

2021

Traffic and Transport Assessment



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Traffic and Transport Assessment

Templar Place SHD, High Street, Balbriggan, Co. Dublin

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Executive Summary

This Traffic and Transport Assessment Report [TTA] examines existing and proposed traffic conditions and transport activity to determine the effects on the local road network attributable to the proposed development, Templar Place SHD, at the former Mall Shopping Centre site in Balbriggan, Co. Dublin. This TTA has been updated to correspond to the changes made to the Templar Place SHD as requested in the further information request.

The proposed development comprises a Build to Rent (BTR), Strategic Housing Development (SHD) as follows: Demolition of the existing buildings (former shopping centre and associated structures). Construction of 3 no. apartment blocks (Blocks A - C) ranging in height from 3 to 6 storeys (with Block B over 3 no. lower courtyard floors) providing a total of 101 units (19 no. studios, 41 no. 1-beds, 41 no. 2-beds). Provision of Resident Support Facilities/Resident Services and Amenities, 2 no. retail units, car parking (at ground floor), cycle parking, ESB substation/switch room, plant, bin stores, open space, landscaping, boundary treatments, all associated site works and services provision.

Following consultation with Fingal County Council, it was agreed that traffic counts would be obtained at 6 No. junctions in order to assess existing and future traffic flows in the vicinity of the Templar Place SHD.

Traffic counts were undertaken on Tuesday, 20th October 2020 at the agreed 6 No. locations near the proposed development. Due to Covid-19, traffic flows on the day of the count were assumed to have been lower than normal in the surrounding network area. ORS also obtained historic traffic counts for 4 No. of the 6 No. junctions to gain an insight into change in background traffic flows due to travel restrictions in the surrounding network area.

The traffic profile likely to be generated by the Templar Place SHD was obtained from the TRICS (Trip Rate Information Computer System) database. Growth factors as specified by the TII have been applied to the existing traffic flows observed on the network during the traffic counts to ensure that the future traffic growth on the road network has been considered in the analysis.

Following the calculation of the traffic flows, junction capacity analysis was carried out using *JUNCTIONS 9*. The results of the analysis showed that the junctions in the vicinity of the site will continue to function below capacity for all future design years up to 2038 with Templar Place SHD in place.

1 Introduction

The purpose of this report is to address the traffic and transport related issues that may arise in relation to a proposed development, named Templar Place SHD, located on the site of the former Mall Shopping Centre in Balbriggan, Co. Dublin. This report has been updated in order to follow up with changes made in the design of the Templar Place SHD in response to the further information request.

This report therefore will assess the impact the Templar Place SHD, and the associated traffic flows will have on the public road network in the vicinity of the proposed development.

1.1 Objectives of this TTA

The objective of this report is to assess the impact that the Templar Place SHD will have on the existing surrounding road network, with the assessment focusing primarily on traffic flows along High Street and Hampton Street in the vicinity of the site.

Therefore, in summary, the objectives of this report are to assess:

- The prevailing traffic conditions on High Street
- The current traffic levels on Hampton Street
- The effect of the anticipated volume of traffic generated by the Templar Place SHD on the local road network.

1.2 Methodology

The methodology that will be used for this assessment is as follows:

- ORS carried out a site visit on October 9th 2020 to assess the general road conditions and traffic flow in the vicinity of the proposed site access junction
- Automated traffic counts were undertaken by IDASO at the 6No. junctions stated above on Tuesday, 20th October 2020 between 7:00 am and 7:00 pm
- The traffic count data, alongside with historic data obtained for 4 of the 6 sites, were used to establish existing peak traffic flows to be used as the baseline for the analysis
- The predicted traffic to be generated by the Templar Place SHD was obtained using *TRICS* traffic generation software
- The traffic distribution splits at the subject junctions were estimated from the traffic counts and applied to the anticipated future generated traffic flows as a result of the proposed development
- The baseline traffic levels were factored to account for the effects of Covid-19 restrictions and to convert them to anticipated future traffic levels
- *JUNCTIONS 9* analyses were carried out to assess the existing and proposed traffic profiles at the access junction and neighbouring junctions for the following design scenarios:
 - The 2020 AM and PM baseline year without the Templar Place SHD
 - The 2020 AM and PM baseline year factored up for Covid-19 restrictions

- The 2038 AM and PM design year with and without the Templar Place SHD
- The analyses show that all junctions analysed in the vicinity of the site will operate below recommended RFC of 0.85 (85% capacity) for all future design scenarios
- The design approach to the entrance junction to the Templar Place SHD was formulated concerning the principles and guidelines of the Design Manual for Roads and Streets (DMURS) and sightlines are achievable on both sides of Quay Street.

2 The Proposed Development

2.1 Site Location

Templar Place SHD site is located in Balbriggan town, on the site of the former Mall Shopping Centre, near Balbriggan Harbour and Balbriggan Library. It is bounded by High Street to the southeast and by Quay Street to the northwest. The vehicular entrance will be made via Quay Street, at the north-eastern corner of the site.

The site location is shown in **Figure 2.1** below.

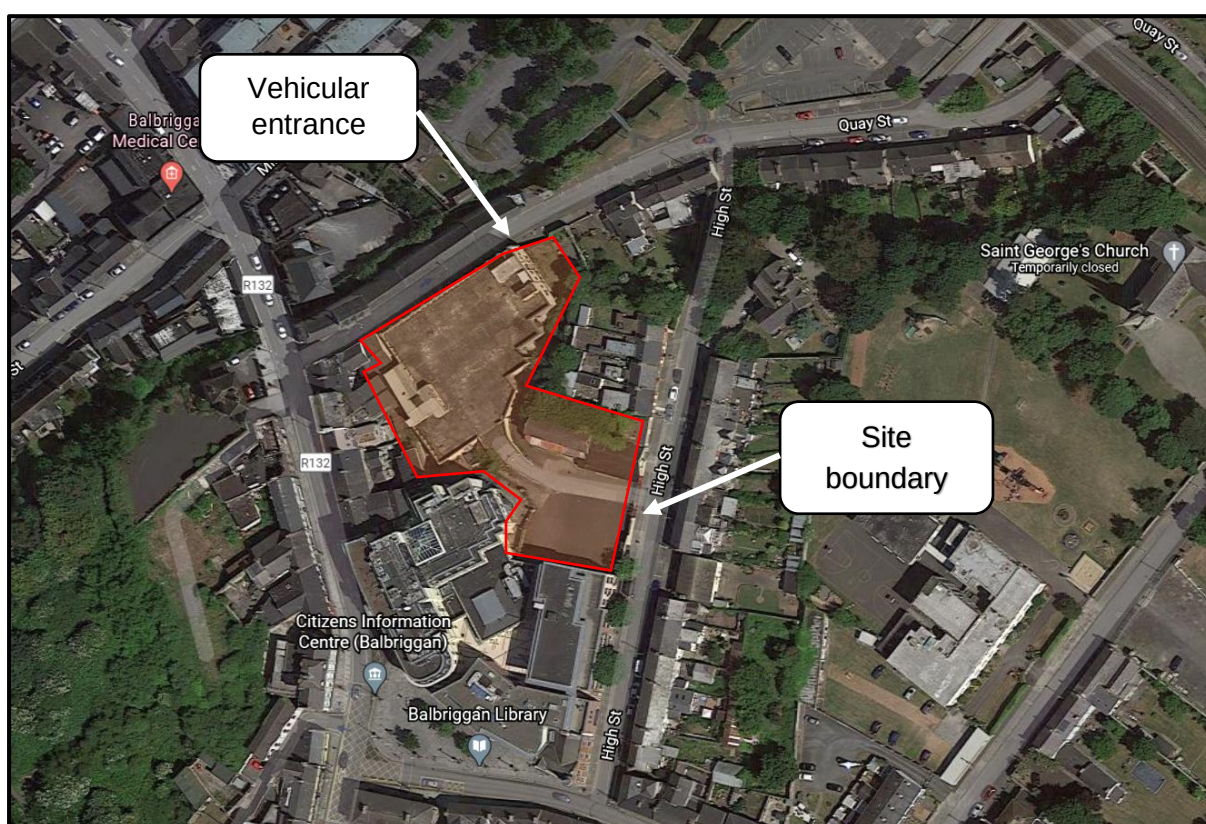


Figure 2.1 – Site Location Map (Source: Google Maps)

2.2 Zoning

Templar Place SHD is at the Balbriggan inner town centre, categorized by the Fingal County Development Plan (FCPD) as MC – Major Town Centre, as can be seen in **Figure 2.2** below.

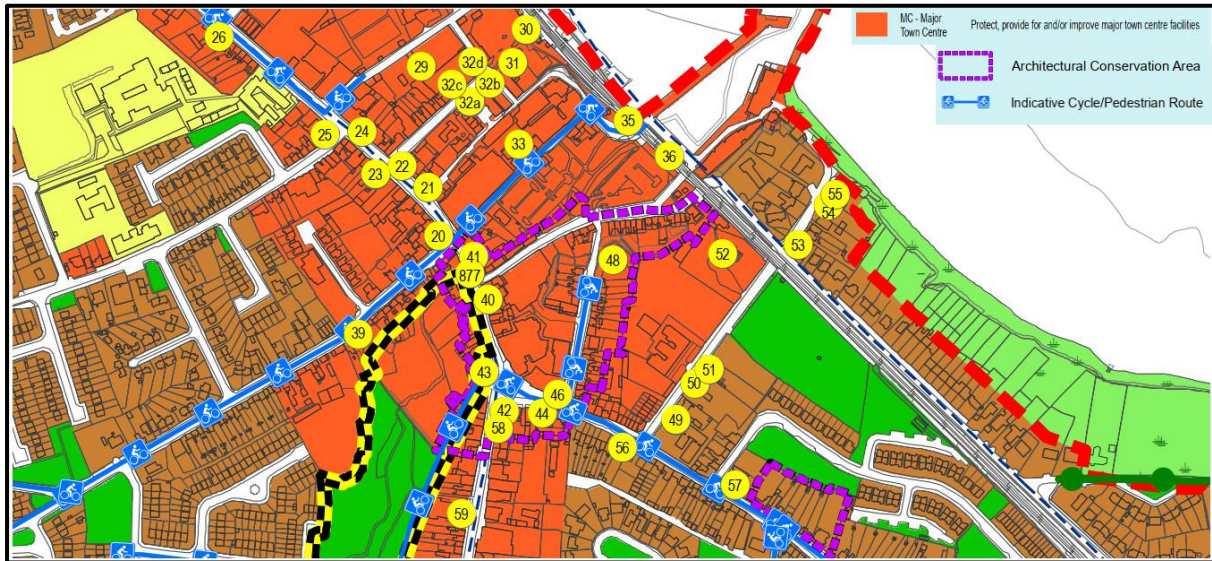


Figure 2.2: Land Zone Balbriggan (Source: Fingal County Development Plan 2017 – 2023)

2.3 Description of the Proposed Development

The proposed development comprises a Build to Rent (BTR), Strategic Housing Development (SHD) as follows: Demolition of the existing buildings (former shopping centre and associated structures). Construction of 3 no. apartment blocks (Blocks A - C) ranging in height from 3 to 6 storeys (with Block B over 3 no. lower courtyard floors) providing a total of 101 units (19 no. studios, 41 no. 1-beds, 41 no. 2-beds). Provision of Resident Support Facilities/Resident Services and Amenities, 2 no. retail units, car parking (at ground floor), cycle parking, ESB substation/switch room, plant, bin stores, open space, landscaping, boundary treatments, all associated site works and services provision.

Figure 2.3 below shows the proposed site layout.



Figure 2.3 – Proposed Site Layout (Source: McCauley Daye O’Connell Architects)

2.4 Accessibility and Parking

The Fingal County Development Plan categorises Balbriggan as a large growth town and it is the largest urban centre within the Hinterland Area. The town has excellent accessibility to major transport corridors and is in a relatively close location to Dublin Airport.

Residents of the Templar Place SHD will access the site through Quay Street which will give them access to the ground floor car park. The speed limits on roads adjacent to the site vary between 30/50kmph, with several traffic lights located along the traffic network in the vicinity of the site, which provides good pedestrian crossing facilities in the form of dropped kerbs and tactile paving.

The Templar Place SHD is part of the Build to Rent (BRT) scheme, which are residential accommodations built for the purpose of long-term rent with the aim to provide affordable alternatives to independently rented accommodation. The accommodation under the BTR scheme are generally of a very high-quality design, with amenities and located close to good quality public transport needs. The BTR scheme also provides a minimum or reduced car parking availability which are not part of the rental agreement and residents can rent a parking space by paying a fee.

The Department of Housing, Planning and Local Government (DHPLG), set guidelines referring to car park availability for Built to Rent (BTR) buildings, as follows: *‘There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for a BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures’*

The Templar Place SHD offers a reduced car parking availability, 25 No. of parking bays, following consideration to the guidelines stated above. On the other hand, in order to provide sustainable forms of transport, the site will provide a higher number of bicycles stands throughout the site, with a total of 182 No. stands which will be secured and weather-proofed.

2.5 Internal Site Layout & DMURS Compliance

The proposed Templar Place SHD internal road layout has been designed in accordance with the principles and guidelines outlined in the Design Manual for Urban Roads and Streets (DMURS), published by the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government, in 2013.

Sightline visibility splays are informed in Table 4.2 of DMURS, where the Safe Stopping Distance (SSD) Standard is required. As the Templar Place SHD will be situated off Quay Street, an urban road of design speed of 50km/h where there is no bus route, the SSD standard required is 45m, which is achievable from both sides of the road at the proposed site entrance.

The widths of the carriageway are outlined in Section 4.4.1 of DMURS. The design lane width for the development can be classified as ‘local’, where the minimum required width is between 2.5-2.75. The Templar Place SDH will provide lane widths ranging from 3.0 m to 3.15m, which is in accordance with the guidelines stipulated in DMURS. Regarding footpath width, the internal footpath located at the car park will have 1.8. meters wide, which so complies with the required standards

In addition, the parking spaces located on the ground floor of the Templar Place SHD will be perpendicular and will measure 2.4m in width and 5m in length, which is in accordance with specification on section 4.4.9 of DMURS.

3 Existing Traffic Conditions

3.1 Existing Traffic Flows

In order to determine if there were any specific requirements to be considered in the preparation of this TTA report, ORS consulted with members of Fingal County Council to agree on the methodology for assessing the proposed development. Following consultation, traffic counts were carried out at 6 No. sites on Tuesday, October 20th, 2020. Historic data available at four of these sites enabled comparison of 2020 traffic levels (affected by Covid-19 restrictions) with previously measured, pre-Covid traffic flows.

As the previous design of the Templar Place SHD had its vehicular entrance off High Street, the traffic counts encompassed all traffic along High Street and Hampton Street in the vicinity of the proposed vehicular entrance. However, the entrance to the site has been changed to Quay Street, to the northeast of the site. Quay Street is a one-way street, hence all traffic associated with the Templar Place SHD will leave the site and travel east into High Street. The traffic likely to be generated by the Templar Place SHD was added to the existing traffic flows along High Street, assuming all arrivals and departures turn right at the junction, to consider the worst-case scenario.

Principal features of October 2020 traffic flow along High Street were as follows:

- Traffic peak hours occur between 8:00 am and 9:00 am and between 4:00 pm and 6:00 pm
- High Street is a two-way single carriageway road with on-street parking primarily along the eastern side and with footpaths along both sides of the road. There are no cycle lanes along High Street at present
- There are currently no public transport services operating along High Street.

3.2 Existing Surrounding Road Network

The traffic generated by the residential area of the Templar Place SHD will access directly onto Quay Street via a newly constructed priority T-junction. Access into the car park will be reserved for residents only and access will be controlled by automated security gates.

Quay Street is a one-way single carriageway, with traffic flows from west to east, which connects into High Street to the west through a priority T-junction. High Street, however, is a two-way street that accesses Hampton Street to the south. Both streets have the provision of on-site parking bays.

For the purpose of this assessment and to obtain a conservative overview, we have assumed that all traffic generated from the development, including the residential and the retail units, travel into High Street and access Hampton Street.

Hampton Street carriageway is approximately 6m wide and caters for two-way traffic, with footpaths on both sides along the full length of the road.

For visual inspection of the junctions analysed in this assessment, please refer to **Figures 3.1 to 3.6** below.



Figure 3.1 – View from Quay Street of former Mall Shopping Centre (to be demolished)



Figure 3.2 – View of the junction between Quay Street and High Street (Source: Google Maps)



Figure 3.3 – View of High Street towards Hampton Street



Figure 3.4 – View of junction between High Street and Hampton Street



Figure 3.5 – View of junction between Hampton Street and Old Market Green



Figure 3.6 – View of junction between Old Market Green and Dublin Street

3.3 Traffic Collision Data in the Vicinity of the Site

Data on road collisions near the Templar Place SHD was obtained from the Road Safety Authority website. As indicated in **Figure 3.7** below, one incident was recorded at the junction between Quay Street and Bridge Street. This particular incident occurred on a Sunday afternoon in 2007 and involved a vehicle and a pedestrian. No other incidents of any kind have been recorded along High Street or at the junctions between High Street and Hampton Street or Quay Street since 2005.

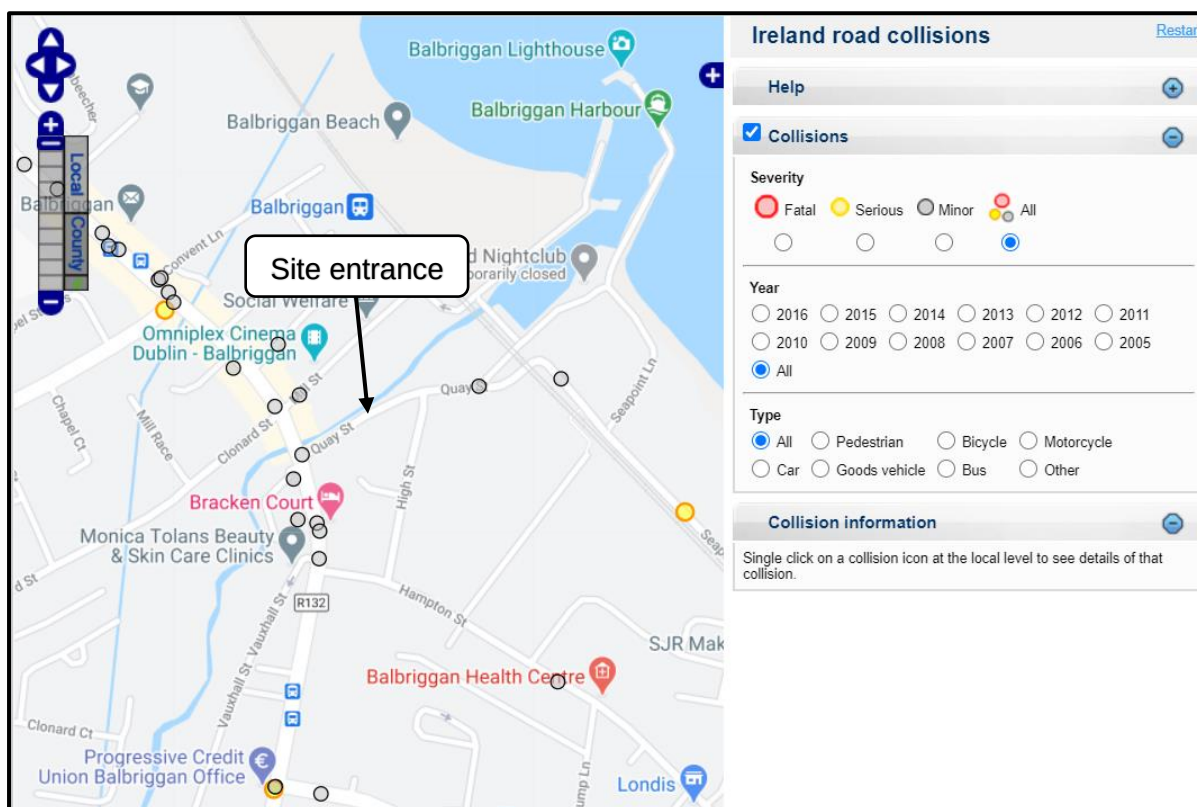


Figure 3.7 – Road Collision Data (Source: Road Safety Authority)

4 Trip Generation and Distribution Splits

4.1 Traffic Generation and Distribution Splits

In order to obtain a trip rate for the Templar Place SHD once operational, the TRICS database was consulted. The TRICS (Trip Rate Information Computer System) database contains traffic generation data for developments of a similar nature to the proposed development. TRICS was established in the UK and is a substantial source of validated empirical data which contains information on arrival and departure rates for a range of different types and sizes of development throughout Ireland.

4.1.1 Residential Traffic Generation

To determine the worst-case scenario for traffic generation from the TRICS data, the Templar Place SHD was assessed using the TRICS database for Residential – Flats privately owned. All the 101 units, including studios and 2-bedroom apartments, were assessed as privately owned flats with poor public transport services, to generate a conservative traffic profile, shown in **Table 4.1** below. As indicated, there are two peak PM hours for the apartments. For a conservative assessment, we have assessed the development for the PM peak based on the peak arrivals figure shown between 4:00 and 5:00 pm, and the peak departures figure between 5:00 and 6:00 pm, as occurring during a single peak hour.

Table 4.1 – TRICS Output for Residential Developments per Apartment

TRICS 7.8.2						
Trip Rate Parameter: Number of Dwellings						
TRIP RATE for Land Use 03 – RESIDENTIAL/C – FLATS PRIVATELY OWNED						
Calculation Factor: 1 Dwells						
Count Type: VEHICLES						
TIME RANGE	ARRIVALS			DEPARTURE		
	No. Days	Ave. Dwells	Trip Rate	No. Days	Ave. Dwells	Trip Rate
07:00-08:00	1	40	0.075	1	40	0.150
08:00-09:00	1	40	0.050	1	40	0.125
09:00-10:00	1	40	0.050	1	40	0.000
10:00-11:00	1	40	0.025	1	40	0.075
11:00-12:00	1	40	0.050	1	40	0.075
12:00-13:00	1	40	0.050	1	40	0.025
13:00-14:00	1	40	0.125	1	40	0.125
14:00-15:00	1	40	0.050	1	40	0.075
15:00-16:00	1	40	0.050	1	40	0.050
16:00-17:00	1	40	0.275	1	40	0.100
17:00-18:00	1	40	0.175	1	40	0.200
18:00-19:00	1	40	0.200	1	40	0.150
Daily Trips Rates:			1.175			1.150

The TRICS output is presented in a trip rate per unit. The unit reference is dependent on the development in question, such as per person, per house or unit area. In this case, the multiplication factor to be applied to the unit rate is the number of residential units, in the case of **Table 4.1**. Peak traffic through the Templar Place SHD occurs between 7:00 and 8:00 in the morning and between 4:00 and 6:00 in the evening, as indicated in **Table 4.2** below.

Table 4.2 – Total Typical Daily Generated Profile			
Time Range	Arrivals	Departures	Total
07:00-08:00	8	15	23
08:00-09:00	5	13	18
09:00-10:00	5	0	5
10:00-11:00	3	8	10
11:00-12:00	5	8	13
12:00-13:00	5	3	8
13:00-14:00	13	13	25
14:00-15:00	5	8	13
15:00-16:00	5	5	10
16:00-17:00	28	10	38
17:00-18:00	18	20	38
18:00-19:00	20	15	35

Table 4.3 summarises the traffic profile likely to be generated by the residential area of the Templar Place SHD.

Table 4.3 – Peak Traffic Generated Profile by the 101No. Apartments			
Time Range	Arrivals	Departures	Total
AM Peak	8	15	23
PM Peak	28	20	48

4.1.2 Retail Traffic Generation

The Templar Place SHD will have 2No. retail units with 49m² and 60.76m², respectively. The retail units will be accesses through Quay Street and are located on the ground floor. Although the development will not include dedicated parking spaces for the retail units, this traffic assessment included additional traffic for the retails in all the junctions analysed to obtain a conservative assessment and they will follow the same trend as the traffic flows for the residential area.

Table 4.3 – TRICS Output for Retail Unit

TRICS 7.8.2						
Trip Rate Parameter: Retail Floor Area						
TRIP RATE for Land Use 01 – RETAIL / A – FOOD SUPERSTORE						
Calculation Factor: 100 Sqm						
Count Type: VEHICLES						
TIME RANGE	ARRIVALS			DEPARTURE		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
07:00-08:00	2	2775	3.045	2	2775	2.649
08:00-09:00	2	2775	5.243	2	2775	4.414
09:00-10:00	2	2775	6.541	2	2775	6.054
10:00-11:00	2	2775	6.595	2	2775	5.802
11:00-12:00	2	2775	6.523	2	2775	6.757
12:00-13:00	2	2775	8.144	2	2775	6.595
13:00-14:00	2	2775	7.135	2	2775	8.054
14:00-15:00	2	2775	6.991	2	2775	6.955
15:00-16:00	2	2775	5.658	2	2775	6.324
16:00-17:00	2	2775	6.721	2	2775	7.063
17:00-18:00	2	2775	8.216	2	2775	7.441
18:00-19:00	2	2775	7.351	2	2775	7.676
19:00-20:00	2	2775	4.757	2	2775	6.072
20:00-21:00	2	2775	4.919	2	2775	5.459
21:00-22:00	1	1550	0.323	1	1550	0.323
Daily Trips Rates:			78.163			75.784

Table 4.4 – Peak Traffic Generated Profile by the 2No. Retail Units

Time Range	Arrivals	Departures	Total
AM Peak	9	7	16
PM Peak	9	8	17

4.1.3 Total Traffic Generated by the Templar Place SHD Site

The TRICS predicted traffic for both the residential and the retail units were added together to obtain the total figures for the overall development. Although the AM and PM hours do not coincide, this traffic assessment have considered that all AM and PM peak arrivals and departures occurring at the same time. **Table 4.5** summarises the traffic profile likely to be generated by the Templar Place SHD entire site.

Table 4.5 – Peak Traffic Generated Profile

Time Range	Arrivals	Departures	Total
AM Peak	17	22	39
PM Peak	37	28	65

4.2 Future Year Traffic Growth

The TII issues a range of forecasts: low growth, central growth and high growth. For this assessment, we have used central growth factors (extract from TII Publication PE-PAG-02017 May 2019 below) in our assessment of future year background traffic flows.

Table 4.6 – Development Location Information

Location of Development	Dublin
Sensitivity Area	Central
Year of Traffic Counts	2020
Year of Assessment	2021
Year of Development Construction	2023

Table 4.7 – TII Annual Growth Rates (Central Growth) For Co. Dublin

2016 – 2030	1.0180
2030 – 2040	1.0062
2040 – 2050	1.0050

Table 4.8 – Growth Factors for Future Design Years

Counts	Opening	Opening +5	Opening +15
2020	2023	2028	2038
1.000	1.055	1.153	1.241

4.3 Development Traffic Distribution

As stated above in Section 3.1, the proposed traffic from Templar Place SHD will exit the site onto Quay Street and travel towards High Street, as Quay Street is a one-way single carriageway that accesses High Street to the west. Traffic counts were undertaken at the junction between High Street and Hampton Street and all of the traffic associated with the site has been assessed as travelling through this junction in order to obtain a worst-case scenario analysis.

Figures 4.1 and 4.2 shows the traffic counts for the AM and PM peak and Figures 4.3 and 4.4 displays the distribution of the traffic associated with the Templar Place SHD at the junction between High Street and Hampton Street.

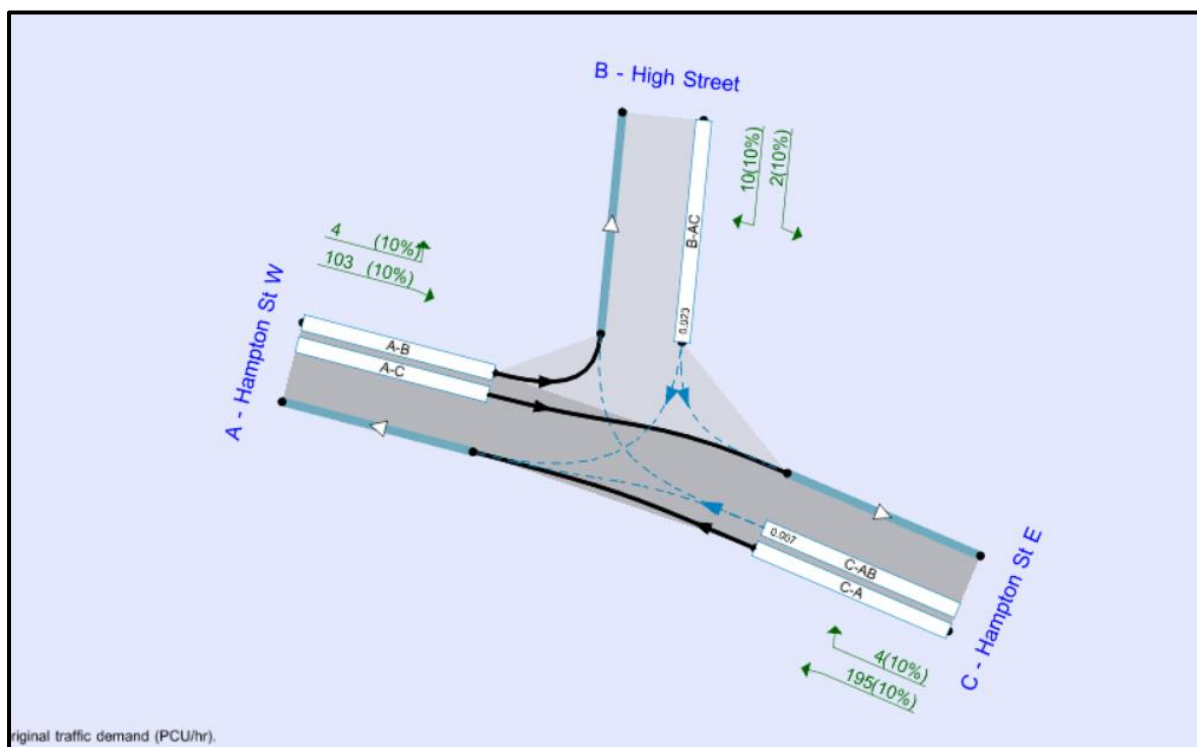


Figure 4.1 – 2020 AM Traffic Counts

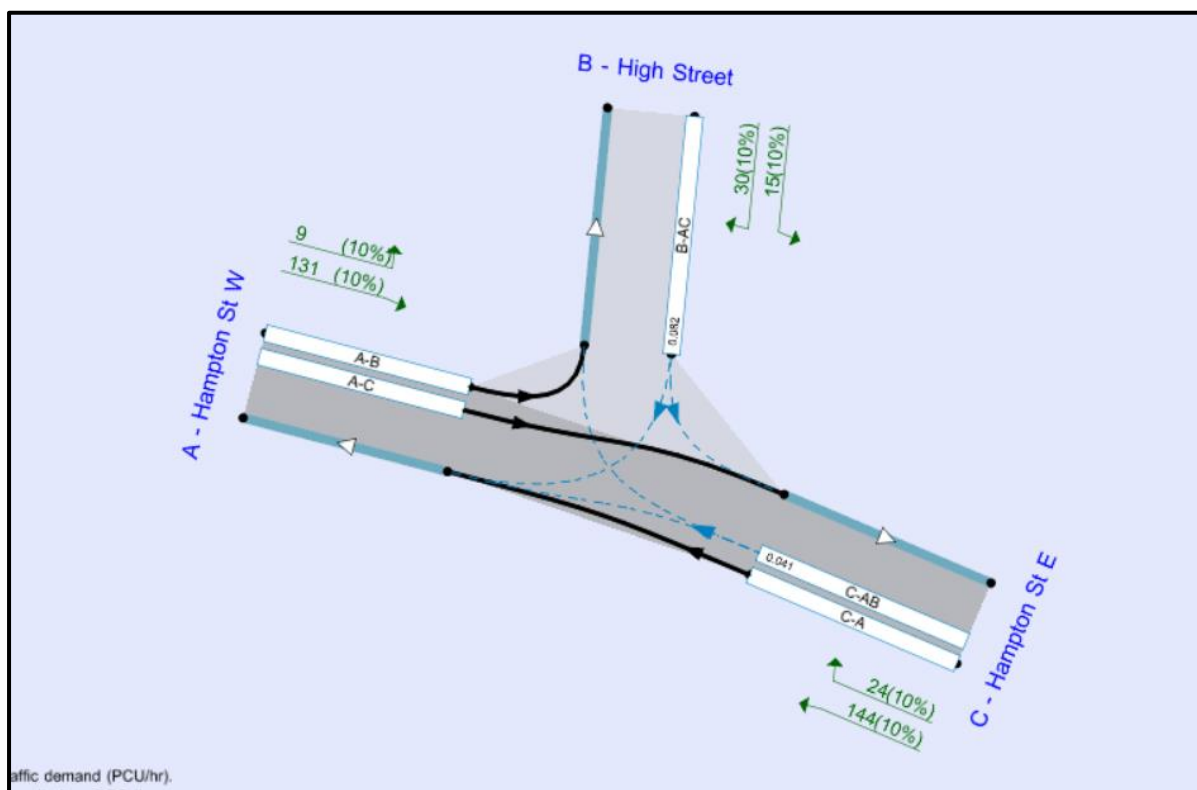


Figure 4.2 – 2020 PM Traffic Counts

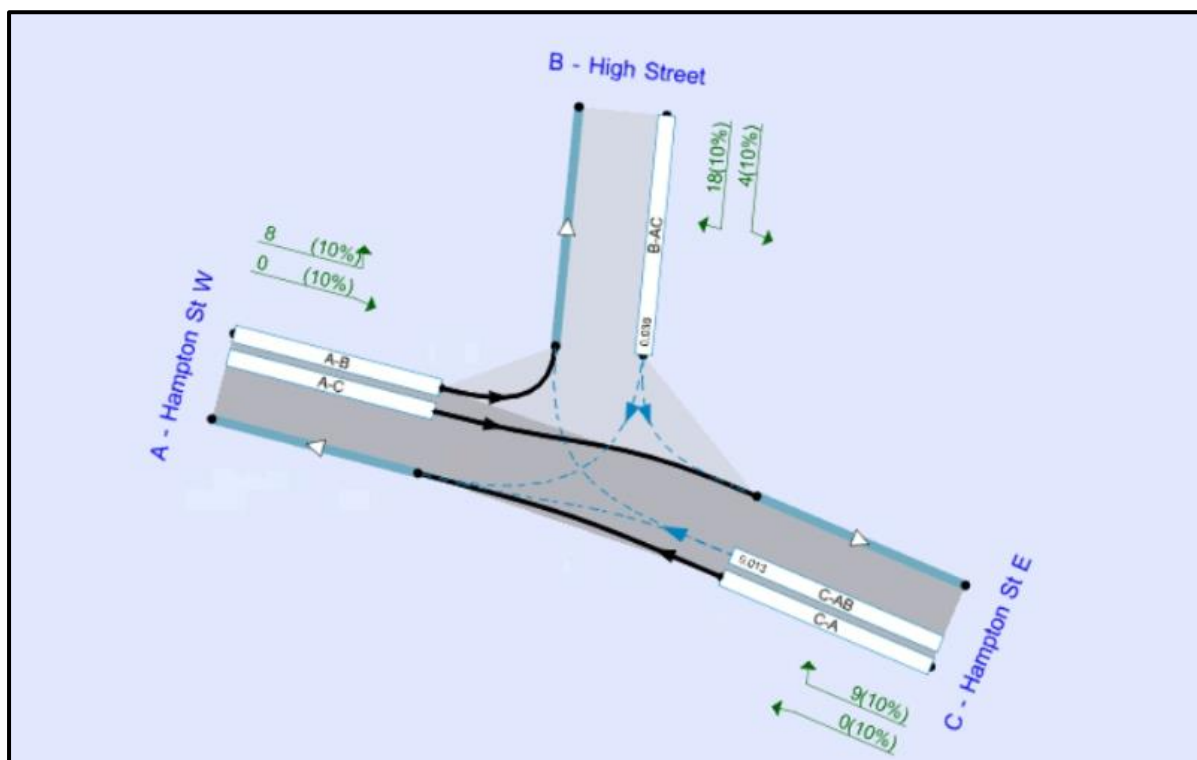


Figure 4.3 – AM Traffic distribution from the Templar Place SHD at the High Street – Hampton Street junction

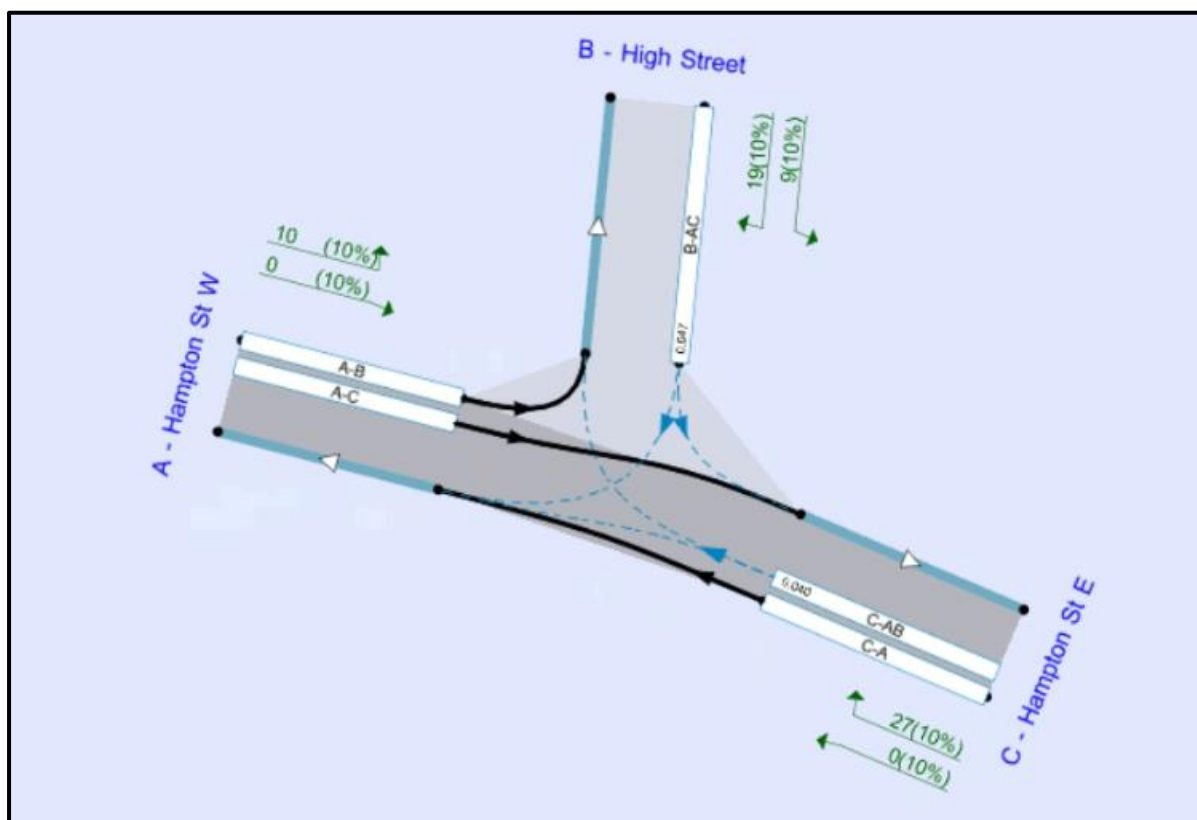


Figure 4.4 – PM Traffic distribution from the Templar Place SHD at the High Street – Hampton Street junction

5 Impact of Proposed Development on the Local Road Network

5.1 Existing Traffic Flows

Following consultation with Fingal County Council, traffic counts were carried out at 6 No. junctions in the vicinity of the Templar Place SHD, as indicated in **Figures 5.1** and **5.2** below. Assessment of development impact on the 4 No. junctions indicated in **Figure 5.1** was requested by Fingal County Council as part of this TTA.

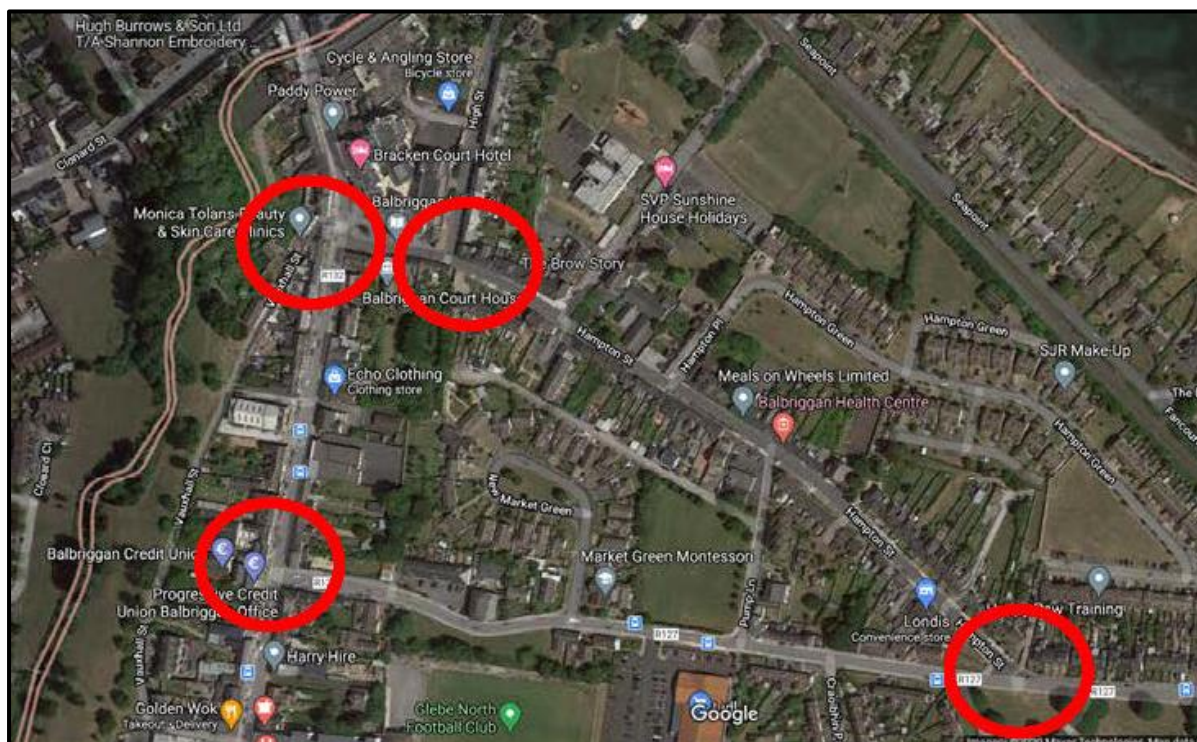


Figure 5.1 – Existing junctions assessed for this TTA

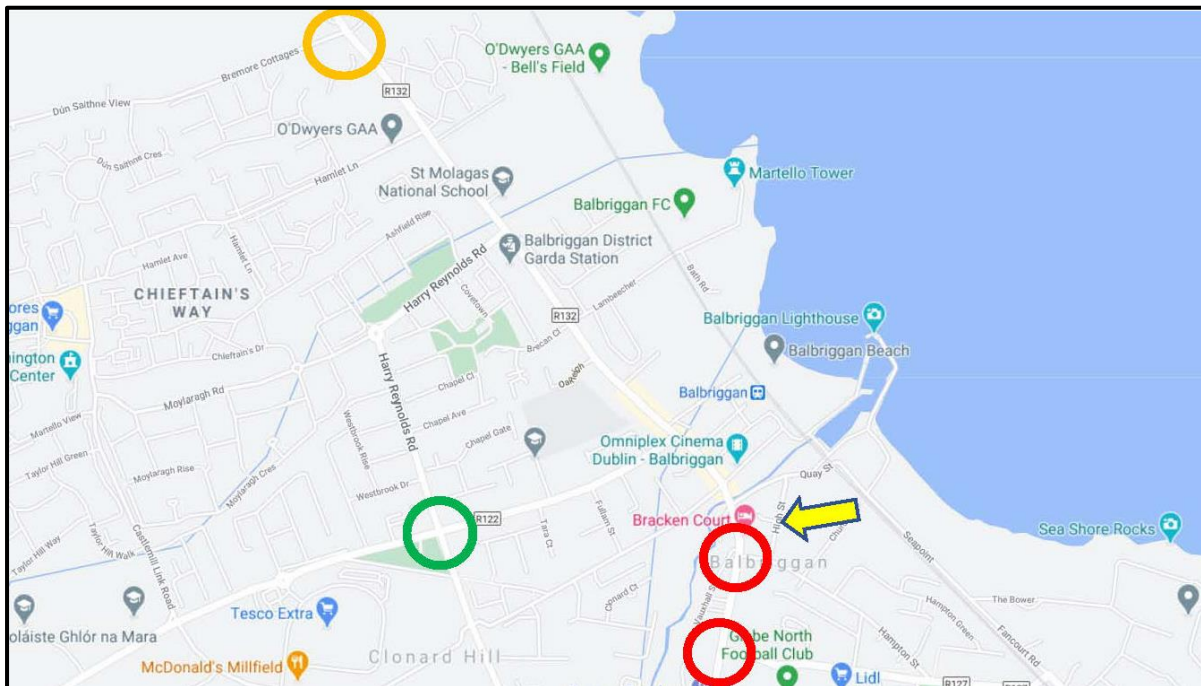


Figure 5.2 – Historic traffic count data obtained for comparison purposes

Due to Covid-19 restrictions applicable at the time of the 2020 counts at these 4 No. junctions, we required comparative data in the area, in order to assess the impact of restrictions on traffic flows. We obtained historic data at the 4 No. sites indicated in **Figure 5.2**, two of which are assessed in this TTA. We also obtained fresh 2020 counts at the other two sites, circled green and orange in **Figure 5.2**, purely for comparison purposes. These two junctions do not require assessment as part of this TTA.

From the traffic counts obtained, we found that some directional flows peaked at one AM or PM hour, while other directional flows peaked in a different peak hour. For the purposes of this assessment, to obtain a conservative analysis, all peak directional flows occurring during the am period (7:00 am – 10:00 am) or the PM peak period (4:00 pm to 7:00 pm) were assumed to occur during the same AM or PM peak hour.

5.2 Factoring of 2020 counts for COVID-19 restrictions effects

As discussed in Section 1, we conducted a comparison of data obtained in 2020 during Covid-19 restrictions with historic data available at 4 No. of the counted junctions. Our analysis indicated that the traffic flows may have been lower than normal by up to 20%, or higher than normal by up to 11%.

In our junction modelling, we have therefore factored up the counted traffic figures by the most conservative figure obtained, 20%, to account for possible Covid-19 impacts. Future growth factors were then applied to these adjusted figures.

5.3 High Street – Hampton Street Junction

As stated in previous sections of this report, it is assumed that the traffic associated with the Templar Place SHD will travel towards High Street and split at the junction between High Street and Hampton Street in proportion to existing traffic flows recorded in October 2020 and that from both the residential area and the hotel are considered to happen at the same AM and PM peak times.

A 20% increase was applied to the 2020 traffic counts at the junction, and TII Central Growth factors for Co. Dublin were applied to the adjusted figures for all future design years. The traffic flow diagram for the AM peak in the future design year 2038, with the Templar Place SHD included, is shown in **Figure 5.3** below.

The results of the *JUNCTIONS 9* model of this junction are shown in **Table 5.1** below and indicate that the junction will function significantly below capacity along all arms of the junction for all future design years.

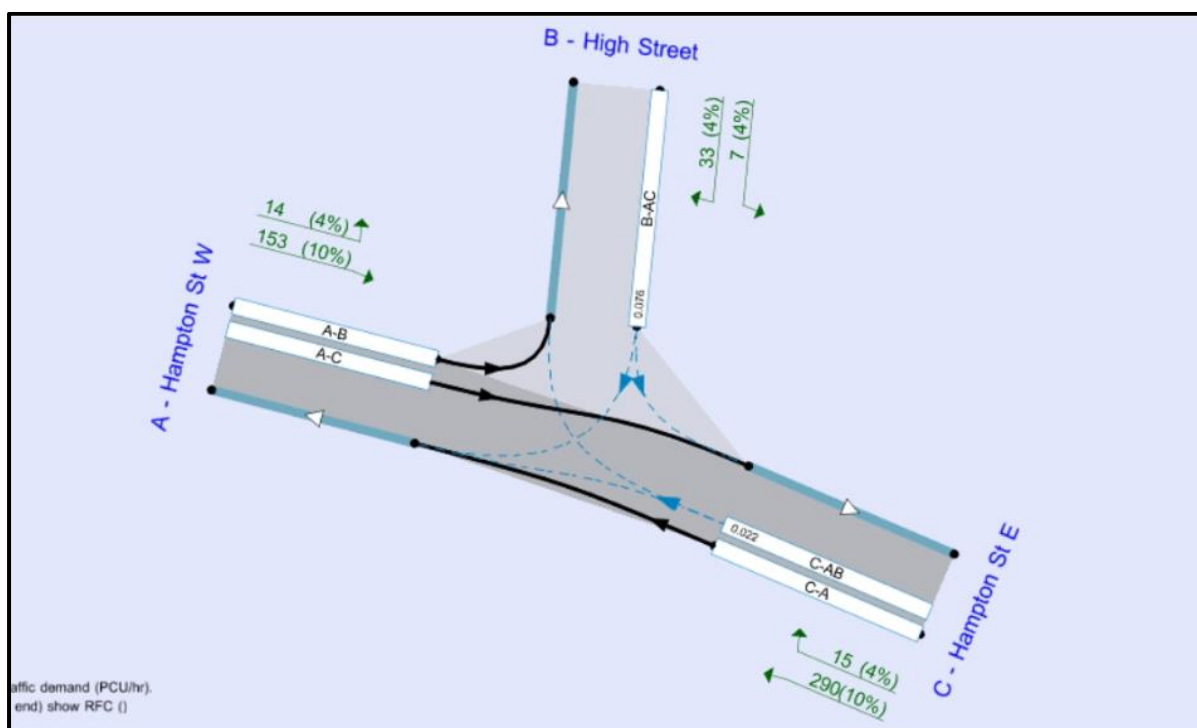


Figure 5.3 – Traffic Flow diagram for the AM period of the design year of 2038 with Templar Place SHD in operation

Table 5.1 – Junctions9 Results for the High Street – Hampton Street Junction

Analysis	Stream	AM		PM	
		Queue (PCU)	Rate Flow Capacity (RFC)	Queue (PCU)	Rate Flow Capacity (RFC)
1 – 2020, base year	B-CA	0.0	0.03	0.1	0.10
	C-AB	0.0	0.01	0.1	0.05
2 – 2020, factored for COVID-19	B-CA	0.0	0.4	0.2	0.13
	C-AB	0.0	0.01	0.1	0.06
3 – 2038, future year	B-CA	0.1	0.05	0.2	0.16
	C-AB	0.0	0.01	0.2	0.08
4 – 2038 + Templar Place SHD	B-CA	0.1	0.10	0.4	0.25
	C-AB	0.1	0.05	0.3	0.15

5.4 Hampton Street – Old Market Street Junction

As above, the peak hour traffic from the Templar Place SHD is assumed to occur during the same peak hour as existing at this junction. New traffic is assumed to split along Old Market Green in proportion to existing traffic flows.

A 20% increase was applied to the 2020 traffic counts at the junction, and TII Central Growth factors were applied to the adjusted figures for all future design years. The traffic flow diagram for the AM peak in the future design year 2038, with the Templar Place SHD included, is shown in **Figure 5.4** below.

The results of the JUNCTIONS 9 model of this junction are shown in **Table 5.2** below and indicate that the junction will function significantly below capacity along all arms of the junction for all future design years, with a maximum RFC recorded of 0.63.

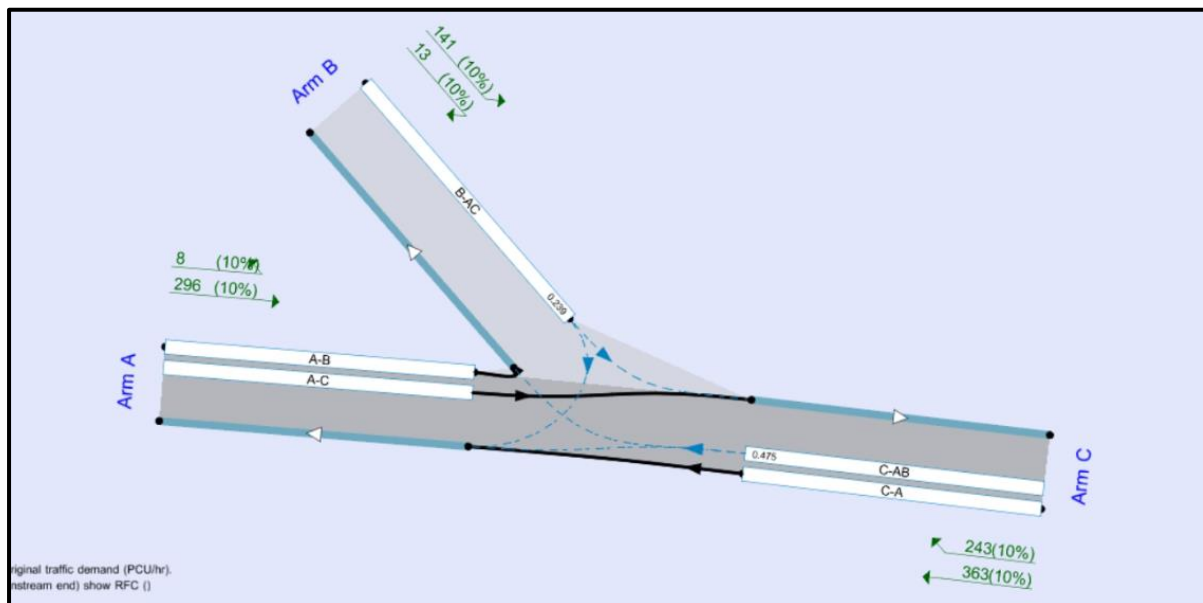


Figure 5.4 – Traffic Flow diagram for the AM period of the design year of 2038 with Templar Place SHD in operation

Table 5.2 – Junctions9 Results for the Hampton Street – Old Market Street Junction

Analysis	AM			PM	
	Stream	Queue (PCU)	Rate Flow Capacity (RFC)	Queue (PCU)	Rate Flow Capacity (RFC)
1 – 2020, base year	B-CA	0.2	0.19	0.4	0.25
	C-AB	0.8	0.36	0.6	0.29
2 – 2020, factored for COVID-19	B-CA	0.3	0.23	0.5	0.31
	C-AB	1.2	0.45	0.9	0.36
3 – 2038, future year	B-CA	0.5	0.30	0.7	0.41
	C-AB	2.4	0.61	1.6	0.50
4 – 2038 + Templar Place SHD	B-CA	0.5	0.31	0.8	0.42
	C-AB	2.7	0.63	1.7	0.52

5.5 Hampton Street – Dublin Street Junction

From the 2020 traffic counts at this junction, it is seen that peak morning traffic occurs between 8:00 am and 9:00 am with a total PCU count of 1043. Evening peak traffic shows a PCU count of 1299 between 5:00 pm and 6:00 pm.

The generated traffic from the Templar Place SHD travelling through this junction during the morning peak amounts to 26 vehicles (18 departures, 8 arrivals). At the evening peak, 29 additional vehicles travel through the junction (19 departures, 10 arrivals).

Taking the worst-case scenario, background traffic flows may be up to 10% higher than normal due to Covid-19 travel restrictions. Therefore, we will reduce the background traffic flows by 10%, before applying central growth rates to 2023, the proposed year of opening of the Templar Place SHD.

Factored 2023 AM peak traffic = $1043 \times 0.9 \times 1.055 = 990$ PCU.

Factored 2023 PM peak traffic = $1299 \times 0.9 \times 1.055 = 1233$ PCU.

Expressed as a percentage of existing flows, new AM traffic will amount to $26 / 990 = 2.6\%$ increase on existing flows, while new PM traffic will amount to $29 / 1233 = 2.3\%$ increase on existing flows.

Therefore, in accordance with TII Publication 'Traffic and Transport Assessment Guidelines', PE-PDV-02045, modelling of the junction is not required, since additional traffic amounts to less than 5% of existing traffic through the junction at peak times.

Fingal County Council's threshold of 3% for modelling at specified junctions has also not been exceeded at this junction.

See Section 6 below for further information on TII and Fingal County Council modelling thresholds.

6 Traffic and Transport Assessment Thresholds

TII Publication ‘Traffic and Transport Assessment Guidelines’, PE-PDV-02045, recommends that junction modelling should be undertaken if any of the thresholds set out in **Table 6.1** below are met or exceeded. Fingal County Council further requests that modelling is carried out if traffic to and from the Templar Place SHD exceeds 3% of the existing flows.

Table 6.1 – Traffic Management Guidelines Thresholds for Transport Assessments (TII)	
N/A	Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.
N/A	Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive
N/A	Residential development in excess of 200 dwellings
N/A	Retail and leisure development in excess of 100m ²
N/A	Office, education and hospital development in excess of 2,500m ²
N/A	Industrial development in excess of 5,000m ²
N/A	Distribution and warehousing in excess of 10,000m ²

Within this document, if any of the criteria in **Table 6.1** is exceeded a Traffic Assessment is automatically required.

Two of the three junctions assessed have been modelled using JUNCTIONS 9 software and have been shown to function comfortably below capacity for all future design years.

Templar Place SHD is anticipated to generate less than 3% increase in traffic at the Hampton Street-Dublin Street junction where congestion is assumed to exist, which does not exceed the minimum TII threshold of 5% or Fingal County Council’s threshold of 3%; therefore, no modelling was undertaken at this junction.

7 Road Safety and Accessibility

7.1 Site Access Arrangements

The proposed Templar Place SHD is for a total of 101 No. build to rent apartments and 2No. retail units. The site is located in the inner town centre of Balbriggan, Co. Dublin. The traffic associated with the residential area of the Templar Place SHD will be made through the proposed new priority T-junction located to the north of the site, off Quay Street, as shown in **Figure 7.1** below.

The Design Manual for Urban Roads and Streets (DMURS) states that the desired sightlines for a 50km/h road at a 2.4m setback is 45m, which is achievable in both directions from the proposed site access junction along Quay Street.



Figure 7.1 – Location of the proposed entrance on Quay Street.

7.2 Pedestrians and Cyclists

As the proposed apartment complex is located at the Balbriggan town centre, it is expected that residents will be able to walk or cycle to various locations across the town. The town centre offers an extensive footpath network for pedestrians. **Figures 7.1** and **7.2** overleaf displays numerous locations across town that can be reached by a short walk or cycle from the Templar Place SHD.

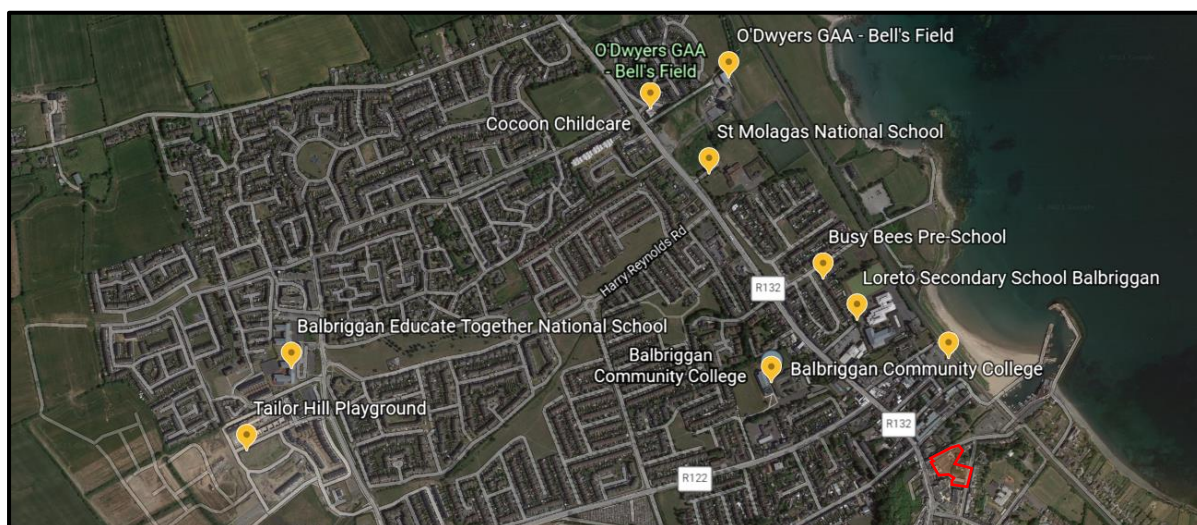


Figure 7.2: Locations North of the Site (Source: Google Earth)

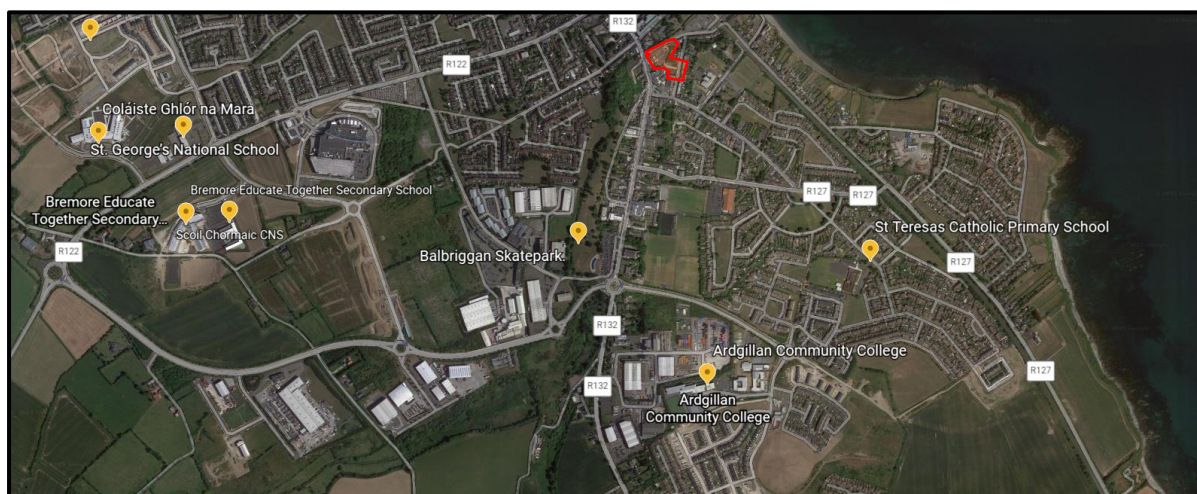


Figure 7.3: Locations South of the Site (Source: Google Earth)

There are currently no cycle lanes provided in the vicinity of the Templar Place SHD, however, as part of the Fingal County Development Plan 2017 – 2023, there are plans to make the Balbriggan town centre more cyclist and pedestrian friendly, with proposed works to widen footpaths, provide seating areas, plants and green features along the riverbank. The journey by bicycle from the Templar Place SHD to any of the schools located in town takes a maximum of 15 minutes. The Templar Place SHD, in order to provide cycling as a feasible option to its residents from an early stage, will provide a total of 182 No. secured and weather-proofed bicycle parking storage.

7.3 Parking

As stated in previous sections, the Templar Place SHD will be constructed under the BTR scheme, where parking provisions are reduced or minimised, and the sustainable means of transport is maximised. The site will offer a total of 25 No. parking spaces and all vehicles associated with the residential area of the development will be accommodated by on-site

parking spaces. Based on a review of the current transport infrastructure available to the proposed site, the current network provides a significant level of connectivity with the town centre and other towns near Balbriggan, with both bus and rail services. Walking and cycling within the town are feasible activities due to the fact that any of these journeys are considered short within the town area.

7.4 Internal Road Layout

The internal road network is primarily designed to accommodate cars, which will be the main vehicle type to use the Templar Place SHD. The main function of the internal road network is to provide a safe and efficient parking and circulatory system that reduces the potential for conflicting movements, which can comfortably accommodate the anticipated volume of arrivals and departures without presenting a safety risk and not having a negative effect on the road network that it connects to.

7.5 Sustainable Transport and Transport Provision

ORS have prepared a Mobility Management Plan which aims to establish the various profile of people who will access the sites, the travel trends, modes of transport that will be used and influences on residents regarding their preferred mode of transport.

Due to its location being relatively close to Dublin, Balbriggan is well served by buses to and from various locations across the country. **Table 7.1** below summarises the bus routes connecting Balbriggan to several locations throughout the country.

Table 7.1 – Bus Services Available in Balbriggan (Source: TFI)			
Route	Service Operator	Origen	Destination
33	Dublin Bus	Dublin	Balbriggan
33a	Go-Ahead Ireland	Balbriggan	Dublin Airport
33x	Dublin Bus	Balbriggan	Dublin
101	Bus Eireann	Drogheda	Dublin
191	James Carolan	Stamullin	Dublin
192	Local Link Louth Meath Fingal	Drogheda	Balbriggan
195	Local Link Louth Meath Fingal	Ashbourne	Balbriggan

Balbriggan also has a local bus service, named B1, which offers buses from Monday to Friday approximately every 30mins from 6:40 am to 7:30 pm, with a total of 39 services a day. On Saturdays, the services are reduced to 24 a day, from 9:15 am to 7:00 pm. **Figure 7.4** below shows the bus route.

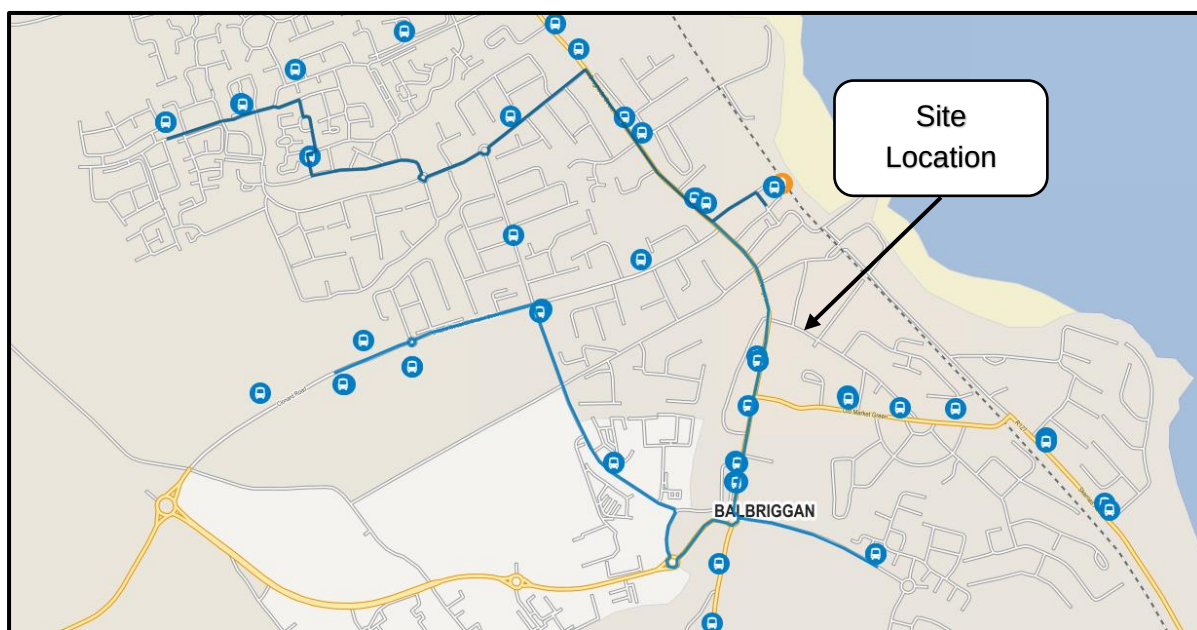


Figure 7.4: Bus service B1 (Source: TFI).

In addition, Balbriggan town also has a rail station which operates two routes: Dublin – Dundalk and DART and Dublin Commuter with trains operating in these routes several times a day. The station is located 400m north of the proposed site. Walking to the station is approximately 5 minutes through Bridge Street (R132) and Railway Street.

Figures 7.5 below displays the railway routes which cover Balbriggan.

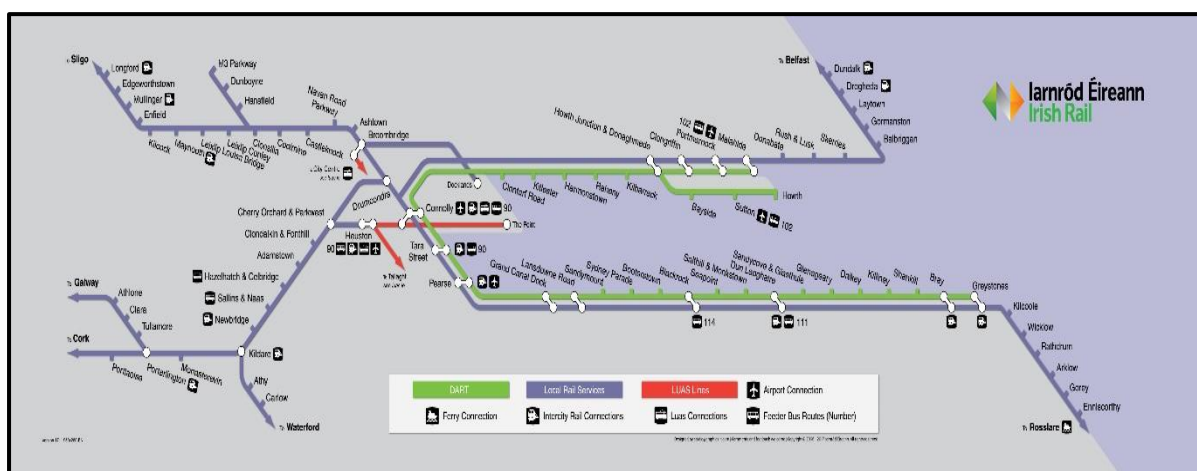


Figure 7.5: Railway Routes Covering Balbriggan (Source: Irish Rail)

8 Conclusions

The main conclusions of this study are summarised as follows:

- This Traffic and Transport Assessment report was conducted to accompany the planning application for the Templar Place SHD Development at Quay Street, Balbriggan, Co. Dublin. This report has been updated in response to the further information request by Fingal County Council.
- The Templar Place SHD will have 101 No. apartment units and will be constructed under the Build to Rent (BTR) scheme. There will be 1 No. vehicular entrance, located off Quay Street, 25 No. parking spaces and 182 No. bicycle storage.
- The key junctions identified by ORS in consultation with Fingal County Council were assessed for predicted traffic conditions due to the construction of the Templar Place SHD.
- The traffic splits in the junctions could be calculated from the 2020 traffic counts and it is expected that the traffic from the Templar Place SHD will follow the same trend. The trip generation from the site was assessed from the TRICS database. The data was then added to *JUNCTIONS 9* software to ascertain the traffic impact the Templar Place SHD will have on the surrounding road network.
- The junctions were examined for AM and PM peak conditions under central growth future projections, and it was found that junction modelling was not required at the Hampton Street-Dublin Street junction, since the increase in traffic due to the works will not exceed 3% at any time.
- Modelling of the junctions between High Street and Hampton Street, and between Hampton Street and Old Market Green, show that the junctions will function significantly below recommended RFC of 0.85, with a maximum RFC value of 0.63 at any arm in 2038, with all traffic to and from the Templar Place SHD assumed to exit the site via Hampton Street.
- The former Mall Shopping Centre located on the development site attracted significantly more traffic to the area than the Templar Place SHD will and caused a higher on-street parking demand in the vicinity.
- In transportation engineering terms, the Templar Place SHD put forward by Rhonellen Developments will not be a significant traffic generator and will not adversely impact the operation of High Street or Hampton Street.
- As the Templar Place SHD is situated in Balbriggan town centre, it offers significant opportunities to avail of the existing urban pedestrian and cyclist connectivity infrastructure in place.



Engineering a Sustainable Future

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Appendix A – Traffic Count Data



IDASO

Survey Name: 145 20307 Balbriggan
Site: Site 1
Location: Hampton Street/R127 Lawless Terrace/R127 Old Market Green
Date: Tue 20-Oct-2020

TIME	A => A							TOT	PCU	A => B							TOT	PCU	A => C							TOT	PCU
	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV			P/C	M/C	CAR	LGV	OGV1	OGV2	PSV			P/C	M/C	CAR	LGV	OGV1	OGV2	PSV		
07:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	1	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	6	0	4	0	0	10	12	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	1	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	1	0	10	2	0	0	13	12.2	1	0	0	0	0	0	0	1	0.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	23	4	4	0	32	33.2	1	0	1	1	0	0	0	3	2.2
08:00	0	0	1	0	0	0	0	1	1	2	0	8	6	0	0	0	16	14.4	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	18	2	1	0	0	21	21.5	0	0	1	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	16	2	4	0	0	22	24	0	0	2	1	0	0	0	3	3
08:45	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	33	33	0	0	3	1	0	0	0	4	4
H/TOT	0	0	1	0	0	0	0	1	1	2	0	75	10	5	0	0	92	92.9	0	0	6	2	0	0	0	8	8
09:00	0	0	0	0	0	0	0	0	0	0	0	31	1	1	0	0	33	33.5	0	0	1	0	0	0	0	2	2.5
09:15	0	0	0	0	0	0	0	0	0	1	0	10	2	0	0	0	13	12.2	0	0	1	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	1	0	20	1	3	0	0	25	25.7	0	0	2	0	0	0	0	2	2
09:45	0	0	1	0	0	0	0	1	1	0	0	13	1	2	0	0	16	17	0	0	1	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	1	1	2	0	74	5	6	0	0	87	88.4	0	0	5	0	1	0	0	6	6.5
10:00	0	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	16	16	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	2	0	7	2	1	0	0	12	10.9	0	0	1	1	0	0	0	2	2
10:30	0	0	1	0	0	0	0	1	1	0	0	11	3	1	0	0	15	15.5	0	0	0	1	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	15	1	1	0	0	17	17.5	0	0	2	0	0	0	0	2	2
H/TOT	0	0	1	0	0	0	0	1	1	2	0	45	10	3	0	0	60	59.9	0	0	3	2	0	0	0	5	5
11:00	0	0	0	0	0	0	0	0	0	2	0	17	3	1	0	0	23	21.9	0	0	1	1	0	0	0	2	2
11:15	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	10	9.2	0	0	5	0	0	0	0	5	5
11:30	0	0	0	0	0	0	0	0	0	0	0	16	4	2	1	0	23	25.3	1	0	2	0	0	0	0	3	2.2
11:45	0	0	0	0	0	0	0	0	0	0	0	9	3	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	3	0	51	10	4	1	0	69	69.9	1	0	8	1	0	0	0	10	9.2
12:00	0	0	0	0	0	0	0	0	0	0	0	16	4	0	0	0	20	20	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	21	3	1	0	0	25	25.5	0	0	2	0	0	0	0	2	2
12:30	0	0	0	0	0	0	0	0	0	1	0	19	0	1	0	0	21	20.7	0	0	4	1	0	0	0	5	5
12:45	0	0	0	0	0	0	0	0	0	0	0	1	11	3	0	0	15	14.4	1	0	1	0	0	0	0	2	1.2
H/TOT	0	0	0	0	0	0	0	0	0	1	1	67	10	2	0	0	81	80.6	1	0	7	1	0	0	0	9	8.2
13:00	0	0	1	0	0	0	0	1	1	1	0	17	1	1	0	0	20	19.7	0	0	1	0	0	0	0	1	1
13:15	0	0	1	0	0	0	0	1	1	1	0	22	2	0	0	0	25	24.2	0	0	6	0	0	0	0	6	6
13:30	0	0	1	0	0	0	0	1	1	0	0	15	1	2	0	0	18	19	0	0	2	0	0	0	0	2	2
13:45	0	0	1	0	0	0	0	1	1	0	0	19	1	0	0	0	20	20	0	0	1	0	0	0	0	1	1
H/TOT	0	0	4	0	0	0	0	4	4	2	0	73	5	3	0	0	83	82.9	0	0	10	0	0	0	0	10	10
14:00	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	0	26	26	0	0	1	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	1	0	28	3	0	0	0	32	31.2	0	0	0	1	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	12	1	1	0	0	14	14.5	0	0	1	1	0	0	0	2	2
14:45	0	0	1	0	0	0	0	1	1	0	1	17	0	0	0	0	18	17.4	0	0	1	1	0	0	0	2	2
H/TOT	0	0	1	0	0	0	0	1	1	1	1	82	5	1	0	0	90	89.1	0	0	3	3	0	0	0	6	6
15:00	0	0	0	0	0	0	0	0	0	0	0	13	2	1	0	1	17	18.5	0	0	2	0	0	0	0	2	2
15:15	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	1	1	0	0	0	2	2
15:30	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	19	19	0	0	3	0	0	0	0	3	3
15:45	0	0	0	0	0	0	0	0	0	1	1	13	3	0	0	0	18	16.6	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	1	1	57	5	1	0	1	66	66.1	0	0	7	1	0	0	0	8	8
16:00	0	0	2	0	0	0	0	2	2	0	0	15	1	0	0	2	18	20	0	0	4	0	0	0	0	4	4
16:15	0	0	0	1	0	0	0	1	1	0	0	22	3	0	0	0	25	25	0	0	2	0	0	0	0	2	2
16:30	0	0	1	0	0	0	0	1	1	0	0	22	5	0	1	0	28	29.3	0	0	3	0	0	0	0	3	3
16:45	0	0	0	0	0	0	0	0	0	1	0	37	5	0	0	0	43	42.2	0	0	2	0	0	0	0	2	2
H/TOT	0	0	3	1	0	0	0	4	4	1	0	96	14	0	1	2	114	116.5	0	0	11	0	0	0	0	11	11
17:00	0	0	1	0	0	0	0	1	1	0	0	26	3	0	0	0	29	29	0	0	5	0	0	0	0	5	5
17:15	0	0	1	0	0	0	0	1	1	0	0	28	1	1	0	0	30	30.5	0	0	2	0	0	0	0	2	2
17:30	0	0	0	0	0	0	0	0	0	1	0	27	3	0	0	0	31	30.2	0	0	4	1	0	0	0	5	5
17:45	0	0	1	0	0	0	0	1	1	0	0	18	3	0	0	0	21	21	0	0	2	0	0	0	0	2	2
H/TOT	0	0	3	0	0	0	0	3	3	1	0	99	10	1	0	0	111	110.7	0	0	13	1	0	0	0	14	14
18:00	0	0	0	0	0	0	0	0	0	2	0	16	2	0	0	0	20	18.4	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	2	0	9	0	0	0	0	11	9.4	0	0	4	0	0	0	0	4	4
18:30	0	0	0	0	0	0	0	0	0	3	0	15	0	0	0	0	18	15.6	1	0	1	0	0	0	0	2	1.2
18:45	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	7	0	56	3	0	0	0	66	60.4	1	0	5	0	0	0	0	6	5.2
12 TOT	0	0	14	1	0	0	0	15	15	24	3	798	91	30	2	3	951	950.6	4	0	79	12	1	0	0	96	93.3

B ==> A								B ==> B								B ==> C										
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	25	4	0	0	1	30	31
0	0	8	0	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	18	6	0	0	0	24	24
0	0	20	3	0	0	0	23	23	0	0	0	0	0	0	0	0	0	1	0	28	3	2	0	1	35	36.2
1	0	18	4	1	0	0	24	23.7	0	0	0	0	0	0	0	0	0	0	1	45	3	3	0	1	53	54.9
1	0	53	7	2	0	0	63	63.2	0	0	0	0	0	0	0	0	0	1	1	116	16	5	0	3	142	146.1
0	0	32	2	0	0	0	34	34	0	0	0	0	0	0	0	0	0	0	0	45	6	0	0	1	52	53
0	0	33	1	1	0	1	36	37.5	0	0	0	0	0	0	0	0	0	0	0	40	7	3	0	0	50	51.5
2	0	37	1	0	0	2	42	42.4	0	0	0	0	0	0	0	0	0	0	0	54	4	4	1	0	63	66.3
0	0	38	5	1	0	0	44	44.5	0	0	0	0	0	0	0	0	0	0	0	63	3	2	0	2	70	73
2	0	140	9	2	0	3	156	158.4	0	0	0	0	0	0	0	0	0	0	0	202	20	9	1	3	235	243.8
1	0	42	3	0	0	0	46	45.2	0	0	0	0	0	0	0	0	0	1	0	66	3	1	0	0	71	70.7
0	0	30	2	2	0	0	34	35	0	0	0	0	0	0	0	0	0	1	0	40	5	3	0	0	49	49.7
0	0	20	4	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0	0	0	32	2	1	0	2	37	39.5
0	0	21	6	1	0	0	28	28.5	0	0	0	0	0	0	0	0	0	0	0	30	5	0	1	1	37	39.3
1	0	113	15	4	0	0	133	134.2	0	0	0	0	0	0	0	0	0	2	0	168	15	5	1	3	194	199.2
0	0	21	3	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	29	7	1	0	0	37	37.5
0	0	20	1	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0	0	0	56	4	3	0	1	64	66.5
0	0	25	4	2	0	0	31	32	0	0	0	0	0	0	0	0	0	0	0	49	4	2	1	0	56	58.3
1	0	16	2	0	0	0	19	18.2	0	0	0	0	0	0	0	0	0	0	0	52	3	1	0	0	56	56.5
1	0	82	10	3	0	0	96	96.7	0	0	0	0	0	0	0	0	0	0	0	186	18	7	1	1	213	218.8
0	0	20	3	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	44	4	0	0	0	48	48
0	0	23	2	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0	0	0	47	5	2	0	0	54	55
1	0	21	3	0	0	0	25	24.2	0	0	0	0	0	0	0	0	0	0	0	37	7	4	0	1	49	52
0	0	30	1	2	0	0	33	34	0	0	0	0	0	0	0	0	0	0	0	32	5	0	0	1	38	39
1	0	94	9	3	0	0	107	107.7	0	0	0	0	0	0	0	0	0	0	0	160	21	6	0	2	189	194
0	0	27	2	1	0	0	30	30.5	0	0	0	0	0	0	0	0	0	0	0	41	3	1	0	0	45	45.5
0	0	18	1	0	1	0	20	21.3	0	0	0	0	0	0	0	0	0	0	0	46	4	0	0	0	50	50
1	0	20	6	0	0	0	27	26.2	0	0	0	0	0	0	0	0	0	0	0	29	6	3	0	1	39	41.5
0	0	20	6	1	0	0	27	27.5	0	0	0	0	0	0	0	0	0	0	0	33	5	2	0	0	40	41
1	0	85	15	2	1	0	104	105.5	0	0	0	0	0	0	0	0	0	0	0	149	18	6	0	1	174	178
3	0	19	1	0	0	0	23	20.6	0	0	0	0	0	0	0	0	0	0	0	42	10	3	0	1	56	58.5
0	0	22	4	1	0	0	27	27.5	0	0	0	0	0	0	0	0	0	0	0	36	4	2	1	1	44	47.3
0	0	26	4	1	0	0	31	31.5	0	0	0	0	0	0	0	0	0	1	0	49	5	1	0	0	56	55.7
0	0	27	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	53	2	6	1	0	62	66.3
3	0	94	12	2	0	0	111	109.6	0	0	0	0	0	0	0	0	0	1	0	180	21	12	2	2	218	227.8
0	0	19	2	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0	0	0	36	3	0	0	0	39	39
0	0	28	4	1	0	0	33	33.5	0	0	0	0	0	0	0	0	0	0	0	55	7	1	0	0	63	63.5
0	0	43	2	0	0	0	45	45	0	0	0	0	0	0	0	0	0	0	0	45	4	2	0	1	52	54
1	0	34	1	1	0	0	37	36.7	0	0	0	0	0	0	0	0	0	0	0	49	2	2	0	0	53	54
1	0	124	9	3	0	0	137	137.7	0	0	0	0	0	0	0	0	0	0	0	185	16	5	0	1	207	210.5
0	0	23	6	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	53	4	3	0	2	62	65.5
2	0	18	4	0	0	0	24	22.4	0	0	0	0	0	0	0	0	0	0	1	50	4	1	0	0	56	55.9
1	0	29	4	1	0	0	35	34.7	0	0	0	0	0	0	0	0	0	0	0	45	8	1	0	0	54	54.5
0	0	30	2	1	0	0	33	33.5	0	0	0	0	0	0	0	0	0	0	0	55	2	0	2	0	59	61.6
3	0	100	16	2	0	0	121	119.6	0	0	0	0	0	0	0	0	0	0	1	203	18	5	2	2	231	237.5
0	0	26	7	0	0	0	33	33	0	0	0	0	0	0	0	0	0	0	0	65	11	1	0	1	78	79.5
1	0	32	7	1	0	0	41	40.7	0	0	0	0	0	0	0	0	0	0	0	49	14	0	0	0	63	63
1	0	12	4	0	0	0	17	16.2	0	0	0	0	0	0	0	0	0	1	0	35	5	2	0	1	44	45.2
0	0	24	7	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0	47	3	0	0	0	50	50
2	0	94	25	1	0	0	122	120.9	0	0	0	0	0	0	0	0	0	1	0	196	33	3	0	2	235	237.7
0	0	22	6	0	0	0	28	28	0	0	0	0	0	0	0	0	0	2	0	46	8	1	0	1	58	57.9
1	0	29	3	1	0	0	34	33.7	0	0	0	0	0	0	0	0	0	1	0	50	2	0	0	1	54	54.2
1	0	29	5	1	0	0	36	35.7	0	0	0	0	0	0	0	0	0	0	0	42	3	1	0	2	48	50.5
1	1	23	1	1	0	0	27	26.1	0	0	0	0	0	0	0	0	0	0	0	38	4	0	0	0	42	42
3	1	103	15	3	0	0	125	123.5	0	0	0	0	0	0	0	0	0	3	0	176	17	2	0	4	202	204.6
1	0	24	3	0	0	0	28	27.2	0	0	0	0	0	0	0	0	0	0	0	36	4	1	0	1	42	43.5
0	0	27	5	0	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	33	2	0	0	0	35	35
0	0	23	0	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	32	1	0	0	1	34	35
0	0	22	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	44	0	0	0	2	46	48
1	0	96	8	0	0	0	105	104.2	0	0	0	0	0	0	0	0	0	0	0	145	7	1	0	4	157	161.5
20	1	1178	150	27	1	3	1380	1381.2	0	0	0	0	0	0	0	0	0	8	2	2066	220	66	7	28	2397	2459.5

C >= A								C >= B								C >= C										
P/C	M/C	CAR	LGv	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGv	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGv	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	1	8	9	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	18	0	3	0	1	22	24.5	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	8	6	1	0	1	16	17.5	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	16	4	1	0	1	22	23.5	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	0	5	5	0	0	48	11	5	0	4	68	74.5	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	23	4	2	1	2	32	36.3	0	0	0	0	0	0	0	0	0
1	0	1	1	0	0	0	3	2.2	0	0	35	6	1	1	0	43	44.8	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	46	4	1	0	0	51	51.5	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	55	8	1	0	1	65	66.5	0	0	0	0	0	0	0	0	0
1	0	4	1	0	0	0	6	5.2	0	0	159	22	5	2	3	191	199.1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	49	3	2	0	0	54	55	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	28	4	0	0	1	33	34	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	2	2	0	0	26	4	1	1	1	33	35.8	0	0	0	0	0	0	0	0	0
0	0	2	1	0	0	0	3	3	0	0	20	4	2	0	0	26	27	0	0	0	0	0	0	0	0	0
0	0	3	2	0	0	0	5	5	0	0	123	15	5	1	2	146	151.8	0	0	0	0	0	0	0	0	0
1	0	2	0	0	0	0	3	2.2	0	0	23	5	2	0	0	30	31	0	0	0	0	0	0	0	0	0
0	0	4	1	0	0	0	5	5	0	0	19	7	1	1	1	29	31.8	0	0	0	0	0	0	0	0	0
0	0	3	2	0	0	0	5	5	0	0	24	7	3	0	0	34	35.5	0	0	0	0	0	0	0	0	0
0	0	4	3	1	0	0	8	8.5	0	0	37	7	1	0	0	45	45.5	0	0	0	0	0	0	0	0	0
1	0	13	6	1	0	0	21	20.7	0	0	103	26	7	1	1	138	143.8	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	40	7	2	0	1	50	52	0	0	0	0	0	0	0	0	0
0	0	6	0	0	0	0	6	6	0	0	36	2	1	0	0	39	39.5	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	0	4	4	0	0	35	2	1	0	1	39	40.5	0	0	0	0	0	0	0	0	0
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0	0	13	0	0	0	0	13	13	0	0	158	16	4	0	3	181	186	0	0	0	0	0	0	0	0	0
0	0	3	1	0	0	0	4	4	0	0	46	4	1	0	0	51	51.5	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	2	2	0	0	54	2	4	0	0	60	62	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	0	5	5	0	0	52	4	3	0	0	59	60.5	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	56	9	1	0	1	67	68.5	0	0	0	0	0	0	0	0	0
0	0	10	2	0	0	0	12	12	0	0	208	19	9	0	1	237	242.5	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	4	4	1	0	55	3	1	0	0	60	59.7	0	0	0	0	0	0	0	0	0
0	0	2	1	0	0	0	3	3	0	0	42	5	0	0	2	49	51	0	0	0	0	0	0	0	0	0
0	0	3	1	0	0	0	4	4	0	0	49	3	1	1	0	54	55.8	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	0	3	3	0	0	46	2	1	0	0	49	49.5	0	0	0	0	0	0	0	0	0
0	0	10	4	0	0	0	14	14	1	0	192	13	3	1	2	212	216	0	0	0	0	0	0	0	0	0
0	0	3	1	0	0	0	4	4	0	0	57	7	2	0	1	67	69	0	0	0	0	0	0	0	0	0
0	0	3	1	0	0	0	4	4	0	0	48	5	2	0	0	55	56	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	4	4	0	0	39	3	2	0	1	45	47	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	1	1	0	0	32	5	3	0	0	40	41.5	0	0	0	0	0	0	0	0	0
0	0	8	5	0	0	0	13	13	0	0	176	20	9	0	2	207	213.5	0	0	0	0	0	0	0	0	0
0	0	1	0	1	0	0	2	2.5	0	1	37	6	3	0	0	47	47.9	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	0	4	4	1	0	49	4	4	1	1	60	63.5	0	0	0	0	0	0	0	0	0
0	0	5	1	0	0	0	6	6	1	0	45	7	1	1	1	56	58	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	0	3	3	0	0	51	8	2	0	2	63	66	0	0	0	0	0	0	0	0	0
0	0	13	1	1	0	0	15	15.5	2	1	182	25	10	2	4	226	235.4	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	49	8	1	0	0	58	58.5	0	0	0	0	0	0	0	0	0
0	0	7	1	0	0	0	8	8	0	0	46	5	0	0	1	52	53	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	0	3	3	0	1	45	13	1	0	0	60	59.9	0	0	0	0	0	0	0	0	0
0	0	5	1	0	0	0	6	6	0	0	55	3	1	0	0	59	59.5	0	0	0	0	0	0	0	0	0
0	0	15	2	0	0	0	17	17	0	1	195	29	3	0	1	229	230.9	0	0	0	0	0	0	0	0	0
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0	0	15	3	0	0	0	18	18	1	0	222	20	1	0	2	246	247.7	0	0	0	0	0	0	0	0	0
1	0	3	0	0	0	0	4	3.2	0	0	49	5	0	0	0	54	54	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	1	0	52	4	0	0	0	57	56.2	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	54	1	1	0	1	57	58.5	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	25	1	0	0	0	26	26	0	0	0	0	0	0	0	0	0
1	0	7	0	0	0	0	8	7.2	1	0	180	11	1	0	1	194	194.7	0	0	0	0	0	0	0	0	0
3	0	116	26	2	0	0	147	145.6	5	2	1946	227	62	7	26	2275	2335.9	0	0	0	0	0	0	0	0	0



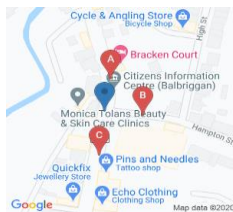
IDASO

Survey Name: 145 20307 Balbriggan
Site: Site 2
Location: R127 Old Market Green/R132 Dublin Street
Date: Tue 20-Oct-2020

TIME	A => A								A => B								A => C										
	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21	8	0	0	2	33	33.8
07:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	27	4	1	0	2	34	36.5
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	30	4	0	0	2	36	38
07:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	2	0	45	5	0	0	1	53	52.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	2	2	123	21	1	0	7	156	160.7
08:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	41	2	1	0	4	48	52.5
08:15	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	3	0	26	1	0	0	1	31	29.6
08:30	0	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	15	15	0	0	55	5	0	0	3	63	66
08:45	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	40	4	1	0	2	47	49.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	36	5	0	0	0	41	41	3	0	162	12	2	0	10	189	197.6
09:00	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	57	2	0	0	1	60	61
09:15	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	0	0	40	7	1	0	0	48	48.5
09:30	0	0	0	0	0	0	0	0	0	0	0	7	1	0	1	0	9	10.3	0	0	44	6	3	0	2	55	58.5
09:45	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	40	3	2	0	0	45	46
H/TOT	0	0	0	0	0	0	0	0	0	0	0	52	3	0	1	0	56	57.3	0	0	181	18	6	0	3	208	214
10:00	0	0	0	0	0	0	0	0	0	1	0	8	1	1	0	0	11	10.7	0	0	28	5	0	0	1	34	35
10:15	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	40	4	3	0	0	47	48.5
10:30	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	0	0	33	2	1	0	2	38	40.5
10:45	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	46	8	2	0	0	56	57
H/TOT	0	0	0	0	0	0	0	0	0	1	0	55	2	1	0	0	59	58.7	0	0	147	19	6	0	3	175	181
11:00	0	0	0	0	0	0	0	0	0	0	0	20	0	1	0	0	21	21.5	0	0	43	4	1	0	1	49	50.5
11:15	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	10	9.2	0	0	33	2	0	0	0	35	35
11:30	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	21	0	0	31	9	1	0	2	43	45.5
11:45	0	0	0	0	0	0	0	0	0	0	0	20	1	1	0	0	22	22.5	0	0	42	6	1	0	0	49	49.5
H/TOT	0	0	0	0	0	0	0	0	0	1	0	69	2	2	0	0	74	74.2	0	0	149	21	3	0	3	176	180.5
12:00	0	0	0	0	0	0	0	0	0	0	0	17	0	1	0	0	18	18.5	1	0	50	5	2	0	1	59	60.2
12:15	0	0	0	0	0	0	0	0	0	0	0	28	1	0	0	0	29	29	0	0	53	7	0	0	0	60	60
12:30	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20	20	0	0	48	5	1	0	2	56	58.5
12:45	0	0	0	0	0	0	0	0	0	0	0	16	3	0	0	0	19	19	0	0	41	3	0	0	0	44	44
H/TOT	0	0	0	0	0	0	0	0	0	0	0	81	4	1	0	0	86	86.5	1	0	192	20	3	0	3	219	222.7
13:00	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18	0	0	39	9	1	0	1	50	51.5
13:15	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	29	6	0	0	0	35	35
13:30	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	39	6	1	0	3	49	52.5
13:45	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	0	11	11.5	0	0	48	6	1	0	1	56	57.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	53	4	1	0	0	58	58.5	0	0	155	27	3	0	5	190	196.5
14:00	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	39	3	0	0	1	43	44
14:15	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	7	6.2	1	0	54	5	1	0	1	62	62.7
14:30	0	0	0	0	0	0	0	0	0	1	0	13	0	0	0	0	14	13.2	0	0	44	7	0	0	2	53	55
14:45	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	42	8	2	0	1	53	55
H/TOT	0	0	0	0	0	0	0	0	0	2	0	45	3	0	0	0	50	48.4	1	0	179	23	3	0	5	211	216.7
15:00	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	0	0	41	5	1	0	1	48	49.5
15:15	0	0	0	0	0	0	0	0	0	1	0	11	0	0	0	0	12	11.2	0	0	51	7	2	0	1	61	63
15:30	0	0	0	0	0	0	0	0	0	0	0	18	3	0	0	0	21	21	0	0	38	7	0	0	2	47	49
15:45	0	0	0	0	0	0	0	0	0	3	0	10	5	0	0	0	18	15.6	0	0	37	4	2	0	1	44	46
H/TOT	0	0	0	0	0	0	0	0	0	4	0	52	10	0	0	0	66	62.8	0	0	167	23	5	0	5	200	207.5
16:00	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	1	51	5	2	0	1	60	61.4
16:15	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	0	0	55	4	0	0	1	60	61
16:30	0	0	0	0	0	0	0	0	0	0	0	14	3	0	0	0	17	17	1	0	50	8	1	0	2	62	63.7
16:45	0	0	0	0	0	0	0	0	0	0	0	16	2	1	0	0	19	19.5	0	0	31	6	1	0	1	39	40.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	54	7	1	0	0	62	62.5	1	1	187	23	4	0	5	221	226.6
17:00	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	39	7	1	0	1	48	49.5
17:15	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	60	3	1	0	0	64	64.5
17:30	0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	12	12.5	0	0	41	6	1	0	3	51	54.5
17:45	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	1	50	4	1	0	0	56	55.9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	52	1	1	0	0	54	54.5	0	1	190	20	4	0	4	219	224.4
18:00	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	45	3	0	0	1	49	50
18:15	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	0	0	31	6	1	0	0	38	38.5
18:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	28	0	0	0	2	30	32
18:45	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	30	4	0	0	1	35	36
H/TOT	0	0	0	0	0	0	0	0	0	0	0	47	3	0	0	0	50	50	0	0	134	13	1	0	4	152	156.5
12 TOT	0	0	0	0	0	0	0	0	0	8	0	603	44	7	1	0	663	661.4	8	4	1966	240	41	0	57	2316	2384.7

B => A								B => B								B => C										
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	26	4	0	0	1	31	32
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	23	10	0	1	0	34	35.3
1	0	3	1	1	0	0	6	5.7	0	0	0	0	0	0	0	0	0	0	0	37	3	0	1	1	42	44.3
0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	55	5	3	0	0	64	64.7
1	0	7	3	2	0	0	13	13.2	0	0	0	0	0	0	0	0	0	1	0	141	22	3	2	2	171	176.3
0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	1	0	52	7	0	0	2	62	63.2
0	0	9	1	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	49	4	1	0	0	54	54.5
0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	1	0	59	7	4	0	0	71	72.2
0	0	18	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0	1	0	65	3	2	1	2	74	77.5
0	0	43	4	1	0	0	48	48.5	0	0	0	0	0	0	0	0	0	3	0	225	21	7	1	4	261	267.4
0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	1	0	94	7	0	0	0	102	101.2
0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	1	0	59	4	4	0	0	68	69.2
0	0	22	1	1	0	0	24	24.5	0	0	0	0	0	0	0	0	0	0	0	41	1	0	0	2	44	46
0	0	21	1	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	44	8	0	1	1	54	56.3
0	0	76	2	1	0	0	79	79.5	0	0	0	0	0	0	0	0	0	2	0	238	20	4	1	3	268	272.7
0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	1	0	30	6	1	0	0	38	37.7
0	0	16	1	2	0	0	19	20	0	0	0	0	0	0	0	0	0	0	0	56	4	1	0	1	62	63.5
1	0	19	1	1	0	0	22	21.7	0	0	0	0	0	0	0	0	0	0	0	37	9	1	0	0	47	47.5
0	0	21	2	0	0	0	23	23	0	0	0	0	0	0	0	0	0	1	0	59	3	1	1	0	65	66
1	0	71	6	3	0	0	81	81.7	0	0	0	0	0	0	0	0	0	2	0	182	22	4	1	1	212	214.7
0	0	16	1	0	1	0	18	19.3	0	0	0	0	0	0	0	0	0	0	0	51	5	0	0	0	56	56
0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	55	5	1	0	0	61	61.5
1	0	14	2	0	0	0	17	16.2	0	0	0	0	0	0	0	0	0	0	0	52	8	2	0	1	63	65
0	0	21	1	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0	0	0	44	4	4	0	1	53	56
1	0	66	6	1	1	0	75	76	0	0	0	0	0	0	0	0	0	0	0	202	22	7	0	2	233	238.5
0	0	23	2	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0	0	0	42	0	1	0	0	43	43.5
2	0	15	1	0	0	0	18	16.4	0	0	0	0	0	0	0	0	0	0	0	50	5	1	1	0	57	58.8
0	0	27	0	0	0	0	27	27	0	0	0	0	0	0	0	0	0	0	0	56	3	2	0	1	62	64
0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	39	4	2	0	0	45	46
2	0	78	5	1	0	0	86	84.9	0	0	0	0	0	0	0	0	0	0	0	187	12	6	1	1	207	212.3
0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	61	10	4	0	1	76	79
0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	52	7	1	0	1	61	62.5
0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	1	0	50	4	1	1	0	57	58
0	0	11	0	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	0	73	8	7	1	0	89	93.8
0	0	50	1	1	0	0	52	52.5	0	0	0	0	0	0	0	0	0	1	0	236	29	13	2	2	283	293.3
1	0	15	2	0	0	0	18	17.2	0	0	0	0	0	0	0	0	0	0	0	45	3	1	0	0	49	49.5
0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	58	5	1	0	0	64	64.5
0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	54	7	2	0	1	64	66
0	0	19	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	73	2	2	0	0	77	78
1	0	63	5	0	0	0	69	68.2	0	0	0	0	0	0	0	0	0	0	0	230	17	6	0	1	254	258
0	0	29	1	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	51	3	2	0	1	57	59
0	1	16	3	0	0	0	20	19.4	0	0	0	0	0	0	0	0	0	0	0	72	5	2	0	1	80	82
1	0	21	2	2	0	0	26	26.2	0	0	0	0	0	0	0	0	0	1	1	48	6	0	0	0	56	54.6
0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	61	5	1	2	0	69	72.1
1	1	77	6	2	0	0	87	86.6	0	0	0	0	0	0	0	0	0	1	1	232	19	5	2	2	262	267.7
1	0	17	3	0	0	0	21	20.2	0	0	0	0	0	0	0	0	0	1	0	80	13	1	0	1	96	96.7
0	0	17	4	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	54	10	1	0	0	65	65.5
0	0	12	4	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0	2	0	38	5	1	0	1	47	46.9
0	0	22	1	0	0	0	23	23	0	0	0	0	0	0	0	0	0	1	0	61	5	0	1	0	68	68.5
1	0	68	12	1	0	0	82	81.7	0	0	0	0	0	0	0	0	0	4	0	233	33	3	1	2	276	277.6
0	0	16	1	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0	1	1	55	9	1	0	1	68	68.1
0	0	19	2	0	0	0	21	21	0	0	0	0	0	0	0	0	0	1	0	57	2	0	0	0	60	59.2
0	0	20	2	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	1	49	5	1	0	3	59	61.9
0	1	14	1	0	0	0	16	15.4	0	0	0	0	0	0	0	0	0	0	0	59	7	0	0	0	66	66
0	1	69	6	1	0	0	77	76.9	0	0	0	0	0	0	0	0	0	2	2	220	23	2	0	4	253	255.2
2	0	19	1	1	0	0	23	21.9	0	0	0	0	0	0	0	0	0	1	0	59	6	0	0	1	67	67.2
0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	54	4	0	0	0	58	58
0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	38	3	0	0	1	42	43
1	0	23	0	0	0	0	24	23.2	0	0	0	0	0	0	0	0	0	0	0	48	2	0	0	2	52	54
3	0	74	4	1	0	0	82	80.1	0	0	0	0	0	0	0	0	0	1	0	199	15	0	0	4	219	222.2
11	2	742	60	15	1	0	831	829.8	0	0	0	0	0	0	0	0	0	17	3	2525	255	60	11	28	2899	2955.9

C>=>A								C>=>B								C>=>C										
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	1	9	8	0	0	0	18	17.4	0	0	6	2	2	0	1	11	13	0	0	0	0	0	0	0	0	0
0	0	10	0	1	0	1	12	13.5	0	0	15	5	1	0	1	22	23.5	0	0	0	0	0	0	0	0	0
0	0	10	1	2	2	2	17	22.6	0	0	9	8	1	0	1	19	20.5	0	0	0	0	0	0	0	0	0
0	0	24	3	0	0	2	29	31	0	0	27	8	1	0	1	37	38.5	0	0	0	0	0	0	0	0	0
0	1	53	12	3	2	5	76	84.5	0	0	57	23	5	0	4	89	95.5	0	0	0	0	0	0	0	0	0
0	0	32	7	2	0	0	41	42	0	0	37	5	3	1	2	48	52.8	0	0	0	0	0	0	0	0	0
1	0	58	10	1	1	0	71	72	1	0	51	8	0	1	0	61	61.5	0	0	0	0	0	0	0	0	0
1	0	42	6	0	0	2	51	52.2	0	0	57	2	0	0	0	59	59	0	0	0	0	0	0	0	0	0
0	0	72	4	1	0	1	78	79.5	0	0	52	12	2	0	1	67	69	0	0	0	0	0	0	0	0	0
2	0	204	27	4	1	3	241	245.7	1	0	197	27	5	2	3	235	242.3	0	0	0	0	0	0	0	0	0
3	0	36	8	2	0	1	50	49.6	1	0	70	6	1	0	0	78	77.7	0	0	0	0	0	0	0	0	0
1	0	55	3	1	0	1	61	61.7	0	0	48	3	1	0	1	53	54.5	0	0	0	0	0	0	0	0	0
0	0	33	3	1	0	1	38	39.5	0	0	36	5	1	0	1	43	44.5	0	0	0	0	0	0	0	0	0
1	1	40	6	2	0	1	51	51.6	0	0	27	4	2	0	0	33	34	0	0	2	0	0	0	0	2	2
5	1	164	20	6	0	4	200	202.4	1	0	181	18	5	0	2	207	210.7	0	0	2	0	0	0	0	2	2
0	0	42	7	2	0	0	51	52	1	0	30	5	1	0	1	38	38.7	0	0	0	0	0	0	0	0	0
0	0	37	3	0	1	1	42	44.3	0	0	30	6	2	1	0	39	41.3	0	0	0	0	0	0	0	0	0
0	0	39	6	2	0	1	48	50	0	0	44	9	3	1	0	57	59.8	0	0	0	0	0	0	0	0	0
0	0	67	9	1	0	1	78	79.5	0	0	42	10	2	0	0	54	55	0	0	0	0	0	0	0	0	0
0	0	185	25	5	1	3	219	225.8	1	0	146	30	8	2	1	188	194.8	0	0	0	0	0	0	0	0	0
1	0	57	4	1	1	0	64	65	0	0	59	5	0	0	1	65	66	0	0	0	0	0	0	0	0	0
0	0	53	4	1	0	2	60	62.5	0	0	49	3	1	0	0	53	53.5	0	0	0	0	0	0	0	0	0
0	0	44	3	1	0	1	49	50.5	0	0	43	3	1	1	1	49	51.8	0	0	0	0	0	0	0	0	0
0	0	46	6	3	0	0	55	56.5	0	0	60	8	0	0	1	69	70	0	0	0	0	0	0	0	0	0
1	0	200	17	6	1	3	228	234.5	0	0	211	19	2	1	3	236	241.3	0	0	0	0	0	0	0	0	0
0	0	35	5	0	1	1	42	44.3	0	0	64	6	1	0	0	71	71.5	0	0	0	0	0	0	0	0	0
0	0	58	5	1	0	0	64	64.5	0	0	62	4	4	0	0	70	72	0	0	0	0	0	0	0	0	0
0	0	48	7	1	0	0	56	56.5	0	0	67	4	4	0	0	75	77	0	0	0	0	0	0	0	0	0
0	0	64	7	0	1	1	73	75.3	0	0	68	11	0	0	1	80	81	0	0	0	0	0	0	0	0	0
0	0	205	24	2	2	2	235	240.6	0	0	261	25	9	0	1	296	301.5	0	0	0	0	0	0	0	0	0
0	0	43	3	3	1	1	51	54.8	1	0	57	5	1	0	0	64	63.7	0	0	0	0	0	0	0	0	0
1	0	51	6	1	2	0	61	63.3	0	0	58	5	0	0	2	65	67	0	0	0	0	0	0	0	0	0
0	0	50	2	1	0	0	53	53.5	0	0	58	2	1	1	0	62	63.8	0	0	0	0	0	0	0	0	0
0	0	51	10	2	0	1	64	66	0	0	59	2	2	0	0	63	64	0	0	0	0	0	0	0	0	0
1	0	195	21	7	3	2	229	237.6	1	0	232	14	4	1	2	254	258.5	0	0	0	0	0	0	0	0	0
0	0	46	3	0	0	0	49	49	0	0	67	8	2	0	1	78	80	0	0	0	0	0	0	0	0	0
0	0	58	6	0	0	1	65	66	0	0	69	4	4	0	0	77	79	0	0	0	0	0	0	0	0	0
0	0	72	9	1	1	0	83	84.8	0	1	56	6	4	0	1	68	70.4	0	0	0	0	0	0	0	0	0
0	1	50	12	2	1	1	67	69.7	0	0	52	4	3	0	0	59	60.5	0	0	0	0	0	0	0	0	0
0	1	226	30	3	2	2	264	269.5	0	1	244	22	13	0	2	282	289.9	0	0	0	0	0	0	0	0	0
0	0	52	3	1	1	0	57	58.8	0	1	51	11	3	0	0	66	66.9	0	0	0	0	0	0	0	0	0
1	0	52	8	2	0	1	64	65.2	1	2	66	6	4	1	1	81	83.3	0	0	0	0	0	0	0	0	0
0	0	67	3	1	0	1	72	73.5	1	0	57	10	1	1	1	71	73	0	0	0	0	0	0	0	0	0
0	0	72	11	1	2	0	86	89.1	0	0	71	8	2	1	2	84	88.3	0	0	0	0	0	0	0	0	0
1	0	243	25	5	3	2	279	286.6	2	3	245	35	10	3	4	302	311.5	0	0	0	0	0	0	0	0	0
0	0	35	5	0	1	1	42	44.3	0	0	59	9	1	0	0	69	69.5	0	0	0	0	0	0	0	0	0
0	0	66	8	1	0	1	76	77.5	2	0	68	9	1	0	1	81	80.9	0	0	0	0	0	0	0	0	0
0	0	57	14	0	0	1	72	73	1	1	66	10	2	0	0	80	79.6	0	0	0	0	0	0	0	0	0
1	0	71	5	1	1	0	79	80	1	0	70	6	1	0	0	78	77.7	0	0	0	0	0	0	0	0	0
1	0	229	32	2	2	3	269	274.8	4	1	263	34	5	0	1	308	307.7	0	0	0	0	0	0	0	0	0
0	0	75	8	0	0	1	84	85	0	0	65	13	0	0	2	80	82	0	0	0	0	0	0	0	0	0
0	0	59	11	5	0	1	76	79.5	2	0	78	6	0	0	0	86	84.4	0	0	0	0	0	0	0	0	0
1	1	60	13	2	0	1	78	78.6	0	1	79	8	0	0	1	89	89.4	0	0	0	0	0	0	0	0	0
1	0	84	13	0	0	2	100	101.2	0	2	80	7	0	0	0	89	87.8	0	0	0	0	0	0	0	0	0
2	1	278	45	7	0	5	338	344.3	2	3	302	34	0	0	3	344	343.6	0	0	0	0	0	0	0	0	0
0	0	57	5	2	0	2	66	69	0	0	79	8	0	0	0	87	87	0	0	0	0	0	0	0	0	0
1	0	57	8	2	0	2	70	72.2	0	0	71	6	0	0	0	77	77	0	0	0	0	0	0	0	0	0
0	0	61	3	0	0	1	65	66	0	0	55	4	1	0	1	61	62.5	0	0	0	0	0	0	0	0	0
0	0	47	8	0	0	1	56	57	0	0	48	2	0	0	0	50	50	0	0	0	0	0	0	0	0	0
1	0	222	24	4	0	6	257	264.2	0	0	253	20	1	0	1	275	276.5	0	0	0	0	0	0	0	0	0
14	4	2404	302	54	17	40	2835	2910.5	12	8	2592	301	67	9	27	3016	3073.8	0	0	2	0	0	0	0	2	2



IDASO

Survey Name: 145 20307 Balbriggan
Site: Site 3
Location: R132 Dublin Street/St George's Square
Date: Tue 20-Oct-2020

	A => A								A => B								A => C										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	2	24	4	0	0	2	32	32.8
07:15	0	0	0	0	0	0	0	0	0	0	0	8	1	2	0	0	11	12	0	0	23	4	1	0	2	30	32.5
07:30	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	7	7	0	0	26	4	0	0	2	32	34
07:45	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	1	0	45	5	0	0	1	52	52.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	25	8	2	0	0	35	36	1	2	118	17	1	0	7	146	151.5
08:00	0	0	0	0	0	0	0	0	0	2	0	11	6	0	0	0	19	17.4	0	0	41	2	1	0	4	48	52.5
08:15	0	0	0	0	0	0	0	0	0	0	0	20	2	2	0	0	24	25	0	0	33	2	0	0	1	36	37
08:30	0	0	0	0	0	0	0	0	0	0	0	16	2	2	0	0	20	21	0	0	62	7	0	0	3	72	75
08:45	0	0	0	0	0	0	0	0	0	0	0	42	0	1	0	0	43	43.5	0	0	46	5	1	0	2	54	56.5
H/TOT	0	0	0	0	0	0	0	0	0	2	0	89	10	5	0	0	106	106.9	0	0	182	16	2	0	10	210	221
09:00	0	0	0	0	0	0	0	0	0	0	0	38	2	1	0	0	41	41.5	0	0	64	1	0	0	1	66	67
09:15	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	23	23	0	0	51	9	1	0	1	62	63.5
09:30	0	0	0	0	0	0	0	0	0	0	0	21	1	2	0	0	24	25	0	0	46	6	3	1	1	57	60.8
09:45	0	0	0	0	0	0	0	0	0	0	0	16	3	2	0	0	21	22	0	0	43	4	2	0	0	49	50
H/TOT	0	0	0	0	0	0	0	0	0	0	0	96	8	5	0	0	109	111.5	0	0	204	20	6	1	3	234	241.3
10:00	0	0	0	0	0	0	0	0	0	0	0	15	6	0	0	0	21	21	0	0	32	4	1	0	1	38	39.5
10:15	0	0	0	0	0	0	0	0	0	1	0	11	2	1	0	0	15	14.7	0	0	47	4	3	0	0	54	55.5
10:30	0	0	0	0	0	0	0	0	0	0	0	15	4	1	0	0	20	20.5	0	0	43	4	1	0	2	50	52.5
10:45	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	19	19	0	0	52	4	2	0	1	59	61
H/TOT	0	0	0	0	0	0	0	0	0	1	0	58	14	2	0	0	75	75.2	0	0	174	16	7	0	4	201	208.5
11:00	0	0	0	0	0	0	0	0	0	0	0	20	1	1	0	0	22	22.5	0	0	61	4	1	0	1	67	68.5
11:15	0	0	0	0	0	0	0	0	0	1	0	11	0	0	0	0	12	11.2	0	0	28	1	0	0	0	29	29
11:30	0	0	0	0	0	0	0	0	0	0	0	23	4	2	1	0	30	32.3	0	0	46	7	2	0	2	57	60
11:45	0	0	0	0	0	0	0	0	0	0	0	11	4	1	0	0	16	16.5	0	0	62	7	1	0	1	71	72.5
H/TOT	0	0	0	0	0	0	0	0	0	1	0	65	9	4	1	0	80	82.5	0	0	197	19	4	0	4	224	230
12:00	0	0	0	0	0	0	0	0	0	0	0	27	5	0	0	0	32	32	0	0	58	6	2	0	0	66	67
12:15	0	0	0	0	0	0	0	0	0	1	0	24	1	1	0	0	27	26.7	0	0	65	8	0	0	1	74	75
12:30	0	0	0	0	0	0	0	0	0	0	0	25	1	1	0	0	27	27.5	0	0	60	6	1	0	1	68	69.5
12:45	0	0	0	0	0	0	0	0	0	0	0	1	17	3	0	0	21	20.4	0	0	45	7	0	0	1	53	54
H/TOT	0	0	0	0	0	0	0	0	0	1	1	93	10	2	0	0	107	106.6	0	0	228	27	3	0	3	261	265.5
13:00	0	0	0	0	0	0	0	0	0	0	0	20	0	1	0	0	21	21.5	0	0	53	7	1	0	1	62	63.5
13:15	0	0	0	0	0	0	0	0	0	1	0	23	3	2	0	0	29	29.2	0	0	32	3	0	0	0	35	35
13:30	0	0	0	0	0	0	0	0	0	0	0	23	3	1	0	0	27	27.5	1	0	48	7	1	0	3	60	62.7
13:45	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	0	26	26	1	0	52	5	2	0	1	61	62.2
H/TOT	0	0	0	0	0	0	0	0	0	1	0	91	7	4	0	0	103	104.2	2	0	185	22	4	0	5	218	223.4
14:00	0	0	0	0	0	0	0	0	0	0	0	36	2	0	0	0	38	38	1	0	37	5	0	0	1	44	44.2
14:15	0	0	0	0	0	0	0	0	0	0	0	27	2	1	0	0	30	30.5	1	0	56	6	0	0	1	64	64.2
14:30	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	1	0	44	5	0	0	2	52	53.2
14:45	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	26	26	0	0	43	6	2	0	1	52	54
H/TOT	0	0	0	0	0	0	0	0	0	0	0	101	4	1	0	0	106	106.5	3	0	180	22	2	0	5	212	215.6
15:00	0	0	0	0	0	0	0	0	0	0	0	26	3	1	0	1	31	32.5	0	0	52	5	1	0	2	60	62.5
15:15	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22	22	0	0	47	5	1	0	1	54	55.5
15:30	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	29	29	0	0	41	9	0	0	2	52	54
15:45	0	0	0	0	0	0	0	0	0	0	1	17	5	1	0	0	24	23.9	0	1	40	6	2	0	1	50	51.4
H/TOT	0	0	0	0	0	0	0	0	0	0	1	94	8	2	0	1	106	107.4	0	1	180	25	4	0	6	216	223.4
16:00	0	0	0	0	0	0	0	0	0	1	0	24	3	0	0	2	30	31.2	0	1	57	4	2	0	1	65	66.4
16:15	0	0	0	0	0	0	0	0	0	0	0	30	4	0	1	0	35	36.3	1	0	48	8	0	0	1	58	58.2
16:30	0	0	0	0	0	0	0	0	0	1	0	29	3	0	0	0	33	32.2	2	0	46	8	1	0	2	59	59.9
16:45	0	0	0	0	0	0	0	0	0	1	0	34	4	0	0	0	39	38.2	0	0	48	4	2	0	1	55	57
H/TOT	0	0	0	0	0	0	0	0	0	3	0	117	14	0	1	2	137	137.9	3	1	199	24	5	0	5	237	241.5
17:00	0	0	0	0	0	0	0	0	0	0	0	33	3	1	0	0	37	37.5	1	0	56	8	1	0	1	67	67.7
17:15	0	0	0	0	0	0	0	0	0	0	0	29	2	0	0	0	31	31	0	0	50	2	1	0	1	54	55.5
17:30	0	0	0	0	0	0	0	0	0	1	0	30	3	0	0	0	34	33.2	1	0	48	3	2	0	3	57	60.2
17:45	0	0	0	0	0	0	0	0	0	2	0	28	4	0	0	0	34	32.4	0	1	50	3	0	0	0	54	53.4
H/TOT	0	0	0	0	0	0	0	0	0	3	0	120	12	1	0	0	136	134.1	2	1	204	16	4	0	5	232	236.8
18:00	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	0	0	38	3	0	0	1	42	43
18:15	0	0	0	0	0	0	0	0	0	2	0	13	1	0	0	0	16	14.4	0	0	41	8	0	0	1	50	51
18:30	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	27	27	0	0	32	2	0	0	2	36	38
18:45	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	38	6	0	0	1	45	46
H/TOT	0	0	0	0	0	0	0	0	0	2	0	63	3	0	0	0	68	66.4	0	0	149	19	0	0	5	173	178
12 TOT	0	0	0	0	0	0	0	0	0	14	2	1012	107	28	2	3	1168	1175.2	11	5	2200	243	42	1	62	2564	2636.5

B ==> A								B ==> B								B ==> C										
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	0	8	0	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
0	0	16	5	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
2	0	16	3	1	0	0	22	20.9	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6
2	0	47	8	2	0	0	59	58.4	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16
0	0	35	2	0	0	0	37	37	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2
0	0	36	2	0	0	1	39	40	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	6	4.4
1	0	36	3	0	0	2	42	43.2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
3	0	53	7	0	0	0	63	60.6	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9
4	0	160	14	0	0	3	181	180.8	0	0	0	0	0	0	0	0	0	3	0	21	1	0	0	0	25	22.6
0	0	43	3	1	0	0	47	47.5	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
0	0	32	2	3	0	0	37	38.5	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
0	0	23	2	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12
0	0	19	4	1	0	0	24	24.5	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10
0	0	117	11	5	0	0	133	135.5	0	0	0	0	0	0	0	0	0	0	0	34	2	0	0	0	36	36
0	0	20	6	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
0	0	19	2	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7
0	0	19	4	2	0	0	25	26	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9
1	0	23	3	0	0	0	27	26.2	0	0	0	0	0	0	0	0	0	0	0	7	2	1	0	0	10	10.5
1	0	81	15	3	0	0	100	100.7	0	0	0	0	0	0	0	0	0	0	0	24	5	1	0	0	30	30.5
0	0	27	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9
1	0	25	3	1	0	0	30	29.7	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
0	0	21	4	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11
0	0	23	2	2	0	0	27	28	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
1	0	96	12	3	0	0	112	112.7	0	0	0	0	0	0	0	0	0	0	0	32	4	0	0	0	36	36
0	0	32	2	1	0	0	35	35.5	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5
0	0	31	1	1	1	0	34	35.8	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11
0	0	30	6	0	0	0	36	36	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
0	0	29	7	1	0	0	37	37.5	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
0	0	122	16	3	1	0	142	144.8	0	0	0	0	0	0	0	0	0	0	0	27	1	1	0	0	29	29.5
0	1	24	1	0	0	0	26	25.4	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10
2	0	24	3	2	0	0	31	30.4	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
0	0	20	4	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
0	0	29	6	1	0	0	36	36.5	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9
2	1	97	14	3	0	0	117	116.3	0	0	0	0	0	0	0	0	0	0	0	31	4	0	0	0	35	35
0	0	25	2	1	0	0	28	28.5	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9
0	0	29	2	1	0	0	32	32.5	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5
0	0	46	3	0	0	0	49	49	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14
0	0	33	2	1	0	0	36	36.5	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12
0	0	133	9	3	0	0	145	146.5	0	0	0	0	0	0	0	0	0	0	0	34	4	1	0	0	39	39.5
0	1	20	3	1	0	0	25	24.9	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	11
1	0	30	3	0	0	0	34	33.2	0	0	0	0	0	0	0	0	0	0	0	15	0	1	0	0	16	16.5
0	0	33	5	1	0	0	39	39.5	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12
0	0	32	2	1	0	0	35	35.5	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12
1	1	115	13	3	0	0	133	133.1	0	0	0	0	0	0	0	0	0	0	0	44	6	1	0	0	51	51.5
0	0	27	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14
0	0	33	8	1	0	0	42	42.5	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10
0	1	22	5	0	0	0	28	27.4	0	0	0	0	0	0	0	0	0	1	0	11	2	0	0	0	14	13.2
0	0	22	5	0	0	0	27	27	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8
0	1	104	21	1	0	0	127	126.9	0	0	0	0	0	0	0	0	0	1	0	39	6	0	0	0	46	45.2
0	0	18	7	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
0	0	35	4	1	0	0	40	40.5	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
0	0	31	4	1	0	0	36	36.5	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8
1	0	27	0	0	0	0	28	27.2	0	0	0	0	0	0	0	0	0	0	0	10	1	1	0	0	12	12.5
1	0	111	15	2	0	0	129	129.2	0	0	0	0	0	0	0	0	0	0	0	30	5	1	0	0	36	36.5
1	0	27	4	0	0	0	32	31.2	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11
0	0	24	6	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
0	0	28	1	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
0	0	26	0	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
1	0	105	11	0	0	0	117	116.2	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	24	24
13	3	1288	159	28	1	3	1495	1501.1	0	0	0	0	0	0	0	0	0	4	0	353	41	5	0	0	403	402.3

C => A								PCU	C => B								PCU	C => C								PCU
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT		P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT		P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	
0	1	12	5	2	0	0	20	20.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	10	0	0	1	0	13	12.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	15	1	4	2	2	24	30.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	25	5	0	0	2	32	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	62	11	6	3	4	89	97.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	41	6	1	0	0	48	48.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	66	12	3	1	0	83	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	46	6	0	0	2	54	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	84	3	1	0	1	89	90.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	237	27	5	1	3	274	280	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	59	6	2	0	1	71	70.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	62	2	1	0	1	67	67.7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	58	4	2	0	0	64	65	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	1	61	6	1	0	2	71	72.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	240	18	6	0	4	273	276.2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	50	6	1	0	0	57	57.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	60	4	2	1	1	68	71.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	54	7	3	0	1	65	67.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	80	10	0	0	1	91	92	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	244	27	6	1	3	281	288.3	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
2	0	72	7	2	2	0	85	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	74	5	1	0	2	82	84.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	61	4	1	0	1	68	68.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	63	7	4	0	0	74	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	270	23	8	2	3	309	316.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	65	7	1	1	0	74	75.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	71	7	1	0	1	82	81.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	76	14	3	0	0	93	94.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	82	7	0	1	1	91	93.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	294	35	5	2	2	340	345.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	59	3	3	1	0	66	68.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	64	3	1	2	1	71	75.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	61	4	1	0	0	67	66.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	59	10	3	0	1	73	75.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	243	20	8	3	2	277	286.1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	59	6	0	0	0	65	65	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	69	8	0	0	1	78	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	78	6	1	1	0	86	87.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	80	13	2	0	1	97	98.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	286	33	3	1	2	326	330.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	78	7	1	2	0	88	91.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	64	10	1	0	1	79	78.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	86	8	4	0	1	100	102.4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
1	0	82	12	1	1	0	97	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	310	37	7	3	2	364	369.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	50	9	0	2	1	62	65.6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	73	7	1	0	0	81	81.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	81	22	1	0	2	106	108.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
1	0	92	6	1	1	0	101	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	296	44	3	3	3	350	357.6	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
1	0	77	15	1	0	2	96	97.7	1	0	3	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0
0	0	77	9	2	1	1	90	93.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	90	17	3	0	1	114	114.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	92	17	0	0	2	112	113.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	336	58	6	1	6	412	418.7	1	0	3	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0
2	0	71	10	3	0	2	88	89.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	72	9	2	1	2	86	90.3	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0
0	0	77	6	0	0	1	84	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	69	5	0	0	1	76	76.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
3	0	289	30	5	1	6	334	341.4	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0
23	7	3107	363	68	21	40	3629	3707.7	2	0	13	0	0	0	0	15	13.4	0	0	1	0	0	0	0	1	1



IDASO

Survey Name: 145 20307 Balbriggan
Site: Site 4
Location: High Street/Hampton Street/St George's Square
Date: Tue 20-Oct-2020

TIME	A => A								A => B								A => C										
	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	0	5	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	10	0	0	0	0	10	10
09:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
09:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4
09:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	11	1	0	0	0	12	12
10:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	6
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	5	5.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	12	3	1	0	0	16	16.5
11:00	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	0	6	1	0	0	0	7	7
11:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	9	1	0	0	0	10	10
11:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	6	2	0	0	0	8	8
11:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	2	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	10	9.2	0	0	24	6	0	0	0	30	30
12:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	5	0	2	0	0	7	8
12:15	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	4	0	0	0	0	4	4
12:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	4	1	0	0	0	5	5
12:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	6	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	11	0	0	19	1	2	0	0	22	23
13:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	1	5	0	0	0	0	6	5.4
13:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	7	0	0	0	0	7	7
13:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	5	2	0	0	0	7	7
13:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	9	2	0	0	0	11	11
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	1	26	4	0	0	0	31	30.4
14:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	5	1	0	0	0	6	6
14:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	3	0	1	0	0	4	4.5
14:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	7	1	0	0	0	8	8
14:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	1	1	3	2	0	0	0	7	5.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	11	1	1	18	4	1	0	0	25	24.1
15:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	5	5
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	
15:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	5	1	0	0	0	6	6
15:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	9	2	0	0	0	11	11
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	28	4	0	0	0	32	32
16:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	7	0	0	0	0	7	7
16:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	5	0	0	0	0	5	5
16:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	10	1	0	0	0	11	11
16:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1.4	0	0	6	1	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	1	1	7	0	0	0	0	9	7.6	0	0	28	2	0	0	0	30	30
17:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	3	0	0	0	0	3	3
17:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	6	1	0	0	0	7	7
17:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	3	2	0	0	0	5	5
17:45	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	6	5.2	0	0	7	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	1	0	12	3	0	0	0	16	15.2	0	0	19	3	0	0	0	22	22
18:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3
18:15	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	2.4	0	0	2	0	0	0	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	1	0	0	0	3	3
18:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	2	0	10	0	0	0	0	12	10.4	0	0	9	1	0	0	0	10	10
12 TOT	0	0	0	0	0	0	0	0	0	5	1	79	10	0	0	0	95	90.4	1	2	208	30	4	0	0	245	245

B => A									B => B									B => C								
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	13	13.5
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	19	5	0	0	0	24	24
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	18	5	1	0	0	26	24.9
0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	2	0	55	11	2	0	0	70	69.4
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	37	3	0	0	0	40	40
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	41	1	0	0	1	43	44
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	41	3	0	0	2	48	48.4
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	54	8	0	0	0	64	62.4
0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	4	0	173	15	0	0	3	195	194.8
1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0	0	46	3	1	0	0	50	50.5
0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	43	0	3	0	0	46	47.5
0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	27	4	0	0	0	31	31
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	22	4	1	0	0	27	27.5
1	0	15	1	0	0	0	17	16.2	0	0	0	0	0	0	0	0	0	0	0	138	11	5	0	0	154	156.5
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	21	7	0	0	0	28	28
0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	21	2	1	0	0	24	24.5
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	24	4	2	0	0	30	31
0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	1	0	27	3	0	0	0	31	30.2
0	0	14	2	0	0	0	16	16	0	0	0	0	0	0	0	0	0	1	0	93	16	3	0	0	113	113.7
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	29	3	0	0	0	33	32.2
0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	25	2	1	0	0	28	28.5
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25	4	0	0	0	29	29
0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	26	1	2	0	0	29	30
0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	1	0	105	10	3	0	0	119	119.7
0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	32	2	1	0	0	35	35.5
0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	37	2	0	1	0	40	41.3
0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	32	5	0	0	0	37	37
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	29	6	1	0	0	36	36.5
0	0	23	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	130	15	2	1	0	148	150.3
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	27	3	0	0	0	30	30
0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	2	0	25	3	2	0	0	32	31.4
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	25	25
0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	32	5	1	0	0	38	38.5
0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	2	0	106	14	3	0	0	125	124.9
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25	2	1	0	0	28	28.5
0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	28	2	1	0	0	31	31.5
0	1	4	2	0	0	0	7	6.4	0	0	0	0	0	0	0	0	0	0	0	54	3	0	0	0	57	57
0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	1	0	40	2	1	0	0	44	43.7
0	1	21	2	0	0	0	24	23.4	0	0	0	0	0	0	0	0	0	1	0	147	9	3	0	0	160	160.7
0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	29	6	2	0	0	37	38
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	29	3	0	0	0	33	32.2
0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	41	4	1	0	0	46	46.5
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	36	3	1	0	0	40	40.5
0	0	12	3	0	0	0	15	15	0	0	0	0	0	0	0	0	0	1	0	135	16	4	0	0	156	157.2
0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	27	5	0	0	0	32	32
0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	38	7	1	0	0	46	46.5
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	1	24	6	0	0	0	32	30.6
0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	1	0	22	6	0	0	0	29	28.2
0	0	24	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	2	1	111	24	1	0	0	139	137.3
0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	22	8	0	0	0	30	30
0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	35	3	1	0	0	39	39.5
1	0	3	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	34	4	1	0	0	39	39.5
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	32	1	1	0	0	35	34.7
1	0	11	1	0	0	0	13	12.2	0	0	0	0	0	0	0	0	0	1	0	123	16	3	0	0	143	143.7
0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	1	0	33	5	0	0	0	39	38.2
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	29	6	0	0	0	35	35
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	29	0	0	0	0	30	29.2
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	28	28
0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	2	0	119	11	0	0	0	132	130.4
2	1	173	12	0	0	0	188	185.8	0	0	0	0	0	0	0	0	0	17	1	1435	168	29	1	3	1654	1658.6

C>=>A								C>=>B								C>=>C										
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	8	1	2	0	0	11	12	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	29	4	2	0	0	35	36	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	2	0	12	5	0	0	0	19	17.4	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	18	2	2	0	0	22	23	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	15	2	2	0	0	19	20	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	41	0	1	0	0	42	42.5	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	0	4	4	2	0	86	9	5	0	0	102	102.9	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	37	2	1	0	0	40	40.5	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	0	3	3	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	22	2	2	0	0	26	27	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	17	2	2	0	0	21	22	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	0	5	5	0	0	93	8	5	0	0	106	108.5	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	13	5	0	0	0	18	18	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	0	3	3	1	0	9	3	1	0	0	14	13.7	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	2	2	0	0	14	3	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0
0	0	6	1	0	0	0	7	7	1	0	53	13	2	0	0	69	69.2	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	20	1	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1	0	11	1	0	0	0	13	12.2	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	22	3	2	1	0	28	30.3	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	10	4	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	1	0	63	9	4	1	0	78	80.5	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	25	5	0	0	0	30	30	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	1	0	24	1	1	0	0	27	26.7	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	23	1	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	16	3	0	0	0	20	19.4	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	0	5	5	1	1	88	10	2	0	0	102	101.6	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	21	0	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1	0	23	3	2	0	0	29	29.2	0	0	0	0	0	0	0	0	0
0	0	2	1	0	0	0	3	3	0	0	21	2	1	0	0	24	24.5	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	24	1	0	0	0	25	25	0	0	0	0	0	0	0	0	0
0	0	3	1	0	0	0	4	4	1	0	89	6	4	0	0	100	101.2	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	35	2	0	0	0	37	37	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	26	2	1	0	0	29	29.5	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
0	0	3	1	0	0	0	4	4	1	0	23	0	0	0	0	24	23.2	0	0	0	0	0	0	0	0	0
0	0	7	1	0	0	0	8	8	1	0	95	4	1	0	0	101	100.7	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	26	3	1	0	0	31	32.5	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	18	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	0	3	3	0	0	28	0	0	0	0	28	28	0	0	0	0	0	0	0	0	0
0	0	2	1	0	0	0	3	3	1	1	16	4	1	0	0	23	22.1	0	0	0	0	0	0	0	0	0
0	0	7	1	0	0	0	8	8	1	1	88	7	2	0	1	100	100.6	0	0	0	0	0	0	0	0	0
0	0	3	1	0	0	0	4	4	1	0	22	2	0	0	2	27	28.2	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	29	4	0	0	0	33	33	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	1	0	28	3	0	1	0	33	33.5	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1	0	32	4	0	0	0	37	36.2	0	0	0	0	0	0	0	0	0
0	0	7	1	0	0	0	8	8	3	0	111	13	0	1	2	130	130.9	0	0	0	0	0	0	0	0	0
0	0	2	1	0	0	0	3	3	1	0	36	2	1	0	0	40	39.7	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	28	2	0	0	0	30	30	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	0	3	3	1	0	27	2	0	0	0	30	29.2	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	2	0	27	5	0	0	0	34	32.4	0	0	0	0	0	0	0	0	0
0	0	8	1	0	0	0	9	9	4	0	118	11	1	0	0	134	131.3	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	3	0	11	1	0	0	0	15	12.6	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	0	3	3	0	0	23	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	0	5	5	3	0	59	3	0	0	0	65	62.6	0	0	0	0	0	0	0	0	0
0	0	59	6	0	0	0	65	65	18	2	972	97	28	2	3	1122	1126	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 145 20307 Balbriggan
Site: Site 5
Location: Harry Reynolds Road/R122 Chapel Street
Date: Tue 20-Oct-2020

TIME	A ==> A								A ==> B								A ==> C										
	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11
07:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	7	0	0	0	0	7	7
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	11	0	0	0	0	11	11
07:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	1	70	4	0	0	0	75	74.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	1	98	5	0	0	0	104	103.4
08:00	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	7.2	18	0	65	4	0	0	1	88	74.6
08:15	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20	1	0	32	3	0	0	0	36	35.2
08:30	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	0	26	26	2	1	84	3	0	0	1	91	89.8
08:45	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	31	31	0	0	51	2	0	0	1	54	55
H/TOT	0	0	0	0	0	0	0	0	0	1	0	81	3	0	0	0	85	84.2	21	1	232	12	0	0	3	269	254.6
09:00	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	37	37	0	0	36	3	0	0	0	39	39
09:15	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	19	19	0	0	33	2	1	0	0	36	36.5
09:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	1	16	1	0	0	0	18	17.4
09:45	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	22	3	0	0	0	25	25
H/TOT	0	0	0	0	0	0	0	0	0	0	0	65	1	0	0	0	66	66	0	1	107	9	1	0	0	118	117.9
10:00	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	13	0	0	16	4	0	0	0	20	20
10:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	10	2	0	0	0	12	12
10:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	21	2	0	0	0	23	23
10:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	15	0	0	0	0	15	15
H/TOT	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25	25	0	0	62	8	0	0	0	70	70
11:00	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	22	2	0	0	0	24	24
11:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	13	1	0	0	0	14	14
11:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	13	1	2	1	0	17	19.3
11:45	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	19	3	0	0	0	22	22
H/TOT	0	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	26	26	0	0	67	7	2	1	0	77	79.3
12:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	18	1	1	0	0	20	20.5
12:15	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	7.5	1	0	14	1	0	0	0	16	15.2
12:30	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	21	2	0	0	0	23	23
12:45	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	27	1	0	0	0	28	28
H/TOT	0	0	0	0	0	0	0	0	0	0	0	20	3	1	0	0	24	24.5	1	0	80	5	1	0	0	87	86.7
13:00	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	1	0	25	5	0	0	0	31	30.2
13:15	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	0	0	25	1	1	0	0	27	27.5
13:30	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22	22	0	0	25	2	0	0	0	27	27
13:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	40	1	1	0	0	42	42.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	55	1	0	0	0	56	56	1	0	115	9	2	0	0	127	127.2
14:00	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	1	0	42	2	0	0	0	45	44.2
14:15	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	19	19	0	0	42	1	0	0	0	43	43
14:30	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18	0	0	23	2	0	0	0	25	25
14:45	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	0	29	2	1	0	0	32	32.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	55	6	0	0	0	61	61	1	0	136	7	1	0	0	145	144.7
15:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	8	9	0	0	48	1	1	0	0	50	50.5
15:15	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	1	0	30	0	1	0	0	32	31.7
15:30	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	18	5	0	0	0	23	23
15:45	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	20	3	0	0	0	23	23
H/TOT	0	0	0	0	0	0	0	0	0	0	0	43	1	0	0	1	45	46	1	0	116	9	2	0	0	128	128.2
16:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	26	4	0	0	1	31	32
16:15	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	30	3	1	0	0	34	34.5
16:30	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	7.2	0	0	26	3	0	0	0	29	29
16:45	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	9	8.2	0	0	39	7	1	0	0	47	47.5
H/TOT	0	0	0	0	0	0	0	0	0	2	0	30	0	0	0	0	32	30.4	0	0	121	17	2	0	1	141	143
17:00	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	34	4	0	0	0	38	38
17:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	2	0	21	1	0	0	0	24	22.4
17:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	23	4	0	0	0	27	27
17:45	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	36	1	1	0	0	38	38.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	38	2	0	0	0	40	40	2	0	114	10	1	0	0	127	125.9
18:00	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	19	0	0	0	0	19	19
18:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	19	2	0	0	0	21	21
18:30	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	18	2	0	0	0	20	20
18:45	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	33	0	0	0	0	33	33
H/TOT	0	0	0	0	0	0	0	0	0	0	0	19	3	0	0	0	22	22	0	0	89	4	0	0	0	93	93
12 TOT	0	0	0	0	0	0	0	0	0	3	0	463	24	1	0	1	492	491.1	27	3	1337	102	12	1	4	1486	1473.9

A ==> D								B ==> A								B ==> B										
P/C	M/C	CAR	LGv	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGv	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGv	OGV1	OGV2	PSV	TOT	PCU
0	0	22	4	0	0	0	26	26	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	21	9	0	0	0	30	30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	2	36	5	0	0	0	43	41.8	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	34	2	0	0	0	36	36	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
0	2	113	20	0	0	0	135	133.8	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
2	0	71	7	0	1	0	81	80.7	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	0	46	2	0	0	0	48	48	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
0	0	48	3	0	0	0	51	51	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	54	11	0	1	0	66	67.3	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
2	0	219	23	0	2	0	246	247	0	0	20	1	0	0	0	21	21	0	0	0	0	0	0	0	0	0
0	1	49	2	0	1	0	53	53.7	0	0	18	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0
0	0	42	10	0	0	0	52	52	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
0	1	35	6	2	1	0	45	46.7	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	0	24	4	0	0	0	28	28	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
0	2	150	22	2	2	0	178	180.4	0	0	43	0	0	0	0	43	43	0	0	0	0	0	0	0	0	0
0	0	21	2	0	1	0	24	25.3	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
0	0	16	1	0	1	0	18	19.3	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
1	0	30	2	1	1	0	35	36	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	21	1	0	0	0	22	22	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
1	0	88	6	1	3	0	99	102.6	0	0	19	2	0	0	0	21	21	0	0	0	0	0	0	0	0	0
0	0	28	2	0	1	0	31	32.3	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
0	0	28	2	1	2	0	33	36.1	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	21	1	0	1	0	23	24.3	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
1	0	20	1	0	1	0	23	23.5	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
1	0	97	6	1	5	0	110	116.2	0	0	23	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0
0	0	27	4	1	0	0	32	32.5	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
0	0	31	1	0	0	0	32	32	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	26	1	1	0	0	28	28.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
1	0	20	2	0	0	0	23	22.2	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
1	0	104	8	2	0	0	115	115.2	0	0	26	0	0	0	0	26	26	0	0	0	0	0	0	0	0	0
0	0	25	2	0	0	0	27	27	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
0	0	32	3	0	0	0	35	35	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0
0	0	31	4	0	0	0	35	35	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0
0	1	34	5	0	0	0	40	39.4	0	0	21	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0
0	1	122	14	0	0	0	137	136.4	0	0	55	1	0	0	0	56	56	0	0	0	0	0	0	0	0	0
0	0	25	2	0	1	1	29	31.3	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
0	0	30	1	1	0	0	32	32.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	0	25	2	0	0	0	27	27	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0
0	0	30	0	1	1	0	32	33.8	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0
0	0	110	5	2	2	1	120	124.6	0	0	45	3	0	0	0	48	48	0	0	0	0	0	0	0	0	0
0	0	46	1	0	0	1	48	49	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
0	0	36	2	0	0	0	38	38	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
2	0	21	3	0	1	0	27	26.7	1	1	17	1	0	0	0	20	18.6	0	0	0	0	0	0	0	0	0
0	1	35	3	0	0	0	39	38.4	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
2	1	138	9	0	1	1	152	152.1	1	1	38	1	0	0	0	41	39.6	0	0	0	0	0	0	0	0	0
1	0	38	2	0	0	1	42	42.2	2	0	9	1	0	0	0	12	10.4	0	0	0	0	0	0	0	0	0
0	0	41	1	1	1	0	44	45.8	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
0	0	30	2	2	0	0	34	35	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
1	0	17	1	0	0	0	19	18.2	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
2	0	126	6	3	1	1	139	141.2	2	0	40	1	0	0	0	43	41.4	0	0	0	0	0	0	0	0	0
0	0	34	2	0	0	0	36	36	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
1	0	27	3	0	0	0	31	30.2	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
0	0	23	4	0	0	0	27	27	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
0	0	29	0	0	0	0	29	29	1	0	12	1	0	0	0	14	13.2	0	0	0	0	0	0	0	0	0
1	0	113	9	0	0	0	123	122.2	1	0	42	1	0	0	0	44	43.2	0	0	0	0	0	0	0	0	0
0	0	25	3	0	0	0	28	28	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0
1	0	15	0	0	0	0	16	15.2	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
0	0	20	3	0	0	0	23	23	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
0	0	23	4	0	0	0	27	27	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
1	0	83	10	0	0	0	94	93.2	1	0	28	0	0	0	0	29	28.2	0	0	0	0	0	0	0	0	0
11	6	1463	138	11	16	3	1648	1664.9	5	1	388	11	0	0	0	405	400.4	0	0	0	0	0	0	0	0	0

B => C									B => D									C => A								
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0	0	0	0	0	16	3	0	0	0	19	19	0	0	3	0	0	0	0	3	3
0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	12	12	0	0	5	5	0	0	0	10	10
0	0	2	0	0	0	0	2	2	0	0	15	0	0	0	0	15	15	0	0	6	0	0	0	0	6	6
0	0	3	0	0	0	0	3	3	0	0	17	1	0	0	0	18	18	0	0	12	1	0	0	2	15	17
0	0	5	0	0	0	0	5	5	0	0	55	9	0	0	0	64	64	0	0	26	6	0	0	2	34	36
0	0	4	0	0	0	0	4	4	2	0	19	3	1	0	0	25	23.9	0	0	47	3	0	0	0	50	50
0	0	2	0	0	0	0	2	2	1	0	28	4	0	0	0	33	32.2	0	0	35	0	2	0	1	38	40
0	0	3	0	0	0	0	3	3	0	1	31	4	0	0	0	36	35.4	0	0	18	1	1	0	0	20	20.5
0	0	7	0	0	0	0	7	7	0	0	46	4	0	0	1	51	52	0	0	26	3	0	0	0	29	29
0	0	16	0	0	0	0	16	16	3	1	124	15	1	0	1	145	143.5	0	0	126	7	3	0	1	137	139.5
0	0	6	0	0	0	0	6	6	0	0	40	1	0	0	0	41	41	0	0	48	1	0	0	0	49	49
0	0	11	1	0	0	0	12	12	0	0	50	2	0	0	0	52	52	0	0	24	4	0	0	0	28	28
0	0	5	2	0	0	0	7	7	0	0	24	1	1	0	0	26	26.5	0	0	17	0	0	1	0	18	19.3
0	0	4	1	0	0	0	5	5	0	0	20	0	1	0	0	21	21.5	0	0	19	3	0	0	0	22	22
0	0	26	4	0	0	0	30	30	0	0	134	4	2	0	0	140	141	0	0	108	8	0	1	0	117	118.3
0	0	3	0	0	0	0	3	3	0	0	19	2	3	0	0	24	25.5	0	0	9	1	0	0	0	10	10
0	0	2	0	0	0	0	2	2	0	0	16	2	0	0	0	18	18	0	0	14	1	0	0	0	15	15
0	1	4	0	0	0	0	5	4.4	0	0	15	3	0	0	0	18	18	0	0	16	4	0	0	0	20	20
0	0	2	0	0	0	0	2	2	0	0	24	2	0	0	0	26	26	0	0	18	4	0	0	0	22	22
0	1	11	0	0	0	0	12	11.4	0	0	74	9	3	0	0	86	87.5	0	0	57	10	0	0	0	67	67
0	0	4	0	0	0	0	4	4	0	0	28	0	0	0	0	28	28	0	0	15	2	0	1	0	18	19.3
0	0	5	0	0	0	0	5	5	1	0	26	1	0	0	0	28	27.2	1	0	8	2	0	0	0	11	10.2
0	0	4	0	0	0	0	4	4	0	0	16	0	0	0	0	16	16	0	0	11	3	0	0	0	14	14
0	0	5	1	0	0	0	6	6	0	0	20	1	0	0	1	22	23	0	0	19	0	1	0	0	20	20.5
0	0	18	1	0	0	0	19	19	1	0	90	2	0	0	1	94	94.2	1	0	53	7	1	1	0	63	64
0	0	9	0	0	0	0	9	9	0	0	39	1	0	0	0	40	40	0	0	24	0	1	1	0	26	27.8
0	0	7	2	0	0	0	9	9	0	0	25	3	0	0	0	28	28	0	0	27	2	0	0	0	29	29
0	0	3	0	0	0	0	3	3	0	0	27	1	0	0	0	28	28	0	0	19	3	0	0	0	22	22
1	0	4	0	0	0	0	5	4.2	0	0	20	2	0	0	0	22	22	1	0	39	0	3	0	0	43	43.7
1	0	23	2	0	0	0	26	25.2	0	0	111	7	0	0	0	118	118	1	0	109	5	4	1	0	120	122.5
0	0	7	1	0	0	0	8	8	0	0	33	0	0	0	0	33	33	0	0	26	4	1	0	0	31	31.5
0	0	5	0	0	0	0	5	5	0	0	28	1	0	0	0	29	29	1	0	28	0	0	0	1	30	30.2
0	0	4	0	0	0	0	4	4	0	0	34	1	0	0	0	35	35	1	0	28	2	2	0	0	33	33.2
0	0	4	0	0	0	0	4	4	0	0	28	4	1	0	0	33	33.5	0	0	20	1	0	1	0	22	23.3
0	0	20	1	0	0	0	21	21	0	0	123	6	1	0	0	130	130.5	2	0	102	7	3	1	1	116	118.2
0	0	4	0	0	0	0	4	4	0	0	29	2	0	0	0	31	31	1	0	31	2	3	0	1	38	39.7
0	0	1	0	0	0	0	1	1	0	0	19	2	3	0	0	24	25.5	0	0	30	4	2	0	1	37	39
0	0	4	0	0	0	0	4	4	0	0	26	3	0	0	0	29	29	2	0	54	0	2	0	0	58	57.4
0	0	3	0	0	0	0	3	3	0	0	35	2	0	0	1	38	39	0	0	53	3	0	1	1	58	60.3
0	0	12	0	0	0	0	12	12	0	0	109	9	3	0	1	122	124.5	3	0	168	9	7	1	3	191	196.4
0	0	5	0	0	0	0	5	5	0	0	32	3	1	0	0	36	36.5	0	0	21	5	0	0	0	26	26
0	0	3	0	0	0	0	3	3	0	0	17	0	0	0	0	17	17	3	0	31	4	1	1	1	41	41.4
0	0	3	0	0	0	0	3	3	1	0	34	1	0	0	0	36	35.2	22	1	68	5	1	0	1	98	81.3
0	0	4	0	0	0	0	4	4	0	0	41	3	0	0	0	44	44	1	0	47	5	1	0	0	54	53.7
0	0	15	0	0	0	0	15	15	1	0	124	7	1	0	0	133	132.7	26	1	167	19	3	1	2	219	202.4
0	0	3	0	0	0	0	3	3	1	0	43	5	0	0	0	49	48.2	0	0	53	7	1	1	0	62	63.8
0	0	6	0	0	0	0	6	6	0	0	41	3	0	0	1	45	46	0	0	51	12	2	0	0	65	66
0	0	3	0	0	0	0	3	3	1	0	24	3	0	0	0	28	27.2	1	0	62	10	1	0	0	74	73.7
0	0	0	1	0	0	0	1	1	0	0	24	2	0	0	0	26	26	0	0	65	11	0	0	0	76	76
0	0	12	1	0	0	0	13	13	2	0	132	13	0	0	1	148	147.4	1	0	231	40	4	1	0	277	279.5
0	0	3	1	0	0	0	4	4	0	0	22	2	0	0	0	24	24	0	1	65	8	1	0	1	76	76.9
0	0	0	0	0	0	0	0	0	0	0	26	2	0	0	0	28	28	0	0	64	4	1	0	0	69	69.5
0	0	3	0	0	0	0	3	3	2	0	20	4	0	0	0	26	24.4	0	0	52	7	1	0	1	61	62.5
0	0	2	0	0	0	0	2	2	0	0	15	1	0	0	1	17	18	3	0	55	3	0	0	0	61	58.6
0	0	8	1	0	0	0	9	9	2	0	83	9	0	0	1	95	94.4	3	1	236	22	3	0	2	267	267.5
0	0	5	1	0	0	0	6	6	0	0	22	4	0	0	0	26	26	1	0	38	8	0	0	2	49	50.2
0	0	6	1	0	0	0	7	7	0	0	9	0	0	0	0	9	9	2	0	34	3	0	0	0	39	37.4
0	0	2	0	0	0	0	2	2	0	0	23	1	1	0	0	25	25.5	0	0	33	2	1	0	1	37	38.5
0	0	2	1	0	0	0	3	3	0	0	18	1	0	0	0	19	19	0	0	23	2	0	0	0	25	25
0	0	15	3	0	0	0	18	18	0	0	72	6	1	0	0	79	79.5	3	0	128	15	1	0	3	150	151.1
1	1	181	13	0	0	0	196	194.6	9	1	1231	96	12	0	5	1354	1357.2	40	2	1511	155	29	7	14	1758	1762.4

C>=> B								C>=> C								C>=> D										
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	4.3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	8.5
0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	2	9	11.5
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	5	6.3
0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	19	0	2	2	2	25	30.6
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	1	8	9
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	8	8
0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	4	1	0	1	2	8	11.3
0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	18	5	0	1	3	27	31.3
0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	11	11.5
0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	1	10	11
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	1	0	0	9	9.5
0	0	6	3	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	38	3	2	0	1	44	46
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	1	0	1	14	15.5
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18	18
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	49	5	1	0	1	56	57.5
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	1	14	15
0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	1	14	15
0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9
0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	49	3	0	0	2	54	56
0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	9	1	2	0	0	12	13
0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9	2	1	0	1	13	14.5
0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16
0	0	8	3	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	41	7	3	0	1	52	54.5
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	1	14	15
0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	1	1	15	17.3
1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11
1	0	4	1	0	0	0	6	5.2	0	0	0	0	0	0	0	0	0	0	0	43	5	0	1	2	51	54.3
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	10	10.5
0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11
0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	10	4	0	0	0	14	14
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	1	15	16
0	0	9	2	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	42	6	1	0	1	50	51.5
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	13	2	1	0	0	16	16.5
0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	17	0	1	0	0	19	18.7
1	0	7	0	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0	0	1	12	1	0	0	0	14	13.2
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	13	1	0	1	1	16	18.3
1	0	13	2	0	0	0	16	15.2	0	0	0	0	0	0	0	0	0	0	2	55	4	2	1	1	65	66.7
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	14	1	0	0	0	16	15.2
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	9	9.5
1	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	1	18	2	0	0	0	21	20.2
0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	10	1	0	1	1	13	15.3
1	0	8	1	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0	2	50	4	1	1	1	59	60.2
0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	1	17	18
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	18	3	0	0	1	22	23
0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	2	14	16
0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	51	5	0	0	4	60	64
0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	6	8
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	13	13.5
0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	33	3	1	0	2	39	41.5
3	0	82	16	0	0	0	101	98.6	0	0	0	0	0	0	0	0	0	0	4	488	50	13	6	21	582	614.1

D => A								D => B								D => C										
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	2	0	0	0	0	2	2	0	0	4	2	0	0	0	6	6	0	0	3	1	0	0	1	5	6
0	0	6	1	1	1	0	9	10.8	0	0	10	0	0	0	0	10	10	0	0	6	0	0	0	0	6	6
0	0	7	2	0	0	1	10	11	0	0	4	0	0	0	0	4	4	0	0	3	0	0	1	0	4	5.3
0	0	7	0	0	0	0	7	7	0	0	16	1	0	0	1	18	19	0	0	7	1	0	0	1	9	10
0	0	22	3	1	1	1	28	30.8	0	0	34	3	0	0	1	38	39	0	0	19	2	0	1	2	24	27.3
0	0	17	2	1	0	0	20	20.5	0	0	28	3	0	0	0	31	31	1	0	7	1	0	0	0	9	8.2
0	0	25	4	0	0	1	30	31	0	0	39	2	1	0	1	43	44.5	0	0	5	2	0	0	1	8	9
0	0	19	4	0	1	0	24	25.3	1	0	56	3	0	0	1	61	61.2	0	0	10	1	2	1	0	14	16.3
0	0	20	3	1	1	1	26	28.8	1	0	52	2	1	0	0	56	55.7	0	0	8	1	0	0	0	9	9
0	0	81	13	2	2	2	100	105.6	2	0	175	10	2	0	2	191	192.4	1	0	30	5	2	1	1	40	42.5
0	0	32	4	2	0	0	38	39	0	0	39	5	0	0	0	44	44	0	0	9	0	1	0	1	11	12.5
0	1	22	3	0	1	0	27	27.7	0	0	24	1	0	0	0	25	25	0	0	9	2	0	0	0	11	11
0	0	19	2	0	2	1	24	27.6	0	0	18	4	0	0	0	22	22	0	0	11	0	2	0	0	13	14
0	0	27	3	0	0	0	30	30	0	0	19	4	1	0	0	24	24.5	0	0	7	1	1	0	0	9	9.5
0	1	100	12	2	3	1	119	124.3	0	0	100	14	1	0	0	115	115.5	0	0	36	3	4	0	1	44	47
0	0	18	2	0	1	0	21	22.3	0	0	22	2	0	0	0	24	24	0	0	8	0	0	0	0	8	8
0	0	18	3	0	0	0	21	21	0	0	20	2	0	0	0	22	22	0	0	9	0	1	0	0	10	10.5
0	0	18	4	0	2	1	25	28.6	0	0	23	3	0	0	0	26	26	0	0	11	1	0	0	0	12	12
0	0	22	0	0	2	0	24	26.6	0	0	24	2	0	0	0	26	26	0	0	7	4	1	0	0	12	12.5
0	0	76	9	0	5	1	91	98.5	0	0	89	9	0	0	0	98	98	0	0	35	5	2	0	0	42	43
0	0	26	1	1	2	0	30	33.1	0	0	25	0	0	0	0	25	25	0	0	6	0	0	0	0	6	6
0	0	15	5	1	1	0	22	23.8	0	0	31	1	1	0	0	33	33.5	0	0	12	0	0	0	1	13	14
0	1	27	2	1	1	0	32	33.2	0	0	31	2	0	0	1	34	35	0	0	5	3	0	0	0	8	8
0	0	17	3	0	0	1	21	22	0	0	33	3	0	0	0	36	36	0	0	16	2	0	0	0	18	18
0	1	85	11	3	4	1	105	112.1	0	0	120	6	1	0	1	128	129.5	0	0	39	5	0	0	1	45	46
0	0	35	0	0	0	1	36	37	0	0	35	2	1	0	0	38	38.5	0	0	8	2	0	0	0	10	10
0	0	24	5	0	0	1	30	31	0	0	30	6	0	0	0	36	36	0	0	9	3	0	0	0	12	12
0	0	26	2	0	2	0	30	32.6	0	0	25	2	0	0	0	27	27	0	0	12	2	0	0	0	15	15.5
0	0	32	3	1	0	1	37	38.5	0	0	35	1	1	0	0	37	37.5	0	0	12	2	0	0	1	15	16
0	0	117	10	1	2	3	133	139.1	0	0	125	11	2	0	0	138	139	0	0	41	9	1	0	1	52	53.5
1	0	34	3	0	0	0	38	37.2	0	0	32	3	0	0	0	35	35	0	0	8	2	0	0	0	10	10
0	0	32	1	0	1	0	34	35.3	0	0	49	2	0	0	0	51	51	0	0	9	1	1	0	0	11	11.5
0	0	36	7	0	1	0	44	45.3	0	0	40	1	1	0	0	42	42.5	0	0	5	3	1	0	0	9	9.5
0	0	40	1	2	1	2	46	50.3	1	0	37	2	0	0	0	40	39.2	0	0	11	0	0	0	0	11	11
1	0	142	12	2	3	2	162	168.1	1	0	158	8	1	0	0	168	167.7	0	0	33	6	2	0	0	41	42
1	0	37	3	2	1	0	44	45.5	0	0	47	0	1	0	0	48	48.5	0	0	10	1	0	0	0	11	11
0	0	32	1	1	4	0	38	43.7	0	0	36	5	1	0	0	42	42.5	0	0	11	1	0	0	1	13	14
0	0	54	2	0	2	0	58	60.6	0	0	30	1	0	0	1	32	33	0	1	5	0	0	0	0	6	5.4
0	0	32	2	0	2	3	39	44.6	0	1	28	2	0	0	0	31	30.4	0	0	11	0	0	0	0	11	11
1	0	155	8	3	9	3	179	194.4	0	1	141	8	2	0	1	153	154.4	0	1	37	2	0	0	1	41	41.4
0	0	34	4	1	0	1	40	41.5	0	0	35	4	0	0	0	39	39	0	0	7	1	1	0	0	9	9.5
0	0	48	0	0	0	0	48	48	1	0	42	3	1	0	0	47	46.7	1	0	7	0	0	0	0	8	7.2
2	0	55	4	0	0	0	61	59.4	0	1	40	3	0	0	0	44	43.4	0	0	10	0	1	0	0	11	11.5
0	1	49	7	0	1	2	60	62.7	0	0	47	4	0	0	0	51	51	0	0	6	2	1	0	0	9	9.5
2	1	186	15	1	1	3	209	211.6	1	1	164	14	1	0	0	181	180.1	1	0	30	3	3	0	0	37	37.7
0	0	29	2	1	0	0	32	32.5	0	0	34	4	0	0	0	38	38	0	0	12	1	0	0	0	13	13
1	0	52	9	0	1	0	63	63.5	0	0	41	3	0	0	0	44	44	0	0	12	1	0	0	0	13	13
0	1	63	1	0	1	0	66	66.7	0	0	31	9	1	0	0	41	41.5	0	0	6	0	0	1	0	7	8.3
0	1	45	10	1	1	1	59	61.2	0	0	46	4	0	0	0	50	50	2	0	6	1	0	0	0	9	7.4
1	2	189	22	2	3	1	220	223.9	0	0	152	20	1	0	0	173	173.5	2	0	36	3	0	1	0	42	41.7
0	0	50	3	0	0	2	55	57	0	0	23	5	0	0	0	28	28	0	0	5	1	0	0	0	6	6
0	1	58	5	0	0	0	64	63.4	1	0	35	6	0	0	0	42	41.2	0	0	15	2	0	0	0	17	17
0	0	41	5	2	0	0	48	49	0	0	41	2	1	0	1	45	46.5	0	0	7	0	0	0	0	7	7
0	0	52	9	0	0	2	63	65	0	0	35	3	0	0	0	38	38	0	0	10	1	0	0	0	11	11
0	1	201	22	2	0	4	230	234.4	1	0	134	16	1	0	1	153	153.7	0	0	37	4	0	0	0	41	41
0	1	48	3	0	0	0	52	51.4	1	0	42	5	0	0	0	48	47.2	0	0	6	0	0	0	0	6	6
0	0	59	3	1	0	0	63	63.5	0	0	31	4	0	0	0	35	35	0	0	11	0	0	0	0	11	11
0	0	45	7	1	0	1	54	55.5	0	0	34	3	0	0	0	37	37	0	0	4	0	0	0	0	4	4
1	0	36	4	1	0	1	43	43.7	0	0	28	3	0	0	0	31	31	0	0	8	2	0	0	0	10	10
1	1	188	17	3	0	2	212	214.1	1	0	135	15	0	0	0	151	150.2	0	0	29	2	0	0	0	31	31
6	7	1542	154	22	33	24	1788	1856.9	6	2	1527	134	12	0	6	1687	1693	4	1	402	49	14	3	7	480	494.1

[illegible]



IDASO

Survey Name: 145 20307 Balbriggan
Site: Site 6
Location: R132 Drogheda Street/Bremore Cottages
Date: Tue 20-Oct-2020

TIME	A => A								A => B								A => C										
	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	24	3	1	0	0	28	28.5
07:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	23	7	0	0	2	32	34
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	4	5	0	0	34	7	0	0	2	43	45
07:45	0	0	0	0	0	0	0	0	0	0	2	0	3	0	1	0	6	4.9	0	0	35	8	2	0	2	47	50
H/TOT	0	0	0	0	0	0	0	0	0	2	0	10	2	3	0	0	17	16.9	0	0	116	25	3	0	6	150	157.5
08:00	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	50	7	3	0	1	61	63.5
08:15	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	0	0	69	8	5	0	0	82	84.5
08:30	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	0	0	63	4	0	0	1	68	69
08:45	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	1	0	41	7	0	0	1	50	50.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	53	4	0	0	0	57	57	1	0	223	26	8	0	3	261	267.2
09:00	0	0	0	0	0	0	0	0	0	0	0	16	1	1	0	0	18	18.5	2	0	34	6	3	0	1	46	46.9
09:15	0	0	0	0	0	0	0	0	0	0	0	19	0	1	0	0	20	20.5	0	0	33	4	2	0	1	40	42
09:30	0	0	0	0	0	0	0	0	0	1	0	8	3	0	0	0	12	11.2	0	0	24	7	0	1	0	32	33.3
09:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	35	4	2	0	2	43	46
H/TOT	0	0	0	0	0	0	0	0	0	1	0	49	4	2	0	0	56	56.2	2	0	126	21	7	1	4	161	168.2
10:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	31	7	0	0	0	38	38
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	35	5	0	1	1	42	44.3
10:30	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	9	9.5	0	0	37	8	2	0	0	47	48
10:45	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	34	7	1	0	2	44	46.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	21	2	1	0	0	24	24.5	0	0	137	27	3	1	3	171	176.8
11:00	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	1	0	50	7	2	3	0	63	67.1
11:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	36	10	2	1	2	51	55.3
11:30	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	0	37	4	0	0	1	42	43
11:45	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	35	5	2	1	0	43	45.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	32	5	0	0	0	37	37	1	0	158	26	6	5	3	199	210.7
12:00	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	1	0	45	3	1	2	0	52	54.3
12:15	0	0	0	0	0	0	0	0	0	1	0	11	1	1	0	0	14	13.7	0	0	37	12	2	1	2	54	58.3
12:30	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	1	0	42	6	1	2	0	52	54.3
12:45	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	58	13	3	2	1	77	82.1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	52	4	1	0	0	58	57.7	2	0	182	34	7	7	3	235	249
13:00	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	1	56	5	1	1	0	64	65.2
13:15	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	44	6	2	2	1	55	59.6
13:30	0	0	0	0	0	0	0	0	0	0	0	12	1	1	0	0	14	14.5	0	0	49	6	2	1	0	58	60.3
13:45	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	19	19	1	0	54	12	3	1	1	72	75
H/TOT	0	0	0	0	0	0	0	0	0	0	0	56	2	1	0	0	59	59.5	1	1	203	29	8	5	2	249	260.1
14:00	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	53	4	4	2	0	63	67.6
14:15	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18	1	0	62	7	4	2	1	77	81.8
14:30	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	13	0	0	52	10	2	3	1	68	73.9
14:45	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	60	5	1	3	0	69	73.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	54	5	0	0	0	59	59	1	0	227	26	11	10	2	277	296.7
15:00	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	0	11	11.5	0	0	55	8	2	2	1	68	72.6
15:15	0	0	0	0	0	0	0	0	0	0	0	9	4	0	0	0	13	13	0	0	88	9	2	1	1	101	104.3
15:30	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16	0	2	79	19	5	0	0	105	106.3
15:45	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	1	20	21	0	0	93	11	2	1	0	107	109.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	50	8	1	0	1	60	61.5	0	2	315	47	11	4	2	381	392.5
16:00	0	0	0	0	0	0	0	0	0	0	0	20	0	1	0	1	22	23.5	0	0	105	14	3	3	0	125	130.4
16:15	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	1	106	24	3	3	3	140	147.8
16:30	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	1	96	24	1	1	2	125	128.2
16:45	0	0	0	0	0	0	0	0	0	1	0	13	3	0	0	0	17	16.2	0	0	95	23	1	2	0	121	124.1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	62	6	1	0	1	71	71.7	0	2	402	85	8	9	5	511	530.5
17:00	0	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	20	20	0	0	111	28	2	0	3	144	148
17:15	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	117	22	1	2	2	144	149.1
17:30	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	84	15	4	0	2	105	109
17:45	0	0	0	0	0	0	0	0	0	0	0	17	4	0	0	0	21	21	0	0	99	25	0	0	2	126	128
H/TOT	0	0	0	0	0	0	0	0	0	0	0	55	8	0	0	0	63	63	0	0	411	90	7	2	9	519	534.1
18:00	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22	22	0	0	90	15	1	0	4	110	114.5
18:15	0	0	0	0	0	0	0	0	0	0	0	15	2	1	0	0	18	18.5	0	0	77	12	1	1	3	94	98.8
18:30	0	0	0	0	0	0	0	0	0	0	0	19	3	0	0	0	22	22	0	0	71	6	3	0	2	82	85.5
18:45	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20	20	0	0	64	3	1	0	2	70	72.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	75	6	1	0	0	82	82.5	0	0	302	36	6	1	11	356	371.3
12 TOT	0	0	0	0	0	0	0	0	0	5	0	569	56	11	0	2	643	646.5	8	5	2802	472	85	45	53	3470	3614.6

B ==> A								B ==> B								B ==> C										
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
1	0	2	2	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	10	2	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
0	0	23	2	0	0	1	26	27	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
1	0	41	6	0	0	1	49	49.2	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	41	1	1	0	1	44	45.5	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
0	0	31	1	0	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
0	0	99	3	1	0	1	104	105.5	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13
0	0	16	3	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	12	0	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
0	0	12	2	2	0	0	16	17	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
0	0	45	5	3	0	0	53	54.5	0	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	10	11
0	0	6	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	4	5
0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	32	2	1	0	0	35	35.5	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	6	7
0	0	11	1	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	9	2	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	4
0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	34	4	1	0	0	39	39.5	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	7	7
2	0	10	0	2	0	0	14	13.4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
1	0	10	1	0	0	0	12	11.2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	10	4	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	44	6	2	0	0	55	53.6	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5
0	0	11	3	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
0	0	44	5	0	0	0	49	49	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	9	9.5
0	0	7	1	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
0	0	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5
0	0	20	2	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	48	7	1	0	0	56	56.5	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	10	10.5
0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	6	3	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
0	0	19	2	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	52	5	0	0	0	57	57	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7
0	0	7	4	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4
0	0	9	4	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10
2	0	15	2	0	0	0	19	17.4	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8
2	0	43	10	0	0	0	55	53.4	0	0	0	0	0	0	0	0	0	0	0	20	6	0	0	0	26	26
0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
1	0	20	1	0	0	0	22	21.2	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	5	5.5
1	0	59	3	0	0	0	63	62.2	0	0	0	0	0	0	0	0	0	0	0	12	4	1	0	0	17	17.5
0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3
0	0	12	3	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5
0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
0	0	18	0	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	50	4	1	0	0	55	55.5	0	0	0	0	0	0	0	0	0	0	0	7	2	1	0	0	10	10.5
7	0	591	60	10	0	2	670	671.4	0	0	0	0	0	0	0	0	0	0	0	102	16	8	0	0	126	130

C>=>A									C>=>B									C>=>C								
P/C	M/C	CAR	LGv	OGv1	OGv2	PSv	TOT	PCU	P/C	M/C	CAR	LGv	OGv1	OGv2	PSv	TOT	PCU	P/C	M/C	CAR	LGv	OGv1	OGv2	PSv	TOT	PCU
0	0	26	2	1	0	2	31	33.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	29	2	0	0	2	33	35	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
1	1	36	8	1	0	2	49	50.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	61	13	0	0	0	75	74.2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
2	1	152	25	2	0	6	188	192.8	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	0	65	9	1	0	3	78	81.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	69	9	2	0	1	81	83	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
0	0	73	4	2	1	2	82	86.3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	61	6	0	0	0	67	67	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	268	28	5	1	6	308	317.8	0	0	5	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0
0	0	51	8	0	0	1	60	61	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0
0	0	23	2	1	0	1	27	28.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	28	5	3	1	0	38	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	33	7	0	0	1	41	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	135	22	4	1	3	166	171.5	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0
0	0	24	5	1	0	0	30	30.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	25	6	1	0	1	34	34.7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	29	2	1	0	0	32	32.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	33	5	0	0	1	39	40	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
1	0	111	18	3	0	2	135	137.7	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	0	33	4	1	0	0	38	38.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	27	5	0	0	1	33	34	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	32	9	1	1	0	43	44.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	34	8	1	0	1	44	45.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	126	26	3	1	2	158	162.8	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	35	9	2	0	0	46	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	31	4	0	1	1	37	39.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	30	2	0	0	0	32	32	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
1	1	38	5	0	0	1	46	45.6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
1	1	134	20	2	1	2	161	163.9	0	0	3	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	34	5	4	0	0	43	45	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	27	8	0	0	1	36	37	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	22	3	1	0	1	27	28.5	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
1	0	35	10	1	0	0	47	46.7	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
1	0	118	26	6	0	2	153	157.2	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
0	0	26	8	1	0	1	36	37.5	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	43	1	1	0	1	46	47.5	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	28	2	0	0	1	31	32	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
1	0	31	3	0	0	0	35	34.2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
1	0	128	14	2	0	3	148	151.2	0	0	6	3	0	0	0	9	9	0	0	0	0	0	0	0	0	0
0	0	27	5	1	0	1	34	35.5	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	0	42	2	1	0	1	46	47.5	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	42	2	2	0	0	46	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	61	8	1	1	2	73	76.8	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	0	172	17	5	1	4	199	206.8	0	0	9	2	0	0	0	11	11	0	0	0	0	0	0	0	0	0
1	1	41	7	0	0	2	52	52.6	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	38	6	1	1	1	47	49.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	41	3	0	0	1	45	46	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	44	5	4	0	1	54	57	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
1	1	164	21	5	1	5	198	205.4	0	0	9	2	0	0	0	11	11	0	0	0	0	0	0	0	0	0
0	0	30	5	1	0	0	36	36.5	0	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	0	53	6	1	0	1	61	62.5	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0
0	0	36	4	1	0	1	42	43.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
1	0	49	2	0	0	0	52	51.2	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
1	0	168	17	3	0	2	191	193.7	1	0	8	1	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0
2	0	31	1	1	0	1	36	35.9	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	40	7	1	0	0	48	48.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	29	3	0	0	1	33	34	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	0	45	0	0	0	1	46	47	0	0	1	0	0	1	0	2	3.3	0	0	0	0	0	0	0	0	0
2	0	145	11	2	0	3	163	165.4	0	0	10	1	0	1	0	12	13.3	0	0	0	0	0	0	0	0	0
11	3	1821	245	42	6	40	2168	2226.2	1	0	72	11	2	2	1	87	88.5	0	0	0	0	0	0	0	0	0

Appendix B – *TRICS* Traffic Generation Data

Calculation Reference: AUDIT-538501-210625-0612

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

09 NORTH
 CB CUMBRIA 1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 40 to 40 (units:)
 Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 23/10/20

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 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 1

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

Selected Location Sub Categories:

Built-Up Zone 1

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

Secondary Filtering selection:

Use Class:

C3 1 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

75,001 to 100,000

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5

1 days

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

No

1 days

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

No PTAL Present

1 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS	CUMBRIA
	Town Centre Built-Up Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.075	1	40	0.150	1	40	0.225
08:00 - 09:00	1	40	0.050	1	40	0.125	1	40	0.175
09:00 - 10:00	1	40	0.050	1	40	0.000	1	40	0.050
10:00 - 11:00	1	40	0.025	1	40	0.075	1	40	0.100
11:00 - 12:00	1	40	0.050	1	40	0.075	1	40	0.125
12:00 - 13:00	1	40	0.050	1	40	0.025	1	40	0.075
13:00 - 14:00	1	40	0.125	1	40	0.125	1	40	0.250
14:00 - 15:00	1	40	0.050	1	40	0.075	1	40	0.125
15:00 - 16:00	1	40	0.050	1	40	0.050	1	40	0.100
16:00 - 17:00	1	40	0.275	1	40	0.100	1	40	0.375
17:00 - 18:00	1	40	0.175	1	40	0.200	1	40	0.375
18:00 - 19:00	1	40	0.200	1	40	0.150	1	40	0.350
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.175			1.150			2.325

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

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

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Parameter summary

Trip rate parameter range selected: 40 - 40 (units:)
 Survey date range: 01/01/13 - 23/10/20
 Number of weekdays (Monday-Friday): 1
 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.

Calculation Reference: AUDIT-538501-210714-0717

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : A - FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

04 EAST ANGLIA
 CA CAMBRIDGESHIRE 2 days

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

Primary Filtering selection:

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

Parameter: Retail floor area
 Actual Range: 1550 to 4000 (units: sqm)
 Range Selected by User: 205 to 12000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/11/20

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 1 days
 Friday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 2

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

Selected Location Sub Categories:

Retail Zone 1
 High Street 1

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

Secondary Filtering selection:

Use Class:

E(a) 2 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.6 to 2.0	1 days

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

Petrol filling station:

PFS is present at the site and is included in the count	1 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	1 days

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

Travel Plan:

Yes	1 days
No	1 days

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

PTAL Rating:

No PTAL Present	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-01-A-01	SAINSBURY'S	CAMBRIDGESHIRE
	SIDNEY STREET		
	CAMBRIDGE		
	Town Centre		
	High Street		
	Total Retail floor area:	1550 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
2	CA-01-A-03	MORRISONS	CAMBRIDGESHIRE
	BACK LANE		
	CAMBOURNE		
	GREAT CAMBOURNE		
	Town Centre		
	Retail Zone		
	Total Retail floor area:	4000 sqm	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2775	3.045	2	2775	2.649	2	2775	5.694
08:00 - 09:00	2	2775	5.243	2	2775	4.414	2	2775	9.657
09:00 - 10:00	2	2775	6.541	2	2775	6.054	2	2775	12.595
10:00 - 11:00	2	2775	6.595	2	2775	5.802	2	2775	12.397
11:00 - 12:00	2	2775	6.523	2	2775	6.757	2	2775	13.280
12:00 - 13:00	2	2775	8.144	2	2775	6.595	2	2775	14.739
13:00 - 14:00	2	2775	7.135	2	2775	8.054	2	2775	15.189
14:00 - 15:00	2	2775	6.991	2	2775	6.955	2	2775	13.946
15:00 - 16:00	2	2775	5.658	2	2775	6.324	2	2775	11.982
16:00 - 17:00	2	2775	6.721	2	2775	7.063	2	2775	13.784
17:00 - 18:00	2	2775	8.216	2	2775	7.441	2	2775	15.657
18:00 - 19:00	2	2775	7.351	2	2775	7.676	2	2775	15.027
19:00 - 20:00	2	2775	4.757	2	2775	6.072	2	2775	10.829
20:00 - 21:00	2	2775	4.919	2	2775	5.459	2	2775	10.378
21:00 - 22:00	1	1550	0.323	1	1550	0.323	1	1550	0.646
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			88.162			87.638			175.800

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

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

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Parameter summary

Trip rate parameter range selected: 1550 - 4000 (units: sqm)
 Survey date range: 01/01/13 - 27/11/20
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

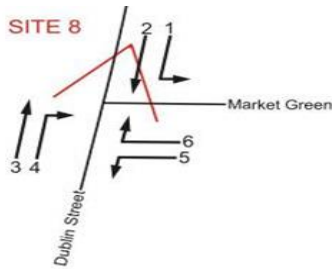
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.

Appendix C – Traffic Data Comparative Analysis

ABACUS TRANSPORTATION SURVEYS

BALBRIGGAN TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION COUNTS

JANUARY 2012
ATH/12/002



SITE: 08

DATE: 19th January 2012

LOCATION: Dublin Street/Old Market Green

DAY: Thursday

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3							
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU			
07:00	2	0	0	0	0	2	2	31	3	2	0	2	38	41	10	2	2	1	0	15	17			
07:15	1	0	0	0	0	1	1	31	2	0	0	1	34	35	14	0	0	0	1	15	16			
07:30	3	0	0	0	0	3	3	34	4	0	0	1	39	40	27	4	0	0	2	33	35			
07:45	2	0	0	0	0	2	2	29	7	0	0	1	37	38	17	4	0	0	2	23	25			
H/TOT	8	0	0	0	0	8	8	125	16	2	0	5	148	154	68	10	2	1	5	86	93			
08:00	3	0	0	0	2	5	7	53	11	0	0	5	69	74	35	3	4	0	1	43	46			
08:15	8	0	0	0	0	8	8	50	2	0	0	1	53	54	42	5	1	0	4	52	57			
08:30	5	0	0	0	0	5	5	56	4	1	0	6	67	74	38	6	2	2	1	49	54			
08:45	7	1	0	0	0	8	8	63	4	0	1	0	68	69	67	2	1	0	2	72	75			
H/TOT	23	1	0	0	2	26	28	222	21	1	1	12	257	271	182	16	8	2	8	216	231			
09:00	6	1	0	0	0	7	7	59	6	1	0	4	70	75	70	3	1	0	2	76	79			
09:15	16	2	0	0	0	18	18	35	4	1	0	4	44	49	52	13	0	0	2	67	69			
09:30	9	2	0	0	0	11	11	47	6	2	1	2	58	62	40	10	3	0	1	54	57			
09:45	8	2	0	0	0	10	10	48	11	1	0	1	61	63	63	8	2	0	1	74	76			
H/TOT	39	7	0	0	0	46	46	189	27	5	1	11	233	248	225	34	6	0	6	271	280			
P/TOT	70	8	0	0	2	80	82	536	64	8	2	28	638	673	475	60	16	3	19	573	604			
	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3							
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU			
16:00	14	0	0	0	0	14	14	62	4	3	0	4	73	79	56	13	1	0	3	73	77			
16:15	13	2	1	0	0	16	17	56	1	0	0	1	58	59	57	3	0	0	1	61	62			
16:30	14	1	0	0	0	15	15	43	5	2	0	3	53	57	57	5	2	0	1	65	67			
16:45	12	0	0	0	0	12	12	36	2	0	0	1	39	40	52	8	0	0	2	62	64			
H/TOT	53	3	1	0	0	57	58	197	12	5	0	9	223	235	222	29	3	0	7	261	270			
17:00	8	0	0	0	0	8	8	55	12	1	0	4	72	77	77	10	0	0	1	88	89			
17:15	9	1	0	0	0	10	10	37	7	1	0	2	47	50	58	14	0	1	1	74	76			
17:30	13	1	0	0	0	14	14	44	11	0	0	1	56	57	74	10	0	0	1	85	86			
17:45	16	1	1	0	0	18	19	61	5	0	0	0	66	66	60	1	1	0	1	63	65			
H/TOT	46	3	1	0	0	50	51	197	35	2	0	7	241	249	269	35	1	1	4	310	316			
18:00	16	2	0	0	0	18	18	73	4	0	0	1	78	79	55	7	2	0	1	65	67			
18:15	6	0	0	0	0	6	6	43	3	0	0	0	46	46	70	10	1	0	0	81	82			
18:30	13	3	0	0	0	16	16	48	3	0	0	1	52	53	48	7	1	0	2	58	61			
18:45	16	3	0	0	0	19	19	53	11	0	0	1	65	66	63	5	0	0	2	70	72			
H/TOT	51	8	0	0	0	59	59	217	21	0	0	3	241	244	236	29	4	0	5	274	281			
19:00	15	1	0	0	0	16	16	55	3	0	0	0	58	58	70	7	1	0	0	78	79			
19:15	11	2	0	0	0	13	13	38	5	1	0	0	44	45	64	6	0	0	1	71	72			
H/TOT	26	3	0	0	0	29	29	93	8	1	0	0	102	103	134	13	1	0	1	149	151			
P/TOT	176	17	2	0	0	195	196	704	76	8	0	19	807	830	861	106	9	1	17	994	1017			

ABACUS TRANSPORTATION SURVEYS

BALBRIGGAN TRAFFIC COUNTS MANUAL CLASSIFIED JUNCTION COUNTS

**JANUARY 2012
ATH/12/002**

SITE: 08

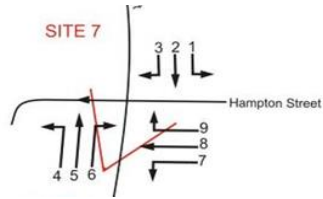
DATE: 19th January 2012

LOCATION: Dublin Street/Old Market Green

DAY: Thursday

TIME	MOVEMENT 4						PCU	MOVEMENT 5						PCU	MOVEMENT 6						PCU
	CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT	
07:00	8	2	1	0	1	12	14	26	0	0	0	0	26	26	1	0	0	0	0	1	1
07:15	9	2	1	0	1	13	15	21	10	1	0	0	32	33	2	0	0	0	1	3	4
07:30	10	1	0	0	1	12	13	37	3	0	0	1	41	42	2	0	0	0	0	2	2
07:45	19	4	1	0	0	24	25	47	8	0	0	2	57	59	2	0	0	0	0	2	2
H/TOT	46	9	3	0	3	61	66	131	21	1	0	3	156	160	7	0	0	0	1	8	9
08:00	27	4	1	0	1	33	35	66	5	0	0	3	74	77	2	0	0	0	0	2	2
08:15	38	4	3	1	1	47	51	49	7	2	1	0	59	61	2	0	1	0	0	3	4
08:30	45	3	2	0	0	50	51	55	2	1	1	1	60	63	4	0	0	0	0	4	4
08:45	60	7	1	0	0	68	69	82	8	0	0	3	93	96	3	0	0	0	0	3	3
H/TOT	170	18	7	1	2	198	205	252	22	3	2	7	286	297	11	0	1	0	0	12	13
09:00	70	3	1	0	1	75	77	74	5	0	0	3	82	85	9	2	0	0	0	11	11
09:15	35	4	1	0	2	42	45	58	4	4	0	0	66	68	13	0	0	0	0	13	13
09:30	33	4	5	1	0	43	47	41	3	1	0	0	45	46	13	2	0	0	0	15	15
09:45	23	4	1	0	0	28	29	41	10	2	0	1	54	56	4	1	0	0	0	5	5
H/TOT	161	15	8	1	3	188	196	214	22	7	0	4	247	255	39	5	0	0	0	44	44
P/TOT	377	42	18	2	8	447	467	597	65	11	2	14	689	711	57	5	1	0	1	64	66

TIME	MOVEMENT 4						PCU	MOVEMENT 5						PCU	MOVEMENT 6						PCU
	CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT	
16:00	54	3	2	0	0	59	60	48	6	1	1	1	57	60	8	0	0	0	0	8	8
16:15	71	7	1	0	2	81	84	36	7	0	0	2	45	47	12	1	1	0	0	14	15
16:30	82	6	0	0	0	88	88	35	6	1	0	2	44	47	9	2	0	0	0	11	11
16:45	56	6	0	0	0	62	62	43	0	0	1	0	44	45	12	0	0	0	1	13	14
H/TOT	263	22	3	0	2	290	294	162	19	2	2	5	190	199	41	3	1	0	1	46	48
17:00	70	8	1	0	0	79	80	57	9	0	0	2	68	70	8	1	0	0	0	9	9
17:15	84	7	0	0	1	92	93	41	5	1	0	1	48	50	8	0	0	0	0	8	8
17:30	82	6	1	0	1	90	92	40	5	0	0	1	46	47	10	0	0	0	0	10	10
17:45	82	5	2	0	0	89	90	39	7	1	0	0	47	48	7	2	0	0	0	9	9
H/TOT	318	26	4	0	2	350	354	177	26	2	0	4	209	214	33	3	0	0	0	36	36
18:00	91	6	0	0	0	97	97	55	2	1	0	2	60	63	20	0	0	0	0	20	20
18:15	55	2	0	0	1	58	59	44	2	1	0	0	47	48	6	0	0	0	0	6	6
18:30	67	6	1	0	0	74	75	50	10	0	0	0	60	60	4	1	0	0	0	5	5
18:45	55	3	0	0	0	58	58	50	3	0	0	1	54	55	8	2	0	0	0	10	10
H/TOT	268	17	1	0	1	287	289	199	17	2	0	3	221	225	38	3	0	0	0	41	41
19:00	55	1	0	0	1	57	58	52	5	0	0	2	59	61	15	2	0	0	0	17	17
19:15	42	1	2	0	1	46	48	54	4	0	0	0	58	58	5	1	0	0	0	6	6
H/TOT	97	2	2	0	2	103	106	106	9	0	0	2	117	119	20	3	0	0	0	23	23
P/TOT	946	67	10	0	7	1030	1042	644	71	6	2	14	737	757	132	12	1	0	1	146	148

BALBRIGGAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTSJANUARY 2012 BALBRIGGAN TRAFFIC COUNTS
ATH/12/002 MANUAL CLASSIFIED JUNCTION CO

SITE: 07

DATE: 19th January 2012 SITE: 07

LOCATION: Bridge Street/Dublin Street/Hampton Street

DAY: Thursday LOCATION: Bridge Street/Dublin St

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3								MOVEMENT 4						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	3	0	0	0	0	3	3	22	2	2	0	2	28	31	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0
07:15	6	0	1	0	0	7	8	28	2	0	0	1	31	32	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0
07:30	4	3	1	0	0	8	9	33	3	0	0	1	37	38	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0
07:45	10	0	0	0	0	10	10	23	7	0	0	1	31	32	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0
H/TOT	23	3	2	0	0	28	29	106	14	2	0	5	127	133	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0
08:00	7	3	0	0	0	10	10	50	9	0	0	6	65	71	1	0	0	0	0	1	1	08:00	0	0	1	0	0	1	2
08:15	12	1	0	0	1	14	15	51	2	0	0	1	54	55	0	0	0	0	0	0	0	08:15	1	0	0	0	0	1	1
08:30	13	1	0	0	0	14	14	55	3	1	0	6	65	72	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0
08:45	26	2	3	0	1	32	35	57	3	0	1	0	61	62	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0
H/TOT	58	7	3	0	2	70	74	213	17	1	1	13	245	260	1	0	0	0	0	1	1	H/TOT	1	0	1	0	0	2	3
09:00	33	3	0	0	0	36	36	56	6	1	0	4	67	72	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0
09:15	25	2	0	0	1	28	29	45	5	1	0	4	55	60	0	0	0	0	0	0	0	09:15	1	0	0	0	0	1	1
09:30	22	6	0	0	0	28	28	45	7	2	1	2	57	61	0	0	0	0	0	0	0	09:30	2	0	0	0	0	2	2
09:45	13	3	0	0	0	16	16	48	11	0	0	1	60	61	0	0	0	0	0	0	0	09:45	1	0	0	0	0	1	1
H/TOT	93	14	0	0	1	108	109	194	29	4	1	11	239	253	0	0	0	0	0	0	0	H/TOT	4	0	0	0	0	4	4
P/TOT	174	24	5	0	3	206	212	513	60	7	2	29	611	646	1	0	0	0	0	1	1	P/TOT	5	0	1	0	0	6	7

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3							MOVEMENT 4								
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
16:00	29	1	1	0	4	35	40	69	4	3	0	4	80	86	0	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
16:15	23	1	0	0	0	24	24	60	3	1	0	1	65	67	0	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
16:30	20	5	1	0	0	26	27	50	6	1	0	3	60	64	0	0	0	0	0	0	0	0	16:30	1	0	0	0	0	1	1
16:45	25	1	0	0	0	26	26	41	2	0	0	1	44	45	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
H/TOT	97	8	2	0	4	111	116	220	15	5	0	9	249	261	0	0	0	0	0	0	0	0	H/TOT	1	0	0	0	0	1	1
17:00	24	1	0	0	0	25	25	52	11	1	0	3	67	71	1	0	0	0	0	0	1	1	17:00	0	0	0	0	0	0	0
17:15	28	2	1	0	0	31	32	43	7	1	0	1	52	54	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
17:30	23	5	0	0	0	28	28	45	11	0	0	1	57	58	0	0	0	0	0	0	0	0	17:30	1	0	0	0	0	1	1
17:45	32	3	0	0	0	35	35	64	4	1	0	0	69	70	2	0	0	0	0	0	2	2	17:45	2	0	0	0	0	2	2
H/TOT	107	11	1	0	0	119	120	204	33	3	0	5	245	252	3	0	0	0	0	0	3	3	H/TOT	3	0	0	0	0	3	3
18:00	20	3	0	0	0	23	23	73	6	0	0	1	80	81	1	0	0	0	0	1	1	18:00	0	0	0	0	0	0	0	
18:15	26	8	0	0	1	35	36	44	3	0	0	0	47	47	0	0	0	0	0	0	0	18:15	2	1	0	0	0	3	3	
18:30	20	1	0	0	0	21	21	54	6	0	0	1	61	62	0	0	0	0	0	0	0	18:30	1	0	0	0	0	1	1	
18:45	24	2	1	1	0	28	30	54	14	0	0	1	69	70	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	
H/TOT	90	14	1	1	1	107	110	225	29	0	0	3	257	260	1	0	0	0	0	1	1	H/TOT	3	1	0	0	0	4	4	
19:00	23	4	0	0	0	27	27	60	3	0	0	0	63	63	1	0	0	0	0	1	1	19:00	1	0	0	0	0	1	1	
19:15	32	2	0	0	0	34	34	41	7	1	0	0	49	50	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0	
H/TOT	55	6	0	0	0	61	61	101	10	1	0	0	112	113	1	0	0	0	0	1	1	H/TOT	1	0	0	0	0	1	1	
P/TOT	349	39	4	1	5	398	406	750	87	9	0	17	863	885	5	0	0	0	0	5	5	P/TOT	8	1	0	0	0	9	9	

TRANSPORTATION SURVEYS

ABACUS TRANSPORTATION SURVEYS

JANUARY 2012 BALBRIGGAN TRAFFIC COUNTS
ATH/12/002 MANUAL CLASSIFIED JUNCTION COUNTS

JANUARY 2012
ATH/12/002

UNITS

DATE: 19th January 2012 SITE: 07

DATE: 19th January 2012

reet/Hampton Street

DAY: Thursday LOCATION: Bridge Street/Dublin Street/Hampton Street

DAY: Thursday

MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS				CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
11	2	2	1	0	16	18	0	0	0	0	0	0	0	07:00	11	1	0	0	0	12	12	0	0	0	0	0	0	11	0	0	0	0	11	11	
16	0	0	0	2	18	20	0	0	0	0	0	0	0	07:15	4	0	0	0	0	4	4	0	0	0	0	0	0	8	2	0	0	0	10	10	
29	4	0	0	2	35	37	0	0	0	0	0	0	0	07:30	4	1	0	0	0	5	5	0	0	0	0	0	0	16	0	1	0	1	18	20	
19	4	0	0	2	25	27	0	0	0	0	0	0	0	07:45	8	0	0	0	0	8	8	0	0	0	0	0	0	8	1	0	0	0	9	9	
75	10	2	1	6	94	102	0	0	0	0	0	0	0	H/TOT	27	2	0	0	0	29	29	0	0	0	0	0	0	43	3	1	0	1	48	50	
37	3	3	0	1	44	47	0	0	0	0	0	0	0	08:00	6	2	0	0	1	9	10	0	0	0	0	0	0	20	0	0	0	0	20	20	
43	5	2	0	4	54	59	0	0	0	0	0	0	0	08:15	7	0	0	0	0	7	7	0	0	0	0	0	0	25	3	1	0	1	30	32	
42	6	2	2	1	53	58	0	0	0	0	0	0	0	08:30	6	1	0	0	0	7	7	0	0	0	0	0	0	35	1	0	0	2	38	40	
70	2	1	0	2	75	78	0	0	0	0	0	0	0	08:45	13	2	0	0	0	15	15	0	0	0	0	0	0	37	3	1	0	2	43	46	
192	16	8	2	8	226	241	0	0	0	0	0	0	0	H/TOT	32	5	0	0	1	38	39	0	0	0	0	0	0	117	7	2	0	5	131	137	
78	5	1	0	2	86	89	1	0	0	0	0	1	1	09:00	9	1	0	0	0	10	10	0	0	1	0	0	1	2	44	1	1	0	0	46	47
64	13	0	0	2	79	81	0	0	0	0	0	0	0	09:15	6	1	0	0	0	7	7	0	0	0	0	0	0	36	2	1	1	0	40	42	
51	12	3	0	1	67	70	0	0	0	0	0	0	0	09:30	11	1	0	0	0	12	12	0	0	0	0	0	0	18	1	1	0	0	20	21	
66	9	2	0	1	78	80	0	0	0	0	0	0	0	09:45	8	2	1	0	0	11	12	0	0	0	0	0	0	28	5	1	0	0	34	35	
259	39	6	0	6	310	319	1	0	0	0	0	1	1	H/TOT	34	5	1	0	0	40	41	0	0	1	0	0	1	2	126	9	4	1	0	140	143
526	65	16	3	20	630	662	1	0	0	0	0	1	1	P/TOT	93	12	1	0	1	107	109	0	0	1	0	0	1	2	286	19	7	1	6	319	330

MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
CAR	LGV	OGV	OGV2	BUS			CAR	LGV	OGV	OGV2	BUS				CAR	LGV	OGV	OGV2	BUS			CAR	LGV	OGV	OGV2	BUS			CAR	LGV	OGV	OGV2	BUS		
64	13	1	0	3	81	85	0	0	0	0	0	0	0	16:00	7	0	0	0	0	7	7	0	0	0	0	0	0	33	2	2	0	0	37	38	
68	4	1	0	1	74	76	1	0	0	0	0	1	1	16:15	9	0	0	0	0	9	9	1	0	0	0	0	1	1	28	4	0	0	2	34	36
64	7	2	0	1	74	76	1	0	0	0	0	1	1	16:30	7	0	1	0	0	8	9	0	0	0	0	0	0	0	28	2	0	0	0	30	30
64	8	0	0	3	75	78	0	0	0	0	0	0	0	16:45	7	0	0	0	0	7	7	0	0	0	0	0	0	0	33	2	0	0	0	35	35
260	32	4	0	8	304	314	2	0	0	0	0	2	2	H/TOT	30	0	1	0	0	31	32	1	0	0	0	0	1	1	122	10	2	0	2	136	139
85	11	0	0	1	97	98	0	0	0	0	0	0	0	17:00	11	1	0	0	1	13	14	1	0	0	0	0	1	1	30	9	0	0	0	39	39
65	14	0	1	1	81	83	1	0	0	0	0	1	1	17:15	3	1	0	0	1	5	6	0	0	0	0	0	0	0	30	8	1	1	0	40	42
81	10	0	0	1	92	93	2	0	0	0	0	2	2	17:30	12	1	0	0	0	13	13	0	0	0	0	0	0	0	36	5	1	0	1	43	45
65	3	1	0	1	70	72	0	0	0	0	0	0	0	17:45	13	2	0	0	0	15	15	0	0	0	0	0	0	0	30	4	0	0	0	34	34
296	38	1	1	4	340	346	3	0	0	0	0	3	3	H/TOT	39	5	0	0	2	46	48	1	0	0	0	0	1	1	126	26	2	1	1	156	159
75	7	2	0	1	85	87	0	0	0	0	0	0	0	18:00	16	0	0	0	0	16	16	0	0	0	0	0	0	0	33	1	0	0	0	34	34
74	9	1	0	0	84	85	0	0	0	0	0	0	0	18:15	5	0	0	0	0	5	5	0	0	1	0	0	1	2	31	5	0	0	0	36	36
51	8	1	0	2	62	65	0	0	0	0	0	0	0	18:30	7	0	0	0	0	7	7	0	0	0	0	0	0	0	43	5	0	0	0	48	48
69	7	0	0	2	78	80	2	0	0	0	0	2	2	18:45	15	0	0	0	0	15	15	0	0	0	0	0	0	0	33	3	0	0	0	36	36
269	31	4	0	5	309	316	2	0	0	0	0	2	2	H/TOT	43	0	0	0	0	43	43	0	0	1	0	0	1	2	140	14	0	0	0	154	154
83	9	1	0	0	93	94	1	0	0	0	0	1	1	19:00	10	1	0	0	0	11	11	0	0	0	0	0	0	0	35	5	0	0	0	40	40
69	7	0	0	1	77	78	0	0	0	0	0	0	0	19:15	8	0	0	0	0	8	8	0	0	0	0	0	0	0	32	2	0	1	0	35	36
152	16	1	0	1	170	172	1	0	0	0	0	1	1	H/TOT	18	1	0	0	0	19	19	0	0	0	0	0	0	0	67	7	0	1	0	75	76
977	117	10	1	18	1123	1147	8	0	0	0	0	8	8	P/TOT	130	6	1	0	2	139	142	2	0	1	0	0	3	4	455	57	4	2	3	521	529



IDASO

Survey Name: 145 20307 Balbriggan - Historic Data
Site: Site 5
Location: Harry Reynolds Rd / R132 / Chapel St
Date: Tue 28-May-2019

TIME	A => A								A => B								A => C										
	P/C	M/C	CAR	LGV	OGV1	OGV2	'SV'(BUS)	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	'SV'(BUS)	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	'SV'(BUS)	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	8	6.4	0	1	16	0	0	0	0	17	16.4
07:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	1	1	16	1	0	0	0	19	17.6
07:30	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	1	0	33	3	0	0	0	37	36.2
07:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	1	78	3	0	0	0	82	81.4
H/TOT	0	0	0	0	0	0	0	0	0	2	0	23	1	0	0	0	26	24.4	2	3	143	7	0	0	0	155	151.6
08:00	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	4	1	75	3	0	0	0	83	79.2
08:15	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	8	8	2	1	40	3	0	0	0	46	43.8
08:30	0	0	0	0	0	0	0	0	0	1	0	12	1	0	0	0	14	13.2	2	1	73	2	0	0	0	78	75.8
08:45	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22	22	2	0	59	1	1	0	0	63	61.9
H/TOT	0	0	0	0	0	0	0	0	0	2	0	44	4	0	0	0	50	48.4	10	3	247	9	1	0	0	270	260.7
09:00	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	40	40	1	0	39	2	1	0	0	43	42.7
09:15	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	24	5	0	0	0	29	29
09:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	2	0	24	3	0	0	0	29	27.4
09:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	23	2	1	0	0	26	26.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	53	3	0	0	0	56	56	3	0	110	12	2	0	0	127	125.6
10:00	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	15	0	0	0	0	15	15
10:15	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	14	1	0	0	0	15	15
10:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	10	1	0	0	0	11	11
10:45	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	1	0	15	0	0	1	0	17	17.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	20	4	0	0	0	24	24	1	0	54	2	0	1	0	58	58.5
11:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	10	1	0	0	0	11	11
11:15	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	14	0	0	0	0	14	14
11:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	12	2	0	0	0	14	14
11:45	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	1	0	21	1	0	0	0	23	22.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	4	0	0	0	19	19	1	0	57	4	0	0	0	62	61.2
12:00	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	13	1	0	0	0	14	14
12:15	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4	3.2	0	0	14	2	0	0	0	16	16
12:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	22	1	0	0	0	23	23
12:45	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	25	4	1	0	0	30	30.5
H/TOT	0	0	0	0	0	0	0	0	0	1	0	20	3	0	0	0	24	23.2	0	0	74	8	1	0	0	83	83.5
13:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	19	3	0	0	0	22	22
13:15	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	19	0	0	2	0	21	23.6
13:30	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	1	0	15	1	0	0	0	17	16.2
13:45	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	0	26	0	0	0	0	26	26
H/TOT	0	0	0	0	0	0	0	0	0	1	0	29	4	0	0	0	34	33.2	1	0	79	4	0	2	0	86	87.8
14:00	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6.2	0	0	36	2	0	0	0	38	38
14:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	35	3	0	0	0	39	38.2
14:30	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	0	0	16	4	0	0	0	20	20
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	15	1	0	0	0	16	16
H/TOT	0	0	0	0	0	0	0	0	0	1	0	28	1	0	0	0	30	29.2	1	0	102	10	0	0	0	113	112.2
15:00	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	32	0	0	0	0	32	32
15:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0	25	2	0	0	0	28	27.2
15:30	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	1	0	15	2	1	0	0	19	18.7
15:45	0	0	0	0	0	0	0	0	0	1	0	12	1	0	0	0	14	13.2	0	0	19	1	0	0	0	20	20
H/TOT	0	0	0	0	0	0	0	0	0	1	0	29	2	0	0	0	32	31.2	2	0	91	5	1	0	0	99	97.9
16:00	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	37	4	0	0	0	41	41
16:15	0	0	0	0	0	0	0	0	0	0	0	7	2	1	0	0	10	10.5	0	0	16	2	0	0	1	19	19
16:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	23	0	0	0	0	23	23
16:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	1	0	22	3	0	0	0	26	25.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	21	4	1	0	0	26	26.5	1	0	98	9	0	0	1	109	108.2
17:00	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	24	2	0	0	0	26	26
17:15	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	16	1	0	0	0	17	17
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	16	0	0	0	0	16	16
17:45	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	1	0	32	3	0	0	0	36	35.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	27	2	0	0	0	29	29	1	0	88	6	0	0	0	95	94.2
18:00	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	27	1	0	0	0	28	28
18:15	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	25	2	0	0	0	27	27
18:30	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	21	1	0	0	0	22	22
18:45	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	2	0	41	2	0	0	0	45	43.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	40	2	0	0	0	42	42	2	0	114	6	0	0	0	122	120.4
12 TOT	0	0	0	0	0	0	0	0	0	8	0	349	34	1	0	0	392	386.1	25	6	1257	82	5	3	1	1379	1361.8

A ==> D							B ==> A							B ==> B										
P/C	M/C	CAR	LGV	OGV1	OGV2 'SV(BUS	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2 'SV(BUS	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2 'SV(BUS	TOT	PCU	
0	0	34	7	1	1	0	43	44.8	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
0	0	36	4	0	0	1	41	41	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
1	0	36	4	0	0	1	42	41.2	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
0	1	30	6	0	0	0	37	36.4	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
1	1	136	21	1	1	2	163	163.4	0	0	7	0	0	0	7	7	0	0	0	0	0	0	0	0
0	0	50	3	0	0	0	53	53	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
2	1	60	5	0	0	0	68	65.8	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0
1	0	42	4	1	0	0	48	47.7	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0
0	0	63	1	0	0	2	66	66	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0
3	1	215	13	1	0	2	235	232.5	0	0	15	0	0	0	15	15	0	0	0	0	0	0	0	0
0	0	55	7	0	0	0	62	62	0	0	18	0	0	0	18	18	0	0	0	0	0	0	0	0
0	0	36	1	1	0	0	38	38.5	0	0	12	1	0	0	13	13	0	0	0	0	0	0	0	0
0	0	25	1	0	0	0	26	26	0	0	5	1	0	0	6	6	0	0	0	0	0	0	0	0
0	0	21	2	0	0	0	23	23	0	0	4	1	0	0	5	5	0	0	0	0	0	0	0	0
0	0	137	11	1	0	0	149	149.5	0	0	39	3	0	0	42	42	0	0	0	0	0	0	0	0
0	0	21	0	0	0	2	23	23	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
0	0	21	2	1	0	0	24	24.5	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
0	0	26	1	0	0	0	27	27	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
0	0	24	2	1	0	0	27	27.5	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0
0	0	92	5	2	0	2	101	102	0	0	9	0	0	0	9	9	0	0	0	0	0	0	0	0
0	0	15	2	1	0	0	18	18.5	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
0	0	23	1	0	0	0	24	24	0	0	3	1	0	0	4	4	0	0	0	0	0	0	0	0
0	1	16	1	2	0	0	20	20.4	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
0	0	19	0	0	0	0	19	19	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0
0	1	73	4	3	0	0	81	81.9	0	0	12	1	0	0	13	13	0	0	0	0	0	0	0	0
0	0	21	2	0	0	0	23	23	0	0	13	0	0	0	13	13	0	0	0	0	0	0	0	0
0	1	27	1	0	0	0	29	28.4	0	0	5	1	1	0	7	7.5	0	0	0	0	0	0	0	0
0	0	17	2	0	0	0	19	19	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
0	0	26	0	1	0	0	27	27.5	0	0	3	1	0	0	4	4	0	0	0	0	0	0	0	0
0	1	91	5	1	0	0	98	97.9	0	0	23	2	1	0	26	26.5	0	0	0	0	0	0	0	0
0	0	33	3	1	0	0	37	37.5	0	0	4	1	0	0	5	5	0	0	0	0	0	0	0	0
0	0	21	1	0	0	0	22	22	0	0	6	0	0	0	6	6	0	0	0	0	0	0	0	0
0	0	27	3	1	0	0	31	31.5	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0
0	0	13	3	0	0	0	16	16	0	0	15	1	1	0	17	17.5	0	0	0	0	0	0	0	0
0	0	94	10	2	0	0	106	107	0	0	29	2	1	0	32	32.5	0	0	0	0	0	0	0	0
0	0	26	4	1	0	1	32	32.5	0	1	2	1	0	0	4	3.4	0	0	0	0	0	0	0	0
0	0	26	2	0	0	0	28	28	1	0	1	0	0	0	2	1.2	0	0	0	0	0	0	0	0
0	0	28	0	1	0	0	29	29.5	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
0	0	25	1	0	0	0	26	26	0	0	21	0	0	0	21	21	0	0	0	0	0	0	0	0
0	0	105	7	2	0	1	115	116	1	1	25	1	0	0	28	26.6	0	0	0	0	0	0	0	0
1	0	31	1	0	0	0	33	32.2	2	0	7	0	0	0	9	7.4	0	0	0	0	0	0	0	0
0	0	27	4	0	0	0	31	31	1	0	4	0	0	0	5	4.2	0	0	0	0	0	0	0	0
0	0	28	0	0	0	0	28	28	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0
0	0	21	1	1	0	0	23	23.5	0	0	8	0	0	0	8	8	0	0	0	0	0	0	0	0
1	0	107	6	1	0	0	115	114.7	3	0	23	0	0	0	26	23.6	0	0	0	0	0	0	0	0
2	0	24	1	0	0	0	27	25.4	1	0	9	1	0	0	11	10.2	0	0	0	0	0	0	0	0
0	0	28	2	0	0	0	30	30	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0
0	0	34	4	0	0	0	38	38	0	0	8	0	0	0	8	8	0	0	0	0	0	0	0	0
0	0	16	2	0	0	0	18	18	0	0	3	1	0	0	4	4	0	0	0	0	0	0	0	0
2	0	102	9	0	0	0	113	111.4	1	0	25	2	0	0	28	27.2	0	0	0	0	0	0	0	0
0	0	24	1	0	0	0	25	25	0	0	14	2	0	0	16	16	0	0	0	0	0	0	0	0
0	0	21	5	0	0	0	26	26	0	0	8	0	0	0	8	8	0	0	0	0	0	0	0	0
0	0	26	6	0	0	0	32	32	0	0	10	0	0	0	10	10	0	0	0	0	0	0	0	0
1	0	33	0	0	0	0	34	33.2	2	0	8	0	0	0	10	8.4	0	0	0	0	0	0	0	0
1	0	104	12	0	0	0	117	116.2	2	0	40	2	0	0	44	42.4	0	0	0	0	0	0	0	0
0	0	23	2	0	0	0	25	25	0	0	15	2	0	0	17	17	0	0	0	0	0	0	0	0
0	0	26	3	0	0	0	29	29	1	0	5	0	0	0	6	5.2	0	0	0	0	0	0	0	0
0	0	23	2	0	0	0	25	25	0	0	8	0	0	0	8	8	0	0	0	0	0	0	0	0
0	0	28	3	0	0	0	31	31	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0
0	0	100	10	0	0	0	110	110	1	0	33	2	0	0	36	35.2	0	0	0	0	0	0	0	0
8	4	1356	113	14	1	7	1503	1502.5	8	1	280	15	2	0	306	300	0	0	0	0	0	0	0	0

B ==> C								B ==> D								C ==> A										
P/C	M/C	CAR	LGV	OGV1	OGV2	'SV(BUS	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	'SV(BUS	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	'SV(BUS	TOT	PCU
0	0	2	0	0	0	0	2	2	1	0	8	2	0	0	0	11	10.2	0	0	8	0	0	0	0	8	8
0	0	1	1	0	0	0	2	2	0	1	13	4	1	0	0	19	18.9	0	0	6	0	0	0	0	6	6
0	0	2	0	0	0	0	2	2	0	0	14	3	1	0	0	18	18.5	0	0	7	1	0	0	1	9	9
0	0	3	0	0	0	0	3	3	1	0	23	2	0	0	0	26	25.2	0	0	17	0	0	0	1	18	18
0	0	8	1	0	0	0	9	9	2	1	58	11	2	0	0	74	72.8	0	0	38	1	0	0	2	41	41
0	0	4	1	0	0	0	5	5	0	0	22	3	0	0	0	25	25	0	0	41	2	0	0	1	44	44
0	0	0	2	1	0	0	3	3.5	0	0	28	2	0	0	0	30	30	1	0	25	2	1	0	1	30	29.7
0	0	7	1	0	0	0	8	8	0	0	39	3	0	0	0	42	42	0	0	15	1	1	0	0	17	17.5
0	0	7	0	0	0	0	7	7	0	0	33	3	0	0	1	37	37	0	0	36	0	0	0	0	36	36
0	0	18	4	1	0	0	23	23.5	0	0	122	11	0	0	1	134	134	1	0	117	5	2	0	2	127	127.2
1	0	7	1	0	0	0	9	8.2	0	0	32	0	1	0	0	33	33.5	0	0	30	2	1	0	0	33	33.5
0	0	5	0	0	0	0	5	5	0	0	35	3	0	0	0	38	38	0	0	19	0	0	0	0	19	19
0	0	1	1	0	0	0	2	2	0	0	31	1	0	0	0	32	32	0	0	22	0	3	0	0	25	26.5
0	0	2	1	0	0	0	3	3	0	0	17	0	0	0	0	17	17	0	0	7	3	1	0	0	11	11.5
1	0	15	3	0	0	0	19	18.2	0	0	115	4	1	0	0	120	120.5	0	0	78	5	5	0	0	88	90.5
0	0	4	1	1	0	0	6	6.5	0	0	19	3	0	0	0	22	22	0	0	22	0	0	0	0	22	22
0	0	3	0	0	0	0	3	3	0	0	22	0	0	0	0	22	22	0	0	12	1	0	0	0	13	13
0	0	1	0	0	0	0	1	1	1	0	20	5	0	0	0	26	25.2	0	0	16	1	0	0	0	17	17
0	0	2	0	0	0	0	2	2	1	0	18	1	0	0	0	20	19.2	2	0	15	1	0	0	0	18	16.4
0	0	10	1	1	0	0	12	12.5	2	0	79	9	0	0	0	90	88.4	2	0	65	3	0	0	0	70	68.4
0	0	3	0	0	0	0	3	3	0	0	20	2	0	0	0	22	22	0	0	11	4	3	0	0	18	19.5
0	0	3	0	0	0	0	3	3	3	1	21	3	0	0	0	28	25	0	0	10	3	0	0	0	13	13
0	0	1	0	0	0	0	1	1	1	0	17	3	0	0	0	21	20.2	0	0	13	0	0	0	0	13	13
1	0	0	0	0	0	0	1	0.2	2	0	17	4	0	0	1	24	22.4	0	0	12	0	0	0	0	12	12
1	0	7	0	0	0	0	8	7.2	6	1	75	12	0	0	1	95	89.6	0	0	46	7	3	0	0	56	57.5
0	0	1	0	0	0	0	1	1	1	0	24	4	0	0	0	29	28.2	0	0	8	0	0	0	0	8	8
0	0	0	0	0	0	0	0	0	0	0	23	3	0	0	0	26	26	0	0	13	1	1	0	0	15	15.5
0	0	2	0	0	0	0	2	2	0	1	27	1	0	0	0	29	28.4	0	0	16	3	0	0	0	19	19
0	0	1	0	0	0	0	1	1	0	0	25	2	0	0	0	27	27	0	0	29	1	0	0	0	30	30
0	0	4	0	0	0	0	4	4	1	1	99	10	0	0	0	111	109.6	0	0	66	5	1	0	0	72	72.5
0	0	2	0	0	0	0	2	2	0	0	22	5	0	0	0	27	27	0	0	26	2	1	0	0	29	29.5
0	0	3	0	0	0	0	3	3	1	0	21	1	0	0	0	23	22.2	0	0	11	2	0	0	1	14	14
0	0	1	0	0	0	0	1	1	0	0	21	1	0	0	0	22	22	0	0	15	2	1	0	0	18	18.5
0	0	1	0	0	0	0	1	1	2	0	33	3	0	0	0	38	36.4	0	0	16	3	0	0	0	19	19
0	0	7	0	0	0	0	7	7	3	0	97	10	0	0	0	110	107.6	0	0	68	9	2	0	1	80	81
0	0	3	0	0	0	0	3	3	0	0	17	1	0	0	1	19	19	0	0	10	0	0	0	0	10	10
0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	21	1	0	29	1	0	0	1	32	31.2
0	0	2	0	0	0	0	2	2	0	0	19	1	0	0	0	20	20	0	0	29	1	0	0	0	30	30
0	0	1	0	0	0	0	1	1	0	0	31	2	1	0	1	35	35.5	2	0	34	5	0	0	0	41	39.4
0	0	6	0	0	0	0	6	6	0	0	87	5	1	0	2	95	95.5	3	0	102	7	0	0	1	113	110.6
0	0	3	2	0	0	0	5	5	0	0	31	8	0	0	1	40	40	0	0	20	1	0	0	0	21	21
0	0	4	1	0	0	0	5	5	0	0	18	1	0	0	0	19	19	0	0	34	2	0	0	0	36	36
0	0	0	0	0	0	0	0	0	0	3	27	2	0	0	0	32	29.6	1	0	17	3	0	0	0	21	20.2
0	0	1	1	0	0	0	2	2	0	0	18	0	1	0	0	19	19.5	0	0	38	0	0	0	1	39	39
0	0	8	4	0	0	0	12	12	3	0	94	11	1	0	1	110	108.1	1	0	109	6	0	0	1	117	116.2
0	0	0	0	0	0	0	0	0	0	0	46	3	0	0	1	50	50	0	0	29	1	0	0	0	30	30
0	0	5	0	0	0	0	5	5	0	0	22	1	0	0	0	23	23	0	0	42	0	1	0	0	43	43.5
0	0	4	0	0	0	0	4	4	0	0	21	6	0	0	0	27	27	1	0	20	3	0	0	0	24	23.2
0	0	1	0	0	0	0	1	1	0	0	20	3	0	0	0	23	23	2	0	38	4	1	0	0	45	43.9
0	0	10	0	0	0	0	10	10	0	0	109	13	0	0	1	123	123	3	0	129	8	2	0	0	142	140.6
0	0	1	1	0	0	0	2	2	0	0	33	0	0	0	0	33	33	1	0	51	5	0	0	0	57	56.2
0	0	2	0	0	0	0	2	2	0	0	23	0	0	0	0	23	23	3	0	44	5	0	0	0	52	49.6
1	0	1	0	0	0	0	2	1.2	0	0	22	1	0	0	0	23	23	0	0	41	1	0	0	0	42	42
0	0	3	0	0	0	0	3	3	2	0	28	2	0	0	0	32	30.4	2	0	28	1	0	0	0	31	29.4
1	0	7	1	0	0	0	9	8.2	2	0	106	3	0	0	0	111	109.4	6	0	164	12	0	0	0	182	177.2
0	0	3	0	0	0	0	3	3	2	0	9	0	0	0	0	11	9.4	1	0	43	4	0	0	0	48	47.2
0	0	2	0	0	0	0	2	2	1	0	20	4	0	0	0	25	24.2	2	0	32	2	0	0	0	36	34.4
0	0	3	1	0	0	0	4	4	0	0	24	3	0	0	0	27	27	0	0	31	2	0	0	0	33	33
0	0	2	0	0	0	0	2	2	1	0	11	2	1	0	0	15	14.7	0	0	23	2	0	0	0	25	25
0	0	10	1	0	0	0	11	11	4	0	64	9	1	0	0	78	75.3	3	0	129	10	0	0	0	142	139.6
3	0	110	15	2	0	0	130	128.6	23	3	1105	108	6	0	6	1251	1233.8	19	0	1111	78	15	0	7	1230	1222.3

C>=>B								C>=>C								C>=>D											
P/C	M/C	CAR	LGV	OGV1	OGV2	'SV(BUS	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	'SV(BUS	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	'SV(BUS	TOT	PCU	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	2	11	11	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	2	25	25	
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	8	1	0	0	1	11	10.2	
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	5	5	
0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	26	1	0	0	3	31	30.2	
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	13	13.5	
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	12	1	0	0	0	14	13.4	
0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	1	13	13	
0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	
0	0	5	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	1	40	2	1	0	1	45	44.9	
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0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	1	1	11	12.3	
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0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	
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0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	47	5	1	0	1	55	54.9
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0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	10	1	1	0	0	12	12.5	
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	1	15	15	
0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	38	6	1	0	1	46	46.5	
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	10	3	1	1	0	15	16.8	
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16	
0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	1	23	23	
0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	
0	0	7	2	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	53	7	1	1	1	63	64.8	
0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	17	5	0	0	0	22	22	
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	1	15	3	0	0	0	20	18.6	
0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22	22	
0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	1	22	22	
0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	1	1	72	11	0	0	1	86	84.6	
0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	
0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	15	2	1	0	1	19	19.5	
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	19	4	0	0	1	25	24.2	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	
0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	1	0	63	8	1	0	2	75	74.7	
0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	17	4	0	1	2	24	25.3	
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	
0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	1	18	18	
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	1	17	17	
0	0	10	2	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	66	4	0	1	4	75	76.3	
0	0	64	10	1	0	0	75	75.5	0	0	0	0	0	0	0	0	0	3	3	551	59	10	5	19	650	657.3	

D ==> A								D ==> B								D ==> C										
P/C	M/C	CAR	LGV	OGV1	OGV2	'SV(BUS	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	'SV(BUS	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	'SV(BUS	TOT	PCU
0	0	7	0	1	0	0	8	8.5	1	0	7	3	0	0	0	11	10.2	0	0	3	1	0	0	1	5	5
0	0	12	1	0	0	0	13	13	0	0	6	1	0	0	0	7	7	0	0	4	0	0	0	0	4	4
0	0	9	0	0	0	1	10	10	0	0	14	1	0	0	0	15	15	0	0	9	1	0	0	0	10	10
0	0	6	2	0	1	0	9	10.3	1	0	20	0	0	0	0	21	20.2	1	0	7	1	1	0	1	11	10.7
0	0	34	3	1	1	1	40	41.8	2	0	47	5	0	0	0	54	52.4	1	0	23	3	1	0	2	30	29.7
0	0	7	3	0	0	0	10	10	1	0	19	4	2	0	0	26	26.2	0	0	12	1	1	1	0	15	16.8
0	0	18	1	1	0	1	21	21.5	2	0	28	4	0	0	1	35	33.4	0	0	8	0	1	0	1	10	10.5
0	0	5	2	0	0	0	7	7	0	0	44	2	0	0	1	47	47	2	0	7	1	0	1	0	11	10.7
0	0	32	3	0	0	1	36	36	1	0	54	3	0	0	1	59	58.2	0	0	14	2	0	0	0	16	16
0	0	62	9	1	0	2	74	74.5	4	0	145	13	2	0	3	167	164.8	2	0	41	4	2	2	1	52	54
1	0	32	2	0	0	0	35	34.2	1	0	36	3	1	0	0	41	40.7	0	0	8	2	0	0	1	11	11
0	0	19	2	0	0	0	21	21	1	0	19	5	0	0	0	25	24.2	0	0	12	2	1	0	0	15	15.5
0	0	22	1	0	0	0	23	23	0	0	16	1	0	0	0	17	17	0	0	13	0	0	0	0	13	13
0	0	12	2	0	0	2	16	16	0	0	19	4	0	0	0	23	23	0	0	12	1	0	0	0	13	13
1	0	85	7	0	0	2	95	94.2	2	0	90	13	1	0	0	106	104.9	0	0	45	5	1	0	1	52	52.5
0	0	16	2	1	0	0	19	19.5	0	0	21	1	0	0	0	22	22	0	0	10	3	1	0	0	14	14.5
0	0	18	2	0	0	0	20	20	0	0	12	3	0	0	0	15	15	0	0	5	0	0	0	0	5	5
0	0	14	0	0	0	1	15	15	1	0	20	5	0	0	0	26	25.2	0	0	6	0	0	0	0	6	6
0	0	24	1	0	0	0	25	25	1	1	22	1	0	0	0	25	23.6	0	0	12	2	0	0	0	14	14
0	0	72	5	1	0	1	79	79.5	2	1	75	10	0	0	0	88	85.8	0	0	33	5	1	0	0	39	39.5
0	0	21	1	0	0	0	22	22	0	0	31	2	0	0	0	33	33	0	0	6	2	2	0	0	10	11
0	0	9	3	1	0	0	13	13.5	0	0	17	3	0	0	0	20	20	0	0	7	1	0	0	0	8	8
0	0	15	0	1	0	1	17	17.5	1	1	20	4	0	0	1	27	25.6	0	0	4	1	0	0	0	5	5
0	0	19	0	0	0	0	19	19	1	0	21	1	0	0	0	23	22.2	0	0	13	0	0	1	0	14	15.3
0	0	64	4	2	0	1	71	72	2	1	89	10	0	0	1	103	100.8	0	0	30	4	2	1	0	37	39.3
0	0	27	1	0	0	0	28	28	1	0	28	2	1	0	0	32	31.7	0	0	9	3	0	0	0	12	12
0	0	25	2	0	0	0	27	27	0	0	22	5	0	0	0	27	27	0	0	7	1	0	0	0	8	8
0	0	28	3	0	0	0	31	31	0	0	36	2	0	0	0	38	38	0	0	9	0	0	1	0	10	11.3
0	0	20	2	0	1	1	24	25.3	0	0	30	3	0	0	0	33	33	0	0	8	1	0	0	0	9	9
0	0	100	8	0	1	1	110	111.3	1	0	116	12	1	0	0	130	129.7	0	0	33	5	0	1	0	39	40.3
0	0	29	5	1	0	0	35	35.5	1	0	24	1	0	0	0	26	25.2	0	0	10	2	0	0	0	12	12
0	0	17	3	1	0	0	21	21.5	0	0	42	6	1	0	0	49	49.5	0	0	10	0	0	0	0	10	10
0	0	18	5	0	0	1	24	24	1	0	28	2	0	0	0	31	30.2	0	0	15	2	0	0	0	17	17
2	0	21	2	1	0	4	30	28.9	0	0	28	4	0	0	0	32	32	0	0	13	0	0	0	0	13	13
2	0	85	15	3	0	5	110	109.9	2	0	122	13	1	0	0	138	136.9	0	0	48	4	0	0	0	52	52
0	0	20	3	0	0	0	23	23	0	0	30	2	0	0	0	32	32	0	0	8	1	0	0	0	9	9
0	0	30	0	1	0	0	31	31.5	0	0	21	2	0	0	0	23	23	0	0	8	2	0	0	0	10	10
0	0	27	3	0	0	0	30	30	0	0	29	2	0	0	1	32	32	0	0	2	0	0	0	0	2	2
1	0	41	1	1	0	3	47	46.7	0	0	41	4	0	0	0	45	45	0	0	2	1	0	0	0	3	3
1	0	118	7	2	0	3	131	131.2	0	0	121	10	0	0	1	132	132	0	0	20	4	0	0	0	24	24
0	0	26	1	1	0	0	28	28.5	0	0	31	4	2	0	0	37	38	0	0	7	2	0	0	0	9	9
0	1	30	2	0	0	1	34	33.4	0	0	25	3	0	0	0	28	28	0	0	6	0	0	0	0	6	6
0	0	38	3	0	0	1	42	42	0	0	40	3	0	0	0	43	43	0	0	10	0	0	0	0	10	10
0	1	37	2	1	0	1	42	41.9	3	0	39	4	0	0	1	47	44.6	0	0	13	2	0	0	0	15	15
0	2	131	8	2	0	3	146	145.8	3	0	135	14	2	0	1	155	153.6	0	0	36	4	0	0	0	40	40
1	0	30	4	1	0	0	36	35.7	2	0	35	4	0	0	0	41	39.4	1	0	5	2	0	0	0	8	7.2
1	0	28	6	0	0	0	35	34.2	0	0	28	1	0	0	0	29	29	0	0	14	2	0	0	0	16	16
0	0	34	4	0	0	0	38	38	1	0	37	4	0	0	0	42	41.2	0	1	16	1	0	0	0	18	17.4
0	2	35	4	0	0	1	42	40.8	1	0	40	1	0	1	0	43	43.5	0	0	12	1	0	0	0	13	13
2	2	127	18	1	0	1	151	148.7	4	0	140	10	0	1	0	155	153.1	1	1	47	6	0	0	0	55	53.6
0	2	35	5	1	0	0	43	42.3	0	0	34	3	0	0	0	37	37	0	0	14	1	0	0	0	15	15
1	0	54	7	0	0	1	63	62.2	0	0	38	5	0	0	0	43	43	0	0	10	0	0	0	0	10	10
1	1	38	2	1	0	0	43	42.1	0	0	32	2	0	0	0	34	34	0	0	8	1	1	1	0	11	12.8
0	2	35	2	0	0	1	40	38.8	1	0	37	9	0	0	0	47	46.2	0	0	7	1	0	0	0	8	8
2	5	162	16	2	0	2	189	185.4	1	0	141	19	0	0	0	161	160.2	0	0	39	3	1	1	0	44	45.8
0	1	54	4	0	0	0	59	58.4	0	1	38	4	0	0	0	43	42.4	0	0	11	0	0	0	0	11	11
0	0	39	5	0	0	1	45	45	0	0	37	4	0	0	0	41	41	0	0	6	1	0	0	0	7	7
0	0	38	4	0	0	0	42	42	0	0	33	3	1	0	0	37	37.5	0	0	8	1	0	2	0	11	13.6
0	0	40	4	0	0	2	46	46	0	0	36	7	0	0	0	43	43	0	0	12	1	0	0	0	13	13
0	1	171	17	0	0	3	192	191.4	0	1	144	18	1	0	0	164	163.9	0	0	37	3	0	2	0	42	44.6
8	10	1211	117	15	2	25	1388	1385.7	23	3	1365	147	8	1	6	1553	1538.1	4	1	432	50	8	7	4	506	515.3

[illegible]



IDASO

Survey Name: 145 20307 Balbriggan - Historic Data
Site: Site 6
Location: R132 Drogheda Street/Bremore Cottages/R132
Date: Fri 05-Jan-2018

TIME	A => A										A => B										A => C									
	P/C	M/C	CAR	LGV	OGV1	OGV2	SV(BUS)	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	SV(BUS)	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV(BUS)	TOT	PCU			
07:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	13	5	0	0	0	18	18			
07:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	24	5	1	1	0	31	32.8			
07:30	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	41	5	0	0	3	49	49			
07:45	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12	0	0	30	5	0	0	1	36	36			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	21	5	0	0	0	26	26	0	0	108	20	1	1	4	134	135.8			
08:00	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	43	6	1	2	2	54	57.1			
08:15	0	0	1	0	0	0	0	1	1	0	0	9	1	0	0	0	10	10	0	0	55	4	1	1	0	61	62.8			
08:30	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	54	5	0	2	1	62	64.6			
08:45	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	21	21	0	0	39	4	1	0	2	46	46.5			
H/TOT	0	0	1	0	0	0	0	1	1	0	0	53	4	0	0	0	57	57	0	0	191	19	3	5	5	223	231			
09:00	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	38	2	2	0	1	43	44			
09:15	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	16	0	0	33	6	0	1	1	41	42.3			
09:30	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	7.5	0	0	41	4	0	0	1	46	46			
09:45	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	49	2	0	2	0	53	55.6			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	45	5	1	0	0	51	51.5	0	0	161	14	2	3	3	183	187.9			
10:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	42	2	1	0	1	46	46.5			
10:15	0	0	0	0	0	0	0	0	0	0	0	10	1	1	0	0	12	12.5	0	0	29	6	0	1	1	37	38.3			
10:30	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	29	6	2	3	1	41	45.9			
10:45	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	26	4	5	0	1	36	38.5			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	30	3	1	0	0	34	34.5	0	0	126	18	8	4	4	160	169.2			
11:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	27	6	1	0	1	35	35.5			
11:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	32	3	1	1	0	37	38.8			
11:30	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12	0	0	44	3	1	1	2	51	52.8			
11:45	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	29	4	3	1	0	37	39.8			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	33	5	0	0	0	38	38	0	0	132	16	6	3	3	160	166.9			
12:00	0	0	1	0	0	0	0	1	1	0	0	15	0	0	0	0	15	15	0	0	23	5	4	2	1	35	39.6			
12:15	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	39	5	0	0	0	44	44			
12:30	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	40	5	0	0	1	46	46			
12:45	0	0	0	1	0	0	0	1	1	0	0	11	1	0	0	0	12	12	0	0	34	8	1	1	0	44	45.8			
H/TOT	0	0	1	1	0	0	0	2	2	0	0	51	3	0	0	0	54	54	0	0	136	23	5	3	2	169	175.4			
13:00	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	42	4	2	1	1	50	52.3			
13:15	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	0	0	41	4	2	0	0	47	48			
13:30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	1	7	7	0	0	34	3	1	0	1	39	39.5			
13:45	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	14	14	0	0	35	5	0	0	0	40	40			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	36	6	0	0	1	43	43	0	0	152	16	5	1	2	176	179.8			
14:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	54	5	2	1	1	63	65.3			
14:15	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	49	5	1	1	0	56	57.8			
14:30	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	45	4	0	0	1	50	50			
14:45	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	41	5	0	0	1	47	47			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	45	5	0	0	0	50	50	0	0	189	19	3	2	3	216	220.1			
15:00	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	57	8	1	1	1	68	69.8			
15:15	0	0	1	0	0	0	0	1	1	0	0	16	2	0	0	0	18	18	0	0	43	4	3	0	0	50	51.5			
15:30	0	0	0	0	0	0	0	0	0	0	0	26	4	0	0	0	30	30	0	0	48	7	0	0	2	57	57			
15:45	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	9	9	0	0	63	4	0	0	0	67	67			
H/TOT	0	0	1	0	0	0	0	1	1	0	0	63	7	0	0	1	71	71	0	0	211	23	4	1	3	242	245.3			
16:00	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20	20	0	0	53	4	0	1	2	60	61.3			
16:15	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	1	22	22	0	0	60	8	0	0	2	70	70			
16:30	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18	0	0	60	4	1	1	1	67	68.8			
16:45	0	0	0	0	0	0	0	0	0	0	0	16	0	1	0	0	17	17.5	0	0	49	10	2	0	0	61	62			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	74	1	1	0	1	77	77.5	0	0	222	26	3	2	5	258	262.1			
17:00	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	23	23	0	0	64	7	2	1	2	76	78.3			
17:15	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	14	14	0	0	69	6	0	0	2	77	77			
17:30	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	1	21	21	0	0	52	2	0	2	0	56	58.6			
17:45	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20	0	0	65	5	2	0	2	74	75			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	67	10	0	0	1	78	78	0	0	250	20	4	3	6	283	288.9			
18:00	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	66	6	2	1	1	76	78.3			
18:15	0	0	0	0	0	0	0	0	0	0	0	14	2	1	0	0	17	17.5	0	0	75	3	1	0	1	80	80.5			
18:30	0	0	1	0	0	0	0	1	1	0	0	12	0	0	0	0	12	12	0	0	44	2	0	0	1	47	47			
18:45	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	21	0	0	45	3	1	0	2	51	51.5			
H/TOT	0	0	1	0	0	0	0	1	1	0	0	62	4	1	0	0	67	67.5	0	0	230	14	4	1	5	254	257.3			
12 TOT	0	0	4	1	0	0	0	5	5	0	0	580	58	4	0	4	646	648	0	0	2108	228	48	29	45	2458	2519.7			

B ==> A								B ==> B								B ==> C										
P/C	M/C	CAR	LGV	OGV1	OGV2	'SV(BUS	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	'SV(BUS	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	'SV(BUS	TOT	PCU
0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	18	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	17	2	1	0	0	20	20.5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
0	0	23	3	0	0	1	27	27	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
0	0	62	6	1	0	1	70	70.5	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9
0	0	19	3	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	29	1	0	0	1	31	31	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
0	0	24	1	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	83	6	1	0	1	91	91.5	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10
0	0	20	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	7	4	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	51	7	0	0	0	58	58	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
0	0	9	2	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5
0	0	7	2	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	35	6	0	0	0	41	41	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5
0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	0	19	0	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	44	3	0	0	0	47	47	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5
0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
0	0	37	2	0	0	0	39	39	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6	6
0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
0	0	41	3	0	0	0	44	44	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7
0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
0	0	14	3	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
0	0	57	7	0	0	0	64	64	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9
0	0	8	3	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	10	1	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	18	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
0	0	51	6	1	0	0	58	58.5	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12
0	0	11	0	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	8	1	0	0	1	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6
0	0	47	1	1	0	1	50	50.5	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8
0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5
0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
0	0	11	4	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	14	1	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	55	6	1	0	0	62	62.5	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	10	10
0	0	15	1	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	7	1	2	0	0	10	11
0	0	16	2	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
0	0	20	1	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
0	0	59	5	1	0	0	65	65.5	0	0	0	0	0	0	0	0	0	0	0	15	2	2	0	0	19	20
0	0	622	58	6	0	3	689	692	0	0	0	0	0	0	0	0	0	0	0	83	16	3	0	0	102	103.5

C>=> A								C>=> B								C>=> C										
P/C	M/C	CAR	LGv	OGV1	OGV2	'SV(BUS	TOT	PCU	P/C	M/C	CAR	LGv	OGV1	OGV2	'SV(BUS	TOT	PCU	P/C	M/C	CAR	LGv	OGV1	OGV2	'SV(BUS	TOT	PCU
0	0	29	4	0	0	1	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	44	5	0	0	1	50	50	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	42	7	0	0	1	50	50	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	53	9	0	0	3	65	65	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	168	25	0	0	6	199	199	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	68	5	0	0	2	75	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	68	2	0	0	4	74	74	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	87	2	0	0	2	91	91	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	68	4	0	2	1	75	77.6	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	291	13	0	2	9	315	317.6	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	0	49	3	0	0	0	52	52	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	39	7	0	1	2	49	50.3	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	55	7	0	0	0	62	62	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	37	7	0	0	1	45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	180	24	0	1	3	208	209.3	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	0	30	5	0	0	0	35	35	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	35	0	0	0	0	35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	17	2	0	0	1	20	20	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	31	5	0	0	1	37	37	0	0	2	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0
0	0	113	12	0	0	2	127	127	0	0	4	0	0	0	0	4	4	4	0	0	0	0	0	0	0	0
0	0	23	3	0	0	0	26	26	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	37	5	0	0	1	43	43	0	0	3	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
0	0	39	4	0	1	0	44	45.3	0	0	1	1	0	0	0	2	2	2	0	0	0	0	0	0	0	0
0	0	31	4	0	0	1	36	36	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	130	16	0	1	2	149	150.3	0	0	5	2	0	0	0	7	7	7	0	0	0	0	0	0	0	0
0	0	41	4	0	0	0	45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	45	2	0	0	1	48	48	0	0	1	1	1	0	0	3	3.5	3	0	0	0	0	0	0	0	0
0	0	42	0	0	0	0	42	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	33	2	0	0	0	35	35	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	161	8	0	0	1	170	170	0	0	2	1	1	0	0	4	4.5	4	0	0	0	0	0	0	0	0
0	0	30	2	0	0	0	32	32	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	48	1	0	0	2	51	51	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	38	1	0	0	0	39	39	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	42	2	0	0	1	45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	158	6	0	0	3	167	167	0	0	3	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
0	0	39	3	0	0	0	42	42	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	37	1	0	0	2	40	40	0	0	2	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0
0	0	18	6	0	0	1	25	25	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	36	0	0	0	0	36	36	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	130	10	0	0	3	143	143	0	0	5	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
0	0	41	1	0	0	0	42	42	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	45	1	0	0	1	47	47	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	52	3	0	0	1	56	56	0	0	3	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
0	0	53	0	0	0	1	54	54	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	191	5	0	0	3	199	199	0	0	6	0	0	0	0	6	6	6	0	0	0	0	0	0	0	0
0	0	49	2	0	0	2	53	53	0	0	3	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
0	0	50	0	0	0	1	51	51	0	0	3	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
0	0	44	1	0	0	0	45	45	0	0	1	2	1	1	0	5	6.8	5	0	0	0	0	0	0	0	0
0	0	41	0	0	0	1	42	42	0	0	2	1	0	0	0	3	3	3	0	0	0	0	0	0	0	0
0	0	184	3	0	0	4	191	191	0	0	9	3	1	1	0	14	15.8	14	0	0	0	0	0	0	0	0
0	0	39	0	0	0	0	39	39	0	0	2	1	0	0	0	3	3	3	0	0	0	0	0	0	0	0
0	0	49	0	0	0	2	51	51	0	0	1	1	0	0	0	2	2	2	0	0	0	0	0	0	0	0
0	0	41	0	0	0	0	41	41	0	0	2	0	1	0	0	3	3.5	3	0	0	0	0	0	0	0	0
0	0	50	0	0	0	0	50	50	0	0	3	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
0	0	179	0	0	0	2	181	181	0	0	8	2	1	0	0	11	11.5	11	0	0	0	0	0	0	0	0
0	0	49	0	0	0	1	50	50	0	0	2	1	0	0	0	3	3	3	0	0	0	0	0	0	0	0
0	0	37	0	0	0	0	37	37	0	0	3	1	0	0	0	4	4	4	0	0	0	0	0	0	0	0
0	0	50	0	0	0	0	50	50	0	0	2	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0
0	0	33	0	0	0	1	34	34	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0	0	169	0	0	0	2	171	171	0	0	8	2	0	0	0	10	10	10	0	0	0	0	0	0	0	0
0	0	2054	122	0	4	40	2220	2225.2	0	0	63	10	3	1	0	77	79.8	77	0	0	0	0	0	0	0	0

Appendix D – *Junctions9* Modelling Data

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: Site 1.j9

Path: C:\Users\multiuser\Desktop\J9 FILES\201_321 Balbriggan

Report generation date: 22/07/2021 14:26:26

- »2020, AM
- »2020, PM
- »2020* (factored for Covid), AM
- »2020* (factored for Covid), PM
- »New development, AM
- »New development, PM
- »2038* without development, AM
- »2038* without development, PM
- »2038* with development, AM
- »2038* with development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2020									
Stream B-AC	D1	0.2	8.10	0.19	A	D2	0.4	9.12	0.25	A
Stream C-AB		0.8	8.11	0.36	A		0.6	7.49	0.29	A
	2020* (factored for Covid)									
Stream B-AC	D3	0.3	8.80	0.23	A	D4	0.5	10.28	0.31	B
Stream C-AB		1.2	9.21	0.45	A		0.9	8.16	0.36	A
	New development									
Stream B-AC	D5	0.0	0.00	0.00	A	D6	0.0	6.01	0.01	A
Stream C-AB		0.0	6.35	0.01	A		0.0	6.53	0.04	A
	2038* without development									
Stream B-AC	D7	0.5	10.07	0.30	B	D8	0.7	12.62	0.41	B
Stream C-AB		2.4	12.40	0.61	B		1.6	9.85	0.50	A
	2038* with development									
Stream B-AC	D9	0.5	10.27	0.31	B	D10	0.8	13.01	0.42	B
Stream C-AB		2.7	13.13	0.63	B		1.7	10.30	0.52	B

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.

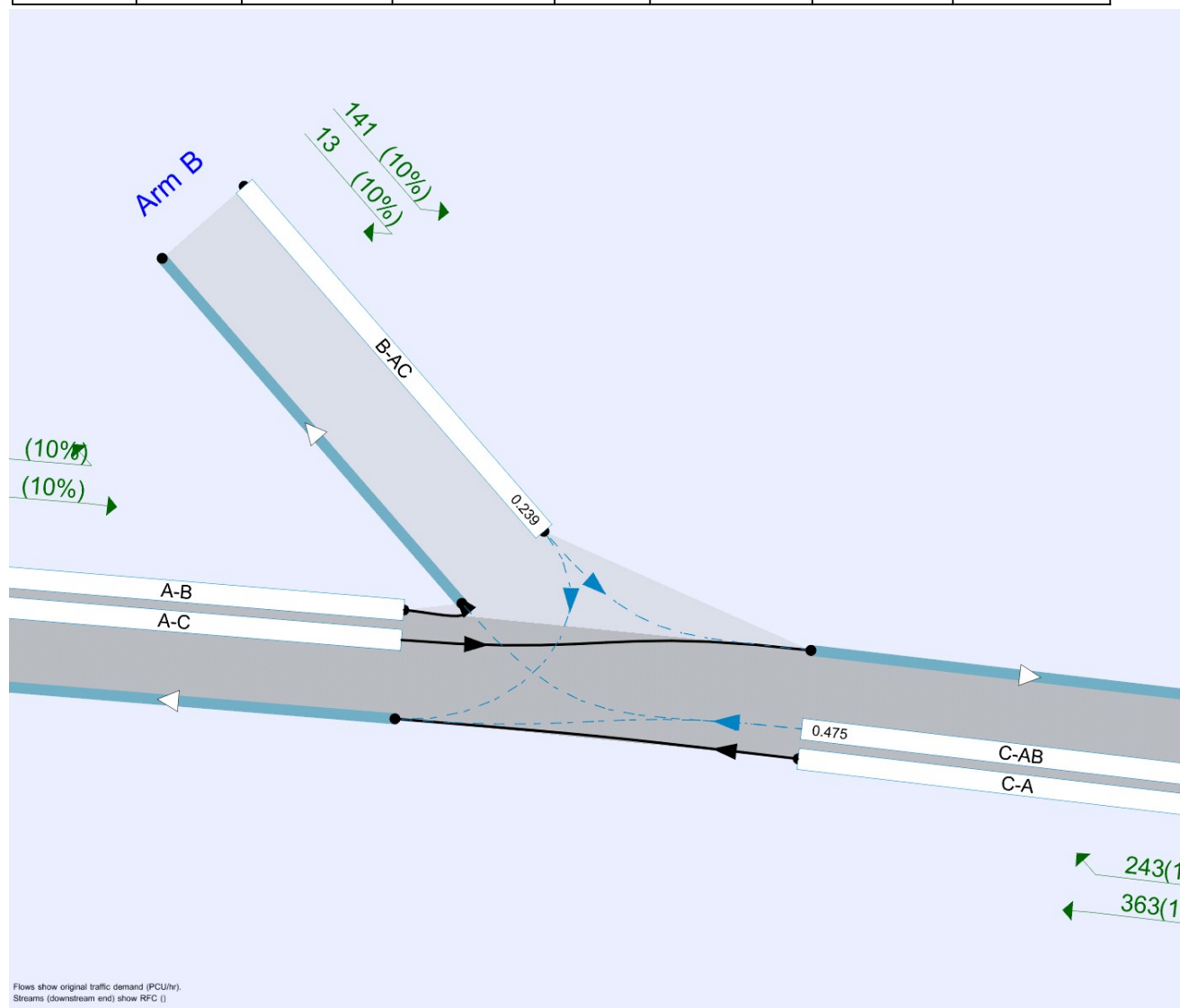
File summary

File Description

Title	
Location	
Site number	
Date	29/10/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ORS\multiuser
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)	Results for central hour only	Run automatically	Relationship type	Relationship
D1	2020	AM	ONE HOUR	07:45	09:15	15	✓	✓		
D2	2020	PM	ONE HOUR	16:45	18:15	15	✓	✓		
D3	2020* (factored for Covid)	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D1*GCOVID
D4	2020* (factored for Covid)	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D2*GCOVID
D5	New development	AM	ONE HOUR	07:45	09:15	15	✓	✓		
D6	New development	PM	ONE HOUR	16:45	18:15	15	✓	✓		
D7	2038* without development	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D3*G2038
D8	2038* without development	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4*G2038
D9	2038* with development	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D5+D7
D10	2038* with development	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D6+D8

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
GCOVID			1.2000
G2023			1.0550
G2028			1.1530
G2038			1.2410

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2020, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - 2020, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D7 - 2038* without development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site 1	T-Junction	Two-way		3.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Old Market Green W		Major
B	Hampton Street		Minor
C	Old Market Green E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	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	561	0.102	0.258	0.162	0.369
B-C	687	0.105	0.266	-	-
C-B	632	0.245	0.245	-	-

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

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

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

Traffic 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)	Results for central hour only	Run automatically
D1	2020	AM	ONE HOUR	07:45	09:15	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	✓	204	100.000
B		ONE HOUR	✓	101	100.000
C		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	5	199
	B	8	0	93
	C	244	158	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	8.10	0.2	A	101	101
C-AB	0.36	8.11	0.8	A	237	237
C-A					165	165
A-B					5	5
A-C					199	199

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	614	0.148	91	0.2	0.2	7.558	A
C-AB	203	51	735	0.276	202	0.4	0.5	7.441	A
C-A	158	40			158				
A-B	4	1			4				
A-C	179	45			179				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	600	0.185	111	0.2	0.2	8.093	A
C-AB	270	68	760	0.355	269	0.5	0.8	8.076	A
C-A	173	43			173				
A-B	6	1			6				
A-C	219	55			219				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	600	0.185	111	0.2	0.2	8.102	A
C-AB	270	68	760	0.356	270	0.8	0.8	8.109	A
C-A	172	43			172				
A-B	6	1			6				
A-C	219	55			219				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	614	0.148	91	0.2	0.2	7.569	A
C-AB	203	51	736	0.277	204	0.8	0.6	7.483	A
C-A	158	39			158				
A-B	4	1			4				
A-C	179	45			179				

2020, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D2 - 2020, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D7 - 2038* without development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site 1	T-Junction	Two-way		3.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2020	PM	ONE HOUR	16:45	18:15	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	✓	266	100.000
B		ONE HOUR	✓	131	100.000
C		ONE HOUR	✓	362	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	18	248
	B	14	0	117
	C	238	124	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	9.12	0.4	A	131	131
C-AB	0.29	7.49	0.6	A	185	185
C-A					177	177
A-B					18	18
A-C					248	248

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	29	596	0.198	118	0.2	0.3	8.273	A
C-AB	158	40	719	0.220	158	0.3	0.4	7.058	A
C-A	167	42			167				
A-B	16	4			16				
A-C	223	56			223				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	578	0.249	144	0.3	0.4	9.109	A
C-AB	211	53	741	0.285	210	0.4	0.6	7.467	A
C-A	187	47			187				
A-B	20	5			20				
A-C	273	68			273				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	578	0.249	144	0.4	0.4	9.124	A
C-AB	211	53	741	0.285	211	0.6	0.6	7.491	A
C-A	187	47			187				
A-B	20	5			20				
A-C	273	68			273				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	29	596	0.198	118	0.4	0.3	8.296	A
C-AB	159	40	720	0.221	159	0.6	0.4	7.086	A
C-A	166	42			166				
A-B	16	4			16				
A-C	223	56			223				

2020* (factored for Covid), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2020* (factored for Covid), AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D7 - 2038* without development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site 1	T-Junction	Two-way		4.61	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)	Results for central hour only	Run automatically	Relationship type	Relationship
D3	2020* (factored for Covid)	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D1*GCOVID

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	✓	245	100.000
B		ONE HOUR	✓	121	100.000
C		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	6	239
	B	10	0	112
	C	293	190	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.23	8.80	0.3	A	121	121
C-AB	0.45	9.21	1.2	A	309	309
C-A					173	173
A-B					6	6
A-C					239	239

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	602	0.181	109	0.2	0.2	8.031	A
C-AB	262	66	757	0.346	261	0.5	0.8	7.997	A
C-A	171	43			171				
A-B	5	1			5				
A-C	215	54			215				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	584	0.229	133	0.2	0.3	8.781	A
C-AB	355	89	788	0.451	353	0.8	1.2	9.135	A
C-A	176	44			176				
A-B	7	2			7				
A-C	263	66			263				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	584	0.229	133	0.3	0.3	8.795	A
C-AB	356	89	788	0.451	356	1.2	1.2	9.209	A
C-A	175	44			175				
A-B	7	2			7				
A-C	263	66			263				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	601	0.181	109	0.3	0.2	8.050	A
C-AB	263	66	758	0.347	265	1.2	0.8	8.085	A
C-A	171	43			171				
AB	5	1			5				
AC	215	54			215				

2020* (factored for Covid), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D4 - 2020* (factored for Covid), PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D7 - 2038* without development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site 1	T-Junction	Two-way		3.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D4	2020* (factored for Covid)	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D2*GCOVID

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	✓	319	100.000
B		ONE HOUR	✓	157	100.000
C		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	22	297
	B	17	0	140
	C	286	148	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.31	10.28	0.5	B	157	157
C-AB	0.36	8.16	0.9	A	242	242
C-A					192	192
A-B					22	22
A-C					297	297

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	141	35	580	0.244	141	0.3	0.3	9.009	A
C-AB	205	51	739	0.277	204	0.4	0.6	7.417	A
C-A	185	46			185				
A-B	19	5			19				
A-C	267	67			267				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	173	43	558	0.310	173	0.3	0.5	10.246	B
C-AB	278	70	766	0.363	277	0.6	0.9	8.117	A
C-A	199	50			199				
A-B	24	6			24				
A-C	327	82			327				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	173	43	558	0.310	173	0.5	0.5	10.276	B
C-AB	279	70	766	0.364	279	0.9	0.9	8.157	A
C-A	199	50			199				
A-B	24	6			24				
A-C	327	82			327				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	141	35	580	0.244	142	0.5	0.4	9.046	A
C-AB	205	51	739	0.278	207	0.9	0.6	7.470	A
C-A	185	46			185				
A-B	19	5			19				
A-C	267	67			267				

New development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - New development, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D7 - 2038* without development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site 1	T-Junction	Two-way		6.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	New development	AM	ONE HOUR	07:45	09:15	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	✓	1	100.000
B		ONE HOUR	✓	4	100.000
C		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	From A	0	1	0
	From B	1	0	3
	From C	0	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	From A	0	10	10
	From B	10	0	10
	From C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.01	6.35	0.0	A	8	8
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	616	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	632	0.011	7	0.0	0.0	6.338	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	615	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	632	0.014	9	0.0	0.0	6.354	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	615	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	632	0.014	9	0.0	0.0	6.354	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	616	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	632	0.011	7	0.0	0.0	6.338	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

New development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D6 - New development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D7 - 2038* without development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site 1	T-Junction	Two-way		6.38	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)	Results for central hour only	Run automatically
D6	New development	PM	ONE HOUR	16:45	18:15	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	✓	4	100.000
B		ONE HOUR	✓	9	100.000
C		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	4	0
	B	1	0	8
	C	0	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	6.01	0.0	A	9	9
C-AB	0.04	6.53	0.0	A	23	23
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	669	0.012	8	0.0	0.0	5.991	A
C-AB	21	5	632	0.033	21	0.0	0.0	6.478	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	669	0.015	10	0.0	0.0	6.011	A
C-AB	25	6	632	0.040	25	0.0	0.0	6.527	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	669	0.015	10	0.0	0.0	6.011	A
C-AB	25	6	632	0.040	25	0.0	0.0	6.527	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	669	0.012	8	0.0	0.0	5.992	A
C-AB	21	5	632	0.033	21	0.0	0.0	6.479	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

2038* without development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D7 - 2038* without development, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D7 - 2038* without development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site 1	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)	Results for central hour only	Run automatically	Relationship type	Relationship
D7	2038* without development	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D3*G2038

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	✓	304	100.000
B		ONE HOUR	✓	150	100.000
C		ONE HOUR	✓	599	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	7	296
	B	12	0	138
	C	363	235	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	10	10
	10	0	10
	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.30	10.07	0.5	B	150	150
C-AB	0.61	12.40	2.4	B	435	435
C-A					164	164
A-B					7	7
A-C					296	296

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	34	582	0.232	135	0.3	0.3	8.842	A
C-AB	363	91	790	0.459	361	0.8	1.3	9.248	A
C-A	176	44			176				
A-B	7	2			7				
A-C	266	67			266				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	41	559	0.296	165	0.3	0.5	10.042	B
C-AB	505	126	829	0.608	500	1.3	2.4	12.073	B
C-A	155	39			155				
A-B	8	2			8				
A-C	326	82			326				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	41	559	0.296	166	0.5	0.5	10.075	B
C-AB	507	127	831	0.610	506	2.4	2.4	12.400	B
C-A	152	38			152				
A-B	8	2			8				
A-C	326	82			326				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	34	582	0.232	136	0.5	0.3	8.883	A
C-AB	365	91	792	0.461	369	2.4	1.4	9.523	A
C-A	173	43			173				
A-B	7	2			7				
A-C	266	67			266				

2038* without development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D8 - 2038* without development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D7 - 2038* without development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site 1	T-Junction	Two-way		5.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D8	2038* without development	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4*G2038

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	✓	396	100.000
B		ONE HOUR	✓	195	100.000
C		ONE HOUR	✓	538	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	27	369
	B	21	0	174
	C	354	184	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.41	12.62	0.7	B	195	195
C-AB	0.50	9.85	1.6	A	341	341
C-A					197	197
A-B					27	27
A-C					369	369

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	44	557	0.315	175	0.4	0.5	10.354	B
C-AB	284	71	768	0.370	283	0.6	0.9	8.185	A
C-A	200	50			200				
A-B	24	6			24				
A-C	332	83			332				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	54	529	0.406	214	0.5	0.7	12.544	B
C-AB	397	99	803	0.494	394	0.9	1.6	9.728	A
C-A	196	49			196				
A-B	30	7			30				
A-C	406	102			406				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	54	528	0.407	215	0.7	0.7	12.623	B
C-AB	398	100	804	0.495	398	1.6	1.6	9.852	A
C-A	195	49			195				
A-B	30	7			30				
A-C	406	102			406				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	44	557	0.315	176	0.7	0.5	10.439	B
C-AB	285	71	769	0.371	288	1.6	1.0	8.314	A
C-A	199	50			199				
A-B	24	6			24				
A-C	332	83			332				

2038* with development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D9 - 2038* with development, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D7 - 2038* without development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site 1	T-Junction	Two-way		7.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D9	2038* with development	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D5+D7

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	✓	305	100.000
B		ONE HOUR	✓	154	100.000
C		ONE HOUR	✓	607	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	8	296
	B	13	0	141
	C	363	243	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.31	10.27	0.5	B	154	154
C-AB	0.63	13.13	2.7	B	450	450
C-A					157	157
A-B					8	8
A-C					296	296

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	35	580	0.239	138	0.3	0.3	8.963	A
C-AB	375	94	790	0.475	373	0.9	1.4	9.525	A
C-A	170	43			170				
A-B	8	2			8				
A-C	266	67			266				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	170	43	556	0.306	169	0.3	0.5	10.235	B
C-AB	522	130	829	0.629	517	1.4	2.6	12.728	B
C-A	146	37			146				
A-B	9	2			9				
A-C	326	82			326				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	170	43	555	0.306	170	0.5	0.5	10.272	B
C-AB	524	131	831	0.631	524	2.6	2.7	13.132	B
C-A	144	36			144				
A-B	9	2			9				
A-C	326	82			326				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	35	580	0.240	139	0.5	0.4	9.007	A
C-AB	378	94	793	0.477	382	2.7	1.4	9.847	A
C-A	168	42			168				
AB	8	2			8				
AC	266	67			266				

2038* with development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D10 - 2038* with development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D7 - 2038* without development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site 1	T-Junction	Two-way		5.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D10	2038* with development	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D6+D8

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	✓	400	100.000
B		ONE HOUR	✓	204	100.000
C		ONE HOUR	✓	561	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A	B	C
From	A	0	31
	B	22	0
	C	354	207

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.42	13.01	0.8	B	202	202
C-AB	0.52	10.30	1.7	B	356	356
C-A					190	190
A-B					27	27
A-C					369	369

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	182	45	556	0.327	181	0.4	0.5	10.555	B
C-AB	296	74	768	0.386	295	0.7	1.0	8.398	A
C-A	195	49			195				
A-B	24	6			24				
A-C	332	83			332				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	222	56	527	0.422	221	0.5	0.8	12.914	B
C-AB	414	104	803	0.516	411	1.0	1.7	10.152	B
C-A	187	47			187				
A-B	30	7			30				
A-C	406	102			406				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	222	56	527	0.422	222	0.8	0.8	13.007	B
C-AB	416	104	804	0.517	415	1.7	1.7	10.303	B
C-A	186	46			186				
A-B	30	7			30				
A-C	406	102			406				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	182	45	555	0.327	183	0.8	0.5	10.653	B
C-AB	298	74	769	0.387	301	1.7	1.0	8.548	A
C-A	193	48			193				
A-B	24	6			24				
A-C	332	83			332				

Junctions 9				
PICADY 9 - Priority Intersection Module				
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Filename: Site 4.j9

Path: C:\Users\multiuser\Desktop\J9 FILES\201_321 Balbriggan

Report generation date: 22/07/2021 14:25:51

- »2020, AM
- »2020, PM
- »2020* (factored for Covid), AM
- »2020* (factored for Covid), PM
- »New development, AM
- »New development, PM
- »2038* without development, AM
- »2038* without development, PM
- »2038* with development, AM
- »2038* with development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2020									
Stream B-AC	D1	0.0	8.75	0.03	A	D2	0.1	9.13	0.10	A
Stream C-AB		0.0	5.71	0.01	A		0.1	6.25	0.05	A
	2020* (factored for Covid)									
Stream B-AC	D3	0.0	9.06	0.04	A	D4	0.2	9.64	0.13	A
Stream C-AB		0.0	5.57	0.01	A		0.1	6.20	0.06	A
	New development									
Stream B-AC	D5	0.1	7.93	0.05	A	D6	0.1	7.84	0.06	A
Stream C-AB		0.0	6.70	0.02	A		0.1	6.94	0.05	A
	2038* without development									
Stream B-AC	D7	0.1	9.52	0.05	A	D8	0.2	10.49	0.16	B
Stream C-AB		0.0	5.37	0.01	A		0.2	6.14	0.08	A
	2038* with development									
Stream B-AC	D9	0.1	9.64	0.10	A	D10	0.4	11.94	0.25	B
Stream C-AB		0.1	5.27	0.04	A		0.3	6.61	0.15	A

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	
Location	
Site number	
Date	29/10/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ORS\multiuser
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)	Results for central hour only	Run automatically	Relationship type	Relationship
D1	2020	AM	ONE HOUR	07:45	09:15	15	✓	✓		
D2	2020	PM	ONE HOUR	16:45	18:15	15	✓	✓		
D3	2020* (factored for Covid)	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D1*GCOVID
D4	2020* (factored for Covid)	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D2*GCOVID
D5	New development	AM	ONE HOUR	07:45	09:15	15	✓	✓		
D6	New development	PM	ONE HOUR	16:45	18:15	15	✓	✓		
D7	2038* without development	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D3*G2038
D8	2038* without development	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4*G2038
D9	2038* with development	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D5+D7
D10	2038* with development	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D6+D8

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
GCOVID			1.2000
G2023			1.0550
G2028			1.1530
G2038			1.2410

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AL	✓	100.000	100.000

2020, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Hampton St E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D1 - 2020, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2038* with development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hampton St W		Major
B	High Street		Minor
C	Hampton St E		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 - Hampton St E	5.00			50.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - High Street	One lane	3.00	10	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	505	0.096	0.243	0.153	0.347
B-C	655	0.105	0.265	-	-
C-B	603	0.244	0.244	-	-

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)	Results for central hour only	Run automatically
D1	2020	AM	ONE HOUR	07:45	09:15	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 - Hampton St W		ONE HOUR	✓	107	100.000
B - High Street		ONE HOUR	✓	12	100.000
C - Hampton St E		ONE HOUR	✓	199	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Hampton St W	B - High Street	C - Hampton St E
From	A - Hampton St W	0	4	103
	B - High Street	10	0	2
	C - Hampton St E	195	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Hampton St W	B - High Street	C - Hampton St E
From	A - Hampton St W	0	10	10
	B - High Street	10	0	10
	C - Hampton St E	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	8.75	0.0	A	12	12
C-AB	0.01	5.71	0.0	A	6	6
C-A					193	193
A-B					4	4
A-C					103	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-AC	11	3	477	0.023	11	0.0	0.0	8.500	A
C-AB	5	1	698	0.007	5	0.0	0.0	5.709	A
C-A	174	44			174				
A-B	4	0.90			4				
A-C	93	23			93				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	466	0.028	13	0.0	0.0	8.753	A
C-AB	6	2	720	0.009	6	0.0	0.0	5.544	A
C-A	213	53			213				
A-B	4	1			4				
A-C	113	28			113				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	466	0.028	13	0.0	0.0	8.753	A
C-AB	6	2	720	0.009	6	0.0	0.0	5.546	A
C-A	213	53			213				
A-B	4	1			4				
A-C	113	28			113				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	477	0.023	11	0.0	0.0	8.503	A
C-AB	5	1	698	0.007	5	0.0	0.0	5.711	A
C-A	174	44			174				
A-B	4	0.90			4				
A-C	93	23			93				

2020, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Hampton St E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D2 - 2020, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2038* with development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.71	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)	Results for central hour only	Run automatically
D2	2020	PM	ONE HOUR	16:45	18:15	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 - Hampton St W		ONE HOUR	✓	140	100.000
B - High Street		ONE HOUR	✓	45	100.000
C - Hampton St E		ONE HOUR	✓	168	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Hampton St W	B - High Street	C - Hampton St E
From	A - Hampton St W	0	9	131
	B - High Street	30	0	15
	C - Hampton St E	144	24	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Hampton St W	B - High Street	C - Hampton St E
	A - Hampton St W	0	10	10
	B - High Street	10	0	10
	C - Hampton St E	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	9.13	0.1	A	45	45
C-AB	0.05	6.25	0.1	A	31	31
C-A					137	137
A-B					9	9
A-C					131	131

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	495	0.082	41	0.1	0.1	8.708	A
C-AB	27	7	660	0.041	27	0.0	0.1	6.253	A
C-A	124	31			124				
A-B	8	2			8				
A-C	118	29			118				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	12	483	0.103	50	0.1	0.1	9.127	A
C-AB	35	9	674	0.051	35	0.1	0.1	6.196	A
C-A	150	38			150				
A-B	10	2			10				
A-C	144	36			144				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	12	483	0.103	50	0.1	0.1	9.131	A
C-AB	35	9	674	0.051	35	0.1	0.1	6.198	A
C-A	150	38			150				
A-B	10	2			10				
A-C	144	36			144				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	495	0.082	41	0.1	0.1	8.716	A
C-AB	27	7	660	0.041	27	0.1	0.1	6.253	A
C-A	124	31			124				
AB	8	2			8				
AC	118	29			118				

2020* (factored for Covid), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Hampton St E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D3 - 2020* (factored for Covid), AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2038* with development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.44	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)	Results for central hour only	Run automatically	Relationship type	Relationship
D3	2020* (factored for Covid)	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D1*GCOVID

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 - Hampton St W		ONE HOUR	✓	128	100.000
B - High Street		ONE HOUR	✓	14	100.000
C - Hampton St E		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Hampton St W	B - High Street	C - Hampton St E
From	A - Hampton St W	0	5	124
	B - High Street	12	0	2
	C - Hampton St E	234	5	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Hampton St W	B - High Street	C - Hampton St E
	A - Hampton St W	0	10	10
	B - High Street	10	0	10
	C - Hampton St E	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	9.06	0.0	A	14	14
C-AB	0.01	5.57	0.0	A	7	7
C-A					232	232
A-B					10	10
A-C					124	124

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	466	0.028	13	0.0	0.0	8.733	A
C-AB	6	2	717	0.009	6	0.0	0.0	5.569	A
C-A	209	52			209				
A-B	9	2			9				
A-C	111	28			111				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	453	0.035	16	0.0	0.0	9.058	A
C-AB	8	2	744	0.011	8	0.0	0.0	5.383	A
C-A	255	64			255				
A-B	11	3			11				
A-C	136	34			136				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	453	0.035	16	0.0	0.0	9.058	A
C-AB	8	2	744	0.011	8	0.0	0.0	5.383	A
C-A	255	64			255				
A-B	11	3			11				
A-C	136	34			136				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	466	0.028	13	0.0	0.0	8.734	A
C-AB	6	2	717	0.009	6	0.0	0.0	5.569	A
C-A	209	52			209				
A-B	9	2			9				
A-C	111	28			111				

2020* (factored for Covid), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Hampton St E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D4 - 2020* (factored for Covid), PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2038* with development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.80	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)	Results for central hour only	Run automatically	Relationship type	Relationship
D4	2020* (factored for Covid)	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D2*GCOVID

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 - Hampton St W		ONE HOUR	✓	168	100.000
B - High Street		ONE HOUR	✓	54	100.000
C - Hampton St E		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Hampton St W	B - High Street	C - Hampton St E
From	A - Hampton St W	0	11	157
	B - High Street	36	0	18
	C - Hampton St E	172	29	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Hampton St W	B - High Street	C - Hampton St E
	A - Hampton St W	0	10	10
	B - High Street	10	0	10
	C - Hampton St E	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	9.64	0.2	A	54	54
C-AB	0.06	6.20	0.1	A	39	39
C-A					162	162
A-B					11	11
A-C					157	157

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	485	0.101	49	0.1	0.1	9.079	A
C-AB	34	8	672	0.050	34	0.1	0.1	6.200	A
C-A	147	37			147				
A-B	10	2			10				
A-C	142	35			142				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	470	0.127	60	0.1	0.2	9.636	A
C-AB	44	11	689	0.064	44	0.1	0.1	6.139	A
C-A	178	44			178				
A-B	12	3			12				
A-C	173	43			173				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	470	0.127	60	0.2	0.2	9.642	A
C-AB	44	11	689	0.064	44	0.1	0.1	6.144	A
C-A	178	44			178				
A-B	12	3			12				
A-C	173	43			173				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	485	0.101	49	0.2	0.1	9.091	A
C-AB	34	8	672	0.050	34	0.1	0.1	6.203	A
C-A	147	37			147				
AB	10	2			10				
AC	142	35			142				

New development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Hampton St E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D5 - New development, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2038* with development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.02	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)	Results for central hour only	Run automatically
D5	New development	AM	ONE HOUR	07:45	09:15	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 - Hampton St W		ONE HOUR	✓	8	100.000
B - High Street		ONE HOUR	✓	22	100.000
C - Hampton St E		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Hampton St W	B - High Street	C - Hampton St E
From	A - Hampton St W	0	8	0
	B - High Street	18	0	4
	C - Hampton St E	0	9	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Hampton St W	B - High Street	C - Hampton St E
	A - Hampton St W	0	10	10
	B - High Street	10	0	10
	C - Hampton St E	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.93	0.1	A	22	22
C-AB	0.02	6.70	0.0	A	9	9
C-A					0	0
A-B					8	8
A-C					0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	524	0.038	20	0.0	0.0	7.853	A
C-AB	8	2	601	0.013	8	0.0	0.0	6.676	A
C-A	0	0			0				
A-B	7	2			7				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	523	0.046	24	0.0	0.1	7.934	A
C-AB	10	2	601	0.016	10	0.0	0.0	6.701	A
C-A	0	0			0				
A-B	9	2			9				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	523	0.046	24	0.1	0.1	7.934	A
C-AB	10	2	601	0.016	10	0.0	0.0	6.701	A
C-A	0	0			0				
A-B	9	2			9				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	524	0.038	20	0.1	0.0	7.856	A
C-AB	8	2	601	0.013	8	0.0	0.0	6.676	A
C-A	0	0			0				
A-B	7	2			7				
A-C	0	0			0				

New development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Hampton St E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D6 - New development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2038* with development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.26	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)	Results for central hour only	Run automatically
D6	New development	PM	ONE HOUR	16:45	18:15	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 - Hampton St W		ONE HOUR	✓	10	100.000
B - High Street		ONE HOUR	✓	28	100.000
C - Hampton St E		ONE HOUR	✓	27	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Hampton St W	B - High Street	C - Hampton St E
From	A - Hampton St W	0	10	0
	B - High Street	19	0	9
	C - Hampton St E	0	27	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Hampton St W	B - High Street	C - Hampton St E
	A - Hampton St W	0	10	10
	B - High Street	10	0	10
	C - Hampton St E	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	7.84	0.1	A	28	28
C-AB	0.05	6.94	0.1	A	27	27
C-A					0	0
A-B					10	10
A-C					0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	538	0.047	25	0.0	0.1	7.724	A
C-AB	24	6	601	0.040	24	0.0	0.0	6.868	A
C-A	0	0			0				
A-B	9	2			9				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	536	0.058	31	0.1	0.1	7.835	A
C-AB	30	7	600	0.050	30	0.0	0.1	6.940	A
C-A	0	0			0				
A-B	11	3			11				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	536	0.058	31	0.1	0.1	7.837	A
C-AB	30	7	600	0.050	30	0.1	0.1	6.940	A
C-A	0	0			0				
A-B	11	3			11				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	538	0.047	25	0.1	0.1	7.726	A
C-AB	24	6	601	0.040	24	0.1	0.0	6.872	A
C-A	0	0			0				
AB	9	2			9				
AC	0	0			0				

2038* without development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Hampton St E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D7 - 2038* without development, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2038* with development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.46	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)	Results for central hour only	Run automatically	Relationship type	Relationship
D7	2038* without development	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D3*G2038

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 - Hampton St W		ONE HOUR	✓	159	100.000
B - High Street		ONE HOUR	✓	18	100.000
C - Hampton St E		ONE HOUR	✓	296	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Hampton St W	B - High Street	C - Hampton St E
From	A - Hampton St W	0	6	153
	B - High Street	15	0	3
	C - Hampton St E	290	6	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Hampton St W	B - High Street	C - Hampton St E
	A - Hampton St W	0	10	10
	B - High Street	10	0	10
	C - Hampton St E	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	9.52	0.1	A	18	18
C-AB	0.01	5.37	0.0	A	10	10
C-A					287	287
A-B					12	12
A-C					153	153

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	452	0.036	16	0.0	0.0	9.082	A
C-AB	8	2	746	0.011	8	0.0	0.0	5.370	A
C-A	258	65			258				
A-B	11	3			11				
A-C	138	34			138				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	435	0.045	20	0.0	0.1	9.523	A
C-AB	11	3	779	0.014	11	0.0	0.0	5.156	A
C-A	315	79			315				
A-B	13	3			13				
A-C	169	42			169				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	435	0.045	20	0.1	0.1	9.524	A
C-AB	11	3	779	0.014	11	0.0	0.0	5.156	A
C-A	315	79			315				
A-B	13	3			13				
A-C	169	42			169				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	452	0.036	16	0.1	0.0	9.084	A
C-AB	8	2	746	0.011	8	0.0	0.0	5.370	A
C-A	258	65			258				
A-B	11	3			11				
A-C	138	34			138				

2038* without development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Hampton St E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D8 - 2038* without development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2038* with development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.95	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)	Results for central hour only	Run automatically	Relationship type	Relationship
D8	2038* without development	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4*G2038

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 - Hampton St W		ONE HOUR	✓	209	100.000
B - High Street		ONE HOUR	✓	67	100.000
C - Hampton St E		ONE HOUR	✓	250	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Hampton St W	B - High Street	C - Hampton St E
From	A - Hampton St W	0	13	195
	B - High Street	45	0	23
	C - Hampton St E	214	36	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Hampton St W	B - High Street	C - Hampton St E
	A - Hampton St W	0	10	10
	B - High Street	10	0	10
	C - Hampton St E	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	10.49	0.2	B	67	67
C-AB	0.08	6.14	0.2	A	52	52
C-A					198	198
A-B					13	13
A-C					195	195

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	469	0.129	60	0.1	0.2	9.679	A
C-AB	45	11	690	0.065	45	0.1	0.1	6.135	A
C-A	180	45			180				
A-B	12	3			12				
A-C	176	44			176				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	19	451	0.164	74	0.2	0.2	10.483	B
C-AB	59	15	711	0.083	59	0.1	0.2	6.076	A
C-A	216	54			216				
A-B	15	4			15				
A-C	215	54			215				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	19	451	0.164	74	0.2	0.2	10.494	B
C-AB	59	15	711	0.083	59	0.2	0.2	6.079	A
C-A	216	54			216				
A-B	15	4			15				
A-C	215	54			215				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	469	0.129	61	0.2	0.2	9.696	A
C-AB	45	11	690	0.065	45	0.2	0.1	6.143	A
C-A	180	45			180				
AB	12	3			12				
AC	176	44			176				

2038* with development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Hampton St E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D9 - 2038* with development, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2038* with development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.00	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)	Results for central hour only	Run automatically	Relationship type	Relationship
D9	2038* with development	AM	ONE HOUR	07:45	09:15	15	✓	✓	Simple	D5+D7

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 - Hampton St W		ONE HOUR	✓	167	100.000
B - High Street		ONE HOUR	✓	40	100.000
C - Hampton St E		ONE HOUR	✓	305	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A - Hampton St W	B - High Street	C - Hampton St E
From			
A - Hampton St W	0	14	153
B - High Street	33	0	7
C - Hampton St E	290	15	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Hampton St W	B - High Street	C - Hampton St E
	A - Hampton St W	0	10	10
	B - High Street	10	0	10
	C - Hampton St E	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	9.64	0.1	A	40	40
C-AB	0.04	5.27	0.1	A	24	24
C-A					281	281
A-B					14	14
A-C					153	153

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	450	0.080	36	0.1	0.1	9.048	A
C-AB	21	5	745	0.028	21	0.0	0.0	5.253	A
C-A	254	63			254				
A-B	13	3			13				
A-C	138	34			138				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	433	0.101	44	0.1	0.1	9.635	A
C-AB	28	7	779	0.036	28	0.0	0.1	5.086	A
C-A	308	77			308				
A-B	15	4			15				
A-C	169	42			169				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	433	0.101	44	0.1	0.1	9.639	A
C-AB	28	7	779	0.036	28	0.1	0.1	5.097	A
C-A	308	77			308				
A-B	15	4			15				
A-C	169	42			169				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	450	0.080	36	0.1	0.1	9.055	A
C-AB	21	5	745	0.028	21	0.1	0.0	5.272	A
C-A	254	63			254				
A-B	13	3			13				
A-C	138	34			138				

2038* with development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Hampton St E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Sets	D10 - 2038* with development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2038* with development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D10	2038* with development	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D6+D8

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 - Hampton St W		ONE HOUR	✓	219	100.000
B - High Street		ONE HOUR	✓	95	100.000
C - Hampton St E		ONE HOUR	✓	277	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Hampton St W	B - High Street	C - Hampton St E
From	A - Hampton St W	0	23	195
	B - High Street	64	0	32
	C - Hampton St E	214	63	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Hampton St W	B - High Street	C - Hampton St E
	A - Hampton St W	0	10	10
	B - High Street	10	0	10
	C - Hampton St E	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	11.94	0.4	B	99	99
C-AB	0.15	6.61	0.3	A	96	96
C-A					184	184
A-B					24	24
A-C					195	195

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	461	0.194	89	0.2	0.3	10.641	B
C-AB	82	21	688	0.120	82	0.2	0.2	6.537	A
C-A	169	42			169				
A-B	22	5			22				
A-C	176	44			176				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	441	0.248	109	0.3	0.4	11.914	B
C-AB	109	27	709	0.154	108	0.2	0.3	6.605	A
C-A	199	50			199				
A-B	27	7			27				
A-C	215	54			215				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	441	0.248	109	0.4	0.4	11.945	B
C-AB	109	27	709	0.154	109	0.3	0.3	6.612	A
C-A	199	50			199				
A-B	27	7			27				
A-C	215	54			215				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	461	0.194	90	0.4	0.3	10.681	B
C-AB	82	21	688	0.120	83	0.3	0.2	6.548	A
C-A	169	42			169				
AB	22	5			22				
AC	176	44			176				