0	0	0	123
81	24	1	7	1	0	0	0	114
96	20	3	5	3	0	0	0	127
93	24	2	5	1	0	0	0	125
365	90	7	20	7	0	0	0	489
105	23	3	2	2	1	0	0	136
102	20	2	2	0	0	0	0	126
122	26	2	1	1	0	0	0	152
110	17	2	4	1	1	0	0	135
439	86	9	9	4	2	0	0	549
104	15	2	1	1	0	0	0	123
97	12	1	3	0	0	0	0	113
89	18	1	4	2	1	0	0	115
88	7	0	2	2	0	0	0	99
378	52	4	10	5	1	0	0	450
4321	876	152	233	99	10	0	0	5691

Destination :	Arm C R161 Navan Gate							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
	6	0	0	0	0	0	0	6
	5	3	0	0	2	0	0	10
	8	1	1	0	1	0	0	11
	18	0	1	0	0	0	1	20
	37	4	2	0	3	0	1	47
	24	4	0	0	1	0	0	29
	38	5	0	0	1	1	0	45
	50	2	1	0	1	0	0	54
	49	4	0	0	2	0	0	55
	161	15	1	0	5	1	0	183
	45	4	0	0	2	0	0	51
	35	2	1	0	1	0	0	39
	33	4	0	0	1	0	0	38
	36	1	0	0	0	0	0	37
	149	11	1	0	4	0	0	165
	22	1	2	0	2	1	0	28
	20	7	2	0	2	0	0	31
	21	8	0	0	1	0	0	30
	23	2	0	0	0	0	0	25
	86	18	4	0	5	1	0	114
	22	4	1	0	0	1	0	28
	15	3	1	0	0	0	0	19
	23	6	0	0	2	0	0	31
	19	4	0	0	0	0	0	23
	79	17	2	0	2	1	0	101
	41	5	0	0	0	1	0	47
	23	5	0	0	0	0	0	28
	36	2	0	0	0	0	0	38
	20	5	0	0	1	1	0	27
	120	17	0	0	1	2	0	140
	27	3	0	0	0	0	0	30
	23	1	0	0	0	0	0	24
	32	3	0	0	0	0	0	35
	29	1	0	0	1	0	0	31
	111	8	0	0	1	0	0	120
	26	5	0	0	1	0	0	32
	36	1	0	0	2	0	0	39
	25	6	0	0	1	0	0	32
	31	7	0	0	3	0	0	41
	118	19	0	0	7	0	0	144
	23	6	0	0	0	0	0	29
	28	1	1	0	1	0	0	31
	15	1	0	0	1	0	0	17
	34	3	0	0	2	0	0	39
	100	11	1	0	4	0	0	116
	31	3	0	0	0	0	0	34
	34	6	0	0	1	0	0	41
	27	3	0	0	0	1	0	31
	31	4	0	0	2	0	0	37
	123	16	0	0	3	1	0	143
	23	3	0	0	0	0	0	26
	21	3	0	0	0	0	0	24
	27	5	0	0	0	0	0	32
	26	1	0	0	1	0	0	28
	97	12	0	0	1	0	0	110
	39	9	0	0	0	0	0	48
	32	3	0	0	0	0	0	35
	18	0	0	0	1	0	0	19
	19	6	0	0	1	0	0	26
	108	18	0	0	2	0	0	128
	1289	166	11	0	38	6	1	1511

B. Timetables

Operating day		Monday - Friday										
Dublin (Busáras)	dep	07:15	08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	16:45
Mater Hospital		P 07:23	P 08:25	P 09:25	P 10:24	P 11:24	P 12:25	P 13:25	P 14:25	P 15:25	P 16:25	P 16:55
St. Peters Church		P 07:26	P 08:28	P 09:28	P 10:27	P 11:27	P 12:28	P 13:29	P 14:29	P 15:30	P 16:30	P 17:00
Kempton Avenue		P 07:35	P 08:40	P 09:40	P 10:37	P 11:37	P 12:40	P 13:42	P 14:44	P 15:48	P 16:50	P 17:18
Parkway Station		P 07:37	P 08:41	P 09:41	P 10:38	P 11:38	P 12:41	P 13:43	P 14:45	P 15:49	P 16:51	P 17:19
Junction 6		P 07:41	P 08:45	P 09:45	P 10:42	P 11:42	P 12:45	P 13:47	P 14:49	P 15:56	P 16:57	P 17:26
Blanchardstown (Crown Plaza)		P 07:45	P 08:49	P 09:49	P 10:46	P 11:46	P 12:49	P 13:51	P 14:54	P 16:01	P 17:02	P 17:31
MSD Dunboyne		07:54	08:58	09:58	10:54	11:54	12:58	14:00	15:03	16:11	17:12	17:41
Batterstown (Caffreys)		07:58	09:02	10:02	10:58	11:58	13:02	14:04	15:07	16:15	17:16	17:45
Batterstown (Rathregan Court)		07:59	09:03	10:03	10:59	11:59	13:03	14:05	15:08	16:16	17:17	17:46
Pelletstown Cross (Northbound)		08:01	09:06	10:06	11:01	12:01	13:06	14:08	15:11	16:19	17:20	17:49
Warrenstown Arms (Northbound)		08:05	09:09	10:09	11:04	12:04	13:09	14:11	15:14	16:23	17:24	17:53
Opp Dunsany Lodge		08:07	09:11	10:11	11:06	12:06	13:11	14:13	15:16	16:25	17:26	17:55
Kiltale (Stores)		08:09	09:12	10:12	11:07	12:07	13:12	14:14	15:17	16:26	17:28	17:56
Pike Corner (Northbound)		08:11	09:14	10:14	11:09	12:09	13:14	14:16	15:19	16:28	17:30	17:58
Scurroughstown (Jack Quinns)		08:13	09:16	10:16	11:11	12:11	13:16	14:18	15:21	16:30	17:32	18:00
Trim (Dublin Rd Friars Park)		08:16	09:19	10:19	11:14	12:14	13:19	14:21	15:25	16:34	17:36	18:04
Trim (Boyne Bridge By Pass)		08:19	09:21	10:21	11:16	12:16	13:21	14:24	15:28	16:37	17:39	18:07
Lackanash		08:19	09:21	10:21	11:16	12:16	13:21	14:24	15:28	16:37	17:39	18:07
Trim (Lidl)		08:22	09:23	10:23	11:19	12:19	13:23	14:27	15:31	16:40	17:42	18:10
Trim (Opp Trim Fold)		08:23	09:24	10:24	11:20	12:20	13:24	14:28	15:32	16:41	17:43	18:11
Athboy (Darnley Lodge)		08:37	09:37	10:37	11:33	12:33	13:37	14:41	15:47	16:56	17:58	18:26
Delvin (Gaffneys)	arr	08:53				12:50			16:04			

Operating day		Monday - Friday							
Dublin (Busáras)	dep	17:30	17:45	18:15	18:45	20:15	21:15	22:15	23:15
Mater Hospital		P 17:40	P 17:55	P 18:24	P 18:54	P 20:22	P 21:22	P 22:22	P 23:22
St. Peters Church		P 17:44	P 17:59	P 18:28	P 18:57	P 20:25	P 21:25	P 22:24	P 23:24
Kempton Avenue		P 18:00	P 18:15	P 18:41	P 19:09	P 20:34	P 21:33	P 22:30	P 23:30
Parkway Station		P 18:01	P 18:16	P 18:42	P 19:10	P 20:35	P 21:34	P 22:31	P 23:31
Junction 6		P 18:08	P 18:23	P 18:47	P 19:14	P 20:39	P 21:37	P 22:34	P 23:34
Blanchardstown (Crown Plaza)		P 18:13	P 18:28	P 18:52	P 19:18	P 20:43	P 21:41	P 22:37	P 23:37
MSD Dunboyne		18:23	18:38	19:01	19:27	20:52	21:50	22:45	23:45
Batterstown (Caffreys)		18:27	18:42	19:05	19:31	20:56	21:54	22:49	23:49
Batterstown (Rathregan Court)		18:28	18:43	19:06	19:32	20:57	21:55	22:50	23:50
Pelletstown Cross (Northbound)		18:31	18:46	19:09	19:35	21:00	21:58	22:53	23:53
Warrenstown Arms (Northbound)		18:35	18:50	19:12	19:38	21:03	22:01	22:56	23:56
Opp Dunsany Lodge		18:37	18:52	19:14	19:40	21:05	22:03	22:58	23:58
Kiltale (Stores)		18:38	18:53	19:15	19:41	21:06	22:04	22:59	23:59
Pike Corner (Northbound)		18:40	18:55	19:17	19:43	21:08	22:06	23:01	00:01
Scurroughstown (Jack Quinns)		18:42	18:57	19:19	19:45	21:10	22:08	23:03	00:03
Trim (Dublin Rd Friars Park)		18:46	19:01	19:23	19:49	21:14	22:11	23:06	00:06
Trim (Boyne Bridge By Pass)		18:48	19:03	19:25	19:51	21:16	22:13	23:08	00:08
Lackanash		18:48	19:03	19:25	19:51	21:16	22:13	23:08	00:08
Trim (Lidl)		18:51	19:06	19:28	19:53	21:18	22:15	23:10	00:10
Trim (Opp Trim Fold)		18:52	19:07	19:29	19:54	21:19	22:16	23:11	00:11
Athboy (Darnley Lodge)		19:07	19:22	19:43	20:08	21:34	22:31	23:26	00:26
Delvin (Gaffneys)	arr								

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P = Pick up only



Operating day			Saturday										
Dublin (Busáras)	dep	07:15	08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:15	
Mater Hospital		P 07:22	P 08:22	P 09:22	P 10:22	P 11:22	P 12:25	P 13:25	P 14:25	P 15:24	P 16:24	P 17:24	
St. Peters Church		P 07:24	P 08:24	P 09:24	P 10:24	P 11:24	P 12:28	P 13:28	P 14:28	P 15:27	P 16:27	P 17:27	
Kempton Avenue		P 07:30	P 08:30	P 09:30	P 10:33	P 11:36	P 12:39	P 13:39	P 14:40	P 15:38	P 16:38	P 17:37	
Parkway Station		P 07:31	P 08:31	P 09:31	P 10:34	P 11:37	P 12:40	P 13:40	P 14:41	P 15:39	P 16:39	P 17:38	
Junction 6		P 07:34	P 08:34	P 09:34	P 10:37	P 11:40	P 12:44	P 13:44	P 14:45	P 15:43	P 16:43	P 17:42	
Blanchardstown (Crown Plaza)		P 07:37	P 08:37	P 09:37	P 10:41	P 11:45	P 12:52	P 13:52	P 14:54	P 15:50	P 16:50	P 17:49	
MSD Dunboyne		07:45	08:45	09:45	10:49	11:53	13:01	14:01	15:05	15:59	16:59	17:58	
Batterstown (Caffreys)		07:49	08:49	09:49	10:53	11:57	13:05	14:05	15:10	16:03	17:03	18:02	
Batterstown (Rathregan Court)		07:50	08:50	09:50	10:54	11:58	13:06	14:06	15:11	16:04	17:04	18:03	
Pelletstown Cross (Northbound)		07:54	08:54	09:54	10:57	12:01	13:08	14:08	15:14	16:07	17:07	18:06	
Warrenstown Arms (Northbound)		07:57	08:57	09:57	11:00	12:05	13:11	14:11	15:17	16:10	17:10	18:10	
Opp Dunsany Lodge		07:59	08:59	09:59	11:02	12:07	13:13	14:13	15:19	16:12	17:12	18:12	
Kiltale (Stores)		08:00	09:00	10:00	11:03	12:08	13:14	14:14	15:20	16:14	17:14	18:13	
Pike Corner (Northbound)		08:03	09:03	10:03	11:06	12:10	13:16	14:16	15:22	16:17	17:17	18:15	
Scurroughstown (Jack Quinns)		08:05	09:05	10:05	11:08	12:12	13:18	14:18	15:24	16:19	17:19	18:17	
Trim (Dublin Rd Friars Park)		08:08	09:08	10:08	11:11	12:15	13:21	14:21	15:27	16:23	17:23	18:20	
Trim (Boyne Bridge By Pass)		08:10	09:10	10:10	11:13	12:17	13:23	14:23	15:29	16:25	17:25	18:22	
Lackanash		08:10	09:10	10:10	11:13	12:17	13:23	14:23	15:29	16:25	17:25	18:22	
Trim (Lidl)		08:12	09:12	10:12	11:15	12:20	13:25	14:25	15:31	16:27	17:27	18:25	
Trim (Opp Trim Fold)		08:13	09:13	10:13	11:16	12:21	13:26	14:26	15:32	16:28	17:28	18:26	
Athboy (Darnley Lodge)		08:27	09:27	10:27	11:31	12:35	13:40	14:40	15:43	16:41	17:41	18:39	
Delvin (Gaffneys)	arr	08:42				12:50			15:58				

Operating day			Saturday				
Dublin (Busáras)	dep	18:15	19:15	20:15	21:15	22:15	23:15
Mater Hospital		P 18:24	P 19:24	P 20:24	P 21:23	P 22:22	P 23:22
St. Peters Church		P 18:27	P 19:26	P 20:26	P 21:25	P 22:24	P 23:24
Kempton Avenue		P 18:37	P 19:35	P 20:35	P 21:32	P 22:31	P 23:31
Parkway Station		P 18:38	P 19:36	P 20:36	P 21:33	P 22:32	P 23:32
Junction 6		P 18:42	P 19:39	P 20:39	P 21:36	P 22:35	P 23:35
Blanchardstown (Crown Plaza)		P 18:49	P 19:43	P 20:43	P 21:39	P 22:38	P 23:38
MSD Dunboyne		18:58	19:52	20:52	21:47	22:46	23:46
Batterstown (Caffreys)		19:02	19:56	20:56	21:51	22:50	23:50
Batterstown (Rathregan Court)		19:03	19:57	20:57	21:52	22:51	23:51
Pelletstown Cross (Northbound)		19:06	20:00	21:00	21:55	22:53	23:53
Warrenstown Arms (Northbound)		19:10	20:04	21:04	21:58	22:56	23:56
Opp Dunsany Lodge		19:12	20:06	21:06	22:00	22:58	23:58
Kiltale (Stores)		19:13	20:07	21:07	22:01	22:59	23:59
Pike Corner (Northbound)		19:15	20:09	21:09	22:03	23:01	00:01
Scurroughstown (Jack Quinns)		19:17	20:11	21:11	22:05	23:03	00:03
Trim (Dublin Rd Friars Park)		19:20	20:15	21:15	22:08	23:06	00:06
Trim (Boyne Bridge By Pass)		19:22	20:17	21:17	22:10	23:08	00:08
Lackanash		19:22	20:17	21:17	22:10	23:08	00:08
Trim (Lidl)		19:25	20:19	21:19	22:12	23:10	00:10
Trim (Opp Trim Fold)		19:26	20:20	21:20	22:13	23:11	00:11
Athboy (Darnley Lodge)		19:39	20:33	21:33	22:25	23:23	00:23
Delvin (Gaffneys)	arr						

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P = Pick up only

Operating day		Sunday										
Dublin (Busáras)	dep	08:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:15	18:15	19:15
Mater Hospital		P 08:22	P 10:23	P 11:24	P 12:23	P 13:23	P 14:23	P 15:23	P 16:25	P 17:23	P 18:23	P 19:22
St. Peters Church		P 08:24	P 10:25	P 11:27	P 12:26	P 13:26	P 14:26	P 15:26	P 16:28	P 17:25	P 18:26	P 19:24
Kempton Avenue		P 08:30	P 10:34	P 11:36	P 12:36	P 13:36	P 14:36	P 15:36	P 16:38	P 17:34	P 18:34	P 19:32
Parkway Station		P 08:31	P 10:35	P 11:37	P 12:38	P 13:38	P 14:38	P 15:38	P 16:40	P 17:35	P 18:35	P 19:33
Junction 6		P 08:34	P 10:38	P 11:40	P 12:42	P 13:42	P 14:42	P 15:42	P 16:43	P 17:38	P 18:39	P 19:37
Blanchardstown (Crown Plaza)		P 08:37	P 10:42	P 11:46	P 12:51	P 13:51	P 14:51	P 15:51	P 16:52	P 17:42	P 18:43	P 19:42
MSD Dunboyne		08:45	10:50	11:54	12:59	13:59	14:59	15:59	17:00	17:50	18:52	19:51
Batterstown (Caffreys)		08:49	10:54	11:58	13:03	14:03	15:03	16:03	17:04	17:54	18:56	19:55
Batterstown (Rathregan Court)		08:49	10:54	11:58	13:03	14:03	15:03	16:03	17:04	17:54	18:56	19:55
Pelletstown Cross (Northbound)		08:52	10:57	12:01	13:06	14:06	15:06	16:06	17:06	17:57	18:59	19:58
Warrenstown Arms (Northbound)		08:55	11:00	12:04	13:09	14:09	15:09	16:09	17:09	18:00	19:02	20:02
Opp Dunsany Lodge		08:57	11:02	12:06	13:11	14:11	15:11	16:11	17:11	18:02	19:04	20:04
Kiltale (Stores)		08:58	11:03	12:07	13:12	14:12	15:12	16:12	17:12	18:03	19:05	20:05
Pike Corner (Northbound)		09:01	11:05	12:09	13:14	14:14	15:14	16:14	17:14	18:05	19:08	20:07
Scurroughstown (Jack Quinns)		09:03	11:07	12:11	13:16	14:16	15:16	16:16	17:16	18:07	19:10	20:09
Trim (Dublin Rd Friars Park)		09:05	11:10	12:14	13:19	14:19	15:19	16:19	17:19	18:10	19:14	20:12
Trim (Boyne Bridge By Pass)		09:07	11:12	12:16	13:21	14:21	15:21	16:21	17:21	18:12	19:16	20:14
Lackanash		09:08	11:13	12:17	13:22	14:22	15:22	16:22	17:22	18:13	19:17	20:15
Trim (Lidl)		09:09	11:14	12:18	13:24	14:24	15:24	16:24	17:23	18:14	19:18	20:16
Trim (Opp Trim Fold)		09:10	11:15	12:19	13:25	14:25	15:25	16:25	17:24	18:15	19:19	20:17
Athboy (Darnley Lodge)		09:20	11:28	12:32	13:38	14:38	15:38	16:38	17:37	18:28	19:31	20:29
Delvin (Gaffneys)	arr											

Operating day		Sunday			
Dublin (Busáras)	dep	20:15	21:15	22:15	23:15
Mater Hospital		P 20:22	P 21:22	P 22:22	P 23:22
St. Peters Church		P 20:24	P 21:24	P 22:24	P 23:24
Kempton Avenue		P 20:32	P 21:30	P 22:30	P 23:30
Parkway Station		P 20:33	P 21:31	P 22:31	P 23:31
Junction 6		P 20:37	P 21:34	P 22:34	P 23:34
Blanchardstown (Crown Plaza)		P 20:42	P 21:37	P 22:37	P 23:37
MSD Dunboyne		20:51	21:45	22:45	23:45
Batterstown (Caffreys)		20:55	21:49	22:49	23:49
Batterstown (Rathregan Court)		20:55	21:49	22:49	23:49
Pelletstown Cross (Northbound)		20:58	21:52	22:51	23:51
Warrenstown Arms (Northbound)		21:02	21:55	22:54	23:54
Opp Dunsany Lodge		21:04	21:57	22:56	23:56
Kiltale (Stores)		21:05	21:58	22:57	23:57
Pike Corner (Northbound)		21:07	22:01	22:59	23:59
Scurroughstown (Jack Quinns)		21:09	22:03	23:01	00:01
Trim (Dublin Rd Friars Park)		21:12	22:05	23:03	00:03
Trim (Boyne Bridge By Pass)		21:14	22:07	23:05	00:05
Lackanash		21:15	22:07	23:05	00:05
Trim (Lidl)		21:16	22:09	23:07	00:07
Trim (Opp Trim Fold)		21:17	22:10	23:08	00:08
Athboy (Darnley Lodge)		21:29	22:22	23:20	00:20
Delvin (Gaffneys)	arr				

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P = Pick up only

Operating day		Monday - Friday											
Delvin (Opp Gaffneys)	dep							09:30					13:30
Athboy (Opp Darnley Lodge)		05:45	06:40	07:05	07:25	07:45	08:45	09:46	10:45	11:45	12:45	13:45	
Trim (Trim Fold)		05:59	06:55	07:20	07:40	08:00	08:58	09:59	10:58	11:58	12:58	13:58	
Trim (Opp Lidl)		06:01	06:57	07:22	07:42	08:02	09:00	10:01	11:00	12:00	13:00	14:00	
Lackanash		06:03	07:00	07:25	07:45	08:05	09:02	10:03	11:02	12:02	13:02	14:03	
Trim (Opp Boyne Bridge By Pass)		06:05	07:02	07:27	07:47	08:07	09:04	10:05	11:04	12:04	13:04	14:05	
Trim (Dublin Rd Opp Friars Park)		06:07	07:05	07:30	07:50	08:10	09:07	10:07	11:06	12:06	13:06	14:07	
Trim (Opp Knightsbrook)		06:09	07:07	07:32	07:52	08:12	09:09	10:09	11:08	12:08	13:08	14:08	
Scurroughstown (Opp Jack Quinns)		06:11	07:09	07:34	07:54	08:14	09:11	10:11	11:10	12:10	13:10	14:10	
Pike Corner (Southbound)		06:13	07:11	07:36	07:57	08:17	09:13	10:13	11:12	12:12	13:12	14:12	
Kiltale (Opp Stores)		06:16	07:14	07:39	08:00	08:20	09:16	10:16	11:15	12:15	13:15	14:15	
Dunsany Lodge (Eastbound)		06:17	07:15	07:40	08:01	08:21	09:17	10:17	11:16	12:16	13:16	14:16	
Warrenstown Arms (Southbound)		06:19	07:17	07:42	08:03	08:23	09:19	10:19	11:18	12:18	13:18	14:18	
Pelletstown Cross (Southbound)		06:22	07:20	07:45	08:06	08:26	09:22	10:22	11:21	12:21	13:21	14:22	
Batterstown (Opp Rathregan Court)		06:25	07:23	07:48	08:09	08:29	09:25	10:25	11:24	12:24	13:24	14:25	
Batterstown (Opp Caffreys Pub)		06:26	07:24	07:49	08:10	08:30	09:26	10:26	11:25	12:25	13:25	14:26	
MSD Dunboyne		06:31	07:30	07:55	08:17	08:37	09:32	10:32	11:31	12:31	13:31	14:32	
Blanchardstown SC (Slip Rd Eastbound)	D	06:42	D 07:47	D 08:12	D 08:35	D 08:55	D 09:44	D 10:44	D 11:43	D 12:43	D 13:43	D 14:42	
Navan Rd Stn	D	06:47	D 07:53	D 08:18	D 08:41	D 09:01	D 09:49	D 10:50	D 11:49	D 12:49	D 13:49	D 14:47	
Kempton Avenue	D	06:49	D 07:55	D 08:20	D 08:43	D 09:03	D 09:51	D 10:52	D 11:51	D 12:51	D 13:51	D 14:50	
St Peters Church	D	06:57	D 08:06	D 08:31	D 08:54	D 09:14	D 10:02	D 11:02	D 12:01	D 13:01	D 14:01	D 15:00	
Mater Hospital	D	07:01	D 08:11	D 08:36	D 08:58	D 09:18	D 10:06	D 11:06	D 12:05	D 13:05	D 14:05	D 15:05	
O'Connell St Upper	D	07:06	D 08:19	D 08:44	D 09:06	D 09:26	D 10:12	D 11:12	D 12:11	D 13:11	D 14:11	D 15:11	
Dublin (Merrion Row)			D 08:34										
Dublin (Belfield)			08:54										
Dublin (Busáras)	arr	07:13		08:51	09:13	09:33	10:19	11:20	12:19	13:19	14:19	15:19	

D = Drop off only

* The TFI Live App allows you to access live real time departure and journey planning information across the Transport for Ireland (TFI) network

Operating day		Monday - Friday							
Delvin (Opp Gaffneys)	dep			16:30					
Athboy (Opp Darnley Lodge)		14:45	15:45	16:45	17:45	18:45	19:45	20:45	21:45
Trim (Trim Fold)		14:58	15:59	16:59	17:59	18:59	19:57	20:57	21:57
Trim (Opp Lidl)		15:00	16:01	17:01	18:00	19:00	19:58	20:58	21:58
Lackanash		15:03	16:04	17:04	18:02	19:02	19:59	20:59	21:59
Trim (Opp Boyne Bridge By Pass)		15:05	16:06	17:06	18:03	19:03	20:00	21:00	22:00
Trim (Dublin Rd Opp Friars Park)		15:07	16:08	17:08	18:05	19:05	20:02	21:02	22:02
Trim (Opp Knightsbrook)		15:08	16:09	17:09	18:06	19:06	20:03	21:03	22:03
Scurroughstown (Opp Jack Quinns)		15:10	16:11	17:11	18:08	19:08	20:04	21:04	22:04
Pike Corner (Southbound)		15:12	16:13	17:13	18:10	19:10	20:06	21:06	22:06
Kiltale (Opp Stores)		15:15	16:16	17:16	18:13	19:13	20:09	21:09	22:09
Dunsany Lodge (Eastbound)		15:16	16:17	17:17	18:14	19:14	20:10	21:10	22:10
Warrenstown Arms (Southbound)		15:18	16:19	17:19	18:16	19:16	20:12	21:12	22:12
Pelletstown Cross (Southbound)		15:22	16:23	17:23	18:19	19:19	20:15	21:15	22:15
Batterstown (Opp Rathregan Court)		15:25	16:26	17:26	18:22	19:22	20:18	21:18	22:18
Batterstown (Opp Caffreys Pub)		15:26	16:27	17:27	18:23	19:23	20:19	21:19	22:19
MSD Dunboyne		15:32	16:33	17:33	18:28	19:28	20:23	21:23	22:23
Blanchardstown SC (Slip Rd Eastbound)	D	15:42	D 16:43	D 17:43	D 18:38	D 19:38	D 20:32	D 21:32	D 22:32
Navan Rd Stn	D	15:47	D 16:48	D 17:48	D 18:43	D 19:43	D 20:36	D 21:36	D 22:36
Kempton Avenue	D	15:50	D 16:51	D 17:51	D 18:45	D 19:45	D 20:37	D 21:37	D 22:37
St Peters Church	D	16:00	D 17:01	D 18:01	D 18:54	D 19:54	D 20:44	D 21:44	D 22:44
Mater Hospital	D	16:05	D 17:04	D 18:04	D 18:59	D 19:59	D 20:48	D 21:48	D 22:48
O'Connell St Upper	D	16:11	D 17:10	D 18:10	D 19:04	D 20:04	D 20:53	D 21:53	D 22:53
Dublin (Merrion Row)									
Dublin (Belfield)									
Dublin (Busáras)	arr	16:19	17:17	18:17	19:11	20:11	20:59	21:59	22:59

D = Drop off only

* The TFI Live App allows you to access live real time departure and journey planning information across the Transport for Ireland (TFI) network

Operating day					Saturday							
Delvin (Opp Gaffneys)	dep				09:30				13:30			
Athboy (Opp Darnley Lodge)		05:45	06:35	07:45	08:45	09:47	10:45	11:45	12:45	13:46	14:45	15:45
Trim (Trim Fold)		05:57	06:47	07:59	08:59	10:01	10:59	11:59	12:59	13:59	14:58	15:58
Trim (Opp Lidl)		05:59	06:49	08:01	09:01	10:04	11:02	12:01	13:01	14:01	15:00	16:00
Lackanash		06:01	06:51	08:03	09:03	10:07	11:05	12:05	13:05	14:04	15:03	16:03
Trim (Opp Boyne Bridge By Pass)		06:02	06:52	08:04	09:04	10:09	11:07	12:07	13:07	14:06	15:05	16:05
Trim (Dublin Rd Opp Friars Park)		06:04	06:54	08:06	09:06	10:11	11:09	12:09	13:09	14:08	15:07	16:07
Trim (Opp Knightsbrook)		06:05	06:55	08:08	09:08	10:13	11:11	12:11	13:11	14:10	15:09	16:09
Scurroughstown (Opp Jack Quinns)		06:07	06:57	08:10	09:10	10:15	11:13	12:13	13:13	14:12	15:11	16:11
Pike Corner (Southbound)		06:09	06:59	08:12	09:12	10:17	11:15	12:15	13:15	14:14	15:13	16:13
Kiltale (Opp Stores)		06:12	07:02	08:15	09:15	10:20	11:18	12:18	13:18	14:17	15:16	16:16
Dunsany Lodge (Eastbound)		06:13	07:03	08:16	09:16	10:21	11:19	12:19	13:19	14:18	15:17	16:17
Warrenstown Arms (Southbound)		06:15	07:05	08:18	09:18	10:23	11:21	12:21	13:21	14:20	15:19	16:19
Pelletstown Cross (Southbound)		06:18	07:08	08:21	09:21	10:26	11:24	12:24	13:24	14:23	15:22	16:22
Batterstown (Opp Rathregan Court)		06:20	07:10	08:23	09:23	10:29	11:27	12:27	13:27	14:25	15:24	16:24
Batterstown (Opp Caffreys Pub)		06:21	07:11	08:24	09:24	10:30	11:28	12:28	13:28	14:26	15:25	16:25
MSD Dunboyne		06:25	07:15	08:28	09:28	10:34	11:32	12:32	13:32	14:30	15:29	16:29
Blanchardstown SC (Slip Rd Eastbound)	D	06:34	D 07:24	D 08:38	D 09:38	D 10:44	D 11:42	D 12:42	D 13:42	D 14:40	D 15:39	D 16:39
Navan Rd Stn	D	06:38	D 07:28	D 08:42	D 09:42	D 10:49	D 11:47	D 12:47	D 13:47	D 14:45	D 15:44	D 16:44
Kempton Avenue	D	06:39	D 07:29	D 08:44	D 09:44	D 10:51	D 11:49	D 12:49	D 13:49	D 14:47	D 15:46	D 16:46
St Peters Church	D	06:45	D 07:35	D 08:52	D 09:52	D 11:00	D 11:58	D 12:58	D 13:58	D 14:57	D 15:56	D 16:56
Mater Hospital	D	06:47	D 07:37	D 08:55	D 09:55	D 11:04	D 12:02	D 13:01	D 14:01	D 15:02	D 16:01	D 17:01
O'Connell St Upper	D	06:51	D 07:41	D 08:59	D 09:59	D 11:10	D 12:08	D 13:07	D 14:07	D 15:07	D 16:06	D 17:06
Dublin (Merrion Row)												
Dublin (Belfield)												
Dublin (Busáras)	arr	06:56	07:46	09:04	10:04	11:17	12:15	13:14	14:14	15:15	16:14	17:14

D = Drop off only

* The TFI Live App allows you to access live real time departure and journey planning information across the Transport for Ireland (TFI) network

Operating day			Saturday				
Delvin (Opp Gaffneys)	dep	16:30					
Athboy (Opp Darnley Lodge)		16:45	17:45	18:45	19:45	20:45	21:45
Trim (Trim Fold)		16:59	17:59	18:58	19:58	20:58	21:58
Trim (Opp Lidl)		17:00	18:00	18:59	19:59	20:59	21:59
Lackanash		17:02	18:02	19:01	20:01	21:01	22:01
Trim (Opp Boyne Bridge By Pass)		17:04	18:03	19:02	20:02	21:02	22:02
Trim (Dublin Rd Opp Friars Park)		17:06	18:05	19:04	20:04	21:04	22:04
Trim (Opp Knightsbrook)		17:08	18:07	19:05	20:05	21:05	22:05
Scurroughstown (Opp Jack Quinns)		17:09	18:09	19:07	20:06	21:06	22:06
Pike Corner (Southbound)		17:11	18:11	19:09	20:08	21:08	22:08
Kiltale (Opp Stores)		17:14	18:14	19:11	20:11	21:10	22:10
Dunsany Lodge (Eastbound)		17:15	18:15	19:12	20:12	21:11	22:11
Warrenstown Arms (Southbound)		17:17	18:17	19:14	20:14	21:13	22:13
Pelletstown Cross (Southbound)		17:20	18:20	19:17	20:17	21:16	22:16
Batterstown (Opp Rathregan Court)		17:22	18:23	19:20	20:19	21:18	22:18
Batterstown (Opp Caffreys Pub)		17:23	18:24	19:21	20:20	21:19	22:19
MSD Dunboyne		17:27	18:28	19:25	20:24	21:23	22:23
Blanchardstown SC (Slip Rd Eastbound)	D	17:37	D 18:38	D 19:34	D 20:32	D 21:31	D 22:31
Navan Rd Strn	D	17:42	D 18:43	D 19:39	D 20:36	D 21:35	D 22:35
Kempton Avenue	D	17:44	D 18:45	D 19:41	D 20:37	D 21:36	D 22:36
St Peters Church	D	17:52	D 18:53	D 19:49	D 20:44	D 21:43	D 22:43
Mater Hospital	D	17:56	D 18:57	D 19:53	D 20:46	D 21:45	D 22:45
O'Connell St Upper	D	18:02	D 19:02	D 19:57	D 20:51	D 21:49	D 22:49
Dublin (Merrion Row)							
Dublin (Belfield)							
Dublin (Busáras)	arr	18:09	19:09	20:03	20:57	21:54	22:54

D = Drop off only

* The TFI Live App allows you to access live real time departure and journey planning information across the Transport for Ireland (TFI) network

Operating day		Sunday										
Delvin (Opp Gaffneys)	dep											
Athboy (Opp Darnley Lodge)		06:35	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45
Trim (Trim Fold)		06:47	08:58	09:58	10:59	11:58	12:58	13:58	14:58	15:58	16:58	17:58
Trim (Opp Lidl)		06:49	09:00	10:00	11:01	12:00	13:00	14:00	15:00	16:00	17:00	17:59
Lackanash		06:51	09:02	10:02	11:04	12:03	13:03	14:03	15:02	16:02	17:02	18:01
Trim (Opp Boyne Bridge By Pass)		06:52	09:04	10:04	11:06	12:05	13:05	14:05	15:04	16:04	17:04	18:03
Trim (Dublin Rd Opp Friars Park)		06:54	09:06	10:06	11:08	12:07	13:07	14:07	15:06	16:06	17:06	18:05
Trim (Opp Knightsbrook)		06:55	09:08	10:08	11:10	12:09	13:09	14:09	15:07	16:07	17:07	18:07
Scurroughstown (Opp Jack Quinns)		06:57	09:10	10:10	11:12	12:11	13:11	14:11	15:09	16:09	17:09	18:09
Pike Corner (Southbound)		06:59	09:12	10:12	11:14	12:13	13:13	14:13	15:11	16:11	17:11	18:11
Kiltale (Opp Stores)		07:01	09:14	10:14	11:16	12:16	13:16	14:16	15:14	16:14	17:14	18:14
Dunsany Lodge (Eastbound)		07:02	09:15	10:15	11:17	12:17	13:17	14:17	15:15	16:15	17:15	18:15
Warrenstown Arms (Southbound)		07:04	09:17	10:17	11:19	12:19	13:19	14:19	15:17	16:17	17:17	18:17
Pelletstown Cross (Southbound)		07:07	09:20	10:20	11:22	12:22	13:22	14:22	15:20	16:20	17:20	18:20
Batterstown (Opp Rathregan Court)		07:09	09:23	10:23	11:24	12:24	13:24	14:24	15:22	16:22	17:22	18:22
Batterstown (Opp Caffreys Pub)		07:10	09:24	10:24	11:25	12:25	13:25	14:25	15:23	16:23	17:23	18:23
MSD Dunboyne		07:14	09:28	10:28	11:29	12:29	13:29	14:29	15:27	16:27	17:27	18:27
Blanchardstown SC (Slip Rd Eastbound)	D	07:23	D 09:37	D 10:37	D 11:39	D 12:39	D 13:39	D 14:39	D 15:38	D 16:38	D 17:38	D 18:36
Navan Rd Stn	D	07:27	D 09:41	D 10:41	D 11:43	D 12:44	D 13:44	D 14:44	D 15:43	D 16:43	D 17:43	D 18:40
Kempton Avenue	D	07:28	D 09:42	D 10:42	D 11:44	D 12:46	D 13:46	D 14:46	D 15:45	D 16:45	D 17:45	D 18:42
St Peters Church	D	07:34	D 09:50	D 10:50	D 11:53	D 12:55	D 13:55	D 14:55	D 15:53	D 16:53	D 17:53	D 18:50
Mater Hospital	D	07:36	D 09:52	D 10:52	D 11:56	D 13:00	D 14:00	D 15:00	D 15:58	D 16:58	D 17:58	D 18:54
O'Connell St Upper	D	07:39	D 09:57	D 10:57	D 12:01	D 13:05	D 14:05	D 15:05	D 16:02	D 17:02	D 18:02	D 18:58
Dublin (Merrion Row)												
Dublin (Belfield)												
Dublin (Busáras)	arr	07:44	10:02	11:02	12:08	13:12	14:12	15:12	16:09	17:09	18:09	19:04

D = Drop off only

* The TFI Live App allows you to access live real time departure and journey planning information across the Transport for Ireland (TFI) network

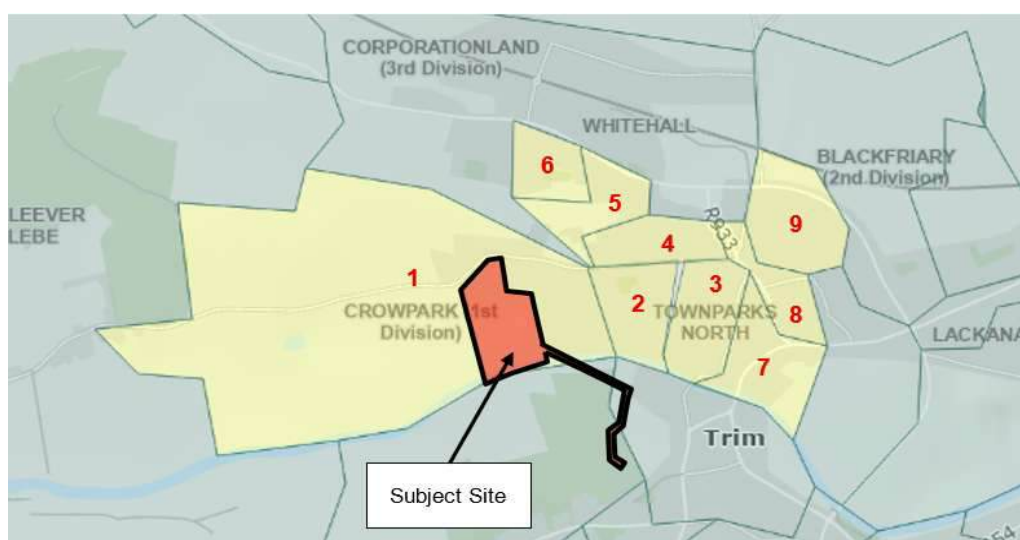
Operating day		Sunday			
Delvin (Opp Gaffneys)	dep				
Athboy (Opp Darnley Lodge)		18:45	19:45	20:45	21:45
Trim (Trim Fold)		18:58	19:58	20:58	21:58
Trim (Opp Lidl)		18:59	19:59	20:59	21:59
Lackanash		19:01	20:01	21:01	22:01
Trim (Opp Boyne Bridge By Pass)		19:03	20:02	21:02	22:02
Trim (Dublin Rd Opp Friars Park)		19:05	20:04	21:04	22:04
Trim (Opp Knightsbrook)		19:07	20:05	21:05	22:05
Scuroughstown (Opp Jack Quinns)		19:09	20:07	21:07	22:07
Pike Corner (Southbound)		19:11	20:09	21:09	22:09
Kiltale (Opp Stores)		19:14	20:11	21:11	22:11
Dunsany Lodge (Eastbound)		19:15	20:12	21:12	22:12
Warrenstown Arms (Southbound)		19:17	20:14	21:14	22:14
Pelletstown Cross (Southbound)		19:20	20:17	21:17	22:17
Batterstown (Opp Rathregan Court)		19:22	20:19	21:19	22:19
Batterstown (Opp Caffreys Pub)		19:23	20:20	21:20	22:20
MSD Dunboyne		19:27	20:24	21:24	22:24
Blanchardstown SC (Slip Rd Eastbound)	D	19:36	D 20:33	D 21:33	D 22:33
Navan Rd Stn	D	19:40	D 20:37	D 21:37	D 22:37
Kempton Avenue	D	19:42	D 20:38	D 21:38	D 22:38
St Peters Church	D	19:50	D 20:45	D 21:45	D 22:45
Mater Hospital	D	19:54	D 20:49	D 21:49	D 22:49
O'Connell St Upper	D	19:58	D 20:53	D 21:53	D 22:53
Dublin (Merrion Row)					
Dublin (Belfield)					
Dublin (Busáras)	arr	20:04	20:59	21:59	22:59

D = Drop off only

* The TFI Live App allows you to access live real time departure and journey planning information across the Transport for Ireland (TFI) network

C. 2022 Census – Small Area Results

Car Ownership									
Zone	House	Persons	0	1	2	3	4	Total	Total car/house
1	112	328	8	47	43	9	2	168	1.500
2	135	333	18	71	36	5	1	162	1.200
3	79	183	17	35	20	3	2	92	1.165
4	109	300	6	52	39	8	1	158	1.450
5	96	302	6	40	38	8	1	144	1.500
6	83	257	3	34	39	6	1	134	1.614
7	77	151	22	35	16	0	1	71	0.922
8	94	223	28	47	12	4	0	83	0.883
9	78	227	10	36	25	3	0	95	1.218
Total	863	2304	118	397	268	46	9	1107	1.28



Census 2016

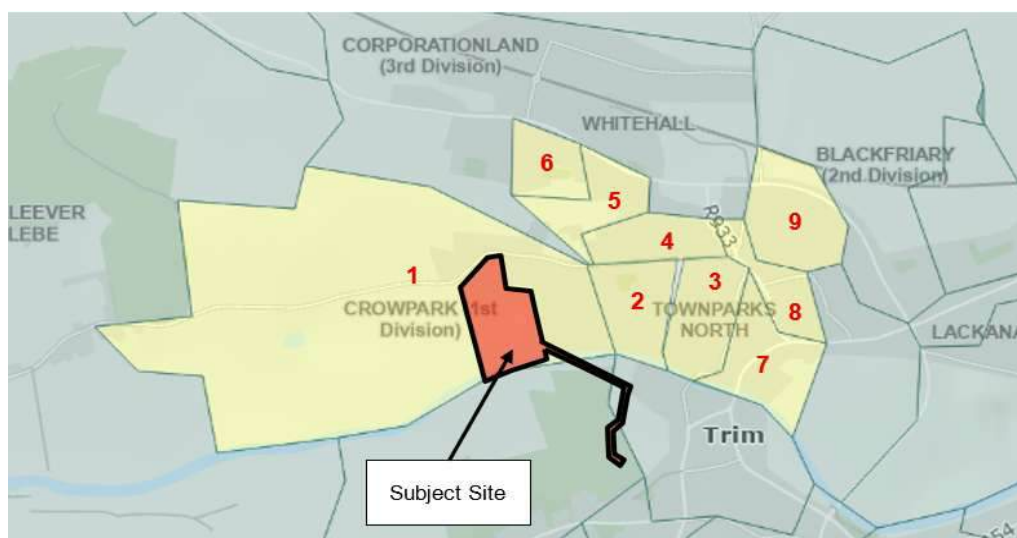
Traffic and Transport Assessment

Project Number: 23-041

Document Reference: 23-041r.003 Traffic and Transport Assessment

Modal Split								
Zone	House	Persons	On foot	Bike	Bus, minibus or coach	Train, DART or LUAS	Motors (*)	Total travels
1	112	328	26	1	14	1	167	209
2	135	333	42	3	26	1	101	173
3	79	183	26	0	13	0	52	91
4	109	300	25	2	19	1	115	162
5	96	302	22	1	23	1	151	198
6	83	257	16	2	20	2	142	182
7	77	151	31	0	3	2	46	82
8	94	223	34	2	11	0	63	110
9	78	227	26	1	19	0	93	139
Total	863	2304	248	12	148	8	930	1346
			18.4%	0.9%	11.0%	0.6%	69.1%	100%

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



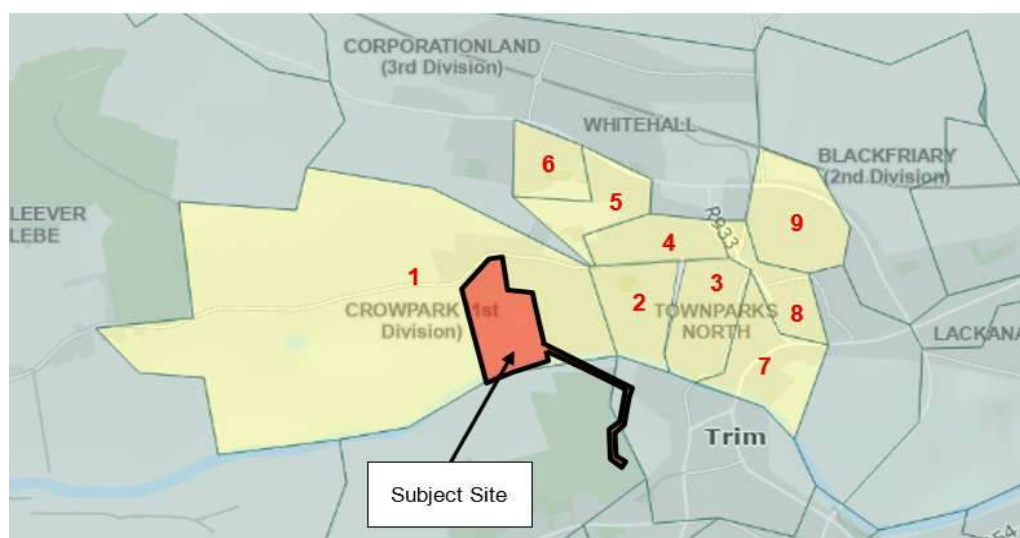
Census 2016

Traffic and Transport Assessment

Project Number: 23-041

Document Reference: 23-041r.003 Traffic and Transport Assessment

Time Distribution of Trips								
Zone	House	Persons	before 7:00	7:00 – 8:00	8:00 – 9:00	After 9:00	Not Stated	Total travels
1	112	328	33	43	103	28	5	212
2	135	333	33	35	76	27	11	182
3	79	183	19	15	40	17	4	95
4	109	300	39	34	70	19	6	168
5	96	302	34	53	72	38	6	203
6	83	257	42	29	77	32	7	187
7	77	151	15	22	25	19	3	84
8	94	223	23	23	35	25	13	119
9	78	227	24	31	59	25	5	144
Total	863	2304	262	285	557	230	60	1394
			18.8%	20.4%	40.0%	16.5%	4.3%	100.0%



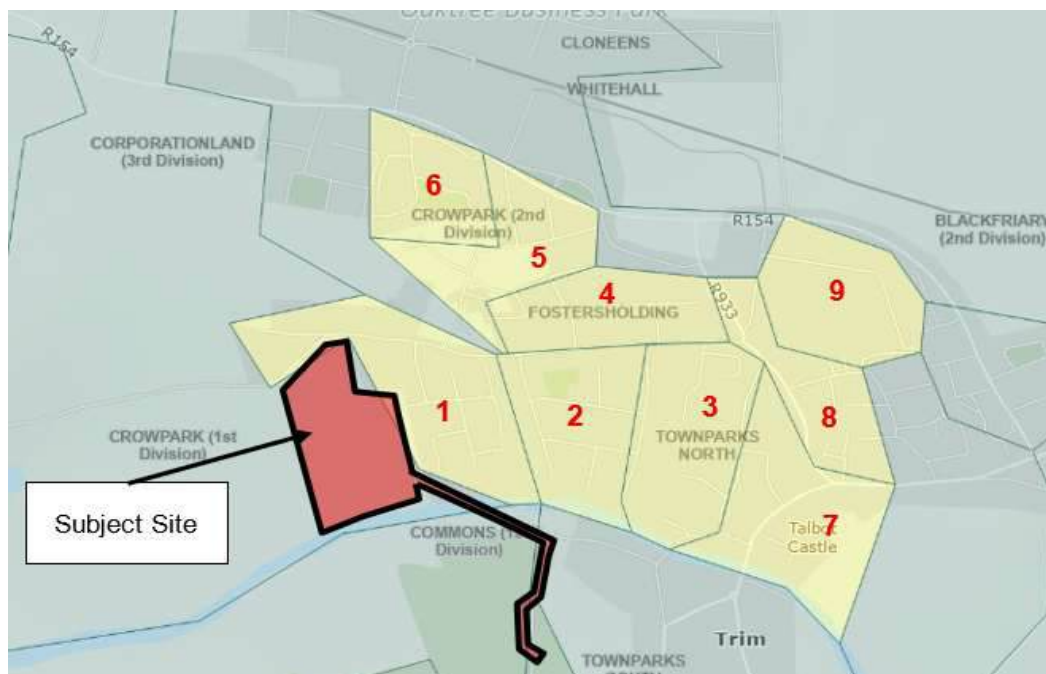
Census 2016

Traffic and Transport Assessment

Project Number: 23-041

Document Reference: 23-041r.003 Traffic and Transport Assessment

Car Ownership									
Zone	House	Persons	0	1	2	3	4	Total	Total car/house
1	109	315	8	43	42	11	1	164	1.505
2	130	310	16	63	39	8	0	165	1.269
3	75	169	12	34	17	5	2	91	1.213
4	114	303	8	54	40	10	1	168	1.474
5	101	308	6	35	45	9	1	156	1.545
6	81	230	3	31	36	7	4	140	1.728
7	81	164	17	40	14	1	0	71	0.877
8	108	247	24	53	16	4	1	101	0.935
9	96	282	16	38	27	9	2	127	1.323
Total	895	2328	110	391	276	64	12	1183	1.32



Census 2022

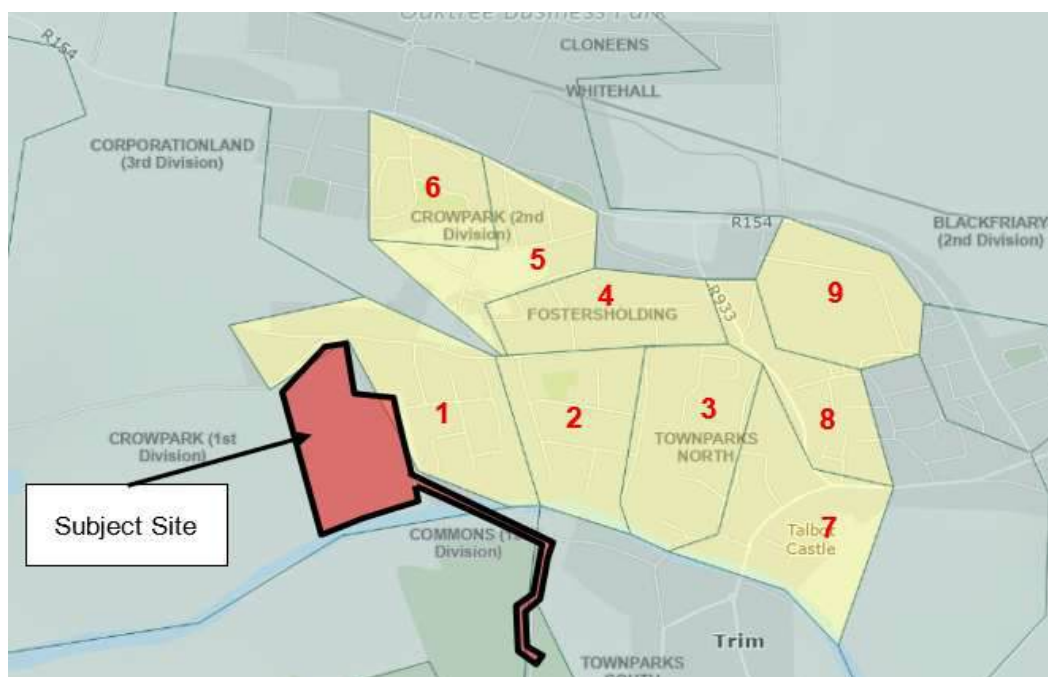
Traffic and Transport Assessment

Project Number: 23-041

Document Reference: 23-041r.003 Traffic and Transport Assessment

Modal Split								
Zone	House	Persons	On foot	Bike	Bus, minibus or coach	Train, DART or LUAS	Motors (*)	Total travels
1	109	315	40	3	21	0	142	206
2	130	310	44	1	15	0	107	167
3	75	169	23	1	10	0	49	83
4	114	303	30	2	17	1	138	188
5	101	308	29	1	22	1	173	226
6	81	230	16	1	20	0	138	175
7	81	164	34	2	4	0	56	96
8	108	247	32	1	14	2	79	128
9	96	282	26	3	19	0	130	178
Total	895	2328	274	15	142	4	1012	1447
			18.9%	1.0%	9.8%	0.3%	69.9%	100%

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



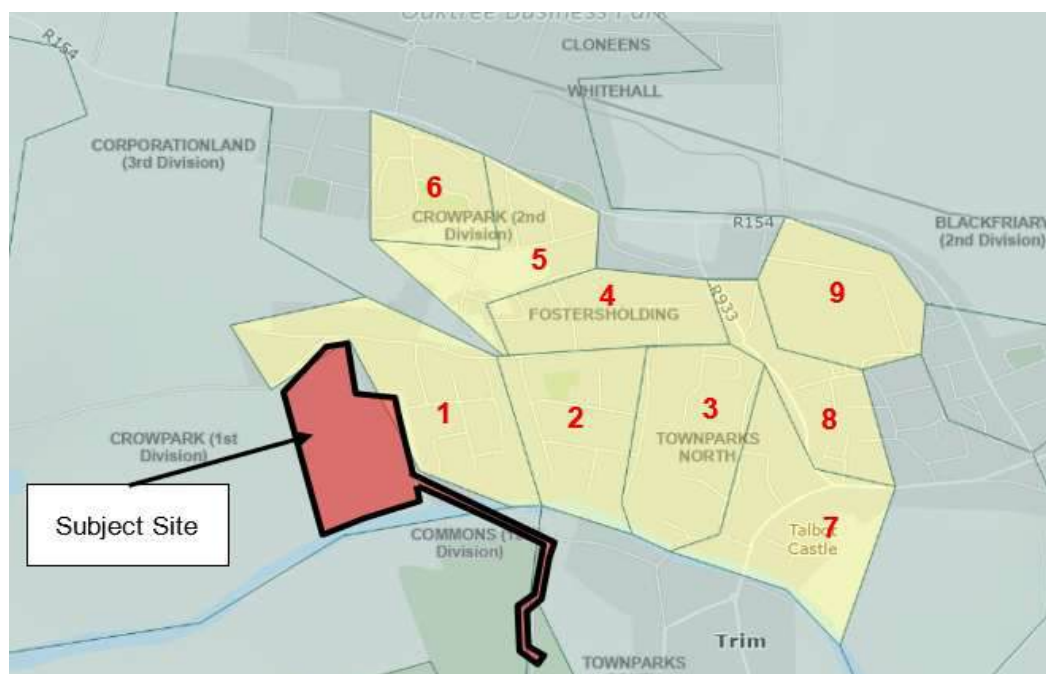
Census 2022

Traffic and Transport Assessment

Project Number: 23-041

Document Reference: 23-041r.003 Traffic and Transport Assessment

Time Distribution of Trips								
Zone	House	Persons	before 7:00	7:00 – 8:00	8:00 – 9:00	After 9:00	Not Stated	Total travels
1	109	315	60	39	89	10	8	206
2	130	310	46	42	53	15	15	171
3	75	169	26	24	29	1	7	87
4	114	303	52	45	68	11	6	182
5	101	308	54	41	96	14	9	214
6	81	230	39	46	76	7	2	170
7	81	164	25	21	32	15	12	105
8	108	247	35	27	38	13	21	134
9	96	282	41	40	72	8	25	186
Total	895	2328	378	325	553	94	105	1455
			26.0%	22.3%	38.0%	6.5%	7.2%	100.0%



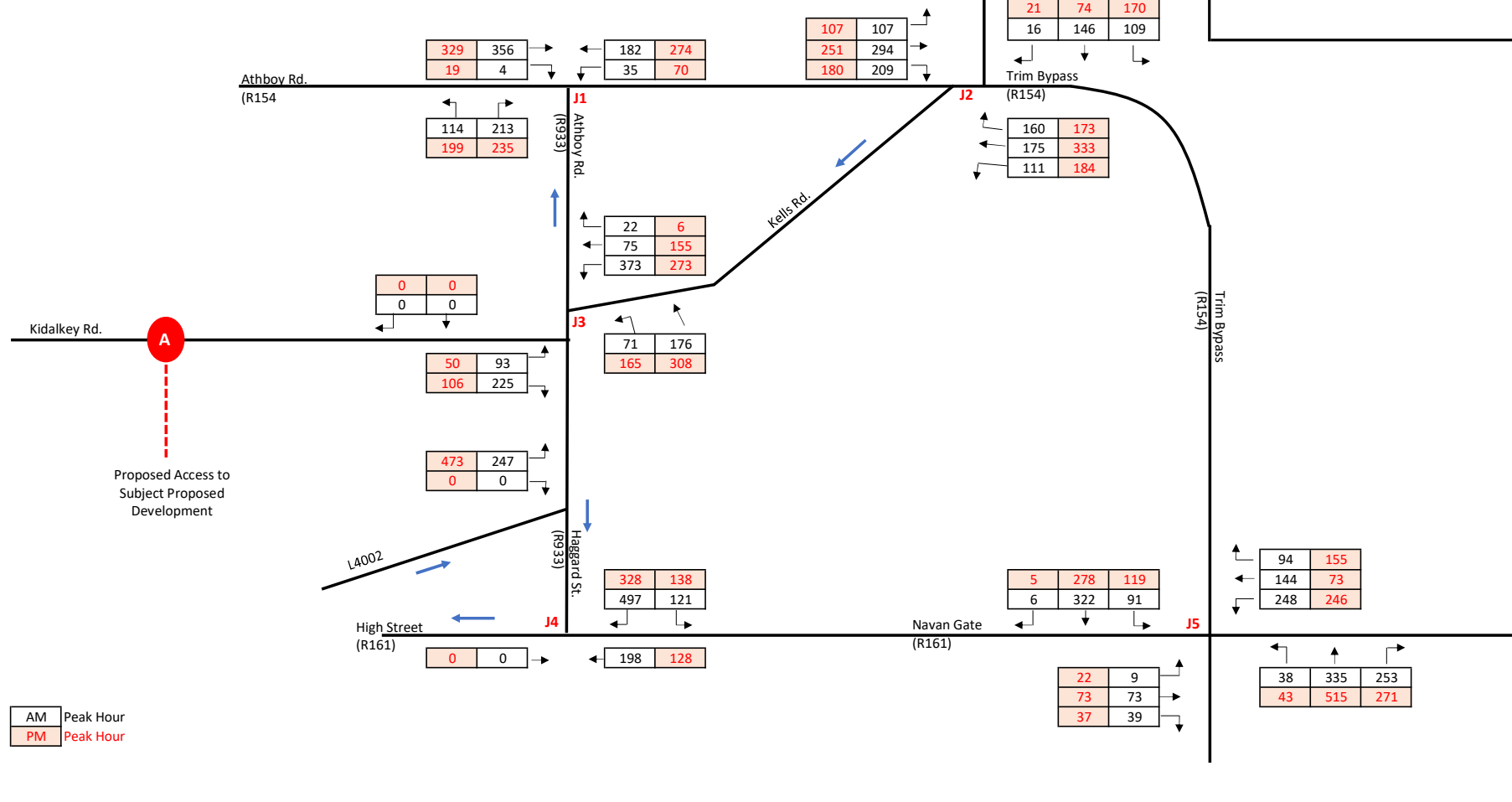
Census 2022

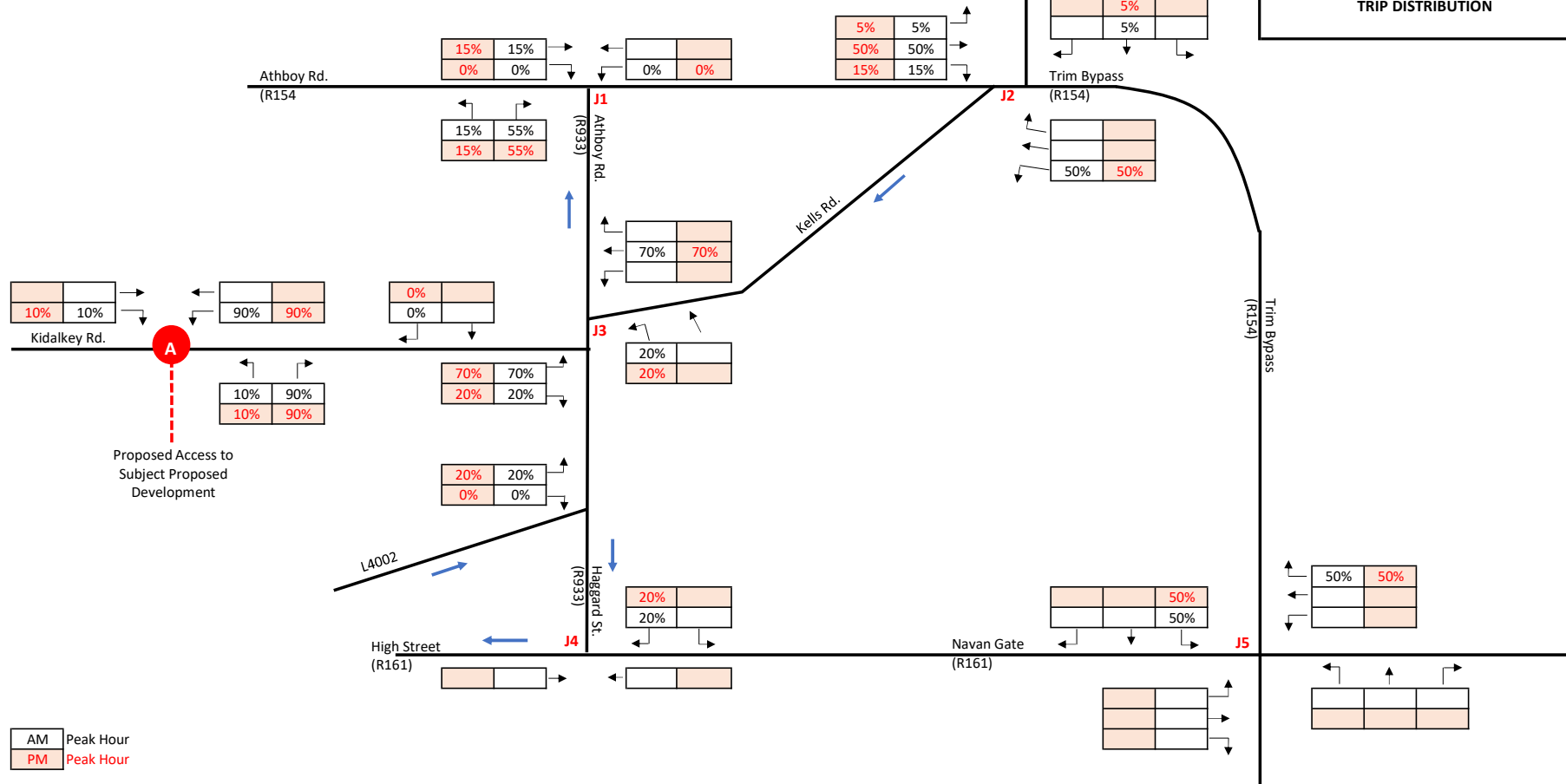
Traffic and Transport Assessment

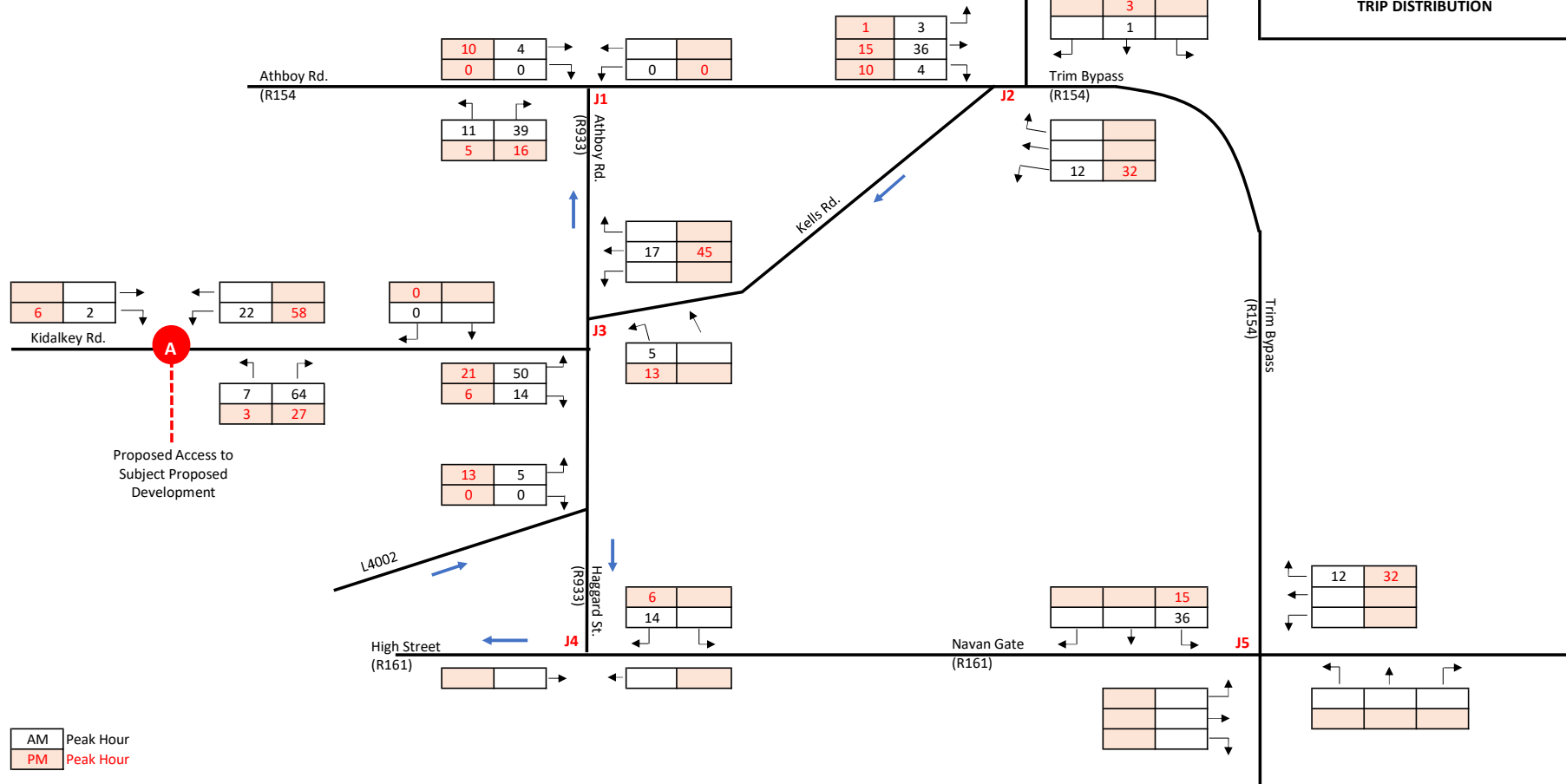
Project Number: 23-041

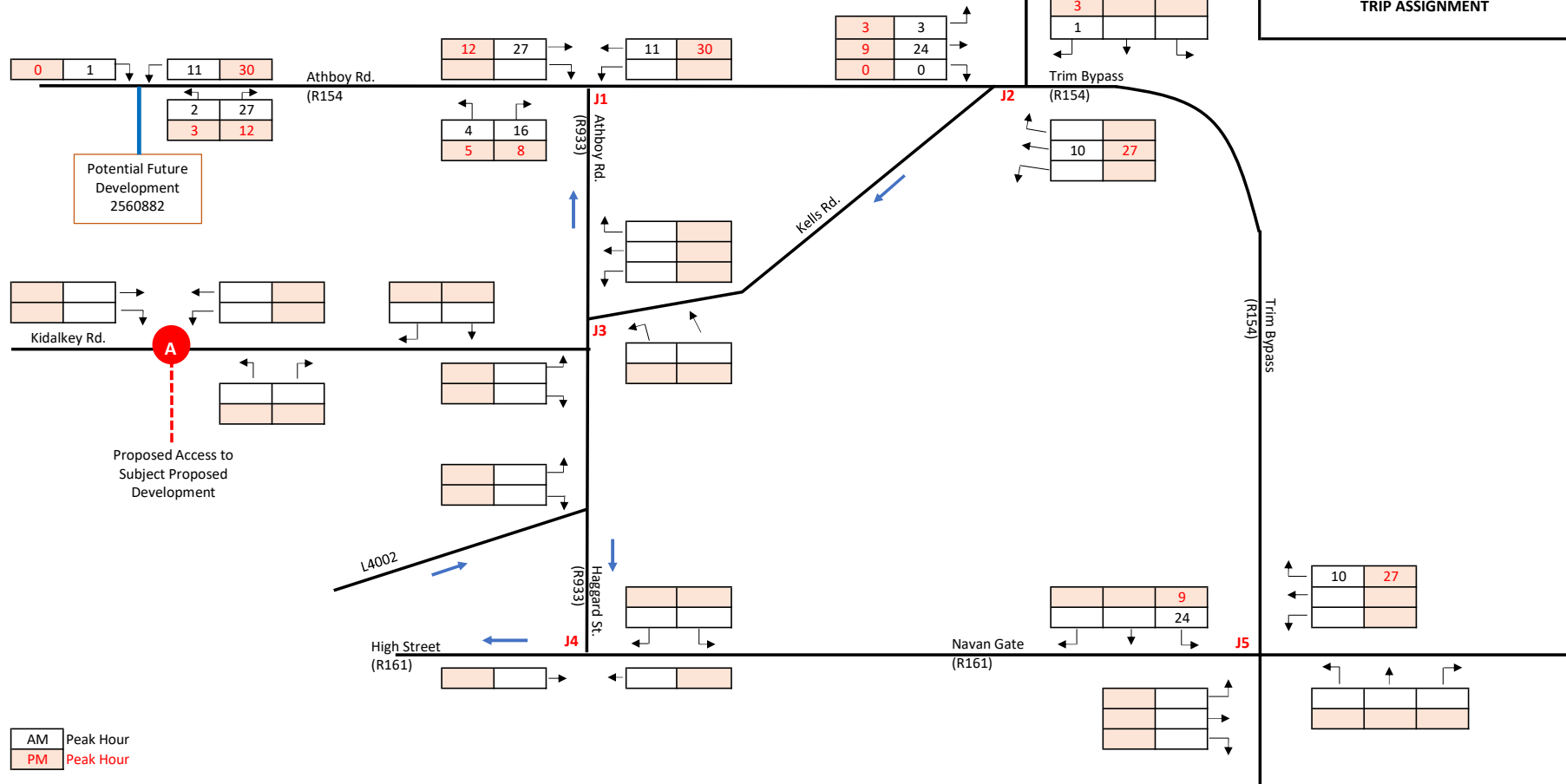
Document Reference: 23-041r.003 Traffic and Transport Assessment

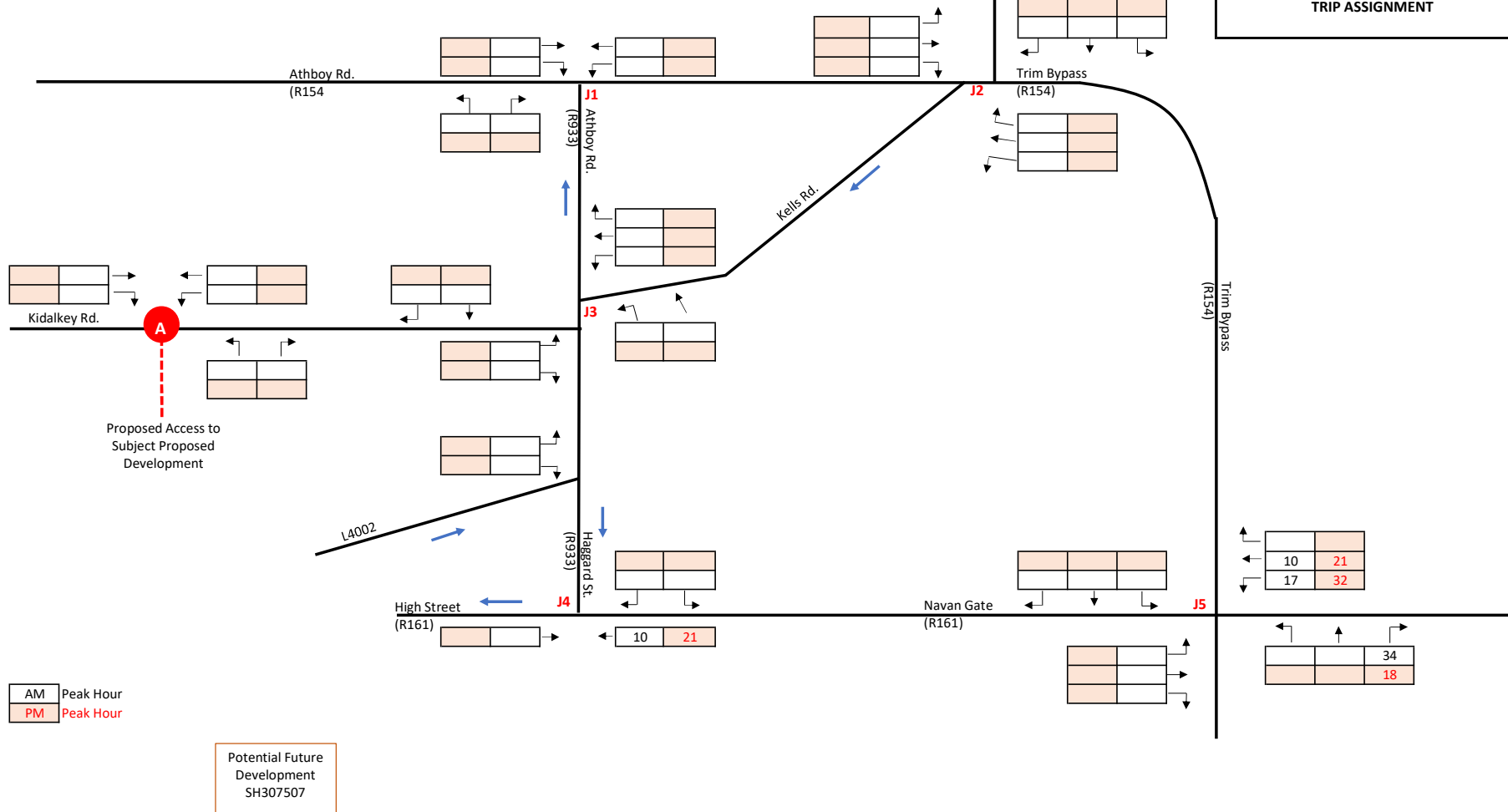
D. Traffic Flows Distribution

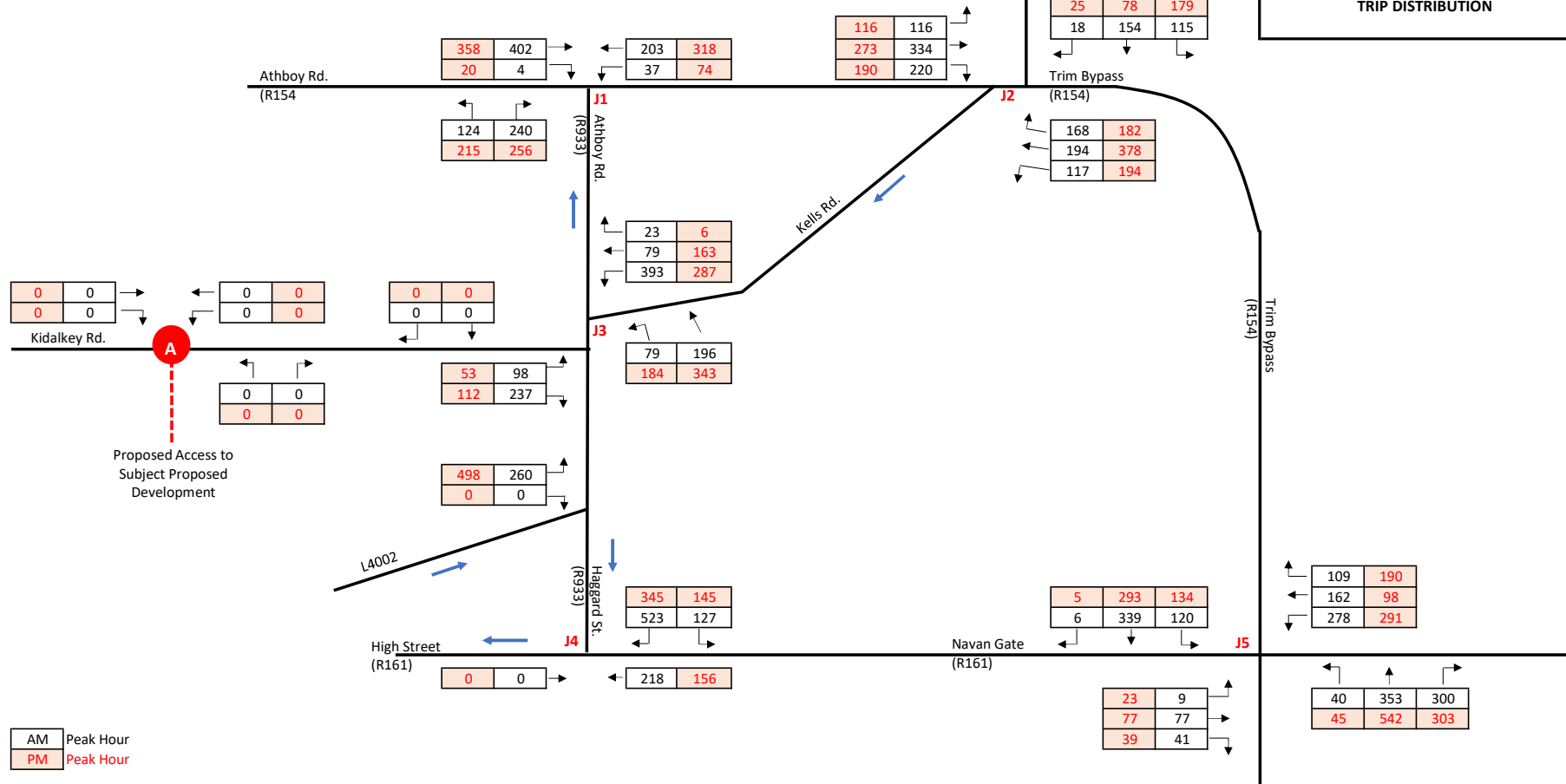


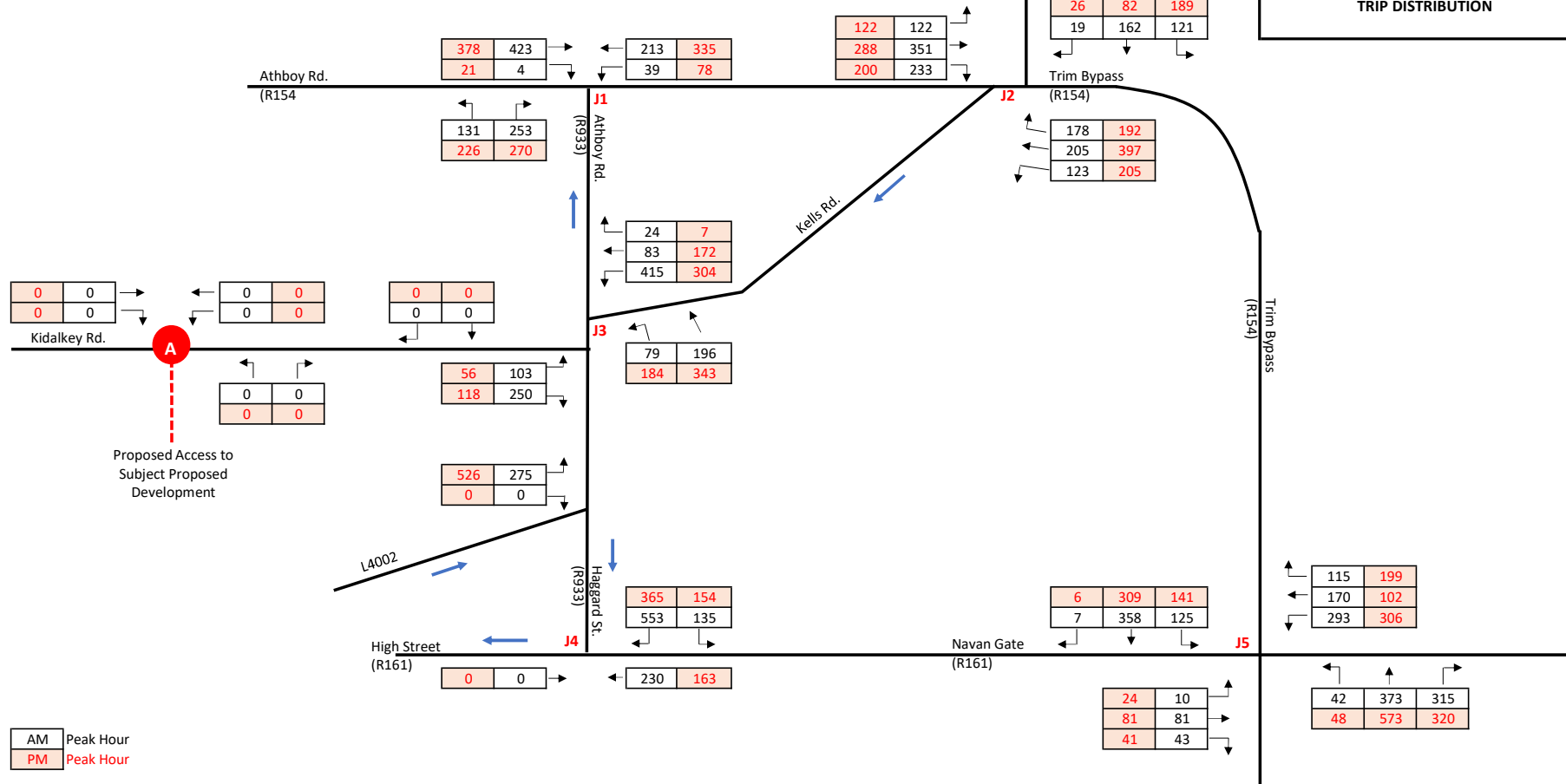


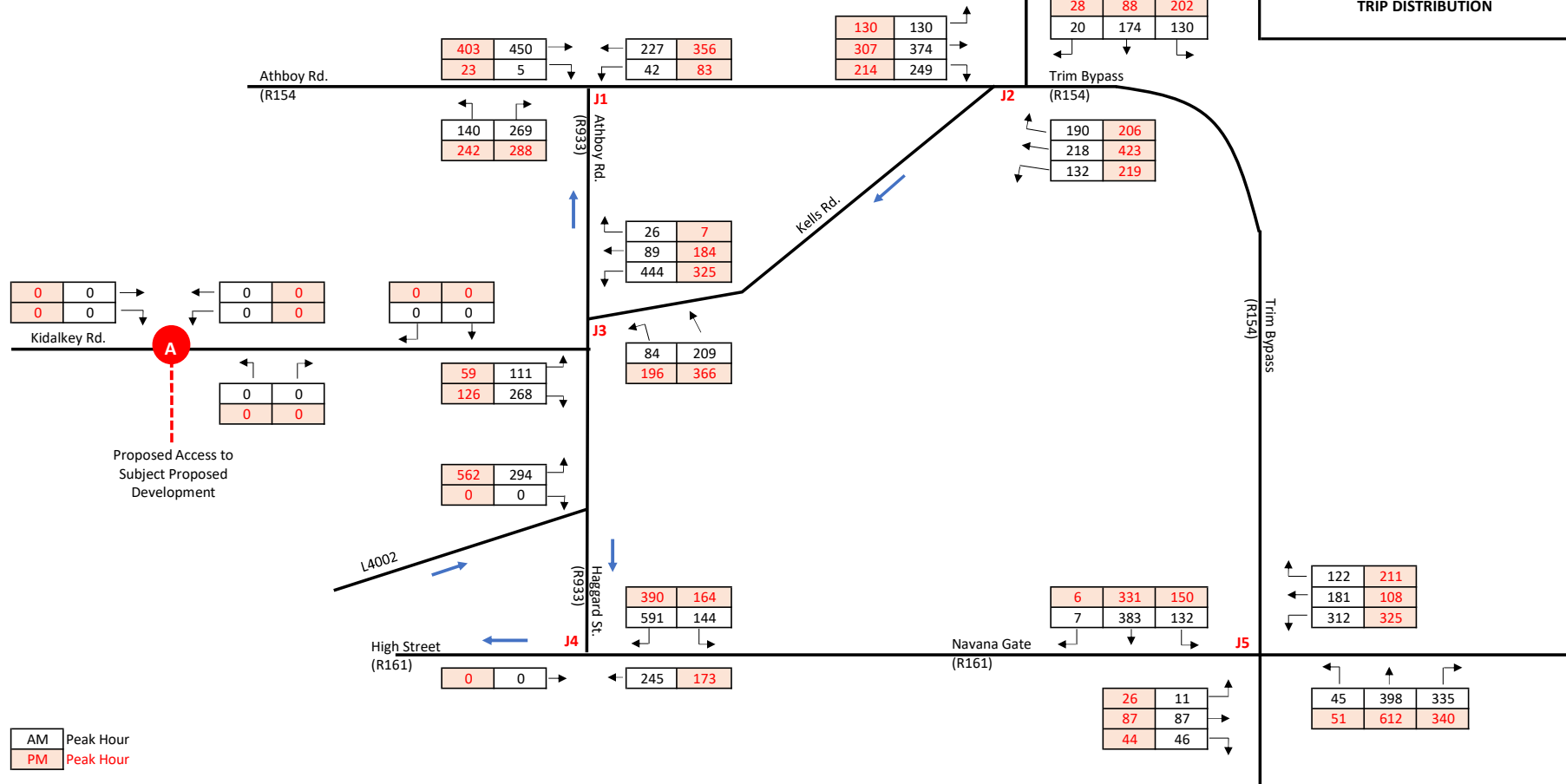


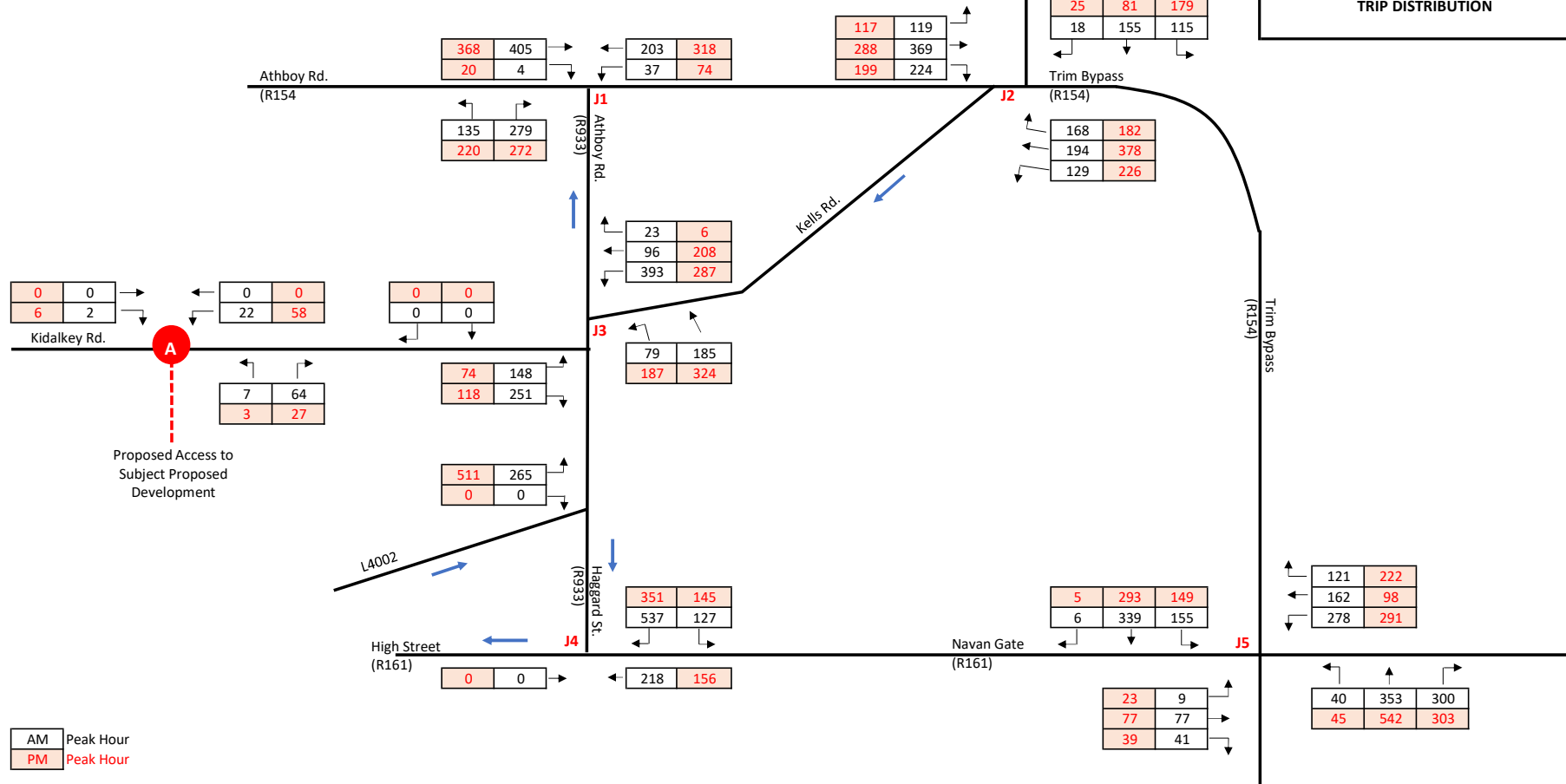


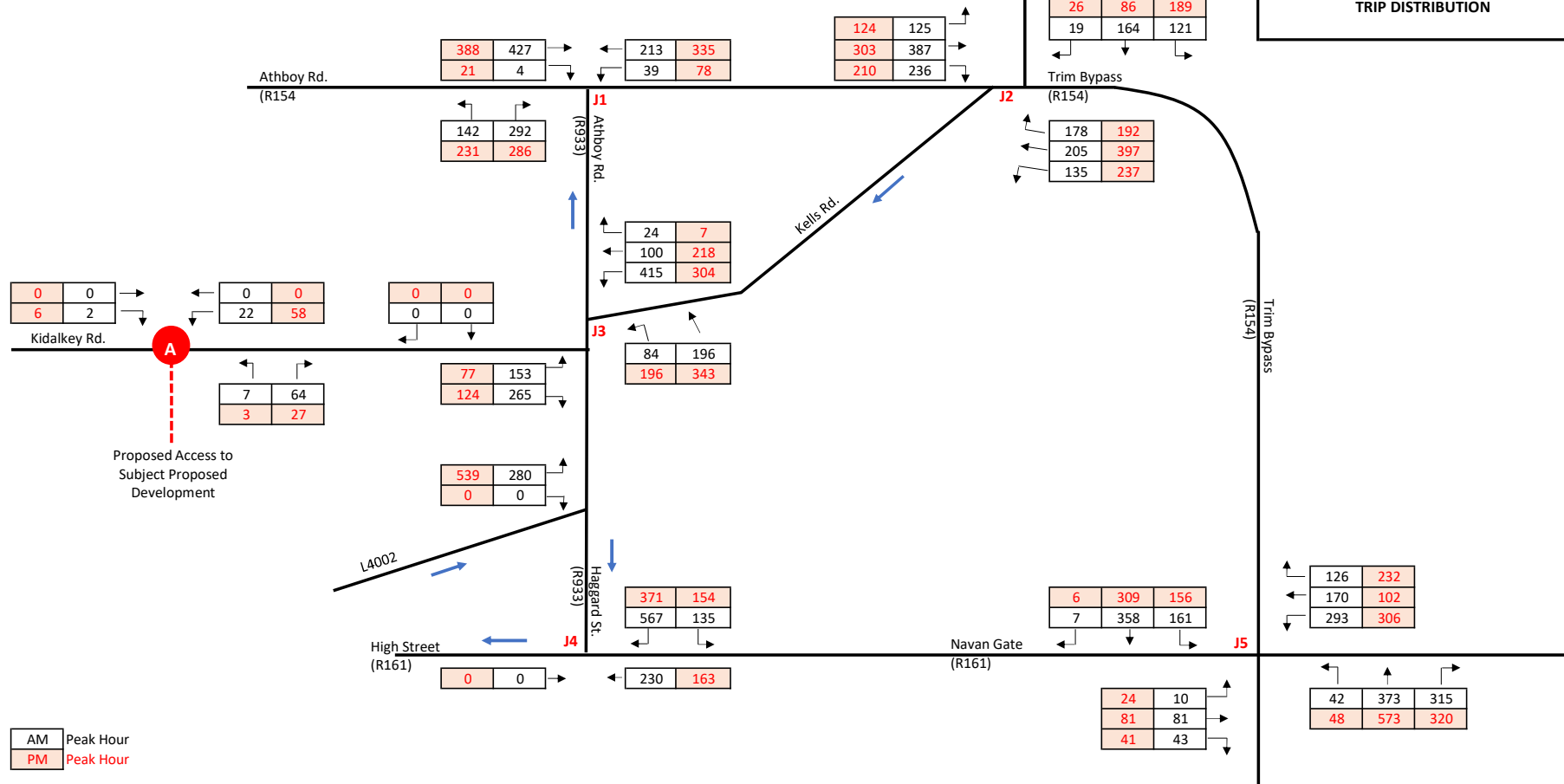


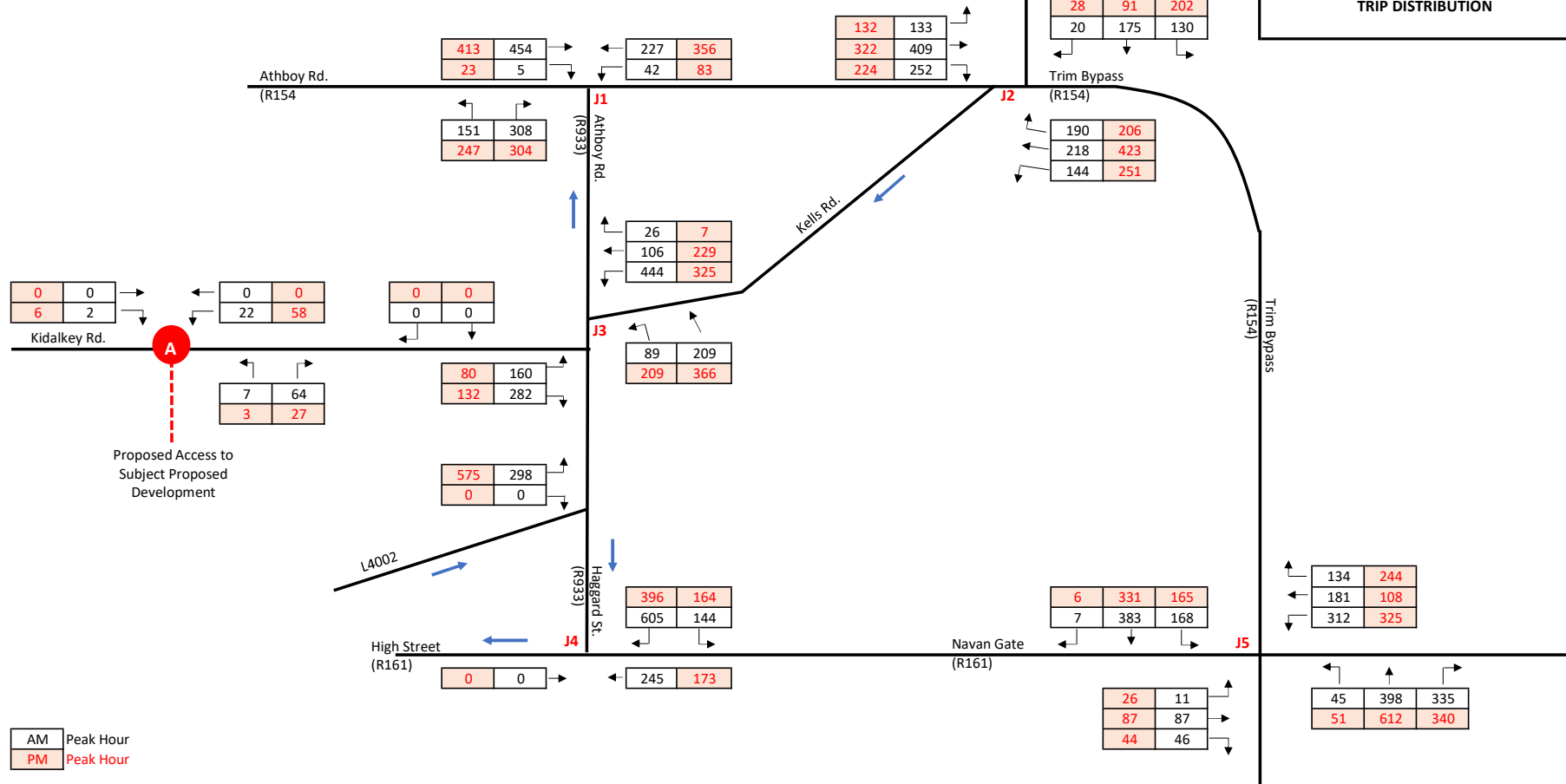












E. TRICS Trip Rates



Audit Code: 30ae051a-c157-4320-847b-dbe6ec61b1d8

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BN	BARNET
	MR	MERTON
02	SOUTH EAST	
	HF	HERTFORDSHIRE
09	NORTH	
	FU	WESTMORLAND & FURNESS
11	SCOTLAND	
	SR	STIRLING
14	LEINSTER	
	LU	LOUTH
15	GREATER DUBLIN	
	DL	DUBLIN

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



Audit Code: 30ae051a-c157-4320-847b-dbe6ec61b1d8

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:	DWELLS
Actual Range:	0.17 to 1.3 (units:DWELLS)
Range Selected by User:	30 to 100 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/00 to 04/09/24

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:

Thursday	2 days
Tuesday	3 days
Wednesday	4 days

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

Selected survey types:

Manual count	9
Direction ATC Count	0

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

Selected Locations:

Edge of Town	3 days
Neighbourhood Centre (PPS6 Local Centre)	6 days

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:

Built-Up Zone	1 days
Commercial Zone	1 days
No Sub Category	2 days
Residential Zone	5 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	8 days
Servicing vehicles Included	1 days



Audit Code: 30ae051a-c157-4320-847b-dbe6ec61b1d8

Secondary Filtering Selection:

Use Class:

C3	9 surveys

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

Population within 500m Range:

0 - 0

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	2 surveys
500,001 or More	3 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	6 surveys
1.6 to 2.0	1 surveys

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.



Audit Code: 30ae051a-c157-4320-847b-dbe6ec61b1d8

Petrol filling station:

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	8 surveys
Yes	1 surveys

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:

2 - Poor	1 surveys
3 - Moderate	1 surveys
No PTAL Present	7 surveys

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.

COVID-19 Restrictions:

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

Audit Code: 30ae051a-c157-4320-847b-dbe6ec61b1d8

1	BN-03-C-01	FLATS IN HOUSES	BARNET
VICTORIA ROAD NEW BARNET Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 0.64 hect Survey date: Thursday 09/06/2022			
			Survey Type: Manual
2	DL-03-C-02	BLOCKS OF FLATS	DUBLIN
MAIN STREET NEAR DUBLIN RATHCOOLE Edge of Town Commercial Zone Site area: 0.85 hect Survey date: Wednesday 14/02/2007			
			Survey Type: Manual
3	DL-03-C-11	BLOCK OF FLATS	DUBLIN
WYCKHAM WAY DUBLIN DUNDRUM Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 1.23 hect Survey date: Tuesday 10/09/2013			
			Survey Type: Manual
4	DL-03-C-13	BLOCK OF FLATS	DUBLIN
SANDYFORD ROAD DUBLIN Neighbourhood Centre (PPS6 Local Centre) Built-Up Zone Site area: 0.66 hect Survey date: Tuesday 10/09/2013			
			Survey Type: Manual
5	FU-03-C-01	BLOCK OF FLATS	WESTMORLAND & FURNESS
BRIDGE LANE PENRITH Edge of Town No Sub Category Site area: 0.56 hect Survey date: Wednesday 11/06/2014			
			Survey Type: Manual
6	HF-03-C-07	BLOCKS OF FLATS	HERTFORDSHIRE
OXHEY DRIVE WATFORD SOUTH OXHEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 0.65 hect Survey date: Wednesday 07/06/2023			
			Survey Type: Manual
7	LU-03-C-04	BLOCKS OF FLATS	LOUTH
RIVER COURT DROGHEDA Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 0.93 hect Survey date: Wednesday 22/09/2021			
			Survey Type: Manual
8	MR-03-C-03	BLOCK OF FLATS	MERTON
BURLINGTON ROAD NEW MALDEN WEST BARNES			

Survey Type: Manual

Survey Type: Manual

Site Ref	Survey Date	Reason for Deselection
HF-03-C-04	10-06-2021	Removed: Site re-surveyed by HF-03-C-07



Audit Code: 30ae051a-c157-4320-847b-dbe6ec61b1d8

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	9	60	0.050	0.256	0.306
08:00-09:00	9	60	0.085	0.232	0.317
09:00-10:00	9	60	0.085	0.074	0.159
10:00-11:00	9	60	0.058	0.082	0.140
11:00-12:00	9	60	0.061	0.071	0.132
12:00-13:00	9	60	0.078	0.091	0.169
13:00-14:00	9	60	0.098	0.095	0.193
14:00-15:00	9	60	0.074	0.080	0.154
15:00-16:00	9	60	0.132	0.095	0.227
16:00-17:00	9	60	0.134	0.085	0.219
17:00-18:00	9	60	0.204	0.095	0.299
18:00-19:00	9	60	0.204	0.108	0.312
19:00-20:00	1	41	0.024	0.073	0.097
20:00-21:00	1	41	0.024	0.049	0.073
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.311	1.486	2.797

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

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

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Audit Code: 30ae051a-c157-4320-847b-dbe6ec61b1d8

Parameter Summary:

Trip rate parameter range selected:	30 - 100 (units: DWELLS)
Survey date date range:	14/02/2007 - 07/09/2023
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.



Audit Code: 6f40dc68-a423-45c2-b234-68d74f3bd86e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: D - NURSERY

Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	RB	REDBRIDGE 1 day
03	SOUTH WEST	
	BA	BATH & NORTH EAST SOMERSET 1 day
05	EAST MIDLANDS	
	DY	DERBY 1 day
	LE	LEICESTERSHIRE 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 1 day
10	WALES	
	NW	NEWPORT 1 day

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

Audit Code: 6f40dc68-a423-45c2-b234-68d74f3bd86e

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:	PUPILS
Actual Range:	284 to 666 (units:PUPILS)
Range Selected by User:	40 to 80 (units:PUPILS)
Parking Spaces Range:	3 - 57

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 05/09/23

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:

Thursday	3 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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

Selected Locations:

Edge of Town	4 days
Neighbourhood Centre (PPS6 Local Centre)	2 days

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

Selected Location Sub Categories:

Industrial Zone	1 days
Residential Zone	4 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	6 days



Audit Code: 6f40dc68-a423-45c2-b234-68d74f3bd86e

Secondary Filtering Selection:

Use Class:

E(f) 6 surveys

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

Population within 500m Range:

0 - 0

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	1 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	3 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	4 surveys

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.



Audit Code: 6f40dc68-a423-45c2-b234-68d74f3bd86e

Petrol filling station:

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	6 surveys

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:

1b - Very poor	1 surveys
No PTAL Present	5 surveys

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.

COVID-19 Restrictions:

No

Audit Code: 6f40dc68-a423-45c2-b234-68d74f3bd86e

1	BA-04-D-02	NURSERY	BATH & NORTH EAST SOMERSET
MIDFORD ROAD BATH COMBE DOWN Neighbourhood Centre (PPS6 Local Centre) Residential Zone Gross floor area: 300 sqm Survey date: Thursday 15/09/2022			
			Survey Type: Unknown
2	DY-04-D-02	NURSERY	DERBY
MAXWELL AVENUE DERBY DARLEY ABBEY Edge of Town Residential Zone Gross floor area: 415 sqm Survey date: Thursday 12/07/2018			
			Survey Type: Unknown
3	LE-04-D-01	NURSERY	LEICESTERSHIRE
WIGSTON ROAD LEICESTER OADBY Edge of Town Residential Zone Gross floor area: 375 sqm Survey date: Thursday 30/10/2014			
			Survey Type: Unknown
4	NW-04-D-01	NURSERY	NEWPORT
CHEPSTOW ROAD NEAR NEWPORT LANGSTONE Neighbourhood Centre (PPS6 Local Centre) Village Gross floor area: 284 sqm Survey date: Wednesday 12/10/2022			
			Survey Type: Unknown
5	NY-04-D-02	NURSERY	NORTH YORKSHIRE
OAKNEY WOOD ROAD SELBY Edge of Town Industrial Zone Gross floor area: 450 sqm Survey date: Tuesday 10/05/2022			
			Survey Type: Unknown
6	RB-04-D-02	NURSERY	REDBRIDGE
RAY LODGE ROAD WOODFORD GREEN Edge of Town Residential Zone Gross floor area: 666 sqm Survey date: Wednesday 22/11/2017			
			Survey Type: Unknown



Audit Code: 6f40dc68-a423-45c2-b234-68d74f3bd86e

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

Total Vehicles

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
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	66	0.015	0.000	0.015
07:00-08:00	6	63	0.222	0.135	0.357
08:00-09:00	6	63	0.283	0.238	0.521
09:00-10:00	6	63	0.114	0.101	0.215
10:00-11:00	6	63	0.029	0.021	0.050
11:00-12:00	6	63	0.042	0.034	0.076
12:00-13:00	6	63	0.101	0.095	0.196
13:00-14:00	6	63	0.079	0.095	0.174
14:00-15:00	6	63	0.061	0.045	0.106
15:00-16:00	6	63	0.063	0.116	0.179
16:00-17:00	6	63	0.111	0.122	0.233
17:00-18:00	6	63	0.196	0.257	0.453
18:00-19:00	6	63	0.011	0.037	0.048
19:00-20:00	1	70	0.014	0.143	0.157
20:00-21:00	1	70	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.341	1.439	2.780

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

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

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Audit Code: 6f40dc68-a423-45c2-b234-68d74f3bd86e

Parameter Summary:

Trip rate parameter range selected:	40 - 80 (units: PUPILS)
Survey date date range:	30/10/2014 - 12/10/2022
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Audit Code: 0bf4c846-cba7-4a2b-9cc1-9eb812fce7b9

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	WB	WEST BERKSHIRE	1 day
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 day
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	2 days
	WO	WORCESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 day

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



Audit Code: 0bf4c846-cba7-4a2b-9cc1-9eb812fce7b9

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:	DWELLS
Actual Range:	6 to 9.7 (units:DWELLS)
Range Selected by User:	161 to 248 (units:DWELLS)
Parking Spaces Range:	414 - 881

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/87 to 17/09/24

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:

Thursday	5 days
Wednesday	1 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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

Selected Locations:

Edge of Town	5 days
Neighbourhood Centre (PPS6 Local Centre)	1 days

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:

No Sub Category	3 days
Residential Zone	2 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	5 days
Servicing vehicles Included	1 days



Audit Code: 0bf4c846-cba7-4a2b-9cc1-9eb812fce7b9

Secondary Filtering Selection:

Use Class:

C3	6 surveys

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

Population within 500m Range:

0 - 0

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	3 surveys
5,001 to 10,000	1 surveys

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 surveys
25,001 to 50,000	2 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	2 surveys

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 surveys
1.1 to 1.5	3 surveys

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.



Audit Code: 0bf4c846-cba7-4a2b-9cc1-9eb812fce7b9

Petrol filling station:

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 6 surveys

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 6 surveys

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.

COVID-19 Restrictions:

No

Audit Code: 0bf4c846-cba7-4a2b-9cc1-9eb812fce7b9

1	BC-03-A-01	MIXED HOUSES	BOURNEMOUTH CHRISTCHURCH & POOLE
A351 SANDFORD ROAD NEAR POOLE SANDFORD Neighbourhood Centre (PPS6 Local Centre) Village Site area: 7.1 hect Survey date: Thursday 18/04/1996			
			Survey Type: Manual
2	NE-03-A-01	DETACHED	NORTH EAST LINCOLNSHIRE
BRADLEY ROAD NEAR CLEETHORPES WALTHAM Edge of Town Residential Zone Site area: 6 hect Survey date: Thursday 08/07/1993			
			Survey Type: Manual
3	ST-03-A-01	SEMI DETACHED	STAFFORDSHIRE
RAKEWAY ROAD CHEADLE CHEADLEMILL BROOK Edge of Town No Sub Category Site area: 8.4 hect Survey date: Tuesday 18/07/1995			
			Survey Type: Manual
4	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Site area: 9 hect Survey date: Wednesday 22/11/2017			
			Survey Type: Manual
5	WB-03-A-01	SEMI DETACHED	WEST BERKSHIRE
LOWER WAY THATCHAM Edge of Town No Sub Category Site area: 9.7 hect Survey date: Tuesday 05/11/1991			
			Survey Type: Manual
6	WO-03-A-06	DET./TERRACED	WORCESTERSHIRE
ST GODWALDS ROAD BROMSGROVE ASTON FIELDS Edge of Town No Sub Category Site area: 6.7 hect Survey date: Thursday 30/06/2005			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
ST-03-A-01	18-07-1995	Removed: Most Recent ST-03-A-01 20-07-1995
ST-03-A-01	19-07-1995	Removed: Most Recent ST-03-A-01 20-07-1995
WB-03-A-01	05-11-1991	Removed: Most Recent WB-03-A-01 07-11-1991
WB-03-A-01	06-11-1991	Removed: Most Recent WB-03-A-01 07-11-1991



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Site Ref	Survey Date	Reason for Deselection
WO-03-A-05	23-05-2002	Removed: Site re-surveyed by WO-03-A-06

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00	1	245	0.045	0.024	0.069
01:00-02:00	1	245	0.020	0.004	0.024
02:00-03:00	1	245	0.004	0.000	0.004
03:00-04:00	1	245	0.004	0.020	0.024
04:00-05:00	1	245	0.008	0.004	0.012
05:00-06:00	1	245	0.016	0.053	0.069
06:00-07:00	2	236	0.042	0.174	0.216
07:00-08:00	6	216	0.095	0.321	0.416
08:00-09:00	6	216	0.143	0.451	0.594
09:00-10:00	6	216	0.129	0.193	0.322
10:00-11:00	6	216	0.129	0.149	0.278
11:00-12:00	6	216	0.117	0.143	0.260
12:00-13:00	6	216	0.176	0.144	0.320
13:00-14:00	6	216	0.147	0.149	0.296
14:00-15:00	6	216	0.146	0.156	0.302
15:00-16:00	6	216	0.255	0.186	0.441
16:00-17:00	6	216	0.280	0.176	0.456
17:00-18:00	6	216	0.406	0.188	0.594
18:00-19:00	6	216	0.310	0.210	0.520
19:00-20:00	2	236	0.311	0.282	0.593
20:00-21:00	2	236	0.288	0.199	0.487
21:00-22:00	2	236	0.199	0.140	0.339
22:00-23:00	1	245	0.167	0.118	0.285
23:00-00:00	1	245	0.143	0.078	0.221
Total Rates:			3.580	3.562	7.142

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

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

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Audit Code: 0bf4c846-cba7-4a2b-9cc1-9eb812fce7b9

Parameter Summary:

Trip rate parameter range selected:	161 - 248 (units: DWELLS)
Survey date date range:	07/11/1991 - 22/11/2017
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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.

F. Junction Modelling Results

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk 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: Junction A AM_PMN.j9

Path: N:\Projects\23\23-041 Trim Co Meath\Design\Civil\Traffic\Juntion modelling\Junction A

Report generation date: 14/10/2025 16:33:30

»AM_PM - 2025 BASE YEAR, AM
 »AM_PM - 2025 BASE YEAR, PM
 »AM_PM - 2028 DO NOTHING, AM
 »AM_PM - 2028 DO NOTHING, PM
 »AM_PM - 2033 DO NOTHING, AM
 »AM_PM - 2033 DO NOTHING, PM
 »AM_PM - 2043 DO NOTHING, AM
 »AM_PM - 2043 DO NOTHING, PM
 »AM_PM - 2028 DO SOMETHING, AM
 »AM_PM - 2028 DO SOMETHING, PM
 »AM_PM - 2033 DO SOMETHING, AM
 »AM_PM - 2033 DO SOMETHING, PM
 »AM_PM - 2043 DO SOMETHING, AM
 »AM_PM - 2043 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
AM_PM - 2025 BASE YEAR						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-B	0.0	0.00	0.00	0.0	0.00	0.00
AM_PM - 2028 DO NOTHING						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-B	0.0	0.00	0.00	0.0	0.00	0.00
AM_PM - 2033 DO NOTHING						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-B	0.0	0.00	0.00	0.0	0.00	0.00
AM_PM - 2043 DO NOTHING						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-B	0.0	0.00	0.00	0.0	0.00	0.00
AM_PM - 2028 DO SOMETHING						
Stream B-AC	0.3	12.03	0.21	0.1	11.24	0.09
Stream C-B	0.0	6.85	0.00	0.0	7.72	0.01
AM_PM - 2033 DO SOMETHING						
Stream B-AC	0.3	12.22	0.21	0.1	11.45	0.09
Stream C-B	0.0	6.88	0.00	0.0	7.80	0.01
AM_PM - 2043 DO SOMETHING						
Stream B-AC	0.3	12.48	0.21	0.1	11.72	0.10
Stream C-B	0.0	6.92	0.00	0.0	7.90	0.01

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	JUNCTION A
Location	Kildalkey Road / Access to Subject Development
Site number	Junction A
Date	14/10/2025
Version	
Status	(new file)
Identifier	
Client	Earlsfort Developments Drogheda Limited
Jobnumber	23-041
Enumerator	DOMAIN\m.castro
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASE YEAR	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025 BASE YEAR	PM	ONE HOUR	17:00	18:30	15	✓
D3	2028 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D4	2028 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D5	2033 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D6	2033 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D7	2043 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D8	2043 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D9	2028 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D10	2028 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D11	2033 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D12	2033 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D13	2043 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D14	2043 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM_PM	✓	100.000	100.000

AM_PM - 2025 BASE YEAR, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.50			5.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	5	5

Zebra Crossings

Arm	Space between crossing and junction entry (Left) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
B	1.00	1.00		Distance	7.00	5.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	458	0.085	0.215	0.135	0.308
B-C	596	0.093	0.236	-	-
C-B	577	0.228	0.228	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASE YEAR	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	146	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	318	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	146
	B	0	0	0
	C	318	0	0

Proportions

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Average PCU Per Veh

	To			
From		A	B	C
	A	1.000	1.010	1.010
	B	1.010	1.000	1.010
	C	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	A	110	110	
	B	0	0	75.29
	C	239	239	
08:15-08:30	A	131	131	
	B	0	0	89.90
	C	286	286	
08:30-08:45	A	161	161	
	B	0	0	110.10
	C	350	350	
08:45-09:00	A	161	161	
	B	0	0	110.10
	C	350	350	
09:00-09:15	A	131	131	
	B	0	0	89.90
	C	286	286	
09:15-09:30	A	110	110	
	B	0	0	75.29
	C	239	239	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					292	438
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					134	201

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	471	0.000	0	0.0	0.0	0.000	A
C-A	239	60				239				
C-B	0	0		552	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	110	27				110				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	461	0.000	0	0.0	0.0	0.000	A
C-A	286	71				286				
C-B	0	0		547	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	131	33				131				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	448	0.000	0	0.0	0.0	0.000	A
C-A	350	88				350				
C-B	0	0		540	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	161	40				161				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	448	0.000	0	0.0	0.0	0.000	A
C-A	350	88				350				
C-B	0	0		540	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	161	40				161				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	461	0.000	0	0.0	0.0	0.000	A
C-A	286	71				286				
C-B	0	0		547	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	131	33				131				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	471	0.000	0	0.0	0.0	0.000	A
C-A	239	60				239				
C-B	0	0		552	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	110	27				110				

AM_PM - 2025 BASE YEAR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 BASE YEAR	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	320	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	156	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	320
	B	0	0	0
	C	156	0	0

Proportions

	To			
		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Average PCU Per Veh

From	To			
		A	B	C
	A	1.000	1.010	1.010
	B	1.010	1.000	1.010
	C	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
17:00-17:15	A	241	241	
	B	0	0	75.29
	C	117	117	
17:15-17:30	A	288	288	
	B	0	0	89.90
	C	140	140	
17:30-17:45	A	352	352	
	B	0	0	110.10
	C	172	172	
17:45-18:00	A	352	352	
	B	0	0	110.10
	C	172	172	
18:00-18:15	A	288	288	
	B	0	0	89.90
	C	140	140	
18:15-18:30	A	241	241	
	B	0	0	75.29
	C	117	117	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					143	215
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					294	440

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	452	0.000	0	0.0	0.0	0.000	A
C-A	117	29				117				
C-B	0	0		522	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	241	60				241				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	439	0.000	0	0.0	0.0	0.000	A
C-A	140	35				140				
C-B	0	0		511	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	288	72				288				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	421	0.000	0	0.0	0.0	0.000	A
C-A	172	43				172				
C-B	0	0		496	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	352	88				352				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	421	0.000	0	0.0	0.0	0.000	A
C-A	172	43				172				
C-B	0	0		496	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	352	88				352				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	439	0.000	0	0.0	0.0	0.000	A
C-A	140	35				140				
C-B	0	0		511	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	288	72				288				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	452	0.000	0	0.0	0.0	0.000	A
C-A	117	29				117				
C-B	0	0		522	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	241	60				241				

AM_PM - 2028 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	154	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	335	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	154
	B	0	0	0
	C	335	0	0

Proportions

	To			
		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Average PCU Per Veh

From	To			
		A	B	C
	A	1.000	1.010	1.010
	B	1.010	1.000	1.010
	C	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	A	116	116	
	B	0	0	75.29
	C	252	252	
08:15-08:30	A	138	138	
	B	0	0	89.90
	C	301	301	
08:30-08:45	A	170	170	
	B	0	0	110.10
	C	369	369	
08:45-09:00	A	170	170	
	B	0	0	110.10
	C	369	369	
09:00-09:15	A	138	138	
	B	0	0	89.90
	C	301	301	
09:15-09:30	A	116	116	
	B	0	0	75.29
	C	252	252	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					307	461
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					141	212

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	468	0.000	0	0.0	0.0	0.000	A
C-A	252	63				252				
C-B	0	0		550	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	116	29				116				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	458	0.000	0	0.0	0.0	0.000	A
C-A	301	75				301				
C-B	0	0		545	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	138	35				138				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	444	0.000	0	0.0	0.0	0.000	A
C-A	369	92				369				
C-B	0	0		538	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	170	42				170				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	444	0.000	0	0.0	0.0	0.000	A
C-A	369	92				369				
C-B	0	0		538	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	170	42				170				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	458	0.000	0	0.0	0.0	0.000	A
C-A	301	75				301				
C-B	0	0		545	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	138	35				138				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	468	0.000	0	0.0	0.0	0.000	A
C-A	252	63				252				
C-B	0	0		550	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	116	29				116				

AM_PM - 2028 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	337	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	164	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	337
	B	0	0	0
	C	164	0	0

Proportions

	To			
		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Average PCU Per Veh

From	To			
		A	B	C
	A	1.000	1.010	1.010
	B	1.010	1.000	1.010
	C	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
17:00-17:15	A	254	254	
	B	0	0	75.29
	C	123	123	
17:15-17:30	A	303	303	
	B	0	0	89.90
	C	147	147	
17:30-17:45	A	371	371	
	B	0	0	110.10
	C	181	181	
17:45-18:00	A	371	371	
	B	0	0	110.10
	C	181	181	
18:00-18:15	A	303	303	
	B	0	0	89.90
	C	147	147	
18:15-18:30	A	254	254	
	B	0	0	75.29
	C	123	123	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					150	226
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					309	464

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	448	0.000	0	0.0	0.0	0.000	A
C-A	123	31				123				
C-B	0	0		519	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	254	63				254				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	435	0.000	0	0.0	0.0	0.000	A
C-A	147	37				147				
C-B	0	0		508	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	303	76				303				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	416	0.000	0	0.0	0.0	0.000	A
C-A	181	45				181				
C-B	0	0		492	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	371	93				371				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	416	0.000	0	0.0	0.0	0.000	A
C-A	181	45				181				
C-B	0	0		492	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	371	93				371				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	435	0.000	0	0.0	0.0	0.000	A
C-A	147	37				147				
C-B	0	0		508	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	303	76				303				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	448	0.000	0	0.0	0.0	0.000	A
C-A	123	31				123				
C-B	0	0		519	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	254	63				254				

AM_PM - 2033 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2033 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	162	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	354	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	162
	B	0	0	0
	C	354	0	0

Proportions

	To			
		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Average PCU Per Veh

From	To			
		A	B	C
	A	1.000	1.010	1.010
	B	1.010	1.000	1.010
	C	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	A	122	122	
	B	0	0	75.29
	C	267	267	
08:15-08:30	A	146	146	
	B	0	0	89.90
	C	318	318	
08:30-08:45	A	178	178	
	B	0	0	110.10
	C	390	390	
08:45-09:00	A	178	178	
	B	0	0	110.10
	C	390	390	
09:00-09:15	A	146	146	
	B	0	0	89.90
	C	318	318	
09:15-09:30	A	122	122	
	B	0	0	75.29
	C	267	267	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					325	487
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					149	223

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	465	0.000	0	0.0	0.0	0.000	A
C-A	267	67				267				
C-B	0	0		549	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	122	30				122				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	455	0.000	0	0.0	0.0	0.000	A
C-A	318	80				318				
C-B	0	0		544	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	146	36				146				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	440	0.000	0	0.0	0.0	0.000	A
C-A	390	97				390				
C-B	0	0		536	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	178	45				178				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	440	0.000	0	0.0	0.0	0.000	A
C-A	390	97				390				
C-B	0	0		536	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	178	45				178				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	455	0.000	0	0.0	0.0	0.000	A
C-A	318	80				318				
C-B	0	0		544	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	146	36				146				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	465	0.000	0	0.0	0.0	0.000	A
C-A	267	67				267				
C-B	0	0		549	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	122	30				122				

AM_PM - 2033 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2033 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	356	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	174	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	356
	B	0	0	0
	C	174	0	0

Proportions

	To			
		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Average PCU Per Veh

From	To			
		A	B	C
	A	1.000	1.010	1.010
	B	1.010	1.000	1.010
	C	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
17:00-17:15	A	268	268	
	B	0	0	75.29
	C	131	131	
17:15-17:30	A	320	320	
	B	0	0	89.90
	C	156	156	
17:30-17:45	A	392	392	
	B	0	0	110.10
	C	192	192	
17:45-18:00	A	392	392	
	B	0	0	110.10
	C	192	192	
18:00-18:15	A	320	320	
	B	0	0	89.90
	C	156	156	
18:15-18:30	A	268	268	
	B	0	0	75.29
	C	131	131	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					160	239
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					327	490

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	445	0.000	0	0.0	0.0	0.000	A
C-A	131	33				131				
C-B	0	0		516	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	268	67				268				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	430	0.000	0	0.0	0.0	0.000	A
C-A	156	39				156				
C-B	0	0		504	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	320	80				320				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	410	0.000	0	0.0	0.0	0.000	A
C-A	192	48				192				
C-B	0	0		487	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	392	98				392				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	410	0.000	0	0.0	0.0	0.000	A
C-A	192	48				192				
C-B	0	0		487	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	392	98				392				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	430	0.000	0	0.0	0.0	0.000	A
C-A	156	39				156				
C-B	0	0		504	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	320	80				320				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	445	0.000	0	0.0	0.0	0.000	A
C-A	131	33				131				
C-B	0	0		516	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	268	67				268				

AM_PM - 2043 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2043 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	174	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	378	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	174
	B	0	0	0
	C	378	0	0

Proportions

	To			
		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Average PCU Per Veh

From	To			
		A	B	C
	A	1.000	1.010	1.010
	B	1.010	1.000	1.010
	C	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	A	131	131	
	B	0	0	75.29
	C	285	285	
08:15-08:30	A	156	156	
	B	0	0	89.90
	C	340	340	
08:30-08:45	A	192	192	
	B	0	0	110.10
	C	416	416	
08:45-09:00	A	192	192	
	B	0	0	110.10
	C	416	416	
09:00-09:15	A	156	156	
	B	0	0	89.90
	C	340	340	
09:15-09:30	A	131	131	
	B	0	0	75.29
	C	285	285	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					347	520
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					160	239

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	461	0.000	0	0.0	0.0	0.000	A
C-A	285	71				285				
C-B	0	0		547	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	131	33				131				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	450	0.000	0	0.0	0.0	0.000	A
C-A	340	85				340				
C-B	0	0		541	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	156	39				156				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	434	0.000	0	0.0	0.0	0.000	A
C-A	416	104				416				
C-B	0	0		533	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	192	48				192				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	434	0.000	0	0.0	0.0	0.000	A
C-A	416	104				416				
C-B	0	0		533	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	192	48				192				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	450	0.000	0	0.0	0.0	0.000	A
C-A	340	85				340				
C-B	0	0		541	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	156	39				156				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	461	0.000	0	0.0	0.0	0.000	A
C-A	285	71				285				
C-B	0	0		547	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	131	33				131				

AM_PM - 2043 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2043 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	380	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	185	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	380
	B	0	0	0
	C	185	0	0

Proportions

	To			
		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Average PCU Per Veh

From	To			
		A	B	C
	A	1.000	1.010	1.010
	B	1.010	1.000	1.010
	C	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
17:00-17:15	A	286	286	
	B	0	0	75.29
	C	139	139	
17:15-17:30	A	342	342	
	B	0	0	89.90
	C	166	166	
17:30-17:45	A	418	418	
	B	0	0	110.10
	C	204	204	
17:45-18:00	A	418	418	
	B	0	0	110.10
	C	204	204	
18:00-18:15	A	342	342	
	B	0	0	89.90
	C	166	166	
18:15-18:30	A	286	286	
	B	0	0	75.29
	C	139	139	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					170	255
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					349	523

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	440	0.000	0	0.0	0.0	0.000	A
C-A	139	35				139				
C-B	0	0		512	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	286	72				286				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	424	0.000	0	0.0	0.0	0.000	A
C-A	166	42				166				
C-B	0	0		499	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	342	85				342				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	403	0.000	0	0.0	0.0	0.000	A
C-A	204	51				204				
C-B	0	0		481	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	418	105				418				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	110.10	403	0.000	0	0.0	0.0	0.000	A
C-A	204	51				204				
C-B	0	0		481	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	418	105				418				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	89.90	424	0.000	0	0.0	0.0	0.000	A
C-A	166	42				166				
C-B	0	0		499	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	342	85				342				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	75.29	440	0.000	0	0.0	0.0	0.000	A
C-A	139	35				139				
C-B	0	0		512	0.000	0	0.0	0.0	0.000	A
A-B	0	0				0				
A-C	286	72				286				

AM_PM - 2028 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2028 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	176	100.000
B		ONE HOUR	✓	71	100.000
C		ONE HOUR	✓	337	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	22	154
	B	64	0	7
	C	335	2	0

Proportions

	To			
		A	B	C
	A	0.00	0.13	0.88
	B	0.90	0.00	0.10
	C	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Average PCU Per Veh

From	To			
		A	B	C
	A	1.000	1.010	1.010
	B	1.010	1.000	1.010
	C	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	A	133	133	
	B	53	53	75.29
	C	254	254	
08:15-08:30	A	158	158	
	B	64	64	89.90
	C	303	303	
08:30-08:45	A	194	194	
	B	78	78	110.10
	C	371	371	
08:45-09:00	A	194	194	
	B	78	78	110.10
	C	371	371	
09:00-09:15	A	158	158	
	B	64	64	89.90
	C	303	303	
09:15-09:30	A	133	133	
	B	53	53	75.29
	C	254	254	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	12.03	0.3	B	65	98
C-A					307	461
C-B	0.00	6.85	0.0	A	2	3
A-B					20	30
A-C					141	212

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	75.29	408	0.131	53	0.0	0.2	10.209	B
C-A	252	63				252				
C-B	2	0.38		547	0.003	1	0.0	0.0	6.669	A
A-B	17	4				17				
A-C	116	29				116				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	89.90	397	0.161	64	0.2	0.2	10.913	B
C-A	301	75				301				
C-B	2	0.45		541	0.003	2	0.0	0.0	6.745	A
A-B	20	5				20				
A-C	138	35				138				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	110.10	380	0.206	78	0.2	0.3	12.009	B
C-A	369	92				369				
C-B	2	0.55		533	0.004	2	0.0	0.0	6.854	A
A-B	24	6				24				
A-C	170	42				170				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	110.10	380	0.206	78	0.3	0.3	12.030	B
C-A	369	92				369				
C-B	2	0.55		533	0.004	2	0.0	0.0	6.854	A
A-B	24	6				24				
A-C	170	42				170				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	89.90	397	0.161	64	0.3	0.2	10.942	B
C-A	301	75				301				
C-B	2	0.45		541	0.003	2	0.0	0.0	6.748	A
A-B	20	5				20				
A-C	138	35				138				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	75.29	408	0.131	54	0.2	0.2	10.253	B
C-A	252	63				252				
C-B	2	0.38		547	0.003	2	0.0	0.0	6.669	A
A-B	17	4				17				
A-C	116	29				116				

AM_PM - 2028 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2028 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	395	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	170	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	58	337
	B	27	0	3
	C	164	6	0

Proportions

	To			
		A	B	C
	A	0.00	0.15	0.85
	B	0.90	0.00	0.10
	C	0.96	0.04	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Average PCU Per Veh

From	To			
		A	B	C
	A	1.000	1.010	1.010
	B	1.010	1.000	1.010
	C	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
17:00-17:15	A	297	297	
	B	23	23	75.29
	C	128	128	
17:15-17:30	A	355	355	
	B	27	27	89.90
	C	153	153	
17:30-17:45	A	435	435	
	B	33	33	110.10
	C	187	187	
17:45-18:00	A	435	435	
	B	33	33	110.10
	C	187	187	
18:00-18:15	A	355	355	
	B	27	27	89.90
	C	153	153	
18:15-18:30	A	297	297	
	B	23	23	75.29
	C	128	128	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	11.24	0.1	B	28	41
C-A					150	226
C-B	0.01	7.72	0.0	A	6	8
A-B					53	80
A-C					309	464

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	75.29	392	0.058	22	0.0	0.1	9.830	A
C-A	123	31				123				
C-B	5	1		509	0.009	4	0.0	0.0	7.207	A
A-B	44	11				44				
A-C	254	63				254				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	89.90	377	0.072	27	0.1	0.1	10.383	B
C-A	147	37				147				
C-B	5	1		496	0.011	5	0.0	0.0	7.413	A
A-B	52	13				52				
A-C	303	76				303				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	110.10	356	0.093	33	0.1	0.1	11.235	B
C-A	181	45				181				
C-B	7	2		478	0.014	7	0.0	0.0	7.720	A
A-B	64	16				64				
A-C	371	93				371				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	110.10	356	0.093	33	0.1	0.1	11.242	B
C-A	181	45				181				
C-B	7	2		478	0.014	7	0.0	0.0	7.720	A
A-B	64	16				64				
A-C	371	93				371				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	89.90	377	0.072	27	0.1	0.1	10.392	B
C-A	147	37				147				
C-B	5	1		496	0.011	5	0.0	0.0	7.417	A
A-B	52	13				52				
A-C	303	76				303				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	75.29	392	0.058	23	0.1	0.1	9.845	A
C-A	123	31				123				
C-B	5	1		509	0.009	5	0.0	0.0	7.210	A
A-B	44	11				44				
A-C	254	63				254				

AM_PM - 2033 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2033 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	184	100.000
B		ONE HOUR	✓	71	100.000
C		ONE HOUR	✓	356	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	22	162
	B	64	0	7
	C	354	2	0

Proportions

	To			
		A	B	C
	A	0.00	0.12	0.88
	B	0.90	0.00	0.10
	C	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Average PCU Per Veh

From	To			
		A	B	C
	A	1.000	1.010	1.010
	B	1.010	1.000	1.010
	C	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	A	139	139	
	B	53	53	75.29
	C	268	268	
08:15-08:30	A	165	165	
	B	64	64	89.90
	C	320	320	
08:30-08:45	A	203	203	
	B	78	78	110.10
	C	392	392	
08:45-09:00	A	203	203	
	B	78	78	110.10
	C	392	392	
09:00-09:15	A	165	165	
	B	64	64	89.90
	C	320	320	
09:15-09:30	A	139	139	
	B	53	53	75.29
	C	268	268	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	12.22	0.3	B	65	98
C-A					325	487
C-B	0.00	6.88	0.0	A	2	3
A-B					20	30
A-C					149	223

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	75.29	405	0.132	53	0.0	0.2	10.300	B
C-A	267	67				267				
C-B	2	0.38		545	0.003	1	0.0	0.0	6.686	A
A-B	17	4				17				
A-C	122	30				122				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	89.90	393	0.162	64	0.2	0.2	11.038	B
C-A	318	80				318				
C-B	2	0.45		539	0.003	2	0.0	0.0	6.766	A
A-B	20	5				20				
A-C	146	36				146				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	110.10	376	0.208	78	0.2	0.3	12.196	B
C-A	390	97				390				
C-B	2	0.55		531	0.004	2	0.0	0.0	6.880	A
A-B	24	6				24				
A-C	178	45				178				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	110.10	376	0.208	78	0.3	0.3	12.218	B
C-A	390	97				390				
C-B	2	0.55		531	0.004	2	0.0	0.0	6.880	A
A-B	24	6				24				
A-C	178	45				178				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	89.90	393	0.162	64	0.3	0.2	11.069	B
C-A	318	80				318				
C-B	2	0.45		539	0.003	2	0.0	0.0	6.766	A
A-B	20	5				20				
A-C	146	36				146				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	75.29	405	0.132	54	0.2	0.2	10.345	B
C-A	267	67				267				
C-B	2	0.38		545	0.003	2	0.0	0.0	6.689	A
A-B	17	4				17				
A-C	122	30				122				

AM_PM - 2033 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2033 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	414	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	180	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	58	356
	B	27	0	3
	C	174	6	0

Proportions

	To			
		A	B	C
	A	0.00	0.14	0.86
	B	0.90	0.00	0.10
	C	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Average PCU Per Veh

From	To			
		A	B	C
	A	1.000	1.010	1.010
	B	1.010	1.000	1.010
	C	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
17:00-17:15	A	312	312	
	B	23	23	75.29
	C	136	136	
17:15-17:30	A	372	372	
	B	27	27	89.90
	C	162	162	
17:30-17:45	A	456	456	
	B	33	33	110.10
	C	198	198	
17:45-18:00	A	456	456	
	B	33	33	110.10
	C	198	198	
18:00-18:15	A	372	372	
	B	27	27	89.90
	C	162	162	
18:15-18:30	A	312	312	
	B	23	23	75.29
	C	136	136	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	11.45	0.1	B	28	41
C-A					160	239
C-B	0.01	7.80	0.0	A	6	8
A-B					53	80
A-C					327	490

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	75.29	388	0.058	22	0.0	0.1	9.940	A
C-A	131	33				131				
C-B	5	1		506	0.009	4	0.0	0.0	7.254	A
A-B	44	11				44				
A-C	268	67				268				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	89.90	372	0.072	27	0.1	0.1	10.530	B
C-A	156	39				156				
C-B	5	1		492	0.011	5	0.0	0.0	7.473	A
A-B	52	13				52				
A-C	320	80				320				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	110.10	350	0.094	33	0.1	0.1	11.446	B
C-A	192	48				192				
C-B	7	2		473	0.014	7	0.0	0.0	7.799	A
A-B	64	16				64				
A-C	392	98				392				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	110.10	350	0.094	33	0.1	0.1	11.453	B
C-A	192	48				192				
C-B	7	2		473	0.014	7	0.0	0.0	7.799	A
A-B	64	16				64				
A-C	392	98				392				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	89.90	372	0.072	27	0.1	0.1	10.537	B
C-A	156	39				156				
C-B	5	1		492	0.011	5	0.0	0.0	7.473	A
A-B	52	13				52				
A-C	320	80				320				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	75.29	388	0.058	23	0.1	0.1	9.957	A
C-A	131	33				131				
C-B	5	1		506	0.009	5	0.0	0.0	7.254	A
A-B	44	11				44				
A-C	268	67				268				

AM_PM - 2043 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2043 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	196	100.000
B		ONE HOUR	✓	71	100.000
C		ONE HOUR	✓	380	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	22	174
	B	64	0	7
	C	378	2	0

Proportions

	To			
		A	B	C
	A	0.00	0.11	0.89
	B	0.90	0.00	0.10
	C	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Average PCU Per Veh

From	To			
		A	B	C
	A	1.000	1.010	1.010
	B	1.010	1.000	1.010
	C	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	A	148	148	
	B	53	53	75.29
	C	286	286	
08:15-08:30	A	176	176	
	B	64	64	89.90
	C	342	342	
08:30-08:45	A	216	216	
	B	78	78	110.10
	C	418	418	
08:45-09:00	A	216	216	
	B	78	78	110.10
	C	418	418	
09:00-09:15	A	176	176	
	B	64	64	89.90
	C	342	342	
09:15-09:30	A	148	148	
	B	53	53	75.29
	C	286	286	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	12.48	0.3	B	65	98
C-A					347	520
C-B	0.00	6.92	0.0	A	2	3
A-B					20	30
A-C					160	239

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	75.29	401	0.133	53	0.0	0.2	10.428	B
C-A	285	71				285				
C-B	2	0.38		543	0.003	1	0.0	0.0	6.711	A
A-B	17	4				17				
A-C	131	33				131				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	89.90	388	0.165	64	0.2	0.2	11.214	B
C-A	340	85				340				
C-B	2	0.45		537	0.003	2	0.0	0.0	6.797	A
A-B	20	5				20				
A-C	156	39				156				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	110.10	369	0.212	78	0.2	0.3	12.458	B
C-A	416	104				416				
C-B	2	0.55		528	0.004	2	0.0	0.0	6.919	A
A-B	24	6				24				
A-C	192	48				192				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	110.10	369	0.212	78	0.3	0.3	12.483	B
C-A	416	104				416				
C-B	2	0.55		528	0.004	2	0.0	0.0	6.919	A
A-B	24	6				24				
A-C	192	48				192				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	89.90	388	0.165	64	0.3	0.2	11.243	B
C-A	340	85				340				
C-B	2	0.45		537	0.003	2	0.0	0.0	6.797	A
A-B	20	5				20				
A-C	156	39				156				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	75.29	401	0.133	54	0.2	0.2	10.474	B
C-A	285	71				285				
C-B	2	0.38		543	0.003	2	0.0	0.0	6.712	A
A-B	17	4				17				
A-C	131	33				131				

AM_PM - 2043 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2043 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	438	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	191	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	58	380
	B	27	0	3
	C	185	6	0

Proportions

	To			
		A	B	C
	A	0.00	0.13	0.87
	B	0.90	0.00	0.10
	C	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Average PCU Per Veh

From	To			
		A	B	C
	A	1.000	1.010	1.010
	B	1.010	1.000	1.010
	C	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
17:00-17:15	A	330	330	
	B	23	23	75.29
	C	144	144	
17:15-17:30	A	394	394	
	B	27	27	89.90
	C	172	172	
17:30-17:45	A	482	482	
	B	33	33	110.10
	C	210	210	
17:45-18:00	A	482	482	
	B	33	33	110.10
	C	210	210	
18:00-18:15	A	394	394	
	B	27	27	89.90
	C	172	172	
18:15-18:30	A	330	330	
	B	23	23	75.29
	C	144	144	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	11.72	0.1	B	28	41
C-A					170	255
C-B	0.01	7.90	0.0	A	6	8
A-B					53	80
A-C					349	523

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	75.29	383	0.059	22	0.0	0.1	10.076	B
C-A	139	35				139				
C-B	5	1		502	0.009	4	0.0	0.0	7.314	A
A-B	44	11				44				
A-C	286	72				286				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	89.90	366	0.074	27	0.1	0.1	10.711	B
C-A	166	42				166				
C-B	5	1		487	0.011	5	0.0	0.0	7.549	A
A-B	52	13				52				
A-C	342	85				342				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	110.10	343	0.096	33	0.1	0.1	11.716	B
C-A	204	51				204				
C-B	7	2		467	0.014	7	0.0	0.0	7.901	A
A-B	64	16				64				
A-C	418	105				418				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	110.10	343	0.096	33	0.1	0.1	11.723	B
C-A	204	51				204				
C-B	7	2		467	0.014	7	0.0	0.0	7.901	A
A-B	64	16				64				
A-C	418	105				418				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	89.90	366	0.074	27	0.1	0.1	10.725	B
C-A	166	42				166				
C-B	5	1		487	0.011	5	0.0	0.0	7.553	A
A-B	52	13				52				
A-C	342	85				342				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	75.29	383	0.059	23	0.1	0.1	10.096	B
C-A	139	35				139				
C-B	5	1		502	0.009	5	0.0	0.0	7.317	A
A-B	44	11				44				
A-C	286	72				286				

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: Junction 1 AM_PM.j9

Path: N:\Projects\23\23-041 Trim Co Meath\Design\Civil\Traffic\Junction modelling\Junction 1

Report generation date: 30/09/2025 10:31:22

»AM-PM - 2025 BASE YEAR, AM
 »AM-PM - 2025 BASE YEAR, PM
 »AM-PM - 2028 DO NOTHING, AM
 »AM-PM - 2028 DO NOTHING, PM
 »AM-PM - 2033 DO NOTHING, AM
 »AM-PM - 2033 DO NOTHING, PM
 »AM-PM - 2043 DO NOTHING, AM
 »AM-PM - 2043 DO NOTHING, PM
 »AM-PM - 2028 DO SOMETHING, AM
 »AM-PM - 2028 DO SOMETHING, PM
 »AM-PM - 2033 DO SOMETHING, AM
 »AM-PM - 2033 DO SOMETHING, PM
 »AM-PM - 2043 DO SOMETHING, AM
 »AM-PM - 2043 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
AM-PM - 2025 BASE YEAR						
Stream B-C	0.3	7.83	0.21	0.6	10.64	0.39
Stream B-A	0.7	11.34	0.42	1.0	14.22	0.50
Stream C-AB	0.0	5.31	0.01	0.0	5.78	0.03
AM-PM - 2028 DO NOTHING						
Stream B-C	0.3	8.47	0.24	0.8	12.47	0.45
Stream B-A	1.0	13.16	0.49	1.3	17.27	0.57
Stream C-AB	0.0	5.37	0.01	0.0	5.93	0.03
AM-PM - 2033 DO NOTHING						
Stream B-C	0.4	8.88	0.26	1.0	14.04	0.49
Stream B-A	1.1	14.29	0.52	1.6	19.86	0.62
Stream C-AB	0.0	5.40	0.01	0.0	6.01	0.04
AM-PM - 2043 DO NOTHING						
Stream B-C	0.4	9.54	0.29	1.3	17.33	0.56
Stream B-A	1.3	16.08	0.57	2.1	24.92	0.69
Stream C-AB	0.0	5.45	0.01	0.0	6.11	0.04
AM-PM - 2028 DO SOMETHING						
Stream B-C	0.4	9.32	0.28	0.9	13.39	0.47
Stream B-A	1.3	15.53	0.57	1.5	19.03	0.61
Stream C-AB	0.0	5.37	0.01	0.0	5.93	0.03
AM-PM - 2033 DO SOMETHING						
Stream B-C	0.4	9.93	0.30	1.1	15.39	0.52
Stream B-A	1.5	17.16	0.60	1.9	22.31	0.66
Stream C-AB	0.0	5.40	0.01	0.0	6.01	0.04
AM-PM - 2043 DO SOMETHING						
Stream B-C	0.5	10.95	0.33	1.5	19.93	0.60
Stream B-A	1.8	19.82	0.65	2.6	29.10	0.73
Stream C-AB	0.0	5.45	0.01	0.0	6.11	0.04

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

File summary

File Description

Title	JUNCTION 1
Location	R154 (Trim Bypass) / R933 (Athboy Road)
Site number	Junction 1
Date	29/09/2025
Version	
Status	(new file)
Identifier	
Client	Earlsfort Developments Drogheda Limited
Jobnumber	23-041
Enumerator	DOMAIN\Traffic
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASE YEAR	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025 BASE YEAR	PM	ONE HOUR	17:00	18:30	15	✓
D3	2028 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D4	2028 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D5	2033 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D6	2033 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D7	2043 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D8	2043 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D9	2028 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D10	2028 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D11	2033 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D12	2033 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D13	2043 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D14	2043 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM-PM	✓	100.000	100.000

AM-PM - 2025 BASE YEAR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Trim Bypass (R154)		Major
B	Athboy Rd. (R933)		Minor
C	Athboy Rd. (R154)		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	7.00	✓	4.00	✓	4.00	100.0	✓	22.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	7.00	5.00	3.25		3.00	100	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	685	0.110	0.277	0.174	0.396
B-C	724	0.106	0.268	-	-
C-B	756	0.280	0.280	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASE YEAR	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	217	100.000
B		ONE HOUR	✓	327	100.000
C		ONE HOUR	✓	360	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	35	182
	B	213	0	114
	C	356	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.21	7.83	0.3	A	105	157
B-A	0.42	11.34	0.7	B	195	293
C-AB	0.01	5.31	0.0	A	4	6
C-A					327	490
A-B					32	48
A-C					167	251

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	21	638	0.134	85	0.0	0.2	6.568	A
B-A	160	40	596	0.269	159	0.0	0.4	8.286	A
C-AB	3	0.75	710	0.004	3	0.0	0.0	5.143	A
C-A	268	67			268				
A-B	26	7			26				
A-C	137	34			137				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	26	619	0.166	102	0.2	0.2	7.034	A
B-A	191	48	579	0.331	191	0.4	0.5	9.357	A
C-AB	4	0.90	701	0.005	4	0.0	0.0	5.212	A
C-A	320	80			320				
A-B	31	8			31				
A-C	164	41			164				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	31	590	0.213	125	0.2	0.3	7.813	A
B-A	235	59	555	0.423	234	0.5	0.7	11.277	B
C-AB	4	1	689	0.006	4	0.0	0.0	5.312	A
C-A	392	98			392				
A-B	39	10			39				
A-C	200	50			200				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	31	590	0.213	126	0.3	0.3	7.830	A
B-A	235	59	555	0.423	234	0.7	0.7	11.339	B
C-AB	4	1	689	0.006	4	0.0	0.0	5.312	A
C-A	392	98			392				
A-B	39	10			39				
A-C	200	50			200				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	26	618	0.166	103	0.3	0.2	7.055	A
B-A	191	48	579	0.331	192	0.7	0.5	9.424	A
C-AB	4	0.90	701	0.005	4	0.0	0.0	5.212	A
C-A	320	80			320				
A-B	31	8			31				
A-C	164	41			164				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	21	637	0.135	86	0.2	0.2	6.596	A
B-A	160	40	596	0.269	161	0.5	0.4	8.360	A
C-AB	3	0.75	710	0.004	3	0.0	0.0	5.143	A
C-A	268	67			268				
A-B	26	7			26				
A-C	137	34			137				

AM-PM - 2025 BASE YEAR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 BASE YEAR	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	344	100.000
B		ONE HOUR	✓	434	100.000
C		ONE HOUR	✓	348	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	70	274
	B	235	0	199
	C	329	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.39	10.64	0.6	B	183	274
B-A	0.50	14.22	1.0	B	216	323
C-AB	0.03	5.78	0.0	A	17	26
C-A					302	453
A-B					64	96
A-C					251	377

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	37	630	0.238	149	0.0	0.3	7.533	A
B-A	177	44	568	0.311	175	0.0	0.4	9.205	A
C-AB	14	4	683	0.021	14	0.0	0.0	5.435	A
C-A	248	62			248				
A-B	53	13			53				
A-C	206	52			206				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	45	603	0.297	178	0.3	0.4	8.549	A
B-A	211	53	546	0.387	211	0.4	0.6	10.807	B
C-AB	17	4	669	0.026	17	0.0	0.0	5.576	A
C-A	296	74			296				
A-B	63	16			63				
A-C	246	62			246				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	219	55	561	0.390	218	0.4	0.6	10.567	B
B-A	259	65	514	0.503	257	0.6	1.0	14.070	B
C-AB	21	5	650	0.032	21	0.0	0.0	5.782	A
C-A	362	91			362				
A-B	77	19			77				
A-C	302	75			302				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	219	55	561	0.391	219	0.6	0.6	10.643	B
B-A	259	65	514	0.503	259	1.0	1.0	14.225	B
C-AB	21	5	650	0.032	21	0.0	0.0	5.782	A
C-A	362	91			362				
A-B	77	19			77				
A-C	302	75			302				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	45	602	0.297	180	0.6	0.4	8.620	A
B-A	211	53	546	0.387	213	1.0	0.6	10.943	B
C-AB	17	4	669	0.026	17	0.0	0.0	5.578	A
C-A	296	74			296				
A-B	63	16			63				
A-C	246	62			246				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	37	629	0.238	150	0.4	0.3	7.605	A
B-A	177	44	568	0.311	178	0.6	0.5	9.320	A
C-AB	14	4	683	0.021	14	0.0	0.0	5.438	A
C-A	248	62			248				
A-B	53	13			53				
A-C	206	52			206				

AM-PM - 2028 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	240	100.000
B		ONE HOUR	✓	364	100.000
C		ONE HOUR	✓	406	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	37	203
	B	240	0	124
	C	402	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.24	8.47	0.3	A	114	171
B-A	0.49	13.16	1.0	B	220	330
C-AB	0.01	5.37	0.0	A	4	6
C-A					369	553
A-B					34	51
A-C					186	279

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	626	0.149	93	0.0	0.2	6.815	A
B-A	181	45	587	0.308	179	0.0	0.4	8.880	A
C-AB	3	0.75	705	0.004	3	0.0	0.0	5.178	A
C-A	303	76			303				
A-B	28	7			28				
A-C	153	38			153				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	603	0.185	111	0.2	0.2	7.392	A
B-A	216	54	567	0.380	215	0.4	0.6	10.303	B
C-AB	4	0.90	695	0.005	4	0.0	0.0	5.256	A
C-A	361	90			361				
A-B	33	8			33				
A-C	182	46			182				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	34	567	0.241	136	0.2	0.3	8.438	A
B-A	264	66	540	0.489	263	0.6	0.9	13.046	B
C-AB	4	1	682	0.006	4	0.0	0.0	5.368	A
C-A	443	111			443				
A-B	41	10			41				
A-C	224	56			224				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	34	566	0.241	137	0.3	0.3	8.466	A
B-A	264	66	540	0.489	264	0.9	1.0	13.162	B
C-AB	4	1	682	0.006	4	0.0	0.0	5.368	A
C-A	443	111			443				
A-B	41	10			41				
A-C	224	56			224				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	602	0.185	112	0.3	0.2	7.425	A
B-A	216	54	567	0.380	217	1.0	0.6	10.417	B
C-AB	4	0.90	695	0.005	4	0.0	0.0	5.256	A
C-A	361	90			361				
A-B	33	8			33				
A-C	182	46			182				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	625	0.149	94	0.2	0.2	6.849	A
B-A	181	45	587	0.308	181	0.6	0.5	8.984	A
C-AB	3	0.75	705	0.004	3	0.0	0.0	5.180	A
C-A	303	76			303				
A-B	28	7			28				
A-C	153	38			153				

AM-PM - 2028 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	392	100.000
B		ONE HOUR	✓	471	100.000
C		ONE HOUR	✓	378	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	74	318
	B	256	0	215
	C	358	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.45	12.47	0.8	B	197	296
B-A	0.57	17.27	1.3	C	235	352
C-AB	0.03	5.93	0.0	A	18	28
C-A					329	493
A-B					68	102
A-C					292	438

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	162	40	614	0.264	160	0.0	0.4	7.992	A
B-A	193	48	555	0.347	191	0.0	0.5	9.921	A
C-AB	15	4	673	0.022	15	0.0	0.0	5.525	A
C-A	270	67			270				
A-B	56	14			56				
A-C	239	60			239				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	193	48	583	0.332	193	0.4	0.5	9.313	A
B-A	230	58	530	0.434	229	0.5	0.8	12.055	B
C-AB	18	4	657	0.027	18	0.0	0.0	5.689	A
C-A	322	80			322				
A-B	67	17			67				
A-C	286	71			286				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	237	59	530	0.447	236	0.5	0.8	12.309	B
B-A	282	70	492	0.573	280	0.8	1.3	16.938	C
C-AB	22	6	635	0.035	22	0.0	0.0	5.933	A
C-A	394	99			394				
A-B	81	20			81				
A-C	350	88			350				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	237	59	528	0.448	237	0.8	0.8	12.467	B
B-A	282	70	492	0.573	282	1.3	1.3	17.268	C
C-AB	22	6	635	0.035	22	0.0	0.0	5.933	A
C-A	394	99			394				
A-B	81	20			81				
A-C	350	88			350				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	193	48	581	0.333	194	0.8	0.5	9.434	A
B-A	230	58	530	0.434	232	1.3	0.8	12.304	B
C-AB	18	4	657	0.027	18	0.0	0.0	5.690	A
C-A	322	80			322				
A-B	67	17			67				
A-C	286	71			286				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	162	40	613	0.264	162	0.5	0.4	8.084	A
B-A	193	48	555	0.347	194	0.8	0.5	10.090	B
C-AB	15	4	673	0.022	15	0.0	0.0	5.528	A
C-A	270	67			270				
A-B	56	14			56				
A-C	239	60			239				

AM-PM - 2033 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2033 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	252	100.000
B		ONE HOUR	✓	384	100.000
C		ONE HOUR	✓	427	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	39	213
	B	253	0	131
	C	423	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.26	8.88	0.4	A	120	180
B-A	0.52	14.29	1.1	B	232	348
C-AB	0.01	5.40	0.0	A	4	6
C-A					388	582
A-B					36	54
A-C					195	293

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	620	0.159	98	0.0	0.2	6.955	A
B-A	190	48	582	0.328	189	0.0	0.5	9.206	A
C-AB	3	0.75	703	0.004	3	0.0	0.0	5.197	A
C-A	318	80			318				
A-B	29	7			29				
A-C	160	40			160				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	595	0.198	118	0.2	0.2	7.607	A
B-A	227	57	561	0.405	227	0.5	0.7	10.844	B
C-AB	4	0.90	692	0.005	4	0.0	0.0	5.279	A
C-A	380	95			380				
A-B	35	9			35				
A-C	191	48			191				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	36	554	0.260	144	0.2	0.4	8.846	A
B-A	279	70	533	0.523	277	0.7	1.1	14.129	B
C-AB	4	1	678	0.007	4	0.0	0.0	5.397	A
C-A	466	116			466				
A-B	43	11			43				
A-C	235	59			235				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	36	553	0.261	144	0.4	0.4	8.884	A
B-A	279	70	533	0.523	278	1.1	1.1	14.291	B
C-AB	4	1	678	0.007	4	0.0	0.0	5.397	A
C-A	466	116			466				
A-B	43	11			43				
A-C	235	59			235				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	594	0.198	118	0.4	0.3	7.644	A
B-A	227	57	561	0.405	229	1.1	0.7	10.990	B
C-AB	4	0.90	692	0.005	4	0.0	0.0	5.279	A
C-A	380	95			380				
A-B	35	9			35				
A-C	191	48			191				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	619	0.159	99	0.3	0.2	6.997	A
B-A	190	48	582	0.327	191	0.7	0.5	9.332	A
C-AB	3	0.75	703	0.004	3	0.0	0.0	5.197	A
C-A	318	80			318				
A-B	29	7			29				
A-C	160	40			160				

AM-PM - 2033 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2033 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	413	100.000
B		ONE HOUR	✓	496	100.000
C		ONE HOUR	✓	399	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	78	335
	B	270	0	226
	C	378	21	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.49	14.04	1.0	B	207	311
B-A	0.62	19.86	1.6	C	248	372
C-AB	0.04	6.01	0.0	A	19	29
C-A					347	520
A-B					72	107
A-C					307	461

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	170	43	606	0.281	169	0.0	0.4	8.289	A
B-A	203	51	548	0.371	201	0.0	0.6	10.401	B
C-AB	16	4	669	0.024	16	0.0	0.0	5.569	A
C-A	285	71			285				
A-B	59	15			59				
A-C	252	63			252				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	203	51	571	0.356	203	0.4	0.5	9.844	A
B-A	243	61	521	0.466	242	0.6	0.9	12.950	B
C-AB	19	5	652	0.029	19	0.0	0.0	5.745	A
C-A	340	85			340				
A-B	70	18			70				
A-C	301	75			301				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	249	62	510	0.488	247	0.5	0.9	13.774	B
B-A	297	74	480	0.619	294	0.9	1.6	19.304	C
C-AB	23	6	628	0.037	23	0.0	0.0	6.007	A
C-A	416	104			416				
A-B	86	21			86				
A-C	369	92			369				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	249	62	507	0.490	249	0.9	1.0	14.044	B
B-A	297	74	480	0.620	297	1.6	1.6	19.861	C
C-AB	23	6	628	0.037	23	0.0	0.0	6.007	A
C-A	416	104			416				
A-B	86	21			86				
A-C	369	92			369				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	203	51	569	0.357	205	1.0	0.6	10.022	B
B-A	243	61	521	0.466	246	1.6	0.9	13.315	B
C-AB	19	5	652	0.029	19	0.0	0.0	5.745	A
C-A	340	85			340				
A-B	70	18			70				
A-C	301	75			301				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	170	43	604	0.282	171	0.6	0.4	8.402	A
B-A	203	51	548	0.371	204	0.9	0.6	10.611	B
C-AB	16	4	669	0.024	16	0.0	0.0	5.569	A
C-A	285	71			285				
A-B	59	15			59				
A-C	252	63			252				

AM-PM - 2043 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2043 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	269	100.000
B		ONE HOUR	✓	409	100.000
C		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	42	227
	B	269	0	140
	C	450	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.29	9.54	0.4	A	128	193
B-A	0.57	16.08	1.3	C	247	370
C-AB	0.01	5.45	0.0	A	5	7
C-A					413	619
A-B					39	58
A-C					208	312

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	612	0.172	105	0.0	0.2	7.147	A
B-A	203	51	574	0.353	200	0.0	0.5	9.668	A
C-AB	4	0.94	699	0.005	4	0.0	0.0	5.229	A
C-A	339	85			339				
A-B	32	8			32				
A-C	171	43			171				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	31	585	0.215	126	0.2	0.3	7.912	A
B-A	242	60	553	0.438	241	0.5	0.8	11.630	B
C-AB	4	1	688	0.007	4	0.0	0.0	5.319	A
C-A	405	101			405				
A-B	38	9			38				
A-C	204	51			204				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	154	39	537	0.287	154	0.3	0.4	9.482	A
B-A	296	74	522	0.568	294	0.8	1.3	15.820	C
C-AB	6	1	673	0.008	5	0.0	0.0	5.448	A
C-A	495	124			495				
A-B	46	12			46				
A-C	250	62			250				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	154	39	535	0.288	154	0.4	0.4	9.542	A
B-A	296	74	522	0.567	296	1.3	1.3	16.078	C
C-AB	6	1	673	0.008	6	0.0	0.0	5.448	A
C-A	495	124			495				
A-B	46	12			46				
A-C	250	62			250				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	31	583	0.216	126	0.4	0.3	7.967	A
B-A	242	60	553	0.438	244	1.3	0.8	11.845	B
C-AB	4	1	688	0.007	5	0.0	0.0	5.319	A
C-A	405	101			405				
A-B	38	9			38				
A-C	204	51			204				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	611	0.172	106	0.3	0.2	7.198	A
B-A	203	51	575	0.353	203	0.8	0.6	9.827	A
C-AB	4	0.94	699	0.005	4	0.0	0.0	5.231	A
C-A	339	85			339				
A-B	32	8			32				
A-C	171	43			171				

AM-PM - 2043 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2043 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	439	100.000
B		ONE HOUR	✓	530	100.000
C		ONE HOUR	✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	83	356
	B	288	0	242
	C	403	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.56	17.33	1.3	C	222	333
B-A	0.69	24.92	2.1	C	264	396
C-AB	0.04	6.11	0.0	A	21	32
C-A					370	555
A-B					76	114
A-C					327	490

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	182	46	595	0.306	180	0.0	0.4	8.730	A
B-A	217	54	539	0.402	214	0.0	0.7	11.102	B
C-AB	17	4	663	0.026	17	0.0	0.0	5.629	A
C-A	303	76			303				
A-B	62	16			62				
A-C	268	67			268				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	218	54	556	0.391	217	0.4	0.6	10.701	B
B-A	259	65	510	0.508	258	0.7	1.0	14.335	B
C-AB	21	5	645	0.032	21	0.0	0.0	5.821	A
C-A	362	91			362				
A-B	75	19			75				
A-C	320	80			320				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	266	67	480	0.555	264	0.6	1.2	16.681	C
B-A	317	79	462	0.686	313	1.0	2.0	23.679	C
C-AB	25	6	620	0.041	25	0.0	0.0	6.110	A
C-A	444	111			444				
A-B	91	23			91				
A-C	392	98			392				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	266	67	476	0.560	266	1.2	1.3	17.327	C
B-A	317	79	462	0.687	317	2.0	2.1	24.920	C
C-AB	25	6	620	0.041	25	0.0	0.0	6.110	A
C-A	444	111			444				
A-B	91	23			91				
A-C	392	98			392				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	218	54	552	0.394	220	1.3	0.7	11.012	B
B-A	259	65	510	0.508	263	2.1	1.1	14.986	B
C-AB	21	5	645	0.032	21	0.0	0.0	5.822	A
C-A	362	91			362				
A-B	75	19			75				
A-C	320	80			320				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	182	46	593	0.307	183	0.7	0.5	8.881	A
B-A	217	54	539	0.402	218	1.1	0.7	11.389	B
C-AB	17	4	663	0.026	17	0.0	0.0	5.632	A
C-A	303	76			303				
A-B	62	16			62				
A-C	268	67			268				

AM-PM - 2028 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2028 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	240	100.000
B		ONE HOUR	✓	414	100.000
C		ONE HOUR	✓	409	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	37	203
	B	279	0	135
	C	405	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.28	9.32	0.4	A	124	186
B-A	0.57	15.53	1.3	C	256	384
C-AB	0.01	5.37	0.0	A	4	6
C-A					372	557
A-B					34	51
A-C					186	279

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	25	613	0.166	101	0.0	0.2	7.084	A
B-A	210	53	588	0.357	208	0.0	0.6	9.508	A
C-AB	3	0.75	705	0.004	3	0.0	0.0	5.178	A
C-A	305	76			305				
A-B	28	7			28				
A-C	153	38			153				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	121	30	587	0.207	121	0.2	0.3	7.806	A
B-A	251	63	568	0.441	250	0.6	0.8	11.377	B
C-AB	4	0.90	695	0.005	4	0.0	0.0	5.256	A
C-A	364	91			364				
A-B	33	8			33				
A-C	182	46			182				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149	37	540	0.275	148	0.3	0.4	9.270	A
B-A	307	77	541	0.568	305	0.8	1.3	15.292	C
C-AB	4	1	682	0.006	4	0.0	0.0	5.368	A
C-A	446	111			446				
A-B	41	10			41				
A-C	224	56			224				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149	37	539	0.276	149	0.4	0.4	9.325	A
B-A	307	77	541	0.568	307	1.3	1.3	15.529	C
C-AB	4	1	682	0.006	4	0.0	0.0	5.368	A
C-A	446	111			446				
A-B	41	10			41				
A-C	224	56			224				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	121	30	585	0.207	122	0.4	0.3	7.854	A
B-A	251	63	569	0.441	253	1.3	0.8	11.583	B
C-AB	4	0.90	695	0.005	4	0.0	0.0	5.258	A
C-A	364	91			364				
A-B	33	8			33				
A-C	182	46			182				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	25	612	0.166	102	0.3	0.2	7.129	A
B-A	210	53	588	0.357	211	0.8	0.6	9.666	A
C-AB	3	0.75	705	0.004	3	0.0	0.0	5.178	A
C-A	305	76			305				
A-B	28	7			28				
A-C	153	38			153				

AM-PM - 2028 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2028 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	392	100.000
B		ONE HOUR	✓	492	100.000
C		ONE HOUR	✓	388	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	74	318
	B	272	0	220
	C	368	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.47	13.39	0.9	B	202	303
B-A	0.61	19.03	1.5	C	250	374
C-AB	0.03	5.93	0.0	A	18	28
C-A					338	507
A-B					68	102
A-C					292	438

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	166	41	608	0.272	164	0.0	0.4	8.162	A
B-A	205	51	555	0.369	202	0.0	0.6	10.248	B
C-AB	15	4	673	0.022	15	0.0	0.0	5.525	A
C-A	277	69			277				
A-B	56	14			56				
A-C	239	60			239				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	198	49	575	0.344	197	0.4	0.5	9.616	A
B-A	245	61	529	0.462	243	0.6	0.8	12.674	B
C-AB	18	4	657	0.027	18	0.0	0.0	5.689	A
C-A	331	83			331				
A-B	67	17			67				
A-C	286	71			286				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	242	61	516	0.470	241	0.5	0.9	13.163	B
B-A	299	75	490	0.611	297	0.8	1.5	18.549	C
C-AB	22	6	635	0.035	22	0.0	0.0	5.933	A
C-A	405	101			405				
A-B	81	20			81				
A-C	350	88			350				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	242	61	514	0.472	242	0.9	0.9	13.387	B
B-A	299	75	490	0.611	299	1.5	1.5	19.032	C
C-AB	22	6	635	0.035	22	0.0	0.0	5.933	A
C-A	405	101			405				
A-B	81	20			81				
A-C	350	88			350				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	198	49	573	0.345	199	0.9	0.5	9.770	A
B-A	245	61	529	0.462	247	1.5	0.9	13.003	B
C-AB	18	4	657	0.027	18	0.0	0.0	5.690	A
C-A	331	83			331				
A-B	67	17			67				
A-C	286	71			286				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	166	41	607	0.273	166	0.5	0.4	8.267	A
B-A	205	51	555	0.369	206	0.9	0.6	10.447	B
C-AB	15	4	673	0.022	15	0.0	0.0	5.525	A
C-A	277	69			277				
A-B	56	14			56				
A-C	239	60			239				

AM-PM - 2033 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2033 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	252	100.000
B		ONE HOUR	✓	434	100.000
C		ONE HOUR	✓	431	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	39	213
	B	292	0	142
	C	427	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.30	9.93	0.4	A	130	195
B-A	0.60	17.16	1.5	C	268	402
C-AB	0.01	5.40	0.0	A	4	6
C-A					392	588
A-B					36	54
A-C					195	293

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	608	0.176	106	0.0	0.2	7.238	A
B-A	220	55	583	0.377	217	0.0	0.6	9.891	A
C-AB	3	0.75	703	0.004	3	0.0	0.0	5.197	A
C-A	321	80			321				
A-B	29	7			29				
A-C	160	40			160				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	32	578	0.221	127	0.2	0.3	8.061	A
B-A	263	66	562	0.467	261	0.6	0.9	12.050	B
C-AB	4	0.90	692	0.005	4	0.0	0.0	5.279	A
C-A	384	96			384				
A-B	35	9			35				
A-C	191	48			191				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	156	39	524	0.298	156	0.3	0.4	9.850	A
B-A	321	80	533	0.603	319	0.9	1.5	16.810	C
C-AB	4	1	678	0.007	4	0.0	0.0	5.397	A
C-A	470	118			470				
A-B	43	11			43				
A-C	235	59			235				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	156	39	522	0.299	156	0.4	0.4	9.930	A
B-A	321	80	533	0.603	321	1.5	1.5	17.157	C
C-AB	4	1	678	0.007	4	0.0	0.0	5.397	A
C-A	470	118			470				
A-B	43	11			43				
A-C	235	59			235				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	32	576	0.222	128	0.4	0.3	8.126	A
B-A	263	66	562	0.467	265	1.5	0.9	12.324	B
C-AB	4	0.90	692	0.005	4	0.0	0.0	5.279	A
C-A	384	96			384				
A-B	35	9			35				
A-C	191	48			191				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	606	0.176	107	0.3	0.2	7.294	A
B-A	220	55	583	0.377	221	0.9	0.6	10.077	B
C-AB	3	0.75	703	0.004	3	0.0	0.0	5.199	A
C-A	321	80			321				
A-B	29	7			29				
A-C	160	40			160				

AM-PM - 2033 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2033 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	413	100.000
B		ONE HOUR	✓	517	100.000
C		ONE HOUR	✓	409	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	78	335
	B	286	0	231
	C	388	21	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.52	15.39	1.1	C	212	318
B-A	0.66	22.31	1.9	C	262	394
C-AB	0.04	6.01	0.0	A	19	29
C-A					356	534
A-B					72	107
A-C					307	461

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	174	43	600	0.290	172	0.0	0.4	8.473	A
B-A	215	54	548	0.393	213	0.0	0.6	10.763	B
C-AB	16	4	669	0.024	16	0.0	0.0	5.569	A
C-A	292	73			292				
A-B	59	15			59				
A-C	252	63			252				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	208	52	563	0.369	207	0.4	0.6	10.201	B
B-A	257	64	521	0.494	256	0.6	1.0	13.668	B
C-AB	19	5	652	0.029	19	0.0	0.0	5.745	A
C-A	349	87			349				
A-B	70	18			70				
A-C	301	75			301				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	64	493	0.515	252	0.6	1.0	14.981	B
B-A	315	79	477	0.660	311	1.0	1.8	21.449	C
C-AB	23	6	628	0.037	23	0.0	0.0	6.007	A
C-A	427	107			427				
A-B	86	21			86				
A-C	369	92			369				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	64	490	0.519	254	1.0	1.1	15.389	C
B-A	315	79	477	0.660	315	1.8	1.9	22.315	C
C-AB	23	6	628	0.037	23	0.0	0.0	6.007	A
C-A	427	107			427				
A-B	86	21			86				
A-C	369	92			369				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	208	52	560	0.371	210	1.1	0.6	10.428	B
B-A	257	64	520	0.494	261	1.9	1.0	14.174	B
C-AB	19	5	652	0.029	19	0.0	0.0	5.748	A
C-A	349	87			349				
A-B	70	18			70				
A-C	301	75			301				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	174	43	598	0.291	175	0.6	0.4	8.601	A
B-A	215	54	548	0.393	217	1.0	0.7	11.015	B
C-AB	16	4	669	0.024	16	0.0	0.0	5.569	A
C-A	292	73			292				
A-B	59	15			59				
A-C	252	63			252				

AM-PM - 2043 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2043 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	269	100.000
B		ONE HOUR	✓	459	100.000
C		ONE HOUR	✓	459	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	42	227
	B	308	0	151
	C	454	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.33	10.95	0.5	B	139	208
B-A	0.65	19.82	1.8	C	283	424
C-AB	0.01	5.45	0.0	A	5	7
C-A					417	625
A-B					39	58
A-C					208	312

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114	28	600	0.190	113	0.0	0.2	7.454	A
B-A	232	58	575	0.403	229	0.0	0.7	10.423	B
C-AB	4	0.94	699	0.005	4	0.0	0.0	5.229	A
C-A	342	85			342				
A-B	32	8			32				
A-C	171	43			171				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	136	34	566	0.240	135	0.2	0.3	8.434	A
B-A	277	69	553	0.500	276	0.7	1.0	13.031	B
C-AB	4	1	688	0.007	4	0.0	0.0	5.319	A
C-A	408	102			408				
A-B	38	9			38				
A-C	204	51			204				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	166	42	501	0.332	166	0.3	0.5	10.808	B
B-A	339	85	522	0.650	336	1.0	1.8	19.230	C
C-AB	6	1	673	0.008	5	0.0	0.0	5.448	A
C-A	500	125			500				
A-B	46	12			46				
A-C	250	62			250				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	166	42	498	0.334	166	0.5	0.5	10.946	B
B-A	339	85	522	0.650	339	1.8	1.8	19.822	C
C-AB	6	1	673	0.008	6	0.0	0.0	5.448	A
C-A	500	125			500				
A-B	46	12			46				
A-C	250	62			250				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	136	34	564	0.241	136	0.5	0.3	8.527	A
B-A	277	69	554	0.500	280	1.8	1.0	13.440	B
C-AB	4	1	688	0.007	5	0.0	0.0	5.319	A
C-A	408	102			408				
A-B	38	9			38				
A-C	204	51			204				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114	28	598	0.190	114	0.3	0.2	7.518	A
B-A	232	58	576	0.403	233	1.0	0.7	10.665	B
C-AB	4	0.94	699	0.005	4	0.0	0.0	5.229	A
C-A	342	85			342				
A-B	32	8			32				
A-C	171	43			171				

AM-PM - 2043 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2043 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	439	100.000
B		ONE HOUR	✓	551	100.000
C		ONE HOUR	✓	436	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	83	356
	B	304	0	247
	C	413	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	1
	B	1	0	1
	C	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.60	19.93	1.5	C	227	340
B-A	0.73	29.10	2.6	D	279	418
C-AB	0.04	6.11	0.0	A	21	32
C-A					379	568
A-B					76	114
A-C					327	490

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	186	46	589	0.316	184	0.0	0.5	8.940	A
B-A	229	57	539	0.425	226	0.0	0.7	11.518	B
C-AB	17	4	663	0.026	17	0.0	0.0	5.629	A
C-A	311	78			311				
A-B	62	16			62				
A-C	268	67			268				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	222	56	546	0.406	221	0.5	0.7	11.148	B
B-A	273	68	509	0.537	272	0.7	1.1	15.236	C
C-AB	21	5	645	0.032	21	0.0	0.0	5.821	A
C-A	371	93			371				
A-B	75	19			75				
A-C	320	80			320				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	272	68	460	0.592	269	0.7	1.4	18.809	C
B-A	335	84	459	0.729	329	1.1	2.5	27.022	D
C-AB	25	6	620	0.041	25	0.0	0.0	6.110	A
C-A	455	114			455				
A-B	91	23			91				
A-C	392	98			392				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	272	68	454	0.600	272	1.4	1.5	19.930	C
B-A	335	84	458	0.731	334	2.5	2.6	29.101	D
C-AB	25	6	620	0.041	25	0.0	0.0	6.110	A
C-A	455	114			455				
A-B	91	23			91				
A-C	392	98			392				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	222	56	542	0.410	225	1.5	0.7	11.589	B
B-A	273	68	508	0.538	279	2.6	1.2	16.188	C
C-AB	21	5	645	0.032	21	0.0	0.0	5.822	A
C-A	371	93			371				
A-B	75	19			75				
A-C	320	80			320				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	186	46	587	0.317	187	0.7	0.5	9.112	A
B-A	229	57	539	0.425	231	1.2	0.8	11.868	B
C-AB	17	4	663	0.026	17	0.0	0.0	5.632	A
C-A	311	78			311				
A-B	62	16			62				
A-C	268	67			268				

Junctions 9	
PICADY 9 - Priority Intersection Module	
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Filename: Junction 3 AM_PM.j9

Path: N:\Projects\23\23-041 Trim Co Meath\Design\Civil\Traffic\Juntion modelling\Junction 3

Report generation date: 14/10/2025 16:41:28

»AM_PM - 2025 BASE YEAR, AM
 »AM_PM - 2025 BASE YEAR, PM
 »AM_PM - 2028 DO NOTHING, AM
 »AM_PM - 2028 DO NOTHING, PM
 »AM_PM - 2033 DO NOTHING, AM
 »AM_PM - 2033 DO NOTHING, PM
 »AM_PM - 2043 DO NOTHING, AM
 »AM_PM - 2043 DO NOTHING, PM
 »AM_PM - 2028 DO SOMETHING, AM
 »AM_PM - 2028 DO SOMETHING, PM
 »AM_PM - 2033 DO SOMETHING, AM
 »AM_PM - 2033 DO SOMETHING, PM
 »AM_PM - 2043 DO SOMETHING, AM
 »AM_PM - 2043 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
AM_PM - 2025 BASE YEAR						
Stream B-CD	0.3	9.01	0.20	0.1	7.74	0.10
Stream B-A	1.1	16.96	0.54	0.4	13.43	0.30
Stream AB-D	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-ABC	2.2	16.00	0.70	1.7	13.25	0.64
Stream CD-B	0.2	7.53	0.15	0.5	10.89	0.34
AM_PM - 2028 DO NOTHING						
Stream B-CD	0.3	9.72	0.22	0.1	8.09	0.11
Stream B-A	1.4	19.42	0.58	0.5	14.94	0.34
Stream AB-D	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-ABC	2.7	18.20	0.73	2.0	14.53	0.67
Stream CD-B	0.2	7.72	0.16	0.6	11.71	0.37
AM_PM - 2033 DO NOTHING						
Stream B-CD	0.3	10.41	0.25	0.1	8.24	0.12
Stream B-A	1.6	21.89	0.62	0.6	15.90	0.36
Stream AB-D	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-ABC	3.3	21.29	0.77	2.4	16.50	0.71
Stream CD-B	0.2	7.79	0.16	0.6	12.09	0.39
AM_PM - 2043 DO NOTHING						
Stream B-CD	0.4	12.19	0.29	0.2	8.65	0.13
Stream B-A	2.2	27.59	0.69	0.7	18.12	0.41
Stream AB-D	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-ABC	4.5	27.65	0.83	3.0	19.66	0.76
Stream CD-B	0.2	7.99	0.18	0.7	13.07	0.42
AM_PM - 2028 DO SOMETHING						
Stream B-CD	0.5	11.72	0.34	0.2	8.40	0.16
Stream B-A	1.7	23.22	0.64	0.6	16.95	0.38
Stream AB-D	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-ABC	3.0	20.06	0.76	2.7	18.03	0.73
Stream CD-B	0.2	7.99	0.19	0.9	13.69	0.46
AM_PM - 2033 DO SOMETHING						
Stream B-CD	0.6	13.40	0.38	0.2	8.77	0.17
Stream B-A	2.2	27.91	0.69	0.7	18.90	0.42
Stream AB-D	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-ABC	3.8	23.86	0.80	3.3	21.25	0.77
Stream CD-B	0.2	8.14	0.20	1.0	14.71	0.49
AM_PM - 2043 DO SOMETHING						
Stream B-CD	0.8	17.36	0.46	0.2	9.33	0.18
Stream B-A	3.1	37.40	0.77	0.9	22.02	0.47
Stream AB-D	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-ABC	5.3	31.92	0.85	4.3	26.44	0.82
Stream CD-B	0.3	8.36	0.21	1.1	16.11	0.53

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

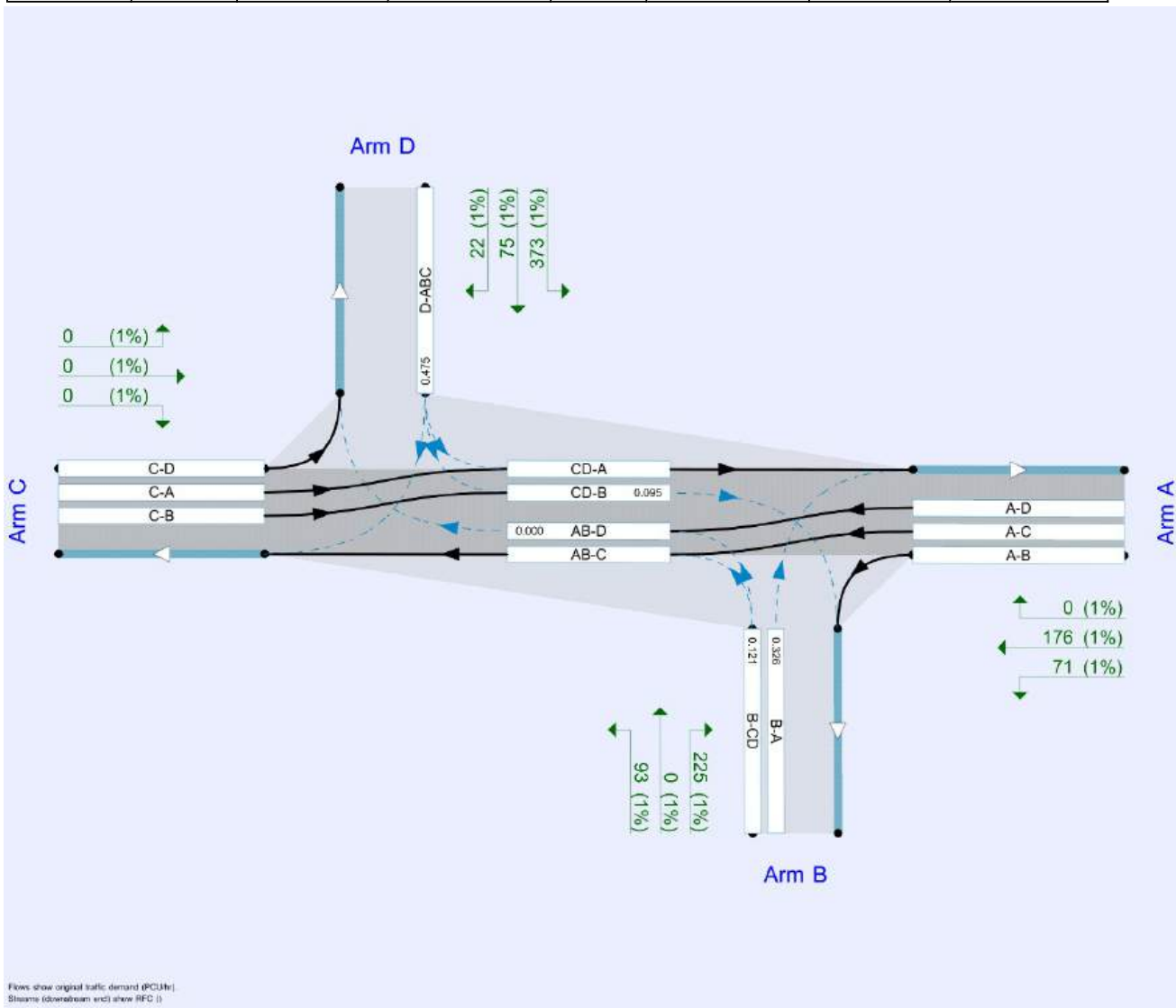
File summary

File Description

Title	JUNCTION 3
Location	R33 (Athboy Road) / Kells Road / R933 (Haggard Street) / Kildalkey Road
Site number	Junction 3
Date	29/09/2025
Version	
Status	(new file)
Identifier	
Client	Earlsfort Developments Drogheda Limited
Jobnumber	23-041
Enumerator	DOMAINTraffic
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASE YEAR	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025 BASE YEAR	PM	ONE HOUR	17:00	18:30	15	✓
D3	2028 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D4	2028 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D5	2033 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D6	2033 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D7	2043 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D8	2043 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D9	2028 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D10	2028 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D11	2033 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D12	2033 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D13	2043 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D14	2043 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM_PM	✓	100.000	100.000

AM_PM - 2025 BASE YEAR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		7.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R933 (Haggard Street)		Major
B	Kidalkey Rd.		Minor
C	R933 (Athboy Rd.)		Major
D	Kells Rd.		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.50			100.0		-
C	6.00			100.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare		10.00	8.00	6.00	5.00	4.00		2.50	100	100
D	One lane	4.00								100	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	632	-	-	-	-	-	0.240	0.240	0.240	-	-
B-A	642	0.117	0.296	0.296	-	-	0.186	0.422	-	0.186	0.422
B-CD	673	0.103	0.261	0.261	-	-	-	-	-	-	-
CD-B	632	0.245	0.245	0.245	-	-	-	-	-	-	-
D-AB	756	-	-	-	-	-	0.286	0.286	0.113	-	-
D-C	617	-	0.175	0.397	0.175	0.397	0.278	0.278	0.110	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASE YEAR	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	247	100.000
B		ONE HOUR	✓	318	100.000
C		ONE HOUR	✓	0	100.000
D		ONE HOUR	✓	470	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	71	176	0
	B	225	0	93	0
	C	0	0	0	0
	D	373	75	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	1	1	1
	B	1	0	1	1
	C	1	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.20	9.01	0.3	A	85	128
B-A	0.54	16.96	1.1	C	206	310
A-B					65	98
A-C					162	242
A-D					0	0
AB-C					247	370
AB-D	0.00	0.00	0.0	A	0	0
D-ABC	0.70	16.00	2.2	C	431	647
C-D					0	0
C-A					0	0
C-B					0	0
CD-A					342	513
CD-B	0.15	7.53	0.2	A	69	103

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	70	18	579	0.121	69	0.0	0.1	7.126	A
B-A	169	42	520	0.326	167	0.0	0.5	10.249	B
A-B	53	13			53				
A-C	133	33			133				
A-D	0	0			0				
AB-C	202	50			202				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	354	88	745	0.475	350	0.0	0.9	9.126	A
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	278	69			278				
CD-B	56	14	586	0.095	55	0.0	0.1	6.838	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	84	21	554	0.151	83	0.1	0.2	7.730	A
B-A	202	51	496	0.408	201	0.5	0.7	12.317	B
A-B	64	16			64				
A-C	158	40			158				
A-D	0	0			0				
AB-C	242	60			242				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	423	106	745	0.567	421	0.9	1.3	11.173	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	334	84			334				
CD-B	67	17	578	0.116	67	0.1	0.1	7.120	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	102	26	508	0.202	102	0.2	0.3	8.959	A
B-A	248	62	462	0.536	246	0.7	1.1	16.654	C
A-B	78	20			78				
A-C	194	48			194				
A-D	0	0			0				
AB-C	296	74			296				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	517	129	744	0.696	514	1.3	2.2	15.555	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	408	102			408				
CD-B	82	21	565	0.145	82	0.1	0.2	7.519	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	102	26	506	0.202	102	0.3	0.3	9.011	A
B-A	248	62	462	0.537	248	1.1	1.1	16.965	C
A-B	78	20			78				
A-C	194	48			194				
A-D	0	0			0				
AB-C	296	74			296				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	517	129	744	0.696	517	2.2	2.2	15.997	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	411	103			411				
CD-B	83	21	565	0.146	83	0.2	0.2	7.530	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	84	21	552	0.151	84	0.3	0.2	7.773	A
B-A	202	51	495	0.409	204	1.1	0.7	12.579	B
A-B	64	16			64				
A-C	158	40			158				
A-D	0	0			0				
AB-C	242	61			242				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	423	106	745	0.567	426	2.2	1.4	11.535	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	338	85			338				
CD-B	68	17	578	0.118	68	0.2	0.1	7.139	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	70	18	578	0.121	70	0.2	0.1	7.168	A
B-A	169	42	519	0.326	170	0.7	0.5	10.447	B
A-B	53	13			53				
A-C	133	33			133				
A-D	0	0			0				
AB-C	203	51			203				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	354	88	745	0.475	356	1.4	0.9	9.372	A
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	282	71			282				
CD-B	57	14	586	0.097	57	0.1	0.1	6.870	A

AM_PM - 2025 BASE YEAR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		5.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 BASE YEAR	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	473	100.000
B		ONE HOUR	✓	156	100.000
C		ONE HOUR	✓	0	100.000
D		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	165	308	0
	B	106	0	50	0
	C	0	0	0	0
	D	273	155	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	1	1	1
	B	1	0	1	1
	C	1	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.10	7.74	0.1	A	46	69
B-A	0.30	13.43	0.4	B	97	146
A-B					151	227
A-C					283	424
A-D					0	0
AB-C					328	493
AB-D	0.00	0.00	0.0	A	0	0
D-ABC	0.64	13.25	1.7	B	398	597
C-D					0	0
C-A					0	0
C-B					0	0
CD-A					250	375
CD-B	0.34	10.89	0.5	B	142	213

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	38	9	579	0.065	37	0.0	0.1	6.711	A
B-A	80	20	468	0.170	79	0.0	0.2	9.322	A
A-B	124	31			124				
A-C	232	58			232				
A-D	0	0			0				
AB-C	269	67			269				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	327	82	752	0.434	324	0.0	0.8	8.425	A
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	204	51			204				
CD-B	116	29	545	0.212	115	0.0	0.3	8.432	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	45	11	557	0.081	45	0.1	0.1	7.096	A
B-A	95	24	434	0.220	95	0.2	0.3	10.711	B
A-B	148	37			148				
A-C	277	69			277				
A-D	0	0			0				
AB-C	322	80			322				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	390	98	752	0.519	389	0.8	1.1	9.978	A
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	245	61			245				
CD-B	139	35	528	0.263	139	0.3	0.4	9.333	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	55	14	525	0.105	55	0.1	0.1	7.726	A
B-A	117	29	388	0.301	116	0.3	0.4	13.334	B
A-B	182	45			182				
A-C	339	85			339				
A-D	0	0			0				
AB-C	394	99			394				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	478	119	752	0.636	475	1.1	1.7	13.031	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	299	75			299				
CD-B	170	42	504	0.337	169	0.4	0.5	10.827	B

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	55	14	525	0.105	55	0.1	0.1	7.736	A
B-A	117	29	387	0.301	117	0.4	0.4	13.432	B
A-B	182	45			182				
A-C	339	85			339				
A-D	0	0			0				
AB-C	394	99			394				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	478	119	752	0.636	478	1.7	1.7	13.254	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	301	75			301				
CD-B	171	43	504	0.338	171	0.5	0.5	10.891	B

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	45	11	557	0.081	45	0.1	0.1	7.107	A
B-A	95	24	433	0.220	96	0.4	0.3	10.808	B
A-B	148	37			148				
A-C	277	69			277				
A-D	0	0			0				
AB-C	322	80			322				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	390	98	752	0.519	393	1.7	1.1	10.184	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	247	62			247				
CD-B	140	35	528	0.266	141	0.5	0.4	9.410	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	38	9	578	0.065	38	0.1	0.1	6.729	A
B-A	80	20	467	0.171	80	0.3	0.2	9.418	A
A-B	124	31			124				
A-C	232	58			232				
A-D	0	0			0				
AB-C	270	67			270				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	327	82	752	0.434	328	1.1	0.8	8.597	A
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	206	52			206				
CD-B	117	29	545	0.215	118	0.4	0.3	8.518	A

AM_PM - 2028 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		8.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	275	100.000
B		ONE HOUR	✓	335	100.000
C		ONE HOUR	✓	0	100.000
D		ONE HOUR	✓	495	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	79	196	0
	B	237	0	98	0
	C	0	0	0	0
	D	393	79	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	1	1	1
	B	1	0	1	1
	C	1	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.22	9.72	0.3	A	90	135
B-A	0.58	19.42	1.4	C	217	326
A-B					72	109
A-C					180	270
A-D					0	0
AB-C					270	405
AB-D	0.00	0.00	0.0	A	0	0
D-ABC	0.73	18.20	2.7	C	454	681
C-D					0	0
C-A					0	0
C-B					0	0
CD-A					360	540
CD-B	0.16	7.72	0.2	A	72	109

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	74	18	570	0.129	73	0.0	0.1	7.304	A
B-A	178	45	511	0.349	176	0.0	0.5	10.793	B
A-B	59	15			59				
A-C	148	37			148				
A-D	0	0			0				
AB-C	221	55			221				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	373	93	745	0.500	369	0.0	1.0	9.565	A
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	293	73			293				
CD-B	59	15	581	0.101	58	0.0	0.1	6.949	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	88	22	541	0.163	88	0.1	0.2	8.021	A
B-A	213	53	485	0.440	212	0.5	0.8	13.290	B
A-B	71	18			71				
A-C	176	44			176				
A-D	0	0			0				
AB-C	264	66			264				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	445	111	744	0.598	443	1.0	1.5	11.989	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	352	88			352				
CD-B	71	18	571	0.124	71	0.1	0.1	7.259	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	108	27	485	0.223	108	0.2	0.3	9.629	A
B-A	261	65	449	0.582	259	0.8	1.3	18.913	C
A-B	87	22			87				
A-C	216	54			216				
A-D	0	0			0				
AB-C	323	81			323				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	545	136	744	0.733	540	1.5	2.6	17.498	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	429	107			429				
CD-B	86	22	558	0.155	86	0.1	0.2	7.706	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	108	27	482	0.224	108	0.3	0.3	9.715	A
B-A	261	65	448	0.583	261	1.3	1.4	19.421	C
A-B	87	22			87				
A-C	216	54			216				
A-D	0	0			0				
AB-C	324	81			324				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	545	136	744	0.733	545	2.6	2.7	18.195	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	432	108			432				
CD-B	87	22	558	0.156	87	0.2	0.2	7.722	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	88	22	539	0.164	88	0.3	0.2	8.083	A
B-A	213	53	483	0.441	215	1.4	0.8	13.677	B
A-B	71	18			71				
A-C	176	44			176				
A-D	0	0			0				
AB-C	265	66			265				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	445	111	744	0.598	450	2.7	1.5	12.511	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	357	89			357				
CD-B	72	18	571	0.126	72	0.2	0.1	7.284	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	74	18	569	0.130	74	0.2	0.2	7.356	A
B-A	178	45	510	0.350	179	0.8	0.6	11.044	B
A-B	59	15			59				
A-C	148	37			148				
A-D	0	0			0				
AB-C	222	55			222				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	373	93	745	0.500	375	1.5	1.0	9.873	A
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	298	74			298				
CD-B	60	15	581	0.103	60	0.1	0.1	6.978	A

AM_PM - 2028 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		5.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	527	100.000
B		ONE HOUR	✓	165	100.000
C		ONE HOUR	✓	0	100.000
D		ONE HOUR	✓	456	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	184	343	0
	B	112	0	53	0
	C	0	0	0	0
	D	287	163	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	1	1	1
	B	1	0	1	1
	C	1	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.11	8.09	0.1	A	49	73
B-A	0.34	14.94	0.5	B	103	154
A-B					169	253
A-C					315	472
A-D					0	0
AB-C					363	545
AB-D	0.00	0.00	0.0	A	0	0
D-ABC	0.67	14.53	2.0	B	418	628
C-D					0	0
C-A					0	0
C-B					0	0
CD-A					263	394
CD-B	0.37	11.71	0.6	B	149	224

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	40	10	569	0.070	40	0.0	0.1	6.870	A
B-A	84	21	454	0.186	83	0.0	0.2	9.781	A
A-B	139	35			139				
A-C	258	65			258				
A-D	0	0			0				
AB-C	298	74			298				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	343	86	752	0.456	340	0.0	0.8	8.750	A
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	214	53			214				
CD-B	122	30	535	0.227	120	0.0	0.3	8.750	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	48	12	544	0.088	48	0.1	0.1	7.317	A
B-A	101	25	417	0.241	100	0.2	0.3	11.456	B
A-B	165	41			165				
A-C	308	77			308				
A-D	0	0			0				
AB-C	356	89			356				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	410	102	752	0.545	409	0.8	1.2	10.539	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	257	64			257				
CD-B	146	37	516	0.283	146	0.3	0.4	9.809	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	58	15	508	0.115	58	0.1	0.1	8.078	A
B-A	123	31	368	0.335	123	0.3	0.5	14.793	B
A-B	203	51			203				
A-C	378	94			378				
A-D	0	0			0				
AB-C	436	109			436				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	502	126	752	0.668	499	1.2	1.9	14.210	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	314	79			314				
CD-B	178	45	490	0.364	178	0.4	0.6	11.621	B

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	58	15	508	0.115	58	0.1	0.1	8.094	A
B-A	123	31	367	0.336	123	0.5	0.5	14.937	B
A-B	203	51			203				
A-C	378	94			378				
A-D	0	0			0				
AB-C	436	109			436				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	502	126	752	0.668	502	1.9	2.0	14.525	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	316	79			316				
CD-B	179	45	490	0.366	179	0.6	0.6	11.708	B

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	48	12	544	0.088	48	0.1	0.1	7.336	A
B-A	101	25	416	0.242	101	0.5	0.3	11.591	B
A-B	165	41			165				
A-C	308	77			308				
A-D	0	0			0				
AB-C	356	89			356				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	410	102	752	0.545	413	2.0	1.2	10.814	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	260	65			260				
CD-B	148	37	516	0.286	148	0.6	0.4	9.910	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	40	10	568	0.070	40	0.1	0.1	6.888	A
B-A	84	21	452	0.186	85	0.3	0.2	9.898	A
A-B	139	35			139				
A-C	258	65			258				
A-D	0	0			0				
AB-C	298	75			298				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	343	86	752	0.456	345	1.2	0.9	8.957	A
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	217	54			217				
CD-B	123	31	535	0.230	124	0.4	0.3	8.854	A

AM_PM - 2033 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		9.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2033 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	275	100.000
B		ONE HOUR	✓	353	100.000
C		ONE HOUR	✓	0	100.000
D		ONE HOUR	✓	522	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	79	196	0
	B	250	0	103	0
	C	0	0	0	0
	D	415	83	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	1	1	1
	B	1	0	1	1
	C	1	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.25	10.41	0.3	B	95	142
B-A	0.62	21.89	1.6	C	229	344
A-B					72	109
A-C					180	270
A-D					0	0
AB-C					274	411
AB-D	0.00	0.00	0.0	A	0	0
D-ABC	0.77	21.29	3.3	C	479	718
C-D					0	0
C-A					0	0
C-B					0	0
CD-A					380	570
CD-B	0.16	7.79	0.2	A	76	114

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	78	19	566	0.137	77	0.0	0.2	7.431	A
B-A	188	47	507	0.371	186	0.0	0.6	11.250	B
A-B	59	15			59				
A-C	148	37			148				
A-D	0	0			0				
AB-C	224	56			224				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	393	98	745	0.527	389	0.0	1.1	10.079	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	309	77			309				
CD-B	62	15	581	0.106	61	0.0	0.1	6.988	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	93	23	533	0.174	92	0.2	0.2	8.249	A
B-A	225	56	479	0.469	224	0.6	0.9	14.151	B
A-B	71	18			71				
A-C	176	44			176				
A-D	0	0			0				
AB-C	269	67			269				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	469	117	744	0.630	467	1.1	1.7	12.993	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	371	93			371				
CD-B	74	19	571	0.130	74	0.1	0.1	7.310	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	113	28	467	0.243	113	0.2	0.3	10.266	B
B-A	275	69	442	0.623	272	0.9	1.6	21.100	C
A-B	87	22			87				
A-C	216	54			216				
A-D	0	0			0				
AB-C	329	82			329				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	575	144	744	0.773	569	1.7	3.1	20.112	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	452	113			452				
CD-B	90	23	558	0.162	90	0.1	0.2	7.778	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	113	28	463	0.245	113	0.3	0.3	10.410	B
B-A	275	69	441	0.625	275	1.6	1.6	21.887	C
A-B	87	22			87				
A-C	216	54			216				
A-D	0	0			0				
AB-C	329	82			329				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	575	144	744	0.773	574	3.1	3.3	21.287	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	457	114			457				
CD-B	91	23	558	0.164	91	0.2	0.2	7.794	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	93	23	530	0.175	93	0.3	0.2	8.335	A
B-A	225	56	478	0.471	228	1.6	0.9	14.701	B
A-B	71	18			71				
A-C	176	44			176				
A-D	0	0			0				
AB-C	269	67			269				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	469	117	744	0.630	475	3.3	1.8	13.787	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	378	94			378				
CD-B	76	19	571	0.132	76	0.2	0.2	7.340	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	78	19	563	0.138	78	0.2	0.2	7.491	A
B-A	188	47	505	0.373	189	0.9	0.6	11.561	B
A-B	59	15			59				
A-C	148	37			148				
A-D	0	0			0				
AB-C	225	56			225				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	393	98	745	0.527	396	1.8	1.2	10.475	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	314	79			314				
CD-B	63	16	581	0.108	63	0.2	0.1	7.020	A

AM_PM - 2033 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		6.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2033 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	527	100.000
B		ONE HOUR	✓	174	100.000
C		ONE HOUR	✓	0	100.000
D		ONE HOUR	✓	483	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	184	343	0
	B	118	0	56	0
	C	0	0	0	0
	D	304	172	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	1	1	1
	B	1	0	1	1
	C	1	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.12	8.24	0.1	A	51	77
B-A	0.36	15.90	0.6	C	108	162
A-B					169	253
A-C					315	472
A-D					0	0
AB-C					366	549
AB-D	0.00	0.00	0.0	A	0	0
D-ABC	0.71	16.50	2.4	C	443	665
C-D					0	0
C-A					0	0
C-B					0	0
CD-A					279	418
CD-B	0.39	12.09	0.6	B	158	236

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	42	11	567	0.074	42	0.0	0.1	6.920	A
B-A	89	22	449	0.198	88	0.0	0.2	10.041	B
A-B	139	35			139				
A-C	258	65			258				
A-D	0	0			0				
AB-C	300	75			300				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	364	91	752	0.484	360	0.0	0.9	9.190	A
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	227	57			227				
CD-B	128	32	535	0.240	127	0.0	0.3	8.888	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	50	13	542	0.093	50	0.1	0.1	7.397	A
B-A	106	27	411	0.258	106	0.2	0.3	11.894	B
A-B	165	41			165				
A-C	308	77			308				
A-D	0	0			0				
AB-C	359	90			359				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	434	109	752	0.578	433	0.9	1.3	11.330	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	272	68			272				
CD-B	154	39	516	0.299	154	0.3	0.4	10.024	B

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	62	15	503	0.122	62	0.1	0.1	8.224	A
B-A	130	32	360	0.361	129	0.3	0.6	15.704	C
A-B	203	51			203				
A-C	378	94			378				
A-D	0	0			0				
AB-C	439	110			439				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	532	133	751	0.708	528	1.3	2.3	15.990	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	332	83			332				
CD-B	188	47	490	0.384	187	0.4	0.6	11.984	B

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	62	15	503	0.123	62	0.1	0.1	8.244	A
B-A	130	32	358	0.362	130	0.6	0.6	15.898	C
A-B	203	51			203				
A-C	378	94			378				
A-D	0	0			0				
AB-C	439	110			439				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	532	133	751	0.708	532	2.3	2.4	16.496	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	335	84			335				
CD-B	189	47	490	0.386	189	0.6	0.6	12.093	B

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	50	13	541	0.093	50	0.1	0.1	7.418	A
B-A	106	27	409	0.259	107	0.6	0.4	12.067	B
A-B	165	41			165				
A-C	308	77			308				
A-D	0	0			0				
AB-C	359	90			359				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	434	109	752	0.578	438	2.4	1.4	11.728	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	276	69			276				
CD-B	156	39	516	0.302	157	0.6	0.4	10.143	B

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	42	11	566	0.074	42	0.1	0.1	6.945	A
B-A	89	22	447	0.199	89	0.4	0.3	10.178	B
A-B	139	35			139				
A-C	258	65			258				
A-D	0	0			0				
AB-C	300	75			300				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	364	91	752	0.484	365	1.4	1.0	9.453	A
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	230	58			230				
CD-B	130	33	535	0.243	131	0.4	0.3	9.007	A

AM_PM - 2043 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		11.96	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2043 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	293	100.000
B		ONE HOUR	✓	379	100.000
C		ONE HOUR	✓	0	100.000
D		ONE HOUR	✓	559	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	84	209	0
	B	268	0	111	0
	C	0	0	0	0
	D	444	89	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	1	1	1
	B	1	0	1	1
	C	1	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.29	12.19	0.4	B	102	153
B-A	0.69	27.59	2.2	D	246	369
A-B					77	116
A-C					192	288
A-D					0	0
AB-C					294	440
AB-D	0.00	0.00	0.0	A	0	0
D-ABC	0.83	27.65	4.5	D	513	769
C-D					0	0
C-A					0	0
C-B					0	0
CD-A					407	610
CD-B	0.18	7.99	0.2	A	82	122

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	84	21	556	0.150	83	0.0	0.2	7.681	A
B-A	202	50	497	0.406	199	0.0	0.7	12.086	B
A-B	63	16			63				
A-C	157	39			157				
A-D	0	0			0				
AB-C	240	60			240				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	421	105	745	0.565	416	0.0	1.3	10.891	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	330	83			330				
CD-B	66	17	578	0.115	66	0.0	0.1	7.091	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	100	25	516	0.193	100	0.2	0.2	8.723	A
B-A	241	60	468	0.515	239	0.7	1.0	15.819	C
A-B	76	19			76				
A-C	188	47			188				
A-D	0	0			0				
AB-C	287	72			287				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	503	126	744	0.675	500	1.3	2.0	14.681	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	397	99			397				
CD-B	80	20	567	0.140	79	0.1	0.2	7.449	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	122	31	428	0.285	122	0.2	0.4	11.834	B
B-A	295	74	427	0.691	291	1.0	2.1	25.892	D
A-B	92	23			92				
A-C	230	58			230				
A-D	0	0			0				
AB-C	352	88			352				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	615	154	743	0.828	607	2.0	4.2	25.079	D
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	482	120			482				
CD-B	97	24	553	0.175	96	0.2	0.2	7.961	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	122	31	420	0.291	122	0.4	0.4	12.192	B
B-A	295	74	425	0.694	295	2.1	2.2	27.593	D
A-B	92	23			92				
A-C	230	58			230				
A-D	0	0			0				
AB-C	352	88			352				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	615	154	743	0.828	614	4.2	4.5	27.647	D
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	488	122			488				
CD-B	98	24	553	0.177	98	0.2	0.2	7.989	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	100	25	510	0.196	100	0.4	0.2	8.883	A
B-A	241	60	465	0.518	245	2.2	1.1	16.819	C
A-B	76	19			76				
A-C	188	47			188				
A-D	0	0			0				
AB-C	288	72			288				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	503	126	744	0.675	512	4.5	2.2	16.209	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	406	102			406				
CD-B	81	20	567	0.144	82	0.2	0.2	7.487	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	84	21	553	0.151	84	0.2	0.2	7.759	A
B-A	202	50	495	0.407	203	1.1	0.7	12.521	B
A-B	63	16			63				
A-C	157	39			157				
A-D	0	0			0				
AB-C	241	60			241				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	421	105	745	0.565	424	2.2	1.3	11.465	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	337	84			337				
CD-B	68	17	578	0.117	68	0.2	0.1	7.130	A

AM_PM - 2043 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		6.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2043 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	562	100.000
B		ONE HOUR	✓	185	100.000
C		ONE HOUR	✓	0	100.000
D		ONE HOUR	✓	516	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	196	366	0
	B	126	0	59	0
	C	0	0	0	0
	D	325	184	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	1	1	1
	B	1	0	1	1
	C	1	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.13	8.65	0.2	A	54	81
B-A	0.41	18.12	0.7	C	116	173
A-B					180	270
A-C					336	504
A-D					0	0
AB-C					390	585
AB-D	0.00	0.00	0.0	A	0	0
D-ABC	0.76	19.66	3.0	C	473	710
C-D					0	0
C-A					0	0
C-B					0	0
CD-A					298	447
CD-B	0.42	13.07	0.7	B	169	253

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	44	11	558	0.080	44	0.0	0.1	7.068	A
B-A	95	24	436	0.217	94	0.0	0.3	10.576	B
A-B	148	37			148				
A-C	276	69			276				
A-D	0	0			0				
AB-C	320	80			320				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	388	97	752	0.517	384	0.0	1.1	9.777	A
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	242	61			242				
CD-B	137	34	528	0.259	136	0.0	0.3	9.228	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	53	13	531	0.100	53	0.1	0.1	7.609	A
B-A	113	28	396	0.286	113	0.3	0.4	12.829	B
A-B	176	44			176				
A-C	329	82			329				
A-D	0	0			0				
AB-C	382	95			382				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	464	116	752	0.617	462	1.1	1.6	12.442	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	291	73			291				
CD-B	165	41	508	0.324	164	0.3	0.5	10.553	B

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	65	16	487	0.133	65	0.1	0.2	8.616	A
B-A	139	35	341	0.407	138	0.4	0.7	17.792	C
A-B	216	54			216				
A-C	403	101			403				
A-D	0	0			0				
AB-C	468	117			468				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	568	142	751	0.756	563	1.6	2.9	18.746	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	354	89			354				
CD-B	201	50	480	0.418	200	0.5	0.7	12.913	B

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	65	16	485	0.134	65	0.2	0.2	8.649	A
B-A	139	35	339	0.409	139	0.7	0.7	18.122	C
A-B	216	54			216				
A-C	403	101			403				
A-D	0	0			0				
AB-C	468	117			468				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	568	142	751	0.756	568	2.9	3.0	19.664	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	358	89			358				
CD-B	202	51	480	0.421	202	0.7	0.7	13.073	B

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	53	13	529	0.100	53	0.2	0.1	7.638	A
B-A	113	28	393	0.288	114	0.7	0.4	13.090	B
A-B	176	44			176				
A-C	329	82			329				
A-D	0	0			0				
AB-C	382	96			382				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	464	116	752	0.617	469	3.0	1.7	13.090	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	295	74			295				
CD-B	167	42	508	0.329	168	0.7	0.5	10.721	B

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	44	11	557	0.080	45	0.1	0.1	7.094	A
B-A	95	24	434	0.219	95	0.4	0.3	10.756	B
A-B	148	37			148				
A-C	276	69			276				
A-D	0	0			0				
AB-C	320	80			320				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	388	97	752	0.517	391	1.7	1.1	10.126	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	246	62			246				
CD-B	139	35	528	0.264	140	0.5	0.4	9.376	A

AM_PM - 2028 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		9.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2028 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	264	100.000
B		ONE HOUR	✓	399	100.000
C		ONE HOUR	✓	0	100.000
D		ONE HOUR	✓	512	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	79	185	0
	B	251	0	148	0
	C	0	0	0	0
	D	393	96	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	1	1	1
	B	1	0	1	1
	C	1	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.34	11.72	0.5	B	136	204
B-A	0.64	23.22	1.7	C	230	345
A-B					72	109
A-C					170	255
A-D					0	0
AB-C					305	458
AB-D	0.00	0.00	0.0	A	0	0
D-ABC	0.76	20.06	3.0	C	470	705
C-D					0	0
C-A					0	0
C-B					0	0
CD-A					360	540
CD-B	0.19	7.99	0.2	A	88	132

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	111	28	579	0.192	110	0.0	0.2	7.748	A
B-A	189	47	498	0.379	187	0.0	0.6	11.576	B
A-B	59	15			59				
A-C	139	35			139				
A-D	0	0			0				
AB-C	250	62			250				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	385	96	745	0.517	381	0.0	1.1	9.885	A
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	293	73			293				
CD-B	71	18	583	0.123	71	0.0	0.1	7.090	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	133	33	545	0.244	133	0.2	0.3	8.802	A
B-A	226	56	471	0.479	224	0.6	0.9	14.664	B
A-B	71	18			71				
A-C	166	42			166				
A-D	0	0			0				
AB-C	299	75			299				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	460	115	744	0.618	458	1.1	1.6	12.609	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	352	88			352				
CD-B	86	21	574	0.150	86	0.1	0.2	7.449	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	163	41	478	0.341	162	0.3	0.5	11.501	B
B-A	276	69	433	0.638	273	0.9	1.7	22.293	C
A-B	87	22			87				
A-C	204	51			204				
A-D	0	0			0				
AB-C	366	91			366				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	564	141	743	0.758	558	1.6	2.9	19.090	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	429	107			429				
CD-B	105	26	561	0.187	104	0.2	0.2	7.966	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	163	41	473	0.344	163	0.5	0.5	11.716	B
B-A	276	69	432	0.640	276	1.7	1.7	23.224	C
A-B	87	22			87				
A-C	204	51			204				
A-D	0	0			0				
AB-C	367	92			367				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	564	141	743	0.758	563	2.9	3.0	20.056	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	432	108			432				
CD-B	106	26	561	0.188	106	0.2	0.2	7.989	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	133	33	542	0.246	134	0.5	0.3	8.930	A
B-A	226	56	470	0.481	229	1.7	1.0	15.283	C
A-B	71	18			71				
A-C	166	42			166				
A-D	0	0			0				
AB-C	300	75			300				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	460	115	744	0.618	466	3.0	1.7	13.286	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	357	89			357				
CD-B	87	22	574	0.152	88	0.2	0.2	7.479	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	111	28	577	0.193	112	0.3	0.2	7.828	A
B-A	189	47	497	0.380	190	1.0	0.6	11.915	B
A-B	59	15			59				
A-C	139	35			139				
A-D	0	0			0				
AB-C	251	63			251				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	385	96	745	0.517	388	1.7	1.1	10.248	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	298	74			298				
CD-B	73	18	583	0.125	73	0.2	0.1	7.125	A

AM_PM - 2028 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		6.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2028 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	511	100.000
B		ONE HOUR	✓	192	100.000
C		ONE HOUR	✓	0	100.000
D		ONE HOUR	✓	501	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	187	324	0
	B	118	0	74	0
	C	0	0	0	0
	D	287	208	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	1	1	1
	B	1	0	1	1
	C	1	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.16	8.40	0.2	A	68	102
B-A	0.38	16.95	0.6	C	108	162
A-B					172	257
A-C					297	446
A-D					0	0
AB-C					365	548
AB-D	0.00	0.00	0.0	A	0	0
D-ABC	0.73	18.03	2.7	C	460	690
C-D					0	0
C-A					0	0
C-B					0	0
CD-A					263	394
CD-B	0.46	13.69	0.9	B	191	286

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	56	14	581	0.096	55	0.0	0.1	6.915	A
B-A	89	22	436	0.204	88	0.0	0.3	10.405	B
A-B	141	35			141				
A-C	244	61			244				
A-D	0	0			0				
AB-C	299	75			299				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	377	94	753	0.501	373	0.0	1.0	9.487	A
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	214	53			214				
CD-B	155	39	538	0.288	153	0.0	0.4	9.421	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	67	17	555	0.120	66	0.1	0.1	7.438	A
B-A	106	27	398	0.267	106	0.3	0.4	12.430	B
A-B	168	42			168				
A-C	291	73			291				
A-D	0	0			0				
AB-C	358	89			358				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	450	113	752	0.599	449	1.0	1.5	11.888	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	257	64			257				
CD-B	186	47	519	0.359	186	0.4	0.6	10.871	B

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	81	20	515	0.158	81	0.1	0.2	8.371	A
B-A	130	32	346	0.376	129	0.4	0.6	16.695	C
A-B	206	51			206				
A-C	357	89			357				
A-D	0	0			0				
AB-C	438	110			438				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	552	138	752	0.733	547	1.5	2.6	17.341	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	313	78			313				
CD-B	227	57	494	0.460	226	0.6	0.8	13.502	B

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	81	20	514	0.158	81	0.2	0.2	8.400	A
B-A	130	32	344	0.377	130	0.6	0.6	16.950	C
A-B	206	51			206				
A-C	357	89			357				
A-D	0	0			0				
AB-C	438	110			438				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	552	138	752	0.733	551	2.6	2.7	18.028	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	316	79			316				
CD-B	229	57	494	0.463	229	0.8	0.9	13.693	B

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	67	17	554	0.120	67	0.2	0.1	7.471	A
B-A	106	27	395	0.268	107	0.6	0.4	12.644	B
A-B	168	42			168				
A-C	291	73			291				
A-D	0	0			0				
AB-C	358	89			358				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	450	113	752	0.599	455	2.7	1.6	12.403	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	261	65			261				
CD-B	189	47	519	0.364	190	0.9	0.6	11.073	B

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	56	14	579	0.096	56	0.1	0.1	6.948	A
B-A	89	22	434	0.205	89	0.4	0.3	10.566	B
A-B	141	35			141				
A-C	244	61			244				
A-D	0	0			0				
AB-C	300	75			300				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	377	94	753	0.501	379	1.6	1.0	9.794	A
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	217	54			217				
CD-B	157	39	538	0.293	158	0.6	0.4	9.595	A

AM_PM - 2033 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		11.01	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2033 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	280	100.000
B		ONE HOUR	✓	418	100.000
C		ONE HOUR	✓	0	100.000
D		ONE HOUR	✓	539	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	84	196	0
	B	265	0	153	0
	C	0	0	0	0
	D	415	100	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	1	1	1
	B	1	0	1	1
	C	1	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.38	13.40	0.6	B	140	211
B-A	0.69	27.91	2.2	D	243	365
A-B					77	116
A-C					180	270
A-D					0	0
AB-C					320	480
AB-D	0.00	0.00	0.0	A	0	0
D-ABC	0.80	23.86	3.8	C	495	742
C-D					0	0
C-A					0	0
C-B					0	0
CD-A					380	570
CD-B	0.20	8.14	0.2	A	92	137

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	115	29	570	0.202	114	0.0	0.3	7.963	A
B-A	200	50	492	0.406	197	0.0	0.7	12.224	B
A-B	63	16			63				
A-C	148	37			148				
A-D	0	0			0				
AB-C	262	65			262				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	406	101	745	0.545	401	0.0	1.2	10.437	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	309	77			309				
CD-B	74	19	580	0.128	74	0.0	0.1	7.172	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	138	34	531	0.259	137	0.3	0.3	9.219	A
B-A	238	60	463	0.515	237	0.7	1.0	15.976	C
A-B	76	19			76				
A-C	176	44			176				
A-D	0	0			0				
AB-C	313	78			313				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	485	121	744	0.651	482	1.2	1.8	13.727	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	371	93			371				
CD-B	89	22	570	0.157	89	0.1	0.2	7.558	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	168	42	447	0.377	167	0.3	0.6	12.966	B
B-A	292	73	422	0.691	288	1.0	2.1	26.211	D
A-B	92	23			92				
A-C	216	54			216				
A-D	0	0			0				
AB-C	383	96			383				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	593	148	743	0.798	586	1.8	3.6	22.186	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	451	113			451				
CD-B	109	27	556	0.196	109	0.2	0.2	8.114	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	168	42	440	0.383	168	0.6	0.6	13.395	B
B-A	292	73	421	0.694	291	2.1	2.2	27.914	D
A-B	92	23			92				
A-C	216	54			216				
A-D	0	0			0				
AB-C	384	96			384				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	593	148	743	0.798	593	3.6	3.8	23.858	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	456	114			456				
CD-B	110	27	556	0.198	110	0.2	0.2	8.144	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	138	34	526	0.262	139	0.6	0.4	9.419	A
B-A	238	60	461	0.517	242	2.2	1.1	16.963	C
A-B	76	19			76				
A-C	176	44			176				
A-D	0	0			0				
AB-C	315	79			315				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	485	121	744	0.651	492	3.8	2.0	14.786	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	379	95			379				
CD-B	91	23	570	0.160	91	0.2	0.2	7.596	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	115	29	567	0.203	116	0.4	0.3	8.063	A
B-A	200	50	490	0.407	201	1.1	0.7	12.662	B
A-B	63	16			63				
A-C	148	37			148				
A-D	0	0			0				
AB-C	263	66			263				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	406	101	745	0.545	409	2.0	1.2	10.905	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	315	79			315				
CD-B	76	19	580	0.131	76	0.2	0.2	7.211	A

AM_PM - 2033 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		7.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2033 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	539	100.000
B		ONE HOUR	✓	201	100.000
C		ONE HOUR	✓	0	100.000
D		ONE HOUR	✓	529	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	196	343	0
	B	124	0	77	0
	C	0	0	0	0
	D	304	218	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	1	1	1
	B	1	0	1	1
	C	1	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.17	8.77	0.2	A	71	106
B-A	0.42	18.90	0.7	C	114	171
A-B					180	270
A-C					315	472
A-D					0	0
AB-C					385	578
AB-D	0.00	0.00	0.0	A	0	0
D-ABC	0.77	21.25	3.3	C	485	728
C-D					0	0
C-A					0	0
C-B					0	0
CD-A					279	418
CD-B	0.49	14.71	1.0	B	200	300

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	58	14	573	0.101	58	0.0	0.1	7.045	A
B-A	93	23	426	0.219	92	0.0	0.3	10.847	B
A-B	148	37			148				
A-C	258	65			258				
A-D	0	0			0				
AB-C	316	79			316				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	398	100	752	0.529	394	0.0	1.1	10.027	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	226	57			226				
CD-B	162	41	533	0.305	161	0.0	0.4	9.730	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	69	17	546	0.127	69	0.1	0.1	7.628	A
B-A	111	28	386	0.289	111	0.3	0.4	13.217	B
A-B	176	44			176				
A-C	308	77			308				
A-D	0	0			0				
AB-C	377	94			377				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	476	119	752	0.632	473	1.1	1.7	12.938	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	272	68			272				
CD-B	195	49	513	0.380	194	0.4	0.6	11.376	B

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	85	21	501	0.169	85	0.1	0.2	8.724	A
B-A	137	34	331	0.413	135	0.4	0.7	18.504	C
A-B	216	54			216				
A-C	378	94			378				
A-D	0	0			0				
AB-C	462	116			462				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	582	146	752	0.775	576	1.7	3.2	20.068	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	331	83			331				
CD-B	238	59	487	0.488	236	0.6	0.9	14.445	B

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	85	21	500	0.170	85	0.2	0.2	8.766	A
B-A	137	34	329	0.415	136	0.7	0.7	18.896	C
A-B	216	54			216				
A-C	378	94			378				
A-D	0	0			0				
AB-C	462	116			462				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	582	146	752	0.775	582	3.2	3.3	21.250	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	334	84			334				
CD-B	240	60	487	0.493	240	0.9	1.0	14.712	B

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	69	17	544	0.127	69	0.2	0.1	7.670	A
B-A	111	28	383	0.291	113	0.7	0.4	13.517	B
A-B	176	44			176				
A-C	308	77			308				
A-D	0	0			0				
AB-C	378	94			378				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	476	119	752	0.632	482	3.3	1.8	13.735	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	277	69			277				
CD-B	198	50	513	0.387	200	1.0	0.6	11.642	B

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	58	14	572	0.101	58	0.1	0.1	7.078	A
B-A	93	23	424	0.220	94	0.4	0.3	11.043	B
A-B	148	37			148				
A-C	258	65			258				
A-D	0	0			0				
AB-C	316	79			316				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	398	100	752	0.529	401	1.8	1.2	10.421	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	230	58			230				
CD-B	165	41	533	0.310	166	0.6	0.5	9.938	A

AM_PM - 2043 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		14.59	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2043 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	298	100.000
B		ONE HOUR	✓	442	100.000
C		ONE HOUR	✓	0	100.000
D		ONE HOUR	✓	576	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	89	209	0
	B	282	0	160	0
	C	0	0	0	0
	D	444	106	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	1	1	1
	B	1	0	1	1
	C	1	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.46	17.36	0.8	C	147	220
B-A	0.77	37.40	3.1	E	259	388
A-B					82	123
A-C					192	288
A-D					0	0
AB-C					338	508
AB-D	0.00	0.00	0.0	A	0	0
D-ABC	0.85	31.92	5.3	D	529	793
C-D					0	0
C-A					0	0
C-B					0	0
CD-A					407	610
CD-B	0.21	8.36	0.3	A	97	146

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	120	30	558	0.216	119	0.0	0.3	8.262	A
B-A	212	53	483	0.440	209	0.0	0.8	13.145	B
A-B	67	17			67				
A-C	157	39			157				
A-D	0	0			0				
AB-C	277	69			277				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	434	108	745	0.582	428	0.0	1.4	11.307	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	330	83			330				
CD-B	79	20	577	0.137	78	0.0	0.2	7.280	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	144	36	511	0.281	143	0.3	0.4	9.865	A
B-A	254	63	452	0.561	252	0.8	1.2	17.994	C
A-B	80	20			80				
A-C	188	47			188				
A-D	0	0			0				
AB-C	331	83			331				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	518	129	744	0.696	514	1.4	2.2	15.617	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	397	99			397				
CD-B	95	24	566	0.167	95	0.2	0.2	7.705	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	176	44	400	0.441	175	0.4	0.8	16.060	C
B-A	310	78	407	0.762	304	1.2	2.8	33.340	D
A-B	98	24			98				
A-C	230	58			230				
A-D	0	0			0				
AB-C	405	101			405				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	634	159	743	0.854	623	2.2	4.9	28.116	D
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	481	120			481				
CD-B	115	29	552	0.208	114	0.2	0.3	8.315	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	176	44	385	0.458	176	0.8	0.8	17.361	C
B-A	310	78	405	0.767	310	2.8	3.1	37.396	E
A-B	98	24			98				
A-C	230	58			230				
A-D	0	0			0				
AB-C	406	102			406				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	634	159	743	0.854	633	4.9	5.3	31.916	D
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	488	122			488				
CD-B	116	29	552	0.211	116	0.3	0.3	8.355	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	144	36	501	0.287	146	0.8	0.4	10.259	B
B-A	254	63	448	0.565	260	3.1	1.4	19.942	C
A-B	80	20			80				
A-C	188	47			188				
A-D	0	0			0				
AB-C	333	83			333				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	518	129	744	0.696	529	5.3	2.4	17.754	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	408	102			408				
CD-B	97	24	566	0.172	98	0.3	0.2	7.763	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	120	30	554	0.217	121	0.4	0.3	8.399	A
B-A	212	53	481	0.442	215	1.4	0.8	13.770	B
A-B	67	17			67				
A-C	157	39			157				
A-D	0	0			0				
AB-C	278	70			278				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	434	108	745	0.582	438	2.4	1.5	11.993	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	337	84			337				
CD-B	81	20	577	0.140	81	0.2	0.2	7.331	A

AM_PM - 2043 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		9.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2043 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	575	100.000
B		ONE HOUR	✓	212	100.000
C		ONE HOUR	✓	0	100.000
D		ONE HOUR	✓	561	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	209	366	0
	B	132	0	80	0
	C	0	0	0	0
	D	325	229	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	1	1	1
	B	1	0	1	1
	C	1	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.18	9.33	0.2	A	73	110
B-A	0.47	22.02	0.9	C	121	182
A-B					192	288
A-C					336	504
A-D					0	0
AB-C					409	614
AB-D	0.00	0.00	0.0	A	0	0
D-ABC	0.82	26.44	4.3	D	515	772
C-D					0	0
C-A					0	0
C-B					0	0
CD-A					298	447
CD-B	0.53	16.11	1.1	C	210	315

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	60	15	563	0.107	60	0.0	0.1	7.219	A
B-A	99	25	415	0.239	98	0.0	0.3	11.433	B
A-B	157	39			157				
A-C	276	69			276				
A-D	0	0			0				
AB-C	335	84			335				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	422	106	752	0.561	417	0.0	1.3	10.701	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	242	60			242				
CD-B	170	43	526	0.324	168	0.0	0.5	10.120	B

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	72	18	533	0.135	72	0.1	0.2	7.889	A
B-A	119	30	371	0.319	118	0.3	0.5	14.316	B
A-B	188	47			188				
A-C	329	82			329				
A-D	0	0			0				
AB-C	401	100			401				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	504	126	752	0.671	501	1.3	2.0	14.340	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	291	73			291				
CD-B	205	51	505	0.405	204	0.5	0.7	12.030	B

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	88	22	480	0.183	88	0.2	0.2	9.256	A
B-A	145	36	313	0.465	144	0.5	0.8	21.319	C
A-B	230	58			230				
A-C	403	101			403				
A-D	0	0			0				
AB-C	491	123			491				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	618	154	752	0.822	609	2.0	4.1	24.151	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	353	88			353				
CD-B	249	62	477	0.522	247	0.7	1.1	15.714	C

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	88	22	478	0.184	88	0.2	0.2	9.331	A
B-A	145	36	310	0.469	145	0.8	0.9	22.021	C
A-B	230	58			230				
A-C	403	101			403				
A-D	0	0			0				
AB-C	491	123			491				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	618	154	752	0.822	617	4.1	4.3	26.441	D
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	357	89			357				
CD-B	252	63	477	0.528	252	1.1	1.1	16.113	C

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	72	18	530	0.136	72	0.2	0.2	7.942	A
B-A	119	30	367	0.323	120	0.9	0.5	14.795	B
A-B	188	47			188				
A-C	329	82			329				
A-D	0	0			0				
AB-C	401	100			401				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	504	126	752	0.671	513	4.3	2.2	15.717	C
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	297	74			297				
CD-B	209	52	505	0.414	211	1.1	0.7	12.411	B

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	60	15	561	0.107	60	0.2	0.1	7.258	A
B-A	99	25	412	0.241	100	0.5	0.3	11.690	B
A-B	157	39			157				
A-C	276	69			276				
A-D	0	0			0				
AB-C	336	84			336				
AB-D	0	0	632	0.000	0	0.0	0.0	0.000	A
D-ABC	422	106	752	0.561	426	2.2	1.3	11.241	B
C-D	0	0			0				
C-A	0	0			0				
C-B	0	0			0				
CD-A	247	62			247				
CD-B	174	43	526	0.330	175	0.7	0.5	10.379	B

G. Road Safety Audit Report

25178-01-001

PROPOSED DEVELOPMENT AT KILDALKEY ROAD, TRIM, MEATH

Road Safety Audit Stage 1

for

WATERMAN MOYLAN

OCTOBER 2025



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Kilkenny.
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DOCUMENT CONTROL SHEET

Project Title	Proposed Development at Kildalkey Road, Trim, Meath
Project No.	25178-01
Client	Waterman Moylan
Document Title	Road Safety Audit Stage 1
Document No.	25178-01-001

Status	Author(s)	Reviewed By	Approved By	Issue Date
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1. INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out at the proposed development at Kildalkey Road, Trim, Meath on behalf of Waterman Moylan. The audit was carried out on 2nd October 2025 in the offices of Roadplan Consulting, Kilkenny.
- 1.2 The audit team members were as follows:
- George Frisby, BE CEng MIEI
Auditor Number GF51255
 - Dermot Donovan, BE CEng FIEI
Auditor Number DD50250
- 1.3 Both audit team members visited the site on the 17th September 2025. The audit comprised of an examination of the drawings relating to the scheme supplied by Waterman Moylan and an examination of the site.
- 1.4 The speed limit at the proposed works location is 50km/h.
- 1.5 This Stage 1 Audit has been carried out in accordance with the relevant sections of TII GE-STY-01024. The team has examined only those issues within the design relating to the road safety implications of the scheme and has therefore not examined or verified the compliance of the design to any other criteria.
- 1.6 All problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise accident occurrence.
- 1.7 Appendix A contains copies of the audited drawings.

2. STAGE 1 AUDIT

2.1 Problem: Stopping Sight Distance

Location: Kildalkey Road

The existing bend on Kildalkey Road to the west side of the proposed access is quite tight. Drivers rounding the bend and travelling in the inbound direction may have inadequate sight distance of vehicles stopped on the Kildalkey Rd waiting to turn right to the access. This may increase the risk of rear-end collisions on the mainline at the access.



Outbound View



Inbound View

Recommendation: Estimate the likely maximum queue length of right-turning vehicles waiting to turn right to the development and ensure that drivers approaching from the bend will have sufficient visibility of those queued vehicles.

2.2 Problem: Lighting

Location: Kildalkey Road

There is existing lighting on the Kildalkey Rd (see photo above). However, the lighting is relatively low in elevation, and while it is adequate for the existing narrow road, it may not sufficiently illuminate the widened road and paths that will be provided opposite. Inadequate lighting may increase the risk of nighttime collisions.

Recommendation: Ensure that the lighting adequately illuminates all elements of the widened road.

2.3 Problem: Footpath

Location: Kildalkey Road

There is no existing footpath along the south side of the Kildalkey Road on the east side of the proposed development. It is noted that pedestrian connectivity is to be provided to the adjacent housing estate, Elder Grove; however, it is unlikely that those living in the houses fronting Kildalkey Road would follow a longer route through the housing estates when walking to the town. A footpath connection is shown to be provided to the Kildalkey Road at the northeast corner of the proposed estate. No facilities are shown to be provided on Kildalkey Road to allow pedestrians to cross to the public footpath opposite.



Recommendation: Provide a footpath on Kildalkey Road east of the access to join to the existing footpath network connecting to town.

2. 4 **Problem:** Undefined priority at junction

Location: Internal junction within Elder Grove

The road within Elder Grove to which the proposed development is to connect is a short cul-de-sac that connects to the main spine road within Elder Grove at a three-arm simple junction. Priority is undefined at that junction, but that does not cause a problem at present because it is clear to drivers that the short cul-de-sac is the minor arm. However, the intended connection of the new estate to this cul-de-sac arm may change the traffic balance at the junction and it may not be clear which arm has priority. This may increase collision risk for users of the junction.



Recommendation: Mark a STOP line and text on the minor arm of the three-armed junction.

2.5 Problem: Footpaths

Location: Elder Grove Estate

The footpath network within the estate is old and is not equipped with modern facilities for users that are infirm or have a visual impairment, such as dropped kerbs and tactile paving. That network may be relied on to provide connectivity between the new estate and the town, and it may be an inadequate route for all users.



Recommendation: Provide dropped kerbs and tactile paving at crossing points, and otherwise renew the footpaths as necessary to provide a connection of adequate standard.

2.6 Problem: Tight Curvature

Location: Internal road within the proposed estate

A two-way road within the estate has two low-radius bends that may not accommodate two-way vehicular flow without the need for one vehicle to reverse. In addition, at one of the bends, forward visibility across the inside of the bend may be restricted. Reversing may be a hazard to vulnerable road users, particularly where visibility is restricted.

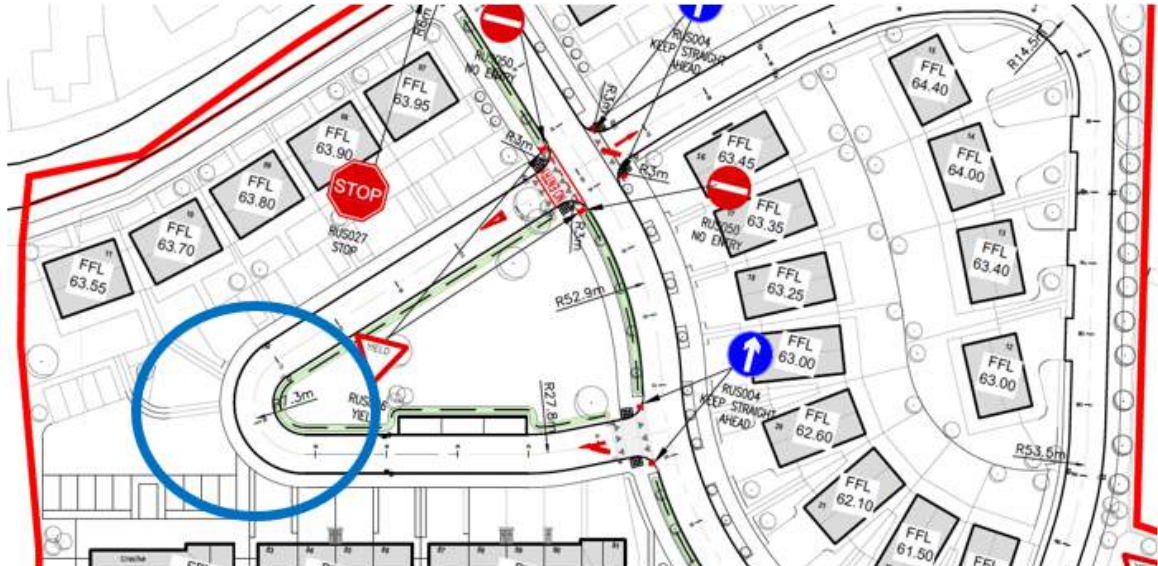


Recommendation: Ensure that cars can pass on the bends and drivers have sufficient visibility.

2.7 Problem: One Way Flow

Location: Car Park

A car park is located midway along a one-way loop road. A driver exiting the car park may not be aware that the loop road is one-way, and may turn in error in the incorrect direction and drive against the flow of traffic.



Recommendation: Provide signage or road markings on the loop road to indicate to a driver exiting the car park that the loop road is one-way

2.8 Problem: Dwell Area

Location: Access from the development from Kildalkey Road

The dwell area at the access is to have a longitudinal slope of 5%, which is steeper than recommended. The risk of turning collisions increases where vehicular turns are slowed by adverse gradient.

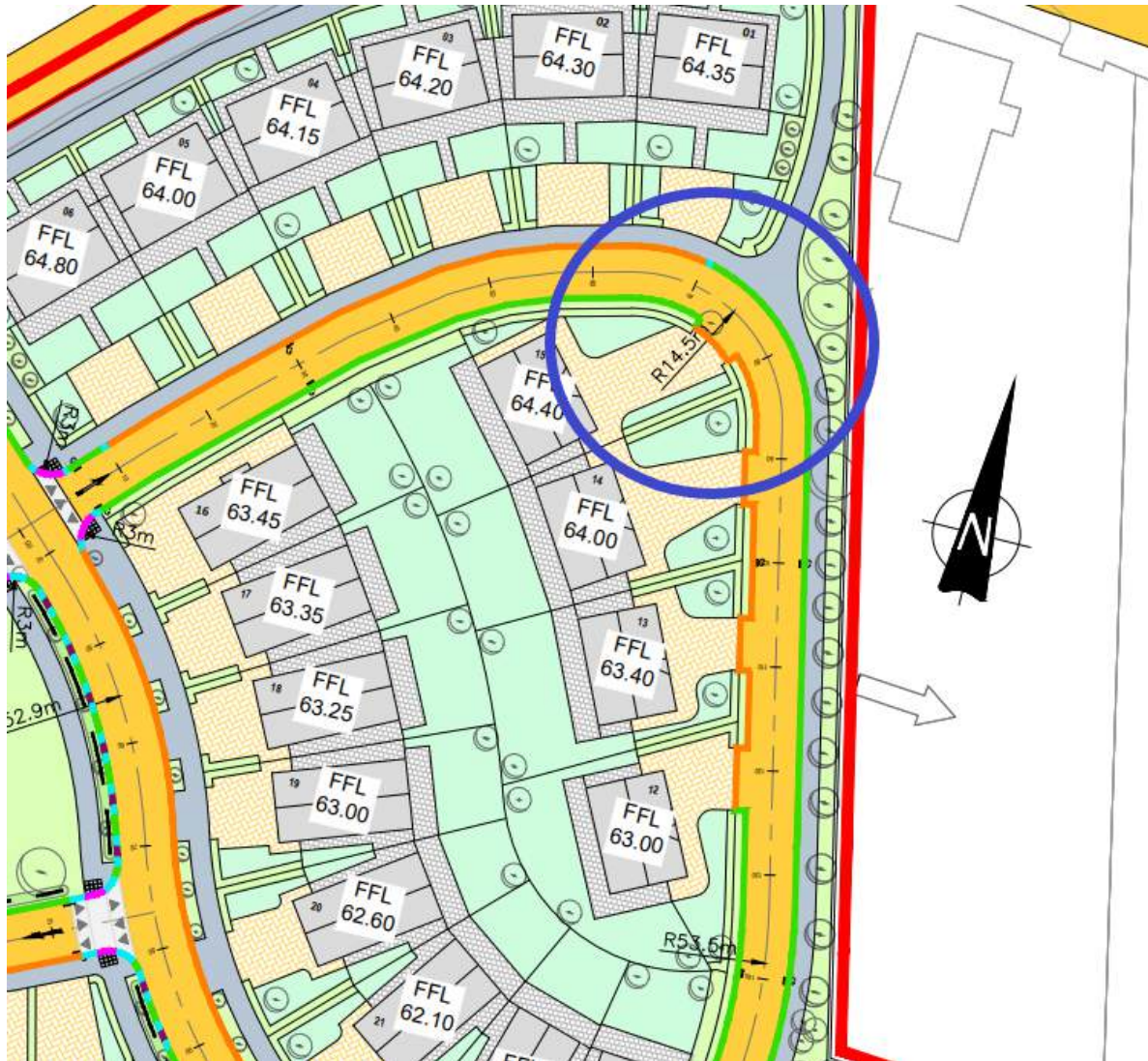


Recommendation: Provide a level dwell area at the access.

2.9 Problem: Pedestrian Crossing

Location: Pedestrian connection to Kildalkey Road

In the northeast of the development, a footpath is shown to extend from the development to the Kildalkey Road. A pedestrian crossing and footpath are not shown to be provided to enable pedestrians to cross the internal road to reach the four dwellings on the west side of the internal access road. The location where pedestrians would cross is on a bend with reduced visibility. These factors may increase collision risk for pedestrians.

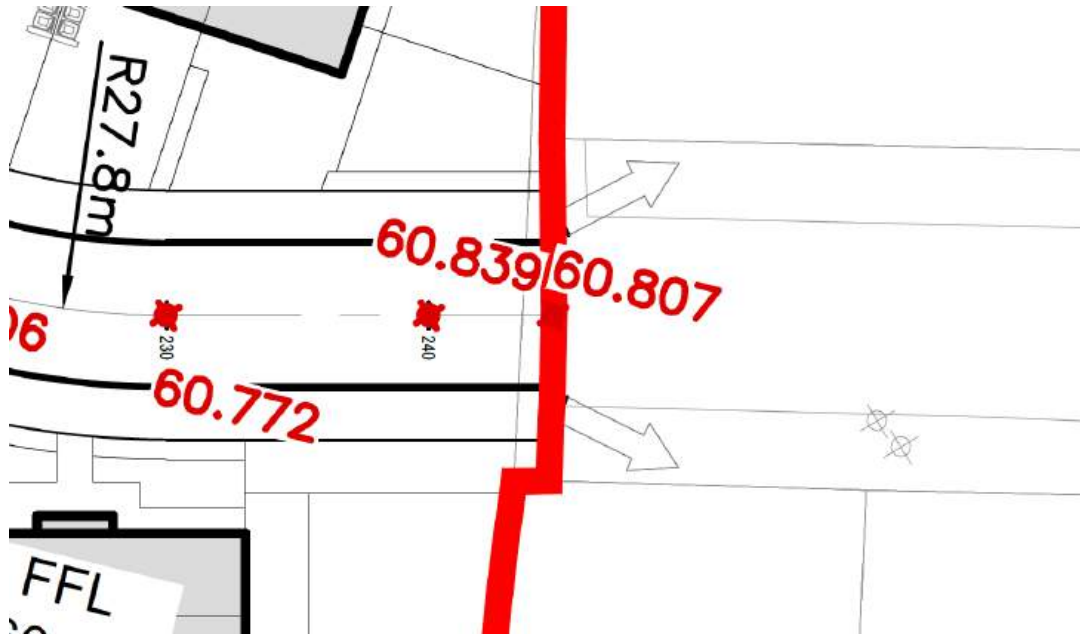


Recommendation:

- Provide facilities such as dropped kerbs and tactile paving to provide a simple pedestrian crossing.
- Place the crossing at a location where forward visibility is adequate and place the crossing on a ramp to reduce traffic speed.
- Provide a footpath on the west side of the access road from the pedestrian crossing to the four number dwellings.

2. 10 Problem: Kerb Line Tie-in**Location:** Elder Grove Estate

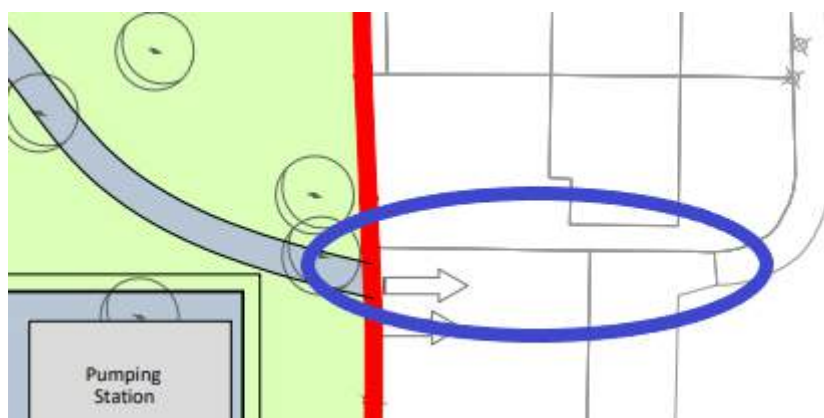
At the tie-in between the proposed and existing kerb lines, the proposed kerb line appears to protrude into the line of a vehicle travelling from Elder Grove estate. A vehicle may strike the protruding kerb line.



Recommendation: Ensure that there is a smooth, gradual transition between the existing and proposed kerb lines.

2. 11 Problem: Footpath Connection**Location:** Elder Grove Estate

A footpath connection is proposed onto Elder Grove Estate at the southeast corner of the development. However, the proposed footpath is shown to terminate at the boundary between the two estates approximately 20m short of the existing footpath within the Elder Grove Estate. A lack of an adequate pedestrian connection may contribute to slips, trips and falls for pedestrians travelling along the grass verge between the two footpaths.

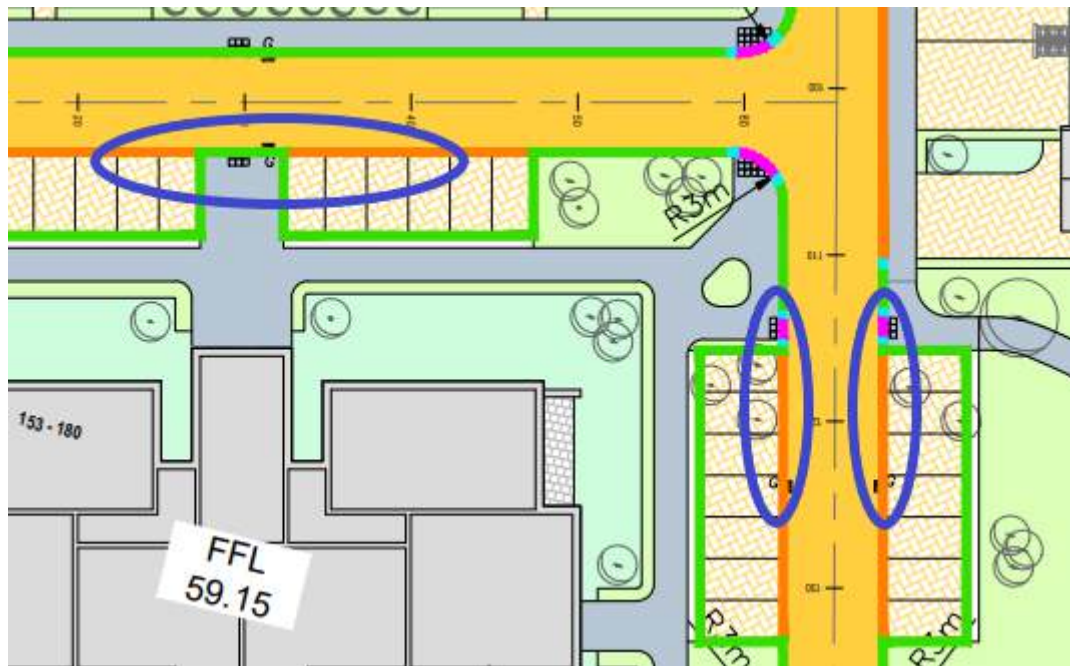


Recommendation: Ensure that an adequate footpath connection is provided between the two footpaths at this location.

2. 12 Problem: Inter-visibility

Location: Pedestrian Crossings

Intervisibility between pedestrians crossing pedestrian crossings at the locations shown below and drivers of vehicles approaching the crossings may be restricted by vehicles parked in the adjacent car parking spaces. A lack of adequate intervisibility may contribute to a collision at these locations.



Recommendation: Ensure that adequate intervisibility is provided between pedestrians and drivers of vehicles approaching all pedestrian crossing locations.

2. 13 Problem: Blister Surface Tactile Paving

Location: Pedestrian Access Points

Blister surface tactile paving is proposed at a number of locations where pedestrian access is provided to the carriageway. Visually impaired pedestrians may mistake this as a pedestrian crossing location and may try to cross the carriageway at this location. Where such VRUs follow an unintended crossing route, they may become disoriented when the anticipated dropped kerb and tactile on the opposite side of the road is not encountered and may make unanticipated movements on the road leading to collisions with vehicles.



Recommendation: Replace the blister surface tactile paving with corduroy hazard warning surface tactile paving.

2.14 Problem: Pedestrian Desire Lines

Location: Multiple Locations

It is unclear if appropriate crossing locations and facilities (dropped kerbs, tactile paving etc.) have been provided to cater for all the pedestrian desire lines within the development. A lack of such facilities may result in trips and falls by those who attempt to cross the carriageway along pedestrian desire lines. Examples of such locations as shown on the images below.



Recommendation: Provide appropriate pedestrian crossing facilities along all the pedestrian desire lines throughout the proposed development.

2. 15 **Problem:** Long Straigh Sections of Road

Location: Multiple Locations

Some of the internal access roads are long and straight or nearly straight which may encourage high speeds. No measures are proposed to control speeds along the access roads. Collision risk and collision severity both increase with increasing vehicular speed.

Recommendation: Adequate traffic calming measures should be provided along the access roads to restrict traffic speeds.

2. 16 **Problem:** Yield Sign / Marking

Location: Multiple Locations

Yield signs and markings are proposed at a number of junctions within the development to indicate junction priority. Yield signs and markings indicate to drivers to give-way to traffic approaching from their right. As a result, drivers exiting the side road may not expect a vehicle approaching from their left which may contribute to a collision at these locations.

Recommendation: Replace the yield signs and markings with stop signs and markings.

3. AUDIT TEAM STATEMENT

- 3.1 We certify that we have examined the drawings listed in Appendix A and have inspected the site. This examination has been carried out with the sole purpose of identifying any features of the scheme that could be removed or modified to improve the safety of the scheme.

Signed.....  George Frisby

Date 2nd October 2025.....

Signed.....  Dermot Donovan

Date 2nd October 2025.....

4. SAFETY AUDIT FEEDBACK FORM

Scheme: Kildalkey Road, Trim, Meath

Document Number: 25178-01

Audit Stage: Stage 1 RSA

Date Audit Completed: 2nd October 2025

Paragraph No. in Safety Audit Report	To Be Completed By Designer			To Be Completed by Audit Team Leader
	Problem accepted (yes/no)	Recommended measure Accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted.	Alternative measures or reasons accepted by auditors (yes/no)
2.1	Yes	Yes	Please Refer to updated Waterman Moylan 23-041r.003 Traffic and Transport Assessment. The maximum queue length of the right turning vehicles waiting to turn right is a queue of 0.3 vehicles during the AM peak hour and queue of 0.1 vehicles during the PM peak hour.	-----
2.2	Yes	Yes	Noted. This will be done as part of site public lighting design by external consultant	-----
2.3	Yes	Yes	Please Refer to updated Waterman Moylan Drawing 23-041-P100 - Proposed Road Layout & Levels. A pedestrian crossing is provided on Kildalkey Road east of the site access, connecting directly to the existing public footpath network leading towards the town centre	-----
2.4	No	No	The recommended changes to the road network fall outside the client's ownership boundary; therefore, we are not permitted to carry out these works. The changes should be reviewed by the local authority.	Noted
2.5	No	No	The recommended changes to the road network fall outside the client's ownership boundary; therefore, we are not permitted to carry out these works. The changes should be reviewed by the local authority.	Noted
2.6	Yes	Yes	Please Refer to updated Waterman Moylan Drawing 23-041-P152 - Swept Path Analysis – Standard Car. The swept path assessment confirms that standard vehicles can pass safely in both directions without conflict. Visibility across bends has been checked and is considered adequate	-----
2.7	Yes	Yes	Please Refer to updated Waterman Moylan Drawing 23-041-P110 - Proposed Road Markings & Signage. A "No Right Turn" sign will be provided at the car park exit to clearly indicate the direction of permitted travel,	-----

			ensuring drivers follow the intended one-way loop arrangement	
2.8	Yes	Yes	Please Refer to updated Waterman Moylan Drawing 23-041-P100 - Proposed Road Layout & Levels. As per TII document DN-GEO-03060(May 2023) the gradient for the dwell area shall lie between plus and minus 2.5%. In difficult situations, this may be increased to between plus and minus 4% as a relaxation. Our dwell slope is 1:25 which would comply with the TII standard	-----
2.9	Yes	Yes	Please Refer to updated Waterman Moylan Drawing 23-041-P100 - Proposed Road Layout & Levels. A footpath is provided to accommodate the pedestrian access to 4 houses mentioned	-----
2.10	Yes	Yes	Please Refer to updated Waterman Moylan Drawing 23-041-P100 - Proposed Road Layout & Levels. The kerb alignment has been revised to ensure a smooth and continuous transition between existing and proposed sections, preventing potential vehicle contact with kerb edges	-----
2.11	Yes	Yes	Please Refer to updated Waterman Moylan Drawing 23-041-P100 - Proposed Road Layout & Levels. The footpath connection between the proposed development and the existing Elder Grove network has been fully extended, ensuring a continuous and safe pedestrian link	-----
2.12	Yes	Yes	Please Refer to updated Waterman Moylan Drawing 23-041-P100 - Proposed Road Layout & Levels. The tactile paving in front of house number 57 has moved towards north to the junction and the tactile parking in front of house number 121 is removed and the pedestrians can walk east to the junction for crossing.	-----
2.13	Yes	Yes	Please Refer to updated Waterman Moylan Drawing 23-041-P100 - Proposed Road Layout & Levels. Blister tactile paving at non-crossing locations has been replaced with corduroy hazard warning surface tactile paving to correctly alert visually impaired users to the presence of vehicular areas rather than crossing points	-----
2.14	Yes	Yes	Please Refer to updated Waterman Moylan Drawing 23-041-P100 - Proposed Road Layout & Levels. Appropriate pedestrian crossing facilities, including dropped kerb and tactile paving, are provided at all key pedestrian desire lines throughout the development to ensure safe and convenient pedestrian movement	-----
2.15	Yes	Yes	Please Refer to updated Waterman Moylan Drawing 23-041-P100 - Proposed Road Layout & Levels. Appropriate speed calming measures are introduced to reduce the speed on straight ways.	-----

2.16	Yes	Yes	Please Refer to updated Waterman Moylan Drawing 23-041-P100 - Proposed Road Layout & Levels. All Yield signs and markings have been replaced with STOP signs and markings at key junctions to improve driver awareness and junction safety	-----

Safety Audit K. Sidharth
Signed off Design Team Leader

Print Name SIDHARTH KURELLA

Date 17/10/2025

Safety Audit B. Gallagher
Signed off Employer

Print Name BRENDAN GALLAGHER

Date 17/10/2025

Safety Audit George Frisby
Signed off Audit Team Leader

Print Name George Frisby

Date 17/10/2025

Please complete and return to:

Roadplan Consulting,
7, Ormonde Road
Kilkenny
E-mail: info@roadplan.ie

APPENDIX A

List of Drawings Examined

The following drawings have been provided electronically in PDF format by Waterman Moylan and are appended here.

Drawing Number	Rev	Drawing Title
TRIM WAT ZZ XX DR C P100		Proposed Road Layout & Levels
TRIM WAT ZZ XX DR C P110		Proposed Road Markings & Signage
TRIM WAT ZZ XX DR C P130		Proposed Sightlines
TRIM WAT ZZ XX DR C P150		Swept Path Analysis - Fire Tender
TRIM WAT ZZ XX DR C P151		Swept Path Analysis - Refuse Tender
TRIM WAT ZZ XX DR C P190		Typical Road Construction Details-Sheet 1 Of 2
TRIM WAT ZZ XX DR C P190		Typical Road Construction Details-Sheet 2 Of 2
TRIM WAT ZZ XX DR C P195		Proposed Surfacing & Kerbing Layout-.
TRIM WAT ZZ XX DR C P200		Proposed Drainage Layout
TRIM WAT ZZ XX DR C P300		Proposed Watermain Layout

- NOTES:
- DO NOT SCALE. USE FIGURED DIMENSIONS ONLY.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.



LOCATION OF LL SPRING

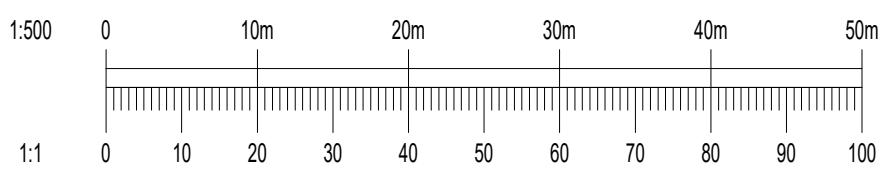
Well

F1 Open Space

Development Part of Proposed Road Layout

Defined Flood Zone Line

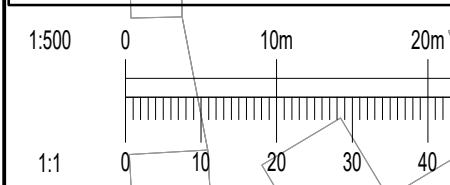
H1 High Amenity Zoning



Rev	Date	Description	By	CHK
Amendments				
Project				
KILDALKEY ROAD, TRIM, CO. MEATH				
Title				
PROPOSED ROAD LAYOUT & LEVELS				
Client				
—				
Status				
FOR PLANNING ONLY				
Designed By	LS	Approved	BG	Waterman Ref 23-041
Drawn By	VU	Date	APRIL 2025	Scales @ A1 1:500 @A1
Project - Originator - Volume - Level - Type - Role - Number				Revision
TRIM - WAT - ZZ - XX-DR- C -P100				-

NOTE:
ROAD MARKINGS SHOWN IN RED FOR CLARITY PURPOSES ONLY

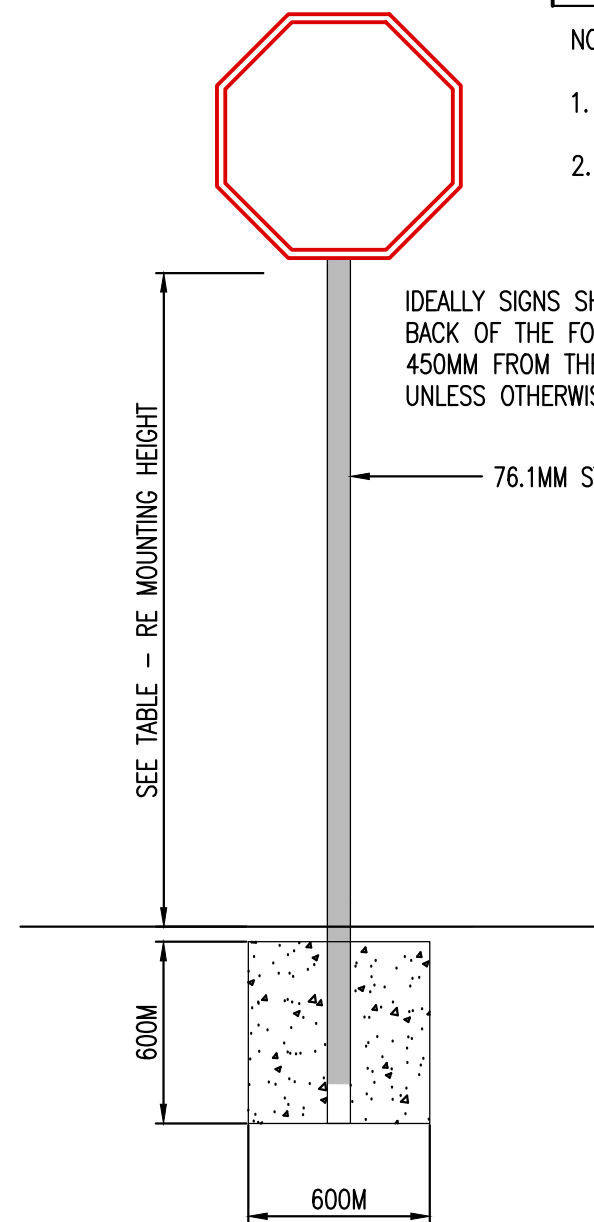
NOTE:
PLEASE NOTE THAT ALL ROAD MARKING AND SIGNAGE ARE IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORT "TRAFFIC SIGNS MANUAL" NOVEMBER 2010. TRAFFIC SIGNS AND ROADMARKINGS REFERENCES ARE SHOWN IN BRACKETS.



TYPICAL MOUNTING ARRANGEMENT FOR SIGNS IN VERGES AND FOOTPATHS INCLUDING FOUNDATION DETAILS

SCALE 1:25

NOTE:
POLE FOUNDATION 600MM X 600MM X
600MM DP LEAN MIX CONCRETE

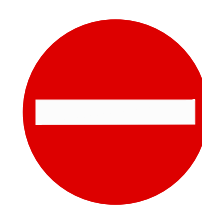


NOTES:

1. DO NOT SCALE. USE FIGURED DIMENSIONS ONLY.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.



RUS027
STOP



RUS050
NO ENTRY



RUS026
YIELD

MOUNTING HEIGHT

1.3.21 Signs in rural areas should normally be erected with the lower edge of the sign or supplementary plate at the greater of 1500mm above the level of the adjacent paved surface and 1000mm above ground level below the sign. Signs should be mounted clear of any vegetation.

1.3.22 In urban areas or locations where pedestrians are likely to walk under the sign, the desirable mounting height is 2300mm. Where cyclists are likely to pass under the sign, the desirable mounting height is 2500mm. See Figure 1.22.

1.3.23 Low-level direction signs at roundabouts and junctions may be mounted at lower heights, but not less than 750mm above ground level. However, care must be taken to ensure that the signs do not obstruct sight lines.

1.3.24 In city centres where congested conditions prevail, higher mounting heights may be required if standing vehicles consistently prevent signs from being seen. Alternatively cantilever signs or gantries may need to be considered.

1.3.25 If signs are erected on structures, mounting heights less than 2300mm may be used, provided that the signs can still be seen, do not obstruct pedestrians and are out of the range of spray thrown up by passing vehicles.

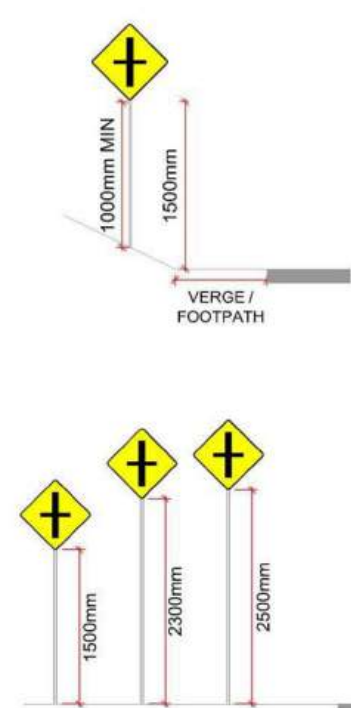
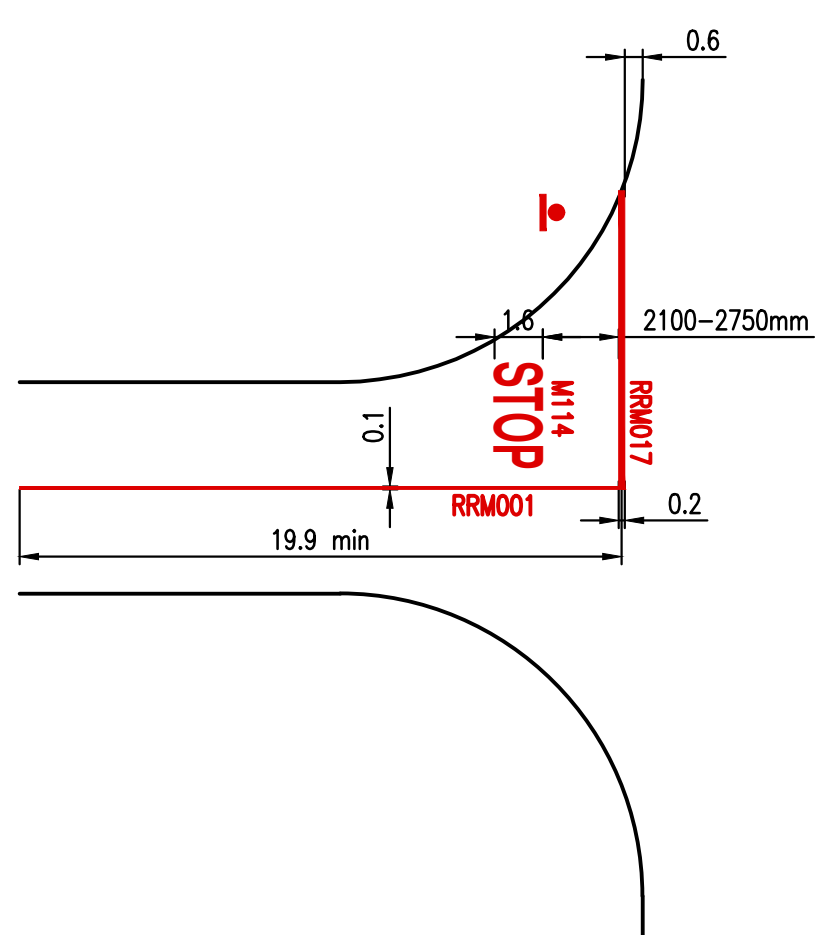
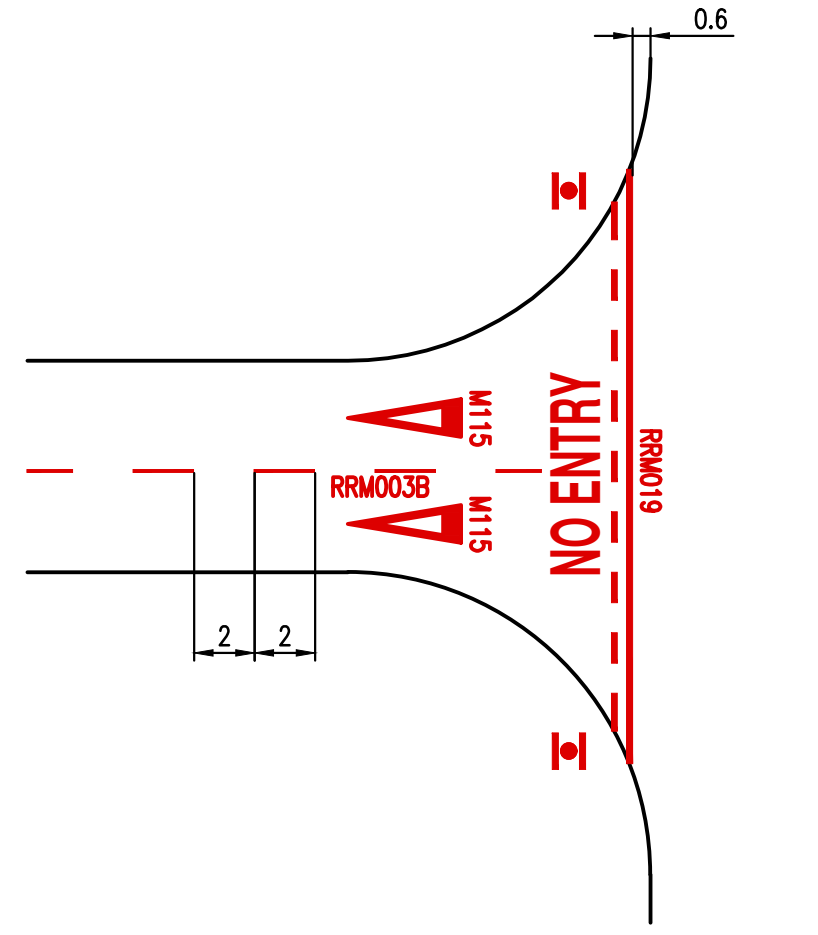


Figure 1.22: General Mounting
Heights for Signs



PRIORITY CONTROLLED STOP JUNCTION

SCALE 1:250



PRIORITY CONTROLLED YIELD JUNCTION

SCALE 1:250



Rev	Date	Description	By	Chk

Amendments

Project
**KILDALKEY ROAD,
TRIM, CO. MEATH**

Title
PROPOSED ROAD MARKINGS & SIGNAGE

Client



BLOCK 5, EASTPOINT BUSINESS PARK, ALFIE BYRNE ROAD,
DUBLIN D03 H3F4 IRELAND. Tel: (01) 664 8900
Email: info@waterman-moylan.ie www.waterman-moylan.ie

Status
FOR PLANNING ONLY

Designed By
LS

Approved
BG

Waterman Ref
23-041

Drawn By
VU

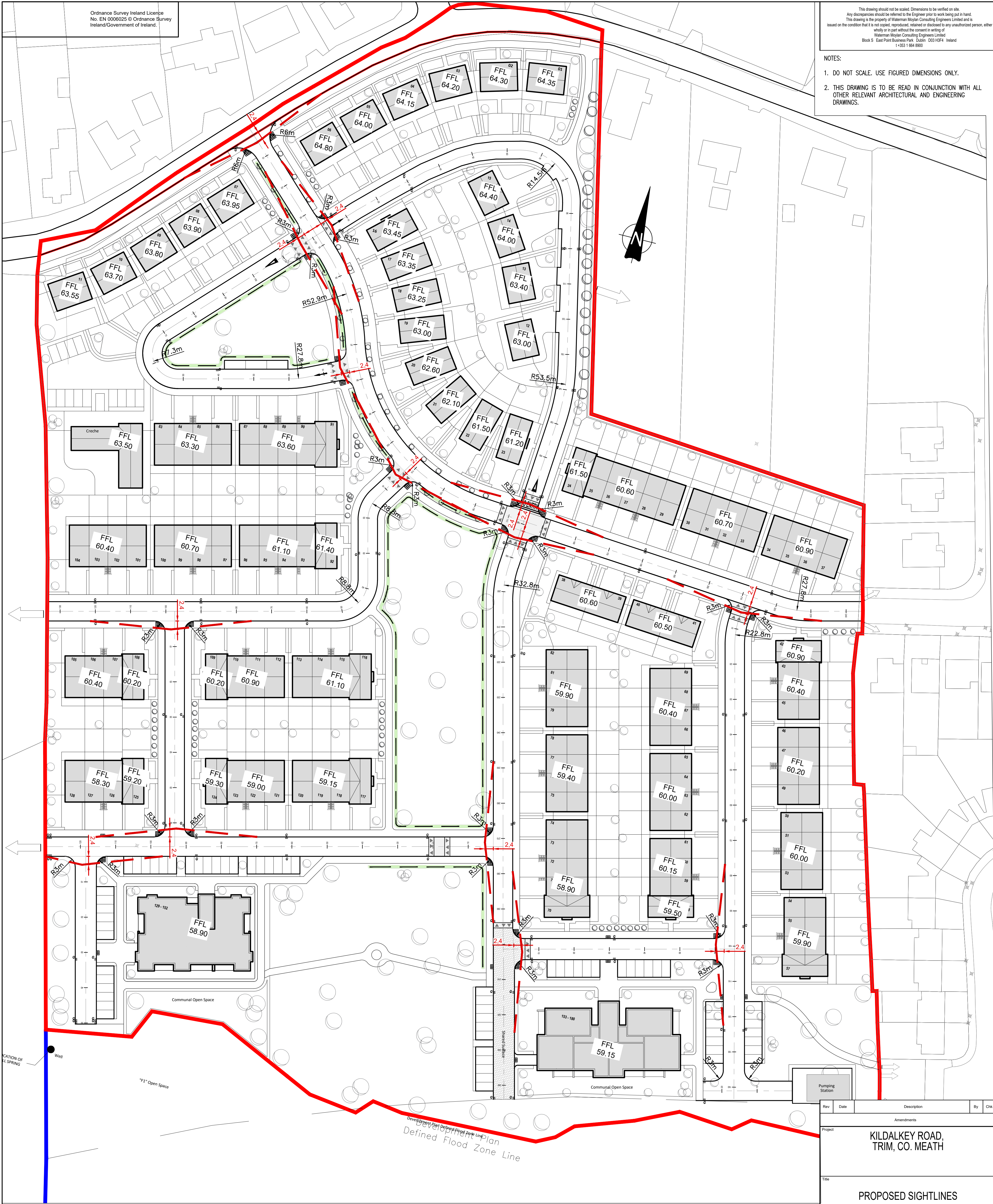
Date
APRIL 2025

Project - Originator - Volume - Level - Type - Role - Number
TRIM - WAT - ZZ - XX-DR - C - P110

Revision
-

NOTES:

1. DO NOT SCALE. USE FIGURED DIMENSIONS ONLY.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL
OTHER RELEVANT ARCHITECTURAL AND ENGINEERING
DRAWINGS.



Rev	Date	Description	By	Chk

Amendments

Project
**KILDALKEY ROAD,
TRIM, CO. MEATH**

Title
PROPOSED SIGHTLINES

Client
—



BLOCK S, EASTPOINT BUSINESS PARK, ALFIE BYRNE ROAD,
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Status
FOR PLANNING ONLY

Designed By
LS

Approved
BG

Waterman Ref
23-041

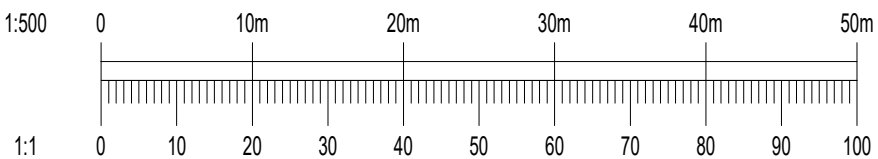
Drawn By
VU

Date
APRIL 2025

Scales @ A1
1:500 @ A1

Project - Originator - Volume - Level - Type - Role - Number - Revision

TRIM - WAT - ZZ - XX-DR- C -P130



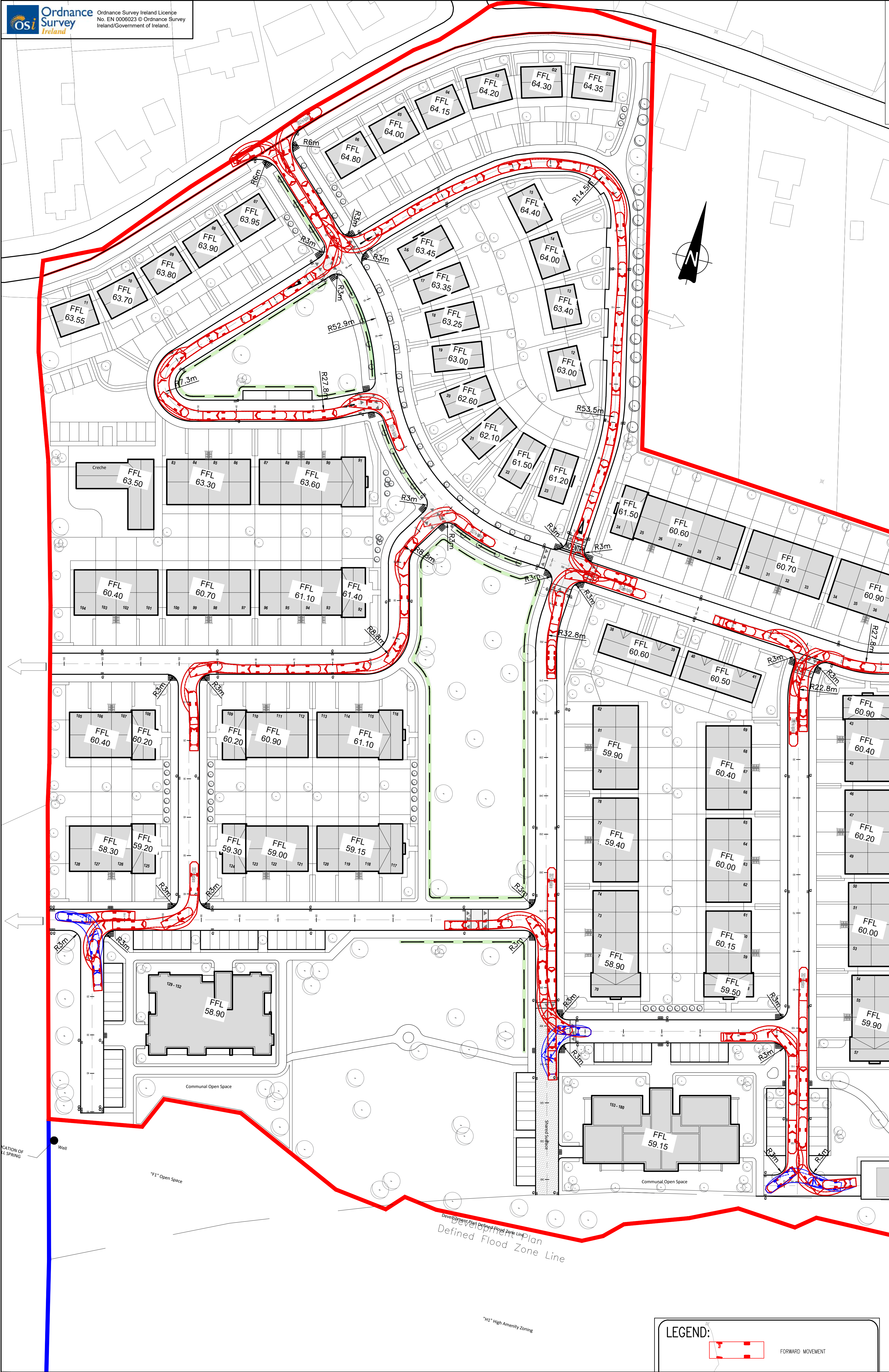
LEGEND

2.4m x 23m SIGHTLINE

DESIGN SPEED (km/h)	SSD STANDARD (m)
10	7
20	14
30	23
40	33
50	45
60	59

FORWARD VISIBILITY

- NOTES:
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LEGEND:

- FORWARD MOVEMENT
- REVERSE MOVEMENT
- WHEELS OUTLINE

DB32 FIRE APPLIANCE

OVERALL LENGTH: 8.680M
OVERALL WIDTH: 2.180M
OVERALL BODY HEIGHT: 3.455M
MIN BODY GROUND CLEARANCE: 0.337M
MAX TRACK WIDTH: 2.121M
LOCK-TO-LOCK TIME: 6.005
CURB TO CURB TURNING RADIUS: 7.910M

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1:500

0 10m 20m 30m 40m 50m

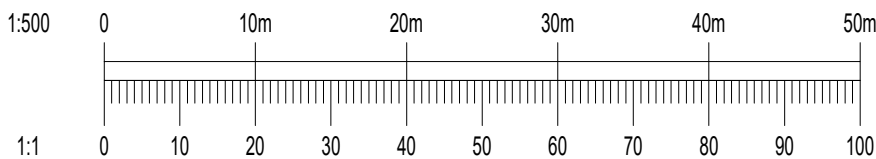
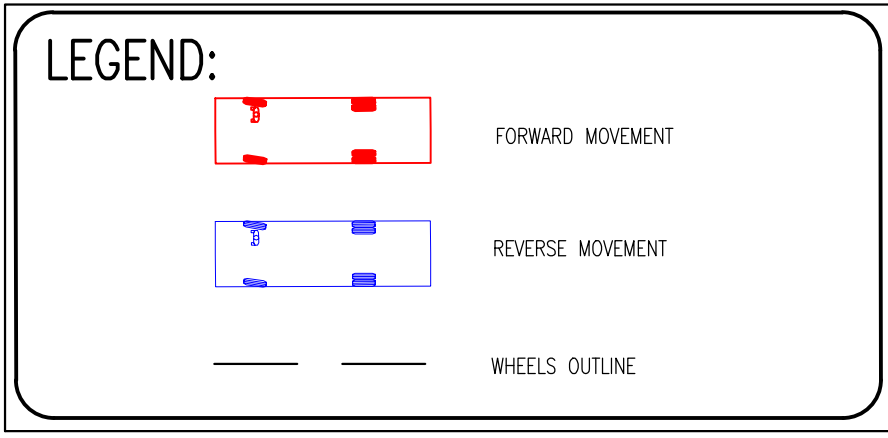
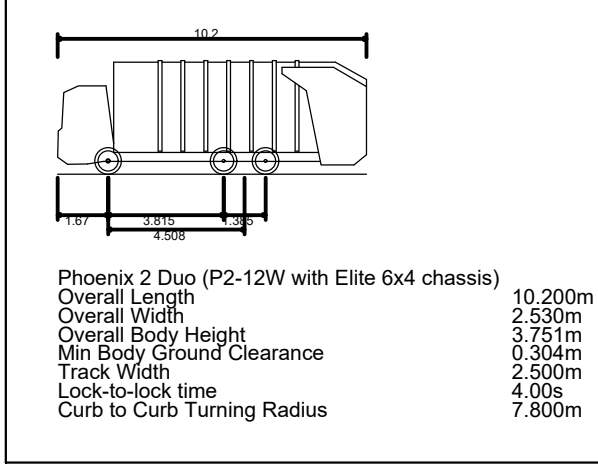
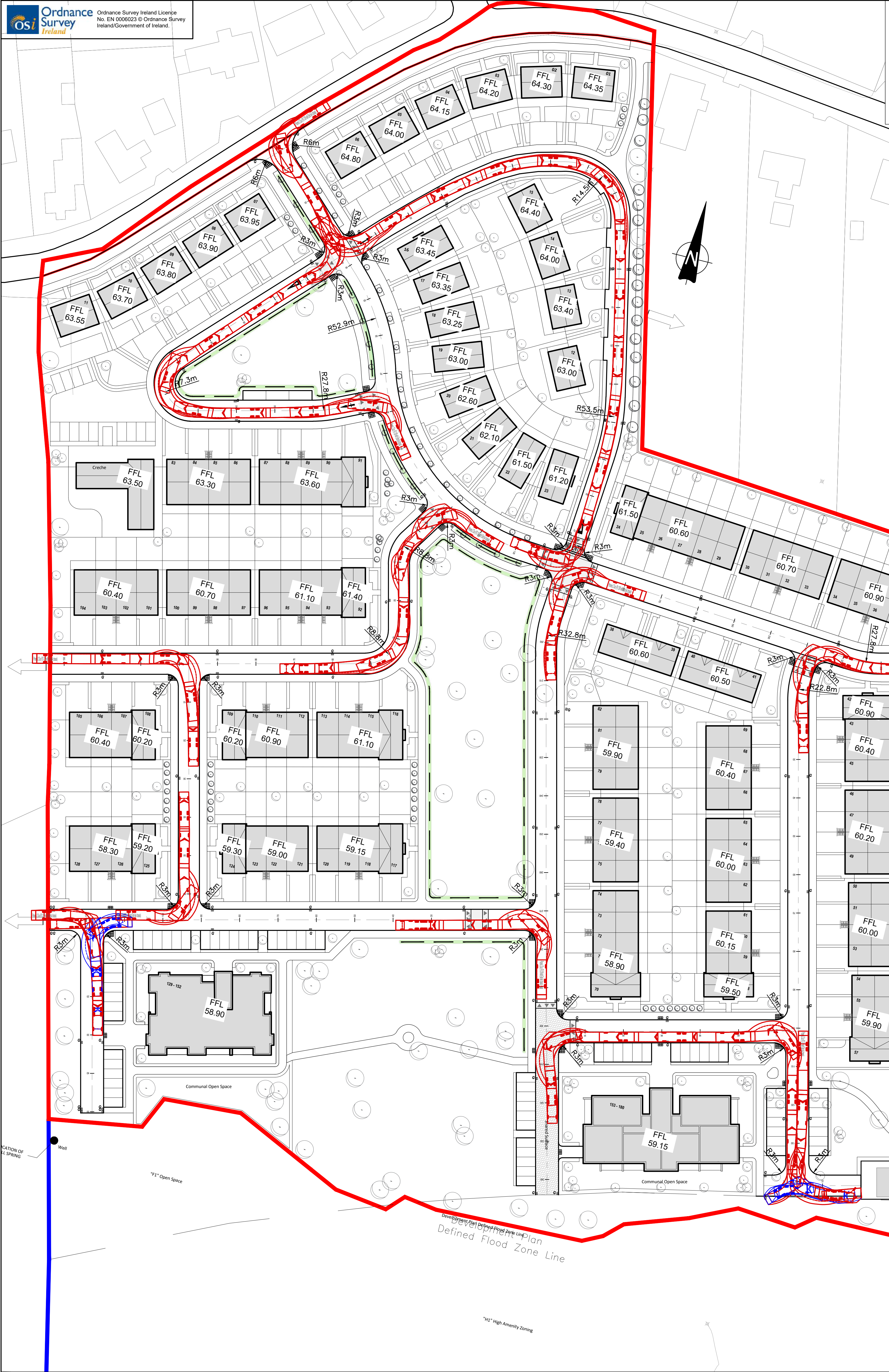
1:1 0 10 20 30 40 50 60 70 80 90 100

Rev	Date	Description	By	Chk
Amendments				
Project				
KILDALKEY ROAD, TRIM, CO. MEATH				
Title				
SWEPT PATH ANALYSIS - FIRE TENDER				
Client				
—				
Status				
FOR PLANNING ONLY				
Designed By	LS	Approved	BG	Waterman Ref 23-041
Drawn By	VU	Date	APRIL 2025	Scales @ A1 1:500 @A1
Project - Originator - Volume - Level - Type - Role - Number - Revision				
TRIM - WAT - ZZ - XX-DR- C -P150				

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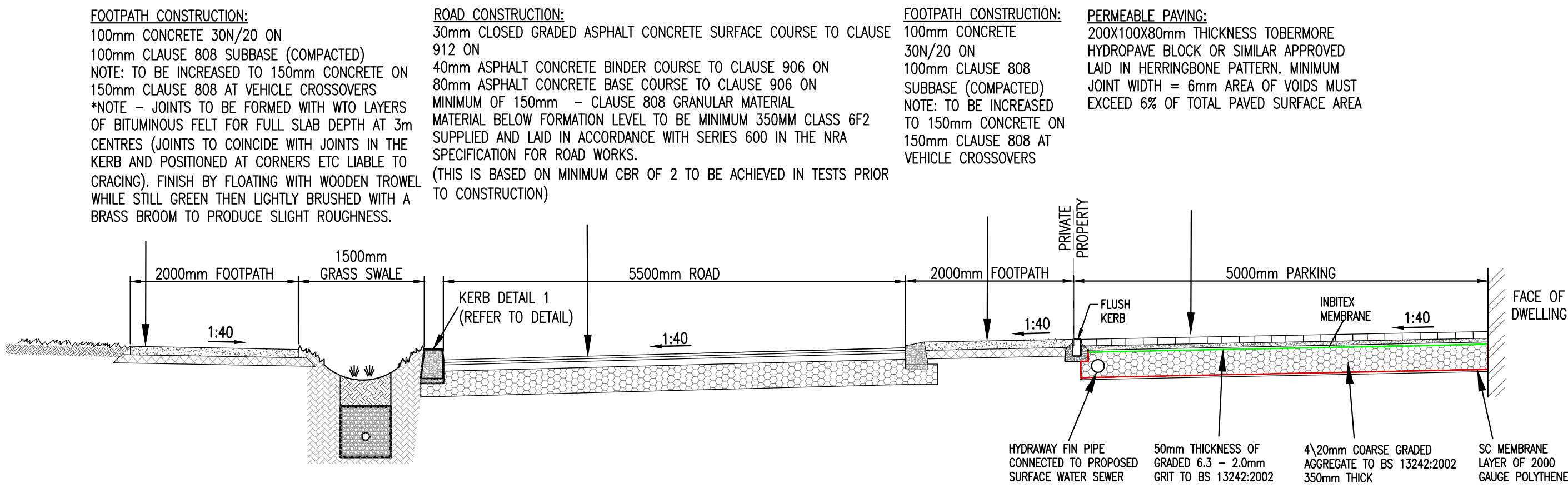
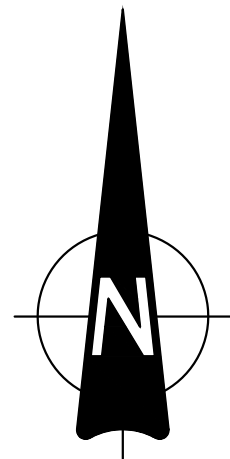
- NOTES:
- DO NOT SCALE. USE FIGURED DIMENSIONS ONLY.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.



Rev	Date	Description	By	Chk
Amendments				
Project				
KILDALKEY ROAD, TRIM, CO. MEATH				
Title				
SWEPT PATH ANALYSIS - REFUSE TENDER				
Client				
—				
Status				
FOR PLANNING ONLY				
Designed By	LS	Approved	BG	Waterman Ref 23-041
Drawn By	VU	Date	APRIL 2025	Scales @ A1 1:500 @A1
Project - Originator - Volume - Level - Type - Role - Number - Revision				
TRIM - WAT - ZZ - XX-DR- C -P151 -				

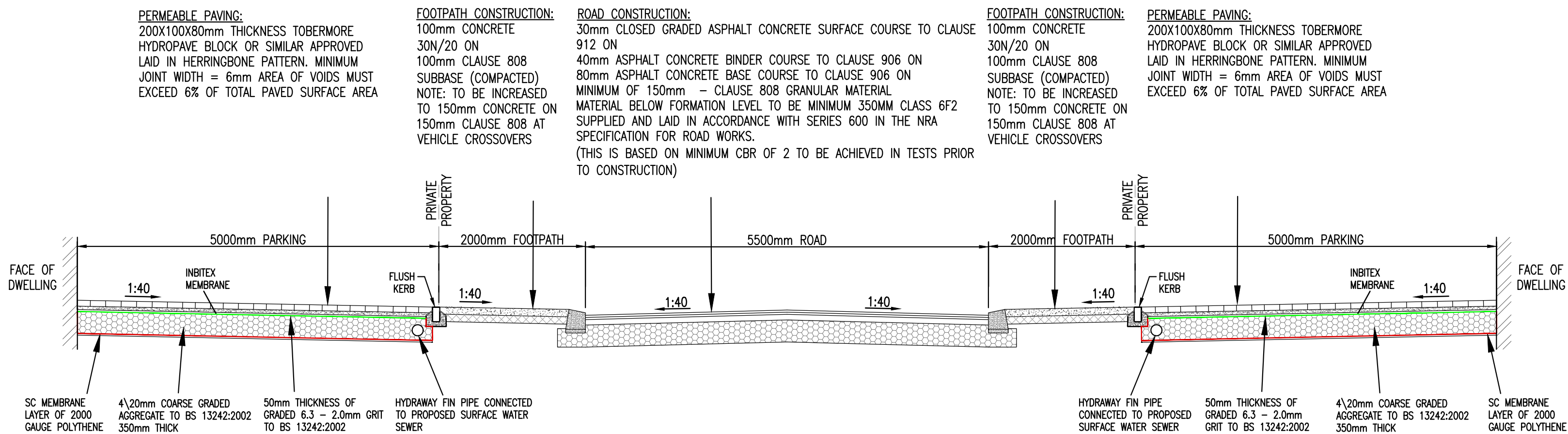
NOTES:

- DO NOT SCALE. USE FIGURED DIMENSIONS ONLY.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.



SECTION A-A

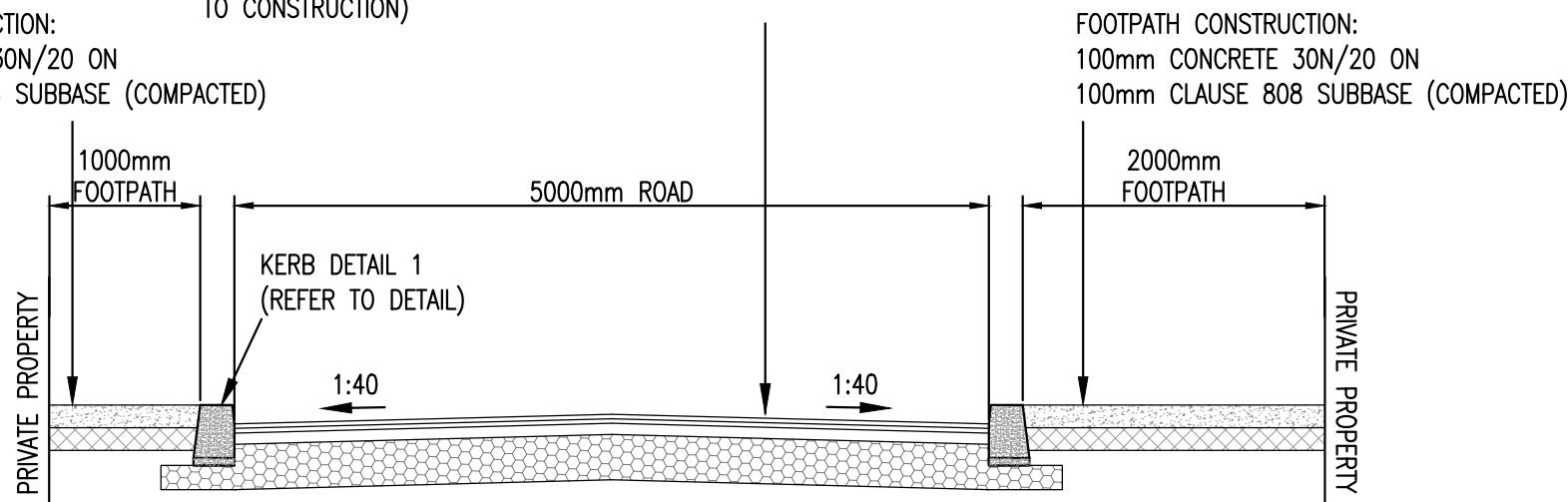
SCALE 1:50



SECTION B-B

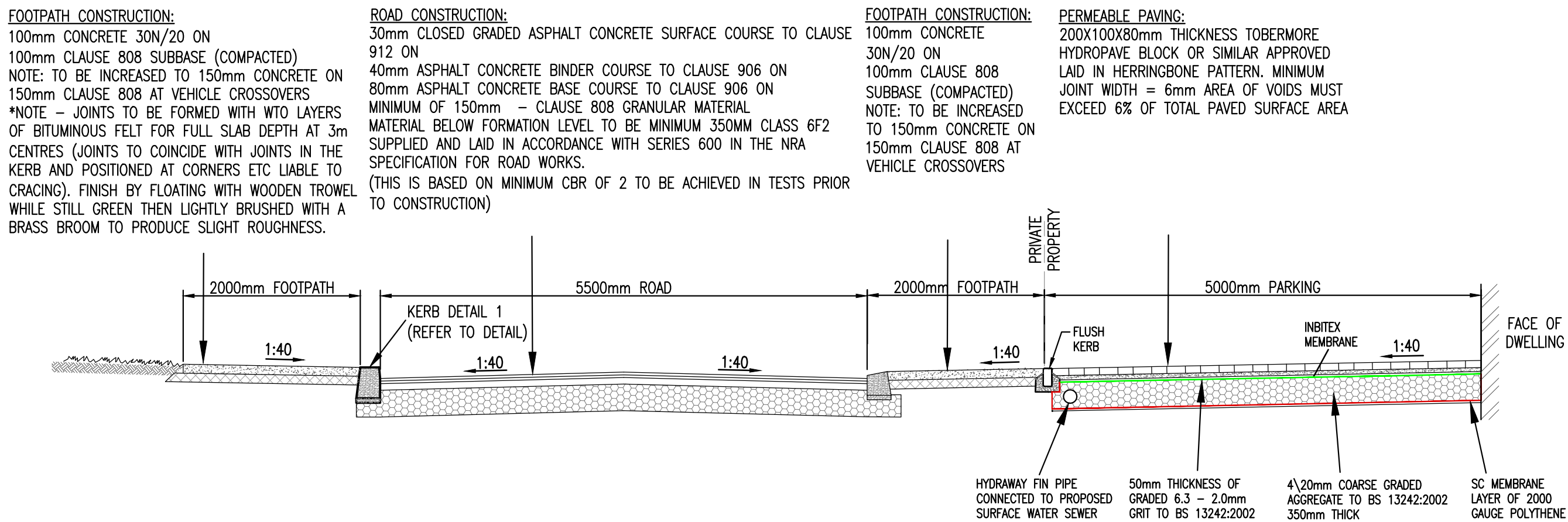
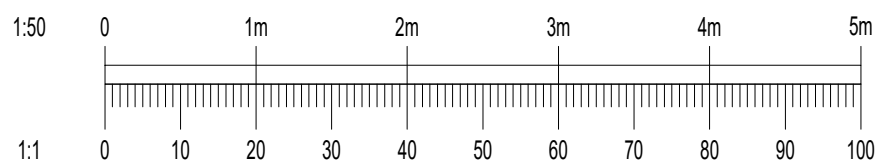
SCALE 1:50

ROAD CONSTRUCTION:
30mm CLOSED GRADED ASPHALT CONCRETE SURFACE COURSE TO CLAUSE
912 ON
40mm ASPHALT CONCRETE BINDER COURSE TO CLAUSE 906 ON
80mm ASPHALT CONCRETE BASE COURSE TO CLAUSE 906 ON
MINIMUM OF 150mm – CLAUSE 808 GRANULAR MATERIAL
MATERIAL BELOW FORMATION LEVEL TO BE MINIMUM 350MM CLASS 6F2
SUPPLIED AND LAID IN ACCORDANCE WITH SERIES 600 IN THE NRA
SPECIFICATION FOR ROAD WORKS.
(THIS IS BASED ON MINIMUM CBR OF 2 TO BE ACHIEVED IN TESTS PRIOR
TO CONSTRUCTION)



SECTION C-C

SCALE 1:50



SECTION D-D

SCALE 1:50

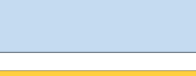
Rev	Date	Description	By	Chk
Amendments				
Project		KILDALKEY ROAD, TRIM, CO. MEATH		
Title		TYPICAL ROAD CONSTRUCTION DETAILS SHEET 2 OF 2		
Client		—		
				
BLOCK S, EASTPOINT BUSINESS PARK, ALFIE BYRNE ROAD, DUBLIN D03 H3F4 IRELAND. Tel: (01) 664 8900 Email: info@waterman-moylan.ie www.waterman-moylan.ie				
Status				
FOR PLANNING ONLY				
Designed By	LS	Approved	BG	Waterman Ref 23-041
Drawn By	VU	Date	APRIL 2025	As Shown @ A1
Project - Originator - Volume - Level - Type - Role - Number				Revision
TRIM - WMC - ZZ - XX-DR- C - P191				-

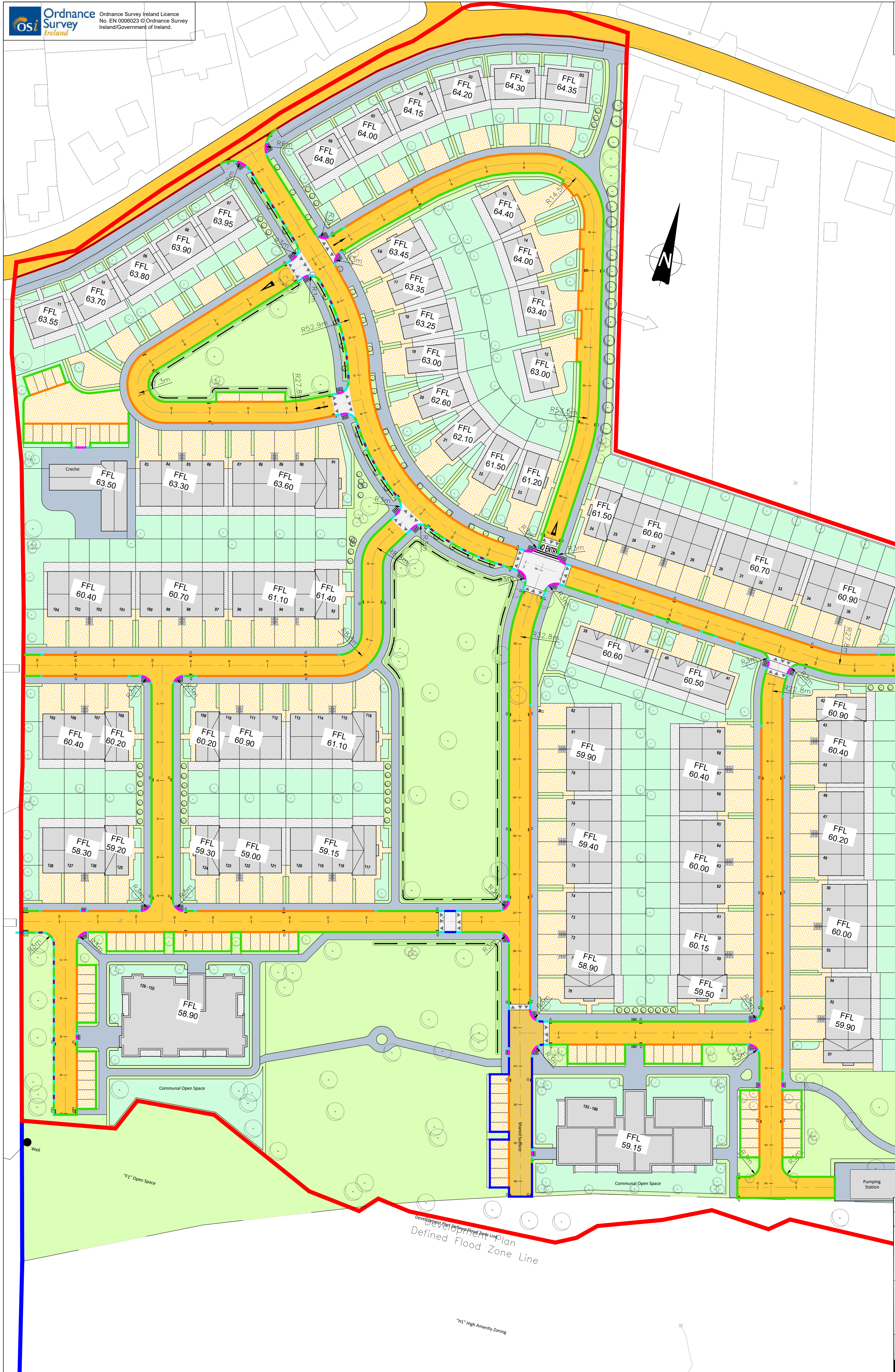
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Any discrepancies should be referred to the Engineer prior to work being put in hand.
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t+353 1 664 8900

NOTES:

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SITE LAYOUT LEGEND

	SITE BOUNDARY
	GARDEN – NATURALLY DRAINING
	LANDSCAPED AREA – NATURALLY DRAINING
	FOOTPATH CONCRETE
	ROADS DRAINING
	RAISED TABLE
	HOMEZONE/SHARED AREAS
	PERMEABLE PAVING
	INDICATES 125mm KERB. (SEE KERB TYPE 1)
	INDICATES KERB AT RAMP (SEE KERB TYPE 2)
	INDICATES DROPPED KERB (VEHICULAR ACCESS) (SEE KERB TYPE 3)
	INDICATES DROPPED KERB (PEDESTRIAN ACCESS) (SEE KERB TYPE 4)
	INDICATES FLUSH KERB ON SWALE LOCATION – (SEE KERB TYPE 5)
	INDICATES TRANSITION KERB (LENGTH OF TRANSITION TO BE 915mm WHERE APPLICABLE)



Rev	Date	Description	By	Ch
Amendments				

Project

KILDALKEY ROAD,
TRIM, CO. MEATH

Title

PROPOSED SURFACING&KERBING LAYOUT

Client _____



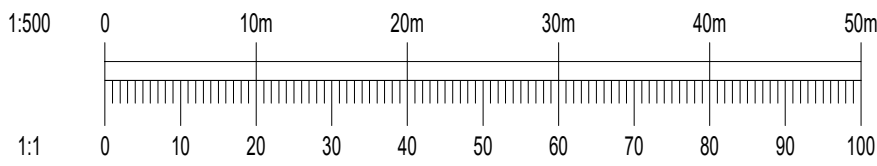
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Status **FOR PLANNING ONLY**

Designed By	Approved	Waterman Ref

Drawn By	VLL	Date	APRIL 2025	Scales @ A1	1:500 @ A1

Project	Originator	Volume	Level	Type	Role	Number	Revision



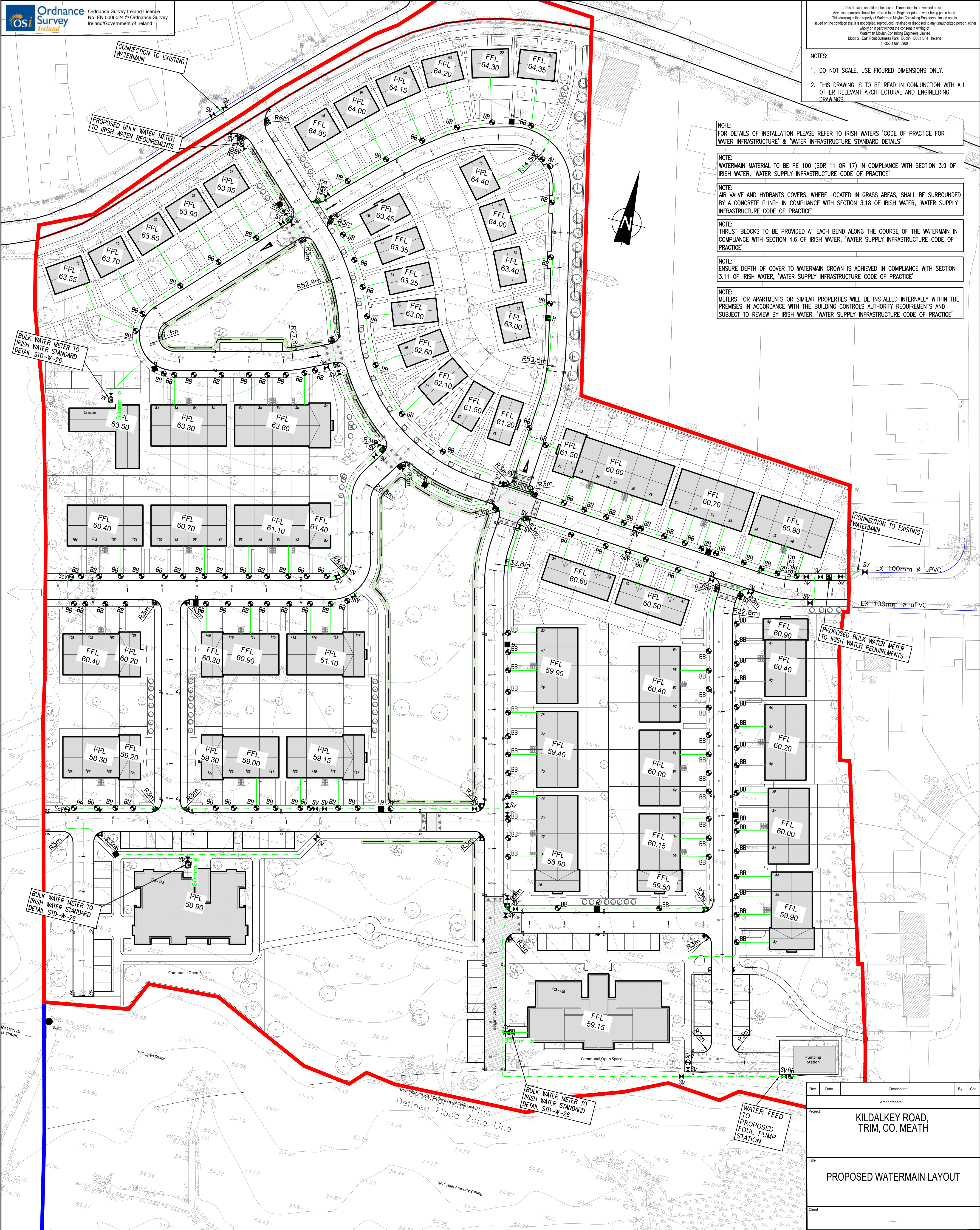
NOTE:
CONTRACTOR TO CONFIRM POSITION AND INVERT OF ALL EXISTING SERVICES PRIOR TO COMMENCEMENT OF ANY WORKS. CONTRACTOR TO IMMEDIATELY INFORM ENGINEER IF ANY DISCREPANCIES ARE IDENTIFIED.

NOTE:
FOR DETAILS OF INSTALLATION PLEASE REFER TO IRISH WATERS 'CODE OF PRACTICE
FOR WASTEWATER INFRASTRUCTURE' & 'WASTEWATER INFRASTRUCTURE STANDARD
DETAILS'

NOTE:
PUBLIC FOUL PIPE MATERIAL TO BE U-PVC (STIFFNESS CLASS 8) AND IN COMPLIANCE
WITH SECTION 3.13 OF IRISH WATER CODE OF PRACTICE.

NOTE:
FOUL SEWERS TO BE CONSTRUCTED WITH CONCRETE SURROUND IN ACCORDANCE WITH
IRISH WATER STD-WW-08 WHERE VERTICAL CLEARANCE FROM SURFACE WATER IS LESS
THAN 300mm AND WHERE DEPTH OF COVER TO ROAD IS LESS THAN 1.2m

Drawing | location: \\umcfilesur\mowlan\23_25\Projects\23\23_041 Trim Co Meath\Drawings\Waterman Mo\lan\Civil\Planning\Autocad Drawings\23_041_P200 - Proposed Drainage | about dwg



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FOR PLANNING ONLY

Designed By: LS Approved: BG Waterman Ref: 23-041
 Drawn By: VU Date: APRIL 2025 Scales @ A1: 1:500 @A1

Project: TRIM - WAT - ZZ - XX-DR- C -P300

1:500 0 10m 20m 30m 40m 50m
 1:1 0 10 20 30 40 50 60 70 80 90 100

UK and Ireland Office Locations

