PUNCH
consulting engineers

Kinsale Road LRD, Kinsale Road, Cork

Traffic and Transportation Assessment
214130-PUNCH-XX-XX-RP-C-007

June 2025

Document Control

Document Number: **214130-PUNCH-XX-XX-RP-C-007**

Status	Rev	Description	Date	Prepared	Checked	Approved
S3	P01	Issued for Planning	07/10/2024	S. Solomons	J. Tiernan	N. Cronin
A0	C01	Issued for Planning	23/10/2024	S. Solomons	J. Tiernan	N. Cronin
S3	P02	Draft Issue	21/03/2025	A. Mc Carthy	J. Tiernan	N. Cronin
A0	C02	Issued For Planning	09/06/2025	E. McMillan	N. Cronin	C. Murphy

Table of Contents

Document Control i
Table of Contents ii
1 Non-Technical Summary 4
2 Introduction 5
2.1 Scoping 5
3 Existing Conditions 6
3.1 Site Location 6
3.2 Existing Road Network 7
3.2.1 Kinsale Road 8
3.2.2 Pearse Road 9
3.2.3 Pearse/Kinsale Road Intersection 10
3.2.4 Tramore/Kinsale Road Intersection 12
3.2.5 Mick Barry/Kinsale Road Intersection 14
3.3 Existing Traffic Flows 16
3.4 Future Transport Proposals 19
3.4.1 Suburban Rail 19
3.4.2 Light Rail 20
3.4.3 BusConnects Network 21
3.4.4 Cycling and Walking 22
3.4.5 Roads 23
3.5 Coordination with Other Projects 26
3.5.1 Creamfields Development 26
4 Proposed Development 30
4.1 Proposed Parking 32
4.1.1 Car Parking 32
4.1.2 Cycle Parking 33
4.1.3 Service and Delivery Trips 33
5 Person Trip Generation 34
5.1 Generated Vehicle Trips 34
6 Trip Assignment and Distribution 36
7 Traffic Forecasting 39
7.1 Future Baseline Traffic Growth 39
8 Assessment and Road Impact 40
8.1 Junction Analysis 40

8.1.1 Site 1: Pearse Road/Kinsale Road Junction 42
8.1.2 Site 4: Kinsale Road/Slieve Mish Park 44
8.1.3 Development Entrance along Kinsale Road 45
8.1.4 Development Entrance along Pearse Road 46
9 Internal Layout 47
9.1 DMURS 47
9.2 Visibility Splays 47
9.3 Vehicle Manoeuvring 47
10 Mobility Management 47
11 Construction Stage Traffic 48
12 Summary and Conclusion 49
Appendix A Traffic Survey Data ..... A-I
Appendix B TRICS Data ..... B-I
Appendix C Junction Summary Results ..... C-I
Appendix D Planning Drawings ..... D-I
Appendix E NTA BusConnects Correspondence ..... E-I

1 Non-Technical Summary

1. The proposed development will consist of a Large-Scale Residential Development (LRD), comprising 170no. residential units arranged in 4no. blocks varying in height from four to nine storeys over ground. The proposed development also includes a crèche; café; management office; 4no. retail units; car parking and cycle parking provided on surface and within an undercroft; the provision of private, communal and public open space and all associated site development, landscaping and drainage works on the site of the Former Vita Cortex Facility, Kinsale Road and Pearse Road, Cork.

2. For the purposes of our assessment, the TRICS database was consulted to provide an equivalent trip rate for the proposed development site.

3. The proposed development will be accessible from both Pearse Road and Kinsale Road. Specifically, residents and management offices will use the entrance on Pearse Road, while access to the creche and retail spaces will be from Kinsale Road.

4. Capacity analysis was carried out on 4 Junctions as requested by Cork City Council on the 1st May 2024. In addition to this, the council also indicated that the committed elements of the Creamfields Development should be included in this assessment. Junction modelling indicates that the proposed development will have very little impact on the surrounding existing junctions and road network.

5. Parking spaces for the proposed development will be provided to meet the requirements set out in the Cork City Council Development Plan and have been reduced, well below the maximum as permitted under the development plan, to encourage modal split.

6. Secure cycle parking facilities will be provided within the development to meet the requirements set out in the Cork City Council Development Plan. This has been improved upon from the minimum standards.

7. A significant emphasis on pedestrian and cycle connectivity for the development and its surrounds has been incorporated into the design to assist with connectivity to the Cork City and Kent Train Station.

8. The signalised junction worst affected by the proposed development is the Pearse Road/Kinsale Road Junction (Site 1). Signalised modelling at this junction indicates that the proposed development is projected to result in a maximum increase of +7% Degree of Saturation (DOS) by the design year 2027. Given the already congested nature of the junction, this represents a minor relative impact.

9. Priority junctions worst affected by the proposed development is the Kinsale Road/Slieve Mish Park, the proposed development entrance along Pearse Road and the proposed development entrance along Kinsale Road. Modelling at these junctions indicate that the maximum Ratio of flow to capacity (RFC) is 11%. As such, it can be said that the junctions analysed will not experience any significant impact from the proposed development.

The traffic impact assessment for the proposed Large-scale Residential Development (LRD), concluded that the development will have minimal impact on the surrounding road network. Junction modelling shows only a modest increase in traffic. The most affected signalised and priority junctions are projected to continue operating within acceptable capacity thresholds, with overall impacts considered minor. Parking provisions have been reduced below the maximum standards to encourage sustainable transport, and enhanced pedestrian, cycle, and public transport connectivity has been integrated into the design to support modal shift.

2 Introduction

PUNCH Consulting Engineers were commissioned by Fronville Ltd to carry out a Traffic and Transportation Assessment (TTA) for a proposed Large-scale Residential Development (LRD) at Kinsale Road, Cork.

The assessment has been carried out in accordance with TII's Traffic and Transport Assessment Guidelines PE-PDV-02045 (May 2014) and makes reference to the Design Manual for Urban Roads & Streets (DMURS) and the Cycle Design Manual. Sections from the Cork City Council Development Plan (2022-2028) have been used to help describe the development location and its local context.

The purpose of the TTA report is to assess the potential impact of the proposed development on the existing local transport network and to ensure that the proposed site access will have adequate capacity to carry the development traffic and the future growth in existing road traffic to the design year and beyond. An assessment of the accessibility of the site for cyclists, pedestrians and public transport users has also been made.

2.1 Scoping

Consultations are going with Cork City Council (CCC) in relation to this development. Part of this consultation included an LRD Section 247 Pre-Application meeting held on 14th May 2024 and LRD Opinion meeting held on the 20th November 2024. The content of this TTA reflects comments received from Cork City Council at these Pre-Application meetings and received as part of the minutes of those meetings.

This TTA includes 4 No. Junctions within Ballyphehane and includes the impacts of Traffic generated by the future Part 8 development at the former CMP Dairies site, known as Creamfields, which are not the subject of this assessment but has been included for information purposes at CCC request to reflect pipeline projects in the area.

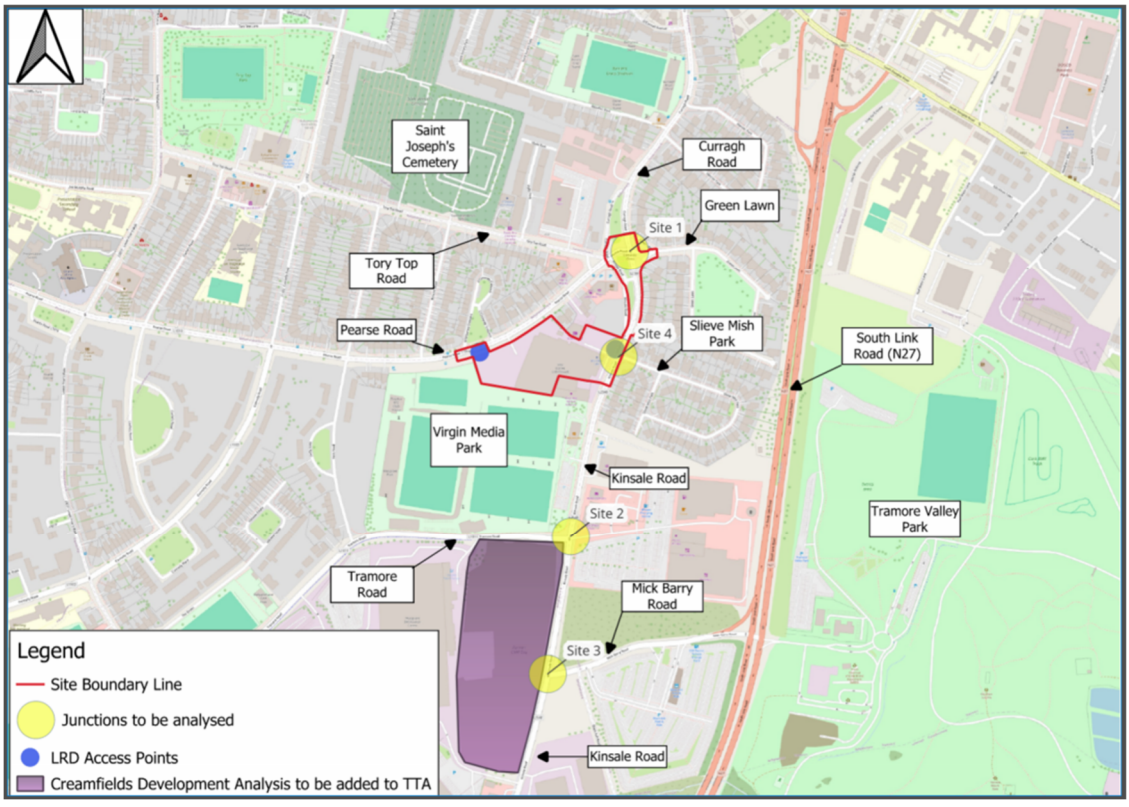


Figure 2-1: Agreed Scope of works

3 Existing Conditions

3.1 Site Location

The proposed development is located within Ballyphehane suburb, approximately 1.8km south of Cork City Centre and is a brownfield site which was formerly owned by Vita Cortex. The proposed site is approximately 1.2 hectares in area. The Cork City Development Plan (2022–2028) covers the development within Ballyphehane.

Referring to Figure 3-1, the site is bounded by residential and commercial properties to the north and north-east, Kinsale Road to the east, Virgin Media Park and a retail premises to the south and south-east, and Pearse road to the west. The overall topography of the site is relatively flat with a steep embankment located along the western boundary.

The site can currently be accessed via existing entrance off Pearse Road to the west and Kinsale Road to the east.

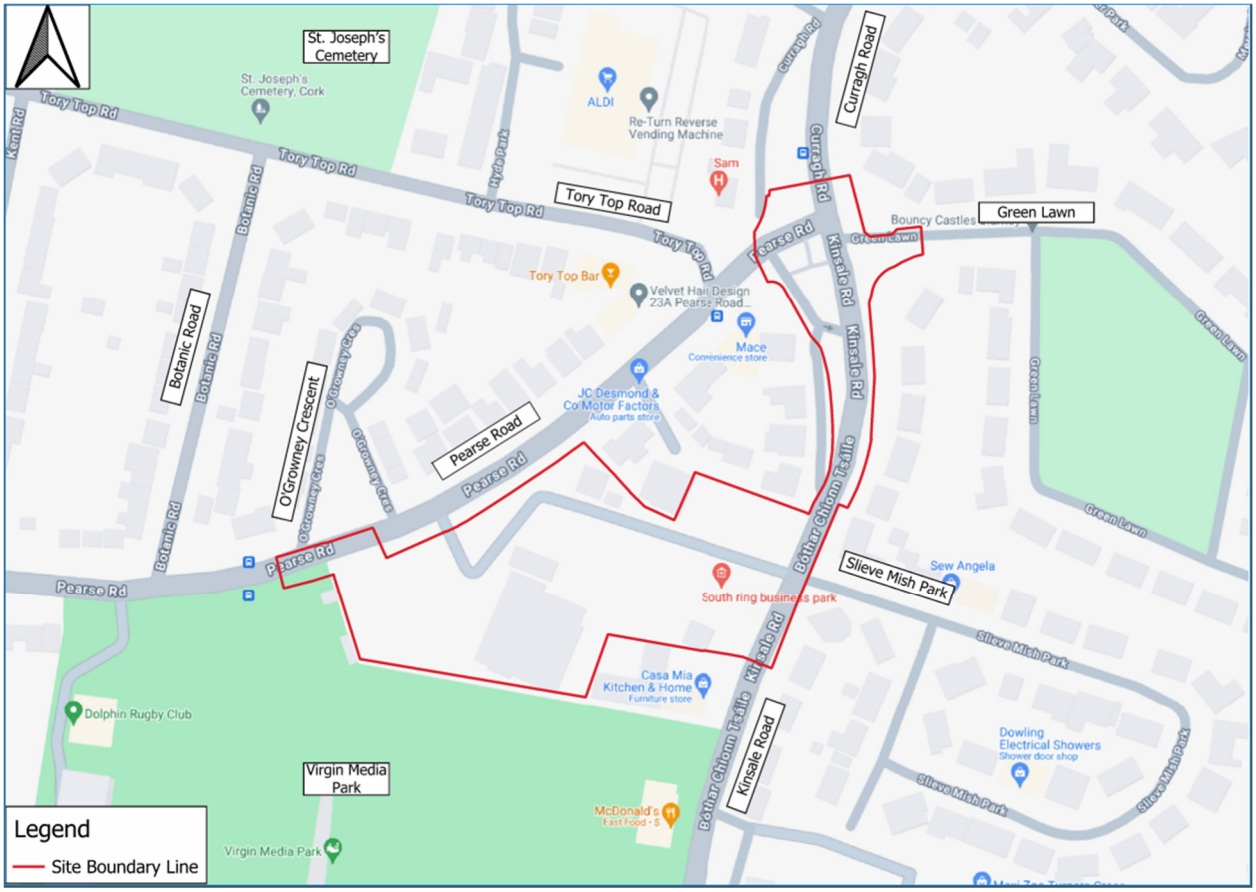


Figure 3-1: Site Location Plan

3.2 Existing Road Network

The site location in relation to the wider road network is detailed in Figure 3-2 below.

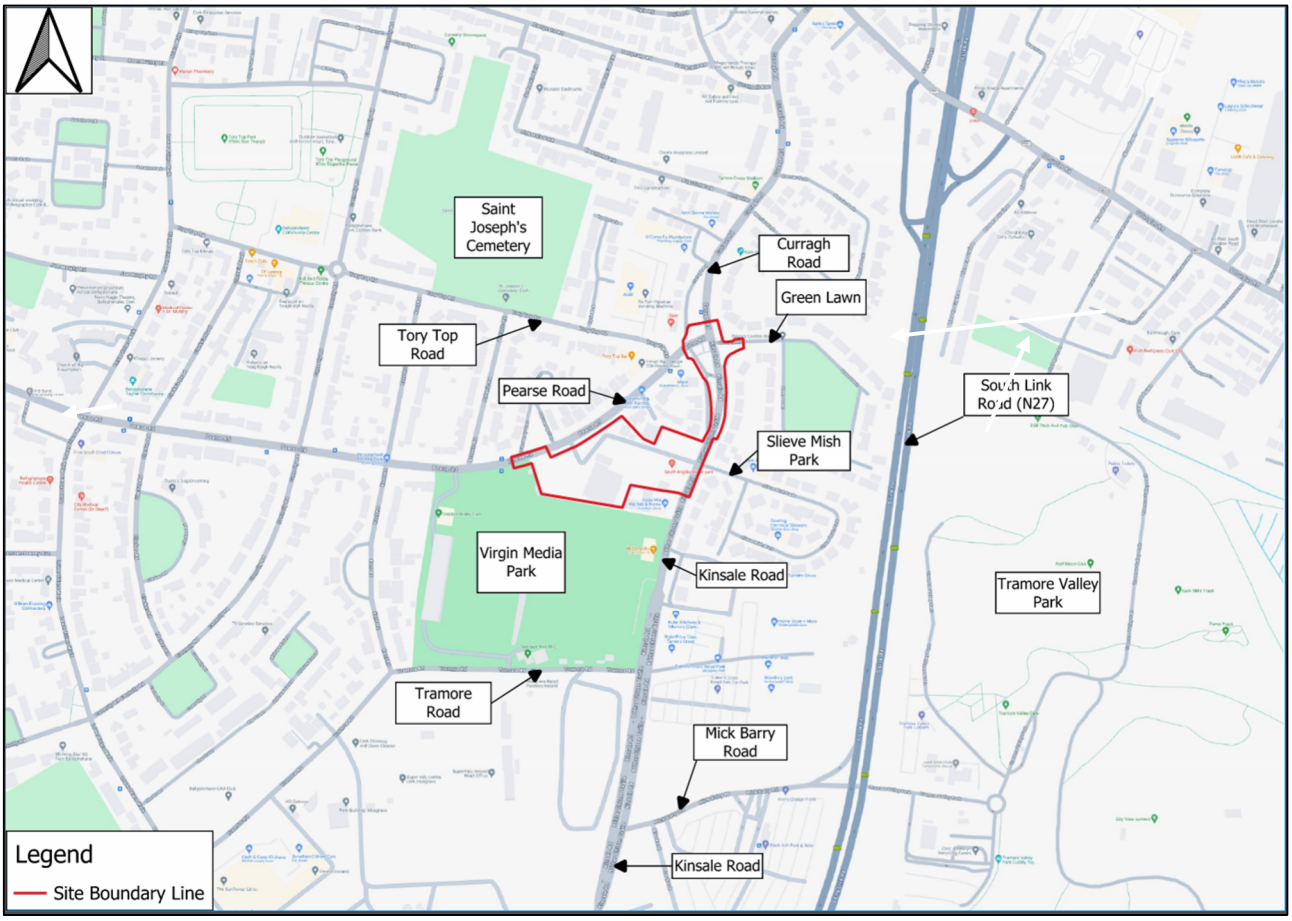


Figure 3-2: Site location and surrounding road network.

A brief description of the local road network and the major road junctions is provided below:

3.2.1 Kinsale Road

The road along the eastern perimeter of the proposed site is Kinsale Road. This road is a single lane two-way carriageway road with wide footpaths on both sides of the road. It should be noted that there is an existing designated cycle lane on the western side of this road that allows cyclist to traverse northbound towards the city centre. It should be noted that this road links with Kinsale Road approximately 150m north of the proposed development at the Pearse/Kinsale Road Intersection. Refer to Figure 3-3, illustrates a Google Earth Streetview image of Kinsale Road (Northbound) while Figure 3-4 illustrates a Google Earth Streetview image of Kinsale Road (Southbound).



Figure 3-3: Kinsale Road (Northbound) © Google Earth Streetview



Figure 3-4: Kinsale Road (Southbound) © Google Earth Streetview

3.2.2 Pearse Road

The road located directly northwest of the proposed development is Pearse Road. This road is a single two-way carriageway with a footpath on the southern side of the carriageway. There are no designated cycle lanes present on either side of the carriageway. It should be noted that this road links with Kinsale Road approximately 225m northeast of the proposed development at the Pearse/Kinsale Road Intersection.



Figure 3-5: Pearse Road (Northbound) © Google Earth Streetview



Figure 3-6: Pearse Road (Southbound) © Google Earth Streetview

3.2.3 Pearse/Kinsale Road Intersection

The intersection located North of the proposed development is the Pearse/Kinsale Road Intersection. This intersection accommodates four arms of traffic; Pearse Road to the East, Kinsale Road to the South, Green lawn to the West, and Curragh Road to the North. It should be noted that this intersection is signalised, and all four arms have wide footpaths to accommodate pedestrian movement. There is a dedicated cycle lane for northbound traffic along Kinsale/ Curragh Road, there is a dedicated cycle lane for southbound traffic along Curragh Road, and there is a dedicated cycle lane for westbound traffic along Pearse Road.

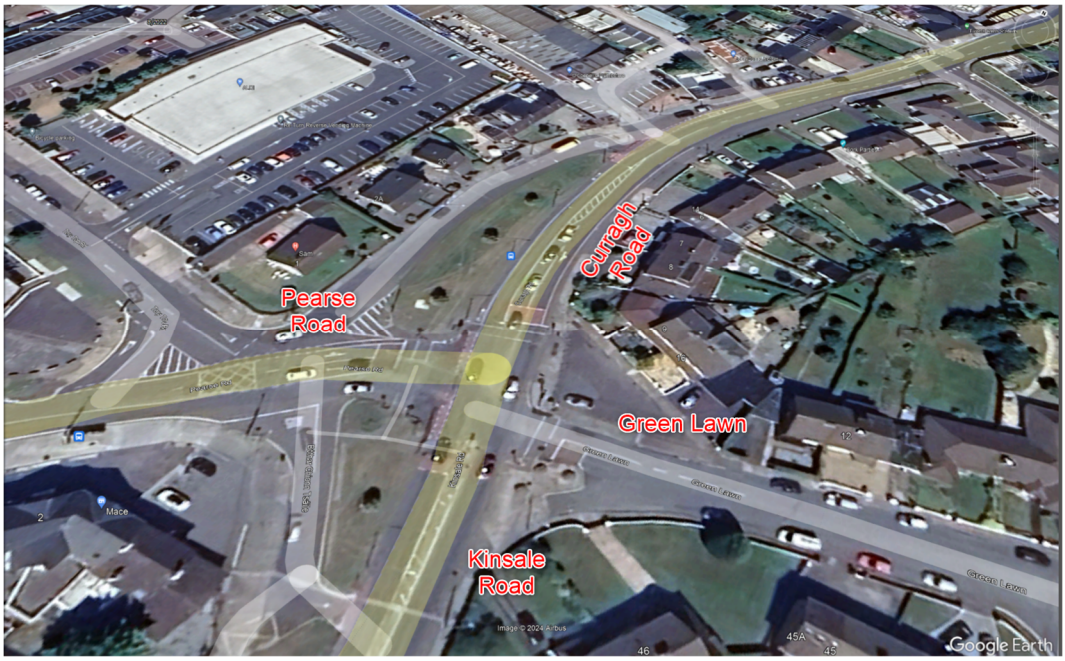


Figure 3-7: Pearse/Kinsale Road Intersection © Google Earth Streetview



Figure 3-8: Pearse/Kinsale Road Intersection © Google Earth Streetview – View from Kinsale Road (Northbound)



Figure 3-9: Pearse/Kinsale Road Intersection © Google Earth Streetview – View from Pearse Road (Eastbound)



Figure 3-10: Pearse/Kinsale Road Intersection © Google Earth Streetview – View from Kinsale Road (Southbound)

3.2.4 Tramore/Kinsale Road Intersection

The intersection located 250m South of the proposed development is the Tramore /Kinsale Road Intersection. This intersection accommodates four arms of traffic; Tramore Road to the East, Kinsale Road to the North/South, and Turners Cross Retail Park Entrance to the West. It should be noted that this intersection is signalised, and all four arms have wide footpaths to accommodate pedestrian movement. There is a dedicated cycle lane for northbound traffic along Kinsale Road, there is a dedicated cycle turning lane for westbound traffic along Tramore Road, and the dedicated two-way cycle lane on the footpath on the western side of Kinsale Road (Southbound).



Figure 3-11: Tramore/Kinsale Road Intersection © Google Earth Streetview



Figure 3-12: Tramore/Kinsale Road Intersection © Google Earth Streetview - View from Kinsale Road (Northbound)



Figure 3-13: Tramore/Kinsale Road Intersection © Google Earth Streetview - View from Tramore Road (Eastbound)



Figure 3-14: Tramore/Kinsale Road Intersection © Google Earth Streetview - View from Kinsale Road (Southbound)

3.2.5 Mick Barry/Kinsale Road Intersection

The intersection located 400m South of the proposed development is the Mick Barry /Kinsale Road Intersection. This intersection accommodates three arms of traffic; Kinsale Road to the North/South, and Mick Barry Road to the West. It should be noted that Mick Barry Road links onto the South Link Road (N27) 280m west of this intersection.

The Mick Barry/Kinsale Road Intersection is signalised, and all four arms have wide footpaths to accommodate pedestrian movement. There is a dedicated two-way cycle lane on the footpath on the western side of Kinsale Road. There is a footpath on the western side of Kinsale Road that partially extends westbound along Mick Barry Road to allow for pedestrian movement across this road. Similarly, there is a footpath along the southern side of Mick Barry Road that extends from the Black Ash Park & Ride to signalized crossing point along Kinsale Road.



Figure 3-15: Mick Barry/Kinsale Road Intersection © Google Earth Streetview



Figure 3-16: Mick Barry/Kinsale Road Intersection © Google Earth Streetview - View from Kinsale Road (Northbound)



Figure 3-17: Mick Barry/Kinsale Road Intersection © Google Earth Streetview - View from Kinsale Road (Southbound)



Figure 3-18: Mick Barry/Kinsale Road Intersection © Google Earth Streetview - View from Mick Barry Road (Eastbound)

3.3 Existing Traffic Flows

Classified turning count traffic survey of various junctions in the vicinity of the site were carried out by IDASO Ltd on 25 May 2024 (Saturday) and 28 May 2024 (Tuesday). The traffic survey locations are shown in Figure 3-19. The capacity analysis will be carried out for the junctions listed below:

- Site 1: Kinsale Road/Pearse Road Intersection
- Site 2: Kinsale Road/Tramore Road Intersection
- Site 3: Kinsale Road/Mick Barry Road Intersection
- Site 4: Kinsale Road/Slieve Mish Park

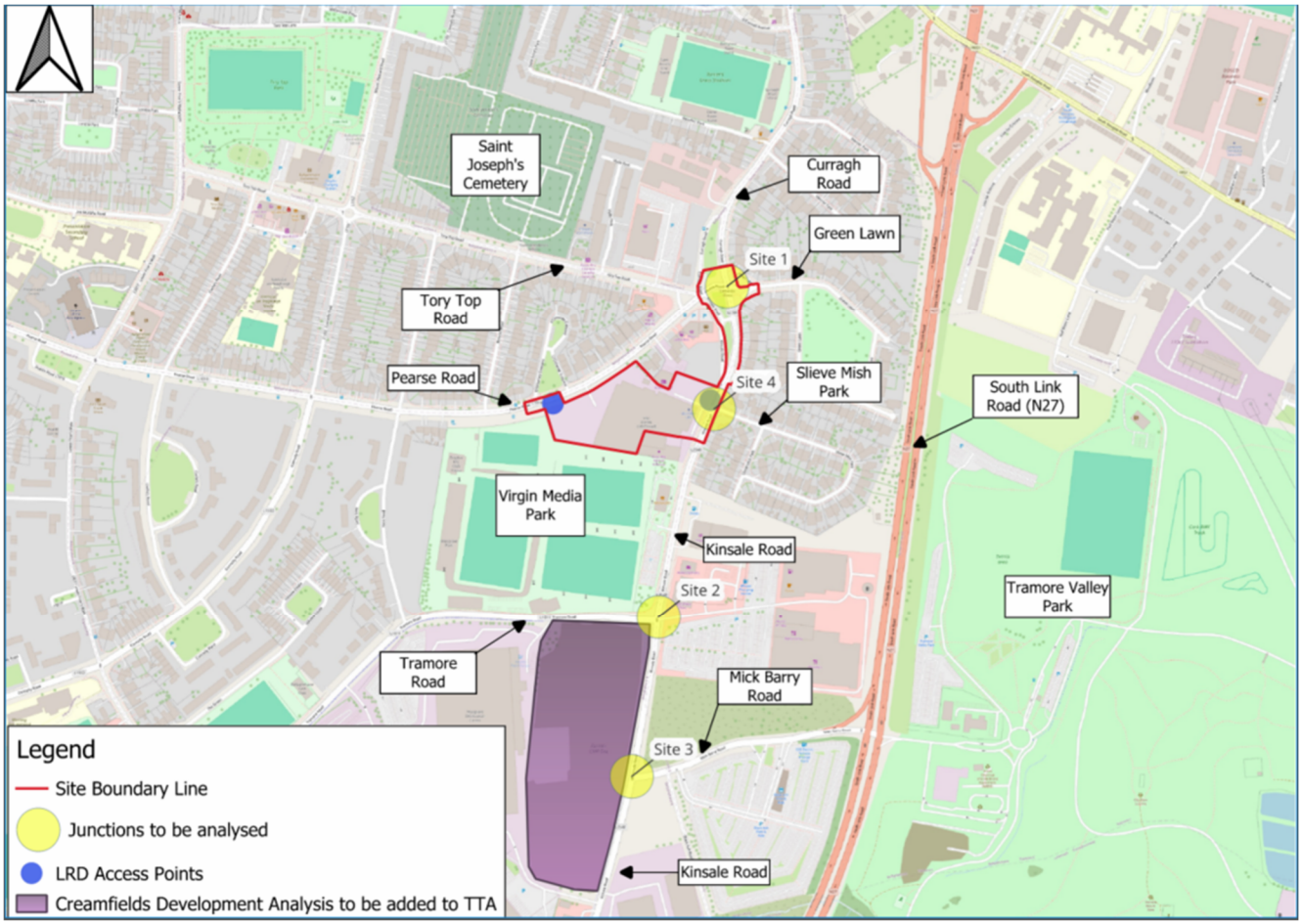


Figure 3-19: Junctions to be analysed.

Site 1 traffic surveys undertaken at Kinsale Road/Pearse Road Intersection found that the mean morning peak hour traffic flow occurred between 08:00 and 09:00 (AM). The evening peak hour traffic flow was found to be between 17:00 and 18:00 (PM). The surveyed peak hour turning PCUs are presented in Figure 3-20.

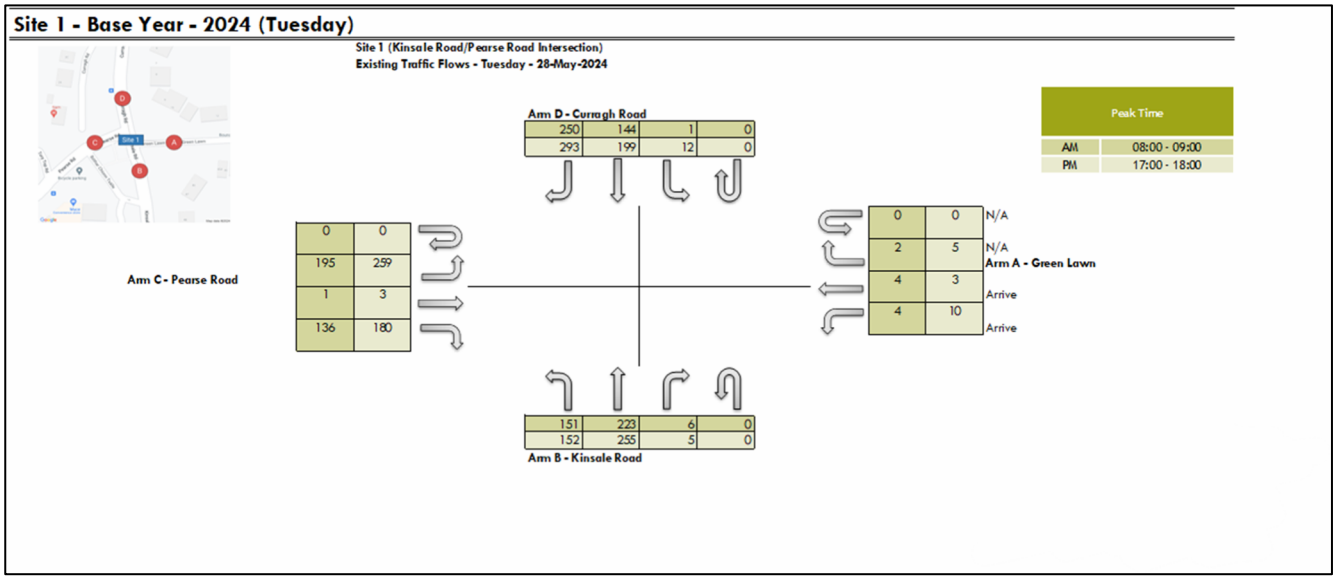


Figure 3-20: May 2024 Peak Hour Traffic Survey Results (PCUs) at Site 1

Site 1 traffic surveys undertaken at Kinsale Road/Tramore Road Intersection found that the mean morning peak hour traffic flow occurred between 11:00 and 12:00 (AM). The evening peak hour traffic flow was found to be between 13:00 and 14:00 (PM). The surveyed peak hour turning PCUs are presented in Figure 3-21.

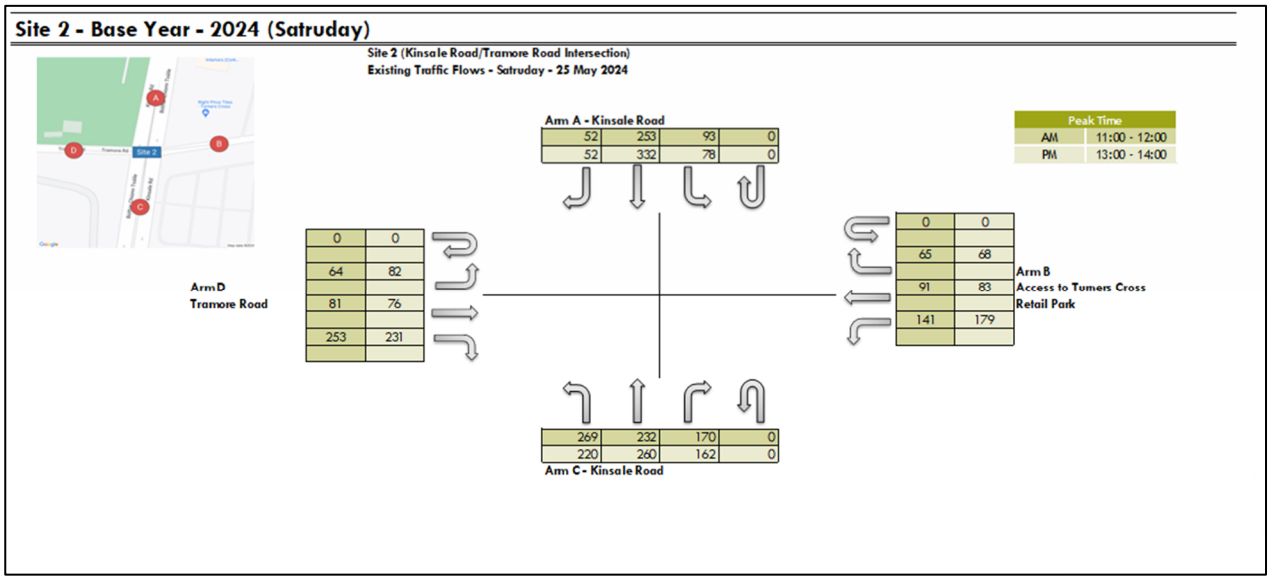


Figure 3-21: May 2024 Peak Hour Traffic Survey Results (PCUs) at Site 2

Site 3 traffic surveys undertaken at Kinsale Road/Tramore Road Intersection found that the mean morning peak hour traffic flow occurred between 11:00 and 12:00 (AM). The evening peak hour traffic flow was found to be between 13:00 and 14:00 (PM). The surveyed peak hour turning PCUs are presented in Figure 3-22.

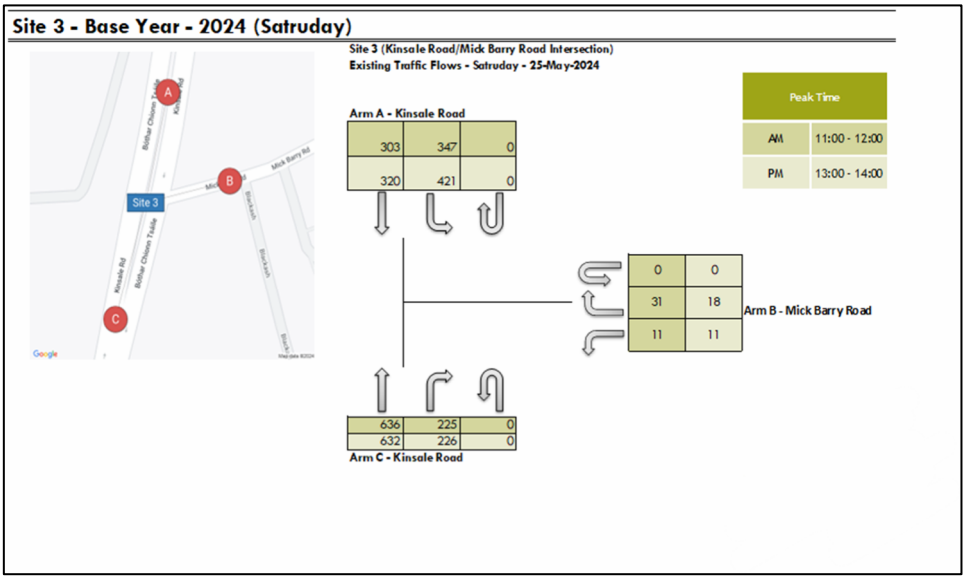


Figure 3-22: May 2024 Peak Hour Traffic Survey Results (PCUs) at Site 3

Site 4 traffic surveys undertaken at Kinsale Road/Tramore Road Intersection found that the mean morning peak hour traffic flow occurred between 11:00 and 12:00 (AM). The evening peak hour traffic flow was found to be between 13:00 and 14:00 (PM). The surveyed peak hour turning PCUs are presented in Figure 3-23.

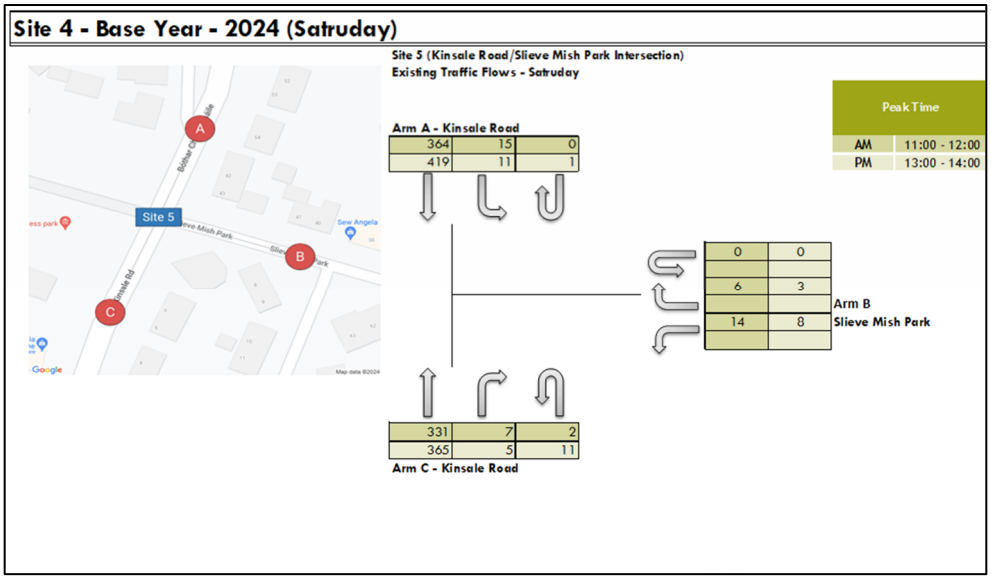


Figure 3-23: May 2024 Peak Hour Traffic Survey Results (PCUs) at Site 4

3.4 Future Transport Proposals

The proposed development site is covered by the Cork City Development Plan where the primary objectives of Transport and Mobility is to promote the use of suburban rail, light rail, bus, cycling, and walking within city limits.

3.4.1 Suburban Rail

The existing rail network provides direct and reliable access to Cork City Centre from a significant portion of its east and northern Metropolitan Cork catchment area. Kent station is approximately 4.5km north of the proposed development. Refer to Figure 3-24 for the indicative suburban rail planned for Cork City.

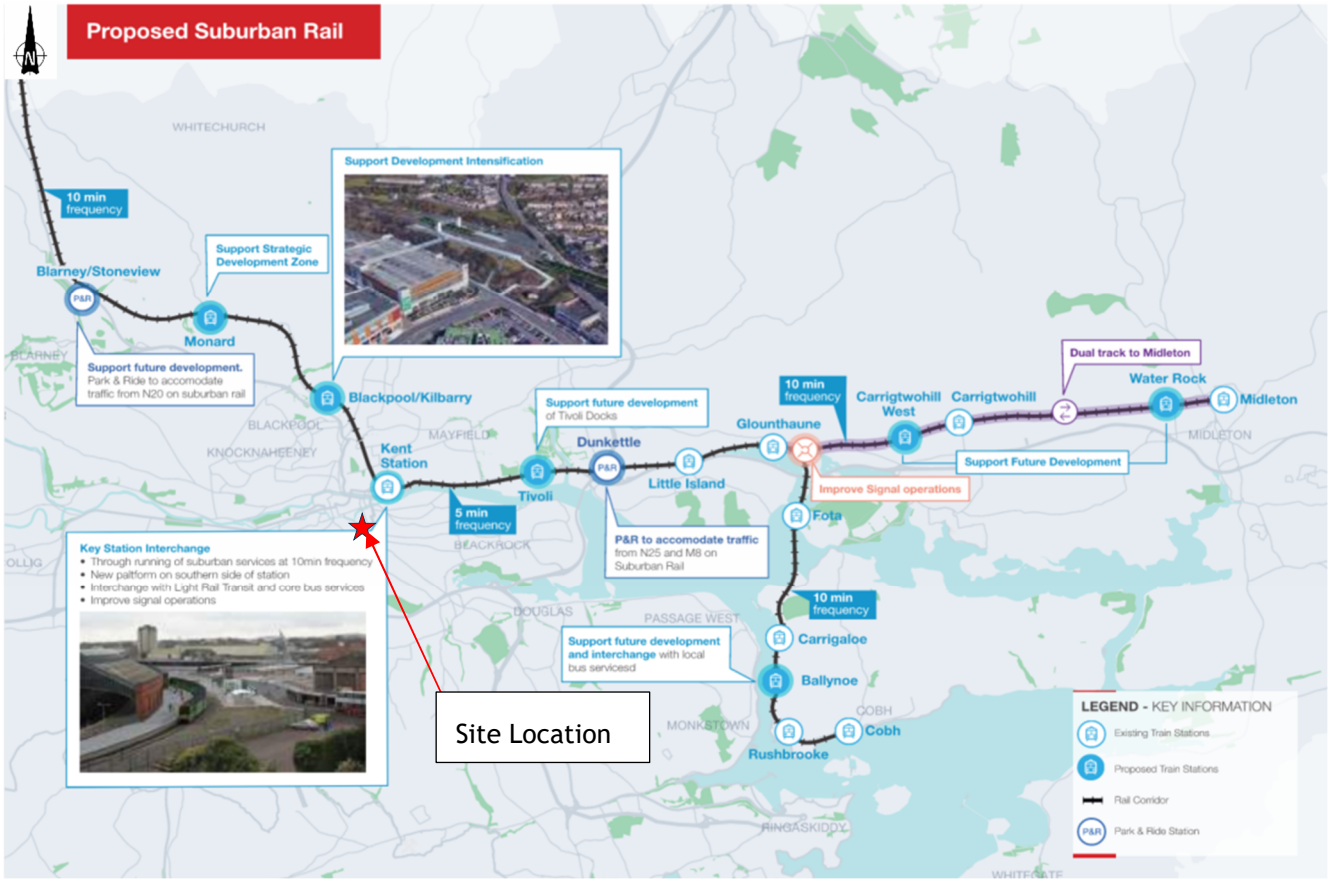


Figure 3-24: Indicative Suburban Rail

3.4.2 Light Rail

Establishing an east-west mass transit, rapid transport corridor has long been a key objective for the Cork Metropolitan Area. This commitment is reinforced by the National Planning Framework (NPF) 2040 and the National Development Plan 2018-2027, alongside a recent surge in planning activities and interest in strategic sites along the corridor, which has added momentum to assess the feasibility of such a route. The topography, existing trip generators, and proposed development areas within Cork City and its suburbs all point to the need for a linear route extending from Ballincollig in the west to Mahon in the east, passing through Cork City Centre.

The proposed light rail alignment extends from Ballincollig to Mahon via the City Centre, which is approximately 2.5km north of the proposed development, refer to Figure 3-25 for an illustration of the indicative LRT route.

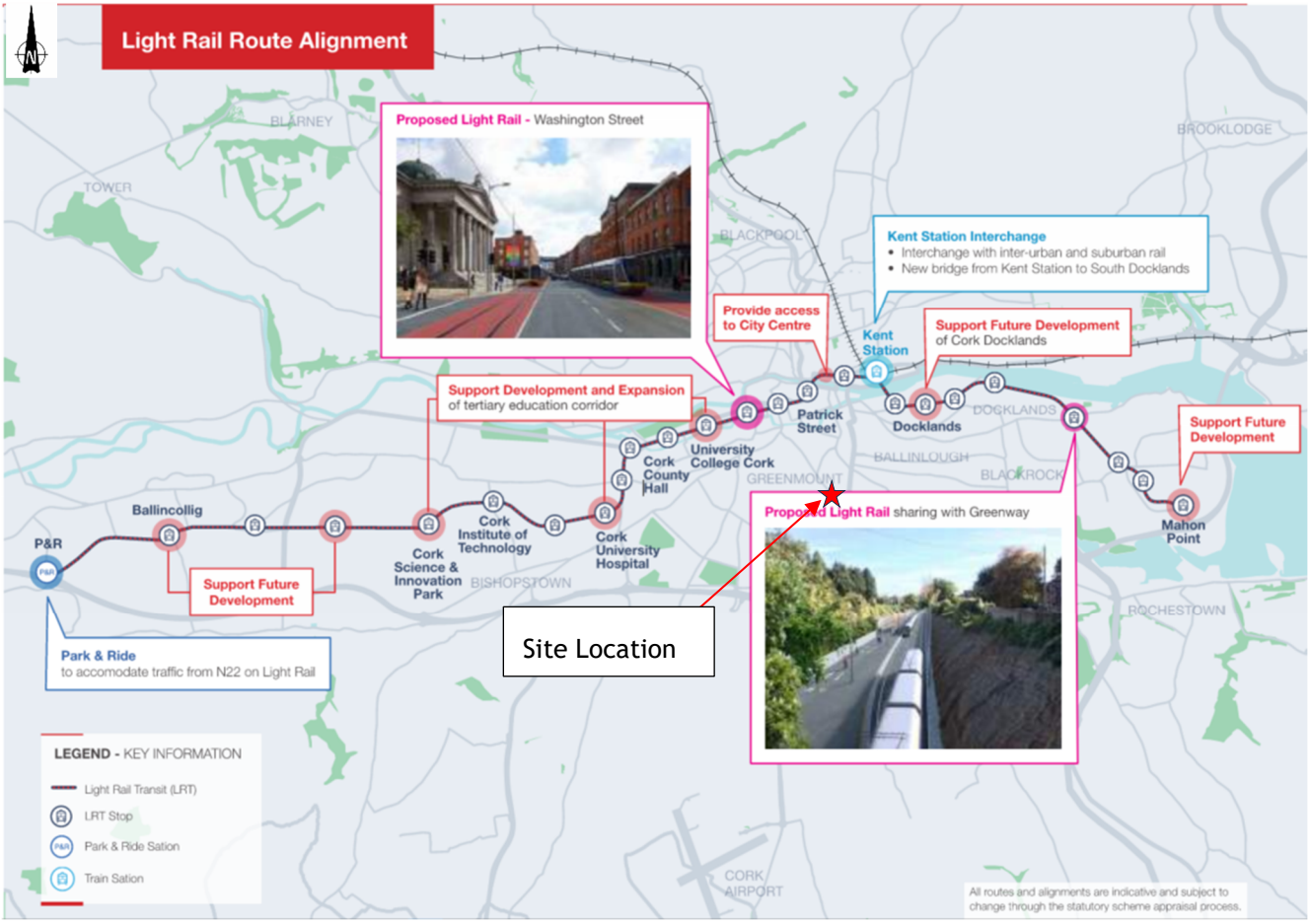


Figure 3-25: Indicative LRT route

3.4.3 BusConnects Network

Improving the bus network aligns with the National Development Plan 2018-2027, which envisions a greatly expanded BusConnects service for Cork by 2027.

The National Transport Authority (NTA) launched its latest design for the Cork Metropolitan Bus Network in June 2022. The new network, part of BusConnects Cork, is intended to transform the public transport network across the Cork Metropolitan Area. The network will involve the creation of new bus routes and improved bus frequencies to help transform the public transport network to meet anticipated growth and future demand in the region. BusConnects will provide an overall increase of 53% in bus services in Cork.

Route 6 comprising Grange Road - Black Ash Park & Ride (via Douglas Road and UCC) is a significant two-way route for the development site with a regular 15-minute services planned for Monday-Saturday and a 20-minute service on Sundays. This route allows the bus to traverse directly past the Kinsale Road perimeter of the proposed development.

Consultation with the NTA has ensured that the site layout for the proposed Large-scale Residential Development (LRD) has aligned with the future BusConnects corridor along Kinsale Road. Please refer to Appendix E for correspondence from the NTA regarding the provisions for the BusConnects corridor.

Other extensive routes that will serve the development via the nearby Blash Ash Park & Ride facility include:

- Route 13: Cork Airport – Kent Station (Daily 30-minute frequency)
- Route 14: Cork University Hospital – Mahon Point (Weekdays 15-minute frequency, Weekends 30-minute frequency)
- Route 23: Old Youghal Road via the City Centre (Monday – Saturday 60-minute frequency)

Refer to Figure 3-26 for an extract from the BusConnects Cork City Centre network map.

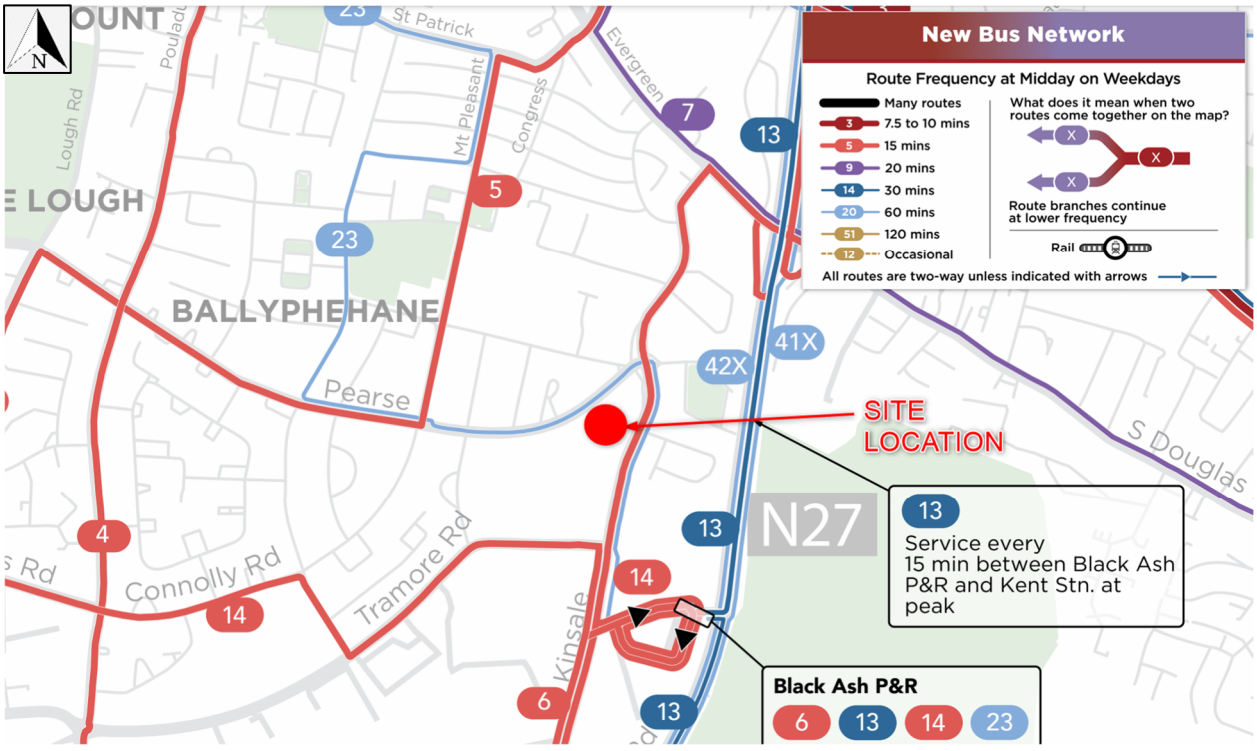


Figure 3-26: Extract from BusConnects Cork City Centre Network Map

3.4.4 Cycling and Walking

Cork's city centre is compact and easily walkable. However, many areas outside the city centre pose challenges for pedestrians due to difficult topography, and some suburban neighbourhoods and parts of the urban towns have developed with limited pedestrian and cycling infrastructure.

The Cork City Development Plan 2022-2028 aims to promote walking and cycling for work, education, and leisure, particularly for short trips of 2-3km. Given that the development is approximately 2.5km from Cork City Centre, it supports this objective.

The following list highlights projects in the Planning/Design Phase located within 2-3 km of the proposed development:

- Lee to Sea Greenway
- Passage Railway Greenway Improvement Scheme – Phase II
- Lehanaghmore Road Improvement Scheme
- Kinsale Road to Tramore Valley Park Link

The Cork Cycle Network Plan (CCNP) 2017 outlines a comprehensive strategy to develop an integrated, safe, and efficient cycling network across Cork City and its surrounding areas. The plan aims to enhance cycling infrastructure, promote cycling as a sustainable mode of transportation, and connect key destinations, including residential areas, workplaces, schools, and leisure spots. It proposes the creation of dedicated cycle lanes, improved signage, and better connectivity between existing routes. The plan also emphasizes the importance of linking cycling infrastructure with public transport services to encourage multimodal travel, reduce traffic congestion, and support Cork's broader goals for sustainability and urban mobility.

Kinsale Road (Route Code: CSW-U2 in the CCNP 2017) is part of the South-Western sector of the cycle network, aimed at improving connectivity between key areas in Cork. The CSW-U2 route is designed to offer a safe and direct cycling path that connects residential neighbourhoods, commercial districts, and schools to the city centre. The plan includes the construction of dedicated cycle lanes, enhancements to road safety, and integration with other transport modes to encourage cycling as a practical option for short and medium-distance travel in this area. The route's goals are to reduce car dependency, ease traffic congestion, and support Cork’s sustainability objectives.

3.4.5 Roads

3.4.5.1 Macro Scale

The Cork City Draft Plan 2022-2028 highlights the need for several key road improvements to facilitate the movement of goods and people within and around the city, ensuring easy access, particularly for new development areas. The plan aims to enhance provisions for public transportation, cyclists, and pedestrians in all road projects where appropriate. Planned road projects include the northern and southern distributor roads. Additionally, Cork City will serve as a terminus for the M28 project, improving access to Ringaskiddy, and the N/M20 project, enhancing connectivity between Cork City and Limerick.

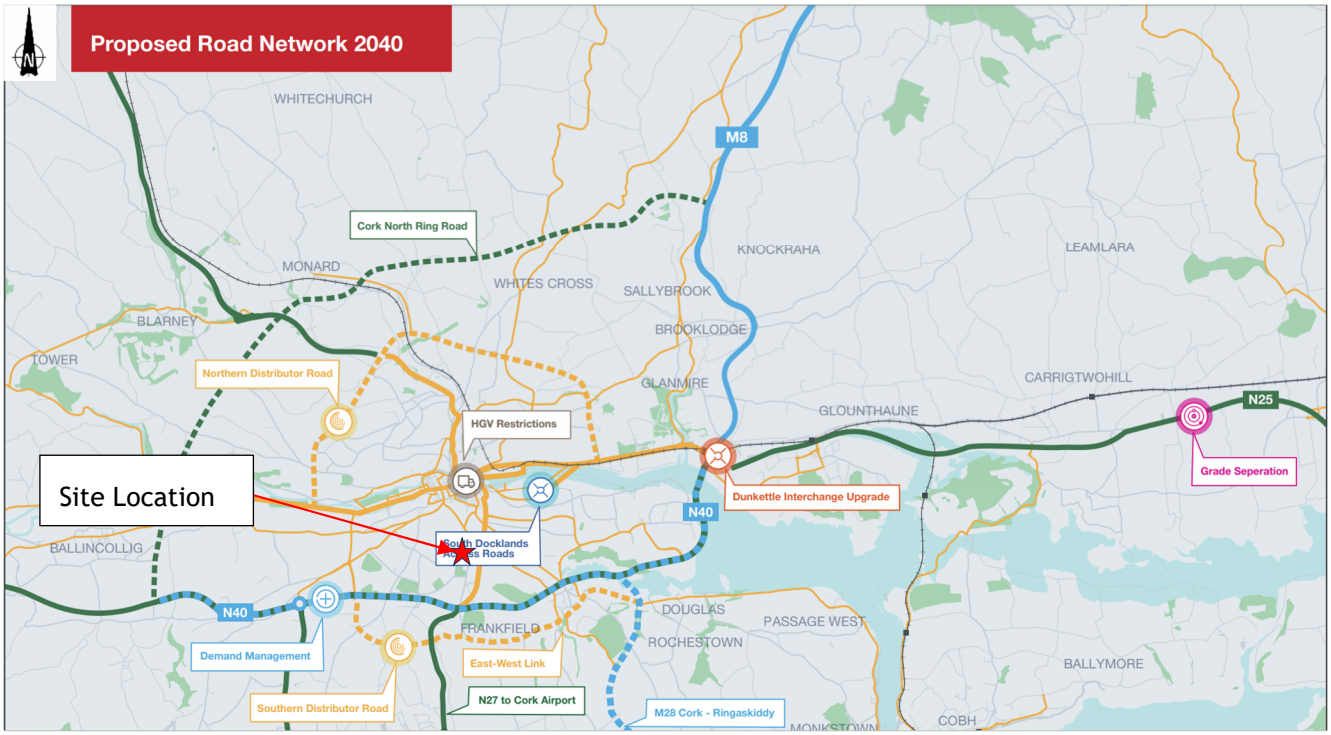


Figure 3-27: Proposed Road Network 2040

3.4.5.2 Micro Scale

The road projects planned within a 2-3km radius of the proposed development include the following

- **Curragh Road Scheme**
  - Junction improvement works at Curragh Road, Kinsale Road, Pearse Road, Green Lawn, and Tory Top Road have been successfully completed, enhancing facilities for pedestrians, cyclists, and public transport users while maintaining efficient vehicle traffic flow. These upgrades have improved pedestrian access to local shops and services, shortened road crossing distances for safer pedestrian movement, and introduced better cycling facilities in the area.





- **Kinsale Road to Tramore Valley Park Link**
  - Proposed provision of a pedestrian/cycle link between the Kinsale Road and Tramore Valley Park via a new bridge spanning the N27 South City Link Road. A proposed link is under consideration at present with scoping, concept development and options selections processes to get underway. Once these phases have progressed a detailed update will be provided with further details on the extents of the proposed works.



- **Cook Street, Marlboro Street, Princes Street, Grafton Street & Rochford's Lane Renewal**
  - This project seeks to enhance the vitality of **Cook Street, Marlboro Street, Princes' Street, Grafton Street and Rochford's Lane** regarding the built heritage, allocation of space (day and night-time), the use of coordinated high-quality materials and street furniture, improved lighting; greening and provision of age friendly passive seating/gathering places to rest and play while accessing or remaining in the street or space.



3.5 Coordination with Other Projects

3.5.1 Creamfields Development

3.5.1.1 Proposed Development

At the request of Cork City Council, there are two projects, a Primary Care Centre (PCC) and a Strategic Housing Development (SHD), that were reviewed as part of this assessment. It should be noted that both developments will be constructed at the CMP Dairies site, known as Creamfields, located approximately 500m south of the proposed Residential and Retail Development located north of Virgin Media Park. It should be noted that a Traffic and Transportation Assessment and Mobility Management Plan Statement was carried out for both developments and were referenced in the undertaking of this assessment. Refer to Figure 3-28 for a layout of the proposed Creamfields development.

The PCC (Planning Reference Number 2240906) will be a 7-storey building featuring a pharmacy, Health, Safety, and Environment (HSE) services, an external play area, GP services, and medical support/offices. The facility will include 98 car parking spaces, with 57 located in an undercroft area and 41 on the surface, including EV charging points. Additionally, there will be a dedicated bike store with 45 bicycle parking spaces and 9 motorcycle spaces in the undercroft.

The SHD (Bord Pleanála Case Reference: TA28.312866) will consist of 609 residential dwellings, including 561 apartments and 48 townhouse apartments. The development will also feature a creche with an outdoor play area, a community hub, a gym, a retail unit, a café, and a standalone single-storey coffee kiosk. There will be 209 shared car parking spaces, including EV charging points, available both on the surface and in an undercroft car park. Additionally, 1,145 bicycle parking spaces will be provided in dedicated external and internal cycle stores, along with 21 motorcycle spaces.

The Creamfields site will have two access points. The existing access off Tramore Road will be reconfigured into a two-way road running north-south along the rear (western) boundary of the site. Additionally, the Kinsale Road/Mick Barry Road junction will be modified to provide access along the eastern boundary. Although the Kinsale Road access is intended primarily for the SHD and the Tramore Road access for the PCC there are no restrictions on which access can be used. However, the road network is designed to naturally guide residential traffic to use the Kinsale Road access, while the Primary Care Centre is more likely to use the Tramore Road access.



Figure 3-28: Proposed Creamfields Development Plan (Level 1)

3.5.1.2 Trip Generation

Due to the size of the development, it is assumed that construction of The Creamfields development will be split into five phases which can be seen in Table 3-1.

Table 3-1: Assumed Construction Phasing Plan

Phase	Duration	Development	Future Horizon Year
Site Enabling Works	2 - 4 months		
Phase 1	2.5 – 3.5 years	Primary Care Centre Gym Café Retail Creche Town Square Court Garden Residential Dwellings (257 Units)	2025 (Opening Year of Development)
Phase 2	2 – 2.5 years	Residential Dwellings (126 Units)	2027
Phase 3	2.5 – 3.5 years	Residential Dwellings (167 Units)	2029
Phase 4	1.5 – 2.5 years	Residential Dwellings (59 Units)	2031

The trip rates generated for the proposed Creamfields development in Table 3-2, Table 3-3, Table 3-4 were obtained from the Traffic and Transportation Assessment and Mobility Management Plan Statement prepared by Ove Arup & Partners Ireland Ltd.

Table 3-2: Opening Year 2025 - Creamfields Phase 1

Land Use	Calculation Factor		Trip rate				Additional Number of Trips			
			AM Peak		PM Peak		AM Peak		PM Peak	
	GFA	No. of Units	AM Arrive	AM Depart	PM Arrive	PM Depart	AM Arrive	AM Depart	PM Arrive	PM Depart
Primary Care Centre	77.67		0.725	0.122	0.415	0.518	56.00	9.00	32.00	40.00
Residential		257	0.095	0.339	0.339	0.232	23.00	81.00	81.00	55.00
Total							79	90	113	95

Table 3-3: Opening Year 2030 - Creamfields Phase 1+2+3

Land Use	Calculation Factor		Trip rate				Additional Number of Trips			
			AM Peak		PM Peak		AM Peak		PM Peak	
	GFA	No. of Units	AM Arrive	AM Depart	PM Arrive	PM Depart	AM Arrive	AM Depart	PM Arrive	PM Depart
Primary Care Centre	77.67		0.725	0.122	0.415	0.518	56.00	9.00	32.00	40.00
Residential		550	0.095	0.339	0.339	0.232	50.00	180.00	180.00	123.00
Total							106	189	212	163

Table 3-4: Opening Year 2040 - Creamfields Phase 1+2+3+4

Land Use	Calculation Factor		Trip rate				Additional Number of Trips			
			AM Peak		PM Peak		AM Peak		PM Peak	
	GFA	No. of Units	AM Arrive	AM Depart	PM Arrive	PM Depart	AM Arrive	AM Depart	PM Arrive	PM Depart
Primary Care Centre	77.67		0.725	0.122	0.415	0.518	56.00	9.00	32.00	40.00
Residential		609	0.095	0.339	0.339	0.232	67.00	239.00	239.00	164.00
Total							123	248	271	204

4 Proposed Development

The proposed works are outlined in a series of architectural drawings prepared by BKD Architects and engineering drawings prepared by PUNCH Consulting Engineers and supplied to accompany this report.

The proposed development will consist of a Large-Scale Residential Development (LRD), comprising 170 no. residential units (158 no. apartments and 12 no. townhouse apartments, to include 51 no. 1-bed units, 84 no. 2-bed units, 35 no. 3-bed units) arranged in 4 no. blocks varying in height from four to nine storeys over ground. The proposed development also includes a crèche; café; management office; 4 no. retail units; car parking and cycle parking provided on surface and within an undercroft; the provision of private, communal and public open space and all associated site development, landscaping and drainage works on the site of the Former Vita Cortex Facility, Kinsale Road and Pearse Road, Cork.

Access to the proposed development will be from both Pearse Road and Kinsale Road. Two access points are proposed along Kinsale Road: a vehicular, cyclist and pedestrian entrance to the retail parking area, and a pedestrian and fire tender route that extends centrally through the site. Similarly, two access points are proposed along Pearse Road: one for vehicles and cyclists to access the undercroft parking area, and a dedicated pedestrian access that runs through the centre of the site.

The proposed site layout is detailed in the drawing set prepared by BKD Architects accompanying this report, with an extract shown in Figure 4-1.



Figure 4-1: Proposed Site Layout

4.1 Proposed Parking

4.1.1 Car Parking

Since the proposed Residential and Retail Development is located in Ballyphehane, it is considered to be governed by Car Parking Standards for Zone 3 in accordance with the Cork City Development Plan 2022-2028. The maximum car parking standards could be found in Table 11.13 of this development plan. The applicable car parking standards are noted in Table 4-1 below:

Table 4-1: Cork City Council Development Plan Car Parking Requirement for New Developments

Unit Type	No units/Gross Floor Area (m^2)	Max Parking Spaces Ratio	Max Parking Spaces Allowed	Total Provided
Residential (1-2 Bedroom)	135 No.	1.25 per dwelling	169	58
Residential (3 - 3+ Bedroom Unit)	35 No.	2.25 per dwelling	79	1
Creche	290 m^2	1 space per 3 staff + 1 space per 6 children (104 Children and 21 Staff)*	25	2
Management Offices	110 m^2	1 space per 50sqm	3	2
Retail (Convenience Retail)	943m^2	1 space per 20sqm	48	20
Total			**324**	**83**

***Density of children in Creches and Staff-to-Child Ratios in accordance with The Childcare Act 1991 (Early Years Services) Regulations 2016.**

It is proposed to provide 83 No. car parking spaces on the development site, which is less than the maximum permitted (324) under the Cork City Development Plan 2022-2028. This has been agreed as a commitment to assisting in Cork's modal shift targets. 6 No. disabled car parking spaces have been provided throughout the proposed development; this is in line with the 5% required in accordance with the Cork City Development Plan 2022-2028.

Regarding Electric Vehicle (EV) parking, the Cork City Development Plan 2022-2028 states that multi-unit residential developments shall provide a minimum of one EV equipped parking space per five car parking. The proposed development provides 16 No. EV parking spaces which is in line with the required 20% minimum required by the Cork City Development Plan 2022-2028. It should be noted that all dwellings shall be capable of accommodating future charging points as required within the curtilage.

The 'standard' parking spaces will be demarcated with white lines. All car parking spaces will be 2.4m by 4.9m, with disabled spaces providing an additional width and length of 1.2m. The parking spaces at the creche will meet the requirements for parent and child bays and will be 4.9m by 3.0m.

When coupled with other proposals to enhance sustainable forms of development, such as promotion of cycling as an alternative transport mode, the car parking of the proposed development will deliver significant sustainability benefits by reducing existing levels of reliance on private car usage whilst encouraging the usage of more sustainable modes of transport, especially cycling and bus services to and from work.

4.1.2 Cycle Parking

Cycle parking serving the proposed strategic housing development is provided in accordance with the Cork City Development Plan 2022-2028 'Table 11.4'. The applicable cycle parking standards are noted in below Table 4-2:

Table 4-2: Cork City Council Development Plan Cycle Parking Requirement for New Developments

Unit Type	Minimum Requirement	No units/Gross Floor Area (m^2)	Minimum Required Spaces
Standard Apartments	0.50 Per Unit in Suburbs	158	79
2/4 bed Mid Townhouse Units	1 space per unit	12	12
Creche	1 Per 25 Children	1 space per 3 staff + 1 space per 6 children (104 Children and 21 Staff)*	5
Management Offices (General Offices)	1 Per 150m^2 GFA	110 m^2	1
Retail (Convenience (Food) Store)	1 Per 100m^2 GFA	943m^2	10
Total			**107**

***Density of children in Creches and Staff-to-Child Ratios in accordance with The Childcare Act 1991 (Early Years Services) Regulations 2016.**

It is proposed to provide 324 secure cycle parking spaces for residents and 147 cycle spaces for visitors across the proposed development site. The number of cycle parking spaces proposed is greater than the minimum requirement required by the Cork City Council Development Plan, and as such provide improved encouragement for bicycle use.

4.1.3 Service and Delivery Trips

Vehicular set-down access is provided within the site. Visitor, delivery and service access will be available and be managed by a management company.

Any deliveries by HGV in particular will generally be by appointment and will be managed to minimize any potential conflict with cars.

Further details and description regarding access management, segregation of the different uses, access routing, security and management thereof would be covered in an Access Management Plan.

5 Person Trip Generation

5.1 Generated Vehicle Trips

The purpose of this section is to determine the overall number of trips that will be generated by the proposed development. The proposed development includes 170No. residential dwelling units, 110m^2 residential management offices, a 290m^2 creche, and a 850m^2 dedicated retail space.

In order to estimate the likely volumes of traffic that will be generated by the proposed development, trip rates recommended by TRICS (Trip Rate Information Computer System) were extracted from the database and applied pro-rata to the relevant Gross Floor Area and number of houses and apartments within the development. It is proposed that the residential dwelling units and management offices will access the development via Pearse Road while Kinsale Road would accommodate the trips generated from the Retail and Creche. Full details of the TRICS analysis are reproduced in Appendix B.

Table 5-1: Estimated AM and PM peak hour traffic (PCUs) generated by proposed using TRICS for the Pearse Road Entrance

Land Use	Calculation Factor		Trip rate				Additional Number of Trips			
			AM Peak		PM Peak		AM Peak		PM Peak	
	GFA	No. of Units	AM Arrive	AM Depart	PM Arrive	PM Depart	AM Arrive	AM Depart	PM Arrive	PM Depart
Residential Dwelling - Flats Privately Owned		170	0.071	0.112	0.109	0.079	13	20	19	14
Office	1.1		1.695	2.542	0.847	2.542	2	3	1	3
Total							15	23	20	17

Table 5-2: Estimated AM and PM peak hour traffic (PCUs) generated by proposed using TRICS for the Kinsale Road Entrance

Land Use	Calculation Factor		Trip rate				Additional Number of Trips			
			AM Peak		PM Peak		AM Peak		PM Peak	
	GFA	No. of Units	AM Arrive	AM Depart	PM Arrive	PM Depart	AM Arrive	AM Depart	PM Arrive	PM Depart
Retail	8.5		1.384	1.509	1.635	1.384	12	13	14	12
Creche	2.9		3.851	3.024	3.069	3.907	12	9	9	12
Total							24	22	23	24

Table 5-3: Total Estimated AM and PM peak hour traffic (PCUs) generated by proposed using TRICS

Land Use	Calculation Factor		Trip rate				Additional Number of Trips			
			AM Peak		PM Peak		AM Peak		PM Peak	
	GFA	No. of Units	AM Arrive	AM Depart	PM Arrive	PM Depart	AM Arrive	AM Depart	PM Arrive	PM Depart
Residential Dwelling - Houses Privately Owned		170	0.071	0.112	0.109	0.079	13.00	20.00	19.00	14.00
Retail	8.5		1.384	1.509	1.635	1.384	12.00	13.00	14.00	12.00
Office	1.1		1.695	2.542	0.847	2.542	2.00	3.00	1.00	3.00
Creche	2.9		3.851	3.024	3.069	3.907	12.00	9.00	9.00	12.00
Total							39	45	43	41

6 Trip Assignment and Distribution

The catchment area will be split into four sites, these are:

- Site 1: Kinsale Road/Pearse Road
- Site 2: Kinsale Road/Tramore Road
- Site 3: Kinsale Road/Mick Barry Road
- Site 4: Kinsale Road/Slieve Mish Park

It has been assumed that traffic entering and departing the development at both the AM and PM peaks will be distributed as described below,

- Site 1: Kinsale Road/Pearse Road
  - Vehicle trips will be proportioned into those going to/from Pearse Road Entrance and those going to/from Kinsale Road Entrance.
- Site 2: Kinsale Road/Tramore Road
  - Full Peak Vehicles will be travelling along Kinsale Road to/from their respective access points.
- Site 3: Kinsale Road/Mick Barry Road
  - Full Peak Vehicles will be travelling along Kinsale Road to/from their respective access points.
- Site 4: Kinsale Road/Slieve Mish Park
  - Full Peak Vehicles will be travelling along Kinsale Road to/from their respective access points.

The proposed development traffic at each existing junction will be apportioned during the analysis in accordance with the directional flow of the surveyed traffic. Figure 6-1 to Figure 6-4 illustrates the development traffic through the surrounding road network in Design Year 2027.

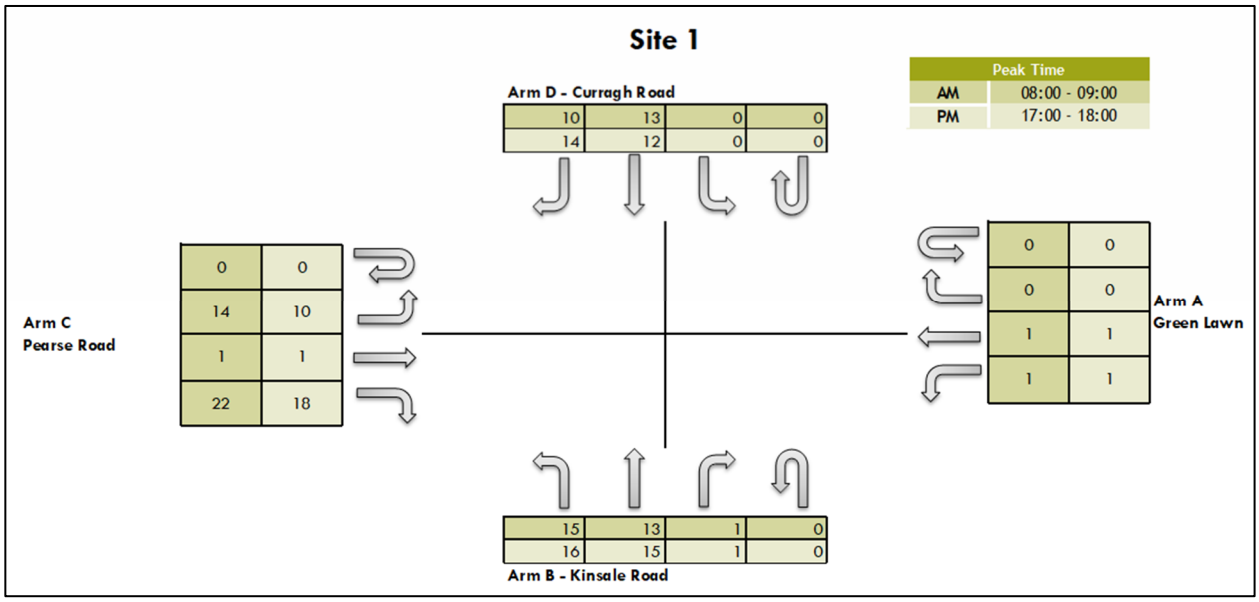


Figure 6-1: Distribution of Development AM & PM peak hour traffic at Pearse Road/Kinsale Road Junction (Site 1)

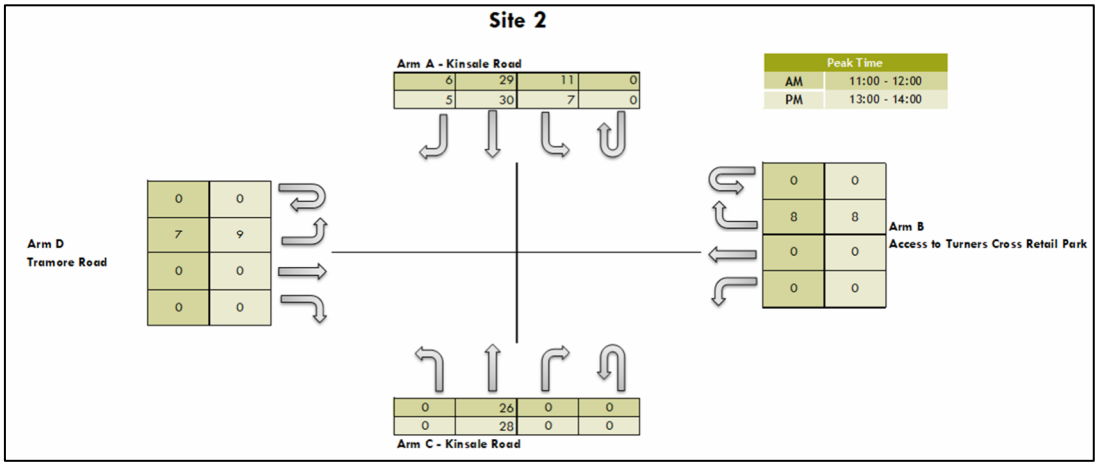


Figure 6-2: Distribution of Development AM & PM peak hour traffic at Tramore Road/Kinsale Road Junction (Site 2)

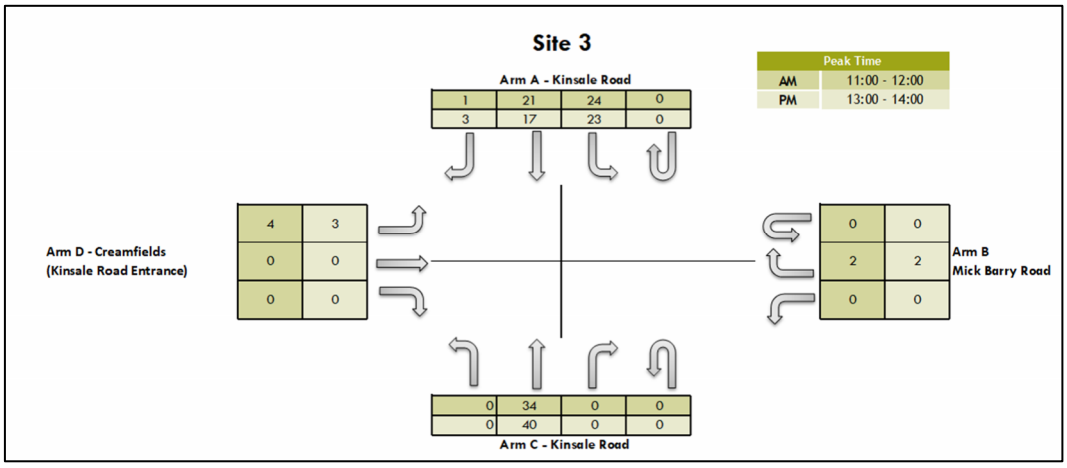


Figure 6-3: Distribution of Development AM & PM peak hour traffic at Mick Barry Road/Kinsale Road Junction (Site 3)

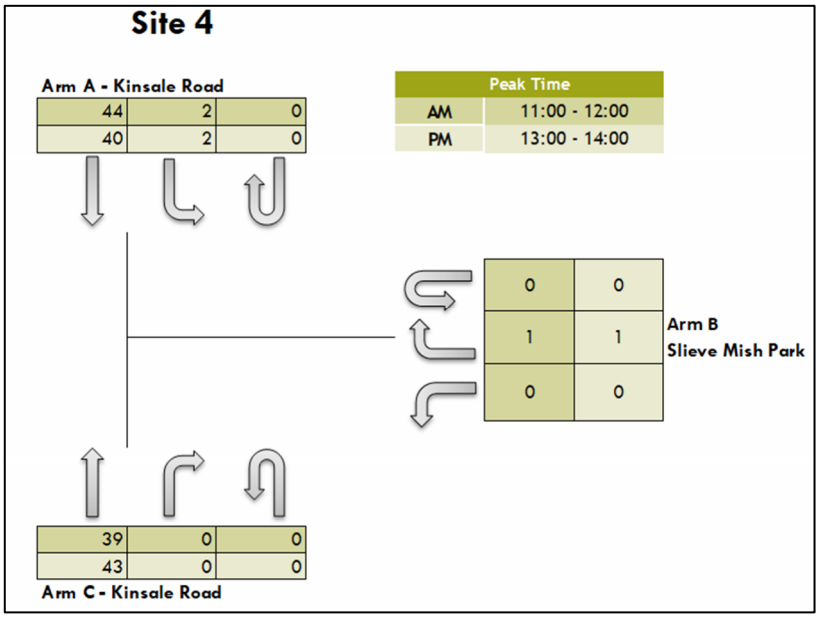


Figure 6-4: Distribution of Development AM & PM peak hour traffic at Slieve Mish Park/Kinsale Road Junction (Site 4)

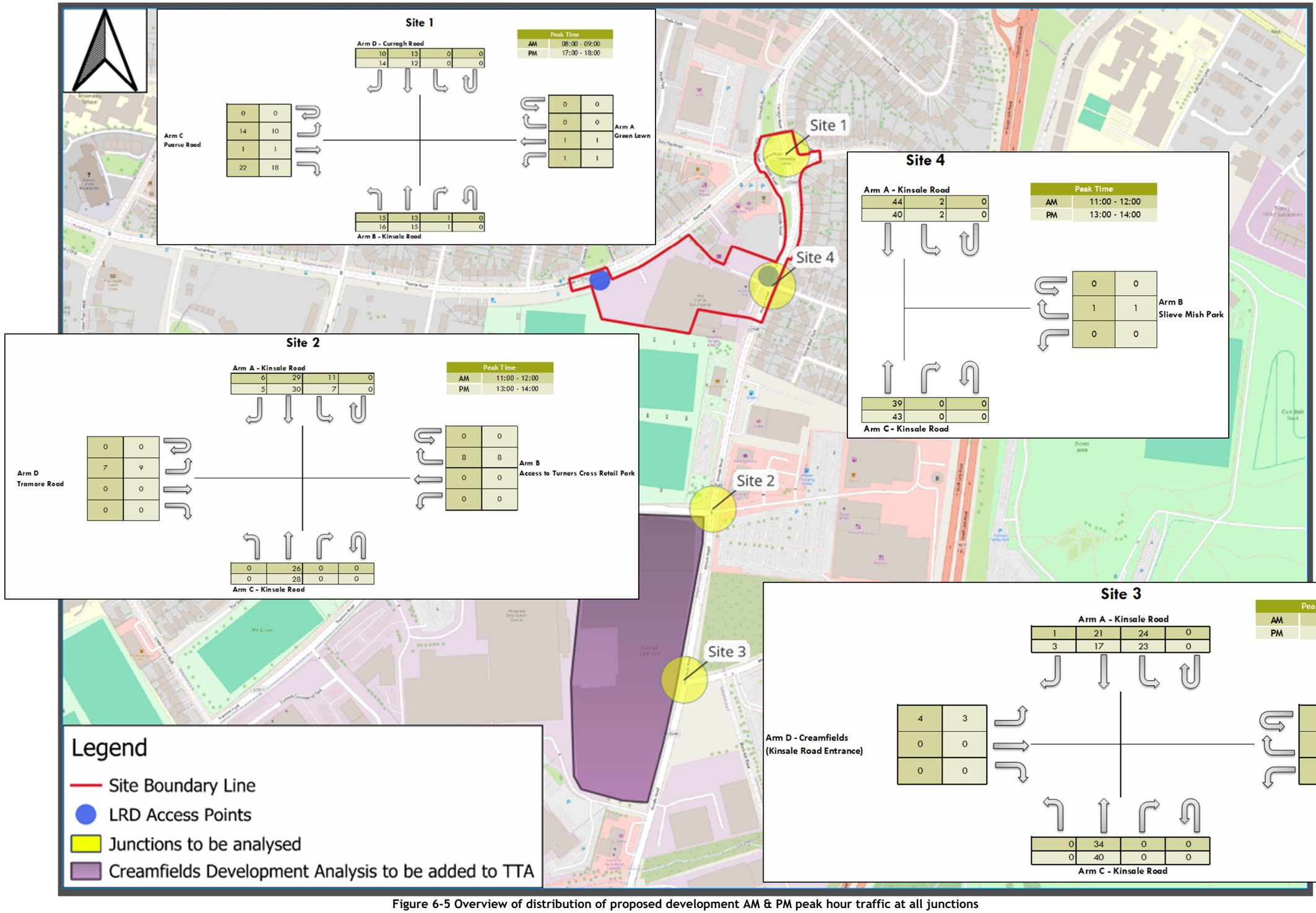


Figure 6-5 Overview of distribution of proposed development AM & PM peak hour traffic at all junctions

7 Traffic Forecasting

7.1 Future Baseline Traffic Growth

In the absence of any specific local traffic growth information, it was assumed that baseline traffic will continue to grow at the levels recommended by the TII in the Project Appraisal Guidelines (PAG – Unit 5.3 - Travel Demand Projections publication by the TII (Oct 2021). The Project Appraisal Guidelines describe three levels of transport model functionality. The static model, which reflects traffic volumes on the basis of link flows, is best suited to the proposed development. Such models do not attempt any route assignment, and hence are applicable for networks where no change in traffic flows will result from a proposed scheme. We have used figures from Table 6.1 'Link-Based Growth Rates' for the Metropolitan area of Cork City.

The year of opening of the scheme was assumed to be 2027. A 15-year analysis period for the scheme would give a design year of 2040. The central growth factors from the Project Appraisal Guidelines – Unit 5.3 publication are appropriate and are detailed below:

- TII Link Based Growth Rates: Annual Growth Factor for 2016-2030 = 1.0169 (LVs) and 1.0294 (HVs);
- TII Link Based Growth Rates: Annual Growth Factor for 2030-2040 = 1.0090 (LVs) and 1.0149 (HVs).
- TII Link Based Growth Rates: Annual Growth Factor for 2040-2050 = 1.0083 (LVs) and 1.0182 (HVs).

With regards to the volume of traffic using the road, generally the passenger car is adopted as the standard unit and other vehicles are assessed in terms of PCU's. Cars and Light Goods Vehicles are grouped together as Light Vehicles (LV). All other Goods Vehicles, Buses and Coaches are defined as Heavy Vehicles (HV).

Estimated future baseline traffic flows on the road network in the vicinity of the proposed development were calculated by applying these factors to the 2024 surveyed flows.

8 Assessment and Road Impact

The impact on the local external road network has been assessed in this TTA. This involved examining the projected traffic flows on the local road network both 'with' and 'without' the proposed development in place. The morning peak period and the evening peak period have been examined in order to assess the busiest case in terms of local traffic on the road network and traffic generated by the proposed development.

8.1 Junction Analysis

The junctions, as detailed in previous sections, were each assessed for the proportion of generated development traffic against the existing background traffic. Given the urban environment of the proposed development, it is assumed the congested threshold of the TII document PE-PDV-02045 applies. Therefore, where the generated development traffic accounted for less than 5% of the existing background traffic, junction capacity modelling of that junction is not required as the predicted development trips generated are deemed to have very little impact on that existing junction.

Referring to Table 8-1, it could be seen that the proposed development generates a 5% increase in traffic at Site 1 and Site 4. In addition, referring to Table 8-2, it could be seen that both of the proposed development junctions cause a 5% increase in traffic as well.

Table 8-1: Proposed Development Traffic versus existing background traffic at existing junctions analysed

Site	Junction	Trips Generated		Background Traffic	Percentage	Modelling Required
Site 1	Kinsale Road/Pearse Road (Signal-Controlled)	AM	90	1417	6.351%	Yes
		PM	89	1746	5.097%	
Site 2	Kinsale Road/Tramore Road (Signal-Controlled)	AM	87	2087	4.169%	No
		PM	87	2212	3.933%	
Site 3	Kinsale Road/Mick Barry Road (Signal-Controlled)	AM	86	1871	4.596%	No
		PM	88	1969	4.469%	
Site 4	Kinsale Road/Slieve Mish Park (Priority-Controlled)	AM	86	1013	8.490%	Yes
		PM	87	1161	7.494%	

Table 8-2: Proposed Development Traffic versus existing background traffic at development entrances

Site	Junction	Trips Generated		Background Traffic	Percentage	Modelling Required
Site Entrance	Pearse Road Entrance (Priority-Controlled)	AM	86	592	14.527%	Yes
		PM	86	697	12.339%	
Site Entrance	Kinsale Road Entrance (Priority-Controlled)	AM	86	981	8.767%	Yes
		PM	86	1126	7.638%	

The following development scenarios were analysed with and without development for the proposed junctions:

1. Survey year: 2024
2. Opening year: 2027
3. Design year: opening year + 5 years: 2032
4. Design year: opening year + 15 years: 2042

At the request of Cork City Council, the traffic generated for the Creamfields Primary Care Centre and Residential Development will be included in the calculations for this assessment. It should be noted however that these calculations will form part of the background traffic.

The Junctions 9 PICADY software was used for priority junction analysis. The normal design threshold for the ratio of flow to capacity (RFC) is 0.85 for a priority junction.

Linsig software was used to model the signal-controlled junctions. The normal design threshold for the degree of saturation (DOS) is 0.9 for a signal-controlled junction.

8.1.1 Site 1: Pearse Road/Kinsale Road Junction

Site 1, located at the Pearse Road/Kinsale Road junction, is a signalised intersection within a sequentially configured traffic network. This junction, along with the Tramore Road/Kinsale Road junction (Site 2) and the Mick Barry Road/Kinsale Road junction (Site 3), forms a series of interconnected signalised intersections that likely operate in coordination. However, for the purpose of this analysis, Site 1 has been modelled independently to evaluate the impact of the proposed development on its current performance.

The Traffic Control System operates on the MOVA Control, so the signals respond to the traffic volumes present on a real-time basis. CCC noted that the overall maximum cycle length (green time) for the junction is 140 seconds, but typically the MOVA will run the cycles faster than this based on the sensor/loop information. The model has been designed in accordance with signal-controlled junction information provided by Cork City Council. This information was used to set up the Linsig model of the junction for assessment. The analysis assumes a 140-second cycle and calls pedestrians every cycle during peak times.

The Linsig output is summarised in the tables and text following. Results shown above 100% (1.00) DOS should be read with caution. Once the DOS is 100% the Linsig modelling software produces results regarding queues and delays that are unrepresentative of the actual or likely effects. The results shown in Table 8-3 demonstrate the relative performance of the junctions when development traffic is compared to the base background traffic analysis.

Table 8-3 Summary of Linsig Analysis Results for Site 1 Pearse Road_Kinsale Road

	Without Development		With Proposed Development	
Peak Hour Flow	Maximum DOS (%)	Maximum Queue (Vehicles)	Maximum DOS (%)	Maximum Queue (Vehicles)
AM 2024 Survey Year	54.5	5	-	-
AM 2027 Opening Year	73.8	12	78.7	17
AM 2032 Design Year	86.1	11	89.9	22
AM 2042 Design Year	97.3	25	101.7	37
PM 2024 Survey Year	65.5	15	-	-
PM 2027 Opening Year	95.0	20	102.0	38
PM 2032 Design Year	114.0	73	117.6	86
PM 2042 Design Year	123.6	100	126.8	135

The above analysis shows the existing signal-controlled site 1 currently exceeds the design threshold for congestion (>90%) in the PM peak hour. In the design year 2027 without the proposed development in operation. The junction will become further congested in the design year 2027 with the proposed development during the PM peak. Without the proposed development in place, the existing scenario would also exceed this design threshold by 2037 during the PM Peak (Creamfields development increases background traffic).

The Pearse Road and Curragh Road arms into the junction experience the most congestion while the Kinsale Road entry arm shows high traffic volumes. It should be noted that the distance between connected junctions can accommodate a fixed number of vehicles before the queued vehicles cause congestion in other sections of the surrounding road network.

Results indicating a Ratio of Flow to Capacity (RFC) exceeding 100% should be interpreted with caution. When the RFC reaches 100%, the Linsig modelling software generates queue and delay results that may not accurately reflect actual or likely conditions. Therefore, these results should be considered in the context of the relative impact of the proposed development on existing operational conditions. Specifically, the proposed development is projected to result in a maximum increase of +7% Degree of Saturation (DOS) by the design year 2027. Given the already congested nature of the junction, this represents a minor relative impact.

8.1.2 Site 4: Kinsale Road/Slieve Mish Park

The Junctions 9 output is summarised below.

Table 8-4: Summary of Junctions 9 Analysis Results for the Kinsale Road/Slieve Mish Park junction

	Without Development			With Full Proposed LRD Development		
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)	Max Delay (Seconds/PCU)	Maximum RFC	Maximum Queue (Vehicles)	Max Delay (Seconds/PCU)
AM 2027 Opening Year	0.07	0.1	9.42	0.07	0.1	10.05
AM 2032 Design Year	0.08	0.1	9.93	0.08	0.1	10.64
AM 2042 Design Year	0.09	0.1	10.54	0.09	0.1	11.37
PM 2027 Opening Year	0.05	0.0	9.99	0.05	0.1	10.84
PM 2032 Design Year	0.06	0.1	10.98	0.06	0.1	11.85
PM 2042 Design Year	0.06	0.1	11.46	0.07	0.1	12.67

The above analysis predicts that by the Design Year 2042 the Kinsale Road/Slieve Mish Park junction would be operating well within capacity with the full development in operation during both the AM and PM peak hours, with an RFC of <9% in all scenarios. A junction or link is defined as congested when traffic flows are at 85% of the estimated capacity of the junction or link. Therefore, the Kinsale Road/Slieve Mish Park Junction will not experience any significant impact from the proposed development at the Old Vita Cortex Site located along Kinsale Road.

8.1.3 Development Entrance along Kinsale Road

The Junctions 9 output is summarised below.

Table 8-5: Summary of Junctions 9 Analysis Results for the Development Entrance along Kinsale Road

	Without Development			With Full Proposed LRD Development		
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)	Max Delay (Seconds/PCU)	Maximum RFC	Maximum Queue (Vehicles)	Max Delay (Seconds/PCU)
AM 2027 Opening Year	0.00	0.00	0.00	0.07	0.1	11.00
AM 2032 Design Year	0.00	0.00	0.00	0.08	0.1	11.93
AM 2042 Design Year	0.00	0.00	0.00	0.08	0.1	12.58
PM 2027 Opening Year	0.00	0.00	0.00	0.09	0.1	12.43
PM 2032 Design Year	0.00	0.00	0.00	0.10	0.1	14.42
PM 2042 Design Year	0.00	0.00	0.00	0.11	0.1	15.53

The above analysis predicts that by the Design Year 2042 the Development Entrance along Kinsale Road would be operating well within capacity with the full development in operation during both the AM and PM peak hours, with an RFC of <11% in all scenarios. A junction or link is defined as congested when traffic flows are at 85% of the estimated capacity of the junction or link. Therefore, the Development Entrance along Kinsale Road will not experience any significant impact from the proposed development at the Old Vita Cortex Site located along Kinsale Road.

8.1.4 Development Entrance along Pearse Road

The Junctions 9 output is summarised below.

Table 8-6: Summary of Junctions 9 Analysis Results for the Development Entrance along Pearse Road

	Without Development			With Full Proposed LRD Development		
Peak Hour Flow	Maximum RFC	Maximum Queue (Vehicles)	Max Delay (Seconds/PCU)	Maximum RFC	Maximum Queue (Vehicles)	Max Delay (Seconds/PCU)
AM 2027 Opening Year	0.00	0.00	0.00	0.06	0.1	8.67
AM 2032 Design Year	0.00	0.00	0.00	0.06	0.1	8.82
AM 2042 Design Year	0.00	0.00	0.00	0.06	0.1	9.03
PM 2027 Opening Year	0.00	0.00	0.00	0.05	0.1	9.16
PM 2032 Design Year	0.00	0.00	0.00	0.05	0.1	9.35
PM 2042 Design Year	0.00	0.00	0.00	0.05	0.1	9.63

The above analysis predicts that by the Design Year 2042 the Development Entrance along Pearse Road would be operating well within capacity with the full development in operation during both the AM and PM peak hours, with an RFC of <6% in all scenarios. A junction or link is defined as congested when traffic flows are at 85% of the estimated capacity of the junction or link. Therefore, the Development Entrance along Pearse Road will not experience any significant impact from the proposed development at the Old Vita Cortex Site located along Kinsale Road.

9 Internal Layout

The layout of the proposed development is detailed in the architect and landscape architect's drawings submitted as part of this application.

9.1 DMURS

An Outline Construction Traffic Management Plan was completed for the proposed residential and retail development and will be submitted as part of the planning application pack. This DMURS compliance statement provides a review of the proposed development regarding compliance with guidelines in the Design Manual for Urban Roads and Streets (DMURS). The overarching principals of DMURS are addressed initially and followed by compliance with specific DMURS design elements.

9.2 Visibility Splays

The site layout has been developed to provide adequate turning provision and fire tender access. Forward visibility and visibility splays have been provided on the basis of the requirements of Sections 4.4.4 and 4.4.5 of the DMURS manual. Compliance with the requirements is set out on the relevant PUNCH drawings.

9.3 Vehicle Manoeuvring

Autotrack analysis has been undertaken to ensure there are no issues with swept paths and manoeuvrability of fire appliances and refuse vehicles. These are attached in Appendix D.

10 Mobility Management

To ensure future transport sustainability and to endeavour to make new developments as accessible as possible to travel by other modes of transport, an assessment has been made of the proposed and existing pedestrian, cyclist and public transport facilities. A detailed Mobility Management Plan/Workplace Travel Plan is also provided as a separate report with this planning application.

11 Construction Stage Traffic

An Outline Construction Traffic Management Plan was completed for the proposed residential and retail development and will be submitted as part of the planning application pack.

This Outline Construction Traffic Management Plan (OCTMP) sets out guidelines on traffic management during the construction phase of the development. It has been prepared prior to the appointment of a contractor. It will be the responsibility of the appointed contractor to prepare and submit a full detailed Construction Traffic Management Plan (CTMP) to Cork City Council and An Garda Síochána for agreement and approval, prior to commencement of construction. The CTMP will be a live document that will be updated throughout the project lifecycle by the Appointed Contractor if required.

12 Summary and Conclusion

1. The proposed Large-scale Residential Development (LRD) will consist of 170 no. residential dwelling units, a crèche; café; management office; 4 no. retail units; car parking and cycle parking.

2. For the purposes of our assessment, the TRICS database was consulted to provide an equivalent trip rate for the proposed development site.

3. The proposed development will be accessible from both Pearse Road and Kinsale Road. Specifically, residents and management offices will use the entrance on Pearse Road, while access to the creche and retail spaces will be from Kinsale Road.

4. Capacity analysis was carried out on 4 Junctions as requested by Cork City Council 01 May 2024. In addition to this, the council also indicated that the committed elements of the Creamfields Development should be included in this assessment. Junction modelling indicates that the proposed development will have very little impact on the surrounding existing junctions and road network.

5. Parking spaces for the proposed development will be provided to meet the requirements set out in the Cork City Council Development Plan and have been reduced, well below the maximum as permitted under the development plan, to encourage modal split.

6. Secure cycle parking facilities will be provided within the development to meet the requirements set out in the Cork City Council Development Plan. This has been improved upon from the minimum standards.

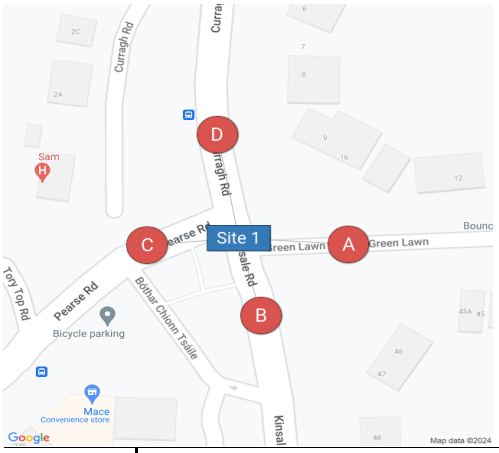
7. A significant emphasis on pedestrian and cycle connectivity for the development and its surrounds has been incorporated into the design to assist with connectivity to the Cork City and Kent Train Station.

8. The signalised junction worst affected by the proposed development is the Pearse Road/Kinsale Road Junction (Site 1). Signalised modelling at this junction indicates that the proposed development is projected to result in a maximum increase of +7% Degree of Saturation (DOS) by the design year 2027. Given the already congested nature of the junction, this represents a minor relative impact.

9. Priority junctions worst affected by the proposed development is the Kinsale Road/Slieve Mish Park, the proposed development entrance along Pearse Road and the proposed development entrance along Kinsale Road. Modelling at these junctions indicate that the maximum Ratio of flow to capacity (RFC) is 11%. As such, it can be said that the junctions analysed will not experience any significant impact from the proposed development.

In conclusion, the proposed Large-scale Residential Development (LRD) on Kinsale Road will have a minimal impact on the surrounding road network. Capacity analysis indicates that the surrounding junctions will operate within acceptable limits, with overall impacts considered minor. Several pedestrian and cycle connectivity enhancement projects have been implemented by Cork City Council which have greatly improved transport links across the surrounding areas including to Cork City and Kent Train Station. Parking provisions for the proposed development comply with Cork City Council's Development Plan, and secure cycle parking exceeds minimum standards to support modal shift.

Appendix A Traffic Survey Data



IDASO

Survey Name:	24388 - Kinsale Rd(Old Vita Cortex Sit		
Site:	Site 1		
Location:	Kinsale Road/Pearse Road		
Date:	Sat 25-May-2024		
AM Peak:	10:59 — 11:59	**Total:**	1134
PM Peak:	12:45 — 13:45	**Total:**	1305
15 Min Peak:	13:30 — 13:45	**Total:**	355
Overall 15 Min Peak:	13:30 — 13:45	**Total:**	355

	A => A									A => B			
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0
09:30	0	0	0	0	0	0	0	0	0	0	0	1	0
09:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	2	0
11:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0
12:00	0	0	0	0	0	0	0	0	0	0	0	2	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	2	0

:e), Co. Cork

Arm A - Green Lawn
Arm B - Kinsale Road
Arm C - Pearse Road
Arm D - Curragh Road

Date: 25/05/2024

					A => C								
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	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	0	2	2	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	1	1	0	0	1	0	0	0	0	1	1
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	4	4	0	0	2	0	0	0	0	2	2
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	2	0	0	0	0	2	2
0	0	0	4	4	0	0	2	0	0	0	0	2	2
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	1	1	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	2	2	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	0	2	0	0	0	0	2	2
0	0	0	2	2	0	0	1	1	0	0	0	2	2
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	3	3	0	0	3	1	0	0	0	4	4
0	0	0	2	2	0	0	4	0	0	0	0	4	4
0	0	0	0	0	0	0	3	0	0	0	0	3	3
0	0	0	0	0	0	0	5	0	0	0	0	5	5
0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	0	2	2	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	2	2	0	0	1	0	0	0	0	1	1

A => D									B => A				
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	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	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	2	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	2	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0
0	0	1	0	0	0	0	1	1	0	0	2	0	0
0	0	3	0	0	0	0	3	3	0	0	3	0	0
0	0	1	0	0	0	0	1	1	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	1	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	1	0	0
0	0	3	0	0	0	0	3	3	0	0	2	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	2	0	0
0	0	5	0	0	0	0	5	5	0	0	2	0	0
0	0	2	0	0	0	0	2	2	0	0	1	0	0
0	0	3	0	0	0	0	3	3	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0
0	0	0	1	0	0	0	1	1	0	0	1	0	0
0	0	5	1	0	0	0	6	6	0	0	3	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

				B => B									
OGV2	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	1
0	0	2	2	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	0	1
0	0	2	2	0	0	0	0	0	0	0	0	0	1
0	0	1	1	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	3	3	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0

B => C								B => D					
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2
0	0	0	0	0	0	0	0	0	0	6	0	1	0
0	1	0	1	0	0	2	2.5	0	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0	2	1	0	0
0	2	0	0	1	0	3	4.3	0	0	1	1	0	0
0	3	0	1	1	0	5	6.8	0	0	9	3	1	0
0	3	0	0	0	0	3	3	1	0	4	0	0	0
0	4	0	1	0	0	5	5.5	0	0	7	1	1	0
0	3	1	0	0	0	4	4	0	0	5	0	0	0
2	8	1	1	0	0	12	11.3	1	0	8	1	0	0
2	18	2	2	0	0	24	23.8	2	0	24	2	1	0
0	2	1	0	0	0	3	3	0	0	1	2	0	0
0	12	1	0	0	0	13	13	0	0	12	1	0	0
1	15	1	0	0	0	17	16.4	0	0	6	1	0	0
0	15	1	0	0	0	16	16	1	0	10	6	1	0
1	44	4	0	0	0	49	48.4	1	0	29	10	1	0
0	18	1	1	0	0	20	20.5	0	0	22	4	0	0
0	20	2	0	0	0	22	22	0	2	14	5	0	0
0	14	3	0	0	0	17	17	2	0	27	7	0	1
0	27	4	0	0	0	31	31	0	0	16	3	0	0
0	79	10	1	0	0	90	90.5	2	2	79	19	0	1
0	22	5	0	0	0	27	27	0	1	35	7	0	0
1	36	1	0	0	0	38	37.4	1	0	41	2	0	0
1	29	3	0	0	0	33	32.4	1	0	38	5	0	0
0	29	0	0	0	0	30	29.2	0	2	34	6	0	0
2	116	9	0	0	0	128	126	2	3	148	20	0	0
0	26	6	0	0	0	32	32	1	0	33	5	0	0
0	41	3	0	0	0	44	44	0	0	33	6	0	0
0	34	2	0	0	0	36	36	0	0	48	2	0	0
0	39	7	0	0	0	47	46.2	2	0	51	6	0	0
0	140	18	0	0	0	159	158.2	3	0	165	19	0	0
0	35	3	0	0	0	39	38.2	1	0	40	4	0	0
0	32	2	0	0	0	34	34	1	0	49	2	0	0
0	41	4	0	0	0	45	45	0	1	44	4	1	0
1	34	6	2	0	0	43	43.4	1	0	48	4	1	0
1	142	15	2	0	0	161	160.6	3	1	181	14	2	0
1	29	1	0	0	0	31	30.4	3	0	54	1	0	0
0	30	3	1	0	0	34	34.5	3	1	46	7	0	0

			C => A										
PSV	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**
0	7	7.5	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0
0	3	3	0	0	0	0	0	0	0	0	0	0	0
0	2	2	0	0	0	0	0	0	0	0	0	0	0
0	13	13.5	0	0	0	0	0	0	0	0	0	0	0
0	5	4.2	0	0	0	0	0	0	0	0	0	0	0
0	9	9.5	0	0	0	0	0	0	0	0	0	0	0
0	5	5	0	0	1	0	0	0	0	1	1	0	0
0	10	9.2	0	0	0	0	0	0	0	0	0	0	0
0	29	27.9	0	0	1	0	0	0	0	1	1	0	0
0	3	3	0	0	0	0	0	0	0	0	0	0	0
0	13	13	0	0	0	0	0	0	0	0	0	0	0
0	7	7	0	0	0	0	0	0	0	0	0	0	0
0	18	17.7	0	0	0	0	0	0	0	0	0	0	0
0	41	40.7	0	0	0	0	0	0	0	0	0	0	0
0	26	26	0	0	0	0	0	0	0	0	0	0	0
2	23	23.8	0	0	0	0	0	0	0	0	0	0	0
0	37	36.7	0	0	0	0	0	0	0	0	0	0	0
0	19	19	0	0	1	0	0	0	0	1	1	0	1
2	105	105.5	0	0	1	0	0	0	0	1	1	0	1
0	43	42.4	0	0	0	0	0	0	0	0	0	0	0
0	44	43.2	0	0	1	0	0	0	0	1	1	0	1
0	44	43.2	0	0	1	0	0	0	0	1	1	0	0
0	42	40.8	0	0	0	0	0	0	0	0	0	0	0
0	173	169.6	0	0	2	0	0	0	0	2	2	0	1
0	39	38.2	0	0	1	0	0	0	0	1	1	0	0
0	39	39	0	0	4	0	0	0	0	4	4	0	0
0	50	50	0	0	1	0	0	0	0	1	1	0	0
0	59	57.4	0	0	1	1	0	0	0	2	2	1	0
0	187	184.6	0	0	7	1	0	0	0	8	8	1	0
0	45	44.2	0	0	3	0	0	0	0	3	3	1	0
1	53	53.2	0	0	2	0	0	0	0	2	2	0	0
0	50	49.9	0	0	1	0	0	0	0	1	1	0	0
0	54	53.7	0	0	3	0	0	0	0	3	3	1	0
1	202	201	0	0	9	0	0	0	0	9	9	2	0
0	58	55.6	1	0	3	0	0	0	0	4	3.2	0	0
0	57	54	0	0	3	0	0	0	0	3	3	0	0

C => B							C => C						
CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV
4	0	0	0	0	4	4	0	0	0	0	0	0	0
7	0	0	0	0	7	7	0	0	0	0	0	0	0
3	2	0	0	0	5	5	0	0	0	0	0	0	0
3	0	0	0	0	3	3	0	0	0	0	0	0	0
17	2	0	0	0	19	19	0	0	0	0	0	0	0
6	0	0	0	0	6	6	0	0	0	0	0	0	0
9	0	0	1	0	10	11.3	0	0	0	0	0	0	0
5	2	0	1	0	8	9.3	0	0	0	0	0	0	0
6	1	0	0	0	7	7	0	0	0	0	0	0	0
26	3	0	2	0	31	33.6	0	0	0	0	0	0	0
6	1	0	0	0	7	7	0	0	0	0	0	0	0
10	5	0	0	0	15	15	0	0	0	0	0	0	0
15	3	0	0	0	18	18	0	0	0	0	0	0	0
19	4	0	0	0	23	23	0	0	0	0	0	0	0
50	13	0	0	0	63	63	0	0	0	0	0	0	0
16	2	1	0	0	19	19.5	0	0	0	0	0	0	0
20	0	0	0	0	20	20	0	0	0	0	0	0	0
20	2	2	0	0	24	25	0	0	0	0	0	0	0
27	5	0	0	0	33	32.4	0	0	0	0	0	0	0
83	9	3	0	0	96	96.9	0	0	0	0	0	0	0
29	2	0	0	0	31	31	0	0	0	0	0	0	0
27	2	0	0	0	30	29.4	0	0	0	0	0	0	0
33	0	1	0	0	34	34.5	0	0	0	0	0	0	0
33	1	0	0	0	34	34	0	0	0	0	0	0	0
122	5	1	0	0	129	128.9	0	0	0	0	0	0	0
43	2	1	0	0	46	46.5	0	0	0	0	0	0	0
34	7	0	0	0	41	41	0	0	0	0	0	0	0
42	0	0	0	0	42	42	0	0	0	0	0	0	0
42	3	0	0	0	46	45.2	0	0	0	0	0	0	0
161	12	1	0	0	175	174.7	0	0	0	0	0	0	0
33	3	0	0	0	37	36.2	0	0	0	0	0	0	0
39	4	0	0	0	43	43	0	0	0	0	0	0	0
40	5	0	0	0	45	45	0	0	0	0	0	0	0
46	2	0	0	0	49	48.2	0	0	0	0	0	0	0
158	14	0	0	0	174	172.4	0	0	0	0	0	0	0
39	2	1	0	0	42	42.5	0	0	0	0	0	0	0
45	4	0	0	0	49	49	0	0	0	0	0	0	0

		C => D											
TOT	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**
0	0	0	0	2	1	0	0	0	3	3	0	0	0
0	0	1	0	1	0	0	0	0	2	1.2	0	0	0
0	0	0	0	2	0	0	0	0	2	2	0	0	0
0	0	0	0	3	0	0	0	0	3	3	0	0	0
0	0	1	0	8	1	0	0	0	10	9.2	0	0	0
0	0	0	0	3	1	1	0	0	5	5.5	0	0	0
0	0	0	0	0	0	1	0	0	1	1.5	0	0	0
0	0	1	0	7	0	0	0	1	9	9.2	0	0	0
0	0	0	0	10	0	0	0	1	11	12	0	0	1
0	0	1	0	20	1	2	0	2	26	28.2	0	0	1
0	0	0	0	1	0	0	0	0	1	1	0	0	0
0	0	0	0	13	4	0	0	1	18	19	0	0	0
0	0	0	0	9	1	0	0	0	10	10	0	0	0
0	0	0	0	14	1	1	0	1	17	18.5	0	0	0
0	0	0	0	37	6	1	0	2	46	48.5	0	0	0
0	0	0	0	11	7	0	0	0	18	18	0	0	0
0	0	0	1	23	2	0	0	1	27	27.4	0	0	1
0	0	1	0	31	2	0	0	0	34	33.2	0	0	1
0	0	0	0	37	4	1	0	1	43	44.5	0	0	2
0	0	1	1	102	15	1	0	2	122	123.1	0	0	4
0	0	0	0	22	1	0	0	0	23	23	0	0	0
0	0	0	0	33	4	0	0	1	38	39	0	0	1
0	0	0	0	21	3	0	0	0	24	24	0	0	1
0	0	1	0	39	3	0	0	1	44	44.2	0	0	1
0	0	1	0	115	11	0	0	2	129	130.2	0	0	3
0	0	0	0	37	4	0	0	1	42	43	0	0	0
0	0	2	0	31	4	0	0	0	37	35.4	0	0	1
0	0	0	0	47	6	1	0	1	55	56.5	0	0	2
0	0	0	0	41	4	0	0	1	46	47	0	0	1
0	0	2	0	156	18	1	0	3	180	181.9	0	0	4
0	0	1	0	49	6	0	0	0	56	55.2	0	0	2
0	0	0	0	42	2	0	0	0	44	44	0	0	2
0	0	1	0	28	2	1	0	1	33	33.7	0	0	1
0	0	0	0	49	5	0	0	1	55	56	0	0	1
0	0	2	0	168	15	1	0	2	188	188.9	0	0	6
0	0	0	1	57	2	0	0	1	61	61.4	0	0	1
0	0	0	0	41	4	1	0	0	46	46.5	0	0	2

D => A						D => B							
LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT
0	0	0	0	0	0	0	0	3	1	0	0	0	4
0	0	0	0	0	0	0	0	4	0	0	0	0	4
0	0	0	0	0	0	1	0	2	1	0	0	0	4
0	0	0	0	0	0	2	0	6	0	1	1	2	12
0	0	0	0	0	0	3	0	15	2	1	1	2	24
0	0	0	0	0	0	1	0	3	1	0	0	0	5
0	0	0	0	0	0	2	0	1	0	0	0	0	3
0	0	0	0	0	0	1	1	1	0	0	0	1	4
0	0	0	0	1	1	0	0	7	0	0	0	0	7
0	0	0	0	1	1	4	1	12	1	0	0	1	19
0	0	0	0	0	0	0	0	14	2	1	0	1	18
0	0	0	0	0	0	0	0	9	2	0	0	0	11
0	0	0	0	0	0	0	1	12	0	1	0	0	14
0	0	0	0	0	0	5	0	18	4	0	0	1	28
0	0	0	0	0	0	5	1	53	8	2	0	2	71
0	0	0	0	0	0	2	1	20	2	0	0	0	25
0	0	0	0	1	1	1	1	20	6	0	0	0	28
0	0	0	0	1	1	2	1	26	3	1	0	0	33
0	0	0	0	2	2	0	1	30	4	1	0	0	36
0	0	0	0	4	4	5	4	96	15	2	0	0	122
0	0	0	0	0	0	1	0	30	7	0	0	0	38
0	0	0	0	1	1	0	0	42	1	0	0	0	43
0	0	0	0	1	1	1	1	35	2	0	0	0	39
0	0	0	0	1	1	1	0	32	8	1	0	0	42
0	0	0	0	3	3	3	1	139	18	1	0	0	162
0	0	0	0	0	0	0	0	44	5	1	0	0	50
1	0	0	0	2	2	0	1	46	5	1	0	0	53
0	0	0	0	2	2	1	0	46	2	0	0	0	49
0	0	0	0	1	1	1	0	44	3	0	1	0	49
1	0	0	0	5	5	2	1	180	15	2	1	0	201
0	0	0	0	2	2	0	1	25	1	0	0	0	27
0	0	0	0	2	2	1	0	55	2	0	0	0	58
0	0	0	0	1	1	0	0	37	5	2	0	0	44
0	0	0	0	1	1	1	0	42	3	0	0	0	46
0	0	0	0	6	6	2	1	159	11	2	0	0	175
0	0	0	0	1	1	0	0	43	5	0	0	0	48
0	0	1	0	3	4.3	0	1	57	3	0	0	0	61

	D => C									D => D			
PCU	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**
4	0	0	2	1	0	0	0	3	3	0	0	0	0
4	0	0	1	0	0	0	0	1	1	0	0	0	0
3.2	0	0	2	1	1	0	0	4	4.5	0	0	0	0
14.2	0	0	5	2	0	0	0	7	7	0	0	0	0
25.4	0	0	10	4	1	0	0	15	15.5	0	0	0	0
4.2	2	0	3	0	0	0	0	5	3.4	0	0	0	0
1.4	0	0	6	0	0	0	0	6	6	0	0	0	0
3.6	1	0	13	0	0	0	0	14	13.2	0	0	0	0
7	0	0	7	3	0	0	2	12	14	0	0	0	0
16.2	3	0	29	3	0	0	2	37	36.6	0	0	0	0
19.5	0	0	10	3	0	0	0	13	13	0	0	0	0
11	2	0	3	1	0	0	1	7	6.4	0	0	0	0
13.9	0	0	15	1	2	0	0	18	19	0	0	0	0
25	3	1	24	1	0	0	1	30	28	0	0	0	0
69.4	5	1	52	6	2	0	2	68	66.4	0	0	0	0
22.8	0	0	23	3	0	0	0	26	26	0	0	0	0
26.6	0	0	22	5	0	0	1	28	29	0	0	0	0
31.3	0	0	28	2	0	0	1	31	32	0	0	0	0
35.9	1	0	37	5	0	0	1	44	44.2	0	0	0	0
116.6	1	0	110	15	0	0	3	129	131.2	0	0	0	0
37.2	0	0	32	4	1	0	0	37	37.5	0	0	0	0
43	1	0	46	5	0	0	1	53	53.2	0	0	0	0
37.6	0	0	43	2	0	0	1	46	47	0	0	0	0
41.7	0	0	42	0	0	0	1	43	44	0	0	0	0
159.5	1	0	163	11	1	0	3	179	181.7	0	0	0	0
50.5	0	1	38	3	0	0	0	42	41.4	0	0	0	0
52.9	1	0	48	5	0	0	1	55	55.2	0	0	0	0
48.2	0	0	49	3	0	0	0	52	52	0	0	0	0
49.5	1	0	51	3	0	0	1	56	56.2	0	0	0	0
201.1	2	1	186	14	0	0	2	205	204.8	0	0	0	0
26.4	0	0	56	4	0	0	0	60	60	0	0	0	0
57.2	1	0	43	2	0	0	1	47	47.2	0	0	0	0
45	0	0	46	4	0	0	1	51	52	0	0	0	0
45.2	0	3	50	0	0	0	1	54	53.2	0	0	0	0
173.8	1	3	195	10	0	0	3	212	212.4	0	0	0	0
48	0	1	58	5	0	0	0	64	63.4	0	0	0	0
60.4	0	0	73	2	0	0	1	76	77	0	0	0	0

OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

13:30	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0
14:00	0	0	0	0	0	0	0	0	0	0	0	1	0
14:15	0	0	0	0	0	0	0	0	0	0	0	4	0
14:30	0	0	0	0	0	0	0	0	0	0	0	2	0
14:45	0	0	0	0	0	0	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	1	0
15:30	0	0	0	0	0	0	0	0	0	0	0	1	0
15:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	2	0
16:30	0	0	0	0	0	0	0	0	0	0	0	2	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	3	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0
18:00	0	0	0	0	0	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	2	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	1
19:00	0	0	0	0	0	0	0	0	0	0	0	2	0
19:15	0	0	0	0	0	0	0	0	0	0	0	1	0
19:30	0	0	0	0	0	0	0	0	0	0	0	1	0
19:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	0
20:00	0	0	0	0	0	0	0	0	0	0	0	1	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	2	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0
16 TOT	0	0	0	0	0	0	0	0	0	0	0	53	1

0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	0	2	2	0	1	1	0	0	0	0	2	1.4
0	0	0	4	4	0	1	4	0	0	0	0	5	4.4
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	4	4	0	0	0	1	0	0	0	1	1
0	0	0	2	2	0	0	3	0	0	0	0	3	3
0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	0	9	9	0	0	3	1	0	0	0	4	4
0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	0	1	1	0	0	1	0	0	0	0	1	1
0	0	0	1	1	0	0	2	0	0	0	0	2	2
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	3	3	0	0	4	0	0	0	0	4	4
0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	0	2	2	0	0	2	0	0	0	0	2	2
0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	1	0	0	0	0	1	1
0	0	0	5	5	0	0	4	0	0	0	0	4	4
0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	4	4	0	0	4	0	0	0	0	4	4
0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	0	2	2	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	4	4	0	0	1	0	0	0	0	1	1
0	0	0	2	2	0	0	2	0	0	0	0	2	2
0	0	0	1	1	0	0	2	0	0	0	0	2	2
0	0	0	1	1	0	0	2	0	0	0	0	2	2
0	0	0	1	1	0	0	1	0	0	0	0	1	1
0	0	0	5	5	0	0	7	0	0	0	0	7	7
0	0	0	1	1	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	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	1	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	0	0	0	0	0	0	0	0
0	0	0	2	2	0	0	1	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2	2	0	0	1	0	0	0	0	1	1
0	0	0	54	54	0	1	50	2	0	0	0	53	52.4

0	0	1	0	0	0	0	1	1	0	1	1	0	0
0	0	0	0	0	0	0	0	0	0	0	2	0	0
0	0	2	0	0	0	0	2	2	0	1	3	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0
0	0	1	0	0	0	0	1	1	0	0	2	0	0
0	0	1	0	0	0	0	1	1	0	0	3	0	0
0	0	2	0	0	0	0	2	2	0	0	2	0	0
0	0	4	0	0	0	0	4	4	0	0	8	0	0
0	0	0	1	0	0	0	1	1	0	0	2	0	0
0	0	1	0	0	0	0	1	1	0	0	1	0	0
0	0	2	0	0	0	0	2	2	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	1	0	0	0	4	4	0	0	4	0	0
0	0	2	0	0	0	0	2	2	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0
0	0	2	0	0	0	0	2	2	0	0	3	1	0
0	0	1	0	0	0	0	1	1	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0
0	0	3	0	0	0	0	3	3	0	0	2	0	0
0	0	2	0	0	0	0	2	2	0	0	1	0	0
0	0	3	0	0	0	0	3	3	0	0	3	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	1	0	0
0	0	6	0	0	0	0	6	6	0	0	5	0	0
0	0	0	0	0	0	0	0	0	1	0	1	0	0
0	0	1	0	0	0	0	1	1	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	1	0	0
0	0	1	0	0	0	0	1	1	0	0	1	0	0
0	0	4	0	0	0	0	4	4	1	0	3	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0
1	0	2	0	0	0	0	3	2.2	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	0	0	0
1	0	3	0	0	0	0	4	3.2	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	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	1	0	0	0	0	1	1	0	0	0	0	0
1	0	45	2	0	0	0	48	47.2	1	1	42	1	0

0	0	2	1.4	0	0	0	0	0	0	0	0	0	1
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	4	3.4	0	0	0	0	0	0	0	0	0	1
0	0	1	1	0	0	0	0	0	0	0	0	0	1
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	8	8	0	0	0	0	0	0	0	0	0	1
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	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	0	0	0	0
0	0	4	4	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	1
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	4	4	0	0	0	0	0	0	0	0	0	1
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	1
0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	5	5	0	0	0	0	0	0	0	0	0	2
0	0	2	1.2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	4	3.2	0	0	0	0	0	0	0	0	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	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	45	43.6	0	0	0	0	0	0	0	0	0	8

0	49	1	0	0	0	51	50.2	1	1	53	4	1	0
0	38	3	0	0	0	41	41	1	0	40	3	0	0
1	146	8	1	0	0	157	156.1	8	2	193	15	1	0
0	35	2	0	0	0	38	37.2	1	3	48	3	0	0
1	48	3	0	0	0	52	51.4	0	0	66	2	0	0
0	49	2	1	0	0	52	52.5	0	0	55	1	0	0
0	43	1	0	0	0	44	44	1	0	57	1	0	0
1	175	8	1	0	0	186	185.1	2	3	226	7	0	0
0	42	3	0	0	0	45	45	1	0	51	4	0	0
0	40	3	0	0	0	43	43	1	0	44	5	1	0
0	35	1	0	0	0	36	36	0	1	53	3	0	0
0	17	0	0	0	0	17	17	0	1	46	1	1	0
0	134	7	0	0	0	141	141	2	2	194	13	2	0
2	24	2	0	0	0	29	27	3	0	39	2	0	0
2	32	2	0	0	0	36	34.8	0	1	36	2	0	0
0	26	2	0	0	0	28	28	1	0	23	0	0	0
0	35	1	0	0	0	36	36	0	0	31	2	0	0
4	117	7	0	0	0	129	125.8	4	1	129	6	0	0
0	27	1	0	0	0	28	28	0	0	27	2	0	0
0	27	2	0	0	0	29	29	0	0	36	1	0	0
0	27	0	0	1	0	28	29.3	1	0	37	3	0	0
1	29	1	0	0	0	31	30.4	0	0	32	2	0	0
1	110	4	0	1	0	116	116.7	1	0	132	8	0	0
1	31	1	0	0	0	34	32.6	1	0	39	2	0	0
1	25	1	0	0	0	27	26.4	0	0	29	1	0	0
0	27	1	0	0	0	29	28.2	0	1	19	1	0	0
1	20	1	0	0	0	22	21.4	2	1	31	1	0	0
3	103	4	0	0	0	112	108.6	3	2	118	5	0	0
0	26	1	0	0	0	27	27	1	1	23	1	1	0
0	19	2	0	0	0	21	21	0	2	15	1	1	0
0	21	1	0	0	0	22	22	1	0	27	1	0	0
0	15	0	0	0	0	15	15	2	0	20	1	0	0
0	81	4	0	0	0	85	85	4	3	85	4	2	0
0	14	0	0	0	0	14	14	0	1	16	0	0	0
1	22	1	0	0	0	24	23.4	0	0	19	0	0	0
0	14	2	0	0	0	16	16	1	0	15	0	0	0
0	10	2	0	0	0	12	12	0	1	12	1	0	0
1	60	5	0	0	0	66	65.4	1	2	62	1	0	0
0	13	0	0	0	0	13	13	0	0	7	0	0	0
1	10	0	0	0	0	11	10.4	0	1	14	1	0	0
0	11	0	0	0	0	11	11	0	0	8	1	0	0
0	11	0	0	0	0	11	11	0	0	10	1	0	0
1	45	0	0	0	0	46	45.4	0	1	39	3	0	0
18	1513	105	8	2	0	1654	1643.4	38	22	1813	149	10	1

0	60	59.1	0	0	3	0	0	0	0	3	3	0	1
0	44	43.2	0	0	2	0	0	0	0	2	2	0	1
0	219	211.9	1	0	11	0	0	0	0	12	11.2	0	2
0	55	52.4	0	0	0	0	0	0	0	0	0	0	1
0	68	68	0	0	0	0	0	0	0	0	0	0	0
0	56	56	0	0	1	0	0	0	0	1	1	0	1
0	59	58.2	0	0	1	0	0	0	0	1	1	0	0
0	238	234.6	0	0	2	0	0	0	0	2	2	0	2
0	56	55.2	0	0	1	1	0	0	0	2	2	0	0
0	51	50.7	0	0	1	0	0	0	0	1	1	0	0
0	57	56.4	0	0	2	0	0	0	0	2	2	0	0
0	49	48.9	0	0	0	0	0	0	0	0	0	0	0
0	213	211.2	0	0	4	1	0	0	0	5	5	0	0
0	44	41.6	0	0	1	0	0	0	0	1	1	0	0
0	39	38.4	0	0	0	0	0	0	0	0	0	0	0
0	24	23.2	0	0	2	0	0	0	0	2	2	0	0
0	33	33	0	0	0	0	0	0	0	0	0	0	0
0	140	136.2	0	0	3	0	0	0	0	3	3	0	0
0	29	29	0	0	0	0	0	0	0	0	0	0	0
0	37	37	0	0	2	0	0	0	0	2	2	0	0
0	41	40.2	0	0	1	0	0	0	0	1	1	0	0
0	34	34	0	0	2	0	0	0	0	2	2	0	0
0	141	140.2	0	0	5	0	0	0	0	5	5	0	0
0	42	41.2	0	0	1	0	0	0	0	1	1	1	0
0	30	30	0	0	1	0	0	0	0	1	1	0	2
0	21	20.4	0	0	3	0	0	0	0	3	3	0	0
0	35	32.8	0	0	0	0	0	0	0	0	0	0	0
0	128	124.4	0	0	5	0	0	0	0	5	5	1	2
0	27	26.1	0	0	0	0	0	0	0	0	0	0	0
0	19	18.3	0	0	1	0	0	0	0	1	1	0	0
0	29	28.2	0	0	2	0	0	0	0	2	2	0	0
0	23	21.4	0	0	1	0	0	0	0	1	1	0	0
0	98	94	0	0	4	0	0	0	0	4	4	0	0
0	17	16.4	0	0	1	0	0	0	0	1	1	0	0
1	20	21	0	0	1	0	0	0	0	1	1	1	0
0	16	15.2	0	0	1	0	0	0	0	1	1	0	0
0	14	13.4	0	0	1	0	0	0	0	1	1	0	1
1	67	66	0	0	4	0	0	0	0	4	4	1	1
0	7	7	0	0	0	0	0	0	0	0	0	0	2
0	16	15.4	0	0	0	0	0	0	0	0	0	0	1
0	9	9	0	0	2	0	0	0	0	2	2	0	0
0	11	11	0	0	0	0	0	0	0	0	0	0	0
0	43	42.4	0	0	2	0	0	0	0	2	2	0	3
4	2037	2003.7	1	0	60	2	0	0	0	63	62.2	5	12

48	3	0	0	0	52	51.4	0	0	0	0	0	0	0
46	6	0	0	0	53	52.4	0	0	0	0	0	0	0
178	15	1	0	0	196	195.3	0	0	0	0	0	0	0
43	4	0	0	0	48	47.4	0	0	0	0	0	0	0
30	3	0	0	0	33	33	0	0	0	0	0	0	0
32	0	0	0	0	33	32.4	0	0	0	0	0	0	0
32	3	0	0	0	35	35	0	0	0	0	0	0	0
137	10	0	0	0	149	147.8	0	0	0	0	0	0	0
47	0	0	0	0	47	47	0	0	0	0	0	0	0
26	2	0	0	0	28	28	0	0	0	0	0	0	0
34	2	0	0	0	36	36	0	0	0	0	0	0	0
17	2	0	0	0	19	19	0	0	0	0	0	0	0
124	6	0	0	0	130	130	0	0	0	0	0	0	0
30	1	0	0	0	31	31	0	0	0	0	0	0	0
29	3	0	0	0	32	32	0	0	0	0	0	0	0
30	1	0	0	0	31	31	0	0	0	0	0	0	0
22	1	0	0	0	23	23	0	0	0	0	0	0	0
111	6	0	0	0	117	117	0	0	0	0	0	0	0
20	1	1	0	0	22	22.5	0	0	0	0	0	0	0
26	1	0	0	0	27	27	0	0	0	0	0	0	0
35	1	0	0	0	36	36	0	0	0	0	0	0	0
24	1	0	0	0	25	25	0	0	0	0	0	0	0
105	4	1	0	0	110	110.5	0	0	0	0	0	0	0
31	1	0	0	0	33	32.2	0	0	0	0	0	0	0
21	1	0	0	0	24	22.8	0	0	0	0	0	0	0
24	2	0	1	0	27	28.3	0	0	0	0	0	0	0
19	1	0	0	0	20	20	0	0	0	0	0	0	0
95	5	0	1	0	104	103.3	0	0	0	0	0	0	0
13	1	0	0	0	14	14	0	0	0	0	0	0	0
14	0	0	0	0	14	14	0	0	0	0	0	0	0
11	1	0	0	0	12	12	0	0	0	0	0	0	0
23	0	0	0	0	23	23	0	0	0	0	0	0	0
61	2	0	0	0	63	63	0	0	0	0	0	0	0
17	0	0	0	0	17	17	0	0	0	0	0	0	0
14	0	0	0	0	15	14.2	0	0	0	0	0	0	0
13	1	0	0	0	14	14	0	0	0	0	0	0	0
11	1	0	0	0	13	12.4	0	0	0	0	0	0	0
55	2	0	0	0	59	57.6	0	0	0	0	0	0	0
8	2	0	0	0	12	10.8	0	0	0	0	0	0	0
17	0	0	0	0	18	17.4	0	0	0	0	0	0	0
10	2	0	0	0	12	12	0	0	0	0	0	0	0
6	0	0	0	0	6	6	0	0	0	0	0	0	0
41	4	0	0	0	48	46.2	0	0	0	0	0	0	0
1524	112	7	3	0	1663	1659.2	0	0	0	0	0	0	0

0	0	1	0	55	4	0	0	1	61	61.2	0	0	0
0	0	0	0	41	1	0	0	1	43	44	0	0	0
0	0	1	1	194	11	1	0	3	211	213.1	0	0	3
0	0	0	1	46	1	0	0	1	49	49.4	0	0	3
0	0	0	0	41	4	0	0	1	46	47	0	0	1
0	0	0	0	36	3	0	0	1	40	41	0	0	1
0	0	0	0	35	1	0	0	1	37	38	0	0	1
0	0	0	1	158	9	0	0	4	172	175.4	0	0	6
0	0	0	1	29	1	0	0	2	33	34.4	0	0	1
0	0	0	0	31	2	0	0	1	34	35	0	0	0
0	0	0	0	28	4	0	0	0	32	32	0	0	2
0	0	1	0	41	0	1	0	1	44	44.7	0	0	0
0	0	1	1	129	7	1	0	4	143	146.1	0	0	3
0	0	1	0	34	2	0	0	0	37	36.2	0	0	1
0	0	0	0	28	1	0	0	1	30	31	0	0	0
0	0	0	0	32	1	0	0	0	33	33	0	0	2
0	0	0	0	35	1	0	0	1	37	38	0	0	0
0	0	1	0	129	5	0	0	2	137	138.2	0	0	3
0	0	0	0	34	0	0	0	1	35	36	0	0	2
0	0	0	0	44	0	0	0	1	45	46	0	0	0
0	0	0	0	33	3	0	0	0	36	36	0	0	0
0	0	0	0	45	2	0	0	1	48	49	0	0	0
0	0	0	0	156	5	0	0	3	164	167	0	0	2
0	0	0	1	39	4	0	0	0	44	43.4	0	0	3
0	0	0	0	25	1	0	0	1	27	28	0	0	1
0	0	1	0	38	1	0	0	0	40	39.2	0	0	1
0	0	0	0	30	1	0	0	1	32	33	0	0	1
0	0	1	1	132	7	0	0	2	143	143.6	0	0	6
0	0	0	1	24	1	0	0	0	26	25.4	0	0	0
0	0	1	0	22	1	0	0	1	25	25.2	0	0	0
0	0	0	0	28	0	0	0	0	28	28	0	0	1
0	0	0	0	22	2	0	0	1	25	26	0	0	1
0	0	1	1	96	4	0	0	2	104	104.6	0	0	2
0	0	0	0	27	0	0	0	0	27	27	0	0	0
0	0	0	0	30	1	0	0	1	32	33	1	0	0
0	0	0	0	22	1	0	0	0	23	23	0	0	0
0	0	0	1	29	2	0	0	1	33	33.4	0	0	0
0	0	0	1	108	4	0	0	2	115	116.4	1	0	0
0	0	0	0	20	0	0	0	0	20	20	0	0	0
0	0	0	0	16	1	0	0	1	18	19	0	0	0
0	0	0	0	18	0	0	0	0	18	18	0	0	0
0	0	0	1	13	0	0	0	1	15	15.4	0	0	0
0	0	0	1	67	1	0	0	2	71	72.4	0	0	0
0	0	13	8	1775	120	8	0	37	1961	1986.8	1	0	43

0	0	0	0	0	0	2	0	60	1	0	0	0	63
0	0	0	0	0	0	1	0	56	4	1	0	0	62
0	0	1	0	4	5.3	3	1	216	13	1	0	0	234
1	0	0	0	4	4	0	1	34	1	0	0	0	36
0	0	0	0	1	1	1	0	52	2	1	0	0	56
0	0	0	0	1	1	1	1	41	3	0	0	0	46
0	0	0	0	1	1	1	0	31	5	0	0	0	37
1	0	0	0	7	7	3	2	158	11	1	0	0	175
0	0	0	0	1	1	0	0	39	3	0	0	0	42
0	0	0	0	0	0	1	0	38	2	0	0	0	41
0	0	0	0	2	2	1	1	26	1	0	0	0	29
0	0	0	0	0	0	0	0	34	2	0	0	0	36
0	0	0	0	3	3	2	1	137	8	0	0	0	148
0	0	0	0	1	1	0	2	32	1	1	0	0	36
0	0	0	0	0	0	0	2	22	2	0	0	0	26
0	0	0	0	2	2	1	0	26	0	0	0	0	27
0	0	0	0	0	0	0	1	25	4	0	0	0	30
0	0	0	0	3	3	1	5	105	7	1	0	0	119
0	0	0	0	2	2	0	0	22	0	0	0	0	22
0	0	0	0	0	0	0	0	25	1	0	0	0	26
0	0	0	0	0	0	0	0	23	0	0	0	0	23
0	0	0	0	0	0	0	0	18	4	1	0	0	23
0	0	0	0	2	2	0	0	88	5	1	0	0	94
0	0	0	0	3	3	1	1	19	1	0	0	0	22
0	0	0	0	1	1	0	0	20	1	0	0	0	21
0	0	0	0	1	1	0	0	19	3	0	0	0	22
0	0	0	0	1	1	0	1	13	1	0	0	0	15
0	0	0	0	6	6	1	2	71	6	0	0	0	80
0	0	0	0	0	0	1	1	12	0	0	0	0	14
0	0	0	0	0	0	0	0	17	0	0	0	0	17
0	0	0	0	1	1	0	0	9	1	0	0	0	10
0	0	0	0	1	1	0	0	18	0	0	0	0	18
0	0	0	0	2	2	1	1	56	1	0	0	0	59
0	0	0	0	0	0	1	1	18	0	0	0	0	20
0	0	0	0	1	0.2	1	0	18	0	0	0	0	19
0	0	0	0	0	0	0	0	12	2	0	0	0	14
0	0	0	0	0	0	0	1	7	0	0	0	0	8
0	0	0	0	1	0.2	2	2	55	2	0	0	0	61
0	0	0	0	0	0	1	0	8	1	0	0	0	10
0	0	0	0	0	0	0	0	12	0	0	0	0	12
0	0	0	0	0	0	1	0	9	0	0	0	0	10
0	0	0	0	0	0	1	0	12	0	0	0	0	13
0	0	0	0	0	0	3	0	41	1	0	0	0	45
2	0	1	0	47	47.5	40	23	1581	124	14	2	5	1789

61.4	2	1	56	0	0	0	1	60	58.8	0	0	0	0
61.7	0	0	44	5	0	0	0	49	49	0	0	0	0
231.5	2	2	231	12	0	0	2	249	248.2	0	0	0	0
35.4	0	1	53	4	0	0	1	59	59.4	0	0	0	0
55.7	1	0	33	4	0	0	1	39	39.2	0	0	0	0
44.6	0	1	48	1	0	0	1	51	51.4	0	0	0	0
36.2	0	1	46	3	0	0	0	50	49.4	0	0	0	0
171.9	1	3	180	12	0	0	3	199	199.4	0	0	0	0
42	0	1	43	2	0	0	1	47	47.4	0	0	0	0
40.2	2	0	31	0	0	0	1	34	33.4	0	0	0	0
27.6	0	1	34	1	0	0	0	36	35.4	0	0	0	0
36	0	0	43	3	0	0	0	46	46	0	0	0	0
145.8	2	2	151	6	0	0	2	163	162.2	0	0	0	0
35.3	0	0	31	0	0	0	1	32	33	0	0	0	0
24.8	0	0	29	0	0	0	1	30	31	0	0	0	0
26.2	1	0	26	2	0	0	1	30	30.2	0	0	0	0
29.4	0	0	32	1	0	0	1	34	35	0	0	0	0
115.7	1	0	118	3	0	0	4	126	129.2	0	0	0	0
22	0	0	40	2	0	0	0	42	42	0	0	0	0
26	0	0	27	1	0	0	1	29	30	0	0	0	0
23	0	0	36	1	0	0	0	37	37	0	0	0	0
23.5	0	0	45	4	0	0	0	49	49	0	0	0	0
94.5	0	0	148	8	0	0	1	157	158	0	0	0	0
20.6	0	1	52	1	0	0	1	55	55.4	0	0	0	0
21	0	0	23	1	0	0	1	25	26	0	0	0	0
22	0	0	32	0	0	0	0	32	32	0	0	0	0
14.4	1	0	33	1	0	0	1	36	36.2	0	0	0	0
78	1	1	140	3	0	0	3	148	149.6	0	0	0	0
12.6	0	0	30	2	0	0	0	32	32	0	0	0	0
17	0	0	32	1	0	0	1	34	35	0	0	0	0
10	0	0	40	0	0	0	0	40	40	0	0	0	0
18	0	0	29	1	0	0	1	31	32	0	0	0	0
57.6	0	0	131	4	0	0	2	137	139	0	0	0	0
18.6	0	0	20	0	0	0	0	20	20	0	0	0	0
18.2	0	0	25	2	0	0	1	28	29	0	0	0	0
14	0	0	32	2	0	0	0	34	34	0	0	0	0
7.4	0	1	27	0	0	0	1	29	29.4	0	0	0	0
58.2	0	1	104	4	0	0	2	111	112.4	0	0	0	0
9.2	0	0	13	1	0	0	0	14	14	0	0	0	0
12	0	1	16	2	0	0	1	20	20.4	0	0	0	0
9.2	0	0	19	1	0	0	0	20	20	0	0	0	0
12.2	0	0	14	0	0	0	1	15	16	0	0	0	0
42.6	0	1	62	4	0	0	2	69	70.4	0	0	0	0
1757.8	20	15	2010	119	4	0	36	2204	2217	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



IDASO

Survey Name:	24388 - Kinsale Rd(Old Vita Cortex Sit		
Site:	Site 1		
Location:	Kinsale Road/Pearse Road		
Date:	Tue 28-May-2024		
AM Peak:	08:00 — 09:00	**Total:**	1121
PM Peak:	17:00 — 18:00	**Total:**	1398
15 Min Peak:	17:00 — 17:15	**Total:**	352

	A => A									A => B			
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0
11:15	0	0	0	0	0	0	0	0	0	0	0	2	1
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	1
12:00	0	0	0	0	0	0	0	0	0	0	0	1	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1
13:00	0	0	0	0	0	0	0	0	0	0	0	3	0

:e), Co. Cork

Arm A - Green Lawn
Arm B - Kinsale Road
Arm C - Pearse Road
Arm D - Curragh Road

					A => C								
OGV1	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
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	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	0	0	0	0	0	0
0	0	0	2	2	0	0	0	0	0	0	0	0	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	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2	2	0	0	1	0	0	0	0	1	1
0	0	0	3	3	0	0	1	0	0	0	0	1	1
0	0	0	1	1	0	0	1	0	0	0	0	1	1
0	0	0	2	2	0	0	0	1	0	0	0	1	1
0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	0	1	1	0	0	1	0	0	0	0	1	1
0	0	0	4	4	0	0	3	1	0	0	0	4	4
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	1	0	0	0	0	1	1
0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	0	1	1	0	0	1	0	0	0	0	1	1
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	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	0	0	2	2	0	0	0	1	0	0	0	1	1
0	0	0	1	1	0	0	2	0	0	0	0	2	2
0	0	0	3	3	0	0	1	0	0	0	0	1	1
0	0	0	1	1	0	0	1	0	0	0	0	1	1
0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	0	5	5	0	0	5	0	0	0	0	5	5
0	0	0	1	1	0	0	1	0	0	0	0	1	1
0	0	0	1	1	0	0	2	0	0	0	0	2	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	0	2	2	0	0	5	0	0	0	0	5	5
0	0	0	3	3	0	0	0	0	0	0	0	0	0

A => D									B => A				
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	1	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	1	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	1	1	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	0	3	0	0	0	0	3	3	0	0	1	1	0
0	0	1	0	0	0	0	1	1	0	0	2	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0
0	0	1	0	0	0	0	1	1	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0	0	2	0	0
0	0	2	0	0	0	0	2	2	0	0	6	0	0
0	0	0	0	0	0	0	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	0	0	0	0	0	0	3	0	0
0	0	1	0	0	0	0	1	1	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	4	1	0
0	0	0	0	0	0	0	0	0	0	0	2	0	0
0	0	3	0	0	0	0	3	3	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	0	1	0
0	0	1	0	0	0	0	1	1	0	0	1	1	0
0	0	6	0	0	0	0	6	6	0	0	3	2	0
0	0	2	0	0	0	0	2	2	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0
0	0	0	1	0	0	0	1	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	1	0	0	0	3	3	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0	0	4	0	0
0	0	2	0	0	0	0	2	2	0	0	1	0	0
0	0	3	0	0	0	0	3	3	0	0	0	0	0
0	0	0	1	0	0	0	1	1	0	0	0	1	0
0	0	5	1	0	0	0	6	6	0	0	5	1	0
0	0	1	0	0	0	0	1	1	0	0	1	0	0

				B => B									
OGV2	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	2	2	0	0	0	0	0	0	0	0	0	2
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	1
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	6	6	0	0	0	0	0	0	0	0	0	1
0	0	2	2	0	0	0	0	0	0	0	0	0	4
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	5	5	0	0	0	0	0	0	0	0	0	5
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	5	5	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0
0	0	4	4	0	0	0	0	0	0	0	0	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	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	6	6	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0

B => C								B => D					
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2
0	2	0	0	0	0	2	2	1	0	9	0	1	0
0	6	0	0	0	0	6	6	0	0	5	1	0	0
0	1	0	0	0	0	1	1	0	0	5	2	1	0
0	9	1	0	0	0	10	10	1	0	6	2	0	0
0	18	1	0	0	0	19	19	2	0	25	5	2	0
0	11	2	1	1	0	16	17	0	0	11	3	0	0
0	20	2	1	0	0	23	23.5	1	0	20	2	0	0
1	20	4	1	0	0	26	25.9	1	0	35	4	1	0
0	24	5	0	0	0	30	29.2	2	1	37	6	0	0
1	75	13	3	1	0	95	95.6	4	1	103	15	1	0
0	36	0	1	0	0	37	37.5	0	1	46	8	1	1
0	33	1	0	0	0	35	34.2	1	0	66	3	1	0
1	36	3	1	0	1	42	42.9	2	0	51	6	1	0
0	32	2	1	0	0	35	35.5	3	0	27	5	0	0
1	137	6	3	0	1	149	150.1	6	1	190	22	3	1
0	25	0	0	0	0	29	25.8	0	0	27	2	0	0
0	26	3	1	0	0	30	30.5	1	1	34	7	2	0
0	31	4	1	0	0	36	36.5	2	1	30	6	2	0
0	28	3	0	0	0	32	31.2	0	1	34	8	0	1
0	110	10	2	0	0	127	124	3	3	125	23	4	1
0	27	1	0	0	0	28	28	1	1	19	6	2	0
0	36	3	2	0	0	42	42.2	0	0	34	6	1	1
0	35	3	1	0	0	39	39.5	2	0	27	6	1	0
0	23	3	0	0	0	26	26	2	0	32	7	0	0
0	121	10	3	0	0	135	135.7	5	1	112	25	4	1
0	32	4	1	0	0	37	37.5	2	0	34	8	1	0
0	42	5	0	0	0	47	47	1	0	34	5	3	0
0	28	3	0	0	0	31	31	2	0	37	6	0	0
1	26	1	3	0	0	31	31.9	0	2	25	6	0	0
1	128	13	4	0	0	146	147.4	5	2	130	25	4	0
0	24	3	0	0	0	27	27	1	1	42	8	0	0
0	33	3	0	0	0	36	36	1	2	41	5	1	0
0	31	7	1	0	0	39	39.5	1	0	41	7	1	0
0	25	5	0	0	0	30	30	1	0	34	5	0	0
0	113	18	1	0	0	132	132.5	4	3	158	25	2	0
0	34	3	0	0	0	37	37	1	0	23	3	1	0

			C => A										
PSV	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**
0	11	10.7	0	0	0	0	0	0	0	0	0	0	0
0	6	6	0	0	0	0	0	0	0	0	0	0	0
0	8	8.5	0	0	0	0	0	0	0	0	0	1	0
0	9	8.2	0	0	0	0	0	0	0	0	0	0	0
0	34	33.4	0	0	0	0	0	0	0	0	0	1	0
0	14	14	0	0	0	0	0	0	0	0	0	1	0
0	23	22.2	0	0	0	0	0	0	0	0	0	0	0
0	41	40.7	0	0	0	0	0	0	0	0	0	0	0
0	46	43.8	0	0	0	0	0	0	0	0	0	0	0
0	124	120.7	0	0	0	0	0	0	0	0	0	1	0
0	57	58.2	0	0	1	0	0	0	0	1	1	0	0
0	71	70.7	0	0	0	0	0	0	0	0	0	0	0
0	60	58.9	0	0	0	0	0	0	0	0	0	0	0
1	36	34.6	0	0	0	0	0	0	0	0	0	0	0
1	224	222.4	0	0	1	0	0	0	0	1	1	0	0
0	29	29	0	0	0	0	0	0	0	0	0	1	1
1	46	46.6	0	0	1	0	0	0	0	1	1	0	0
0	41	39.8	0	0	0	0	0	0	0	0	0	0	0
0	44	44.7	0	0	0	0	0	0	0	0	0	0	1
1	160	160.1	0	0	1	0	0	0	0	1	1	1	2
0	29	28.6	0	0	0	0	0	0	0	0	0	0	0
0	42	43.8	0	0	0	0	0	0	0	0	0	0	0
0	36	34.9	0	0	0	0	0	0	0	0	0	1	0
0	41	39.4	0	0	1	0	0	0	0	1	1	0	0
0	148	146.7	0	0	1	0	0	0	0	1	1	1	0
0	45	43.9	0	0	4	1	0	0	0	5	5	0	0
0	43	43.7	0	0	1	0	0	0	0	1	1	0	1
0	45	43.4	0	0	1	0	0	0	0	1	1	0	1
0	33	31.8	0	0	0	0	0	0	0	0	0	0	0
0	166	162.8	0	0	6	1	0	0	0	7	7	0	2
0	52	50.6	0	0	0	0	0	0	0	0	0	0	0
0	50	48.5	0	0	1	0	0	0	0	1	1	0	0
0	50	49.7	0	0	1	0	0	0	0	1	1	0	0
0	40	39.2	0	0	0	0	0	0	0	0	0	0	0
0	192	188	0	0	2	0	0	0	0	2	2	0	0
0	28	27.7	0	0	1	0	0	0	0	1	1	0	0

C => B							C => C						
CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV
4	3	0	0	0	7	7	0	0	0	0	0	0	0
4	0	1	0	0	5	5.5	0	0	0	0	0	0	0
7	2	0	0	0	10	9.2	0	0	0	0	0	0	0
13	4	0	0	0	17	17	0	0	0	0	0	0	0
28	9	1	0	0	39	38.7	0	0	0	0	0	0	0
13	2	0	0	0	16	15.2	0	0	0	0	0	0	0
13	2	0	0	0	15	15	0	0	0	0	0	0	0
17	4	0	1	0	22	23.3	0	0	0	0	0	0	0
23	7	0	0	0	30	30	0	0	0	0	0	0	0
66	15	0	1	0	83	83.5	0	0	0	0	0	0	0
18	1	0	0	0	19	19	0	0	0	0	0	0	0
20	1	1	0	0	22	22.5	0	0	0	0	0	0	0
37	7	2	0	0	46	47	0	0	0	0	0	0	0
44	2	1	0	0	47	47.5	0	0	0	0	0	0	0
119	11	4	0	0	134	136	0	0	0	0	0	0	0
27	1	0	0	0	30	28.6	0	0	0	0	0	0	0
21	2	0	0	1	24	25	0	0	0	0	0	0	0
29	1	1	0	0	31	31.5	0	0	0	0	0	0	0
29	4	1	0	0	35	34.9	0	0	0	0	0	0	0
106	8	2	0	1	120	120	0	0	0	0	0	0	0
26	4	1	0	0	31	31.5	0	0	0	0	0	0	0
30	3	1	0	0	34	34.5	0	0	0	0	0	0	0
34	3	0	0	0	38	37.2	0	0	0	0	0	0	0
36	3	0	0	0	39	39	0	0	0	0	0	0	0
126	13	2	0	0	142	142.2	0	0	0	0	0	0	0
26	5	0	0	0	31	31	0	0	0	0	0	0	0
27	3	0	0	0	31	30.4	0	0	0	0	0	0	0
32	3	4	0	0	40	41.4	0	0	0	0	0	0	0
27	6	0	0	0	33	33	0	0	0	0	0	0	0
112	17	4	0	0	135	135.8	0	0	0	0	0	0	0
27	5	1	0	0	33	33.5	0	0	0	0	0	0	0
28	1	1	0	0	30	30.5	0	0	0	0	0	0	0
41	4	0	0	0	45	45	0	0	0	0	0	0	0
50	4	1	0	0	55	55.5	0	0	0	0	0	0	0
146	14	3	0	0	163	164.5	0	0	0	0	0	0	0
45	3	1	0	0	49	49.5	0	0	0	0	0	0	0

		C => D											
TOT	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**
0	0	0	0	3	0	0	0	0	3	3	0	0	0
0	0	1	0	1	1	0	0	0	3	2.2	0	0	0
0	0	0	0	1	0	0	0	0	1	1	0	0	0
0	0	0	0	10	3	0	0	0	13	13	0	0	0
0	0	1	0	15	4	0	0	0	20	19.2	0	0	0
0	0	1	0	7	0	1	0	1	10	10.7	0	0	0
0	0	1	0	11	1	0	0	2	15	16.2	0	0	0
0	0	0	0	17	1	2	0	0	20	21	0	0	1
0	0	0	0	23	3	1	0	1	28	29.5	0	0	0
0	0	2	0	58	5	4	0	4	73	77.4	0	0	1
0	0	1	0	29	2	0	0	1	33	33.2	0	0	0
0	0	1	0	53	6	1	0	1	62	62.7	0	0	0
0	0	1	1	35	4	2	0	0	43	42.6	0	0	0
0	0	2	0	48	2	1	0	2	55	55.9	0	0	1
0	0	5	1	165	14	4	0	4	193	194.4	0	0	1
0	0	1	1	25	3	1	0	1	32	32.1	0	0	0
0	0	1	0	26	5	1	0	0	33	32.7	0	0	2
0	0	0	0	24	3	2	0	2	31	34	0	0	0
0	0	0	0	27	4	1	0	1	33	34.5	0	0	0
0	0	2	1	102	15	5	0	4	129	133.3	0	0	2
0	0	0	0	16	4	0	0	1	21	22	0	0	0
0	0	0	0	23	3	0	0	1	27	28	0	0	1
0	0	1	0	42	4	1	0	2	50	51.7	0	0	3
0	0	0	0	35	6	0	0	1	42	43	0	0	1
0	0	1	0	116	17	1	0	5	140	144.7	0	0	5
0	0	0	1	41	3	0	0	1	46	46.4	0	0	2
0	0	0	0	45	6	0	0	3	54	57	0	0	1
0	0	1	0	32	5	1	0	0	39	38.7	0	0	1
0	0	0	0	35	5	3	0	1	44	46.5	0	0	2
0	0	1	1	153	19	4	0	5	183	188.6	0	0	6
0	0	1	0	34	5	1	0	1	42	42.7	0	0	2
0	0	0	0	31	3	1	0	0	35	35.5	0	0	0
0	0	1	1	36	5	1	0	2	46	47.1	0	0	2
0	0	0	0	48	4	1	0	1	54	55.5	0	0	1
0	0	2	1	149	17	4	0	4	177	180.8	0	0	5
0	0	0	2	57	3	0	0	1	63	62.8	0	0	0

D => A						D => B							
LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT
0	0	0	0	0	0	1	0	8	0	0	0	0	9
0	0	0	0	0	0	0	0	14	1	0	0	0	15
0	0	0	0	0	0	0	0	8	2	0	0	0	10
0	0	0	0	0	0	0	1	10	0	1	0	1	13
0	0	0	0	0	0	1	1	40	3	1	0	1	47
0	0	0	0	0	0	3	0	4	3	0	0	0	10
0	0	0	0	0	0	3	0	18	1	1	0	0	23
0	0	0	0	1	1	0	2	9	6	0	0	0	17
0	0	0	0	0	0	3	0	19	4	1	0	0	27
0	0	0	0	1	1	9	2	50	14	2	0	0	77
0	0	0	0	0	0	3	1	24	3	1	0	0	32
0	0	0	0	0	0	6	1	19	9	1	0	1	37
0	0	0	0	0	0	4	0	34	0	1	0	0	39
0	0	0	0	1	1	2	0	37	6	1	0	0	46
0	0	0	0	1	1	15	2	114	18	4	0	1	154
0	0	0	0	0	0	3	0	34	9	1	0	0	47
0	0	0	0	2	2	1	0	23	6	1	0	0	31
0	0	0	0	0	0	2	0	28	6	0	0	0	36
0	0	0	0	0	0	1	0	30	7	2	0	0	40
0	0	0	0	2	2	7	0	115	28	4	0	0	154
0	0	0	0	0	0	1	0	25	3	0	1	0	30
0	0	0	0	1	1	0	0	32	3	2	1	0	38
0	0	0	0	3	3	1	0	36	4	1	0	0	42
0	0	0	0	1	1	0	1	34	6	1	0	0	42
0	0	0	0	5	5	2	1	127	16	4	2	0	152
0	0	0	0	2	2	1	0	41	2	3	0	0	47
0	0	0	0	1	1	1	0	30	5	0	0	0	36
0	0	0	0	1	1	1	0	43	1	2	0	0	47
0	0	0	0	2	2	0	0	33	3	2	0	0	38
0	0	0	0	6	6	3	0	147	11	7	0	0	168
0	0	0	0	2	2	1	0	31	6	1	0	0	39
1	0	0	0	1	1	0	0	27	1	0	0	0	28
0	0	0	0	2	2	1	0	44	5	1	0	0	51
0	0	0	0	1	1	1	1	44	7	0	0	0	53
1	0	0	0	6	6	3	1	146	19	2	0	0	171
0	0	0	0	0	0	2	1	26	3	1	0	0	33

	D => C									D => D			
PCU	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**
8.2	1	0	3	1	1	0	0	6	5.7	0	0	0	0
15	0	0	2	0	0	0	1	3	4	0	0	0	0
10	0	0	13	1	0	0	1	15	16	0	0	0	0
13.9	1	0	10	3	1	0	1	16	16.7	0	0	0	0
47.1	2	0	28	5	2	0	3	40	42.4	0	0	0	0
7.6	3	0	20	1	0	0	0	24	21.6	0	0	0	0
21.1	4	0	15	1	0	0	1	21	18.8	0	0	0	0
15.8	3	0	29	1	1	0	1	35	34.1	0	0	0	0
25.1	2	0	36	6	1	0	1	46	45.9	0	0	0	0
69.6	12	0	100	9	2	0	3	126	120.4	0	0	0	0
29.5	2	0	44	3	0	0	0	49	47.4	0	0	0	0
33.1	3	0	55	4	3	0	2	67	68.1	0	0	0	0
36.3	2	0	56	9	2	0	1	70	70.4	0	0	0	0
44.9	2	1	53	4	1	0	2	63	63.3	0	0	0	0
143.8	9	1	208	20	6	0	5	249	249.2	0	0	0	0
45.1	1	0	36	5	0	0	0	42	41.2	0	0	0	0
30.7	1	1	37	6	1	0	2	48	49.1	0	0	0	0
34.4	2	0	34	4	0	0	1	41	40.4	0	0	0	0
40.2	2	1	47	5	1	0	1	57	56.3	0	0	0	0
150.4	6	2	154	20	2	0	4	188	187	0	0	0	0
30.5	2	0	36	2	2	0	0	42	41.4	0	0	0	0
40.3	1	2	39	7	1	0	2	52	52.5	0	0	0	0
41.7	1	0	36	3	0	0	1	41	41.2	0	0	0	0
41.9	2	1	49	6	1	0	1	60	59.3	0	0	0	0
154.4	6	3	160	18	4	0	4	195	194.4	0	0	0	0
47.7	1	1	50	5	3	0	1	61	62.1	0	0	0	0
35.2	0	0	31	8	1	0	2	42	44.5	0	0	0	0
47.2	1	0	46	6	1	0	1	55	55.7	0	0	0	0
39	0	2	34	4	0	0	1	41	40.8	0	0	0	0
169.1	2	3	161	23	5	0	5	199	203.1	0	0	0	0
38.7	1	0	44	11	0	0	0	56	55.2	0	0	0	0
28	0	0	39	9	2	0	2	52	55	0	0	0	0
50.7	0	0	49	6	2	0	1	58	60	0	0	0	0
51.6	1	1	56	10	1	0	0	69	68.1	0	0	0	0
169	2	1	188	36	5	0	3	235	238.3	0	0	0	0
31.3	2	0	52	7	1	0	1	63	62.9	0	0	0	0

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
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

13:15	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0
14:00	0	0	0	0	0	0	0	0	0	0	0	2	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	1
15:00	0	0	0	0	0	0	0	0	0	0	0	3	0
15:15	0	0	0	0	0	0	0	0	0	0	0	1	0
15:30	0	0	0	0	0	0	0	0	0	0	0	2	0
15:45	0	0	0	0	0	0	0	0	0	0	0	2	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	1
16:00	0	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	3	0
16:30	0	0	0	0	0	0	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	2
17:00	0	0	0	0	0	0	0	0	0	0	0	5	0
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	4	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	0
18:00	0	0	0	0	0	0	0	0	0	0	0	3	0
18:15	0	0	0	0	0	0	0	0	0	0	0	1	0
18:30	0	0	0	0	0	0	0	0	0	0	0	1	0
18:45	0	0	0	0	0	0	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	1	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	1	0
20:45	0	0	0	0	0	0	0	0	0	0	0	2	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	1
21:00	0	0	0	0	0	0	0	0	0	0	0	1	0
21:15	0	0	0	0	0	0	0	0	0	0	0	2	0
21:30	0	0	0	0	0	0	0	0	0	0	0	2	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	0
16 TOT	0	0	0	0	0	0	0	0	0	0	0	64	8

0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	3	3	0	0	2	0	0	0	0	2	2
0	0	0	2	2	0	0	4	0	0	0	0	4	4
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	0	4	4	0	0	6	0	0	0	0	6	6
0	0	0	3	3	0	0	1	0	0	0	0	1	1
0	0	0	1	1	0	0	2	0	0	0	0	2	2
0	0	0	2	2	0	0	3	0	0	0	0	3	3
0	0	0	3	3	0	0	1	1	0	0	0	2	2
0	0	0	9	9	0	0	7	1	0	0	0	8	8
0	0	0	2	2	0	0	2	0	0	0	0	2	2
0	0	0	3	3	0	0	1	0	0	0	0	1	1
0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	8	8	0	0	3	0	0	0	0	3	3
0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	0	4	4	0	0	1	0	0	0	0	1	1
0	0	0	10	10	0	0	3	0	0	0	0	3	3
0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	2	0	0	0	0	2	2
0	0	0	1	1	0	0	2	0	0	0	0	2	2
0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	0	7	7	0	0	4	0	0	0	0	4	4
0	0	0	0	0	0	0	1	0	0	0	0	1	1
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	0	2	0	0	0	0	2	2
0	0	0	0	0	0	0	4	0	0	0	0	4	4
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	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	1	0	0	0	0	1	1
0	0	0	2	2	0	0	1	0	0	0	0	1	1
0	0	0	2	2	0	0	1	0	0	0	0	1	1
0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	0	5	5	0	0	4	0	0	0	0	4	4
0	0	0	72	72	0	0	50	3	0	0	0	53	53

0	0	0	0	0	0	0	0	0	0	0	1	0	0
0	0	2	0	0	0	0	2	2	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	1	0	0
0	0	4	0	0	0	0	4	4	0	0	3	0	0
0	0	3	0	0	0	0	3	3	0	0	2	0	0
0	0	1	0	0	0	0	1	1	0	0	2	0	0
0	0	1	0	0	0	0	1	1	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	0	5	5	0	0	5	0	0
0	0	3	0	0	0	0	3	3	0	0	2	0	0
0	0	0	1	0	0	0	1	1	0	0	3	0	0
0	0	0	0	0	0	0	0	0	0	0	2	0	0
0	0	2	0	0	0	0	2	2	0	0	2	1	0
0	0	5	1	0	0	0	6	6	0	0	9	1	0
0	0	0	0	0	0	0	0	0	0	0	2	0	0
0	0	2	0	0	0	0	2	2	0	0	2	0	0
0	0	2	0	0	0	0	2	2	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	1	0	0
0	0	6	0	0	0	0	6	6	0	0	5	0	0
0	0	1	0	0	0	0	1	1	0	0	3	0	0
0	0	1	0	0	0	0	1	1	0	0	2	0	0
0	0	2	0	0	0	0	2	2	0	0	0	0	0
0	0	1	0	0	0	0	1	1	0	0	0	0	0
0	0	5	0	0	0	0	5	5	0	0	5	0	0
0	0	1	0	0	0	0	1	1	0	0	1	0	0
0	0	1	0	0	0	0	1	1	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	2	0	0
0	0	2	0	0	0	0	2	2	0	0	1	0	0
0	0	6	0	0	0	0	6	6	0	0	4	0	0
0	0	1	0	0	0	0	1	1	0	0	0	1	0
0	0	3	0	0	0	0	3	3	0	0	1	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	1	0	0
0	0	5	0	0	0	0	5	5	0	0	2	1	0
0	0	1	0	0	0	0	1	1	0	0	3	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	2	0	0	0	0	2	2	0	0	1	0	0
0	0	4	0	0	0	0	4	4	0	0	4	0	0
0	0	1	0	0	0	0	1	1	0	0	1	0	0
0	0	1	0	0	0	0	1	1	0	0	2	0	0
0	0	1	0	0	0	0	1	1	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	0	3	3	0	0	4	0	0
0	0	62	4	0	0	0	66	66	0	0	61	7	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	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	0	1
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	5	0	0	0	0	0	0	0	0	0	2
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	10	10	0	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	0	2
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	1
0	0	5	5	0	0	0	0	0	0	0	0	0	3
0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	5	5	0	0	0	0	0	0	0	0	0	1
0	0	1	1	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	1
0	0	4	4	0	0	0	0	0	0	0	0	0	2
0	0	1	1	0	0	0	0	0	0	0	0	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	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	4	4	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	2	2	0	0	0	0	0	0	0	0	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	0	0	0	0
0	0	4	4	0	0	0	0	0	0	0	0	0	0
0	0	68	68	0	0	0	0	0	0	0	0	0	17

0	42	1	1	0	0	44	44.5	1	0	45	7	0	0
1	42	1	2	0	0	46	46.4	3	0	43	9	0	0
0	42	2	0	0	1	45	46	0	0	38	3	0	1
1	160	7	3	0	1	172	173.9	5	0	149	22	1	1
0	29	1	0	0	0	31	30.2	1	1	35	3	0	0
0	42	6	2	0	0	50	51	1	0	22	6	2	0
0	28	6	1	0	0	36	35.7	1	0	36	9	0	0
0	42	3	2	0	0	47	48	0	1	21	5	0	0
0	141	16	5	0	0	164	164.9	3	2	114	23	2	0
0	38	6	2	0	0	46	47	3	0	40	6	2	1
1	34	6	0	0	0	41	40.4	0	0	46	5	1	0
3	30	2	1	0	0	36	34.7	0	0	41	5	1	0
1	31	3	1	0	0	36	35.9	1	1	38	9	1	0
5	133	17	4	0	0	159	158	4	1	165	25	5	1
0	48	4	0	0	0	54	52.4	3	0	39	6	0	0
1	37	4	0	0	0	42	41.4	0	2	44	7	1	0
1	37	3	0	0	0	41	40.4	1	0	58	5	1	0
1	45	8	0	0	0	55	53.6	1	0	42	6	1	0
3	167	19	0	0	0	192	187.8	5	2	183	24	3	0
1	32	1	0	1	0	35	35.7	8	2	62	9	0	0
1	29	2	0	0	0	32	31.4	4	0	50	7	0	0
0	33	5	0	0	0	38	38	5	0	58	5	0	0
0	42	4	0	0	0	47	46.2	3	0	57	2	0	0
2	136	12	0	1	0	152	151.3	20	2	227	23	0	0
1	31	1	0	0	0	34	32.6	6	0	59	6	1	0
0	34	5	0	0	0	39	39	2	0	42	1	0	0
0	32	1	0	0	0	33	33	1	0	48	3	0	0
0	32	2	1	0	0	36	35.7	2	0	44	1	0	0
1	129	9	1	0	0	142	140.3	11	0	193	11	1	0
0	36	1	0	0	0	37	37	1	0	23	2	0	0
0	36	3	0	0	0	39	39	1	2	25	2	0	0
1	22	0	0	0	0	23	22.4	3	1	30	2	1	0
0	40	1	0	0	0	41	41	1	0	27	1	0	0
1	134	5	0	0	0	140	139.4	6	3	105	7	1	0
0	20	3	0	0	0	23	23	2	0	34	3	0	0
0	38	1	0	0	0	39	39	2	0	28	1	0	0
0	21	1	0	0	0	22	22	0	0	24	3	0	0
0	16	1	2	0	0	19	20	0	0	18	0	1	0
0	95	6	2	0	0	103	104	4	0	104	7	1	0
0	28	1	0	0	0	29	29	0	1	16	0	0	0
0	9	0	0	0	0	9	9	1	0	13	1	0	0
0	6	0	0	0	0	6	6	0	0	13	0	0	0
1	15	0	0	0	0	16	15.4	0	0	13	0	0	0
1	58	1	0	0	0	60	59.4	1	1	55	1	0	0
17	1855	163	31	2	2	2087	2083.3	88	22	2138	283	34	5

0	53	52.2	0	0	2	0	0	0	0	2	2	0	0
0	55	52.6	0	0	1	0	0	0	0	1	1	0	1
0	42	43.3	0	0	1	0	0	0	0	1	1	0	0
0	178	175.8	0	0	5	0	0	0	0	5	5	0	1
0	40	38.6	0	0	2	0	0	0	0	2	2	0	0
0	31	31.2	0	0	0	0	0	0	0	0	0	0	0
0	46	45.2	0	0	2	0	0	0	0	2	2	0	0
2	29	30.4	0	0	2	0	0	0	0	2	2	0	0
2	146	145.4	0	0	6	0	0	0	0	6	6	0	0
0	52	51.9	0	0	0	0	0	0	0	0	0	0	0
0	52	52.5	0	0	1	0	0	0	0	1	1	0	0
0	47	47.5	0	0	1	1	0	0	0	2	2	0	1
0	50	49.1	0	0	2	0	0	0	0	2	2	0	1
0	201	201	0	0	4	1	0	0	0	5	5	0	2
0	48	45.6	0	0	0	0	0	0	0	0	0	0	1
0	54	53.3	0	0	1	0	0	0	0	1	1	0	0
0	65	64.7	0	0	0	0	0	0	0	0	0	0	0
0	50	49.7	0	0	3	0	0	0	0	3	3	0	1
0	217	213.3	0	0	4	0	0	0	0	4	4	0	2
0	81	73.4	0	0	0	0	0	0	0	0	0	0	0
0	61	57.8	0	0	3	0	0	0	0	3	3	0	2
0	68	64	0	0	0	0	0	0	0	0	0	0	1
0	62	59.6	0	0	0	0	0	0	0	0	0	0	0
0	272	254.8	0	0	3	0	0	0	0	3	3	0	3
0	72	67.7	0	0	2	0	0	0	0	2	2	0	0
0	45	43.4	0	0	0	0	0	0	0	0	0	0	0
1	53	53.2	0	0	2	0	0	0	0	2	2	0	0
2	49	49.4	0	0	3	0	0	0	0	3	3	0	0
3	219	213.7	0	0	7	0	0	0	0	7	7	0	0
0	26	25.2	0	0	1	0	0	0	0	1	1	0	0
0	30	28	0	0	1	0	0	0	0	1	1	0	0
0	37	34.5	0	0	0	0	0	0	0	0	0	0	0
0	29	28.2	0	0	0	0	0	0	0	0	0	0	1
0	122	115.9	0	0	2	0	0	0	0	2	2	0	1
0	39	37.4	0	0	1	0	0	0	0	1	1	0	0
1	32	31.4	0	0	0	0	0	0	0	0	0	0	0
0	27	27	0	0	1	0	0	0	0	1	1	0	0
0	19	19.5	0	0	0	0	0	0	0	0	0	0	0
1	117	115.3	0	0	2	0	0	0	0	2	2	0	0
0	17	16.4	0	0	0	0	0	0	0	0	0	0	0
0	15	14.2	0	0	2	0	0	0	0	2	2	0	0
0	13	13	0	0	2	0	0	0	0	2	2	0	0
0	13	13	0	0	0	0	0	0	0	0	0	0	0
0	58	56.6	0	0	4	0	0	0	0	4	4	0	0
8	2578	2525.9	0	0	48	2	0	0	0	50	50	4	13

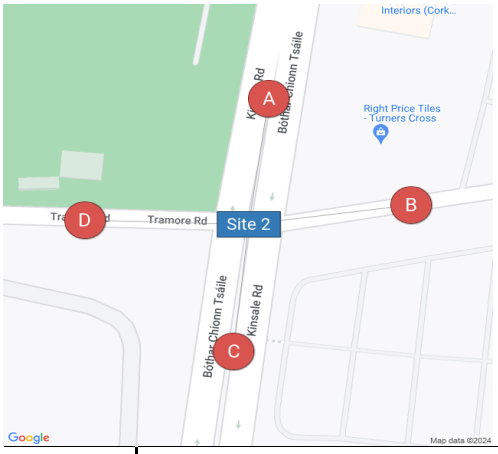
27	1	0	0	0	28	28	0	0	0	0	0	0	0
30	2	0	0	0	33	32.4	0	0	0	0	0	0	0
31	4	0	0	0	35	35	0	0	0	0	0	0	0
133	10	1	0	0	145	144.9	0	0	0	0	0	0	0
29	3	3	0	1	36	38.5	0	0	0	0	0	0	0
37	6	0	0	0	43	43	0	0	0	0	0	0	0
46	2	0	0	0	48	48	0	0	0	0	0	0	0
36	2	1	0	0	39	39.5	0	0	0	0	0	0	0
148	13	4	0	1	166	169	0	0	0	0	0	0	0
35	4	0	0	0	39	39	0	0	0	0	0	0	0
45	5	2	0	0	52	53	0	0	0	0	0	0	0
33	2	3	0	0	39	39.9	0	0	0	0	0	0	0
41	2	1	0	0	45	44.9	0	0	0	0	0	0	0
154	13	6	0	0	175	176.8	0	0	0	0	0	0	0
28	5	0	0	0	34	33.4	0	0	0	0	0	0	0
40	1	0	0	0	41	41	0	0	0	0	0	0	0
34	5	1	0	0	40	40.5	0	0	0	0	0	0	0
36	3	0	0	0	40	39.4	0	0	0	0	0	0	0
138	14	1	0	0	155	154.3	0	0	0	0	0	0	0
30	6	0	0	0	36	36	0	0	0	0	0	0	0
45	5	0	0	0	52	50.8	0	0	0	0	0	0	0
34	2	0	1	0	38	38.7	0	0	0	0	0	0	0
48	6	0	0	0	54	54	0	0	0	0	0	0	0
157	19	0	1	0	180	179.5	0	0	0	0	0	0	0
36	4	0	0	0	40	40	0	0	0	0	0	0	0
22	1	0	0	0	23	23	0	0	0	0	0	0	0
26	1	3	0	0	30	31.5	0	0	0	0	0	0	0
32	3	0	0	0	35	35	0	0	0	0	0	0	0
116	9	3	0	0	128	129.5	0	0	0	0	0	0	0
22	2	2	0	0	26	27	0	0	0	0	0	0	0
42	2	1	0	0	45	45.5	0	0	0	0	0	0	0
28	0	0	0	0	28	28	0	0	0	0	0	0	0
19	0	0	0	0	20	19.4	0	0	0	0	0	0	0
111	4	3	0	0	119	119.9	0	0	0	0	0	0	0
27	1	0	0	0	28	28	0	0	0	0	0	0	0
25	0	0	0	0	25	25	0	0	0	0	0	0	0
11	3	0	0	0	14	14	0	0	0	0	0	0	0
17	1	0	0	0	18	18	0	0	0	0	0	0	0
80	5	0	0	0	85	85	0	0	0	0	0	0	0
18	0	0	0	0	18	18	0	0	0	0	0	0	0
18	1	0	0	0	19	19	0	0	0	0	0	0	0
22	1	0	0	0	23	23	0	0	0	0	0	0	0
11	0	0	0	0	11	11	0	0	0	0	0	0	0
69	2	0	0	0	71	71	0	0	0	0	0	0	0
1809	176	34	2	2	2040	2050.6	0	0	0	0	0	0	0

0	0	0	0	35	6	1	0	0	42	42.5	0	0	0
0	0	2	0	41	1	0	0	2	46	46.4	0	0	1
0	0	1	0	31	1	0	0	1	34	34.2	0	0	1
0	0	3	2	164	11	1	0	4	185	185.9	0	0	2
0	0	0	0	43	2	0	0	1	46	47	0	0	2
0	0	1	0	37	4	1	0	1	44	44.7	0	0	0
0	0	0	0	41	3	3	0	1	48	50.5	0	0	1
0	0	2	0	50	7	3	0	1	63	63.9	0	0	1
0	0	3	0	171	16	7	0	4	201	206.1	0	0	4
0	0	2	0	48	3	1	0	1	55	54.9	0	0	2
0	0	2	0	32	3	0	0	1	38	37.4	0	0	1
0	0	1	0	45	4	1	0	2	53	54.7	0	0	0
0	0	0	0	39	3	3	0	1	46	48.5	0	0	0
0	0	5	0	164	13	5	0	5	192	195.5	0	0	3
0	0	2	0	34	4	0	0	1	41	40.4	0	0	0
0	0	2	0	72	3	0	0	0	77	75.4	0	0	3
0	0	2	2	69	2	1	0	1	77	75.7	0	0	1
0	0	3	2	72	5	1	0	1	84	81.9	0	0	2
0	0	9	4	247	14	2	0	3	279	273.4	0	0	6
0	0	3	0	61	2	0	0	0	66	63.6	0	0	3
0	0	1	0	72	6	0	0	0	79	78.2	0	0	3
0	0	1	0	59	2	0	0	2	64	65.2	0	0	2
0	0	1	0	47	1	1	0	1	51	51.7	0	0	4
0	0	6	0	239	11	1	0	3	260	258.7	0	0	12
0	0	3	0	56	3	0	0	2	64	63.6	0	0	2
0	0	2	1	59	1	0	0	1	64	62.8	0	0	2
0	0	1	0	51	4	0	0	0	56	55.2	0	0	1
0	0	0	1	53	3	0	0	1	58	58.4	0	0	1
0	0	6	2	219	11	0	0	4	242	240	0	0	6
0	0	4	0	45	0	0	0	0	49	45.8	0	0	2
0	0	3	0	40	2	0	0	1	46	44.6	0	0	0
0	0	0	0	33	1	0	0	1	35	36	0	0	0
0	0	0	0	22	0	0	0	1	23	24	0	0	3
0	0	7	0	140	3	0	0	3	153	150.4	0	0	5
0	0	0	0	32	2	0	0	0	34	34	0	0	0
0	0	0	0	33	1	0	0	1	35	36	0	0	1
0	0	1	1	35	0	0	0	0	37	35.6	0	0	2
0	0	0	0	20	0	0	0	1	21	22	0	0	2
0	0	1	1	120	3	0	0	2	127	127.6	0	0	5
0	0	0	0	25	1	0	0	0	26	26	0	0	0
0	0	0	0	17	0	0	0	1	18	19	0	0	0
0	0	0	1	23	0	0	0	0	24	23.4	0	0	1
0	0	0	0	13	2	0	0	1	16	17	0	0	0
0	0	0	1	78	3	0	0	2	84	85.4	0	0	1
0	0	54	14	2300	176	38	0	56	2638	2661.4	0	0	64

1	0	0	0	1	1	2	0	33	7	0	0	0	42
0	0	0	0	1	1	0	1	40	6	0	0	0	47
0	0	0	0	1	1	0	0	29	4	0	0	0	33
1	0	0	0	3	3	4	2	128	20	1	0	0	155
0	0	0	0	2	2	1	0	37	6	0	0	0	44
0	0	0	0	0	0	1	0	32	7	0	0	0	40
0	0	0	0	1	1	2	0	38	6	3	0	1	50
1	0	0	0	2	2	1	0	42	5	1	0	0	49
1	0	0	0	5	5	5	0	149	24	4	0	1	183
0	0	0	0	2	2	1	0	39	3	1	0	0	44
0	0	0	0	1	1	3	1	24	7	1	0	0	36
0	0	0	0	0	0	3	1	43	2	2	0	0	51
0	0	0	0	0	0	2	0	47	8	1	0	1	59
0	0	0	0	3	3	9	2	153	20	5	0	1	190
0	0	0	0	0	0	2	0	29	9	1	0	0	41
0	0	0	0	3	3	6	0	32	3	0	0	0	41
0	0	0	0	1	1	0	1	35	6	1	0	0	43
0	0	0	0	2	2	2	1	42	5	0	0	0	50
0	0	0	0	6	6	10	2	138	23	2	0	0	175
0	0	0	0	3	3	3	0	47	3	0	1	0	54
0	0	0	0	3	3	0	0	42	1	1	0	0	44
0	0	0	0	2	2	1	1	51	2	0	0	0	55
0	0	0	0	4	4	4	1	44	2	0	0	0	51
0	0	0	0	12	12	8	2	184	8	1	1	0	204
0	0	0	0	2	2	3	0	35	0	0	0	0	38
0	0	0	0	2	2	2	1	39	1	0	0	0	43
1	0	0	0	2	2	0	0	35	1	0	0	0	36
0	0	0	0	1	1	1	0	24	1	1	0	0	27
1	0	0	0	7	7	6	1	133	3	1	0	0	144
0	0	0	0	2	2	1	0	33	1	0	0	0	35
0	0	0	0	0	0	0	2	15	0	0	0	0	17
0	0	0	0	0	0	2	0	30	1	0	0	0	33
0	0	0	0	3	3	1	0	11	0	0	0	0	12
0	0	0	0	5	5	4	2	89	2	0	0	0	97
0	0	0	0	0	0	1	1	10	2	0	0	0	14
0	0	0	0	1	1	0	0	15	2	0	0	0	17
0	0	0	0	2	2	0	0	17	0	0	0	0	17
0	0	0	0	2	2	0	1	18	1	0	0	0	20
0	0	0	0	5	5	1	2	60	5	0	0	0	68
0	0	0	0	0	0	2	0	23	1	0	0	0	26
0	0	0	0	0	0	3	0	18	0	0	0	0	21
0	0	0	0	1	1	1	0	10	0	0	0	0	11
0	0	0	0	0	0	2	0	14	0	0	0	0	16
0	0	0	0	1	1	8	0	65	1	0	0	0	74
4	0	0	0	68	68	95	20	1838	215	38	3	4	2213

40.4	1	0	44	4	2	0	1	52	53.2	0	0	0	0
46.4	0	0	50	3	1	0	2	56	58.5	0	0	0	0
33	1	0	50	5	2	0	0	58	58.2	0	0	0	0
151.1	4	0	196	19	6	0	4	229	232.8	0	0	0	0
43.2	1	2	35	4	0	0	1	43	42	0	0	0	0
39.2	1	1	44	5	2	0	2	55	56.6	0	0	0	0
50.9	1	0	43	5	2	0	1	52	53.2	0	0	0	0
48.7	0	0	42	4	0	0	0	46	46	0	0	0	0
182	3	3	164	18	4	0	4	196	197.8	0	0	0	0
43.7	2	1	41	4	2	0	1	51	50.8	0	0	0	0
33.5	0	0	43	6	2	0	2	53	56	0	0	0	0
49	2	0	41	3	1	0	2	49	49.9	0	0	0	0
58.9	0	1	58	5	0	0	0	64	63.4	0	0	0	0
185.1	4	2	183	18	5	0	5	217	220.1	0	0	0	0
39.9	1	1	62	5	1	0	1	71	71.1	0	0	0	0
36.2	1	0	45	8	1	0	1	56	56.7	0	0	0	0
42.9	0	1	53	5	0	0	1	60	60.4	0	0	0	0
47.8	0	0	49	4	2	0	0	55	56	0	0	0	0
166.8	2	2	209	22	4	0	3	242	244.2	0	0	0	0
52.9	2	0	60	5	0	0	1	68	67.4	0	0	0	0
44.5	2	0	63	6	0	0	2	73	73.4	0	0	0	0
53.6	1	0	71	4	0	0	2	78	79.2	0	0	0	0
47.2	1	0	70	2	0	0	0	73	72.2	0	0	0	0
198.2	6	0	264	17	0	0	5	292	292.2	0	0	0	0
35.6	1	0	73	0	1	0	0	75	74.7	0	0	0	0
40.8	1	0	59	4	1	0	1	66	66.7	0	0	0	0
36	0	0	47	0	0	0	0	47	47	0	0	0	0
26.7	1	0	49	2	0	0	2	54	55.2	0	0	0	0
139.1	3	0	228	6	2	0	3	242	243.6	0	0	0	0
34.2	2	1	50	1	0	0	0	54	51.8	0	0	0	0
15.8	2	0	56	1	0	0	0	59	57.4	0	0	0	0
31.4	0	0	37	4	0	0	1	42	43	0	0	0	0
11.2	1	0	39	1	0	0	1	42	42.2	0	0	0	0
92.6	5	1	182	7	0	0	2	197	194.4	0	0	0	0
12.6	0	0	39	2	1	0	0	42	42.5	0	0	0	0
17	1	0	38	1	1	0	1	42	42.7	0	0	0	0
17	2	1	27	1	0	0	0	31	28.8	0	0	0	0
19.4	1	0	27	1	0	0	1	30	30.2	0	0	0	0
66	4	1	131	5	2	0	2	145	144.2	0	0	0	0
24.4	0	0	26	0	0	0	0	26	26	0	0	0	0
18.6	0	1	22	1	0	0	1	25	25.4	0	0	0	0
10.2	0	0	21	1	0	0	0	22	22	0	0	0	0
14.4	0	2	12	1	0	0	1	16	15.8	0	0	0	0
67.6	0	3	81	3	0	0	2	89	89.2	0	0	0	0
2151.9	70	22	2637	246	49	0	57	3081	3093.3	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



IDASO

Survey Name:	24388 - Kinsale Rd(Old Vita Cortex Sit		
Site:	Site 2		
Location:	Kinsale Road/Tramore Road		
Date:	Sat 25-May-2024		
AM Peak:	10:59 — 11:59	**Total:**	1750
PM Peak:	12:45 — 13:45	**Total:**	1868
15 Min Peak:	13:00 — 13:15	**Total:**	482
Overall 15 Min Peak:	13:00 — 13:15	**Total:**	482

	A => A									A => B			
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	1	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	3	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	2	0
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0
07:45	0	0	0	0	0	0	0	0	0	0	0	4	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	0
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0
08:15	0	0	0	0	0	0	0	0	0	0	0	3	1
08:30	0	0	0	0	0	0	0	0	0	0	0	4	1
08:45	0	0	0	0	0	0	0	0	0	0	0	4	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	3
09:00	0	0	0	0	0	0	0	0	0	0	0	10	0
09:15	0	0	0	0	0	0	0	0	0	0	0	13	1
09:30	0	0	0	0	0	0	0	0	0	1	0	10	1
09:45	0	0	0	0	0	0	0	0	0	0	0	11	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	44	2
10:00	0	0	0	0	0	0	0	0	0	0	0	15	3
10:15	0	0	0	0	0	0	0	0	0	0	0	14	0
10:30	0	0	0	0	0	0	0	0	0	0	0	11	0
10:45	0	0	0	0	0	0	0	0	0	0	0	16	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	56	5
11:00	0	0	0	0	0	0	0	0	0	0	0	19	0
11:15	0	0	0	0	0	0	0	0	0	0	0	29	2
11:30	0	0	0	0	0	0	0	0	0	0	0	21	1
11:45	0	0	0	0	0	0	0	0	0	0	0	21	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	90	3
12:00	0	0	0	0	0	0	0	0	0	0	0	14	1
12:15	0	0	0	0	0	0	0	0	0	0	0	26	0
12:30	0	0	0	0	0	0	0	0	0	0	0	18	1

:e), Co. Cork

Arm A - Kinsale Road
Arm B - Access to Turners Cross Retail Park
Arm C - Kinsale Road
Arm D - Tramore Road

Date: 25/05/2024

					A => C									
OGV1	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
0	0	0	0	0	0	0	9	1	0	0	0	10	10	0
0	0	0	1	1	0	0	10	0	0	0	0	10	10	0
0	0	0	0	0	1	0	4	3	0	0	0	8	7.2	0
0	0	0	3	3	1	0	6	0	0	0	1	8	8.2	1
0	0	0	4	4	2	0	29	4	0	0	1	36	35.4	1
0	0	0	0	0	1	0	8	0	0	1	0	10	10.5	0
0	0	0	2	2	1	0	7	1	0	1	0	10	10.5	1
0	0	0	1	1	1	1	4	2	0	1	0	9	8.9	0
0	0	0	4	4	0	0	8	0	0	0	0	8	8	0
0	0	0	7	7	3	1	27	3	0	3	0	37	37.9	1
0	0	0	2	2	0	0	19	4	1	0	1	25	26.5	0
0	0	0	4	4	0	0	14	6	0	0	0	20	20	0
0	0	0	5	5	0	0	23	2	0	0	0	25	25	0
0	0	0	5	5	4	0	31	6	0	0	1	42	39.8	0
0	0	0	16	16	4	0	87	18	1	0	2	112	111.3	0
0	0	0	10	10	2	0	25	3	1	0	0	31	29.9	0
0	0	0	14	14	0	0	24	3	0	0	0	27	27	0
0	0	0	12	11.2	0	0	34	4	3	0	0	41	42.5	0
0	0	0	11	11	0	1	35	4	1	0	0	41	40.9	0
0	0	0	47	46.2	2	1	118	14	5	0	0	140	140.3	0
0	0	0	18	18	0	0	46	9	0	0	0	55	55	0
0	0	0	14	14	0	0	46	1	0	0	0	47	47	0
0	0	0	11	11	0	1	58	4	1	0	0	64	63.9	0
0	0	0	18	18	1	0	56	5	0	0	0	62	61.2	0
0	0	0	61	61	1	1	206	19	1	0	0	228	227.1	0
0	0	0	19	19	0	0	58	2	2	0	0	62	63	0
0	0	0	31	31	0	0	54	9	0	0	0	63	63	0
0	0	0	22	22	0	1	58	1	1	0	0	61	60.9	0
0	0	0	21	21	1	0	59	6	0	0	0	66	65.2	0
0	0	0	93	93	1	1	229	18	3	0	0	252	252.1	0
0	0	0	15	15	1	0	44	1	0	0	0	46	45.2	0
0	0	0	26	26	1	1	52	3	0	0	0	57	55.6	0
0	0	0	19	19	0	0	50	6	1	0	0	57	57.5	0

A => D								B => A						
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV
0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	1	1	0	0	0	0	0	0	0
0	0	0	1	0	1	3	3.7	0	0	0	0	0	0	0
0	0	1	1	0	1	4	4.7	0	0	1	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0
0	1	0	0	0	1	2	3	0	0	1	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	7	0	0	0	1	9	9.2	0	0	1	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
0	8	1	1	0	0	10	10.5	0	0	1	0	0	0	0
0	4	1	0	0	0	5	5	0	0	2	0	0	0	0
0	15	2	1	0	0	18	18.5	0	0	5	0	0	0	0
0	7	0	0	0	0	7	7	0	0	1	0	0	0	0
0	6	2	0	0	0	8	8	0	0	3	0	0	0	0
1	8	2	0	0	0	11	10.4	0	0	5	1	0	0	0
0	8	2	0	0	0	10	10	0	0	7	0	0	0	0
1	29	6	0	0	0	36	35.4	0	0	16	1	0	0	0
0	6	1	0	0	0	7	7	0	0	11	1	0	0	0
0	12	0	0	0	0	12	12	0	0	14	0	0	0	0
0	9	0	0	0	0	9	9	0	0	10	0	0	0	0
0	12	3	1	0	0	16	16.5	0	0	13	1	0	0	0
0	39	4	1	0	0	44	44.5	0	0	48	2	0	0	0
0	7	3	0	0	0	10	10	0	0	9	2	0	0	0
0	6	3	0	0	0	9	9	0	0	17	2	0	0	0
0	17	0	0	0	0	17	17	0	0	13	1	0	0	0
0	13	0	0	1	0	14	15.3	1	0	19	1	0	0	0
0	43	6	0	1	0	50	51.3	1	0	58	6	0	0	0
0	7	0	0	0	0	7	7	0	0	19	0	0	0	0
0	14	1	0	0	0	15	15	0	0	16	0	0	0	0
0	5	0	0	0	0	5	5	0	0	15	1	0	0	0

		B => B									B => C			
TOT	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**
1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1	1	0	0	0	0	0	0	0	0	0	0	0	3	0
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	1	0
1	1	0	0	0	0	0	0	0	0	0	0	0	2	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	0	0	0	2	4
2	2	0	0	0	0	0	0	0	0	0	0	0	0	1
5	5	0	0	0	0	0	0	0	0	0	0	0	2	5
1	1	0	0	0	0	0	0	0	0	0	0	0	9	3
3	3	0	0	0	0	0	0	0	0	0	0	0	11	2
6	6	0	0	0	0	0	0	0	0	0	0	0	22	3
7	7	0	0	0	0	0	0	0	0	0	0	0	20	1
17	17	0	0	0	0	0	0	0	0	0	0	0	62	9
12	12	0	0	0	0	0	0	0	0	0	0	0	25	2
14	14	0	0	0	0	0	0	0	0	0	0	0	20	4
10	10	0	0	0	0	0	0	0	0	0	0	0	26	2
14	14	0	0	0	0	0	0	0	0	0	0	0	26	2
50	50	0	0	0	0	0	0	0	0	0	0	0	97	10
11	11	0	0	0	0	0	0	0	0	0	0	0	30	4
19	19	0	0	0	0	0	0	0	0	0	0	0	33	1
14	14	0	0	0	0	0	0	0	0	0	0	0	35	0
21	20.2	0	0	0	0	0	0	0	0	0	0	0	35	3
65	64.2	0	0	0	0	0	0	0	0	0	0	0	133	8
19	19	0	0	0	0	0	0	0	0	0	0	0	35	2
16	16	0	0	0	0	0	0	0	0	0	0	0	32	4
16	16	0	0	0	0	0	0	0	0	0	0	0	26	1

					B => D									
OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	1	0	0	0	0	1	1	0
0	0	0	3	3	0	0	1	0	0	0	0	1	1	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
0	0	0	2	2	0	0	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	6	6	0	0	0	1	0	0	0	1	1	1
0	0	0	1	1	0	0	1	0	0	0	0	1	1	0
0	0	0	7	7	0	0	1	1	0	0	0	2	2	1
2	0	0	14	15	0	0	5	0	0	0	0	5	5	0
0	0	0	13	13	0	0	5	0	0	0	0	5	5	0
0	0	0	25	25	0	0	14	1	0	0	0	15	15	1
0	0	0	21	21	0	0	12	0	0	0	0	12	12	0
2	0	0	73	74	0	0	36	1	0	0	0	37	37	1
0	0	0	27	27	0	0	17	0	0	0	0	17	17	0
0	0	0	24	24	0	0	15	1	0	0	0	16	16	1
0	0	0	28	28	0	0	11	0	0	0	0	11	11	1
0	0	0	28	28	0	0	11	1	0	0	0	12	12	0
0	0	0	107	107	0	0	54	2	0	0	0	56	56	2
0	0	0	34	34	0	0	13	2	1	0	0	16	16.5	1
0	0	0	34	34	0	0	20	0	0	0	0	20	20	0
0	0	0	35	35	0	0	21	0	0	0	0	21	21	0
0	0	0	38	38	0	0	32	1	0	0	0	33	33	2
0	0	0	141	141	0	0	86	3	1	0	0	90	90.5	3
0	0	0	37	37	0	0	25	1	0	0	0	26	26	1
0	0	0	36	36	0	0	20	0	0	0	0	20	20	0
0	0	0	27	27	0	0	28	1	1	0	0	30	30.5	0

C => A								C => B						
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	3	1	1	0	0	5	5.5	0	0	0	0	0	0	0
0	2	2	0	0	0	4	4	0	0	2	0	0	0	0
0	2	0	0	0	0	2	2	0	0	4	0	0	0	0
0	8	3	1	0	0	12	12.5	0	0	6	0	0	0	0
0	6	0	0	0	0	7	6.2	0	0	0	0	0	0	0
0	5	1	0	0	0	6	6	0	0	1	0	0	0	0
1	6	0	0	0	0	7	6.4	0	0	0	0	0	0	0
0	7	1	1	0	0	10	9.7	0	0	4	2	0	0	0
1	24	2	1	0	0	30	28.3	0	0	5	2	0	0	0
0	13	0	0	0	0	13	13	0	0	1	0	0	0	0
0	18	2	0	0	0	20	20	0	0	0	2	1	0	0
0	21	3	0	0	0	25	24.2	0	0	4	0	0	0	0
0	17	2	0	0	0	19	19	0	0	8	2	1	0	0
0	69	7	0	0	0	77	76.2	0	0	13	4	2	0	0
0	26	2	1	0	0	29	29.5	0	0	14	1	0	0	0
0	27	9	0	0	2	38	40	0	0	20	3	0	0	0
0	30	5	0	0	0	36	35.2	0	0	24	3	0	0	0
0	42	6	0	0	0	48	48	0	0	35	2	0	0	0
0	125	22	1	0	2	151	152.7	0	0	93	9	0	0	0
0	42	2	0	0	0	44	44	0	0	30	4	0	0	0
0	38	2	0	0	0	41	40.2	0	0	25	3	0	0	0
1	51	5	0	0	0	58	56.6	0	0	28	1	0	0	0
1	42	4	0	0	0	47	46.4	0	0	26	3	0	0	0
2	173	13	0	0	0	190	187.2	0	0	109	11	0	0	0
0	48	4	0	0	0	53	52.2	0	0	35	1	0	0	0
0	53	6	0	0	0	59	59	0	0	34	5	0	0	0
0	53	2	0	0	0	55	55	0	0	55	2	0	0	0
0	57	8	0	0	0	67	65.4	1	0	35	2	0	0	0
0	211	20	0	0	0	234	231.6	1	0	159	10	0	0	0
0	59	7	0	0	0	67	66.2	0	0	35	3	0	0	0
1	53	6	0	0	1	61	61.4	0	0	43	1	0	0	0
1	53	6	0	0	0	60	59.4	0	0	28	2	0	0	0

		C => C									C => D			
TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	1	0
4	4	0	0	0	0	0	0	0	0	0	0	0	3	1
6	6	0	0	0	0	0	0	0	0	0	1	0	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
1	1	0	0	0	0	0	0	0	0	0	0	0	5	0
0	0	0	0	0	0	0	0	0	0	0	0	0	5	1
6	6	0	0	0	0	0	0	0	0	0	0	0	7	2
7	7	0	0	0	0	0	0	0	0	0	0	0	20	3
1	1	0	0	0	0	0	0	0	0	0	0	0	5	7
3	3.5	0	0	0	0	0	0	0	0	0	0	0	15	2
4	4	0	0	0	0	0	0	0	0	0	0	0	9	6
11	11.5	0	0	0	0	0	0	0	0	0	0	0	18	2
19	20	0	0	0	0	0	0	0	0	0	0	0	47	17
15	15	0	0	0	0	0	0	0	0	0	0	0	31	5
23	23	0	0	0	0	0	0	0	0	0	0	0	27	6
27	27	0	0	0	0	0	0	0	0	0	0	0	27	6
37	37	0	0	0	0	0	0	0	0	0	0	0	31	3
102	102	0	0	0	0	0	0	0	0	0	0	0	116	20
34	34	0	0	0	0	0	0	0	0	0	0	0	51	3
28	28	0	0	0	0	0	0	0	0	0	0	0	33	1
29	29	0	0	0	0	0	0	0	0	0	0	1	47	3
29	29	0	0	0	0	0	0	0	0	0	0	0	63	4
120	120	0	0	0	0	0	0	0	0	0	0	1	194	11
36	36	0	0	0	0	0	0	0	0	0	0	0	51	4
39	39	0	0	0	0	0	0	0	0	0	0	0	64	6
57	57	0	0	0	0	0	0	0	0	0	0	0	64	7
38	37.2	0	0	0	0	0	0	0	0	0	0	0	54	6
170	169.2	0	0	0	0	0	0	0	0	0	0	0	233	23
38	38	0	0	0	0	0	0	0	0	0	0	0	62	6
44	44	0	0	0	0	0	0	0	0	0	0	0	47	6
30	30	0	0	0	0	0	0	0	0	0	0	0	52	10

					D => A									
OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C
0	0	0	0	0	0	0	2	0	0	0	0	2	2	0
0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	2	0	6	8.6	0	0	1	0	0	0	0	1	1	0
0	2	0	8	9.8	0	0	3	0	0	0	0	3	3	0
1	0	0	4	4.5	0	0	1	0	0	0	0	1	1	0
0	0	0	5	5	0	0	5	0	2	0	0	7	8	0
0	0	0	6	6	0	0	5	1	0	0	0	6	6	0
1	1	0	11	12.8	1	0	6	0	0	0	0	7	6.2	0
2	1	0	26	28.3	1	0	17	1	2	0	0	21	21.2	0
3	0	0	15	16.5	0	0	4	3	0	0	0	7	7	0
1	1	0	19	20.8	0	0	8	1	0	0	0	9	9	0
1	0	0	16	16.5	0	0	4	1	0	0	0	5	5	0
1	1	0	22	23.8	0	0	11	4	1	0	0	16	16.5	0
6	2	0	72	77.6	0	0	27	9	1	0	0	37	37.5	0
2	0	0	38	39	0	0	14	2	0	0	0	16	16	0
1	0	0	34	34.5	0	0	8	1	0	0	0	9	9	0
1	0	0	34	34.5	0	0	10	3	0	1	0	14	15.3	0
1	0	0	35	35.5	0	0	10	5	0	0	0	15	15	0
5	0	0	141	143.5	0	0	42	11	0	1	0	54	55.3	0
2	0	0	56	57	0	0	18	3	0	0	0	21	21	0
1	0	0	35	35.5	0	0	20	3	0	0	0	23	23	0
0	0	0	51	50.4	0	0	12	1	0	0	0	13	13	0
1	0	0	68	68.5	0	1	18	1	0	0	0	20	19.4	0
4	0	0	210	211.4	0	1	68	8	0	0	0	77	76.4	0
2	0	0	57	58	0	0	13	2	0	0	0	15	15	0
1	0	0	71	71.5	0	0	10	1	0	0	0	11	11	0
1	0	0	72	72.5	0	0	14	2	0	0	0	16	16	0
3	1	0	64	66.8	0	0	21	1	0	0	0	22	22	0
7	1	0	264	268.8	0	0	58	6	0	0	0	64	64	0
1	0	0	69	69.5	0	0	17	3	0	0	0	20	20	0
0	0	0	53	53	1	0	24	0	0	0	0	25	24.2	0
0	0	0	62	62	0	0	23	0	1	0	0	24	24.5	0

D => B								D => C						
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV
0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
0	0	0	0	0	0	0	0	0	0	5	0	1	0	0
0	1	0	0	0	0	1	1	0	0	1	0	0	1	0
0	1	0	0	0	0	1	1	0	0	12	0	1	1	0
0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
0	1	0	0	0	0	1	1	0	0	3	0	0	0	0
0	0	0	0	0	0	0	0	0	0	7	2	1	0	0
0	1	0	0	0	0	1	1	0	0	5	2	1	1	0
0	2	0	0	0	0	2	2	0	0	17	4	2	1	0
0	0	0	0	0	0	0	0	0	0	6	2	1	1	0
0	0	0	0	0	0	0	0	0	0	10	6	0	1	0
0	2	1	0	0	0	3	3	0	0	10	3	2	0	0
0	5	1	0	0	0	6	6	0	0	35	2	1	0	0
0	7	2	0	0	0	9	9	0	0	61	13	4	2	0
0	5	0	0	0	0	5	5	0	0	26	4	1	0	0
0	11	0	0	0	0	11	11	1	0	40	6	3	0	0
0	11	0	0	0	0	11	11	1	0	31	4	0	0	0
0	8	0	0	0	0	8	8	0	0	28	10	2	0	0
0	35	0	0	0	0	35	35	2	0	125	24	6	0	0
0	12	0	0	0	0	12	12	0	0	43	8	1	1	0
0	15	0	0	0	0	15	15	0	0	33	8	2	0	0
0	18	0	0	0	0	18	18	0	0	38	4	0	0	0
0	16	1	0	0	0	17	17	0	0	44	4	0	0	0
0	61	1	0	0	0	62	62	0	0	158	24	3	1	0
0	16	2	1	0	0	19	19.5	0	0	66	9	0	1	0
0	17	1	0	0	0	18	18	0	1	47	8	1	1	0
0	16	1	0	0	0	17	17	0	0	40	5	2	0	0
0	25	1	0	0	0	26	26	0	0	59	5	1	1	0
0	74	5	1	0	0	80	80.5	0	1	212	27	4	3	0
0	13	0	0	0	0	13	13	0	0	68	7	2	0	0
0	28	0	1	0	0	29	29.5	0	0	61	3	1	0	0
0	19	0	1	0	0	20	20.5	0	0	55	4	0	0	0

		D => D								
TOT	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
1	1	0	0	0	0	0	0	0	0	0
5	5	0	0	0	0	0	0	0	0	0
6	6.5	0	0	0	0	0	0	0	0	0
2	3.3	0	0	0	0	0	0	0	0	0
14	15.8	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0	0
10	10.5	0	0	0	0	0	0	0	0	0
9	10.8	0	0	0	0	0	0	0	0	0
24	26.3	0	0	0	0	0	0	0	0	0
10	11.8	0	0	0	0	0	0	0	0	0
17	18.3	0	0	0	0	0	0	0	0	0
15	16	0	0	0	0	0	0	0	0	0
38	38.5	0	0	0	0	0	0	0	0	0
80	84.6	0	0	0	0	0	0	0	0	0
31	31.5	0	0	0	0	0	0	0	0	0
50	50.7	0	0	0	0	0	0	0	0	0
36	35.2	0	0	0	0	0	0	0	0	0
40	41	0	0	0	0	0	0	0	0	0
157	158.4	0	0	0	0	0	0	0	0	0
53	54.8	0	0	0	0	0	0	0	0	0
43	44	0	0	0	0	0	0	0	0	0
42	42	0	0	0	0	0	0	0	0	0
48	48	0	0	0	0	0	0	0	0	0
186	188.8	0	0	0	0	0	0	0	0	0
76	77.3	0	0	0	0	0	0	0	0	0
58	59.2	0	0	0	0	0	0	0	0	0
47	48	0	0	0	0	0	0	0	0	0
66	67.8	0	0	0	0	0	0	0	0	0
247	252.3	0	0	0	0	0	0	0	0	0
77	78	0	0	0	0	0	0	0	0	0
65	65.5	0	0	0	0	0	0	0	0	0
59	59	0	0	0	0	0	0	0	0	0

12:45	0	0	0	0	0	0	0	0	0	1	0	23	2
H/TOT	0	0	0	0	0	0	0	0	0	1	0	81	4
13:00	0	0	0	0	0	0	0	0	0	0	0	15	2
13:15	0	0	0	0	0	0	0	0	0	0	0	15	1
13:30	0	0	0	0	0	0	0	0	0	0	0	24	0
13:45	0	0	0	0	0	0	0	0	0	0	0	21	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	75	3
14:00	0	0	0	0	0	0	0	0	0	0	0	20	1
14:15	0	0	0	0	0	0	0	0	0	0	0	24	1
14:30	0	0	0	0	0	0	0	0	0	0	0	17	1
14:45	0	0	0	0	0	0	0	0	0	0	0	17	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	78	6
15:00	0	0	0	0	0	0	0	0	0	0	0	20	2
15:15	0	0	0	0	0	0	0	0	0	0	0	12	1
15:30	0	0	0	0	0	0	0	0	0	0	0	12	0
15:45	0	0	0	0	0	0	0	0	0	0	0	20	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	64	4
16:00	0	0	0	0	0	0	0	0	0	0	0	15	1
16:15	0	0	0	0	0	0	0	0	0	0	0	8	0
16:30	0	0	0	0	0	0	0	0	0	0	0	8	0
16:45	0	0	0	0	0	0	0	0	0	0	0	7	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	38	2
17:00	0	0	0	0	0	0	0	0	0	0	0	7	0
17:15	0	0	0	0	0	0	0	0	0	0	0	7	0
17:30	0	0	0	0	0	0	0	0	0	0	0	6	0
17:45	0	0	0	0	0	0	0	0	0	0	0	8	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	28	0
18:00	0	0	0	0	0	0	0	0	0	0	0	3	0
18:15	0	0	0	0	0	0	0	0	0	0	0	4	0
18:30	0	0	0	0	0	0	0	0	0	0	0	6	0
18:45	0	0	0	0	0	0	0	0	0	0	0	8	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	21	0
19:00	0	0	0	0	0	0	0	0	0	0	0	2	0
19:15	0	0	0	0	0	0	0	0	0	0	0	3	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	1	0
20:30	0	0	0	0	0	0	0	0	0	0	0	1	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	1	0
21:30	0	0	0	0	0	0	0	0	0	0	0	1	0
21:45	0	0	0	0	0	0	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0

0	0	0	26	25.2	0	0	73	2	0	0	0	75	75	0
0	0	0	86	85.2	2	1	219	12	1	0	0	235	233.3	0
0	0	0	17	17	0	0	69	9	0	0	0	78	78	0
0	0	0	16	16	0	1	77	5	1	0	0	84	83.9	0
0	0	0	24	24	1	1	81	5	0	0	0	88	86.6	0
0	0	0	21	21	0	0	73	10	0	0	0	83	83	0
0	0	0	78	78	1	2	300	29	1	0	0	333	331.5	0
0	0	0	21	21	0	0	52	3	0	0	0	55	55	0
0	0	0	25	25	1	0	61	4	0	0	0	66	65.2	0
0	0	0	18	18	0	2	52	5	0	0	0	59	57.8	0
0	0	0	20	20	1	0	55	4	0	0	0	60	59.2	0
0	0	0	84	84	2	2	220	16	0	0	0	240	237.2	0
0	0	0	22	22	0	0	62	1	0	0	0	63	63	0
0	0	0	13	13	1	0	61	1	0	0	0	63	62.2	0
0	0	0	12	12	1	0	44	2	0	0	0	47	46.2	0
0	0	0	21	21	0	0	42	3	0	0	0	45	45	0
0	0	0	68	68	2	0	209	7	0	0	0	218	216.4	0
0	0	0	16	16	0	0	43	1	0	0	0	44	44	0
0	0	0	8	8	0	0	46	4	0	0	0	50	50	0
0	0	0	8	8	0	1	47	2	0	0	0	50	49.4	0
0	0	0	8	8	0	1	45	4	0	0	0	50	49.4	0
0	0	0	40	40	0	2	181	11	0	0	0	194	192.8	0
0	0	0	7	7	0	0	35	1	1	0	0	37	37.5	0
0	0	0	7	7	0	0	44	4	0	0	0	48	48	0
0	0	0	6	6	0	0	38	1	0	0	0	39	39	0
0	0	0	8	8	0	0	42	3	1	0	0	46	46.5	0
0	0	0	28	28	0	0	159	9	2	0	0	170	171	0
0	0	0	3	3	1	1	44	3	0	0	0	49	47.6	1
0	0	0	4	4	0	1	37	2	0	0	0	40	39.4	0
0	0	0	6	6	0	0	33	1	1	1	0	36	37.8	0
0	0	0	8	8	0	0	30	3	0	0	0	33	33	0
0	0	0	21	21	1	2	144	9	1	1	0	158	157.8	1
0	0	0	2	2	0	1	23	2	0	0	0	26	25.4	0
0	0	0	3	3	0	0	34	0	0	0	0	34	34	0
0	0	0	0	0	0	0	23	3	0	0	0	26	26	0
0	0	0	0	0	0	0	30	0	0	0	0	30	30	0
0	0	0	5	5	0	1	110	5	0	0	0	116	115.4	0
0	0	0	0	0	1	0	28	0	0	0	0	29	28.2	1
0	0	0	1	1	1	0	30	0	0	0	0	31	30.2	0
0	0	0	1	1	0	0	23	2	0	0	0	25	25	0
0	0	0	0	0	0	0	20	2	0	0	0	22	22	0
0	0	0	2	2	2	0	101	4	0	0	0	107	105.4	1
0	0	0	0	0	1	2	18	2	0	0	0	23	21	0
0	0	0	1	1	0	2	21	1	0	0	0	24	22.8	0
0	0	0	1	1	1	0	23	0	0	0	0	24	23.2	0
0	0	0	2	2	0	1	14	1	0	0	0	16	15.4	1
0	0	0	4	4	2	5	76	4	0	0	0	87	82.4	1

0	9	2	0	0	0	11	11	0	0	10	1	0	0	0
0	35	3	0	0	0	38	38	0	0	60	2	0	0	0
0	8	0	0	0	0	8	8	0	0	17	0	0	0	0
0	7	2	0	0	0	9	9	0	0	19	2	0	0	0
0	15	0	0	0	0	15	15	0	0	18	2	0	0	0
0	18	0	1	0	0	19	19.5	0	0	10	0	0	0	0
0	48	2	1	0	0	51	51.5	0	0	64	4	0	0	0
0	11	1	0	0	0	12	12	0	0	13	1	0	0	0
1	21	4	1	0	0	27	26.9	0	0	23	1	0	0	0
0	10	0	0	0	0	10	10	0	0	24	1	1	0	0
0	4	1	0	0	0	5	5	0	0	17	0	0	0	0
1	46	6	1	0	0	54	53.9	0	0	77	3	1	0	0
0	8	0	0	0	0	8	8	0	0	14	0	0	0	0
0	7	0	0	0	0	7	7	0	0	12	1	0	0	0
0	4	2	0	0	0	6	6	0	0	11	0	0	0	0
0	8	1	0	0	0	9	9	0	0	10	1	0	0	0
0	27	3	0	0	0	30	30	0	0	47	2	0	0	0
0	9	0	0	0	0	9	9	0	0	13	0	0	0	0
0	8	0	1	0	0	9	9.5	0	0	12	1	0	0	0
0	5	0	0	0	0	5	5	0	0	12	0	0	0	0
0	7	1	0	0	0	8	8	0	0	9	0	0	0	0
0	29	1	1	0	0	31	31.5	0	0	46	1	0	0	0
0	5	0	0	0	0	5	5	0	0	10	1	0	0	0
0	7	0	0	0	0	7	7	0	0	4	1	0	0	0
0	8	0	0	0	0	8	8	0	0	9	1	0	0	0
0	11	0	0	0	0	11	11	0	0	3	0	0	0	0
0	31	0	0	0	0	31	31	0	0	26	3	0	0	0
0	10	0	0	0	0	11	10.2	0	0	11	0	0	0	0
0	2	0	0	0	0	2	2	0	0	9	1	0	0	0
0	7	1	0	0	0	8	8	0	0	3	0	0	0	0
0	4	0	0	0	0	4	4	0	0	6	0	0	0	0
0	23	1	0	0	0	25	24.2	0	0	29	1	0	0	0
1	10	0	0	0	0	11	10.4	0	0	7	0	0	0	0
0	3	0	0	0	0	3	3	0	0	1	0	0	0	0
1	5	1	0	0	0	7	6.4	0	0	3	0	0	0	0
0	6	0	0	0	0	6	6	0	0	0	0	0	0	0
2	24	1	0	0	0	27	25.8	0	0	11	0	0	0	0
0	7	0	0	0	0	8	7.2	0	0	1	0	0	0	0
0	8	0	0	0	0	8	8	0	0	0	0	0	0	0
0	11	0	0	0	0	11	11	0	0	0	0	0	0	0
1	3	0	0	0	0	4	3.4	0	0	0	0	0	0	0
1	29	0	0	0	0	31	29.6	0	0	1	0	0	0	0
0	3	0	0	0	0	3	3	0	0	1	0	0	0	0
0	5	0	0	0	0	5	5	0	0	0	0	0	0	0
0	6	0	0	0	0	6	6	0	0	1	0	0	0	0
0	7	0	0	0	0	8	7.2	0	0	0	0	0	0	0
0	21	0	0	0	0	22	21.2	0	0	2	0	0	0	0

11	11	0	0	0	0	0	0	0	0	0	0	0	33	1
62	62	0	0	0	0	0	0	0	0	0	0	0	126	8
17	17	0	0	0	0	0	0	0	0	0	0	0	36	0
21	21	0	0	0	0	0	0	0	0	0	0	0	55	1
20	20	0	0	0	0	0	0	0	0	0	0	0	38	4
10	10	0	0	0	0	0	0	0	0	0	0	0	44	1
68	68	0	0	0	0	0	0	0	0	0	0	0	173	6
14	14	0	0	0	0	0	0	0	0	0	0	0	35	0
24	24	0	0	0	0	0	0	0	0	0	0	0	42	4
26	26.5	0	0	0	0	0	0	0	0	0	0	0	39	1
17	17	0	0	0	0	0	0	0	0	0	0	0	36	4
81	81.5	0	0	0	0	0	0	0	0	0	0	0	152	9
14	14	0	0	0	0	0	0	0	0	0	0	0	35	4
13	13	0	0	0	0	0	0	0	0	0	0	0	40	1
11	11	0	0	0	0	0	0	0	0	0	0	0	44	2
11	11	0	0	0	0	0	0	0	0	0	0	0	19	2
49	49	0	0	0	0	0	0	0	0	0	0	0	138	9
13	13	0	0	0	0	0	0	0	0	0	0	0	31	2
13	13	0	0	0	0	0	0	0	0	0	0	0	28	1
12	12	0	0	0	0	0	0	0	0	0	0	0	18	1
9	9	0	0	0	0	0	0	0	0	0	0	0	38	1
47	47	0	0	0	0	0	0	0	0	0	0	0	115	5
11	11	0	0	0	0	0	0	0	0	0	0	0	29	4
5	5	0	0	0	0	0	0	0	0	0	0	0	22	2
10	10	0	0	0	0	0	0	0	0	0	0	0	27	0
3	3	0	0	0	0	0	0	0	0	0	0	0	32	1
29	29	0	0	0	0	0	0	0	0	0	0	0	110	7
11	11	0	0	0	0	0	0	0	0	0	0	0	13	1
10	10	0	0	0	0	0	0	0	0	0	0	0	16	0
3	3	0	0	0	0	0	0	0	0	0	0	0	13	0
6	6	0	0	0	0	0	0	0	0	0	0	0	10	0
30	30	0	0	0	0	0	0	0	0	0	0	0	52	1
7	7	0	0	0	0	0	0	0	0	0	0	0	12	1
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	3	0	0	0	0	0	0	0	0	0	0	0	2	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	11	0	0	0	0	0	0	0	0	0	0	0	14	2
1	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1	1	0	0	0	0	0	0	0	0	0	0	0	6	0
1	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	1	0

1	0	0	35	35.5	0	0	20	0	0	0	0	20	20	1
1	0	0	135	135.5	0	0	93	2	1	0	0	96	96.5	2
0	0	0	36	36	0	0	22	1	0	0	0	23	23	2
0	0	0	56	56	0	0	16	2	0	0	0	18	18	2
0	0	0	42	42	0	0	20	1	0	0	0	21	21	0
0	0	0	45	45	0	0	20	1	0	0	0	21	21	0
0	0	0	179	179	0	0	78	5	0	0	0	83	83	4
0	0	0	35	35	0	0	13	2	0	0	0	15	15	1
0	0	0	46	46	0	0	22	2	0	0	0	24	24	0
0	0	0	40	40	0	0	15	1	0	0	0	16	16	0
0	0	0	40	40	0	0	12	0	0	0	0	12	12	1
0	0	0	161	161	0	0	62	5	0	0	0	67	67	2
0	0	0	39	39	0	0	17	1	0	0	0	18	18	0
0	0	0	41	41	0	0	20	1	1	0	0	22	22.5	0
0	0	0	46	46	0	0	15	1	0	0	0	16	16	0
0	0	0	21	21	0	0	14	1	0	0	0	15	15	1
0	0	0	147	147	0	0	66	4	1	0	0	71	71.5	1
0	0	0	33	33	0	0	7	1	0	0	0	8	8	2
0	0	0	29	29	0	0	19	2	0	0	0	21	21	0
0	0	0	19	19	0	0	14	0	0	0	0	14	14	0
0	0	0	39	39	0	0	12	1	0	0	0	13	13	0
0	0	0	120	120	0	0	52	4	0	0	0	56	56	2
0	0	0	33	33	0	0	14	1	0	0	0	15	15	0
0	0	0	24	24	0	0	13	1	0	0	0	14	14	0
0	0	0	27	27	1	0	12	3	0	0	0	16	15.2	0
0	0	0	33	33	0	0	10	0	0	0	0	10	10	0
0	0	0	117	117	1	0	49	5	0	0	0	55	54.2	0
0	0	0	14	14	0	0	9	0	0	0	0	9	9	2
0	0	0	16	16	0	0	5	0	0	0	0	5	5	0
0	0	0	13	13	0	0	12	0	0	0	0	12	12	1
0	0	0	10	10	0	0	5	0	0	0	0	5	5	1
0	0	0	53	53	0	0	31	0	0	0	0	31	31	4
0	0	0	13	13	0	0	2	0	0	0	0	2	2	1
0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	2	2	0	0	2	0	0	0	0	2	2	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	16	16	0	0	4	0	0	0	0	4	4	3
0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	6	6	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
0	0	0	1	1	0	0	1	0	0	0	0	1	1	0

0	65	4	1	0	0	71	70.7	0	0	38	1	0	0	0
2	230	23	1	0	1	259	257.7	0	0	144	7	0	0	0
1	56	2	1	0	0	62	60.3	0	0	43	3	0	0	0
1	59	4	0	0	0	66	63.8	0	0	41	1	0	0	0
0	70	4	1	0	0	75	75.5	0	0	42	0	0	0	0
0	57	3	0	0	0	60	60	0	0	31	1	0	0	0
2	242	13	2	0	0	263	259.6	0	0	157	5	0	0	0
2	68	1	0	0	0	72	70	0	0	46	2	1	0	0
0	75	3	0	0	0	78	78	0	0	36	2	0	0	0
0	67	3	0	0	0	70	70	0	0	32	0	0	0	0
0	71	1	0	0	0	73	72.2	0	0	35	3	0	0	0
2	281	8	0	0	0	293	290.2	0	0	149	7	1	0	0
0	55	5	0	0	0	60	60	0	0	33	1	1	0	0
0	51	3	1	0	0	55	55.5	0	0	29	1	0	0	0
0	67	5	0	0	0	72	72	0	0	25	2	0	0	0
0	49	1	0	0	0	51	50.2	0	0	18	3	0	0	0
0	222	14	1	0	0	238	237.7	0	0	105	7	1	0	0
0	43	5	0	0	0	50	48.4	0	0	27	2	0	0	0
0	42	3	0	0	0	45	45	0	0	25	0	0	0	0
0	29	4	0	0	0	33	33	0	0	34	1	0	0	0
0	53	3	0	0	0	56	56	0	0	25	3	0	0	0
0	167	15	0	0	0	184	182.4	0	0	111	6	0	0	0
0	45	1	0	0	0	46	46	1	0	24	1	0	0	0
0	52	3	0	0	0	55	55	0	0	28	3	0	0	0
0	42	3	0	1	0	46	47.3	0	0	21	1	0	0	0
0	45	2	0	0	0	47	47	0	0	19	0	0	0	0
0	184	9	0	1	0	194	195.3	1	0	92	5	0	0	0
0	52	3	1	0	0	58	56.9	0	0	8	0	0	0	0
0	40	0	0	0	0	40	40	0	0	11	1	0	0	0
1	34	1	0	0	0	37	35.6	0	0	6	0	0	0	0
0	36	1	0	0	0	38	37.2	0	0	2	2	0	0	0
1	162	5	1	0	0	173	169.7	0	0	27	3	0	0	0
1	27	3	1	0	0	33	32.1	0	0	1	0	0	0	0
0	26	3	1	0	0	30	30.5	0	0	4	0	0	0	0
0	37	2	0	0	0	40	39.2	0	0	2	0	0	0	0
0	25	1	0	0	0	27	26.2	0	0	0	0	0	0	0
1	115	9	2	0	0	130	128	0	0	7	0	0	0	0
0	28	0	0	0	0	28	28	0	0	1	0	0	0	0
0	31	0	0	0	1	32	33	0	0	0	0	0	0	0
0	21	4	0	0	0	25	25	0	0	0	0	0	0	0
1	20	1	0	0	0	22	21.4	0	0	1	1	0	0	0
1	100	5	0	0	1	107	107.4	0	0	2	1	0	0	0
0	21	0	0	0	0	21	21	0	0	0	0	0	0	0
2	19	1	0	0	0	22	20.8	0	0	0	0	0	0	0
0	18	1	0	0	0	19	19	0	0	0	0	0	0	0
0	16	1	0	0	0	17	17	0	0	0	0	0	0	0
2	74	3	0	0	0	79	77.8	0	0	0	0	0	0	0

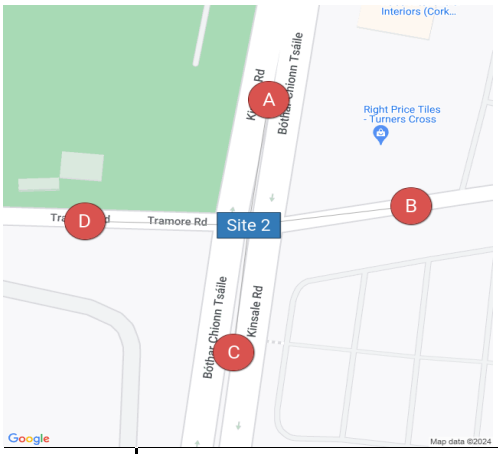
39	39	0	0	0	0	0	0	0	0	0	0	0	56	6
151	151	0	0	0	0	0	0	0	0	0	0	0	217	28
46	46	0	0	0	0	0	0	0	0	0	0	0	67	1
42	42	0	0	0	0	0	0	0	0	0	0	0	36	5
42	42	0	0	0	0	0	0	0	0	0	0	0	48	4
32	32	0	0	0	0	0	0	0	0	0	0	0	55	4
162	162	0	0	0	0	0	0	0	0	0	0	0	206	14
49	49.5	0	0	0	0	0	0	0	0	0	0	0	54	5
38	38	0	0	0	0	0	0	0	0	0	0	0	47	1
32	32	0	0	0	0	0	0	0	0	0	0	0	45	1
38	38	0	0	0	0	0	0	0	0	0	0	0	52	5
157	157.5	0	0	0	0	0	0	0	0	0	0	0	198	12
35	35.5	0	0	0	0	0	0	0	0	0	0	0	35	4
30	30	0	0	0	0	0	0	0	0	0	0	0	41	1
27	27	0	0	0	0	0	0	0	0	0	0	0	43	0
21	21	0	0	0	0	0	0	0	0	0	0	0	34	1
113	113.5	0	0	0	0	0	0	0	0	0	0	0	153	6
29	29	0	0	0	0	0	0	0	0	0	0	0	37	3
25	25	0	0	0	0	0	0	0	0	0	0	0	33	1
35	35	0	0	0	0	0	0	0	0	0	0	0	30	2
28	28	0	0	0	0	0	0	0	0	0	0	0	25	1
117	117	0	0	0	0	0	0	0	0	0	0	0	125	7
26	25.2	0	0	0	0	0	0	0	0	0	0	0	30	3
31	31	0	0	0	0	0	0	0	0	0	1	1	31	1
22	22	0	0	0	0	0	0	0	0	0	0	0	21	4
19	19	0	0	0	0	0	0	0	0	0	0	0	23	0
98	97.2	0	0	0	0	0	0	0	0	0	1	1	105	8
8	8	0	0	0	0	0	0	0	0	0	0	0	24	1
12	12	0	0	0	0	0	0	0	0	0	0	0	31	0
6	6	0	0	0	0	0	0	0	0	0	1	0	17	0
4	4	0	0	0	0	0	0	0	0	0	1	0	10	0
30	30	0	0	0	0	0	0	0	0	0	2	0	82	1
1	1	0	0	0	0	0	0	0	0	0	0	0	9	0
4	4	0	0	0	0	0	0	0	0	0	0	0	20	0
2	2	0	0	0	0	0	0	0	0	0	0	0	22	0
0	0	0	0	0	0	0	0	0	0	0	0	0	8	2
7	7	0	0	0	0	0	0	0	0	0	0	0	59	2
1	1	0	0	0	0	0	0	0	0	0	0	0	13	0
0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
2	2	0	0	0	0	0	0	0	0	0	0	0	4	0
3	3	0	0	0	0	0	0	0	0	0	0	0	30	1
0	0	0	0	0	0	0	0	0	0	0	0	0	8	1
0	0	0	0	0	0	0	0	0	0	0	0	1	8	1
0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
0	0	0	0	0	0	0	0	0	0	0	0	1	29	2

1	0	0	63	63.5	0	0	22	1	0	0	0	23	23	0
2	0	0	247	248	1	0	86	4	1	0	0	92	91.7	0
0	0	0	68	68	0	0	21	1	0	0	0	22	22	0
0	0	0	41	41	2	0	16	3	0	0	0	21	19.4	0
0	0	0	52	52	0	1	20	1	0	0	0	22	21.4	0
0	0	0	59	59	0	0	16	3	0	0	0	19	19	0
0	0	0	220	220	2	1	73	8	0	0	0	84	81.8	0
0	0	0	59	59	0	0	22	2	0	0	0	24	24	0
0	0	0	48	48	0	0	19	1	0	0	0	20	20	0
0	0	0	46	46	0	0	26	0	0	0	0	26	26	0
0	0	0	57	57	0	0	29	1	0	0	0	30	30	0
0	0	0	210	210	0	0	96	4	0	0	0	100	100	0
0	0	0	39	39	0	0	20	0	0	0	0	20	20	0
1	0	0	43	43.5	1	0	21	2	0	0	0	24	23.2	0
1	0	0	44	44.5	0	0	19	0	0	0	0	19	19	0
0	1	0	36	37.3	0	1	16	0	1	0	0	18	17.9	0
2	1	0	162	164.3	1	1	76	2	1	0	0	81	80.1	0
0	0	0	40	40	0	1	11	0	0	0	0	12	11.4	0
0	0	0	34	34	0	1	15	0	0	0	0	16	15.4	0
0	0	0	32	32	0	0	15	1	0	0	0	16	16	0
0	0	0	26	26	0	0	8	0	0	0	0	8	8	0
0	0	0	132	132	0	2	49	1	0	0	0	52	50.8	0
0	0	0	33	33	0	0	12	1	0	0	0	13	13	0
0	0	0	34	32.6	0	0	17	0	0	0	0	17	17	0
0	0	0	25	25	0	1	14	0	0	0	0	15	14.4	0
0	0	0	23	23	0	0	14	0	0	0	0	14	14	0
0	0	0	115	113.6	0	1	57	1	0	0	0	59	58.4	0
0	0	0	25	25	0	2	15	0	0	0	0	17	15.8	0
1	0	0	32	32.5	0	0	10	0	0	0	0	10	10	0
1	0	0	19	18.7	0	2	12	0	0	0	0	14	12.8	0
0	0	0	11	10.2	0	0	11	0	0	0	0	11	11	0
2	0	0	87	86.4	0	4	48	0	0	0	0	52	49.6	0
0	0	0	9	9	0	0	14	0	0	0	0	14	14	0
0	0	0	20	20	0	2	7	1	0	0	0	10	8.8	0
0	0	0	22	22	0	0	15	0	0	0	0	15	15	0
0	0	0	10	10	1	0	14	0	0	0	0	15	14.2	0
0	0	0	61	61	1	2	50	1	0	0	0	54	52	0
0	0	0	13	13	1	1	13	0	0	0	0	15	13.6	0
0	0	0	9	9	1	0	7	0	0	0	0	8	7.2	0
0	0	0	5	5	0	0	4	1	0	0	0	5	5	0
0	0	0	4	4	0	0	10	0	0	0	0	10	10	0
0	0	0	31	31	2	1	34	1	0	0	0	38	35.8	0
0	0	0	9	9	0	0	4	0	0	0	0	4	4	0
0	0	0	10	9.4	0	0	5	0	0	0	0	5	5	0
0	0	0	7	7	0	0	5	0	0	0	0	5	5	0
0	0	0	6	6	0	0	10	1	0	0	0	11	11	0
0	0	0	32	31.4	0	0	24	1	0	0	0	25	25	0

0	19	0	0	0	0	19	19	0	0	58	10	1	1	0
0	79	0	2	0	0	81	82	0	0	242	24	4	1	0
0	20	2	0	0	0	22	22	0	0	76	6	0	1	0
0	17	3	0	0	0	20	20	0	0	46	5	1	0	0
0	16	4	0	0	0	20	20	0	0	46	9	0	1	0
0	13	1	0	0	0	14	14	1	0	35	1	0	0	0
0	66	10	0	0	0	76	76	1	0	203	21	1	2	0
0	14	0	0	0	0	14	14	0	0	57	0	1	0	0
0	16	2	0	0	0	18	18	0	0	38	4	0	0	0
0	12	1	0	0	0	13	13	0	0	39	2	0	1	0
0	13	2	0	0	0	15	15	0	0	40	4	2	0	0
0	55	5	0	0	0	60	60	0	0	174	10	3	1	0
0	15	0	0	0	0	15	15	0	0	33	1	0	0	0
0	5	1	0	0	0	6	6	0	0	27	2	1	0	0
0	12	0	0	0	0	12	12	0	0	34	4	0	0	0
0	10	2	0	0	0	12	12	0	0	38	2	1	0	0
0	42	3	0	0	0	45	45	0	0	132	9	2	0	0
0	11	3	0	0	0	14	14	0	0	27	3	0	0	0
0	6	0	0	0	0	6	6	0	0	29	3	0	0	0
0	9	2	0	0	0	11	11	0	0	29	4	0	0	0
0	11	1	0	0	0	12	12	0	0	17	0	0	0	0
0	37	6	0	0	0	43	43	0	0	102	10	0	0	0
0	3	1	0	0	0	4	4	1	0	28	1	0	0	0
0	10	0	0	0	0	10	10	0	0	17	3	0	0	0
0	7	0	0	0	0	7	7	0	0	14	0	0	0	0
0	2	0	0	0	0	2	2	0	0	19	3	0	0	0
0	22	1	0	0	0	23	23	1	0	78	7	0	0	0
0	4	0	0	0	0	4	4	0	0	17	0	0	0	0
0	3	0	0	0	0	3	3	0	0	23	2	1	0	0
0	3	0	0	0	0	3	3	1	0	22	3	0	0	0
0	2	0	0	0	0	2	2	0	0	10	1	0	0	0
0	12	0	0	0	0	12	12	1	0	72	6	1	0	0
0	1	0	0	0	0	1	1	0	0	16	2	0	0	0
0	0	0	0	0	0	0	0	0	0	17	0	0	0	0
0	0	0	0	0	0	0	0	0	0	10	0	0	0	0
0	0	0	0	0	0	0	0	0	0	13	2	0	0	0
0	1	0	0	0	0	1	1	0	0	56	4	0	0	0
0	2	0	0	0	0	2	2	0	0	10	1	0	0	0
0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
0	1	0	0	0	0	1	1	0	0	7	1	0	0	0
0	3	0	0	0	0	3	3	0	0	31	2	0	0	0
0	1	0	0	0	0	1	1	0	0	11	1	0	0	0
0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
0	1	0	0	0	0	1	1	0	0	37	1	0	0	0

70	71.8	0	0	0	0	0	0	0	0	0
271	274.3	0	0	0	0	0	0	0	0	0
83	84.3	0	0	0	0	0	0	0	0	0
52	52.5	0	0	0	0	0	0	0	0	0
56	57.3	0	0	0	0	0	0	0	0	0
37	36.2	0	0	0	0	0	0	0	0	0
228	230.3	0	0	0	0	0	0	0	0	0
58	58.5	0	0	0	0	0	0	0	0	0
42	42	0	0	0	0	0	0	0	0	0
42	43.3	0	0	0	0	0	0	0	0	0
46	47	0	0	0	0	0	0	0	0	0
188	190.8	0	0	0	0	0	0	0	0	0
34	34	0	0	0	0	0	0	0	0	0
30	30.5	0	0	0	0	0	0	0	0	0
38	38	0	0	0	0	0	0	0	0	0
41	41.5	0	0	0	0	0	0	0	0	0
143	144	0	0	0	0	0	0	0	0	0
30	30	0	0	0	0	0	0	0	0	0
32	32	0	0	0	0	0	0	0	0	0
33	33	0	0	0	0	0	0	0	0	0
17	17	0	0	0	0	0	0	0	0	0
112	112	0	0	0	0	0	0	0	0	0
30	29.2	0	0	0	0	0	0	0	0	0
20	20	0	0	0	0	0	0	0	0	0
14	14	0	0	0	0	0	0	0	0	0
22	22	0	0	0	0	0	0	0	0	0
86	85.2	0	0	0	0	0	0	0	0	0
17	17	0	0	0	0	0	0	0	0	0
26	26.5	0	0	0	0	0	0	0	0	0
26	25.2	0	0	0	0	0	0	0	0	0
11	11	0	0	0	0	0	0	0	0	0
80	79.7	0	0	0	0	0	0	0	0	0
18	18	0	0	0	0	0	0	0	0	0
17	17	0	0	0	0	0	0	0	0	0
10	10	0	0	0	0	0	0	0	0	0
15	15	0	0	0	0	0	0	0	0	0
60	60	0	0	0	0	0	0	0	0	0
11	11	0	0	0	0	0	0	0	0	0
9	9	0	0	0	0	0	0	0	0	0
5	5	0	0	0	0	0	0	0	0	0
8	8	0	0	0	0	0	0	0	0	0
33	33	0	0	0	0	0	0	0	0	0
12	12	0	0	0	0	0	0	0	0	0
9	9	0	0	0	0	0	0	0	0	0
9	9	0	0	0	0	0	0	0	0	0
8	8	0	0	0	0	0	0	0	0	0
38	38	0	0	0	0	0	0	0	0	0

16 TOT	0	0	0	0	0	0	0	0	0	2	0	610	32



IDASO

Survey Name: 24388 - Kinsale Rd(Old Vita Cortex Sit
Site: Site 2
Location: Kinsale Road/Tramore Road
Date: Tue 28-May-2024
AM Peak: 10:59 — 11:59 **Total:** 1496
PM Peak: 15:15 — 16:15 **Total:** 1701
15 Min Peak: 17:00 — 17:15 **Total:** 444

	A => A									A => B			
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	1	0
06:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0
08:30	0	0	0	0	0	0	0	0	0	0	0	2	0
08:45	0	0	0	0	0	0	0	0	0	0	0	7	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	0
09:00	0	0	0	0	0	0	0	0	0	0	0	8	0
09:15	0	0	0	0	0	0	0	0	0	0	0	12	1
09:30	0	0	0	0	0	0	0	0	0	0	0	11	1
09:45	0	0	0	0	0	0	0	0	0	0	1	10	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	41	2
10:00	0	0	0	0	0	0	0	0	0	0	0	14	2
10:15	0	0	0	0	0	0	0	0	0	0	0	9	1
10:30	0	0	0	0	0	0	0	0	0	0	0	19	0
10:45	0	0	0	0	0	0	0	0	0	0	0	12	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	54	5
11:00	0	0	0	0	0	0	0	0	0	1	0	17	0
11:15	0	0	0	0	0	0	0	0	0	0	0	22	0
11:30	0	0	0	0	0	0	0	0	0	0	1	15	1
11:45	0	0	0	0	0	0	0	0	0	0	0	14	0
H/TOT	0	0	0	0	0	0	0	0	0	1	1	68	1
12:00	0	0	0	0	0	0	0	0	0	0	0	12	0

0	0	0	644	642.4	25	19	2415	182	15	4	3	2663	2647.3	5

:e), Co. Cork

Arm A - Kinsale Road
Arm B - Access to Turners Cross Retail Park
Arm C - Kinsale Road
Arm D - Tramore Road

					A => C									
OGV1	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
0	0	0	0	0	1	0	9	2	0	0	0	12	11.2	0
0	0	0	0	0	0	0	17	2	1	0	0	20	20.5	0
0	0	0	1	1	1	0	15	5	0	0	0	21	20.2	0
0	0	0	1	1	1	1	16	4	0	0	1	23	22.6	0
0	0	0	2	2	3	1	57	13	1	0	1	76	74.5	0
0	0	0	0	0	1	0	25	4	1	0	0	31	30.7	2
0	0	0	0	0	3	1	27	3	1	0	0	35	32.5	0
0	0	0	2	2	1	1	29	6	0	1	0	38	37.9	0
0	0	0	1	1	2	0	35	8	0	0	0	45	43.4	0
0	0	0	3	3	7	2	116	21	2	1	0	149	144.5	2
0	0	0	0	0	4	0	32	5	1	0	0	42	39.3	0
0	0	0	2	2	3	1	31	5	0	0	1	41	39	0
0	0	0	2	2	2	0	62	9	3	0	0	76	75.9	2
1	0	0	8	8.5	1	0	62	9	1	0	0	73	72.7	1
1	0	0	12	12.5	10	1	187	28	5	0	1	232	226.9	3
0	0	0	8	8	3	0	54	6	1	0	0	64	62.1	0
0	0	0	13	13	1	0	29	7	1	0	1	39	39.7	0
0	0	0	12	12	2	0	28	2	2	0	0	34	33.4	0
0	0	0	11	10.4	0	0	45	7	0	0	0	52	52	1
0	0	0	44	43.4	6	0	156	22	4	0	1	189	187.2	1
0	0	0	16	16	1	0	39	5	3	1	0	49	51	0
0	0	0	10	10	0	0	37	2	2	0	0	41	42	0
1	0	0	20	20.5	2	0	46	4	1	1	0	54	54.2	0
0	0	0	14	14	0	1	47	7	0	0	0	55	54.4	0
1	0	0	60	60.5	3	1	169	18	6	2	0	199	201.6	0
0	0	0	18	17.2	0	0	30	5	1	0	0	36	36.5	0
0	0	0	22	22	0	0	41	4	0	0	0	45	45	0
0	0	0	17	16.4	1	0	57	4	4	0	0	66	67.2	0
0	0	0	14	14	0	1	47	7	2	0	0	57	57.4	0
0	0	0	71	69.6	1	1	175	20	7	0	0	204	206.1	0
0	0	0	12	12	0	0	45	11	1	0	0	57	57.5	1

5	446	36	6	1	2	501	500.3	1	0	492	25	1	0	0

A => D								B => A						
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
0	3	0	0	0	0	5	3.4	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	3	4	0	0	0	7	7	0	0	0	0	0	0	0
0	6	1	0	0	0	7	7	0	0	0	0	0	0	0
0	14	5	0	0	0	21	19.4	0	0	0	0	0	0	0
0	9	1	1	0	0	11	11.5	0	0	1	0	0	0	0
0	11	4	1	0	0	16	16.5	0	0	0	0	0	0	0
0	11	0	0	0	0	13	11.4	0	0	2	0	0	0	0
0	8	0	0	0	0	9	8.2	0	0	1	0	0	0	0
0	39	5	2	0	0	49	47.6	0	0	4	0	0	0	0
0	12	1	1	0	0	14	14.5	0	0	1	0	0	0	0
0	8	3	0	0	0	11	11	0	0	5	0	0	0	0
0	12	5	0	0	0	17	17	0	0	9	1	0	0	0
0	5	2	0	0	0	8	7.2	0	0	5	0	0	1	0
0	37	11	1	0	0	50	49.7	0	0	20	1	0	1	0
0	8	2	0	0	0	10	10	1	0	7	0	0	0	0
0	10	1	0	0	0	11	11	0	0	11	2	0	0	0
0	11	3	0	0	0	14	14	0	0	9	0	0	0	0
0	15	0	1	0	0	16	16.5	0	0	8	0	0	0	0
0	44	6	1	0	0	51	51.5	1	0	35	2	0	0	0
0	12	0	2	0	0	14	15	0	0	18	0	0	0	0
0	6	2	0	0	0	8	8	0	0	17	1	0	0	0
0	8	2	2	0	0	12	13	1	0	13	0	0	0	0
0	8	1	1	0	0	10	10.5	0	0	8	0	0	0	0
0	34	5	5	0	0	44	46.5	1	0	56	1	0	0	0
0	6	4	0	0	0	11	10.2	0	0	20	2	0	0	0

519	518.7	0	0	0	0	0	0	0	0	0	0	0	1186	79

		B => B									B => C			
TOT	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
1	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
2	2	0	0	0	0	0	0	0	0	0	0	0	2	0
1	1	0	0	0	0	0	0	0	0	0	0	0	3	0
4	4	0	0	0	0	0	0	0	0	0	0	0	8	0
1	1	0	0	0	0	0	0	0	0	0	0	0	2	1
5	5	0	0	0	0	0	0	0	0	0	0	0	8	0
10	10	0	0	0	0	0	0	0	0	0	0	0	17	0
6	7.3	0	0	0	0	0	0	0	0	0	0	0	14	5
22	23.3	0	0	0	0	0	0	0	0	0	0	0	41	6
8	7.2	0	0	0	0	0	0	0	0	0	0	0	18	2
13	13	0	0	0	0	0	0	0	0	0	0	0	23	1
9	9	0	0	0	0	0	0	0	0	0	0	0	21	1
8	8	0	0	0	0	0	0	0	0	0	0	0	21	5
38	37.2	0	0	0	0	0	0	0	0	0	0	0	83	9
18	18	0	0	0	0	0	0	0	0	0	0	0	33	3
18	18	0	0	0	0	0	0	0	0	0	0	0	25	2
14	13.2	0	0	0	0	0	0	0	0	0	0	1	24	4
8	8	0	0	0	0	0	0	0	0	0	0	0	31	2
58	57.2	0	0	0	0	0	0	0	0	0	0	1	113	11
22	22	0	0	0	0	0	0	0	0	0	0	0	32	1

3	0	0	1268	1269.5	1	0	614	32	3	0	0	650	650.7	27

					B => D									
OGV1	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0
0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1	0	0	0	1	1	2
1	2	0	6	9.1	0	0	1	0	0	0	0	1	1	0
1	2	0	6	9.1	0	0	1	1	0	0	0	2	2	3
0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	2	2	0	0	3	1	0	0	0	4	4	2
0	0	0	2	2	0	0	0	0	0	0	0	0	0	1
0	1	0	4	5.3	0	0	4	0	0	0	0	4	4	3
0	1	0	9	10.3	0	0	7	1	0	0	0	8	8	6
0	0	0	3	3	0	0	4	0	0	0	0	4	4	0
0	1	0	9	10.3	0	0	6	1	0	0	0	7	7	0
0	0	0	17	17	0	0	7	0	1	0	0	8	8.5	1
0	0	0	19	19	0	0	8	1	0	0	0	9	9	0
0	1	0	48	49.3	0	0	25	2	1	0	0	28	28.5	1
0	0	0	20	20	1	1	6	2	0	0	0	10	8.6	0
1	0	0	25	25.5	0	0	11	3	0	0	0	14	14	1
2	1	0	25	27.3	0	0	12	1	0	0	0	13	13	3
0	0	0	26	26	0	0	17	3	0	0	0	20	20	2
3	1	0	96	98.8	1	1	46	9	0	0	0	57	55.6	6
0	0	0	36	36	0	0	12	1	0	1	0	14	15.3	1
0	0	0	27	27	0	0	24	3	1	0	0	28	28.5	1
0	0	0	29	28.4	0	0	18	1	0	0	0	19	19	1
0	0	0	33	33	0	0	13	1	0	0	0	14	14	0
0	0	0	125	124.4	0	0	67	6	1	1	0	75	76.8	3
0	0	0	33	33	0	0	18	1	0	0	0	19	19	1

14	2387	171	10	1	4	2614	2594.3	2	0	1179	77	4	0	0

C => A								C => B						
M/C	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**
0	8	0	1	0	0	10	9.7	0	0	0	0	0	1	0
0	8	1	0	0	0	9	9	0	0	0	0	0	0	0
0	3	2	1	0	0	6	6.5	0	0	3	0	0	1	0
0	15	3	0	1	0	19	20.3	0	0	2	0	0	0	0
0	34	6	2	1	0	44	45.5	0	0	5	0	0	2	0
0	21	2	1	1	0	25	26.8	0	0	0	0	0	0	0
0	26	5	0	0	0	32	31.2	0	0	1	0	0	0	0
0	38	6	2	0	0	48	47.4	0	0	0	0	1	0	0
0	50	9	0	0	0	59	59	0	0	3	0	0	0	0
0	135	22	3	1	0	164	164.4	0	0	4	0	1	0	0
0	69	7	1	0	0	77	77.5	0	0	4	1	0	0	0
0	78	4	2	0	0	86	85.4	0	0	3	0	0	0	0
1	76	5	0	0	1	84	83.6	0	0	0	1	0	1	0
0	44	5	2	0	1	55	54.6	0	0	6	1	0	1	0
1	267	21	5	0	2	302	301.1	0	0	13	3	0	2	0
0	40	2	0	0	1	43	44	0	0	13	0	0	0	0
0	39	7	2	0	0	48	49	0	0	15	2	0	0	0
1	39	6	1	0	0	48	47.1	0	0	20	1	1	0	0
0	41	4	0	0	0	45	45	0	0	17	4	0	0	0
1	159	19	3	0	1	184	185.1	0	0	65	7	1	0	0
0	34	4	1	0	0	39	39.5	0	0	30	1	0	1	0
0	40	2	2	0	0	45	45.2	0	0	26	4	0	0	0
0	39	5	1	0	0	48	46.1	0	0	23	3	0	0	0
0	35	6	0	0	0	43	41.4	0	0	32	2	0	0	0
0	148	17	4	0	0	175	172.2	0	0	111	10	0	1	0
0	32	4	1	0	0	38	37.7	0	0	34	3	0	1	0
0	43	6	3	0	0	53	53.7	0	0	31	3	0	0	0
0	32	2	0	0	0	35	34.2	0	0	27	2	0	0	0
3	37	4	2	0	0	46	45.2	0	0	35	3	0	1	0
3	144	16	6	0	0	172	170.8	0	0	127	11	0	2	0
1	40	10	0	0	0	52	50.6	0	0	33	4	0	0	0

1262	1262.4	0	0	0	0	0	0	0	0	0	4	3	1818	156

		C => C									C => D			
TOT	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**
1	2.3	0	0	0	0	0	0	0	0	0	0	0	3	1
0	0	0	0	0	0	0	0	0	0	0	0	0	6	1
4	5.3	0	0	0	0	0	0	0	0	0	0	0	9	1
2	2	0	0	0	0	0	0	0	0	0	0	0	20	3
7	9.6	0	0	0	0	0	0	0	0	0	0	0	38	6
0	0	0	0	0	0	0	0	0	0	0	0	0	14	3
1	1	0	0	0	0	0	0	0	0	0	0	1	25	6
1	1.5	0	0	0	0	0	0	0	0	0	0	0	36	11
3	3	0	0	0	0	0	0	0	0	0	0	0	50	13
5	5.5	0	0	0	0	0	0	0	0	0	0	1	125	33
5	5	0	0	0	0	0	0	0	0	0	0	0	58	7
3	3	0	0	0	0	0	0	0	0	0	1	0	74	3
2	3.3	0	0	0	0	0	0	0	0	0	1	0	61	7
8	9.3	0	0	0	0	0	0	0	0	0	0	1	48	6
18	20.6	0	0	0	0	0	0	0	0	0	2	1	241	23
13	13	0	0	0	0	0	0	0	0	0	0	0	57	10
17	17	0	0	0	0	0	0	0	0	0	1	0	49	5
22	22.5	0	0	0	0	0	0	0	0	0	0	0	41	12
21	21	0	0	0	0	0	0	0	0	0	0	0	58	12
73	73.5	0	0	0	0	0	0	0	0	0	1	0	205	39
32	33.3	0	0	0	0	0	0	0	0	0	0	0	36	7
30	30	0	0	0	0	0	0	0	0	0	1	0	34	6
26	26	0	0	0	0	0	0	0	0	0	2	0	23	11
34	34	0	0	0	0	0	0	0	0	0	0	0	40	8
122	123.3	0	0	0	0	0	0	0	0	0	3	0	133	32
38	39.3	0	0	0	0	0	0	0	0	0	0	0	34	10
34	34	0	0	0	0	0	0	0	0	0	0	0	32	10
29	29	0	0	0	0	0	0	0	0	0	1	0	37	9
39	40.3	0	0	0	0	0	0	0	0	0	0	0	43	13
140	142.6	0	0	0	0	0	0	0	0	0	1	0	146	42
37	37	0	0	0	0	0	0	0	0	0	0	0	43	8

30	7	0	2018	2037.1	8	13	808	58	5	1	0	893	882.6	0

					D => A									
OGV1	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
0	1	0	5	6.3	0	0	1	0	0	0	0	1	1	0
1	0	0	8	8.5	0	0	3	0	0	0	0	3	3	0
2	1	0	13	15.3	0	0	5	0	0	0	0	5	5	0
2	1	0	26	28.3	1	0	3	1	0	0	0	5	4.2	0
5	3	0	52	58.4	1	0	12	1	0	0	0	14	13.2	0
0	2	0	19	21.6	0	0	4	2	0	0	0	6	6	0
1	0	0	33	32.9	0	0	13	0	1	0	0	14	14.5	0
0	2	0	49	51.6	0	0	13	2	0	0	0	15	15	0
1	1	0	65	66.8	1	1	16	3	0	0	0	21	19.6	0
2	5	0	166	172.9	1	1	46	7	1	0	0	56	55.1	0
2	0	0	67	68	0	0	18	1	0	0	0	19	19	0
1	3	0	82	85.6	0	0	17	2	0	0	0	19	19	0
4	1	0	74	76.5	1	0	13	4	1	0	0	19	18.7	0
2	0	1	58	59.4	0	0	16	3	0	0	0	19	19	0
9	4	1	281	289.5	1	0	64	10	1	0	0	76	75.7	0
5	0	0	72	74.5	0	0	12	1	0	0	0	13	13	0
3	2	0	60	63.3	1	0	14	4	1	0	0	20	19.7	0
3	1	0	57	59.8	1	0	11	2	2	0	0	16	16.2	0
4	1	1	76	80.3	0	0	15	5	1	0	0	21	21.5	0
15	4	1	265	277.9	2	0	52	12	4	0	0	70	70.4	0
4	1	0	48	51.3	0	1	14	4	1	0	0	20	19.9	0
3	3	0	47	51.6	0	0	15	5	0	1	0	21	22.3	0
2	4	0	42	46.6	0	0	18	3	0	0	0	21	21	0
1	1	0	50	51.8	0	0	8	5	0	0	0	13	13	0
10	9	0	187	201.3	0	1	55	17	1	1	0	75	76.2	0
1	0	0	45	45.5	0	0	18	5	1	0	0	24	24.5	0
3	1	0	46	48.8	0	0	17	2	2	0	0	21	22	0
6	1	0	54	57.5	0	0	20	7	0	0	0	27	27	0
3	2	0	61	65.1	0	0	7	2	0	0	0	9	9	0
13	4	0	206	216.9	0	0	62	16	3	0	0	81	82.5	0
1	1	0	53	54.8	0	1	18	3	0	0	0	22	21.4	0

0	498	33	3	0	0	534	535.5	5	1	1712	186	31	12	0

D => B								D => C						
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV
0	0	0	0	0	0	0	0	0	0	9	3	0	0	0
0	0	0	0	0	0	0	0	0	0	10	1	1	1	0
0	0	0	0	0	0	0	0	0	0	13	2	1	0	0
0	0	0	0	0	0	0	0	0	0	9	4	0	0	0
0	0	0	0	0	0	0	0	0	0	41	10	2	1	0
0	1	0	0	0	0	1	1	1	0	20	6	2	2	0
0	0	0	0	0	0	0	0	0	0	14	5	6	0	0
0	0	0	0	0	0	0	0	0	0	32	7	4	0	0
0	2	0	0	0	0	2	2	1	0	28	4	3	4	0
0	3	0	0	0	0	3	3	2	0	94	22	15	6	0
0	1	0	0	0	0	1	1	1	0	40	9	4	1	0
0	1	0	0	0	0	1	1	4	0	26	12	2	3	0
0	2	1	1	0	0	4	4.5	1	0	35	14	4	1	0
0	2	0	0	0	0	2	2	1	0	67	15	6	2	0
0	6	1	1	0	0	8	8.5	7	0	168	50	16	7	0
0	7	0	0	0	0	7	7	2	0	44	15	6	1	0
0	9	0	0	0	0	9	9	0	0	35	11	6	0	0
0	10	2	0	1	0	13	14.3	0	0	26	9	2	3	0
0	15	3	0	0	0	18	18	1	0	29	9	3	1	0
0	41	5	0	1	0	47	48.3	3	0	134	44	17	5	0
0	11	2	0	0	0	13	13	0	0	31	9	3	1	0
0	20	1	1	0	0	22	22.5	0	0	31	10	3	3	0
0	14	2	0	0	0	16	16	1	0	34	8	4	0	0
0	11	1	0	0	0	12	12	0	0	23	10	3	1	0
0	56	6	1	0	0	63	63.5	1	0	119	37	13	5	0
0	25	2	0	0	0	27	27	0	0	43	4	2	2	0
0	17	1	0	0	0	18	18	1	0	47	8	3	1	0
0	15	2	0	0	0	17	17	1	0	45	12	4	4	0
0	22	1	0	0	0	23	23	0	0	41	13	3	1	0
0	79	6	0	0	0	85	85	2	0	176	37	12	8	0
0	17	1	0	0	0	18	18	0	0	46	13	3	2	0

1947	1973.5	0	0	0	0	0	0	0	0	0

		D => D								
TOT	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
12	12	0	0	0	0	0	0	0	0	0
13	14.8	0	0	0	0	0	0	0	0	0
16	16.5	0	0	0	0	0	0	0	0	0
13	13	0	0	0	0	0	0	0	0	0
54	56.3	0	0	0	0	0	0	0	0	0
31	33.8	0	0	0	0	0	0	0	0	0
25	28	0	0	0	0	0	0	0	0	0
43	45	0	0	0	0	0	0	0	0	0
40	45.9	0	0	0	0	0	0	0	0	0
139	152.7	0	0	0	0	0	0	0	0	0
55	57.5	0	0	0	0	0	0	0	0	0
47	48.7	0	0	0	0	0	0	0	0	0
55	57.5	0	0	0	0	0	0	0	0	0
91	95.8	0	0	0	0	0	0	0	0	0
248	259.5	0	0	0	0	0	0	0	0	0
68	70.7	0	0	0	0	0	0	0	0	0
52	55	0	0	0	0	0	0	0	0	0
40	44.9	0	0	0	0	0	0	0	0	0
43	45	0	0	0	0	0	0	0	0	0
203	215.6	0	0	0	0	0	0	0	0	0
44	46.8	0	0	0	0	0	0	0	0	0
47	52.4	0	0	0	0	0	0	0	0	0
47	48.2	0	0	0	0	0	0	0	0	0
37	39.8	0	0	0	0	0	0	0	0	0
175	187.2	0	0	0	0	0	0	0	0	0
51	54.6	0	0	0	0	0	0	0	0	0
60	62	0	0	0	0	0	0	0	0	0
66	72.4	0	0	0	0	0	0	0	0	0
58	60.8	0	0	0	0	0	0	0	0	0
235	249.8	0	0	0	0	0	0	0	0	0
64	68.1	0	0	0	0	0	0	0	0	0

12:15	0	0	0	0	0	0	0	0	0	0	0	8	0
12:30	0	0	0	0	0	0	0	0	0	0	0	16	0
12:45	0	0	0	0	0	0	0	0	0	0	1	14	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	50	0
13:00	0	0	0	0	0	0	0	0	0	0	0	18	0
13:15	0	0	0	0	0	0	0	0	0	0	0	15	1
13:30	0	0	0	0	0	0	0	0	0	0	1	8	0
13:45	0	0	0	0	0	0	0	0	0	0	0	12	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	53	2
14:00	0	0	0	0	0	0	0	0	0	0	0	14	1
14:15	0	0	0	0	0	0	0	0	0	0	0	16	2
14:30	0	0	0	0	0	0	0	0	0	0	0	18	2
14:45	0	0	0	0	0	0	0	0	0	0	0	17	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	65	5
15:00	0	0	0	0	0	0	0	0	0	0	0	18	1
15:15	0	0	0	0	0	0	0	0	0	1	0	15	3
15:30	0	0	0	0	0	0	0	0	0	1	0	19	1
15:45	0	0	0	0	0	0	0	0	0	1	0	13	1
H/TOT	0	0	0	0	0	0	0	0	0	3	0	65	6
16:00	0	0	0	0	0	0	0	0	0	1	0	12	4
16:15	0	0	0	0	0	0	0	0	0	0	0	10	1
16:30	0	0	0	0	0	0	0	0	0	0	0	12	1
16:45	0	0	0	0	0	0	0	0	0	0	0	10	2
H/TOT	0	0	0	0	0	0	0	0	0	1	0	44	8
17:00	0	0	0	0	0	0	0	0	0	0	0	15	0
17:15	0	0	0	0	0	0	0	0	0	0	0	10	0
17:30	0	0	0	0	0	0	0	0	0	0	0	11	0
17:45	0	0	0	0	0	0	0	0	0	0	0	10	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	46	6
18:00	0	0	0	0	0	0	0	0	0	1	0	8	0
18:15	0	0	0	0	0	0	0	0	0	0	0	8	2
18:30	0	0	0	0	0	0	0	0	0	0	0	5	0
18:45	0	0	0	0	0	0	0	0	0	0	0	7	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	28	2
19:00	0	0	0	0	0	0	0	0	0	0	0	8	0
19:15	0	0	0	0	0	0	0	0	0	0	0	6	0
19:30	0	0	0	0	0	0	0	0	0	0	0	7	1
19:45	0	0	0	0	0	0	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	23	1
20:00	0	0	0	0	0	0	0	0	0	0	0	3	0
20:15	0	0	0	0	0	0	0	0	0	0	0	5	1
20:30	0	0	0	0	0	0	0	0	0	0	0	2	0
20:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	1
21:00	0	0	0	0	0	0	0	0	0	0	0	1	0
21:15	0	0	0	0	0	0	0	0	0	0	0	2	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	8	8	0	0	39	2	0	0	0	41	41	1
0	0	0	16	16	1	0	62	8	1	0	0	72	71.7	0
0	0	0	15	14.4	1	0	75	10	0	0	0	86	85.2	0
0	0	0	51	50.4	2	0	221	31	2	0	0	256	255.4	2
0	0	0	18	18	2	0	49	8	3	0	0	62	61.9	0
0	0	0	16	16	1	0	40	5	0	0	0	46	45.2	0
0	0	0	9	8.4	0	0	60	3	0	0	0	63	63	0
0	0	0	13	13	0	0	37	8	0	0	0	45	45	0
0	0	0	56	55.4	3	0	186	24	3	0	0	216	215.1	0
0	0	0	15	15	2	0	49	5	1	0	1	58	57.9	0
0	0	0	18	18	0	0	50	6	0	0	0	56	56	0
0	0	0	20	20	2	0	59	5	1	0	0	67	65.9	0
0	0	0	17	17	1	0	54	3	2	0	0	60	60.2	0
0	0	0	70	70	5	0	212	19	4	0	1	241	240	0
0	0	0	19	19	1	0	53	8	0	0	0	62	61.2	0
0	0	0	19	18.2	1	0	57	6	2	0	0	66	66.2	1
0	0	0	21	20.2	2	0	47	3	4	0	0	56	56.4	1
1	0	0	16	15.7	2	1	62	8	1	0	0	74	72.3	0
1	0	0	75	73.1	6	1	219	25	7	0	0	258	256.1	2
0	0	0	17	16.2	1	0	54	8	0	0	1	64	64.2	0
0	0	0	11	11	0	0	60	7	0	0	0	67	67	2
0	0	0	13	13	2	0	51	8	0	0	0	61	59.4	0
0	0	0	12	12	1	1	55	5	1	0	0	63	62.1	1
0	0	0	53	52.2	4	1	220	28	1	0	1	255	252.7	3
0	0	0	15	15	3	0	50	9	0	0	0	62	59.6	0
0	0	0	10	10	1	0	60	6	0	1	0	68	68.5	0
0	0	0	11	11	1	1	62	4	0	1	0	69	68.9	0
0	0	0	16	16	2	0	65	6	0	0	0	73	71.4	2
0	0	0	52	52	7	1	237	25	0	2	0	272	268.4	2
0	0	0	9	8.2	1	0	62	5	0	0	0	68	67.2	1
0	0	0	10	10	0	1	46	1	0	0	0	48	47.4	1
0	0	0	5	5	0	0	43	2	3	0	0	48	49.5	0
0	0	0	7	7	0	0	47	2	1	0	0	50	50.5	1
0	0	0	31	30.2	1	1	198	10	4	0	0	214	214.6	3
0	0	0	8	8	1	0	40	2	1	0	0	44	43.7	0
0	0	0	6	6	0	0	44	2	1	0	0	47	47.5	0
0	0	0	8	8	2	0	50	0	0	0	0	52	50.4	0
0	0	0	2	2	1	1	29	1	0	0	0	32	30.6	0
0	0	0	24	24	4	1	163	5	2	0	0	175	172.2	0
0	0	0	3	3	1	0	35	1	0	0	0	37	36.2	0
0	0	0	6	6	0	0	38	1	0	0	0	39	39	0
0	0	0	2	2	0	0	25	3	0	0	0	28	28	0
0	0	0	1	1	0	1	37	4	0	0	0	42	41.4	0
0	0	0	12	12	1	1	135	9	0	0	0	146	144.6	0
0	0	0	1	1	1	0	39	1	0	0	0	41	40.2	0
0	0	0	2	2	2	0	34	1	0	0	0	37	35.4	1
0	0	0	0	0	1	0	32	1	0	0	0	34	33.2	0

0	4	2	1	0	0	8	7.7	0	0	13	1	0	0	0
0	11	1	0	0	0	12	12	0	0	16	2	0	0	0
0	8	2	0	0	0	10	10	0	0	14	0	0	0	0
0	29	9	1	0	0	41	39.9	0	0	63	5	0	0	0
1	11	3	0	0	0	15	14.4	0	0	4	0	0	0	0
0	3	3	0	0	0	6	6	0	0	18	0	0	0	0
0	8	4	0	0	0	12	12	0	0	20	0	0	0	0
0	13	3	0	0	0	16	16	0	0	12	2	0	0	0
1	35	13	0	0	0	49	48.4	0	0	54	2	0	0	0
0	12	2	0	0	0	14	14	0	0	14	1	0	0	0
0	7	2	0	0	0	9	9	0	0	14	0	0	0	0
0	5	1	1	0	1	8	9.5	0	0	6	1	0	0	0
0	9	2	0	0	0	11	11	0	1	13	2	0	0	0
0	33	7	1	0	1	42	43.5	0	1	47	4	0	0	0
0	16	0	1	0	0	17	17.5	0	0	16	2	0	0	0
0	7	2	0	0	0	10	9.2	0	0	14	2	0	0	0
1	10	1	0	0	0	13	11.6	0	0	13	2	0	0	0
0	6	2	0	0	0	8	8	0	0	15	1	0	0	0
1	39	5	1	0	0	48	46.3	0	0	58	7	0	0	0
0	9	2	1	0	0	12	12.5	1	0	18	0	0	0	0
0	11	1	0	0	0	14	12.4	0	1	7	2	0	0	0
0	10	1	1	0	0	12	12.5	0	0	9	0	0	0	0
0	9	0	0	0	0	10	9.2	0	0	10	1	0	0	0
0	39	4	2	0	0	48	46.6	1	1	44	3	0	0	0
0	15	1	0	0	0	16	16	0	0	5	1	0	0	0
1	16	0	1	0	0	18	17.9	0	0	7	2	0	0	0
0	15	1	0	0	0	16	16	0	0	12	0	0	0	0
0	17	1	0	0	0	20	18.4	0	0	8	1	0	0	0
1	63	3	1	0	0	70	68.3	0	0	32	4	0	0	0
0	22	0	0	0	0	23	22.2	0	0	5	1	0	0	0
0	9	0	0	0	0	10	9.2	0	0	3	1	0	0	0
0	10	1	0	0	0	11	11	0	0	8	0	0	0	0
0	10	0	0	0	0	11	10.2	0	0	4	0	0	0	0
0	51	1	0	0	0	55	52.6	0	0	20	2	0	0	0
0	8	0	1	0	0	9	9.5	0	0	7	1	0	0	0
0	6	1	0	0	0	7	7	0	0	7	0	0	0	0
0	13	0	0	0	0	13	13	1	0	4	0	0	0	0
0	5	0	0	0	0	5	5	0	0	9	1	0	0	0
0	32	1	1	0	0	34	34.5	1	0	27	2	0	0	0
0	7	1	0	0	0	8	8	0	0	8	1	0	0	0
0	3	1	0	0	0	4	4	0	0	5	2	0	0	0
0	6	0	0	0	0	6	6	0	0	4	1	0	0	0
0	4	0	0	0	0	4	4	0	0	5	0	0	0	0
0	20	2	0	0	0	22	22	0	0	22	4	0	0	0
0	6	0	0	0	0	6	6	0	0	4	0	0	0	0
0	5	0	0	0	0	6	5.2	0	0	3	0	0	0	0
0	8	0	0	0	0	8	8	0	0	0	0	0	0	0

14	14	0	0	0	0	0	0	0	0	0	0	0	44	3
18	18	0	0	0	0	0	0	0	0	0	0	0	27	2
14	14	0	0	0	0	0	0	0	0	0	0	0	26	4
68	68	0	0	0	0	0	0	0	0	0	0	0	129	10
4	4	0	0	0	0	0	0	0	0	0	0	0	27	1
18	18	0	0	0	0	0	0	0	0	0	0	0	29	2
20	20	0	0	0	0	0	0	0	0	0	0	0	36	4
14	14	0	0	0	0	0	0	0	0	0	0	1	37	2
56	56	0	0	0	0	0	0	0	0	0	0	1	129	9
15	15	0	0	0	0	0	0	0	0	0	0	0	18	3
14	14	0	0	0	0	0	0	0	0	0	0	0	25	2
7	7	0	0	0	0	0	0	0	0	0	0	0	19	3
16	15.4	0	0	0	0	0	0	0	0	0	0	0	18	3
52	51.4	0	0	0	0	0	0	0	0	0	0	0	80	11
18	18	0	0	0	0	0	0	0	0	0	1	0	33	2
16	16	0	0	0	0	0	0	0	0	0	0	0	32	2
15	15	0	0	0	0	0	0	0	0	0	0	0	27	6
16	16	0	0	0	0	0	0	0	0	0	0	0	37	2
65	65	0	0	0	0	0	0	0	0	0	1	0	129	12
19	18.2	0	0	0	0	0	0	0	0	0	0	0	29	4
10	9.4	0	0	0	0	0	0	0	0	0	1	0	28	1
9	9	0	0	0	0	0	0	0	0	0	0	0	19	0
11	11	0	0	0	0	0	0	0	0	0	0	0	19	1
49	47.6	0	0	0	0	0	0	0	0	0	1	0	95	6
6	6	0	0	0	0	0	0	0	0	0	0	0	22	3
9	9	0	0	0	0	0	0	0	0	0	0	1	15	4
12	12	0	0	0	0	0	0	0	0	0	0	0	16	0
9	9	0	0	0	0	0	0	0	0	0	0	0	14	1
36	36	0	0	0	0	0	0	0	0	0	0	1	67	8
6	6	0	0	0	0	0	0	0	0	0	0	0	15	2
4	4	0	0	0	0	0	0	0	0	0	0	0	14	0
8	8	0	0	0	0	0	0	0	0	0	0	0	13	0
4	4	0	0	0	0	0	0	0	0	0	0	0	15	1
22	22	0	0	0	0	0	0	0	0	0	0	0	57	3
8	8	0	0	0	0	0	0	0	0	0	0	0	14	2
7	7	0	0	0	0	0	0	0	0	0	0	0	15	1
5	4.2	0	0	0	0	0	0	0	0	0	0	0	18	0
10	10	0	0	0	0	0	0	0	0	0	0	0	18	0
30	29.2	0	0	0	0	0	0	0	0	0	0	0	65	3
9	9	0	0	0	0	0	0	0	0	0	0	0	8	0
7	7	0	0	0	0	0	0	0	0	0	0	0	1	0
5	5	0	0	0	0	0	0	0	0	0	0	0	7	0
5	5	0	0	0	0	0	0	0	0	0	0	0	12	0
26	26	0	0	0	0	0	0	0	0	0	0	0	28	0
4	4	0	0	0	0	0	0	0	0	0	0	0	12	0
3	3	0	0	0	0	0	0	0	0	0	0	0	2	0
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

0	0	0	47	47	0	0	20	0	0	1	0	21	22.3	1
1	0	0	30	30.5	0	0	17	0	0	0	0	17	17	1
2	0	0	32	33	0	0	9	0	0	0	0	9	9	1
3	0	0	142	143.5	0	0	64	1	0	1	0	66	67.3	4
0	1	0	29	30.3	0	0	16	1	0	0	0	17	17	0
0	0	0	31	31	0	0	10	0	0	0	0	10	10	1
0	0	0	40	40	0	0	14	0	0	0	0	14	14	1
1	0	0	41	40.9	0	0	20	1	0	0	0	21	21	0
1	1	0	141	142.2	0	0	60	2	0	0	0	62	62	2
1	1	0	23	24.8	0	0	18	1	0	0	0	19	19	2
0	0	0	27	27	0	0	9	0	0	0	0	9	9	1
0	0	0	22	22	0	0	10	0	0	0	0	10	10	0
0	0	0	21	21	0	0	14	1	1	0	0	16	16.5	0
1	1	0	93	94.8	0	0	51	2	1	0	0	54	54.5	3
0	0	0	36	35.2	0	0	21	0	0	0	0	21	21	2
0	0	0	34	34	0	0	13	0	0	0	0	13	13	0
0	0	0	33	33	0	0	26	0	0	0	0	26	26	0
0	0	0	39	39	0	0	22	0	0	0	0	22	22	0
0	0	0	142	141.2	0	0	82	0	0	0	0	82	82	2
0	0	0	33	33	0	0	16	2	0	0	0	18	18	2
0	0	0	30	29.2	0	0	22	0	0	0	0	22	22	0
0	0	0	19	19	0	0	11	0	0	0	0	11	11	1
0	0	0	20	20	0	0	13	0	0	0	0	13	13	3
0	0	0	102	101.2	0	0	62	2	0	0	0	64	64	6
0	0	0	25	25	0	0	12	2	0	0	0	14	14	2
0	0	0	20	19.4	0	0	11	0	0	0	0	11	11	5
0	0	0	16	16	0	0	15	1	0	0	0	16	16	4
0	0	0	15	15	0	2	10	1	0	0	0	13	11.8	5
0	0	0	76	75.4	0	2	48	4	0	0	0	54	52.8	16
0	0	0	17	17	0	0	14	1	0	0	0	15	15	5
0	0	0	14	14	0	0	10	0	0	0	0	10	10	1
0	0	0	13	13	0	0	7	1	0	0	0	8	8	1
0	0	0	16	16	0	0	6	2	0	0	0	8	8	2
0	0	0	60	60	0	0	37	4	0	0	0	41	41	9
0	0	0	16	16	0	0	4	0	0	0	0	4	4	0
0	0	0	16	16	0	0	11	0	0	0	0	11	11	0
0	0	0	18	18	0	0	6	0	0	0	0	6	6	2
0	0	0	18	18	0	0	11	0	0	0	0	11	11	0
0	0	0	68	68	0	0	32	0	0	0	0	32	32	2
0	0	0	8	8	0	0	6	0	0	0	0	6	6	1
0	0	0	1	1	0	0	4	0	0	0	0	4	4	2
0	0	0	7	7	0	0	2	0	0	0	0	2	2	0
0	0	0	12	12	0	0	1	0	0	0	0	1	1	0
0	0	0	28	28	0	0	13	0	0	0	0	13	13	3
0	0	0	12	12	0	0	3	0	0	0	0	3	3	0
0	0	0	2	2	0	0	2	0	0	0	0	2	2	0
0	0	0	1	1	0	0	0	0	0	0	0	0	0	0

0	42	6	0	0	0	49	48.2	0	0	22	4	1	0	0
0	45	5	1	0	0	52	51.7	0	0	32	2	1	0	0
0	35	8	0	0	0	44	43.2	0	0	24	0	2	0	0
1	162	29	1	0	0	197	193.7	0	0	111	10	4	0	0
0	51	7	1	0	0	59	59.5	0	0	31	4	0	0	0
0	54	6	2	0	0	63	63.2	0	0	37	2	1	0	0
0	38	8	0	1	0	48	48.5	0	0	30	5	0	1	0
0	51	0	0	0	1	52	53	0	0	20	3	0	0	0
0	194	21	3	1	1	222	224.2	0	0	118	14	1	1	0
1	48	3	0	0	0	54	51.8	0	0	23	1	0	0	0
0	42	8	2	0	0	53	53.2	0	0	30	2	1	0	0
0	46	11	1	0	0	58	58.5	0	0	31	3	0	0	0
0	41	1	1	0	2	45	47.5	1	0	23	1	0	0	0
1	177	23	4	0	2	210	211	1	0	107	7	1	0	0
0	62	6	2	0	0	72	71.4	0	0	32	2	0	0	0
1	47	6	0	0	0	54	53.4	0	0	37	5	0	0	0
1	55	3	1	0	0	60	59.9	0	0	23	4	0	0	0
1	49	7	1	0	0	58	57.9	0	0	25	0	0	0	0
3	213	22	4	0	0	244	242.6	0	0	117	11	0	0	0
0	61	5	0	0	0	68	66.4	0	0	17	0	0	0	0
1	55	4	1	0	0	61	60.9	0	0	21	0	0	0	0
1	60	4	1	0	0	67	66.1	0	1	15	0	0	0	0
0	70	9	1	0	0	83	81.1	0	0	15	2	0	0	0
2	246	22	3	0	0	279	274.5	0	1	68	2	0	0	0
2	62	7	0	1	0	74	72.5	0	0	9	2	0	0	0
0	65	8	0	0	0	78	74	0	0	18	0	0	0	0
0	64	4	0	0	0	72	68.8	0	1	14	2	0	0	0
0	66	2	0	0	0	73	69	0	0	11	2	0	0	0
2	257	21	0	1	0	297	284.3	0	1	52	6	0	0	0
1	63	5	0	0	0	74	69.4	0	0	7	0	0	0	0
0	58	4	0	0	0	63	62.2	0	0	10	0	0	0	0
0	50	3	0	0	0	54	53.2	0	0	9	4	0	0	0
0	54	2	1	0	2	61	61.9	0	0	7	1	1	0	0
1	225	14	1	0	2	252	246.7	0	0	33	5	1	0	0
0	46	2	0	0	0	48	48	0	0	12	1	0	0	0
1	43	4	0	0	0	48	47.4	0	0	17	0	0	0	0
1	37	3	0	0	0	43	40.8	0	0	17	0	0	0	0
0	51	1	0	0	0	52	52	0	0	11	1	0	0	0
2	177	10	0	0	0	191	188.2	0	0	57	2	0	0	0
0	31	2	0	0	0	34	33.2	0	0	5	1	0	0	0
0	46	0	0	0	1	49	48.4	0	0	13	0	0	0	0
0	32	1	0	0	0	33	33	0	0	7	0	0	0	0
0	29	1	3	0	0	33	34.5	0	0	3	0	0	0	0
0	138	4	3	0	1	149	149.1	0	0	28	1	0	0	0
1	31	1	0	0	0	33	32.4	0	0	2	0	0	0	0
0	13	0	0	0	0	13	13	0	0	2	0	0	0	0
0	19	0	0	0	0	19	19	0	0	0	0	0	0	0

27	27.5	0	0	0	0	0	0	0	0	0	0	0	46	4
35	35.5	0	0	0	0	0	0	0	0	0	0	0	40	8
26	27	0	0	0	0	0	0	0	0	0	1	0	44	7
125	127	0	0	0	0	0	0	0	0	0	1	0	173	27
35	35	0	0	0	0	0	0	0	0	0	0	0	38	9
40	40.5	0	0	0	0	0	0	0	0	0	1	0	32	6
36	37.3	0	0	0	0	0	0	0	0	0	0	0	36	7
23	23	0	0	0	0	0	0	0	0	0	0	0	45	5
134	135.8	0	0	0	0	0	0	0	0	0	1	0	151	27
24	24	0	0	0	0	0	0	0	0	0	0	0	62	11
33	33.5	0	0	0	0	0	0	0	0	0	0	0	30	9
34	34	0	0	0	0	0	0	0	0	0	1	0	39	12
25	24.2	0	0	0	0	0	0	0	0	0	0	0	42	10
116	115.7	0	0	0	0	0	0	0	0	0	1	0	173	42
34	34	0	0	0	0	0	0	0	0	0	1	0	33	12
42	42	0	0	0	0	0	0	0	0	0	0	0	53	15
27	27	0	0	0	0	0	0	0	0	0	0	0	37	9
25	25	0	0	0	0	0	0	0	0	0	1	0	51	5
128	128	0	0	0	0	0	0	0	0	0	2	0	174	41
17	17	0	0	0	0	0	0	0	0	0	1	0	55	10
21	21	0	0	0	0	0	0	0	0	0	0	0	51	19
16	15.4	0	0	0	0	0	0	0	0	0	0	0	56	7
17	17	0	0	0	0	0	0	0	0	0	1	1	61	5
71	70.4	0	0	0	0	0	0	0	0	0	2	1	223	41
11	11	0	0	0	0	0	0	0	0	0	0	0	52	9
18	18	0	0	0	0	0	0	0	0	0	1	1	56	7
17	16.4	0	0	0	0	0	0	0	0	0	1	0	49	5
13	13	0	0	0	0	0	0	0	0	0	1	0	57	5
59	58.4	0	0	0	0	0	0	0	0	0	3	1	214	26
7	7	0	0	0	0	0	0	0	0	0	0	0	42	0
10	10	0	0	0	0	0	0	0	0	0	1	0	36	2
13	13	0	0	0	0	0	0	0	0	0	0	0	28	2
9	9.5	0	0	0	0	0	0	0	0	0	0	0	35	0
39	39.5	0	0	0	0	0	0	0	0	0	1	0	141	4
13	13	0	0	0	0	0	0	0	0	0	0	1	22	0
17	17	0	0	0	0	0	0	0	0	0	2	0	23	3
17	17	0	0	0	0	0	0	0	0	0	1	0	18	5
12	12	0	0	0	0	0	0	0	0	0	1	0	32	1
59	59	0	0	0	0	0	0	0	0	0	4	1	95	9
6	6	0	0	0	0	0	0	0	0	0	0	0	14	2
13	13	0	0	0	0	0	0	0	0	0	0	0	14	0
7	7	0	0	0	0	0	0	0	0	0	0	0	13	1
3	3	0	0	0	0	0	0	0	0	0	1	0	13	0
29	29	0	0	0	0	0	0	0	0	0	1	0	54	3
2	2	0	0	0	0	0	0	0	0	0	0	0	14	0
2	2	0	0	0	0	0	0	0	0	0	0	0	7	0
0	0	0	0	0	0	0	0	0	0	0	0	0	12	0

4	3	0	57	62.9	0	1	21	4	1	0	0	27	26.9	0
4	3	0	55	60.9	0	0	11	7	0	0	0	18	18	0
5	2	0	59	63.3	0	0	22	3	0	0	0	25	25	0
14	9	0	224	241.9	0	2	72	17	1	0	0	92	91.3	0
2	0	0	49	50	1	0	20	3	0	0	0	24	23.2	0
3	1	0	43	45	0	0	21	3	0	0	0	24	24	0
0	1	0	44	45.3	0	0	15	1	0	0	0	16	16	0
1	0	0	51	51.5	0	0	10	3	0	0	0	13	13	0
6	2	0	187	191.8	1	0	66	10	0	0	0	77	76.2	0
2	0	0	75	76	0	0	16	2	0	0	0	18	18	0
7	2	0	48	54.1	0	0	12	1	1	0	0	14	14.5	0
1	0	0	53	52.7	1	0	14	2	0	0	0	17	16.2	0
1	0	0	53	53.5	0	0	8	3	0	0	0	11	11	0
11	2	0	229	236.3	1	0	50	8	1	0	0	60	59.7	0
0	0	0	46	45.2	1	0	12	3	2	1	0	19	20.5	0
1	2	0	71	74.1	1	0	16	2	1	0	0	20	19.7	0
7	1	0	54	58.8	0	1	11	4	0	0	0	16	15.4	1
4	0	0	61	62.2	1	0	17	5	0	0	0	23	22.2	0
12	3	0	232	240.3	3	1	56	14	3	1	0	78	77.8	1
2	1	0	69	70.5	0	0	19	6	0	0	0	25	25	0
1	0	0	71	71.5	0	0	18	2	0	0	0	20	20	0
1	0	0	64	64.5	1	0	22	1	0	0	0	24	23.2	0
0	1	0	69	68.9	0	0	33	1	0	0	0	34	34	0
4	2	0	273	275.4	1	0	92	10	0	0	0	103	102.2	0
2	2	0	65	68.6	4	0	34	2	0	0	0	40	36.8	0
2	1	0	68	68.9	0	0	15	4	0	0	0	19	19	0
1	0	0	56	55.7	0	0	22	0	0	0	0	22	22	0
0	2	0	65	66.8	0	0	24	1	0	0	0	25	25	0
5	5	0	254	260	4	0	95	7	0	0	0	106	102.8	0
0	0	0	42	42	1	0	20	1	1	0	0	23	22.7	0
0	2	0	41	42.8	0	0	18	1	0	0	1	20	21	0
1	0	0	31	31.5	1	0	26	1	0	0	0	28	27.2	0
1	0	0	36	36.5	0	0	22	1	0	0	0	23	23	0
2	2	0	150	152.8	2	0	86	4	1	0	1	94	93.9	0
0	0	0	23	22.4	1	0	12	0	0	0	0	13	12.2	0
0	0	0	28	26.4	0	0	15	1	1	0	0	17	17.5	0
0	0	0	24	23.2	0	0	15	1	0	0	0	16	16	0
0	0	0	34	33.2	1	0	13	1	0	0	0	15	14.2	0
0	0	0	109	105.2	2	0	55	3	1	0	0	61	59.9	0
0	0	0	16	16	1	0	27	2	0	0	0	30	29.2	0
0	0	0	14	14	0	0	13	0	0	0	0	13	13	0
0	0	0	14	14	0	0	9	2	0	0	0	11	11	0
0	0	0	14	13.2	0	0	7	0	0	0	0	7	7	0
0	0	0	58	57.2	1	0	56	4	0	0	0	61	60.2	0
0	0	0	14	14	0	0	8	0	0	0	0	8	8	0
0	0	0	7	7	1	0	13	1	0	0	0	15	14.2	0
0	0	0	12	12	0	0	12	0	0	0	0	12	12	0

0	15	0	0	0	0	15	15	1	0	41	9	2	2	0
0	7	0	0	1	0	8	9.3	0	0	41	11	5	1	0
0	20	1	0	0	0	21	21	0	0	51	9	1	0	0
0	59	2	0	1	0	62	63.3	1	0	179	42	11	5	0
0	18	0	0	0	0	18	18	0	0	49	7	2	4	0
0	11	2	0	0	0	13	13	0	0	48	6	4	0	0
0	14	1	0	0	0	15	15	0	2	37	15	3	2	0
0	9	1	0	0	0	10	10	0	0	41	10	2	4	0
0	52	4	0	0	0	56	56	0	2	175	38	11	10	0
0	5	0	0	0	0	5	5	0	0	33	12	3	0	0
0	10	2	0	0	0	12	12	0	1	47	16	2	1	0
0	8	2	0	0	0	10	10	0	0	51	12	3	0	0
0	15	1	0	0	0	16	16	3	0	38	4	3	0	0
0	38	5	0	0	0	43	43	3	1	169	44	11	1	0
0	20	0	0	0	0	20	20	0	0	39	6	2	2	0
0	14	3	0	0	0	17	17	0	0	50	13	1	1	0
0	22	1	0	0	0	24	23.2	1	1	56	12	2	0	0
0	13	1	0	0	0	14	14	2	0	58	6	4	1	0
0	69	5	0	0	0	75	74.2	3	1	203	37	9	4	0
0	10	1	0	0	0	11	11	1	1	58	14	2	1	0
0	15	0	0	0	0	15	15	0	0	62	7	1	0	0
0	5	1	0	0	0	6	6	1	0	53	12	1	0	0
0	7	1	0	0	0	8	8	0	0	64	7	1	0	0
0	37	3	0	0	0	40	40	2	1	237	40	5	1	0
0	7	2	0	0	0	9	9	0	0	102	5	0	0	0
0	10	0	0	0	0	10	10	2	1	67	3	0	0	0
0	8	1	0	0	0	9	9	0	1	61	6	0	2	0
1	2	1	0	0	0	4	3.4	0	1	64	3	0	0	0
1	27	4	0	0	0	32	31.4	2	3	294	17	0	2	0
0	5	0	0	0	0	5	5	2	0	46	3	2	1	0
0	8	1	0	0	0	9	9	2	1	46	2	0	3	0
0	8	1	0	0	0	9	9	0	0	40	1	0	1	0
0	9	0	0	0	0	9	9	0	2	46	2	0	1	0
0	30	2	0	0	0	32	32	4	3	178	8	2	6	0
0	6	0	0	0	0	6	6	0	0	27	3	1	0	0
0	12	0	0	0	0	12	12	1	0	27	0	0	0	0
0	6	0	0	0	0	6	6	0	0	22	2	0	0	0
0	4	0	0	0	0	4	4	0	0	37	1	0	0	0
0	28	0	0	0	0	28	28	1	0	113	6	1	0	0
0	2	0	0	0	0	2	2	0	0	29	1	0	0	0
0	0	0	0	0	0	0	0	0	0	23	0	0	0	0
0	1	0	0	0	0	1	1	0	0	9	1	0	0	0
0	3	0	0	0	0	3	3	0	0	10	1	0	0	0
0	6	0	0	0	0	6	6	0	0	71	3	0	0	0
0	1	0	0	0	0	1	1	0	0	10	1	2	0	0
0	1	0	0	0	0	1	1	1	0	5	1	0	1	0
0	0	0	0	0	0	0	0	1	0	11	0	0	1	0

55	57.8	0	0	0	0	0	0	0	0	0
58	61.8	0	0	0	0	0	0	0	0	0
61	61.5	0	0	0	0	0	0	0	0	0
238	249.2	0	0	0	0	0	0	0	0	0
62	68.2	0	0	0	0	0	0	0	0	0
58	60	0	0	0	0	0	0	0	0	0
59	61.9	0	0	0	0	0	0	0	0	0
57	63.2	0	0	0	0	0	0	0	0	0
236	253.3	0	0	0	0	0	0	0	0	0
48	49.5	0	0	0	0	0	0	0	0	0
67	68.7	0	0	0	0	0	0	0	0	0
66	67.5	0	0	0	0	0	0	0	0	0
48	47.1	0	0	0	0	0	0	0	0	0
229	232.8	0	0	0	0	0	0	0	0	0
49	52.6	0	0	0	0	0	0	0	0	0
65	66.8	0	0	0	0	0	0	0	0	0
72	71.6	0	0	0	0	0	0	0	0	0
71	72.7	0	0	0	0	0	0	0	0	0
257	263.7	0	0	0	0	0	0	0	0	0
77	77.9	0	0	0	0	0	0	0	0	0
70	70.5	0	0	0	0	0	0	0	0	0
67	66.7	0	0	0	0	0	0	0	0	0
72	72.5	0	0	0	0	0	0	0	0	0
286	287.6	0	0	0	0	0	0	0	0	0
107	107	0	0	0	0	0	0	0	0	0
73	70.8	0	0	0	0	0	0	0	0	0
70	72	0	0	0	0	0	0	0	0	0
68	67.4	0	0	0	0	0	0	0	0	0
318	317.2	0	0	0	0	0	0	0	0	0
54	54.7	0	0	0	0	0	0	0	0	0
54	55.7	0	0	0	0	0	0	0	0	0
42	43.3	0	0	0	0	0	0	0	0	0
51	51.1	0	0	0	0	0	0	0	0	0
201	204.8	0	0	0	0	0	0	0	0	0
31	31.5	0	0	0	0	0	0	0	0	0
28	27.2	0	0	0	0	0	0	0	0	0
24	24	0	0	0	0	0	0	0	0	0
38	38	0	0	0	0	0	0	0	0	0
121	120.7	0	0	0	0	0	0	0	0	0
30	30	0	0	0	0	0	0	0	0	0
23	23	0	0	0	0	0	0	0	0	0
10	10	0	0	0	0	0	0	0	0	0
11	11	0	0	0	0	0	0	0	0	0
74	74	0	0	0	0	0	0	0	0	0
13	14	0	0	0	0	0	0	0	0	0
8	8.5	0	0	0	0	0	0	0	0	0
13	13.5	0	0	0	0	0	0	0	0	0

21:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0
16 TOT	0	0	0	0	0	0	0	0	0	6	4	566	40

0	0	0	0	0	1	0	26	0	0	0	0	27	26.2	1
0	0	0	3	3	5	0	131	3	0	0	0	139	135	2
3	0	0	619	613.3	68	12	2782	301	48	5	5	3221	3194.9	20

0	7	0	0	0	0	8	7.2	0	0	0	0	0	0	0
0	26	0	0	0	0	28	26.4	0	0	7	0	0	0	0
3	539	77	16	0	1	656	647.2	4	2	489	37	0	1	0

0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	7	0	0	0	0	0	0	0	0	0	0	0	15	0
533	529.9	0	0	0	0	0	0	0	0	0	2	3	1042	88

0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	15	15	0	0	5	0	0	0	0	5	5	1
9	7	0	1151	1161.2	1	3	600	34	3	3	0	644	646.8	68

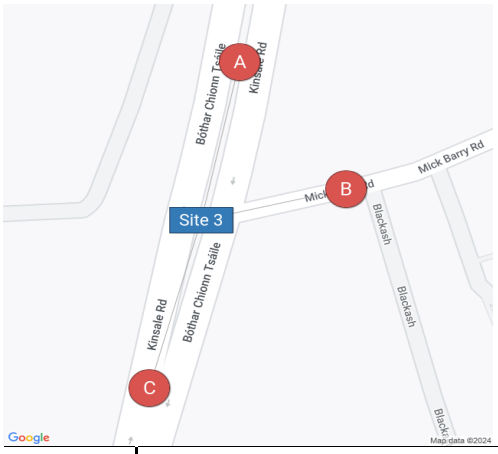
1	26	0	0	0	0	28	26.6	0	0	0	0	0	0	0
2	89	1	0	0	0	93	91	0	0	4	0	0	0	0
19	2765	268	42	4	9	3175	3144.4	1	2	1020	89	9	8	0

0	0	0	0	0	0	0	0	0	0	0	0	0	9	2
4	4	0	0	0	0	0	0	0	0	0	0	0	42	2
1129	1141.9	0	0	0	0	0	0	0	0	0	23	5	2328	397

0	0	0	11	11	0	0	4	0	0	0	0	4	4	0
0	0	0	44	44	1	0	37	1	0	0	0	39	38.2	0
108	54	2	2917	3021.8	21	5	956	141	17	2	1	1143	1135.3	1

0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
0	2	0	0	0	0	2	2	2	0	33	2	2	2	0
1	533	43	2	2	0	582	584.2	33	11	2384	437	127	63	0

7	7	0	0	0	0	0	0	0	0	0
41	43	0	0	0	0	0	0	0	0	0
3055	3167.4	0	0	0	0	0	0	0	0	0



IDASO

Survey Name:	24388 - Kinsale Rd(Old Vita Cortex Sit		
Site:	Site 3		
Location:	Kinsale Road/Mick Barry Road		
Date:	Sat 25-May-2024		
AM Peak:	10:59 — 11:59	**Total:**	1543
PM Peak:	12:45 — 13:45	**Total:**	1647
15 Min Peak:	13:00 — 13:15	**Total:**	429
Overall 15 Min Peak:	13:00 — 13:15	**Total:**	429

	A => A									A => B			
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**
06:00	0	0	0	0	0	0	0	0	0	0	0	1	0
06:15	0	0	0	0	0	0	0	0	0	0	0	3	0
06:30	0	0	0	0	0	0	0	0	0	0	0	1	1
06:45	0	0	0	0	0	0	0	0	0	0	0	3	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	1
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0
07:15	0	0	0	0	0	0	0	0	0	0	0	5	0
07:30	0	0	0	0	0	0	0	0	0	0	0	9	3
07:45	0	0	0	0	0	0	0	0	0	0	0	4	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	20	3
08:00	0	0	0	0	0	0	0	0	0	0	0	10	3
08:15	0	0	0	0	0	0	0	0	0	0	0	12	5
08:30	0	0	0	0	0	0	0	0	0	0	0	16	1
08:45	0	0	0	0	0	0	0	0	0	0	0	35	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	73	11
09:00	0	0	0	0	0	0	0	0	0	0	0	30	3
09:15	0	0	0	0	0	0	0	0	0	1	0	35	6
09:30	0	0	0	0	0	0	0	0	0	1	0	34	5
09:45	0	0	0	0	0	0	0	0	0	0	0	36	7
H/TOT	0	0	0	0	0	0	0	0	0	2	0	135	21
10:00	0	0	0	0	0	0	0	0	0	0	0	56	10
10:15	0	0	0	0	0	0	0	0	0	0	0	43	8
10:30	0	0	0	0	0	0	0	0	0	0	0	52	5
10:45	0	0	0	0	0	0	0	0	0	0	0	63	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	214	27
11:00	0	0	0	0	0	0	0	0	0	0	0	83	9
11:15	0	0	0	0	0	0	0	0	0	0	0	71	12
11:30	0	0	0	0	0	0	0	0	0	0	1	69	4
11:45	0	0	0	0	0	0	0	0	0	0	0	87	4
H/TOT	0	0	0	0	0	0	0	0	0	0	1	310	29
12:00	0	0	0	0	0	0	0	0	0	0	0	100	4
12:15	0	0	0	0	0	0	0	0	0	0	1	76	5
12:30	0	0	0	0	0	0	0	0	0	0	0	82	6

:e), Co. Cork

Arm A - Kinsale Road
Arm B - Mick Barry Road
Arm C - Kinsale Road

Date: 25/05/2024

					A => C									
OGV1	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
0	0	0	1	1	0	0	9	1	0	0	0	10	10	0
0	0	0	3	3	0	0	13	0	0	0	0	13	13	0
0	0	0	2	2	1	0	8	2	1	0	0	12	11.7	0
0	0	1	4	5	1	0	6	0	0	1	0	8	8.5	0
0	0	1	10	11	2	0	36	3	1	1	0	43	43.2	0
0	0	0	2	2	1	0	7	0	0	1	0	9	9.5	0
0	0	0	5	5	1	0	7	1	0	0	0	9	8.2	0
0	0	0	12	12	1	1	2	1	1	2	0	8	9.7	0
0	1	0	5	6.3	0	0	9	2	1	0	0	12	12.5	0
0	1	0	24	25.3	3	1	25	4	2	3	0	38	39.9	0
1	0	1	15	16.5	0	0	13	3	1	1	0	18	19.8	0
0	1	0	18	19.3	0	0	14	7	0	0	0	21	21	0
0	0	0	17	17	0	0	16	7	2	0	0	25	26	0
1	0	0	38	38.5	4	0	34	8	0	0	1	47	44.8	0
2	1	1	88	91.3	4	0	77	25	3	1	1	111	111.6	0
1	0	0	34	34.5	2	0	30	7	3	0	0	42	41.9	0
1	0	0	43	42.7	0	0	35	5	2	0	0	42	43	0
1	0	0	41	40.7	0	0	53	6	2	0	0	61	62	0
2	0	0	45	46	0	1	46	8	1	0	0	56	55.9	0
5	0	0	163	163.9	2	1	164	26	8	0	0	201	202.8	0
0	0	0	66	66	0	0	63	9	1	1	0	74	75.8	0
1	0	0	52	52.5	0	0	56	5	1	0	0	62	62.5	0
0	0	0	57	57	0	1	70	5	1	0	0	77	76.9	0
0	0	0	67	67	1	0	60	6	0	0	0	67	66.2	0
1	0	0	242	242.5	1	1	249	25	3	1	0	280	281.4	0
1	0	0	93	93.5	0	0	71	7	1	1	0	80	81.8	0
1	1	0	85	86.8	0	1	62	5	0	0	0	68	67.4	0
1	0	0	75	74.9	0	0	68	3	2	0	0	73	74	0
0	0	0	91	91	1	0	65	10	1	1	0	78	79	0
3	1	0	344	346.2	1	1	266	25	4	2	0	299	302.2	0
2	0	0	106	107	1	0	56	6	0	0	0	63	62.2	0
1	0	0	83	82.9	1	0	58	5	0	0	0	64	63.2	0
0	0	0	88	88	0	0	53	5	1	0	0	59	59.5	0

B => A								B => B						
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	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	0	0
0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	2	1	0	0	0	3	3	0	0	0	0	0	0	0
0	0	1	0	0	0	1	1	0	0	0	0	0	0	0
0	6	2	0	0	0	8	8	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	8	1	0	0	0	9	9	0	0	0	0	0	0	0
0	16	1	0	0	0	17	17	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
0	12	1	0	0	0	13	13	0	0	0	0	0	0	0
0	10	0	0	0	0	10	10	0	0	0	0	0	0	0
0	30	1	0	0	0	31	31	0	0	0	0	0	0	0
0	13	1	0	0	0	14	14	0	0	0	0	0	0	0
0	8	0	0	0	1	9	10	0	0	0	0	0	0	0
0	6	0	0	0	0	6	6	0	0	0	0	0	0	0

		B => C									C => A			
TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV
0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
0	0	0	0	0	0	0	0	0	0	0	1	0	3	1
0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
0	0	0	0	0	0	0	0	0	0	0	1	0	18	4
0	0	0	0	0	0	0	0	0	0	0	1	0	9	0
0	0	0	0	0	0	0	0	0	0	0	0	0	11	1
0	0	0	0	0	0	0	0	0	0	0	0	1	12	1
0	0	0	0	0	0	0	0	0	0	0	1	0	17	5
0	0	0	0	0	0	0	0	0	0	0	2	1	49	7
0	0	0	0	2	0	0	0	0	2	2	0	0	21	7
0	0	0	0	0	0	0	0	0	0	0	0	0	31	6
0	0	0	0	1	0	0	0	0	1	1	1	0	31	9
0	0	1	0	0	0	0	0	0	1	0.2	0	0	48	8
0	0	1	0	3	0	0	0	0	4	3.2	1	0	131	30
0	0	0	0	1	0	0	0	0	1	1	0	0	65	8
0	0	0	0	2	0	0	0	0	2	2	0	0	74	16
0	0	0	0	2	0	1	0	0	3	3.5	1	0	80	13
0	0	0	0	0	0	0	0	0	0	0	0	0	113	10
0	0	0	0	5	0	1	0	0	6	6.5	1	0	332	47
0	0	0	0	2	0	0	0	0	2	2	0	0	112	9
0	0	0	0	2	0	0	0	0	2	2	1	0	104	7
0	0	0	0	3	2	0	0	0	5	5	1	2	117	10
0	0	0	0	3	1	0	0	0	4	4	1	1	123	9
0	0	0	0	10	3	0	0	0	13	13	3	3	456	35
0	0	0	0	2	0	0	0	0	2	2	0	0	135	11
0	0	0	0	3	0	0	0	0	3	3	0	0	147	17
0	0	0	0	5	0	0	0	0	5	5	2	0	157	10
0	0	0	0	1	0	0	0	0	1	1	2	0	132	13
0	0	0	0	11	0	0	0	0	11	11	4	0	571	51
0	0	0	0	8	0	0	0	0	8	8	0	0	136	15
0	0	0	0	3	0	0	0	0	3	3	0	1	144	13
0	0	0	0	2	0	0	0	0	2	2	1	1	129	18

					C => B									
OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C
0	0	0	2	2	0	0	0	0	0	1	0	1	2.3	0
1	0	0	6	5.7	0	0	2	0	0	1	0	3	4.3	0
0	0	0	6	6	0	0	1	0	0	0	0	1	1	0
0	2	0	12	14.6	0	0	0	0	0	0	0	0	0	0
1	2	0	26	28.3	0	0	3	0	0	2	0	5	7.6	0
1	0	0	11	10.7	0	0	2	1	0	1	0	4	5.3	0
0	0	0	12	12	0	0	0	0	1	0	0	1	1.5	0
0	0	0	14	13.4	0	0	0	1	1	1	0	3	4.8	0
2	1	0	26	27.5	0	0	6	0	0	0	0	6	6	0
3	1	0	63	63.6	0	0	8	2	2	2	0	14	17.6	0
2	0	0	30	31	0	0	8	1	0	0	0	9	9	0
3	1	0	41	43.8	0	0	9	2	1	1	0	13	14.8	0
0	0	0	41	40.2	0	0	17	1	0	0	0	18	18	0
2	1	0	59	61.3	0	0	20	4	1	0	0	25	25.5	0
7	2	0	171	176.3	0	0	54	8	2	1	0	65	67.3	0
3	0	0	76	77.5	0	0	45	1	0	0	0	46	46	0
1	0	2	93	95.5	0	0	68	2	0	0	0	70	70	0
1	0	0	95	94.7	0	0	80	5	0	0	0	85	85	0
1	0	0	124	124.5	0	0	32	2	1	0	0	35	35.5	0
6	0	2	388	392.2	0	0	225	10	1	0	0	236	236.5	0
2	0	0	123	124	0	0	38	3	1	0	0	42	42.5	0
1	0	0	113	112.7	0	0	34	0	1	0	0	35	35.5	0
0	0	0	130	128	0	0	55	1	1	0	0	57	57.5	0
1	0	0	135	134.1	0	1	54	2	0	0	0	57	56.4	0
4	0	0	501	498.8	0	1	181	6	3	0	0	191	191.9	0
2	0	0	148	149	0	0	54	1	0	0	0	55	55	0
1	0	0	165	165.5	0	0	66	4	1	0	0	71	71.5	0
1	0	0	170	168.9	0	0	54	2	0	0	0	56	56	0
3	1	0	151	152.2	0	0	41	1	0	0	0	42	42	0
7	1	0	634	635.6	0	0	215	8	1	0	0	224	224.5	0
1	0	0	152	152.5	0	0	54	5	2	1	0	62	64.3	0
0	0	0	158	157.4	0	0	54	6	1	2	0	63	66.1	0
0	0	0	149	147.6	0	0	60	6	1	0	0	67	67.5	0

C => 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	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

12:45	0	0	0	0	0	0	0	0	0	0	0	90	6
H/TOT	0	0	0	0	0	0	0	0	0	0	1	348	21
13:00	0	0	0	0	0	0	0	0	0	0	0	103	12
13:15	0	0	0	0	0	0	0	0	0	0	0	102	8
13:30	0	0	0	0	0	0	0	0	0	0	0	89	13
13:45	0	0	0	0	0	0	0	0	0	0	0	82	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	376	38
14:00	0	0	0	0	0	0	0	0	0	0	0	79	3
14:15	0	0	0	0	0	0	0	0	0	0	0	79	6
14:30	0	0	0	0	0	0	0	0	0	0	0	59	4
14:45	0	0	0	0	0	0	0	0	0	0	0	65	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	282	21
15:00	0	0	0	0	0	0	0	0	0	0	0	60	1
15:15	0	0	0	0	0	0	0	0	0	0	0	66	2
15:30	0	0	0	0	0	0	0	0	0	0	0	54	6
15:45	0	0	0	0	0	0	0	0	0	0	0	45	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	225	14
16:00	0	0	0	0	0	0	0	0	0	0	0	44	3
16:15	0	0	0	0	0	0	0	0	0	0	0	49	5
16:30	0	0	0	0	0	0	0	0	0	0	0	35	4
16:45	0	0	0	0	0	0	0	0	0	0	0	48	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	176	13
17:00	0	0	0	0	0	0	0	0	0	0	0	42	2
17:15	0	0	0	0	0	0	0	0	0	0	0	39	4
17:30	0	0	0	0	0	0	0	0	0	0	0	37	1
17:45	0	0	0	0	0	0	0	0	0	0	0	48	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	166	11
18:00	0	0	0	0	0	0	0	0	0	0	0	31	1
18:15	0	0	0	0	0	0	0	0	0	0	0	30	2
18:30	0	0	0	0	0	0	0	0	0	0	0	28	3
18:45	0	0	0	0	0	0	0	0	0	0	0	22	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	111	8
19:00	0	0	0	0	0	0	0	0	0	0	0	28	3
19:15	0	0	0	0	0	0	0	0	0	0	0	23	1
19:30	0	0	0	0	0	0	0	0	0	0	0	16	0
19:45	0	0	0	0	0	0	0	0	0	0	0	14	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	81	4
20:00	0	0	0	0	0	0	0	0	0	0	0	14	1
20:15	0	0	0	0	0	0	0	0	0	0	0	12	0
20:30	0	0	0	0	0	0	0	0	0	0	0	7	0
20:45	0	0	0	0	0	0	0	0	0	0	0	14	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	47	2
21:00	0	0	0	0	0	0	0	0	0	0	0	14	1
21:15	0	0	0	0	0	0	0	0	0	0	0	13	1
21:30	0	0	0	0	0	0	0	0	0	0	0	8	0
21:45	0	0	0	0	0	0	0	0	0	0	0	11	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	46	2

2	1	0	99	101.3	0	0	74	6	0	0	0	80	80	0
5	1	0	376	379.2	2	0	241	22	1	0	0	266	264.9	0
0	0	0	115	115	0	0	81	4	0	0	0	85	85	0
1	1	0	112	113.8	0	1	73	2	1	0	0	77	76.9	0
0	1	0	103	104.3	1	1	75	6	0	0	0	83	81.6	0
0	0	0	87	87	1	0	69	7	0	0	0	77	76.2	0
1	2	0	417	420.1	2	2	298	19	1	0	0	322	319.7	0
1	0	0	83	83.5	0	0	64	0	0	0	0	64	64	0
0	0	0	85	85	1	0	66	6	0	0	0	73	72.2	0
0	1	0	64	65.3	0	2	67	4	0	0	0	73	71.8	0
2	0	0	75	76	1	0	61	3	0	0	0	65	64.2	0
3	1	0	307	309.8	2	2	258	13	0	0	0	275	272.2	0
0	0	0	61	61	0	0	77	5	0	0	0	82	82	0
1	0	0	69	69.5	1	0	60	3	0	0	0	64	63.2	0
0	0	0	60	60	1	0	68	1	0	0	0	70	69.2	0
1	0	0	51	51.5	0	0	51	3	0	0	0	54	54	0
2	0	0	241	242	2	0	256	12	0	0	0	270	268.4	0
0	0	0	47	47	0	0	59	3	0	0	0	62	62	0
0	0	0	54	54	0	0	57	3	0	0	0	60	60	0
0	0	0	39	39	0	1	60	3	0	0	0	64	63.4	0
0	0	0	49	49	0	1	50	4	0	0	0	55	54.4	0
0	0	0	189	189	0	2	226	13	0	0	0	241	239.8	0
0	0	0	44	44	1	0	48	4	1	0	0	54	53.7	0
0	0	0	43	43	0	0	48	4	0	0	0	52	52	0
0	0	0	38	38	0	0	41	1	0	0	0	42	42	0
0	0	0	52	52	0	0	45	3	1	0	0	49	49.5	0
0	0	0	177	177	1	0	182	12	2	0	0	197	197.2	0
0	0	0	32	32	1	1	44	2	0	0	0	48	46.6	0
0	0	0	32	32	0	1	47	2	1	0	0	51	50.9	0
0	0	0	31	31	1	0	37	1	1	1	0	41	42	0
0	0	0	24	24	0	0	29	3	0	0	0	32	32	0
0	0	0	119	119	2	2	157	8	2	1	0	172	171.5	0
0	0	0	31	31	0	1	23	2	0	0	0	26	25.4	0
0	0	0	24	24	0	0	29	0	0	0	0	29	29	0
0	0	0	16	16	0	0	19	2	0	0	0	21	21	0
0	0	0	14	14	0	0	28	2	0	0	0	30	30	0
0	0	0	85	85	0	1	99	6	0	0	0	106	105.4	0
0	0	0	15	15	1	0	24	1	0	0	0	26	25.2	0
0	0	0	12	12	0	0	27	0	0	0	0	27	27	0
0	0	0	7	7	1	0	23	2	0	0	0	26	25.2	0
0	0	0	15	15	0	0	16	2	0	0	0	18	18	0
0	0	0	49	49	2	0	90	5	0	0	0	97	95.4	0
0	0	0	15	15	1	2	16	2	0	0	0	21	19	0
0	0	0	14	14	0	2	18	0	0	0	0	20	18.8	0
0	0	0	8	8	1	0	24	0	0	0	0	25	24.2	0
0	0	0	11	11	0	1	11	1	0	0	0	13	12.4	0
0	0	0	48	48	2	5	69	3	0	0	0	79	74.4	0

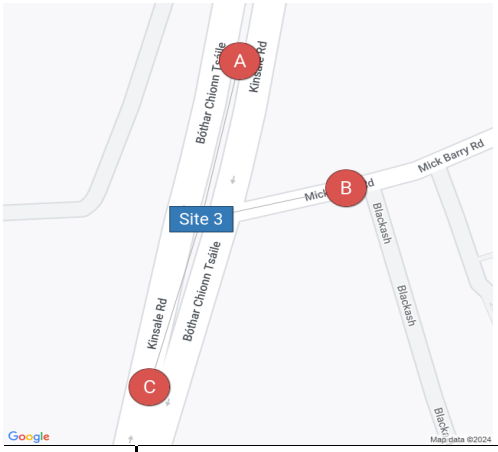
0	5	0	0	0	0	5	5	0	0	0	0	0	0	0
0	32	1	0	0	1	34	35	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
0	7	0	0	0	0	7	7	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
0	18	0	0	0	0	18	18	0	0	0	0	0	0	0
0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0
0	6	0	0	0	0	6	6	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
0	5	0	0	0	0	5	5	0	0	0	0	0	0	0
0	19	0	1	0	0	20	20.5	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	3	1	0	0	0	4	4	0	0	0	0	0	0	0
0	6	0	0	0	0	6	6	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	14	1	0	0	0	15	15	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	5	0	0	0	0	5	5	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	10	0	0	0	0	10	10	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	13	0	0	0	0	13	13	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	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	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	1	3	4	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	4	0	0	0	1	5	6	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0

0	0	0	0	2	0	0	0	0	2	2	0	0	152	11
0	0	0	0	15	0	0	0	0	15	15	1	2	561	57
0	0	0	0	0	0	0	0	0	0	0	2	1	160	6
0	0	0	0	5	0	0	0	0	5	5	2	1	127	10
0	0	0	0	3	0	0	0	0	3	3	0	0	155	9
0	0	0	0	3	0	0	0	0	3	3	0	0	152	8
0	0	0	0	11	0	0	0	0	11	11	4	2	594	33
0	0	0	0	0	0	0	0	0	0	0	1	2	169	7
0	0	0	0	2	1	0	0	0	3	3	0	0	133	7
0	0	0	0	3	0	0	0	0	3	3	0	0	146	4
0	0	0	0	1	0	0	0	0	1	1	1	0	145	9
0	0	0	0	6	1	0	0	0	7	7	2	2	593	27
0	0	0	0	3	0	0	0	0	3	3	0	0	120	9
0	0	0	0	6	0	0	0	0	6	6	0	0	118	5
0	0	0	0	3	1	0	0	0	4	4	0	0	129	6
0	0	0	0	0	0	0	0	0	0	0	1	0	104	5
0	0	0	0	12	1	0	0	0	13	13	1	0	471	25
0	0	0	0	1	0	0	0	0	1	1	2	0	98	10
0	0	0	0	3	0	0	0	0	3	3	0	0	102	4
0	0	0	0	3	0	1	0	0	4	4.5	0	0	88	8
0	0	0	0	2	0	0	0	0	2	2	0	0	100	6
0	0	0	0	9	0	1	0	0	10	10.5	2	0	388	28
0	0	0	0	2	0	0	0	0	2	2	1	0	97	5
0	0	0	0	1	0	0	0	0	1	1	1	1	101	7
0	0	0	0	0	0	0	0	0	0	0	0	0	87	8
0	0	0	0	2	0	0	0	0	2	2	0	0	84	2
0	0	0	0	5	0	0	0	0	5	5	2	1	369	22
0	0	0	0	4	0	0	0	0	4	4	2	0	80	4
0	0	0	0	2	0	0	0	0	2	2	0	0	77	1
0	0	0	0	1	0	0	0	0	1	1	2	1	55	1
0	0	0	0	0	0	0	0	0	0	0	3	0	48	3
0	0	0	0	7	0	0	0	0	7	7	7	1	260	9
0	0	0	0	1	0	0	0	0	1	1	0	1	36	3
0	0	0	0	1	0	0	0	0	1	1	0	0	51	3
0	0	0	0	0	0	0	0	0	0	0	1	0	60	2
0	0	0	0	1	0	0	0	0	1	1	1	0	35	3
0	0	0	0	3	0	0	0	0	3	3	2	1	182	11
0	0	0	0	0	0	0	0	0	0	0	0	0	42	0
0	0	0	0	1	0	0	0	0	1	1	0	0	37	0
0	0	0	0	0	0	0	0	0	0	0	0	0	22	5
0	0	0	0	0	0	0	0	0	0	0	0	1	29	2
0	0	0	0	1	0	0	0	0	1	1	0	1	130	7
0	0	0	0	0	0	0	0	0	0	0	0	1	27	1
0	0	0	0	3	0	0	0	0	3	3	0	2	29	2
0	0	0	0	0	0	0	0	0	0	0	0	0	20	1
0	0	0	0	0	0	0	0	0	0	0	0	0	22	1
0	0	0	0	3	0	0	0	0	3	3	0	3	98	5

2	0	0	165	166	0	0	49	3	1	2	0	55	58.1	0
3	0	0	624	623.5	0	0	217	20	5	5	0	247	256	0
1	0	0	170	168.3	0	3	51	2	0	0	0	56	54.2	0
0	0	0	140	137.8	0	1	47	2	1	0	0	51	50.9	0
1	0	0	165	165.5	0	0	57	3	1	1	0	62	63.8	0
0	0	0	160	160	0	0	51	3	2	0	0	56	57	0
2	0	0	635	631.6	0	4	206	10	4	1	0	225	225.9	0
0	0	0	179	177	0	0	38	1	3	0	0	42	43.5	0
0	0	0	140	140	0	0	36	1	0	0	0	37	37	0
0	0	0	150	150	0	0	36	2	2	0	0	40	41	0
0	0	0	155	154.2	0	0	36	2	0	1	0	39	40.3	0
0	0	0	624	621.2	0	0	146	6	5	1	0	158	161.8	0
2	0	0	131	132	1	0	32	2	0	0	0	35	34.2	0
1	0	0	124	124.5	0	0	20	0	1	1	0	22	23.8	0
1	0	0	136	136.5	0	0	27	0	0	1	0	28	29.3	0
0	1	0	111	111.5	1	0	26	2	0	1	0	30	30.5	0
4	1	0	502	504.5	2	0	105	4	1	3	0	115	117.8	0
0	0	0	110	108.4	0	0	16	3	0	0	0	19	19	0
0	0	0	106	106	0	1	11	2	0	0	0	14	13.4	0
0	0	0	96	96	0	0	14	1	0	0	0	15	15	0
0	0	0	106	106	0	0	18	3	0	0	0	21	21	0
0	0	0	418	416.4	0	1	59	9	0	0	0	69	68.4	0
0	0	0	103	102.2	0	0	10	2	1	0	0	13	13.5	0
0	0	0	110	108.6	0	0	10	0	0	0	0	10	10	0
0	1	0	96	97.3	0	0	7	2	0	0	0	9	9	0
0	0	0	86	86	1	0	10	0	0	0	0	11	10.2	0
0	1	0	395	394.1	1	0	37	4	1	0	0	43	42.7	0
1	0	0	87	85.9	0	0	10	1	0	0	0	11	11	0
1	0	0	79	79.5	0	1	9	1	1	0	0	12	11.9	0
1	0	0	60	58.3	0	0	1	1	0	0	0	2	2	0
0	0	0	54	51.6	0	0	3	1	0	0	0	4	4	0
3	0	0	280	275.3	0	1	23	4	1	0	0	29	28.9	0
1	0	0	41	40.9	0	0	4	0	1	0	0	5	5.5	0
1	0	0	55	55.5	0	0	2	0	0	0	0	2	2	0
0	0	0	63	62.2	0	0	0	0	0	1	0	1	2.3	0
0	0	0	39	38.2	0	0	0	0	0	0	0	0	0	0
2	0	0	198	196.8	0	0	6	0	1	1	0	8	9.8	0
0	0	0	42	42	0	0	1	0	0	0	0	1	1	0
0	0	0	37	37	0	0	5	0	1	0	0	6	6.5	0
0	0	0	27	27	0	0	0	0	0	0	0	0	0	0
0	0	0	32	31.4	0	0	0	0	0	0	0	0	0	0
0	0	0	138	137.4	0	0	6	0	1	0	0	7	7.5	0
0	0	0	29	28.4	0	0	2	0	0	0	0	2	2	0
0	0	0	33	31.8	0	0	0	0	1	0	0	1	1.5	0
0	0	0	21	21	0	0	1	0	0	0	0	1	1	0
0	0	0	23	23	0	0	0	0	0	0	0	0	0	0
0	0	0	106	104.2	0	0	3	0	1	0	0	4	4.5	0

0	0	0	0	0	0	0	0

16 TOT	0	0	0	0	0	0	0	0	0	2	2	2618	226



IDASO

Survey Name: 24388 - Kinsale Rd(Old Vita Cortex Sit
Site: Site 3
Location: Kinsale Road/Mick Barry Road
Date: Tue 28-May-2024
AM Peak: 10:59 — 11:59 **Total:** 1217
PM Peak: 17:00 — 18:00 **Total:** 1485
15 Min Peak: 17:00 — 17:15 **Total:** 419

	A => A									A => B			
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**
06:00	0	0	0	0	0	0	0	0	0	0	0	7	2
06:15	0	0	0	0	0	0	0	0	0	0	0	5	1
06:30	0	0	0	0	0	0	0	0	0	0	0	9	2
06:45	0	0	0	0	0	0	0	0	0	0	0	9	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	30	6
07:00	0	0	0	0	0	0	0	0	0	0	0	20	2
07:15	0	0	0	0	0	0	0	0	0	0	1	16	3
07:30	0	0	0	0	0	0	0	0	0	0	0	32	6
07:45	0	0	0	0	0	0	0	0	0	0	0	26	6
H/TOT	0	0	0	0	0	0	0	0	0	0	1	94	17
08:00	0	0	0	0	0	0	0	0	0	1	0	47	10
08:15	0	0	0	0	0	0	0	0	0	3	0	38	8
08:30	0	0	0	0	0	0	0	0	0	0	0	56	12
08:45	0	0	0	0	0	0	0	0	0	0	0	73	10
H/TOT	0	0	0	0	0	0	0	0	0	4	0	214	40
09:00	0	0	0	0	0	0	0	0	0	0	0	47	11
09:15	0	0	0	0	0	0	0	0	0	0	0	36	9
09:30	0	0	0	0	0	0	0	0	0	0	0	24	2
09:45	0	0	0	0	0	0	0	0	0	0	0	42	11
H/TOT	0	0	0	0	0	0	0	0	0	0	0	149	33
10:00	0	0	0	0	0	0	0	0	0	0	0	39	12
10:15	0	0	0	0	0	0	0	0	0	0	0	48	9
10:30	0	0	0	0	0	0	0	0	0	1	0	50	4
10:45	0	0	0	0	0	0	0	0	0	0	1	51	18
H/TOT	0	0	0	0	0	0	0	0	0	1	1	188	43
11:00	0	0	0	0	0	0	0	0	0	0	0	51	6
11:15	0	0	0	0	0	0	0	0	0	0	0	58	9
11:30	0	0	0	0	0	0	0	0	0	0	0	65	13
11:45	0	0	0	0	0	0	0	0	0	0	0	56	14
H/TOT	0	0	0	0	0	0	0	0	0	0	0	230	42
12:00	0	0	0	0	0	0	0	0	0	0	0	66	15

22	7	2	2879	2898.3	28	18	2693	221	27	9	1	2997	2990	0

e), Co. Cork

Arm A - Kinsale Road
Arm B - Mick Barry Road
Arm C - Kinsale Road

					A => C									
OGV1	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
0	0	0	9	9	1	0	13	3	0	0	0	17	16.2	0
1	0	0	7	7.5	0	0	21	2	1	1	0	25	26.8	0
1	0	0	12	12.5	1	0	19	5	0	0	0	25	24.2	0
0	0	1	11	12	1	1	17	7	0	0	0	26	24.6	0
2	0	1	39	41	3	1	70	17	1	1	0	93	91.8	0
1	2	0	25	28.1	2	0	24	6	2	0	0	34	33.4	0
3	0	0	23	23.9	3	0	27	6	4	0	0	40	39.6	0
1	0	0	39	39.5	1	1	27	7	3	1	0	40	41.4	0
2	0	0	34	35	3	0	41	7	2	6	0	59	65.4	0
7	2	0	121	126.5	9	1	119	26	11	7	0	173	179.8	0
4	1	0	63	65.5	4	0	24	4	1	0	0	33	30.3	0
2	1	0	52	51.9	4	1	24	9	0	2	1	41	40.8	0
4	1	0	73	76.3	2	0	35	11	3	0	0	51	50.9	0
2	1	0	86	88.3	3	0	68	13	5	2	0	91	93.7	1
12	4	0	274	282	13	1	151	37	9	4	1	216	215.7	1
4	1	0	63	66.3	5	0	51	12	3	0	0	71	68.5	0
7	0	1	53	57.5	1	0	37	8	0	1	0	47	47.5	0
1	2	0	29	32.1	2	0	45	8	3	1	0	59	60.2	0
3	1	0	57	59.8	1	0	48	11	0	0	0	60	59.2	0
15	4	1	202	215.7	9	0	181	39	6	2	0	237	235.4	0
5	0	0	56	58.5	1	0	51	4	1	2	0	59	61.3	0
3	3	0	63	68.4	0	0	42	5	3	0	0	50	51.5	1
4	0	0	59	60.2	2	0	49	8	3	2	0	64	66.5	0
2	1	0	73	74.7	0	0	43	5	1	0	0	49	49.5	0
14	4	0	251	261.8	3	0	185	22	8	4	0	222	228.8	1
0	0	0	57	57	0	0	51	6	3	2	0	62	66.1	0
2	1	0	70	72.3	1	0	56	5	1	0	0	63	62.7	0
7	2	0	87	93.1	2	1	63	7	1	2	0	76	76.9	0
2	1	0	73	75.3	0	1	62	8	3	0	0	74	74.9	0
11	4	0	287	297.7	3	2	232	26	8	4	0	275	280.6	0
4	2	0	87	91.6	0	0	60	10	0	0	0	70	70	0

0	177	6	2	0	2	187	190	0	0	0	0	0	0	0

B => A								B => B						
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0
0	8	0	0	0	0	8	8	0	0	0	0	0	0	0
0	10	1	0	0	0	11	11	0	0	0	0	0	0	0
0	2	1	0	0	0	4	3.2	0	0	0	0	0	0	0
0	24	2	1	0	0	28	27.7	0	0	0	0	0	0	0
0	5	0	0	0	0	5	5	0	0	0	0	0	0	0
0	3	1	1	1	0	6	7.8	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
0	3	1	0	0	1	5	6	0	0	0	0	0	0	0
0	15	2	1	1	1	20	22.8	0	0	0	0	0	0	0
0	0	0	2	0	0	2	3	0	0	0	0	0	0	0
0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0
0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	5	0	3	0	0	9	9.7	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	9	0	1	0	0	10	10.5	0	0	0	0	0	0	0
0	0	1	0	0	0	1	1	0	0	0	0	1	0	0

0	0	1	0	101	5	2	0	0	109	109.2	33	17	5203	398

		B => C									C => A			
TOT	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**
0	0	0	0	0	0	0	0	0	0	0	1	0	11	1
0	0	0	0	0	0	1	0	0	1	1.5	0	0	14	2
0	0	0	0	0	0	0	0	0	0	0	0	0	15	3
0	0	0	0	0	0	0	0	0	0	0	0	0	38	6
0	0	0	0	0	0	1	0	0	1	1.5	1	0	78	12
0	0	0	0	0	0	0	0	0	0	0	0	0	35	5
0	0	0	0	2	0	0	0	0	2	2	1	1	52	12
0	0	0	0	0	0	0	0	0	0	0	2	0	78	17
0	0	0	0	0	0	0	0	0	0	0	0	0	105	21
0	0	0	0	2	0	0	0	0	2	2	3	1	270	55
0	0	0	0	0	0	0	0	0	0	0	0	0	125	16
0	0	0	0	1	0	0	0	0	1	1	4	0	144	9
0	0	0	0	2	0	0	0	0	2	2	2	1	130	10
0	0	0	0	2	0	0	0	0	2	2	1	1	104	10
0	0	0	0	5	0	0	0	0	5	5	7	2	503	45
0	0	1	0	1	0	0	0	0	2	1.2	1	0	98	12
0	0	0	0	3	0	0	0	0	3	3	0	0	101	13
0	0	0	0	3	0	0	0	0	3	3	1	1	103	21
0	0	1	0	0	0	0	0	0	1	0.2	0	0	112	17
0	0	2	0	7	0	0	0	0	9	7.4	2	1	414	63
0	0	0	0	2	0	0	0	0	2	2	0	0	98	13
0	0	1	0	2	0	0	0	0	3	2.2	1	0	93	12
0	0	0	0	2	0	0	0	0	2	2	5	0	87	20
0	0	0	0	1	0	0	0	0	1	1	2	0	101	16
0	0	1	0	7	0	0	0	0	8	7.2	8	0	379	61
0	0	0	0	1	0	0	0	0	1	1	1	0	102	19
0	0	0	0	0	1	0	0	0	1	1	1	0	118	17
0	0	0	0	2	0	1	0	0	3	3.5	2	1	84	13
0	0	0	0	1	0	0	0	0	1	1	0	2	111	19
0	0	0	0	4	1	1	0	0	6	6.5	4	3	415	68
1	1.5	0	0	1	0	0	0	0	1	1	1	1	121	20

42	8	2	5703	5699.8	3	7	1494	91	29	16	0	1640	1668.7	0

					C => B									
OGV1	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
1	2	0	16	18.3	0	0	0	1	2	1	0	4	6.3	0
1	0	0	17	17.5	1	0	4	0	0	0	0	5	4.2	0
3	2	0	23	27.1	0	0	1	0	0	2	0	3	5.6	0
2	2	0	48	51.6	0	0	2	2	1	1	0	6	7.8	0
7	6	0	104	114.5	1	0	7	3	3	4	0	18	23.9	0
1	3	0	44	48.4	0	0	2	1	0	1	0	4	5.3	0
2	1	0	69	69.9	0	0	2	1	0	0	0	3	3	0
3	1	0	101	102.2	0	0	10	2	0	0	0	12	12	0
0	1	0	127	128.3	0	0	7	1	0	0	0	8	8	0
6	6	0	341	348.8	0	0	21	5	0	1	0	27	28.3	0
3	0	0	144	145.5	0	0	8	0	1	2	0	11	14.1	0
2	3	0	162	163.7	0	0	15	2	2	0	0	19	20	0
4	2	1	150	153.4	0	0	5	1	0	0	0	6	6	0
4	1	2	123	126.9	0	0	10	2	0	1	0	13	14.3	0
13	6	3	579	589.5	0	0	38	5	3	3	0	49	54.4	0
5	0	1	117	119.7	0	0	6	0	1	1	0	8	9.8	0
4	1	0	119	122.3	0	0	12	2	2	0	0	16	17	0
6	1	0	133	135.9	1	0	15	3	2	0	0	21	21.2	0
4	1	0	134	137.3	0	0	15	5	1	3	0	24	28.4	0
19	3	1	503	515.2	1	0	48	10	6	4	0	69	76.4	0
2	2	0	115	118.6	0	0	17	3	2	0	0	22	23	0
5	3	0	114	119.6	0	0	21	4	2	2	0	29	32.6	0
2	4	0	118	120.2	0	0	25	6	0	1	0	32	33.3	0
1	1	0	121	121.2	0	0	25	0	1	1	0	27	28.8	0
10	10	0	468	479.6	0	0	88	13	5	4	0	110	117.7	0
3	1	0	126	128	0	0	17	1	3	2	0	23	27.1	0
5	1	0	142	145	0	0	26	3	2	0	0	31	32	0
5	1	0	106	107.6	0	0	31	4	2	4	0	41	47.2	0
5	3	0	140	145.2	0	0	26	2	1	1	0	30	31.8	0
18	6	0	514	525.8	0	0	100	10	8	7	0	125	138.1	0
1	1	0	145	145.4	0	0	33	2	0	2	0	37	39.6	0

0	0	0	0	0	0	0	0

C => 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	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

12:15	0	0	0	0	0	0	0	0	0	0	0	65	6
12:30	0	0	0	0	0	0	0	0	0	0	0	71	10
12:45	0	0	0	0	0	0	0	0	0	0	0	73	14
H/TOT	0	0	0	0	0	0	0	0	0	0	0	275	45
13:00	0	0	0	0	0	0	0	0	0	0	0	76	7
13:15	0	0	0	0	0	0	0	0	0	1	0	66	9
13:30	0	0	0	0	0	0	0	0	0	0	2	60	10
13:45	0	0	0	0	0	0	0	0	0	0	0	54	9
H/TOT	0	0	0	0	0	0	0	0	0	1	2	256	35
14:00	0	0	0	0	0	0	0	0	0	0	0	48	10
14:15	0	0	0	0	0	0	0	0	0	0	0	64	12
14:30	0	0	0	0	0	0	0	0	0	0	0	69	11
14:45	0	0	0	0	0	0	0	0	0	1	0	56	4
H/TOT	0	0	0	0	0	0	0	0	0	1	0	237	37
15:00	0	0	0	0	0	0	0	0	0	0	0	63	7
15:15	0	0	0	0	0	0	0	0	0	0	0	74	11
15:30	0	0	0	0	0	0	0	0	0	1	1	91	9
15:45	0	0	0	0	0	0	0	0	0	0	1	90	7
H/TOT	0	0	0	0	0	0	0	0	0	1	2	318	34
16:00	0	0	0	0	0	0	0	0	0	0	1	99	18
16:15	0	0	0	0	0	0	0	0	0	0	0	96	7
16:30	0	0	0	0	0	0	0	0	0	1	0	80	11
16:45	0	0	0	0	0	0	0	0	0	0	1	83	9
H/TOT	0	0	0	0	0	0	0	0	0	1	2	358	45
17:00	0	0	0	0	0	0	0	0	0	0	0	127	13
17:15	0	0	0	0	0	0	0	0	0	2	1	91	9
17:30	0	0	0	0	0	0	0	0	0	0	1	84	8
17:45	0	0	0	0	0	0	0	0	0	0	1	93	9
H/TOT	0	0	0	0	0	0	0	0	0	2	3	395	39
18:00	0	0	0	0	0	0	0	0	0	2	0	81	6
18:15	0	0	0	0	0	0	0	0	0	1	1	52	1
18:30	0	0	0	0	0	0	0	0	0	0	0	45	1
18:45	0	0	0	0	0	0	0	0	0	0	1	56	1
H/TOT	0	0	0	0	0	0	0	0	0	3	2	234	9
19:00	0	0	0	0	0	0	0	0	0	0	0	39	5
19:15	0	0	0	0	0	0	0	0	0	1	0	45	0
19:30	0	0	0	0	0	0	0	0	0	0	0	42	1
19:45	0	0	0	0	0	0	0	0	0	0	0	41	2
H/TOT	0	0	0	0	0	0	0	0	0	1	0	167	8
20:00	0	0	0	0	0	0	0	0	0	0	0	31	2
20:15	0	0	0	0	0	0	0	0	0	0	0	21	0
20:30	0	0	0	0	0	0	0	0	0	0	0	20	1
20:45	0	0	0	0	0	0	0	0	0	0	0	19	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	91	5
21:00	0	0	0	0	0	0	0	0	0	1	0	26	1
21:15	0	0	0	0	0	0	0	0	0	0	0	18	0
21:30	0	0	0	0	0	0	0	0	0	0	0	19	0

1	2	0	74	77.1	1	0	57	8	1	0	0	67	66.7	0
4	0	0	85	87	1	0	60	11	3	1	0	76	78	0
2	0	0	89	90	1	0	77	9	1	0	0	88	87.7	0
11	4	0	335	345.7	3	0	254	38	5	1	0	301	302.4	0
4	3	0	90	95.9	1	0	50	8	1	2	0	62	64.3	0
3	0	0	79	79.7	1	0	51	5	1	0	0	58	57.7	0
2	2	0	76	78.4	0	0	71	12	1	0	0	84	84.5	0
2	1	0	66	68.3	0	1	59	11	1	3	0	75	78.8	0
11	6	0	311	322.3	2	1	231	36	4	5	0	279	285.3	0
3	1	1	63	66.8	2	0	53	10	2	0	0	67	66.4	0
2	1	0	79	81.3	0	1	55	12	0	0	0	68	67.4	0
3	0	0	83	84.5	2	0	62	9	1	0	0	74	72.9	0
3	0	0	64	64.7	3	0	56	6	2	0	0	67	65.6	0
11	2	1	289	297.3	7	1	226	37	5	0	0	276	272.3	0
2	2	0	74	77.6	2	0	63	9	0	0	0	74	72.4	0
2	0	0	87	88	1	0	61	10	1	1	0	74	75	0
3	0	0	105	105.1	1	0	43	12	3	0	0	59	59.7	0
3	1	0	102	104.2	5	0	66	9	2	0	0	82	79	0
10	3	0	368	374.9	9	0	233	40	6	1	0	289	286.1	0
1	0	1	120	120.9	1	0	46	8	1	1	0	57	58	0
1	0	0	104	104.5	2	0	51	8	0	0	0	61	59.4	0
1	0	0	93	92.7	2	0	43	9	0	0	0	54	52.4	0
0	0	0	93	92.4	1	0	48	4	2	0	0	55	55.2	0
3	0	1	410	410.5	6	0	188	29	3	1	0	227	225	0
0	0	0	140	140	2	0	59	3	0	0	0	64	62.4	0
0	1	0	104	103.1	2	1	50	2	0	0	0	55	52.8	1
0	1	0	94	94.7	1	1	54	4	0	2	0	62	63.2	0
0	0	0	103	102.4	1	0	48	2	0	0	0	51	50.2	0
0	2	0	441	440.2	6	2	211	11	0	2	0	232	228.6	1
2	0	0	91	90.4	2	0	43	4	0	1	0	50	49.7	0
0	2	0	57	58.2	1	1	51	2	0	1	0	56	55.9	0
2	0	0	48	49	0	0	52	2	1	1	0	56	57.8	0
1	1	0	60	61.2	0	1	50	3	0	0	0	54	53.4	0
5	3	0	256	258.8	3	2	196	11	1	3	0	216	216.8	0
1	0	0	45	45.5	0	0	42	3	1	0	0	46	46.5	0
0	0	0	46	45.2	1	0	43	3	1	0	0	48	47.7	0
0	0	0	43	43	2	0	47	1	0	0	0	50	48.4	2
0	0	0	43	43	1	1	47	0	0	0	0	49	47.6	1
1	0	0	177	176.7	4	1	179	7	2	0	0	193	190.2	3
0	0	0	33	33	1	0	37	0	0	0	0	38	37.2	0
0	0	0	21	21	0	0	41	1	0	0	0	42	42	0
0	0	0	21	21	0	0	20	3	0	0	0	23	23	0
0	0	0	21	21	0	1	39	3	0	0	0	43	42.4	0
0	0	0	96	96	1	1	137	7	0	0	0	146	144.6	0
1	0	0	29	28.7	0	0	33	1	1	0	0	35	35.5	0
0	1	0	19	20.3	3	0	20	2	0	0	0	25	22.6	0
0	1	0	20	21.3	2	0	26	1	0	0	0	29	27.4	0

0	3	2	1	1	0	7	8.8	0	0	0	0	0	0	0
0	2	2	0	0	0	4	4	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	8	5	1	1	0	15	16.8	0	0	0	0	1	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0
0	2	1	0	0	0	3	3	0	0	0	0	0	0	0
0	6	1	0	0	0	7	7	0	0	0	0	0	0	0
0	13	2	1	0	0	16	16.5	0	0	0	0	0	0	0
0	5	0	1	0	0	6	6.5	0	0	0	0	0	0	0
0	7	1	0	0	0	8	8	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	16	1	1	0	0	18	18.5	0	0	0	0	0	0	0
0	4	0	2	0	0	6	7	0	0	0	0	0	0	0
0	6	1	0	0	0	7	7	0	0	0	0	0	0	0
0	8	0	0	0	0	8	8	0	0	0	0	0	0	0
0	5	1	1	0	0	7	7.5	0	0	0	0	0	0	0
0	23	2	3	0	0	28	29.5	0	0	0	0	0	0	0
0	2	1	0	0	0	3	3	0	0	0	0	0	0	0
0	7	0	0	0	0	7	7	0	0	0	0	0	0	0
0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0
0	4	1	0	0	0	5	5	0	0	0	0	0	0	0
0	17	2	1	0	0	20	20.5	0	0	0	0	0	0	0
0	3	1	0	0	0	4	4	0	0	0	0	0	0	0
0	7	0	1	0	0	9	8.7	0	0	0	0	0	0	0
0	8	0	0	0	0	8	8	0	0	0	0	0	0	0
0	15	0	0	0	0	15	15	0	0	0	0	0	0	0
0	33	1	1	0	0	36	35.7	0	0	0	0	0	0	0
0	5	0	0	0	0	5	5	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0
0	13	0	1	0	0	14	14.5	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	2	0	0	0	0	4	2.4	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0
0	4	0	0	0	0	7	4.6	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	0	0	0	0	1	1	2	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	0	0
0	4	0	0	0	1	5	6	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	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	0	1	0	0	0	0	1	1	1	0	105	13
0	0	0	0	5	0	0	0	0	5	5	1	0	115	13
0	0	0	0	3	0	0	0	0	3	3	2	0	106	17
1	1.5	0	0	10	0	0	0	0	10	10	5	1	447	63
0	0	0	0	3	0	0	0	0	3	3	0	0	108	17
0	0	0	0	5	1	0	1	0	7	8.3	2	0	118	15
0	0	0	0	3	0	0	1	0	4	5.3	1	0	100	18
0	0	0	0	2	1	0	0	0	3	3	0	0	115	10
0	0	0	0	13	2	0	2	0	17	19.6	3	0	441	60
0	0	0	0	3	1	0	0	0	4	4	2	1	126	12
0	0	0	0	2	1	1	0	0	4	4.5	1	0	100	21
0	0	0	0	5	0	1	1	0	7	8.8	1	0	110	24
0	0	0	0	3	0	0	0	0	3	3	2	0	105	13
0	0	0	0	13	2	2	1	0	18	20.3	6	1	441	70
0	0	0	0	0	0	0	0	0	0	0	2	1	124	20
0	0	0	0	2	0	0	0	0	2	2	0	0	125	25
0	0	0	0	1	0	0	0	0	1	1	0	1	115	15
0	0	0	0	2	0	0	0	0	2	2	1	1	125	11
0	0	0	0	5	0	0	0	0	5	5	3	3	489	71
0	0	0	0	3	0	0	0	0	3	3	3	0	128	16
0	0	0	0	2	0	0	0	0	2	2	0	1	117	21
0	0	0	0	6	0	0	0	0	6	6	1	2	135	12
0	0	0	0	4	0	0	0	0	4	4	4	1	128	15
0	0	0	0	15	0	0	0	0	15	15	8	4	508	64
0	0	0	0	3	1	0	0	0	4	4	3	2	134	18
0	0	0	0	4	0	0	0	0	4	4	4	1	125	15
0	0	0	0	3	0	0	0	0	3	3	5	1	121	9
0	0	0	0	2	0	0	0	0	2	2	6	1	119	10
0	0	0	0	12	1	0	0	0	13	13	18	5	499	52
0	0	0	0	2	0	0	0	0	2	2	5	0	103	6
0	0	0	0	0	0	0	0	0	0	0	2	0	106	5
0	0	0	0	2	0	0	0	0	2	2	1	0	81	8
0	0	0	0	2	0	0	0	0	2	2	2	0	97	4
0	0	0	0	6	0	0	0	0	6	6	10	0	387	23
0	0	0	0	0	0	0	0	0	0	0	1	1	83	3
0	0	0	0	2	0	0	0	0	2	2	1	1	78	6
0	0	0	0	1	0	0	0	0	1	1	1	1	67	8
0	0	0	0	0	0	0	0	0	0	0	0	0	96	3
0	0	0	0	3	0	0	0	0	3	3	3	3	324	20
0	0	0	0	0	0	0	0	0	0	0	1	0	49	5
0	0	0	0	0	0	0	0	0	0	0	2	0	70	1
0	0	0	0	0	0	0	0	0	0	0	0	0	53	1
0	0	0	0	1	0	0	0	0	1	1	1	0	43	1
0	0	0	0	1	0	0	0	0	1	1	4	0	215	8
0	0	0	0	1	0	0	0	0	1	1	0	1	46	1
0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
0	0	0	0	1	2	0	0	0	3	3	0	0	31	0

4	3	0	126	131.1	0	0	30	3	0	3	0	36	39.9	0
6	2	0	137	141.8	0	0	32	2	1	0	0	35	35.5	0
8	2	0	135	140	0	0	26	2	4	2	0	34	38.6	0
19	8	0	543	558.3	0	0	121	9	5	7	0	142	153.6	0
2	0	0	127	128	0	0	45	2	1	4	0	52	57.7	0
5	1	0	141	143.2	0	0	25	2	1	0	0	28	28.5	0
0	3	0	122	125.1	0	0	31	1	0	0	0	32	32	0
1	0	1	127	128.5	0	0	30	2	2	0	0	34	35	0
8	4	1	517	524.8	0	0	131	7	4	4	0	146	153.2	0
1	0	0	142	140.3	0	0	22	3	0	1	0	26	27.3	0
12	2	0	136	143.8	1	0	24	2	4	1	0	32	34.5	0
0	0	0	135	134.2	0	0	36	2	1	0	0	39	39.5	0
2	0	2	124	125.4	0	0	26	1	2	2	0	31	34.6	0
15	2	2	537	543.7	1	0	108	8	7	4	0	128	135.9	0
0	0	0	147	144.8	0	0	27	4	1	0	0	32	32.5	0
2	2	0	154	157.6	0	0	38	4	1	0	0	43	43.5	0
7	1	0	139	143.2	0	0	32	7	0	1	0	40	41.3	0
4	0	0	142	142.6	0	0	34	7	0	1	0	42	43.3	0
13	3	0	582	588.2	0	0	131	22	2	2	0	157	160.6	0
2	1	0	150	149.9	0	0	45	5	0	0	0	50	50	0
2	0	0	141	141.4	0	0	28	1	0	2	0	31	33.6	0
1	0	0	151	149.5	0	0	24	5	0	0	0	29	29	0
1	2	0	151	150.3	0	1	20	3	0	1	0	25	25.7	0
6	3	0	593	591.1	0	1	117	14	0	3	0	135	138.3	0
2	2	0	161	161	1	1	38	6	0	0	0	46	44.6	0
1	1	0	147	145	1	0	49	1	1	0	0	52	51.7	0
1	0	0	137	132.9	1	0	34	2	0	0	0	37	36.2	0
0	2	0	138	135.2	0	0	43	1	0	1	0	45	46.3	0
4	5	0	583	574.1	3	1	164	10	1	1	0	180	178.8	0
0	0	0	114	110	1	0	54	1	0	0	0	56	55.2	0
0	2	0	115	116	0	0	28	1	0	0	0	29	29	0
1	0	0	91	90.7	0	0	17	0	0	0	0	17	17	0
2	0	2	107	108.4	0	0	22	2	0	0	0	24	24	0
3	2	2	427	425.1	1	0	121	4	0	0	0	126	125.2	0
0	0	0	88	86.6	0	0	16	1	0	0	0	17	17	0
0	0	0	86	84.6	0	0	17	0	1	1	0	19	20.8	0
0	0	0	77	75.6	0	0	9	2	0	0	0	11	11	0
0	0	0	99	99	0	0	21	0	0	0	0	21	21	0
0	0	0	350	345.8	0	0	63	3	1	1	0	68	69.8	0
0	0	0	55	54.2	0	0	10	0	0	0	0	10	10	0
0	0	0	73	71.4	0	0	5	1	0	1	0	7	8.3	0
0	0	0	54	54	0	0	4	0	1	0	0	5	5.5	0
3	0	0	48	48.7	0	0	9	1	0	0	0	10	10	0
3	0	0	230	228.3	0	0	28	2	1	1	0	32	33.8	0
0	0	0	48	47.4	0	0	5	0	0	0	0	5	5	0
0	0	0	22	22	1	0	5	1	0	0	0	7	6.2	0
0	0	0	31	31	0	0	5	0	0	0	0	5	5	0

0	0	0	0	0	0	0	0

21:45	0	0	0	0	0	0	0	0	0	0	0	11	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	74	1
16 TOT	0	0	0	0	0	0	0	0	0	16	13	3310	439

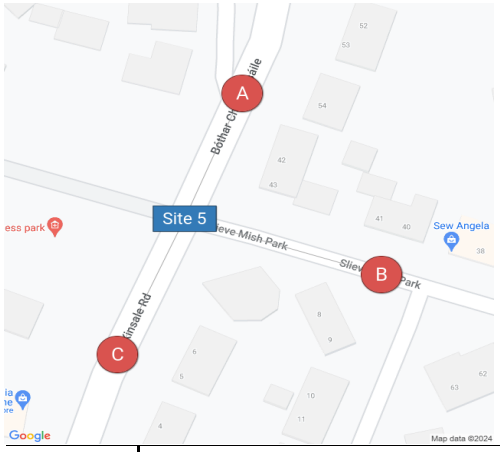
0	0	0	11	11	1	0	19	0	0	0	0	20	19.2	0
1	2	0	79	81.3	6	0	98	4	1	0	0	109	104.7	0
114	40	4	3936	4028.4	87	13	2891	387	70	35	1	3484	3488.1	6

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	186	17	15	2	2	228	235.3	0	0	0	0	1	0	0

0	0	0	0	0	0	0	0	0	0	0	1	1	34	2
0	0	0	0	2	2	0	0	0	4	4	1	2	133	3
1	1.5	3	0	105	8	4	3	0	123	126.5	86	26	5943	738

0	0	0	38	36.6	0	0	2	1	0	2	0	5	7.6	0
0	0	0	139	137	1	0	17	2	0	2	0	22	23.8	0
144	64	9	7010	7089.8	8	2	1303	127	46	48	0	1534	1611.8	0

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0



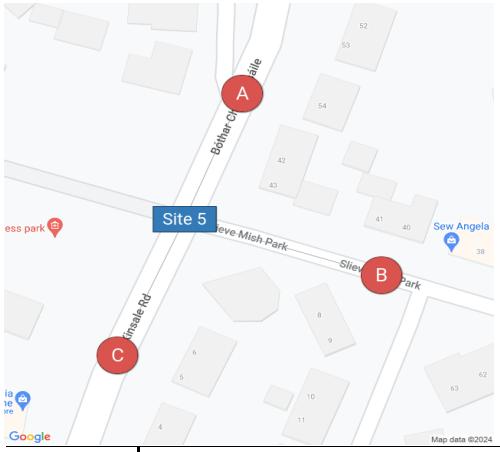
IDASO

Survey Name: 24388 - Kinsale Rd(Old Vita Cortex Sit
Site: Site 4
Location: Kinsale Road/Slieve Mish Park
Date: Sat 25-May-2024
AM Peak: 10:59 — 11:59 **Total:** 740
PM Peak: 13:30 — 14:30 **Total:** 855
15 Min Peak: 13:30 — 13:45 **Total:** 235
Overall 15 Min Peak: 13:30 — 13:45 **Total:** 235

	A => A									A => B			
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0
09:30	0	0	0	0	0	0	0	0	0	0	0	1	0
09:45	0	0	0	0	0	0	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0
10:15	0	0	0	0	0	0	0	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	1
11:00	0	0	0	0	0	0	0	0	0	0	0	5	0
11:15	0	0	0	0	0	0	0	0	0	0	0	2	0
11:30	0	0	0	0	0	0	0	0	0	0	0	4	0
11:45	0	0	0	0	0	0	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	0
12:00	0	0	1	0	0	0	0	1	1	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0
12:30	0	0	0	0	0	0	0	0	0	0	0	2	2

12:45	0	0	0	0	0	0	0	0	0	0	0	3	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	6	2
13:00	0	0	0	0	0	0	0	0	0	0	0	2	0
13:15	0	0	1	0	0	0	0	1	1	0	0	2	0
13:30	0	0	0	0	0	0	0	0	0	0	0	3	0
13:45	0	0	0	0	0	0	0	0	0	0	0	4	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	11	0
14:00	0	0	0	0	0	0	0	0	0	0	0	1	0
14:15	0	0	0	0	0	0	0	0	0	0	0	1	0
14:30	0	0	0	0	0	0	0	0	0	0	0	4	0
14:45	0	0	0	0	0	0	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	1
15:00	0	0	0	0	0	0	0	0	0	0	0	2	1
15:15	0	0	0	0	0	0	0	0	0	0	0	3	0
15:30	0	0	0	0	0	0	0	0	0	0	0	5	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	1
16:00	0	0	0	0	0	0	0	0	0	0	0	3	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0
16:45	0	0	0	0	0	0	0	0	0	0	0	2	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	1
17:00	0	0	0	0	0	0	0	0	0	0	0	3	0
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0
17:30	0	0	0	0	0	0	0	0	0	0	0	3	0
17:45	0	0	0	0	0	0	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	1
18:00	0	0	0	0	0	0	0	0	0	0	0	2	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	3	0
18:45	0	0	0	0	0	0	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	0
19:00	0	0	0	0	0	0	0	0	0	1	0	1	0
19:15	0	0	0	0	0	0	0	0	0	0	0	2	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	5	0
20:00	0	0	0	0	0	0	0	0	0	0	0	3	0
20:15	0	0	0	0	0	0	0	0	0	0	0	3	0
20:30	0	0	0	0	0	0	0	0	0	0	0	3	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	0
21:00	0	0	0	0	0	0	0	0	0	0	0	1	0
21:15	0	0	0	0	0	0	0	0	0	0	0	3	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	3	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	0

16 TOT	0	0	2	0	0	0	0	2	2	1	0	101	7



IDASO

Survey Name: 24388 - Kinsale Rd(Old Vita Cortex Sit
Site: Site 5
Location: Kinsale Road/Slieve Mish Park
Date: Tue 28-May-2024
AM Peak: 08:00 — 09:00 **Total:** 689
PM Peak: 17:00 — 18:00 **Total:** 842
15 Min Peak: 17:45 — 18:00 **Total:** 232

	A => A									A => B			
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0
08:45	0	0	0	0	0	0	0	0	0	0	0	3	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	1
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	2	0
09:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0
10:45	0	0	1	0	0	0	0	1	1	0	0	4	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	6	1
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0
11:15	0	0	0	0	0	0	0	0	0	0	0	1	0
11:30	0	0	0	0	0	0	0	0	0	0	0	2	0
11:45	0	0	0	0	0	0	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0

12:15	0	0	1	0	0	0	0	1	1	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0	0	0	1	0
12:45	0	0	0	0	0	0	0	0	0	0	0	3	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	5	1
13:00	0	0	0	0	0	0	0	0	0	0	0	2	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	2
14:00	0	0	0	0	0	0	0	0	0	0	0	4	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	4	1
14:45	0	0	0	0	0	0	0	0	0	0	0	2	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	3
15:00	0	0	0	0	0	0	0	0	0	0	0	2	0
15:15	0	0	0	0	0	0	0	0	0	0	0	3	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	4	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	5	1
16:30	0	0	0	0	0	0	0	0	0	0	0	2	0
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	1
17:00	0	0	0	0	0	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	2	1
17:30	0	0	0	0	0	0	0	0	0	0	0	5	0
17:45	0	0	0	0	0	0	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	6	0
18:30	0	0	0	0	0	0	0	0	0	0	0	3	0
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	1
19:00	0	0	0	0	0	0	0	0	0	0	0	2	0
19:15	0	0	0	0	0	0	0	0	0	0	1	2	0
19:30	0	0	1	0	0	0	0	1	1	0	0	2	0
19:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	1	0	0	0	0	1	1	0	1	7	0
20:00	0	0	0	0	0	0	0	0	0	0	0	1	0
20:15	0	0	0	0	0	0	0	0	0	0	0	1	1
20:30	0	0	0	0	0	0	0	0	0	0	0	2	0
20:45	0	0	0	0	0	0	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	1
21:00	0	0	0	0	0	0	0	0	0	0	0	3	1
21:15	0	0	0	0	0	0	0	0	0	0	0	2	0
21:30	0	0	0	0	0	0	0	0	0	0	0	1	0

21:45	0	0	0	0	0	0	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	1
16 TOT	0	0	3	0	0	0	0	3	3	0	1	98	15

:e), Co. Cork

Arm A - Kinsale Road
Arm B - Slieve Mish Park
Arm C - Kinsale Road

Date: 25/05/2024

					A => C									
OGV1	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
0	0	0	0	0	0	0	8	1	0	0	0	9	9	0
0	0	0	0	0	0	0	11	0	0	0	0	11	11	0
0	0	0	0	0	1	0	4	3	0	0	0	8	7.2	0
0	0	0	0	0	2	0	10	0	1	1	2	16	18.2	0
0	0	0	0	0	3	0	33	4	1	1	2	44	45.4	0
0	0	0	0	0	1	0	9	2	0	0	0	12	11.2	0
0	0	0	0	0	2	0	11	0	0	1	0	14	13.7	0
0	0	0	0	0	1	1	6	2	0	1	1	12	12.9	0
0	0	0	0	0	0	0	12	1	0	0	0	13	13	0
0	0	0	0	0	4	1	38	5	0	2	1	51	50.8	0
0	0	0	2	2	0	0	21	4	1	0	1	27	28.5	0
0	0	0	1	1	0	0	17	7	0	0	0	24	24	0
0	0	0	0	0	0	1	29	3	1	0	0	34	33.9	0
0	0	0	1	1	5	0	37	8	0	0	1	51	48	0
0	0	0	4	4	5	1	104	22	2	0	2	136	134.4	0
0	0	0	0	0	2	1	36	3	1	0	0	43	41.3	0
0	0	0	1	1	1	1	39	8	0	0	0	49	47.6	0
0	0	0	1	1	2	1	47	6	3	0	0	59	58.3	0
0	0	0	2	2	0	2	56	8	1	0	0	67	66.3	0
0	0	0	4	4	5	5	178	25	5	0	0	218	213.5	0
0	0	0	1	1	1	0	54	10	0	0	0	65	64.2	0
0	0	0	2	2	0	1	76	1	0	0	0	78	77.4	0
0	0	0	1	1	1	1	65	2	1	0	0	70	69.1	0
0	0	0	0	0	1	0	65	9	1	0	0	76	75.7	0
0	0	0	4	4	3	2	260	22	2	0	0	289	286.4	0
0	0	0	5	5	0	0	83	7	2	0	0	92	93	0
1	0	0	3	3.5	0	1	76	12	0	0	0	89	88.4	0
0	0	0	4	4	1	0	85	3	0	0	0	89	88.2	0
0	0	0	2	2	2	0	85	6	0	1	0	94	93.7	0
1	0	0	14	14.5	3	1	329	28	2	1	0	364	363.3	0
0	0	0	0	0	1	1	60	3	0	0	0	65	63.6	0
0	0	0	1	1	1	0	89	5	0	0	0	95	94.2	0
0	0	0	4	4	0	0	77	7	1	0	0	85	85.5	0

0	0	0	3	3	2	0	90	4	1	0	0	97	95.9	0
0	0	0	8	8	4	1	316	19	2	0	0	342	339.2	0
0	0	0	2	2	0	0	80	8	1	0	0	89	89.5	0
0	0	0	2	2	0	1	101	7	0	0	0	109	108.4	0
0	0	0	3	3	2	1	107	4	0	0	0	114	111.8	0
0	0	0	4	4	0	1	98	9	1	0	0	109	108.9	0
0	0	0	11	11	2	3	386	28	2	0	0	421	418.6	0
0	0	0	1	1	1	2	82	5	0	0	0	90	88	0
0	0	0	1	1	1	0	85	4	1	0	0	91	90.7	0
0	0	0	4	4	1	2	73	2	0	0	0	78	76	0
0	0	0	2	2	0	0	63	7	0	0	0	70	70	0
0	0	0	8	8	3	4	303	18	1	0	0	329	324.7	0
0	0	0	3	3	1	0	84	3	0	0	0	88	87.2	0
0	0	0	3	3	1	0	65	3	0	0	0	69	68.2	0
0	0	0	5	5	1	1	58	2	0	0	0	62	60.6	0
0	0	0	0	0	0	0	52	5	0	0	0	57	57	0
0	0	0	11	11	3	1	259	13	0	0	0	276	273	0
0	0	0	3	3	0	2	60	3	1	0	0	66	65.3	0
0	0	0	1	1	0	2	54	4	0	0	0	60	58.8	0
0	0	0	1	1	1	0	58	0	0	0	0	59	58.2	0
0	0	0	3	3	0	1	46	4	0	0	0	51	50.4	0
0	0	0	8	8	1	5	218	11	1	0	0	236	232.7	0
0	0	0	3	3	0	0	37	1	1	0	0	39	39.5	0
0	0	0	1	1	0	0	56	1	0	0	0	57	57	0
0	0	0	3	3	0	0	51	1	0	0	0	52	52	0
0	0	0	2	2	0	0	44	4	1	0	0	49	49.5	0
0	0	0	9	9	0	0	188	7	2	0	0	197	198	0
0	0	0	2	2	2	1	48	3	0	0	0	54	51.8	0
0	0	0	0	0	0	2	45	2	0	0	0	49	47.8	0
0	0	0	3	3	0	0	42	3	0	1	0	46	47.3	0
0	0	0	2	2	0	1	28	2	0	0	0	31	30.4	0
0	0	0	7	7	2	4	163	10	0	1	0	180	177.3	0
0	0	0	2	1.2	0	1	24	1	0	0	0	26	25.4	1
0	0	0	2	2	0	0	30	2	0	0	0	32	32	0
0	0	0	0	0	0	0	20	2	0	0	0	22	22	0
0	0	0	2	2	0	0	40	0	0	0	0	40	40	0
0	0	0	6	5.2	0	1	114	5	0	0	0	120	119.4	1
0	0	0	3	3	1	1	33	0	0	0	0	35	33.6	0
0	0	0	3	3	2	0	29	0	0	0	0	31	29.4	0
0	0	0	3	3	0	0	21	3	0	0	0	24	24	0
0	0	0	0	0	0	2	18	1	0	0	0	21	19.8	0
0	0	0	9	9	3	3	101	4	0	0	0	111	106.8	0
0	0	0	1	1	1	2	17	1	0	0	0	21	19	0
0	0	0	3	3	0	1	27	0	0	0	0	28	27.4	0
0	0	0	0	0	1	0	20	0	0	0	0	21	20.2	0
0	0	0	3	3	1	0	16	1	0	0	0	18	17.2	0
0	0	0	7	7	3	3	80	2	0	0	0	88	83.8	0

1	0	0	110	109.7	44	35	3070	223	20	5	5	3402	3367.3	1

e), Co. Cork

Arm A - Kinsale Road
Arm B - Slieve Mish Park
Arm C - Kinsale Road

					A => C									
OGV1	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
0	0	0	0	0	1	0	12	4	0	0	0	17	16.2	0
0	0	0	0	0	0	0	18	1	1	0	0	20	20.5	0
0	0	0	0	0	1	0	15	4	0	0	0	20	19.2	0
0	0	0	0	0	1	1	23	4	1	0	1	31	31.1	0
0	0	0	0	0	3	1	68	13	2	0	1	88	87	0
0	0	0	0	0	4	0	20	5	0	0	0	29	25.8	0
0	0	0	0	0	3	1	31	3	1	0	0	39	36.5	0
0	0	0	1	1	1	2	25	10	0	1	0	39	38.3	0
0	0	0	0	0	2	0	43	11	1	0	0	57	55.9	0
0	0	0	1	1	10	3	119	29	2	1	0	164	156.5	0
0	0	0	1	1	4	1	42	5	1	0	0	53	49.7	0
0	0	0	0	0	6	1	43	9	2	0	1	62	58.6	0
0	0	0	1	1	4	0	67	8	3	0	0	82	80.3	0
0	0	0	4	4	2	0	80	7	2	0	0	91	90.4	0
0	0	0	6	6	16	2	232	29	8	0	1	288	279	0
0	0	0	1	1	4	1	62	11	2	0	0	80	77.2	0
0	0	0	0	0	1	0	46	8	1	0	1	57	57.7	0
0	0	0	2	2	2	0	54	7	1	0	0	64	62.9	0
0	0	0	1	1	1	1	65	12	2	0	0	81	80.6	0
0	0	0	4	4	8	2	227	38	6	0	1	282	278.4	0
0	0	0	0	0	1	0	51	8	2	1	0	63	64.5	0
0	0	0	2	2	0	0	66	5	2	1	0	74	76.3	0
0	0	0	1	1	2	0	71	7	2	0	0	82	81.4	0
0	0	0	4	4	0	1	65	9	1	0	0	76	75.9	0
0	0	0	7	7	3	1	253	29	7	2	0	295	298.1	0
0	0	0	1	1	1	0	63	7	3	0	0	74	74.7	0
0	0	0	1	1	1	0	63	7	0	0	0	71	70.2	0
0	0	0	2	2	1	2	69	5	6	0	0	83	84	0
0	0	0	2	2	0	0	62	7	2	0	0	71	72	0
0	0	0	6	6	3	2	257	26	11	0	0	299	300.9	0
0	0	0	0	0	1	0	60	13	2	0	0	76	76.2	0

0	0	0	2	2	1	0	56	2	1	0	0	60	59.7	0
0	0	0	1	1	1	0	82	11	1	0	0	95	94.7	0
0	0	0	3	3	1	1	92	11	1	0	0	106	105.1	0
0	0	0	6	6	4	1	290	37	5	0	0	337	335.7	0
0	0	0	3	3	1	1	71	7	2	0	0	82	81.6	0
0	0	0	0	0	3	0	61	7	0	0	0	71	68.6	0
0	0	0	1	1	0	2	68	8	0	0	0	78	76.8	0
0	0	0	2	2	0	0	61	9	0	0	0	70	70	0
0	0	0	6	6	4	3	261	31	2	0	0	301	297	0
0	0	0	5	5	1	0	64	8	3	0	1	77	78.7	0
0	0	0	0	0	1	0	73	9	0	0	0	83	82.2	0
0	0	0	5	5	2	0	79	8	3	0	1	93	93.9	0
0	0	0	3	3	1	0	76	6	2	0	0	85	85.2	0
0	0	0	13	13	5	0	292	31	8	0	2	338	340	0
0	0	0	2	2	1	0	77	8	1	0	0	87	86.7	0
0	0	0	3	3	3	1	70	12	3	0	0	89	87.5	0
0	0	0	0	0	3	2	76	4	5	0	0	90	88.9	0
0	0	0	4	4	2	1	81	10	2	0	1	97	96.8	0
0	0	0	9	9	9	4	304	34	11	0	1	363	359.9	0
0	0	0	0	0	2	1	63	14	1	0	0	81	79.3	0
0	0	0	6	6	5	0	67	3	0	0	0	75	71	0
0	0	0	2	2	1	1	67	12	2	0	0	83	82.6	0
0	0	0	2	2	2	2	76	6	0	0	0	86	83.2	1
0	0	0	10	10	10	4	273	35	3	0	0	325	316.1	1
0	0	0	2	2	3	0	77	10	0	1	0	91	89.9	0
0	0	0	3	3	0	2	81	6	1	0	0	90	89.3	0
0	0	0	5	5	1	2	83	4	0	1	0	91	90.3	0
0	0	0	2	2	4	1	96	7	0	0	0	108	104.2	0
0	0	0	12	12	8	5	337	27	1	2	0	380	373.7	0
0	0	0	1	1	3	0	73	4	0	0	0	80	77.6	0
0	0	0	6	6	2	1	53	2	0	0	0	58	55.8	1
0	0	0	3	3	0	0	58	2	3	0	0	63	64.5	0
0	0	0	1	1	1	0	57	4	1	0	0	63	62.7	0
0	0	0	11	11	6	1	241	12	4	0	0	264	260.6	1
0	0	0	2	2	1	0	54	3	2	0	0	60	60.2	0
0	0	0	3	2.4	0	1	56	2	1	0	0	60	59.9	0
0	0	0	2	2	2	0	54	1	0	0	0	57	55.4	0
0	0	0	1	1	1	1	32	0	0	0	0	34	32.6	0
0	0	0	8	7.4	4	2	196	6	3	0	0	211	208.1	0
0	0	0	1	1	1	1	37	3	0	0	0	42	40.6	0
0	0	0	2	2	0	0	41	1	0	0	0	42	42	0
0	0	0	2	2	0	0	29	3	0	0	0	32	32	0
0	0	0	2	2	0	1	33	3	0	0	0	37	36.4	0
0	0	0	7	7	1	2	140	10	0	0	0	153	151	0
0	0	0	4	4	2	0	41	1	0	0	0	44	42.4	0
0	0	0	2	2	3	0	37	1	0	0	0	41	38.6	0
0	0	0	1	1	1	0	30	1	0	0	0	32	31.2	0

0	0	0	1	1	2	0	27	0	0	0	0	29	27.4	0
0	0	0	8	8	8	0	135	3	0	0	0	146	139.6	0
0	0	0	114	113.4	102	33	3625	390	73	5	6	4234	4181.6	2

B => A								B => B						
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	1	1	0	0	0	2	2	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	6	1	0	0	0	7	7	0	0	0	0	0	0	0
0	1	1	0	0	0	2	2	0	0	0	0	0	0	0
0	5	0	0	0	0	5	5	0	0	0	0	0	0	0
0	2	1	0	0	0	3	3	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	8	2	0	0	0	10	10	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	1	0	0	0	3	3	0	0	0	0	0	0	0
0	5	1	0	0	0	6	6	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	0	0
0	5	1	0	0	0	6	6	0	0	0	0	0	0	0

0	0	0	0	0	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	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	0	1	0	0	0	1	1	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	0	0
0	2	1	0	0	0	3	3	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	9	0	0	0	0	9	9	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	2	2	0	0	0	4	4	0	0	0	0	0	0	0
0	1	1	0	0	0	2	2	0	0	0	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	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	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	2	1	0	0	0	3	3	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	5	1	0	0	0	6	6	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	9	0	0	0	0	9	9	0	0	0	0	0	0	0
0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	2	1	0	0	0	3	3	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	6	1	0	0	0	8	7.2	0	0	0	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	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	2	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0

0	77	12	0	0	0	90	89.2	0	0	0	1	0	0	0

B => A								B => B						
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	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	0	0
0	7	0	0	0	0	7	7	0	0	0	0	0	0	0
0	7	0	0	0	0	7	7	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	1	1	0	0	0	2	2	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	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	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	1	0	0	0	3	3	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	1	1	0	0	0	2	2	0	0	0	0	0	0	0
0	4	2	0	0	0	6	6	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	2	1	0	0	0	3	3	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	0	0
0	5	1	0	0	0	6	6	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	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	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	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	0	0
0	1	2	0	0	0	3	3	0	0	0	0	0	0	0
0	4	1	0	0	0	5	5	0	0	0	0	0	0	0
0	6	3	0	0	0	9	9	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	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	0	0
0	2	1	0	0	0	3	3	0	0	0	0	0	0	0
0	2	1	0	0	0	3	3	0	0	0	0	0	0	0
0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0
0	5	2	0	0	0	8	7.2	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	8	0	0	0	0	8	8	0	0	0	0	0	0	0
0	1	1	0	0	0	2	2	0	0	0	0	0	0	0
0	2	1	0	0	0	4	3.2	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	6	2	0	0	0	9	8.2	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
1	1	0	0	0	0	2	1.4	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
1	7	0	0	0	0	8	7.4	0	0	0	0	0	0	0
0	1	1	0	0	0	2	2	0	0	0	0	0	0	0
0	4	0	0	0	0	4	4	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
0	10	1	0	0	0	11	11	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1	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	0	0

0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
1	85	12	0	0	0	100	97.8	0	0	0	0	0	0	0

		B => C									C => A			
TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV
0	0	0	0	2	0	0	0	0	2	2	0	0	6	0
0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
0	0	0	0	2	0	0	0	0	2	2	0	0	13	3
0	0	0	0	0	0	0	0	0	0	0	1	0	7	0
0	0	0	0	0	1	0	0	0	1	1	0	0	9	2
0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
0	0	0	0	0	0	0	0	0	0	0	1	2	13	1
0	0	0	0	0	1	0	0	0	1	1	2	2	38	4
0	0	0	0	1	0	0	0	0	1	1	0	0	6	3
0	0	0	0	0	0	0	0	0	0	0	0	0	24	3
0	0	0	0	1	0	0	0	0	1	1	0	1	22	2
0	0	0	0	3	0	0	0	0	3	3	1	0	24	7
0	0	0	0	5	0	0	0	0	5	5	1	1	76	15
0	0	0	0	1	0	0	0	0	1	1	0	0	38	5
0	0	0	0	0	0	0	0	0	0	0	0	2	34	8
0	0	0	0	2	0	0	0	0	2	2	2	0	38	8
0	0	0	0	0	0	0	0	0	0	0	0	0	49	10
0	0	0	0	3	0	0	0	0	3	3	2	2	159	31
0	0	0	0	1	0	0	0	0	1	1	0	1	53	9
0	0	0	0	2	0	0	0	0	2	2	1	1	70	3
1	1	0	0	1	0	0	0	0	1	1	1	1	63	7
0	0	0	0	5	0	0	0	0	5	5	1	2	64	7
1	1	0	0	9	0	0	0	0	9	9	3	5	250	26
0	0	0	0	1	0	0	0	0	1	1	1	0	62	9
0	0	0	0	3	0	0	0	0	3	3	0	0	68	9
0	0	0	0	3	0	1	0	0	4	4.5	0	0	80	4
0	0	0	0	5	0	0	0	0	5	5	3	0	87	11
0	0	0	0	12	0	1	0	0	13	13.5	4	0	297	33
0	0	0	0	2	0	0	0	0	2	2	2	0	79	6
0	0	0	0	1	0	0	0	0	1	1	1	0	81	4
0	0	0	0	2	0	0	0	0	2	2	0	1	80	6

0	0	0	0	1	0	0	0	0	1	1	1	1	83	9
0	0	0	0	6	0	0	0	0	6	6	4	2	323	25
0	0	0	0	1	0	0	0	0	1	1	3	1	80	2
0	0	0	0	3	0	0	0	0	3	3	3	1	75	9
0	0	0	0	2	1	0	0	0	3	3	2	2	100	5
0	0	0	0	1	0	0	0	0	1	1	1	0	80	7
0	0	0	0	7	1	0	0	0	8	8	9	4	335	23
0	0	1	0	2	0	0	0	0	3	2.2	2	3	84	3
0	0	0	0	2	2	0	0	0	4	4	0	1	112	4
0	0	0	0	5	1	0	0	0	6	6	0	0	108	3
0	0	0	0	0	0	0	0	0	0	0	1	0	102	3
0	0	1	0	9	3	0	0	0	13	12.2	3	4	406	13
0	0	0	0	3	0	0	0	0	3	3	1	0	86	6
0	0	0	0	5	0	0	0	0	5	5	1	0	83	6
0	0	0	0	2	0	0	0	0	2	2	0	1	88	3
0	0	0	0	3	0	0	0	0	3	3	1	1	61	3
0	0	0	0	13	0	0	0	0	13	13	3	2	318	18
0	0	0	0	0	0	0	0	0	0	0	3	2	62	4
0	0	0	0	1	0	0	0	0	1	1	0	3	70	3
0	0	0	0	1	0	0	0	0	1	1	1	0	50	2
0	0	0	0	3	0	0	0	0	3	3	0	0	66	3
0	0	0	0	5	0	0	0	0	5	5	4	5	248	12
0	0	0	0	1	0	0	0	0	1	1	0	0	54	2
0	0	0	0	1	0	0	0	0	1	1	0	0	61	3
0	0	0	0	1	0	0	0	0	1	1	1	0	60	4
0	0	0	0	0	0	0	0	0	0	0	0	1	60	2
0	0	0	0	3	0	0	0	0	3	3	1	1	235	11
0	0	0	0	2	0	0	0	0	2	2	2	1	71	3
0	0	0	0	1	1	0	0	0	2	2	0	1	55	1
0	0	0	0	1	0	0	0	0	1	1	1	1	39	3
0	0	0	0	1	0	0	0	0	1	1	2	2	46	2
0	0	0	0	5	1	0	0	0	6	6	5	5	211	9
0	0	0	0	0	0	0	0	0	0	0	1	1	49	1
0	0	0	0	0	0	0	0	0	0	0	0	2	32	2
0	0	0	0	2	0	0	0	0	2	2	1	0	48	0
0	0	0	0	1	0	0	0	0	1	1	2	0	33	1
0	0	0	0	3	0	0	0	0	3	3	4	3	162	4
0	0	0	0	1	0	0	0	0	1	1	0	1	31	0
0	0	0	0	2	0	0	0	0	2	2	0	1	40	0
0	0	0	0	1	0	0	0	0	1	1	1	0	28	3
0	0	0	0	1	0	0	0	0	1	1	0	1	22	3
0	0	0	0	5	0	0	0	0	5	5	1	3	121	6
0	0	0	0	2	0	0	0	0	2	2	0	0	21	0
0	0	0	0	0	0	0	0	0	0	0	0	2	22	1
0	0	0	0	0	0	0	0	0	0	0	0	0	19	1
0	0	0	0	0	0	0	0	0	0	0	0	0	20	1
0	0	0	0	2	0	0	0	0	2	2	0	2	82	3

1	1	1	0	89	6	1	0	0	97	96.7	46	41	3274	236

		B => C									C => A			
TOT	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**
0	0	0	0	0	0	0	0	0	0	0	1	0	11	0
0	0	0	0	0	1	0	0	0	1	1	0	0	11	1
0	0	0	0	1	0	0	0	0	1	1	0	0	7	1
0	0	0	0	1	0	0	0	0	1	1	1	0	15	3
0	0	0	0	2	1	0	0	0	3	3	2	0	44	5
0	0	0	0	2	0	0	0	0	2	2	1	0	22	5
0	0	0	0	2	0	0	0	0	2	2	1	0	40	5
0	0	0	0	3	1	0	0	0	4	4	1	1	52	8
0	0	0	0	2	0	0	0	0	2	2	3	1	61	11
0	0	0	0	9	1	0	0	0	10	10	6	2	175	29
0	0	0	0	1	0	0	0	0	1	1	0	1	82	8
0	0	1	0	1	0	0	0	0	2	1.2	2	0	93	4
0	0	0	0	2	0	0	0	0	2	2	2	1	86	9
0	0	0	0	3	0	0	0	0	3	3	3	0	63	6
0	0	1	0	7	0	0	0	0	8	7.2	7	2	324	27
0	0	0	0	2	0	0	0	0	2	2	4	0	50	2
0	0	0	0	2	1	0	0	0	3	3	1	1	55	10
0	0	0	0	0	0	0	0	0	0	0	2	1	60	9
0	0	0	0	4	1	0	0	0	5	5	1	1	61	12
0	0	0	0	8	2	0	0	0	10	10	8	3	226	33
0	0	0	0	0	0	0	0	0	0	0	1	1	51	8
0	0	0	0	1	0	0	0	0	1	1	1	0	64	9
0	0	0	0	1	1	0	0	0	2	2	3	0	60	11
0	0	0	0	1	0	0	0	0	1	1	1	0	56	10
0	0	0	0	3	1	0	0	0	4	4	6	1	231	38
0	0	0	0	3	0	0	0	0	3	3	2	0	66	12
0	0	0	0	1	0	0	0	0	1	1	1	0	71	10
0	0	0	0	2	0	0	0	0	2	2	2	0	62	8
0	0	0	0	2	0	0	0	0	2	2	0	3	51	8
0	0	0	0	8	0	0	0	0	8	8	5	3	250	38
0	0	0	0	0	0	0	0	0	0	0	1	2	70	10

0	0	0	0	1	1	0	0	0	2	2	1	1	74	12
0	0	0	0	1	0	0	0	0	1	1	1	0	72	13
0	0	0	0	4	0	0	0	0	4	4	1	0	57	9
0	0	0	0	6	1	0	0	0	7	7	4	3	273	44
0	0	0	0	1	0	1	0	0	2	2.5	1	0	60	8
0	0	0	0	1	0	0	0	0	1	1	1	0	84	8
0	0	0	0	3	0	0	0	0	3	3	3	1	86	11
0	0	0	0	4	0	0	0	0	4	4	0	0	74	6
0	0	0	0	9	0	1	0	0	10	10.5	5	1	304	33
0	0	0	0	1	1	0	0	0	2	2	2	1	69	3
0	0	0	0	0	1	0	0	0	1	1	1	0	65	10
0	0	0	0	3	0	0	0	0	3	3	2	0	63	12
0	0	0	0	5	0	0	0	0	5	5	0	1	58	6
0	0	0	0	9	2	0	0	0	11	11	5	2	255	31
0	0	0	0	0	0	0	0	0	0	0	3	1	81	11
0	0	0	0	2	0	0	0	0	2	2	0	0	80	10
0	0	0	0	3	0	0	0	0	3	3	0	3	76	7
0	0	0	0	3	0	0	0	0	3	3	1	2	77	12
0	0	0	0	8	0	0	0	0	8	8	4	6	314	40
0	0	0	0	0	0	0	0	0	0	0	5	0	88	10
0	0	0	0	1	0	0	0	0	1	1	0	3	72	9
0	0	0	0	5	0	0	0	0	5	5	1	1	97	5
0	0	0	0	1	0	1	0	0	2	2.5	3	1	91	14
0	0	0	0	7	0	1	0	0	8	8.5	9	5	348	38
0	0	0	0	0	0	0	0	0	0	0	6	3	90	11
0	0	0	0	1	0	0	0	0	1	1	4	1	84	13
0	0	0	0	3	0	0	0	0	3	3	5	0	83	5
0	0	0	0	4	1	0	0	0	5	5	5	0	104	4
0	0	0	0	8	1	0	0	0	9	9	20	4	361	33
0	0	0	0	2	0	0	0	0	2	2	6	1	84	6
0	0	0	0	2	0	0	0	0	2	2	1	0	79	7
0	0	0	0	3	1	0	0	0	4	4	1	0	77	4
0	0	0	0	1	0	0	0	0	1	1	3	0	67	5
0	0	0	0	8	1	0	0	0	9	9	11	1	307	22
0	0	0	0	4	0	0	0	0	4	4	2	0	63	3
0	0	0	0	0	0	0	0	0	0	0	0	1	58	6
0	0	0	0	1	0	0	0	0	1	1	3	2	50	2
0	0	0	0	0	0	0	0	0	0	0	1	0	65	3
0	0	0	0	5	0	0	0	0	5	5	6	3	236	14
0	0	0	0	3	0	0	0	0	3	3	2	0	61	3
0	0	0	0	1	0	0	0	0	1	1	2	0	57	2
0	0	0	0	0	0	0	0	0	0	0	0	0	43	4
0	0	0	0	0	1	0	0	0	1	1	0	0	30	1
0	0	0	0	4	1	0	0	0	5	5	4	0	191	10
0	0	0	0	0	0	0	0	0	0	0	0	1	44	2
0	0	0	0	3	0	0	0	0	3	3	1	0	23	1
0	0	0	0	1	0	0	0	0	1	1	0	0	20	0

0	0	0	0	1	0	0	0	0	1	1	0	1	25	1
0	0	0	0	5	0	0	0	0	5	5	1	2	112	4
0	0	1	0	106	11	2	0	0	120	120.2	103	38	3951	439

					C => B									
OGV1	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0
1	0	0	4	4.5	0	0	1	0	0	0	0	1	1	0
0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	1	0	5	6.3	0	0	0	0	0	0	0	0	0	0
2	1	0	19	21.3	0	0	1	0	0	0	0	1	1	0
0	0	0	8	7.2	0	0	0	0	0	0	0	0	0	0
2	0	0	13	14	0	0	0	0	0	0	0	0	0	0
0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
1	0	0	18	16.5	0	0	0	0	0	0	0	0	0	0
3	0	0	49	47.7	0	0	0	0	0	0	0	0	0	0
0	0	0	9	9	0	0	1	0	0	0	0	1	1	0
0	0	0	27	27	0	0	0	0	0	0	0	0	0	0
0	0	0	25	24.4	0	0	1	0	0	0	0	1	1	0
1	0	0	33	32.7	0	0	0	0	0	0	0	0	0	0
1	0	0	94	93.1	0	0	2	0	0	0	0	2	2	0
1	0	0	44	44.5	0	0	0	0	0	0	0	0	0	0
0	0	2	46	46.8	0	0	2	1	0	0	0	3	3	0
0	1	0	49	48.7	0	0	0	0	0	0	0	0	0	0
0	0	0	59	59	0	0	3	0	0	0	0	3	3	0
1	1	2	198	199	0	0	5	1	0	0	0	6	6	0
0	0	0	63	62.4	0	0	2	0	0	0	0	2	2	0
0	0	0	75	73.6	0	0	0	1	0	0	0	1	1	0
0	0	0	72	70.6	0	0	0	0	0	0	0	0	0	0
0	0	0	74	72	0	0	2	0	0	0	0	2	2	0
0	0	0	284	278.6	0	0	4	1	0	0	0	5	5	0
0	0	0	72	71.2	0	0	1	0	0	0	0	1	1	0
0	0	0	77	77	0	0	2	0	0	0	0	2	2	0
0	0	0	84	84	0	0	0	0	0	0	0	0	0	0
0	0	0	101	98.6	0	0	4	0	0	0	0	4	4	0
0	0	0	334	330.8	0	0	7	0	0	0	0	7	7	0
0	0	0	87	85.4	0	0	3	1	0	0	0	4	4	0
0	0	1	87	87.2	0	0	2	0	0	0	0	2	2	0
1	0	0	88	87.9	0	0	0	0	0	0	0	0	0	0

2	0	0	96	95.6	0	0	0	0	0	0	0	0	0	0
3	0	1	358	356.1	0	0	5	1	0	0	0	6	6	0
0	0	0	86	83	0	0	0	0	0	0	0	0	0	0
1	0	0	89	86.5	0	0	1	0	0	0	0	1	1	0
1	0	0	110	107.7	0	0	1	0	0	0	0	1	1	0
0	0	0	88	87.2	0	0	3	0	0	0	0	3	3	0
2	0	0	373	364.4	0	0	5	0	0	0	0	5	5	0
0	0	0	92	88.6	1	0	3	0	0	0	0	4	3.2	0
0	0	0	117	116.4	0	0	0	1	0	0	0	1	1	0
1	0	0	112	112.5	0	0	3	1	0	0	0	4	4	0
0	0	0	106	105.2	0	0	1	0	0	0	0	1	1	0
1	0	0	427	422.7	1	0	7	2	0	0	0	10	9.2	0
0	0	0	93	92.2	0	0	1	0	0	0	0	1	1	0
1	0	0	91	90.7	0	0	3	0	0	0	0	3	3	0
0	0	0	92	91.4	0	0	1	0	0	0	0	1	1	0
1	0	0	67	66.1	0	0	4	0	0	0	0	4	4	0
2	0	0	343	340.4	0	0	9	0	0	0	0	9	9	0
0	0	0	71	67.4	0	0	0	0	0	0	0	0	0	0
0	0	0	76	74.2	0	0	0	0	0	0	0	0	0	0
0	0	0	53	52.2	0	0	1	0	0	0	0	1	1	0
0	0	0	69	69	0	0	3	0	0	0	0	3	3	0
0	0	0	269	262.8	0	0	4	0	0	0	0	4	4	0
0	0	0	56	56	0	0	1	0	0	0	0	1	1	0
0	0	0	64	64	0	0	0	0	0	0	0	0	0	0
0	1	0	66	66.5	0	0	2	0	0	0	0	2	2	0
0	0	0	63	62.4	0	0	0	0	0	0	0	0	0	0
0	1	0	249	248.9	0	0	3	0	0	0	0	3	3	0
0	0	0	77	74.8	0	0	2	0	0	0	0	2	2	0
0	0	0	57	56.4	0	0	1	0	0	0	0	1	1	0
0	0	0	44	42.6	0	0	1	0	0	0	0	1	1	0
0	0	0	52	49.2	0	0	0	0	0	0	0	0	0	0
0	0	0	230	223	0	0	4	0	0	0	0	4	4	0
1	0	0	53	52.1	0	0	1	0	0	0	0	1	1	0
1	0	0	37	36.3	0	0	2	0	0	0	0	2	2	0
0	0	0	49	48.2	0	0	0	0	0	0	0	0	0	0
0	0	0	36	34.4	0	0	0	0	0	0	0	0	0	0
2	0	0	175	171	0	0	3	0	0	0	0	3	3	0
0	0	0	32	31.4	0	0	1	0	0	0	0	1	1	0
0	0	1	42	42.4	0	0	1	0	0	0	0	1	1	0
0	0	0	32	31.2	0	0	1	0	0	0	0	1	1	0
0	0	0	26	25.4	0	0	2	0	0	0	0	2	2	0
0	0	1	132	130.4	0	0	5	0	0	0	0	5	5	0
0	0	0	21	21	0	0	1	0	0	0	0	1	1	0
0	0	0	25	23.8	0	0	1	0	0	0	0	1	1	0
0	0	0	20	20	0	0	0	0	0	0	0	0	0	0
0	0	0	21	21	0	0	1	0	0	0	0	1	1	0
0	0	0	87	85.8	0	0	3	0	0	0	0	3	3	0

17	3	4	3621	3576	1	0	67	5	0	0	0	73	72.2	0

					C => B									
OGV1	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
1	0	0	13	12.7	0	0	0	0	0	0	0	0	0	0
0	0	0	12	12	0	0	0	0	0	0	0	0	0	0
1	0	0	9	9.5	0	0	1	0	0	0	0	1	1	0
0	0	0	19	18.2	0	0	2	0	0	0	0	2	2	0
2	0	0	53	52.4	0	0	3	0	0	0	0	3	3	0
1	1	0	30	31	0	0	0	0	0	0	0	0	0	0
1	0	0	47	46.7	0	0	0	1	0	0	0	1	1	0
2	0	0	64	63.6	0	0	0	0	0	0	0	0	0	0
0	0	0	76	73	0	0	2	0	0	0	0	2	2	0
4	1	0	217	214.3	0	0	2	1	0	0	0	3	3	0
2	1	0	94	95.7	0	0	2	0	0	0	0	2	2	0
1	0	0	100	98.9	0	0	0	0	0	0	0	0	0	0
2	0	1	101	100.8	0	0	0	0	0	0	0	0	0	0
1	0	1	74	73.1	0	0	1	0	1	0	0	2	2.5	0
6	1	2	369	368.5	0	0	3	0	1	0	0	4	4.5	0
0	0	0	56	52.8	0	0	2	0	0	0	0	2	2	0
3	0	1	71	72.1	0	0	1	0	0	0	0	1	1	0
3	0	0	75	74.3	0	0	1	0	0	0	0	1	1	0
0	1	0	76	75.9	0	0	0	0	0	0	0	0	0	0
6	1	1	278	275.1	0	0	4	0	0	0	0	4	4	0
2	0	0	63	62.6	0	0	0	0	0	0	0	0	0	0
3	1	0	78	80	0	0	3	0	0	0	0	3	3	0
2	0	0	76	74.6	0	0	0	1	0	0	0	1	1	0
0	0	0	67	66.2	0	0	0	2	0	0	0	2	2	0
7	1	0	284	283.4	0	0	3	3	0	0	0	6	6	0
2	0	0	82	81.4	0	0	3	0	0	0	0	3	3	0
3	0	0	85	85.7	0	0	0	0	1	0	0	1	1.5	0
0	0	0	72	70.4	0	0	1	0	0	0	0	1	1	0
3	0	0	65	64.7	0	0	0	0	0	0	0	0	0	0
8	0	0	304	302.2	0	0	4	0	1	0	0	5	5.5	0
0	0	0	83	81	0	0	1	0	0	0	0	1	1	0

1	0	0	89	88.1	0	0	1	0	0	0	0	1	1	0
2	0	0	88	88.2	0	0	0	0	0	0	0	0	0	0
0	0	0	67	66.2	0	0	0	0	0	0	0	0	0	0
3	0	0	327	323.5	0	0	2	0	0	0	0	2	2	0
1	0	0	70	69.7	0	0	0	0	0	0	0	0	0	0
1	0	0	94	93.7	0	0	2	0	0	0	0	2	2	0
2	1	0	104	103.3	0	0	2	0	0	0	0	2	2	0
0	0	1	81	82	0	0	4	0	0	0	0	4	4	0
4	1	1	349	348.7	0	0	8	0	0	0	0	8	8	0
0	0	0	75	72.8	0	0	0	1	0	0	0	1	1	0
4	0	0	80	81.2	0	0	1	0	0	0	0	1	1	0
1	0	0	78	76.9	0	0	6	0	0	0	0	6	6	0
2	0	2	69	71.4	0	0	2	0	0	0	0	2	2	0
7	0	2	302	302.3	0	0	9	1	0	0	0	10	10	0
4	1	0	101	101.3	0	0	1	0	0	0	0	1	1	0
1	0	0	91	91.5	0	0	0	0	0	0	0	0	0	0
2	0	0	88	87.2	0	0	1	0	0	0	0	1	1	0
2	0	0	94	93	0	0	0	0	0	0	0	0	0	0
9	1	0	374	373	0	0	2	0	0	0	0	2	2	0
0	0	0	103	99	0	0	1	0	0	0	0	1	1	0
1	0	0	85	83.7	0	0	3	0	0	0	0	3	3	0
1	0	0	105	104.1	0	0	3	0	0	0	0	3	3	0
1	0	0	110	107.5	0	0	4	0	0	0	0	4	4	0
3	0	0	403	394.3	0	0	11	0	0	0	0	11	11	0
0	1	0	111	105.7	0	0	3	0	0	0	0	3	3	0
0	0	0	102	98.2	0	0	3	1	0	0	0	4	4	0
0	0	0	93	89	0	0	1	0	0	0	0	1	1	0
0	0	0	113	109	0	0	3	0	0	0	0	3	3	0
0	1	0	419	401.9	0	0	10	1	0	0	0	11	11	0
1	0	0	98	93.1	1	0	0	0	0	0	0	1	0.2	0
0	0	1	88	88.2	0	0	4	0	0	0	0	4	4	0
0	0	0	82	81.2	0	0	1	1	0	0	0	2	2	0
1	0	2	78	78.1	0	0	5	0	0	0	0	5	5	0
2	0	3	346	340.6	1	0	10	1	0	0	0	12	11.2	0
0	0	0	68	66.4	0	0	2	0	0	0	0	2	2	0
1	0	0	66	65.9	0	0	2	1	0	0	0	3	3	0
0	0	0	57	53.4	0	0	2	1	0	0	0	3	3	0
0	0	0	69	68.2	0	0	5	0	0	0	0	5	5	0
1	0	0	260	253.9	0	0	11	2	0	0	0	13	13	0
0	0	0	66	64.4	0	0	1	0	0	0	0	1	1	0
0	0	1	62	61.4	0	0	2	0	0	0	0	2	2	0
0	0	0	47	47	0	0	1	1	0	0	0	2	2	0
3	0	0	34	35.5	0	0	1	0	0	0	0	1	1	0
3	0	1	209	208.3	0	0	5	1	0	0	0	6	6	0
0	0	0	47	46.4	0	0	1	0	0	0	0	1	1	0
0	0	0	25	24.2	0	0	1	0	0	0	0	1	1	0
0	0	0	20	20	0	0	2	0	0	0	0	2	2	0

0	0	0	27	26.4	0	0	1	0	0	0	0	1	1	0
0	0	0	119	117	0	0	5	0	0	0	0	5	5	0
65	7	10	4613	4559.4	1	0	92	10	2	0	0	105	105.2	0

C => 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	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1
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	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1
0	1	0	0	0	0	1	1
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	2	0	0	0	0	2	2
0	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2
0	1	0	0	0	0	1	1

0	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3
0	1	0	0	0	0	1	1
0	6	0	0	0	0	6	6
0	3	0	0	0	0	3	3
0	1	0	0	0	0	1	1
0	11	0	0	0	0	11	11
0	3	0	0	0	0	3	3
0	0	1	0	0	0	1	1
0	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3
0	6	1	0	0	0	7	7
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	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	0	0	0	0
0	1	0	0	0	0	1	1
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	0	0	0	0
0	2	0	0	0	0	2	2
0	2	0	0	0	0	2	2
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1
0	1	0	0	0	0	1	1
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	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	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

0	30	1	0	0	0	31	31

C => C							
M/C	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
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	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	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1
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	2	0	0	0	0	2	2
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1
0	1	0	0	0	0	1	1
0	0	0	0	0	0	0	0
0	2	0	0	0	0	2	2
0	1	0	0	0	0	1	1

0	0	0	0	0	0	0	0
0	0	1	0	0	0	1	1
0	1	0	0	0	0	1	1
0	2	1	0	0	0	3	3
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	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	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	3	0	0	0	0	3	3
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	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1
0	1	0	0	0	0	1	1
0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1
0	3	0	0	0	0	3	3
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	1	0	0	0	0	1	1
0	2	0	0	0	0	2	2
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	1
0	1	0	0	0	0	1	1
0	2	0	0	0	0	2	2
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	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	0	0	0	0

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	20	1	0	0	0	21	21

Appendix B TRICS Data

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	170	0.065	2	170	0.085	2	170	0.150
08:00 - 09:00	2	170	0.026	2	170	0.109	2	170	0.135
09:00 - 10:00	2	170	0.053	2	170	0.079	2	170	0.132
10:00 - 11:00	2	170	0.053	2	170	0.065	2	170	0.118
11:00 - 12:00	2	170	0.071	2	170	0.091	2	170	0.162
12:00 - 13:00	2	170	0.053	2	170	0.074	2	170	0.127
13:00 - 14:00	2	170	0.085	2	170	0.079	2	170	0.164
14:00 - 15:00	2	170	0.032	2	170	0.050	2	170	0.082
15:00 - 16:00	2	170	0.071	2	170	0.053	2	170	0.124
16:00 - 17:00	2	170	0.079	2	170	0.074	2	170	0.153
17:00 - 18:00	2	170	0.082	2	170	0.076	2	170	0.158
18:00 - 19:00	2	170	0.109	2	170	0.071	2	170	0.180
19:00 - 20:00	2	170	0.112	2	170	0.038	2	170	0.150
20:00 - 21:00	2	170	0.082	2	170	0.053	2	170	0.135
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.973			0.997			1.970

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

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

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

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

Parameter summary

Trip rate parameter range selected:	170 - 170 (units:)
Survey date date range:	01/01/16 - 14/06/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	118	0.000	1	118	0.000	1	118	0.000
07:30 - 08:00	1	118	0.000	1	118	0.000	1	118	0.000
08:00 - 08:30	1	118	0.000	1	118	0.000	1	118	0.000
08:30 - 09:00	1	118	1.695	1	118	0.000	1	118	1.695
09:00 - 09:30	1	118	0.000	1	118	0.000	1	118	0.000
09:30 - 10:00	1	118	0.847	1	118	0.000	1	118	0.847
10:00 - 10:30	1	118	0.847	1	118	0.000	1	118	0.847
10:30 - 11:00	1	118	0.847	1	118	0.847	1	118	1.694
11:00 - 11:30	1	118	0.000	1	118	0.000	1	118	0.000
11:30 - 12:00	1	118	0.000	1	118	0.000	1	118	0.000
12:00 - 12:30	1	118	0.847	1	118	2.542	1	118	3.389
12:30 - 13:00	1	118	0.847	1	118	0.000	1	118	0.847
13:00 - 13:30	1	118	0.000	1	118	0.000	1	118	0.000
13:30 - 14:00	1	118	0.000	1	118	0.000	1	118	0.000
14:00 - 14:30	1	118	1.695	1	118	1.695	1	118	3.390
14:30 - 15:00	1	118	0.847	1	118	0.000	1	118	0.847
15:00 - 15:30	1	118	0.000	1	118	1.695	1	118	1.695
15:30 - 16:00	1	118	0.000	1	118	0.000	1	118	0.000
16:00 - 16:30	1	118	0.000	1	118	0.000	1	118	0.000
16:30 - 17:00	1	118	0.847	1	118	0.847	1	118	1.694
17:00 - 17:30	1	118	0.000	1	118	0.000	1	118	0.000
17:30 - 18:00	1	118	0.000	1	118	1.695	1	118	1.695
18:00 - 18:30	1	118	0.000	1	118	0.000	1	118	0.000
18:30 - 19:00	1	118	0.000	1	118	0.000	1	118	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.319			9.321			18.640

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

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

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

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

Parameter summary

Trip rate parameter range selected:	118 - 118 (units: sqm)
Survey date date range:	01/01/16 - 15/11/21
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	420	0.159	3	420	0.000	3	420	0.159
07:00 - 08:00	20	442	2.548	20	442	1.495	20	442	4.043
08:00 - 09:00	20	442	3.851	20	442	3.069	20	442	6.920
09:00 - 10:00	20	442	1.393	20	442	1.348	20	442	2.741
10:00 - 11:00	20	442	0.476	20	442	0.328	20	442	0.804
11:00 - 12:00	20	442	0.498	20	442	0.328	20	442	0.826
12:00 - 13:00	20	442	1.234	20	442	1.506	20	442	2.740
13:00 - 14:00	20	442	0.759	20	442	1.087	20	442	1.846
14:00 - 15:00	20	442	0.589	20	442	0.453	20	442	1.042
15:00 - 16:00	20	442	1.031	20	442	1.053	20	442	2.084
16:00 - 17:00	20	442	1.586	20	442	1.789	20	442	3.375
17:00 - 18:00	20	442	3.024	20	442	3.907	20	442	6.931
18:00 - 19:00	19	457	0.184	19	457	0.691	19	457	0.875
19:00 - 20:00	1	450	0.222	1	450	2.222	1	450	2.444
20:00 - 21:00	1	450	0.000	1	450	0.000	1	450	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.554			19.276			36.830

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

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

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

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

Parameter summary

Trip rate parameter range selected:	149 - 750 (units: sqm)
Survey date date range:	01/01/16 - 26/06/23
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	795	0.252	1	795	0.126	1	795	0.378
08:00 - 09:00	1	795	0.377	1	795	0.377	1	795	0.754
09:00 - 10:00	1	795	1.258	1	795	1.635	1	795	2.893
10:00 - 11:00	1	795	1.384	1	795	0.881	1	795	2.265
11:00 - 12:00	1	795	1.006	1	795	0.881	1	795	1.887
12:00 - 13:00	1	795	0.881	1	795	0.881	1	795	1.762
13:00 - 14:00	1	795	1.006	1	795	0.755	1	795	1.761
14:00 - 15:00	1	795	1.132	1	795	1.132	1	795	2.264
15:00 - 16:00	1	795	1.509	1	795	1.132	1	795	2.641
16:00 - 17:00	1	795	1.384	1	795	1.132	1	795	2.516
17:00 - 18:00	1	795	0.755	1	795	1.384	1	795	2.139
18:00 - 19:00	1	795	1.006	1	795	0.881	1	795	1.887
19:00 - 20:00	1	795	1.006	1	795	1.258	1	795	2.264
20:00 - 21:00	1	795	1.006	1	795	0.503	1	795	1.509
21:00 - 22:00	1	795	0.503	1	795	1.006	1	795	1.509
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.465			13.964			28.429

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

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

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

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

Parameter summary

Trip rate parameter range selected:	795 - 795 (units: sqm)
Survey date date range:	01/01/16 - 09/11/17
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 show. 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 Junction Summary Results

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

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: Kinsale Road Entrance.j9
Path: \\W2k8-lk-dc1\users\CAD\DWGS\214\101-150\214130\3.0 Calculations\1. Civils\214130-PUNCH-XX-XX-CA-C-001_TTA\Junctions 9
Report generation date: 27/09/2024 15:36:15

»Existing Scenario 2024, AM
»Existing Scenario 2024, PM
»Do Nothing Opening Year 2027, AM
»Do Nothing Opening Year 2027, PM
»Do Nothing Design Year 2032, AM
»Do Nothing Design Year 2032, PM
»Do Nothing Design Year 2042, AM
»Do Nothing Design Year 2042, PM
»Do Something Opening Year 2027, AM
»Do Something Opening Year 2027, PM
»Do Something Design Year 2032, AM
»Do Something Design Year 2032, PM
»Do Something Design Year 2042, AM
»Do Something Design Year 2042, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Scenario 2024							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	Do Nothing Opening Year 2027							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	Do Nothing Design Year 2032							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	Do Nothing Design Year 2042							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	Do Something Opening Year 2027							
Stream B-AC	0.1	11.00	0.07	B	0.1	12.43	0.09	B
Stream C-AB	0.1	4.82	0.04	A	0.1	4.83	0.04	A
	Do Something Design Year 2032							
Stream B-AC	0.1	11.93	0.08	B	0.1	14.42	0.10	B
Stream C-AB	0.1	4.54	0.05	A	0.1	4.65	0.05	A
	Do Something Design Year 2042							
Stream B-AC	0.1	12.58	0.08	B	0.1	15.53	0.11	C
Stream C-AB	0.1	4.47	0.05	A	0.1	4.57	0.05	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	16/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MPPNET\SSolomons
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Existing Scenario 2024	AM	ONE HOUR	10:45	12:15	15	✓
D2	Existing Scenario 2024	PM	ONE HOUR	12:45	14:15	15	✓
D3	Do Nothing Opening Year 2027	AM	ONE HOUR	10:45	12:15	15	✓
D4	Do Nothing Opening Year 2027	PM	ONE HOUR	12:45	14:15	15	✓
D5	Do Nothing Design Year 2032	AM	ONE HOUR	10:45	12:15	15	✓
D6	Do Nothing Design Year 2032	PM	ONE HOUR	12:45	14:15	15	✓
D7	Do Nothing Design Year 2042	AM	ONE HOUR	10:45	12:15	15	✓
D8	Do Nothing Design Year 2042	PM	ONE HOUR	12:45	14:15	15	✓
D9	Do Something Opening Year 2027	AM	ONE HOUR	10:45	12:15	15	✓
D10	Do Something Opening Year 2027	PM	ONE HOUR	12:45	14:15	15	✓
D11	Do Something Design Year 2032	AM	ONE HOUR	10:45	12:15	15	✓
D12	Do Something Design Year 2032	PM	ONE HOUR	12:45	14:15	15	✓
D13	Do Something Design Year 2042	AM	ONE HOUR	10:45	12:15	15	✓
D14	Do Something Design Year 2042	PM	ONE HOUR	12:45	14:15	15	✓

Analysis Set Details

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

Existing Scenario 2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kinsale Road (Northbound)		Major
B	Kinsale Road Entrance		Minor
C	Kinsale Road (Southbouund)		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			0.0	✓	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	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	478	0.087	0.220	0.138	0.314
1	B-C	624	0.096	0.242	-	-
1	C-B	574	0.222	0.222	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Existing Scenario 2024	AM	ONE HOUR	10:45	12:15	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	✓	379	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	337	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	379
	B	0	0	0
	C	337	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					309	464
A-B					0	0
A-C					348	522

Main Results for each time segment

10:45 - 11:00

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	451	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	511	0.000	0	0.0	0.0	0.000	A
C-A	254	63			254				
A-B	0	0			0				
A-C	285	71			285				

11:00 - 11:15

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	433	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	498	0.000	0	0.0	0.0	0.000	A
C-A	303	76			303				
A-B	0	0			0				
A-C	341	85			341				

11:15 - 11:30

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	408	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	481	0.000	0	0.0	0.0	0.000	A
C-A	371	93			371				
A-B	0	0			0				
A-C	417	104			417				

11:30 - 11:45

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	408	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	481	0.000	0	0.0	0.0	0.000	A
C-A	371	93			371				
A-B	0	0			0				
A-C	417	104			417				

11:45 - 12:00

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	433	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	498	0.000	0	0.0	0.0	0.000	A
C-A	303	76			303				
A-B	0	0			0				
A-C	341	85			341				

12:00 - 12:15

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	451	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	511	0.000	0	0.0	0.0	0.000	A
C-A	254	63			254				
A-B	0	0			0				
A-C	285	71			285				

Existing Scenario 2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Existing Scenario 2024	PM	ONE HOUR	12:45	14:15	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	✓	431	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	368	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	431
	B	0	0	0
	C	368	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					338	507
A-B					0	0
A-C					395	593

Main Results for each time segment

12:45 - 13:00

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	440	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	502	0.000	0	0.0	0.0	0.000	A
C-A	277	69			277				
A-B	0	0			0				
A-C	324	81			324				

13:00 - 13:15

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	419	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	488	0.000	0	0.0	0.0	0.000	A
C-A	331	83			331				
A-B	0	0			0				
A-C	387	97			387				

13:15 - 13:30

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	391	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	468	0.000	0	0.0	0.0	0.000	A
C-A	405	101			405				
A-B	0	0			0				
A-C	475	119			475				

13:30 - 13:45

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	391	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	468	0.000	0	0.0	0.0	0.000	A
C-A	405	101			405				
A-B	0	0			0				
A-C	475	119			475				

13:45 - 14:00

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	419	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	488	0.000	0	0.0	0.0	0.000	A
C-A	331	83			331				
A-B	0	0			0				
A-C	387	97			387				

14:00 - 14:15

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	440	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	502	0.000	0	0.0	0.0	0.000	A
C-A	277	69			277				
A-B	0	0			0				
A-C	324	81			324				

Do Nothing Opening Year 2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Do Nothing Opening Year 2027	AM	ONE HOUR	10:45	12:15	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	✓	489	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	492	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	489
	B	0	0	0
	C	492	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					451	677
A-B					0	0
A-C					449	673

Main Results for each time segment

10:45 - 11:00

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	420	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	492	0.000	0	0.0	0.0	0.000	A
C-A	370	93			370				
A-B	0	0			0				
A-C	368	92			368				

11:00 - 11:15

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	395	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	476	0.000	0	0.0	0.0	0.000	A
C-A	442	111			442				
A-B	0	0			0				
A-C	440	110			440				

11:15 - 11:30

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	361	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	454	0.000	0	0.0	0.0	0.000	A
C-A	542	135			542				
A-B	0	0			0				
A-C	538	135			538				

11:30 - 11:45

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	361	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	454	0.000	0	0.0	0.0	0.000	A
C-A	542	135			542				
A-B	0	0			0				
A-C	538	135			538				

11:45 - 12:00

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	395	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	476	0.000	0	0.0	0.0	0.000	A
C-A	442	111			442				
A-B	0	0			0				
A-C	440	110			440				

12:00 - 12:15

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	420	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	492	0.000	0	0.0	0.0	0.000	A
C-A	370	93			370				
A-B	0	0			0				
A-C	368	92			368				

Do Nothing Opening Year 2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Do Nothing Opening Year 2027	PM	ONE HOUR	12:45	14:15	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	✓	614	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	512	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	614
	B	0	0	0
	C	512	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					470	705
A-B					0	0
A-C					563	845

Main Results for each time segment

12:45 - 13:00

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	396	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	471	0.000	0	0.0	0.0	0.000	A
C-A	385	96			385				
A-B	0	0			0				
A-C	462	116			462				

13:00 - 13:15

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	367	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	451	0.000	0	0.0	0.0	0.000	A
C-A	460	115			460				
A-B	0	0			0				
A-C	552	138			552				

13:15 - 13:30

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	325	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	424	0.000	0	0.0	0.0	0.000	A
C-A	564	141			564				
A-B	0	0			0				
A-C	676	169			676				

13:30 - 13:45

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	325	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	424	0.000	0	0.0	0.0	0.000	A
C-A	564	141			564				
A-B	0	0			0				
A-C	676	169			676				

13:45 - 14:00

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	367	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	451	0.000	0	0.0	0.0	0.000	A
C-A	460	115			460				
A-B	0	0			0				
A-C	552	138			552				

14:00 - 14:15

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	396	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	471	0.000	0	0.0	0.0	0.000	A
C-A	385	96			385				
A-B	0	0			0				
A-C	462	116			462				

Do Nothing Design Year 2032, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Do Nothing Design Year 2032	AM	ONE HOUR	10:45	12:15	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	✓	537	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	591	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	537
	B	0	0	0
	C	591	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					542	813
A-B					0	0
A-C					493	739

Main Results for each time segment

10:45 - 11:00

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	404	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	484	0.000	0	0.0	0.0	0.000	A
C-A	445	111			445				
A-B	0	0			0				
A-C	404	101			404				

11:00 - 11:15

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	376	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	467	0.000	0	0.0	0.0	0.000	A
C-A	531	133			531				
A-B	0	0			0				
A-C	483	121			483				

11:15 - 11:30

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	336	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	442	0.000	0	0.0	0.0	0.000	A
C-A	651	163			651				
A-B	0	0			0				
A-C	591	148			591				

11:30 - 11:45

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	336	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	442	0.000	0	0.0	0.0	0.000	A
C-A	651	163			651				
A-B	0	0			0				
A-C	591	148			591				

11:45 - 12:00

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	376	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	467	0.000	0	0.0	0.0	0.000	A
C-A	531	133			531				
A-B	0	0			0				
A-C	483	121			483				

12:00 - 12:15

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	404	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	484	0.000	0	0.0	0.0	0.000	A
C-A	445	111			445				
A-B	0	0			0				
A-C	404	101			404				

Do Nothing Design Year 2032, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Do Nothing Design Year 2032	PM	ONE HOUR	12:45	14:15	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	✓	721	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	590	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	721
	B	0	0	0
	C	590	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					541	812
A-B					0	0
A-C					662	992

Main Results for each time segment

12:45 - 13:00

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	371	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	453	0.000	0	0.0	0.0	0.000	A
C-A	444	111			444				
A-B	0	0			0				
A-C	543	136			543				

13:00 - 13:15

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	336	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	430	0.000	0	0.0	0.0	0.000	A
C-A	530	133			530				
A-B	0	0			0				
A-C	648	162			648				

13:15 - 13:30

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	286	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	397	0.000	0	0.0	0.0	0.000	A
C-A	650	162			650				
A-B	0	0			0				
A-C	794	198			794				

13:30 - 13:45

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	286	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	397	0.000	0	0.0	0.0	0.000	A
C-A	650	162			650				
A-B	0	0			0				
A-C	794	198			794				

13:45 - 14:00

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	336	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	430	0.000	0	0.0	0.0	0.000	A
C-A	530	133			530				
A-B	0	0			0				
A-C	648	162			648				

14:00 - 14:15

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	371	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	453	0.000	0	0.0	0.0	0.000	A
C-A	444	111			444				
A-B	0	0			0				
A-C	543	136			543				

Do Nothing Design Year 2042, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	Do Nothing Design Year 2042	AM	ONE HOUR	10:45	12:15	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	✓	576	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	627	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	576
	B	0	0	0
	C	627	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					575	863
A-B					0	0
A-C					529	793

Main Results for each time segment

10:45 - 11:00

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	394	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	478	0.000	0	0.0	0.0	0.000	A
C-A	472	118			472				
A-B	0	0			0				
A-C	434	108			434				

11:00 - 11:15

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	363	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	459	0.000	0	0.0	0.0	0.000	A
C-A	564	141			564				
A-B	0	0			0				
A-C	518	129			518				

11:15 - 11:30

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	320	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	433	0.000	0	0.0	0.0	0.000	A
C-A	690	173			690				
A-B	0	0			0				
A-C	634	159			634				

11:30 - 11:45

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	320	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	433	0.000	0	0.0	0.0	0.000	A
C-A	690	173			690				
A-B	0	0			0				
A-C	634	159			634				

11:45 - 12:00

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	363	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	459	0.000	0	0.0	0.0	0.000	A
C-A	564	141			564				
A-B	0	0			0				
A-C	518	129			518				

12:00 - 12:15

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	394	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	478	0.000	0	0.0	0.0	0.000	A
C-A	472	118			472				
A-B	0	0			0				
A-C	434	108			434				

Do Nothing Design Year 2042, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	Do Nothing Design Year 2042	PM	ONE HOUR	12:45	14:15	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	✓	765	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	628	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	765
	B	0	0	0
	C	628	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					576	864
A-B					0	0
A-C					702	1053

Main Results for each time segment

12:45 - 13:00

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	360	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	446	0.000	0	0.0	0.0	0.000	A
C-A	473	118			473				
A-B	0	0			0				
A-C	576	144			576				

13:00 - 13:15

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	322	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	421	0.000	0	0.0	0.0	0.000	A
C-A	565	141			565				
A-B	0	0			0				
A-C	688	172			688				

13:15 - 13:30

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	268	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	387	0.000	0	0.0	0.0	0.000	A
C-A	691	173			691				
A-B	0	0			0				
A-C	842	211			842				

13:30 - 13:45

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	268	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	387	0.000	0	0.0	0.0	0.000	A
C-A	691	173			691				
A-B	0	0			0				
A-C	842	211			842				

13:45 - 14:00

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	322	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	421	0.000	0	0.0	0.0	0.000	A
C-A	565	141			565				
A-B	0	0			0				
A-C	688	172			688				

14:00 - 14:15

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	360	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	446	0.000	0	0.0	0.0	0.000	A
C-A	473	118			473				
A-B	0	0			0				
A-C	576	144			576				

Do Something Opening Year 2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	Do Something Opening Year 2027	AM	ONE HOUR	10:45	12:15	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	✓	525	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	519	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	512
	B	11	0	12
	C	507	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.07	11.00	0.1	B	21	32
C-AB	0.04	4.82	0.1	A	27	40
C-A					449	674
A-B					12	18
A-C					470	705

Main Results for each time segment

10:45 - 11:00

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	17	4	416	0.042	17	0.0	0.0	9.030	A
C-AB	18	5	765	0.024	18	0.0	0.0	4.821	A
C-A	373	93			373				
A-B	10	2			10				
A-C	385	96			385				

11:00 - 11:15

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	21	5	390	0.053	21	0.0	0.1	9.757	A
C-AB	25	6	806	0.031	25	0.0	0.0	4.608	A
C-A	442	110			442				
A-B	12	3			12				
A-C	460	115			460				

11:15 - 11:30

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	25	6	353	0.072	25	0.1	0.1	10.997	B
C-AB	37	9	866	0.043	37	0.0	0.1	4.346	A
C-A	534	134			534				
A-B	14	4			14				
A-C	564	141			564				

11:30 - 11:45

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	25	6	353	0.072	25	0.1	0.1	11.002	B
C-AB	37	9	866	0.043	37	0.1	0.1	4.346	A
C-A	534	134			534				
A-B	14	4			14				
A-C	564	141			564				

11:45 - 12:00

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	21	5	389	0.053	21	0.1	0.1	9.766	A
C-AB	25	6	806	0.031	25	0.1	0.0	4.609	A
C-A	442	110			442				
A-B	12	3			12				
A-C	460	115			460				

12:00 - 12:15

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	17	4	416	0.042	17	0.1	0.0	9.040	A
C-AB	18	5	765	0.024	18	0.0	0.0	4.823	A
C-A	373	93			373				
A-B	10	2			10				
A-C	385	96			385				

Do Something Opening Year 2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	Do Something Opening Year 2027	PM	ONE HOUR	12:45	14:15	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	✓	644	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	543	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	631
	B	12	0	13
	C	532	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.09	12.43	0.1	B	23	34
C-AB	0.04	4.83	0.1	A	26	40
C-A					472	708
A-B					12	18
A-C					579	869

Main Results for each time segment

12:45 - 13:00

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	19	5	392	0.048	19	0.0	0.0	9.631	A
C-AB	17	4	763	0.023	17	0.0	0.0	4.828	A
C-A	391	98			391				
A-B	10	2			10				
A-C	475	119			475				

13:00 - 13:15

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	22	6	361	0.062	22	0.0	0.1	10.626	B
C-AB	24	6	805	0.030	24	0.0	0.0	4.610	A
C-A	464	116			464				
A-B	12	3			12				
A-C	567	142			567				

13:15 - 13:30

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	28	7	317	0.087	27	0.1	0.1	12.416	B
C-AB	38	9	867	0.043	37	0.0	0.1	4.341	A
C-A	560	140			560				
A-B	14	4			14				
A-C	695	174			695				

13:30 - 13:45

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	28	7	317	0.087	28	0.1	0.1	12.430	B
C-AB	38	9	867	0.043	38	0.1	0.1	4.342	A
C-A	560	140			560				
A-B	14	4			14				
A-C	695	174			695				

13:45 - 14:00

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	22	6	361	0.062	23	0.1	0.1	10.634	B
C-AB	24	6	805	0.030	25	0.1	0.0	4.613	A
C-A	464	116			464				
A-B	12	3			12				
A-C	567	142			567				

14:00 - 14:15

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	19	5	392	0.048	19	0.1	0.1	9.645	A
C-AB	18	4	763	0.023	18	0.0	0.0	4.831	A
C-A	391	98			391				
A-B	10	2			10				
A-C	475	119			475				

Do Something Design Year 2032, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	Do Something Design Year 2032	AM	ONE HOUR	10:45	12:15	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	✓	573	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	618	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	560
	B	11	0	12
	C	606	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.08	11.93	0.1	B	21	32
C-AB	0.05	4.54	0.1	A	32	48
C-A					535	803
A-B					12	18
A-C					514	771

Main Results for each time segment

10:45 - 11:00

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	17	4	399	0.043	17	0.0	0.0	9.414	A
C-AB	21	5	813	0.025	20	0.0	0.0	4.542	A
C-A	445	111			445				
A-B	10	2			10				
A-C	422	105			422				

11:00 - 11:15

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	21	5	370	0.056	21	0.0	0.1	10.316	B
C-AB	29	7	865	0.034	29	0.0	0.0	4.306	A
C-A	526	132			526				
A-B	12	3			12				
A-C	503	126			503				

11:15 - 11:30

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	25	6	327	0.077	25	0.1	0.1	11.927	B
C-AB	46	11	940	0.049	46	0.0	0.1	4.024	A
C-A	635	159			635				
A-B	14	4			14				
A-C	617	154			617				

11:30 - 11:45

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	25	6	327	0.077	25	0.1	0.1	11.934	B
C-AB	46	11	940	0.049	46	0.1	0.1	4.026	A
C-A	635	159			635				
A-B	14	4			14				
A-C	617	154			617				

11:45 - 12:00

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	21	5	370	0.056	21	0.1	0.1	10.324	B
C-AB	29	7	865	0.034	29	0.1	0.0	4.308	A
C-A	526	132			526				
A-B	12	3			12				
A-C	503	126			503				

12:00 - 12:15

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	17	4	399	0.043	17	0.1	0.0	9.427	A
C-AB	21	5	813	0.025	21	0.0	0.0	4.543	A
C-A	445	111			445				
A-B	10	2			10				
A-C	422	105			422				

Do Something Design Year 2032, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	Do Something Design Year 2032	PM	ONE HOUR	12:45	14:15	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	✓	751	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	621	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	738
	B	12	0	13
	C	610	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	14.42	0.1	B	23	34
C-AB	0.05	4.65	0.1	A	31	47
C-A					539	808
A-B					12	18
A-C					677	1016

Main Results for each time segment

12:45 - 13:00

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	19	5	367	0.051	19	0.0	0.1	10.336	B
C-AB	20	5	793	0.025	20	0.0	0.0	4.654	A
C-A	448	112			448				
A-B	10	2			10				
A-C	556	139			556				

13:00 - 13:15

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	22	6	330	0.068	22	0.1	0.1	11.701	B
C-AB	28	7	843	0.034	28	0.0	0.0	4.418	A
C-A	530	132			530				
A-B	12	3			12				
A-C	663	166			663				

13:15 - 13:30

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	28	7	277	0.099	27	0.1	0.1	14.400	B
C-AB	46	11	916	0.050	45	0.0	0.1	4.134	A
C-A	638	160			638				
A-B	14	4			14				
A-C	813	203			813				

13:30 - 13:45

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	28	7	277	0.099	28	0.1	0.1	14.419	B
C-AB	46	11	916	0.050	46	0.1	0.1	4.136	A
C-A	638	160			638				
A-B	14	4			14				
A-C	813	203			813				

13:45 - 14:00

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	22	6	330	0.068	23	0.1	0.1	11.717	B
C-AB	28	7	843	0.034	29	0.1	0.0	4.421	A
C-A	530	132			530				
A-B	12	3			12				
A-C	663	166			663				

14:00 - 14:15

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	19	5	367	0.051	19	0.1	0.1	10.356	B
C-AB	20	5	793	0.025	20	0.0	0.0	4.655	A
C-A	448	112			448				
A-B	10	2			10				
A-C	556	139			556				

Do Something Design Year 2042, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.35	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)	Run automatically
D13	Do Something Design Year 2042	AM	ONE HOUR	10:45	12:15	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	✓	612	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	654	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	599
	B	11	0	12
	C	642	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.08	12.58	0.1	B	21	32
C-AB	0.05	4.47	0.1	A	34	51
C-A					566	849
A-B					12	18
A-C					550	824

Main Results for each time segment

10:45 - 11:00

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	17	4	389	0.044	17	0.0	0.0	9.663	A
C-AB	22	5	828	0.026	22	0.0	0.0	4.463	A
C-A	471	118			471				
A-B	10	2			10				
A-C	451	113			451				

11:00 - 11:15

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	21	5	357	0.058	21	0.0	0.1	10.687	B
C-AB	31	8	884	0.035	31	0.0	0.0	4.220	A
C-A	557	139			557				
A-B	12	3			12				
A-C	538	135			538				

11:15 - 11:30

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	25	6	311	0.081	25	0.1	0.1	12.572	B
C-AB	50	12	965	0.051	50	0.0	0.1	3.934	A
C-A	670	168			670				
A-B	14	4			14				
A-C	660	165			660				

11:30 - 11:45

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	25	6	311	0.081	25	0.1	0.1	12.580	B
C-AB	50	12	965	0.052	50	0.1	0.1	3.937	A
C-A	670	168			670				
A-B	14	4			14				
A-C	660	165			660				

11:45 - 12:00

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	21	5	357	0.058	21	0.1	0.1	10.698	B
C-AB	31	8	884	0.035	31	0.1	0.0	4.223	A
C-A	557	139			557				
A-B	12	3			12				
A-C	538	135			538				

12:00 - 12:15

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	17	4	389	0.044	17	0.1	0.0	9.676	A
C-AB	22	5	828	0.026	22	0.0	0.0	4.465	A
C-A	471	118			471				
A-B	10	2			10				
A-C	451	113			451				

Do Something Design Year 2042, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.38	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)	Run automatically
D14	Do Something Design Year 2042	PM	ONE HOUR	12:45	14:15	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	✓	795	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	659	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	782
	B	12	0	13
	C	648	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.11	15.53	0.1	C	23	34
C-AB	0.05	4.57	0.1	A	34	51
C-A					571	856
A-B					12	18
A-C					718	1076

Main Results for each time segment

12:45 - 13:00

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	19	5	356	0.053	19	0.0	0.1	10.677	B
C-AB	21	5	809	0.026	21	0.0	0.0	4.565	A
C-A	475	119			475				
A-B	10	2			10				
A-C	589	147			589				

13:00 - 13:15

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	22	6	316	0.071	22	0.1	0.1	12.246	B
C-AB	31	8	863	0.035	30	0.0	0.0	4.322	A
C-A	562	140			562				
A-B	12	3			12				
A-C	703	176			703				

13:15 - 13:30

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	28	7	259	0.106	27	0.1	0.1	15.503	C
C-AB	50	13	943	0.053	50	0.0	0.1	4.033	A
C-A	676	169			676				
A-B	14	4			14				
A-C	861	215			861				

13:30 - 13:45

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	28	7	259	0.106	28	0.1	0.1	15.525	C
C-AB	50	13	943	0.053	50	0.1	0.1	4.034	A
C-A	675	169			675				
A-B	14	4			14				
A-C	861	215			861				

13:45 - 14:00

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	22	6	316	0.071	23	0.1	0.1	12.265	B
C-AB	31	8	863	0.035	31	0.1	0.0	4.323	A
C-A	562	140			562				
A-B	12	3			12				
A-C	703	176			703				

14:00 - 14:15

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	19	5	356	0.053	19	0.1	0.1	10.696	B
C-AB	21	5	809	0.026	21	0.0	0.0	4.568	A
C-A	475	119			475				
A-B	10	2			10				
A-C	589	147			589				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

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: Pearse Road Entrance.j9
Path: \\W2k8-lk-dc1\users\CAD\DWGS\214\101-150\214130\3.0 Calculations\1. Civils\214130-PUNCH-XX-XX-CA-C-001_TTA\Junctions 9
Report generation date: 27/09/2024 15:34:17

»Existing Scenario 2024, AM
»Existing Scenario 2024, PM
»Do Nothing Opening Year 2027, AM
»Do Nothing Opening Year 2027, PM
»Do Nothing Design Year 2032, AM
»Do Nothing Design Year 2032, PM
»Do Nothing Design Year 2042, AM
»Do Nothing Design Year 2042, PM
»Do Something Opening Year 2027, AM
»Do Something Opening Year 2027, PM
»Do Something Design Year 2032, AM
»Do Something Design Year 2032, PM
»Do Something Design Year 2042, AM
»Do Something Design Year 2042, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Scenario 2024							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	Do Nothing Opening Year 2027							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	Do Nothing Design Year 2032							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	Do Nothing Design Year 2042							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	Do Something Opening Year 2027							
Stream B-AC	0.1	8.67	0.06	A	0.1	9.16	0.05	A
Stream C-AB	0.0	4.98	0.02	A	0.0	4.67	0.03	A
	Do Something Design Year 2032							
Stream B-AC	0.1	8.82	0.06	A	0.1	9.35	0.05	A
Stream C-AB	0.0	4.93	0.02	A	0.0	4.60	0.03	A
	Do Something Design Year 2042							
Stream B-AC	0.1	9.03	0.06	A	0.1	9.63	0.05	A
Stream C-AB	0.0	4.87	0.02	A	0.0	4.52	0.03	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	10/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MPPNET\SSolomons
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Existing Scenario 2024	AM	ONE HOUR	10:45	12:15	15	✓
D2	Existing Scenario 2024	PM	ONE HOUR	12:45	14:15	15	✓
D3	Do Nothing Opening Year 2027	AM	ONE HOUR	10:45	12:15	15	✓
D4	Do Nothing Opening Year 2027	PM	ONE HOUR	12:45	14:15	15	✓
D5	Do Nothing Design Year 2032	AM	ONE HOUR	10:45	12:15	15	✓
D6	Do Nothing Design Year 2032	PM	ONE HOUR	12:45	14:15	15	✓
D7	Do Nothing Design Year 2042	AM	ONE HOUR	10:45	12:15	15	✓
D8	Do Nothing Design Year 2042	PM	ONE HOUR	12:45	14:15	15	✓
D9	Do Something Opening Year 2027	AM	ONE HOUR	10:45	12:15	15	✓
D10	Do Something Opening Year 2027	PM	ONE HOUR	12:45	14:15	15	✓
D11	Do Something Design Year 2032	AM	ONE HOUR	10:45	12:15	15	✓
D12	Do Something Design Year 2032	PM	ONE HOUR	12:45	14:15	15	✓
D13	Do Something Design Year 2042	AM	ONE HOUR	10:45	12:15	15	✓
D14	Do Something Design Year 2042	PM	ONE HOUR	12:45	14:15	15	✓

Analysis Set Details

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

Existing Scenario 2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Pearse Road (Northbound)		Major
B	Pearse Road Entrance		Minor
C	Pearse Road (Southbound)		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	8.50			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	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	478	0.078	0.196	0.123	0.280
1	B-C	624	0.085	0.215	-	-
1	C-B	632	0.218	0.218	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Existing Scenario 2024	AM	ONE HOUR	10:45	12:15	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	✓	295	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	267	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	295
	B	0	0	0
	C	267	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					245	368
A-B					0	0
A-C					271	406

Main Results for each time segment

10:45 - 11:00

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	479	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	583	0.000	0	0.0	0.0	0.000	A
C-A	201	50			201				
A-B	0	0			0				
A-C	222	56			222				

11:00 - 11:15

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	466	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	240	60			240				
A-B	0	0			0				
A-C	265	66			265				

11:15 - 11:30

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	449	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	294	73			294				
A-B	0	0			0				
A-C	325	81			325				

11:30 - 11:45

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	449	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	294	73			294				
A-B	0	0			0				
A-C	325	81			325				

11:45 - 12:00

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	466	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	240	60			240				
A-B	0	0			0				
A-C	265	66			265				

12:00 - 12:15

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	479	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	583	0.000	0	0.0	0.0	0.000	A
C-A	201	50			201				
A-B	0	0			0				
A-C	222	56			222				

Existing Scenario 2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Existing Scenario 2024	PM	ONE HOUR	12:45	14:15	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	✓	292	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	292
	B	0	0	0
	C	369	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					339	508
A-B					0	0
A-C					268	402

Main Results for each time segment

12:45 - 13:00

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	473	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	278	69			278				
A-B	0	0			0				
A-C	220	55			220				

13:00 - 13:15

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	459	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	575	0.000	0	0.0	0.0	0.000	A
C-A	332	83			332				
A-B	0	0			0				
A-C	263	66			263				

13:15 - 13:30

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	440	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	562	0.000	0	0.0	0.0	0.000	A
C-A	406	102			406				
A-B	0	0			0				
A-C	321	80			321				

13:30 - 13:45

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	440	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	562	0.000	0	0.0	0.0	0.000	A
C-A	406	102			406				
A-B	0	0			0				
A-C	321	80			321				

13:45 - 14:00

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	459	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	575	0.000	0	0.0	0.0	0.000	A
C-A	332	83			332				
A-B	0	0			0				
A-C	263	66			263				

14:00 - 14:15

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	473	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	278	69			278				
A-B	0	0			0				
A-C	220	55			220				

Do Nothing Opening Year 2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Do Nothing Opening Year 2027	AM	ONE HOUR	10:45	12:15	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	✓	311	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	281	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	311
	B	0	0	0
	C	281	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					258	387
A-B					0	0
A-C					285	428

Main Results for each time segment

10:45 - 11:00

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	212	53			212				
A-B	0	0			0				
A-C	234	59			234				

11:00 - 11:15

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	462	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	253	63			253				
A-B	0	0			0				
A-C	280	70			280				

11:15 - 11:30

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	444	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	557	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	0	0			0				
A-C	342	86			342				

11:30 - 11:45

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	444	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	557	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	0	0			0				
A-C	342	86			342				

11:45 - 12:00

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	462	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	253	63			253				
A-B	0	0			0				
A-C	280	70			280				

12:00 - 12:15

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	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	212	53			212				
A-B	0	0			0				
A-C	234	59			234				

Do Nothing Opening Year 2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Do Nothing Opening Year 2027	PM	ONE HOUR	12:45	14:15	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	✓	308	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	389	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	308
	B	0	0	0
	C	389	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					357	535
A-B					0	0
A-C					283	424

Main Results for each time segment

12:45 - 13:00

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	469	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	293	73			293				
A-B	0	0			0				
A-C	232	58			232				

13:00 - 13:15

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	454	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	350	87			350				
A-B	0	0			0				
A-C	277	69			277				

13:15 - 13:30

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	434	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	558	0.000	0	0.0	0.0	0.000	A
C-A	428	107			428				
A-B	0	0			0				
A-C	339	85			339				

13:30 - 13:45

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	434	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	558	0.000	0	0.0	0.0	0.000	A
C-A	428	107			428				
A-B	0	0			0				
A-C	339	85			339				

13:45 - 14:00

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	454	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	350	87			350				
A-B	0	0			0				
A-C	277	69			277				

14:00 - 14:15

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	469	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	293	73			293				
A-B	0	0			0				
A-C	232	58			232				

Do Nothing Design Year 2032, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Do Nothing Design Year 2032	AM	ONE HOUR	10:45	12:15	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	✓	333	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	301	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	333
	B	0	0	0
	C	301	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					276	414
A-B					0	0
A-C					306	458

Main Results for each time segment

10:45 - 11:00

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	471	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	577	0.000	0	0.0	0.0	0.000	A
C-A	227	57			227				
A-B	0	0			0				
A-C	251	63			251				

11:00 - 11:15

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	457	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	567	0.000	0	0.0	0.0	0.000	A
C-A	271	68			271				
A-B	0	0			0				
A-C	299	75			299				

11:15 - 11:30

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	437	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	552	0.000	0	0.0	0.0	0.000	A
C-A	331	83			331				
A-B	0	0			0				
A-C	367	92			367				

11:30 - 11:45

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	437	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	552	0.000	0	0.0	0.0	0.000	A
C-A	331	83			331				
A-B	0	0			0				
A-C	367	92			367				

11:45 - 12:00

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	457	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	567	0.000	0	0.0	0.0	0.000	A
C-A	271	68			271				
A-B	0	0			0				
A-C	299	75			299				

12:00 - 12:15

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	471	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	577	0.000	0	0.0	0.0	0.000	A
C-A	227	57			227				
A-B	0	0			0				
A-C	251	63			251				

Do Nothing Design Year 2032, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Do Nothing Design Year 2032	PM	ONE HOUR	12:45	14:15	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	✓	329	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	416	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	329
	B	0	0	0
	C	416	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					382	573
A-B					0	0
A-C					302	453

Main Results for each time segment

12:45 - 13:00

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	464	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	578	0.000	0	0.0	0.0	0.000	A
C-A	313	78			313				
A-B	0	0			0				
A-C	248	62			248				

13:00 - 13:15

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	448	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	567	0.000	0	0.0	0.0	0.000	A
C-A	374	93			374				
A-B	0	0			0				
A-C	296	74			296				

13:15 - 13:30

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	427	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	553	0.000	0	0.0	0.0	0.000	A
C-A	458	115			458				
A-B	0	0			0				
A-C	362	91			362				

13:30 - 13:45

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	427	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	553	0.000	0	0.0	0.0	0.000	A
C-A	458	115			458				
A-B	0	0			0				
A-C	362	91			362				

13:45 - 14:00

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	448	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	567	0.000	0	0.0	0.0	0.000	A
C-A	374	93			374				
A-B	0	0			0				
A-C	296	74			296				

14:00 - 14:15

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	464	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	578	0.000	0	0.0	0.0	0.000	A
C-A	313	78			313				
A-B	0	0			0				
A-C	248	62			248				

Do Nothing Design Year 2042, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	Do Nothing Design Year 2042	AM	ONE HOUR	10:45	12:15	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	✓	363	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	329	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	363
	B	0	0	0
	C	329	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					302	453
A-B					0	0
A-C					333	500

Main Results for each time segment

10:45 - 11:00

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	464	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	572	0.000	0	0.0	0.0	0.000	A
C-A	248	62			248				
A-B	0	0			0				
A-C	273	68			273				

11:00 - 11:15

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	449	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	296	74			296				
A-B	0	0			0				
A-C	326	82			326				

11:15 - 11:30

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	428	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	362	91			362				
A-B	0	0			0				
A-C	400	100			400				

11:30 - 11:45

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	428	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	362	91			362				
A-B	0	0			0				
A-C	400	100			400				

11:45 - 12:00

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	449	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	296	74			296				
A-B	0	0			0				
A-C	326	82			326				

12:00 - 12:15

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	464	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	572	0.000	0	0.0	0.0	0.000	A
C-A	248	62			248				
A-B	0	0			0				
A-C	273	68			273				

Do Nothing Design Year 2042, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	Do Nothing Design Year 2042	PM	ONE HOUR	12:45	14:15	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	✓	360	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	454	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	360
	B	0	0	0
	C	454	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.00	0.00	0.0	A	0	0
C-A					417	625
A-B					0	0
A-C					330	496

Main Results for each time segment

12:45 - 13:00

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	456	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	573	0.000	0	0.0	0.0	0.000	A
C-A	342	85			342				
A-B	0	0			0				
A-C	271	68			271				

13:00 - 13:15

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	439	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	408	102			408				
A-B	0	0			0				
A-C	324	81			324				

13:15 - 13:30

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	416	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	500	125			500				
A-B	0	0			0				
A-C	396	99			396				

13:30 - 13:45

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	416	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	500	125			500				
A-B	0	0			0				
A-C	396	99			396				

13:45 - 14:00

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	439	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	408	102			408				
A-B	0	0			0				
A-C	324	81			324				

14:00 - 14:15

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	456	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	573	0.000	0	0.0	0.0	0.000	A
C-A	342	85			342				
A-B	0	0			0				
A-C	271	68			271				

Do Something Opening Year 2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	Do Something Opening Year 2027	AM	ONE HOUR	10:45	12:15	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	✓	341	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	313	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	333
	B	11	0	13
	C	305	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	8.67	0.1	A	22	33
C-AB	0.02	4.98	0.0	A	12	18
C-A					275	413
A-B					7	11
A-C					306	458

Main Results for each time segment

10:45 - 11:00

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	18	5	476	0.038	18	0.0	0.0	7.861	A
C-AB	9	2	732	0.012	9	0.0	0.0	4.977	A
C-A	227	57			227				
A-B	6	2			6				
A-C	251	63			251				

11:00 - 11:15

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	22	5	462	0.047	22	0.0	0.0	8.182	A
C-AB	11	3	753	0.015	11	0.0	0.0	4.852	A
C-A	270	68			270				
A-B	7	2			7				
A-C	299	75			299				

11:15 - 11:30

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	26	7	442	0.060	26	0.0	0.1	8.665	A
C-AB	15	4	783	0.020	15	0.0	0.0	4.688	A
C-A	329	82			329				
A-B	9	2			9				
A-C	367	92			367				

11:30 - 11:45

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	26	7	442	0.060	26	0.1	0.1	8.667	A
C-AB	15	4	783	0.020	15	0.0	0.0	4.688	A
C-A	329	82			329				
A-B	9	2			9				
A-C	367	92			367				

11:45 - 12:00

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	22	5	462	0.047	22	0.1	0.0	8.184	A
C-AB	11	3	753	0.015	11	0.0	0.0	4.854	A
C-A	270	68			270				
A-B	7	2			7				
A-C	299	75			299				

12:00 - 12:15

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	18	5	476	0.038	18	0.0	0.0	7.869	A
C-AB	9	2	732	0.012	9	0.0	0.0	4.977	A
C-A	227	57			227				
A-B	6	2			6				
A-C	251	63			251				

Do Something Opening Year 2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.35	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)	Run automatically
D10	Do Something Opening Year 2027	PM	ONE HOUR	12:45	14:15	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	✓	341	100.000
B		ONE HOUR	✓	18	100.000
C		ONE HOUR	✓	424	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	9	332
	B	10	0	8
	C	412	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	9.16	0.1	A	17	25
C-AB	0.03	4.67	0.0	A	21	31
C-A					368	552
A-B					8	12
A-C					305	457

Main Results for each time segment

12:45 - 13:00

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	14	3	452	0.030	13	0.0	0.0	8.213	A
C-AB	15	4	787	0.019	15	0.0	0.0	4.663	A
C-A	304	76			304				
A-B	7	2			7				
A-C	250	62			250				

13:00 - 13:15

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	435	0.037	16	0.0	0.0	8.587	A
C-AB	20	5	819	0.024	20	0.0	0.0	4.503	A
C-A	361	90			361				
A-B	8	2			8				
A-C	298	75			298				

13:15 - 13:30

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	413	0.048	20	0.0	0.0	9.162	A
C-AB	28	7	865	0.032	28	0.0	0.0	4.299	A
C-A	439	110			439				
A-B	10	2			10				
A-C	366	91			366				

13:30 - 13:45

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	413	0.048	20	0.0	0.1	9.164	A
C-AB	28	7	865	0.032	28	0.0	0.0	4.301	A
C-A	439	110			439				
A-B	10	2			10				
A-C	366	91			366				

13:45 - 14:00

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	435	0.037	16	0.1	0.0	8.590	A
C-AB	20	5	819	0.024	20	0.0	0.0	4.503	A
C-A	361	90			361				
A-B	8	2			8				
A-C	298	75			298				

14:00 - 14:15

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	14	3	452	0.030	14	0.0	0.0	8.218	A
C-AB	15	4	787	0.019	15	0.0	0.0	4.665	A
C-A	304	76			304				
A-B	7	2			7				
A-C	250	62			250				

Do Something Design Year 2032, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	Do Something Design Year 2032	AM	ONE HOUR	10:45	12:15	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	✓	363	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	333	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	355
	B	11	0	13
	C	325	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	8.82	0.1	A	22	33
C-AB	0.02	4.93	0.0	A	12	18
C-A					293	440
A-B					7	11
A-C					326	489

Main Results for each time segment

10:45 - 11:00

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	18	5	471	0.038	18	0.0	0.0	7.943	A
C-AB	9	2	739	0.012	9	0.0	0.0	4.930	A
C-A	242	60			242				
A-B	6	2			6				
A-C	267	67			267				

11:00 - 11:15

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	22	5	456	0.047	22	0.0	0.0	8.288	A
C-AB	12	3	762	0.015	12	0.0	0.0	4.798	A
C-A	288	72			288				
A-B	7	2			7				
A-C	319	80			319				

11:15 - 11:30

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	26	7	435	0.061	26	0.0	0.1	8.813	A
C-AB	16	4	794	0.020	16	0.0	0.0	4.625	A
C-A	351	88			351				
A-B	9	2			9				
A-C	391	98			391				

11:30 - 11:45

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	26	7	435	0.061	26	0.1	0.1	8.815	A
C-AB	16	4	794	0.020	16	0.0	0.0	4.627	A
C-A	351	88			351				
A-B	9	2			9				
A-C	391	98			391				

11:45 - 12:00

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	22	5	456	0.047	22	0.1	0.1	8.291	A
C-AB	12	3	762	0.015	12	0.0	0.0	4.800	A
C-A	288	72			288				
A-B	7	2			7				
A-C	319	80			319				

12:00 - 12:15

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	18	5	471	0.038	18	0.1	0.0	7.951	A
C-AB	9	2	739	0.012	9	0.0	0.0	4.930	A
C-A	242	60			242				
A-B	6	2			6				
A-C	267	67			267				

Do Something Design Year 2032, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	Do Something Design Year 2032	PM	ONE HOUR	12:45	14:15	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	✓	362	100.000
B		ONE HOUR	✓	18	100.000
C		ONE HOUR	✓	451	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	9	353
	B	10	0	8
	C	439	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	9.35	0.1	A	17	25
C-AB	0.03	4.60	0.0	A	22	33
C-A					392	588
A-B					8	12
A-C					324	486

Main Results for each time segment

12:45 - 13:00

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	14	3	446	0.030	13	0.0	0.0	8.311	A
C-AB	15	4	798	0.019	15	0.0	0.0	4.600	A
C-A	324	81			324				
A-B	7	2			7				
A-C	266	66			266				

13:00 - 13:15

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	429	0.038	16	0.0	0.0	8.717	A
C-AB	21	5	833	0.025	21	0.0	0.0	4.433	A
C-A	385	96			385				
A-B	8	2			8				
A-C	317	79			317				

13:15 - 13:30

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	405	0.049	20	0.0	0.1	9.347	A
C-AB	29	7	882	0.033	29	0.0	0.0	4.221	A
C-A	467	117			467				
A-B	10	2			10				
A-C	389	97			389				

13:30 - 13:45

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	405	0.049	20	0.1	0.1	9.349	A
C-AB	29	7	882	0.033	29	0.0	0.0	4.223	A
C-A	467	117			467				
A-B	10	2			10				
A-C	389	97			389				

13:45 - 14:00

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	429	0.038	16	0.1	0.0	8.721	A
C-AB	21	5	833	0.025	21	0.0	0.0	4.433	A
C-A	385	96			385				
A-B	8	2			8				
A-C	317	79			317				

14:00 - 14:15

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	14	3	446	0.030	14	0.0	0.0	8.318	A
C-AB	15	4	798	0.019	16	0.0	0.0	4.601	A
C-A	324	81			324				
A-B	7	2			7				
A-C	266	66			266				

Do Something Design Year 2042, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	Do Something Design Year 2042	AM	ONE HOUR	10:45	12:15	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	✓	393	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	361	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	385
	B	11	0	13
	C	353	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	9.03	0.1	A	22	33
C-AB	0.02	4.87	0.0	A	13	19
C-A					318	478
A-B					7	11
A-C					353	530

Main Results for each time segment

10:45 - 11:00

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	18	5	465	0.039	18	0.0	0.0	8.058	A
C-AB	9	2	749	0.012	9	0.0	0.0	4.864	A
C-A	262	66			262				
A-B	6	2			6				
A-C	290	72			290				

11:00 - 11:15

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	22	5	448	0.048	22	0.0	0.1	8.440	A
C-AB	12	3	774	0.016	12	0.0	0.0	4.723	A
C-A	312	78			312				
A-B	7	2			7				
A-C	346	87			346				

11:15 - 11:30

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	26	7	425	0.062	26	0.1	0.1	9.027	A
C-AB	17	4	810	0.021	17	0.0	0.0	4.538	A
C-A	380	95			380				
A-B	9	2			9				
A-C	424	106			424				

11:30 - 11:45

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	26	7	425	0.062	26	0.1	0.1	9.028	A
C-AB	17	4	810	0.021	17	0.0	0.0	4.538	A
C-A	380	95			380				
A-B	9	2			9				
A-C	424	106			424				

11:45 - 12:00

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	22	5	448	0.048	22	0.1	0.1	8.444	A
C-AB	12	3	774	0.016	12	0.0	0.0	4.725	A
C-A	312	78			312				
A-B	7	2			7				
A-C	346	87			346				

12:00 - 12:15

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	18	5	465	0.039	18	0.1	0.0	8.064	A
C-AB	9	2	749	0.012	9	0.0	0.0	4.866	A
C-A	262	66			262				
A-B	6	2			6				
A-C	290	72			290				

Do Something Design Year 2042, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	Do Something Design Year 2042	PM	ONE HOUR	12:45	14:15	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	✓	393	100.000
B		ONE HOUR	✓	18	100.000
C		ONE HOUR	✓	489	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	9	384
	B	10	0	8
	C	477	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	9.63	0.1	A	17	25
C-AB	0.03	4.52	0.0	A	23	35
C-A					426	638
A-B					8	12
A-C					352	529

Main Results for each time segment

12:45 - 13:00

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	14	3	439	0.031	13	0.0	0.0	8.457	A
C-AB	16	4	813	0.020	16	0.0	0.0	4.516	A
C-A	352	88			352				
A-B	7	2			7				
A-C	289	72			289				

13:00 - 13:15

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	420	0.039	16	0.0	0.0	8.914	A
C-AB	22	5	851	0.026	22	0.0	0.0	4.338	A
C-A	418	104			418				
A-B	8	2			8				
A-C	345	86			345				

13:15 - 13:30

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	394	0.050	20	0.0	0.1	9.631	A
C-AB	32	8	906	0.035	31	0.0	0.0	4.117	A
C-A	507	127			507				
A-B	10	2			10				
A-C	423	106			423				

13:30 - 13:45

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	394	0.050	20	0.1	0.1	9.633	A
C-AB	32	8	906	0.035	32	0.0	0.0	4.119	A
C-A	507	127			507				
A-B	10	2			10				
A-C	423	106			423				

13:45 - 14:00

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	420	0.039	16	0.1	0.0	8.918	A
C-AB	22	5	852	0.026	22	0.0	0.0	4.341	A
C-A	418	104			418				
A-B	8	2			8				
A-C	345	86			345				

14:00 - 14:15

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	14	3	439	0.031	14	0.0	0.0	8.464	A
C-AB	16	4	813	0.020	16	0.0	0.0	4.518	A
C-A	352	88			352				
A-B	7	2			7				
A-C	289	72			289				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

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: Kinsale Road_Slieve Mish Park.j9
Path: \\W2k8-lk-dc1\users\CAD\DWGS\214\101-150\214130\3.0 Calculations\1. Civils\214130-PUNCH-XX-XX-CA-C-001_TTA\Junctions 9
Report generation date: 27/09/2024 15:30:13

»Existing Scenario 2024, AM
»Existing Scenario 2024, PM
»Do Nothing Opening Year 2027, AM
»Do Nothing Opening Year 2027, PM
»Do Nothing Design Year 2032, AM
»Do Nothing Design Year 2032, PM
»Do Nothing Design Year 2042, AM
»Do Nothing Design Year 2042, PM
»Do Something Opening Year 2027, AM
»Do Something Opening Year 2027, PM
»Do Something Design Year 2032, AM
»Do Something Design Year 2032, PM
»Do Something Design Year 2042, AM
»Do Something Design Year 2042, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Scenario 2024							
Stream B-AC	0.1	8.44	0.05	A	0.0	9.30	0.04	A
Stream C-AB	0.0	5.29	0.02	A	0.0	5.20	0.02	A
	Do Nothing Opening Year 2027							
Stream B-AC	0.1	9.42	0.07	A	0.0	9.99	0.05	A
Stream C-AB	0.1	4.86	0.04	A	0.0	4.85	0.03	A
	Do Nothing Design Year 2032							
Stream B-AC	0.1	9.93	0.08	A	0.1	10.98	0.06	B
Stream C-AB	0.1	4.60	0.05	A	0.1	4.69	0.04	A
	Do Nothing Design Year 2042							
Stream B-AC	0.1	10.54	0.09	B	0.1	11.46	0.06	B
Stream C-AB	0.1	4.53	0.06	A	0.1	4.60	0.04	A
	Do Something Opening Year 2027							
Stream B-AC	0.1	10.05	0.07	B	0.1	10.84	0.05	B
Stream C-AB	0.1	4.77	0.04	A	0.0	4.74	0.03	A
	Do Something Design Year 2032							
Stream B-AC	0.1	10.64	0.08	B	0.1	11.85	0.06	B
Stream C-AB	0.1	4.51	0.05	A	0.1	4.57	0.04	A
	Do Something Design Year 2042							
Stream B-AC	0.1	11.37	0.09	B	0.1	12.67	0.07	B
Stream C-AB	0.1	4.45	0.06	A	0.1	4.50	0.05	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	16/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MPPNET\SSolomons
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Existing Scenario 2024	AM	ONE HOUR	10:45	12:15	15	✓
D2	Existing Scenario 2024	PM	ONE HOUR	12:45	14:15	15	✓
D3	Do Nothing Opening Year 2027	AM	ONE HOUR	10:45	12:15	15	✓
D4	Do Nothing Opening Year 2027	PM	ONE HOUR	12:45	14:15	15	✓
D5	Do Nothing Design Year 2032	AM	ONE HOUR	10:45	12:15	15	✓
D6	Do Nothing Design Year 2032	PM	ONE HOUR	12:45	14:15	15	✓
D7	Do Nothing Design Year 2042	AM	ONE HOUR	10:45	12:15	15	✓
D8	Do Nothing Design Year 2042	PM	ONE HOUR	12:45	14:15	15	✓
D9	Do Something Opening Year 2027	AM	ONE HOUR	10:45	12:15	15	✓
D10	Do Something Opening Year 2027	PM	ONE HOUR	12:45	14:15	15	✓
D11	Do Something Design Year 2032	AM	ONE HOUR	10:45	12:15	15	✓
D12	Do Something Design Year 2032	PM	ONE HOUR	12:45	14:15	15	✓
D13	Do Something Design Year 2042	AM	ONE HOUR	10:45	12:15	15	✓
D14	Do Something Design Year 2042	PM	ONE HOUR	12:45	14:15	15	✓

Analysis Set Details

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

Existing Scenario 2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kinsale Road (Northbound)		Major
B	Slieve Mish Park		Minor
C	Kinsale Road (Southbouund)		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			0.0	✓	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	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	478	0.087	0.220	0.138	0.314
1	B-C	624	0.096	0.242	-	-
1	C-B	574	0.222	0.222	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Existing Scenario 2024	AM	ONE HOUR	10:45	12:15	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	✓	381	100.000
B		ONE HOUR	✓	20	100.000
C		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	15	366
	B	6	0	14
	C	331	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	8.44	0.1	A	18	28
C-AB	0.02	5.29	0.0	A	11	17
C-A					299	448
A-B					14	21
A-C					336	504

Main Results for each time segment

10:45 - 11:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:00 - 11:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:15 - 11:30

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:30 - 11:45

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:45 - 12:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

12:00 - 12:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Existing Scenario 2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Existing Scenario 2024	PM	ONE HOUR	12:45	14:15	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	✓	441	100.000
B		ONE HOUR	✓	14	100.000
C		ONE HOUR	✓	371	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	430
	B	6	0	8
	C	366	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	9.30	0.0	A	13	19
C-AB	0.02	5.20	0.0	A	9	13
C-A					332	498
A-B					10	15
A-C					395	592

Main Results for each time segment

12:45 - 13:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:00 - 13:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:15 - 13:30

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:30 - 13:45

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Do Nothing Opening Year 2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Do Nothing Opening Year 2027	AM	ONE HOUR	10:45	12:15	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	✓	492	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	496	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	476
	B	7	0	18
	C	485	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.07	9.42	0.1	A	23	34
C-AB	0.04	4.86	0.1	A	23	35
C-A					432	647
A-B					15	22
A-C					437	655

Main Results for each time segment

10:45 - 11:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:00 - 11:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:15 - 11:30

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:30 - 11:45

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:45 - 12:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

12:00 - 12:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Do Nothing Opening Year 2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Do Nothing Opening Year 2027	PM	ONE HOUR	12:45	14:15	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	✓	628	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	517	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	616
	B	4	0	12
	C	510	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	9.99	0.0	A	15	22
C-AB	0.03	4.85	0.0	A	16	24
C-A					458	687
A-B					11	17
A-C					565	848

Main Results for each time segment

12:45 - 13:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:00 - 13:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:15 - 13:30

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:30 - 13:45

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Do Nothing Design Year 2032, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Do Nothing Design Year 2032	AM	ONE HOUR	10:45	12:15	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	✓	541	100.000
B		ONE HOUR	✓	27	100.000
C		ONE HOUR	✓	597	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	17	524
	B	7	0	20
	C	584	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.08	9.93	0.1	A	25	37
C-AB	0.05	4.60	0.1	A	33	49
C-A					515	772
A-B					16	23
A-C					481	721

Main Results for each time segment

10:45 - 11:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:00 - 11:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:15 - 11:30

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:30 - 11:45

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:45 - 12:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

12:00 - 12:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Do Nothing Design Year 2032, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Do Nothing Design Year 2032	PM	ONE HOUR	12:45	14:15	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	✓	737	100.000
B		ONE HOUR	✓	18	100.000
C		ONE HOUR	✓	597	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	724
	B	4	0	14
	C	588	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	10.98	0.1	B	17	25
C-AB	0.04	4.69	0.1	A	25	37
C-A					523	785
A-B					12	18
A-C					664	997

Main Results for each time segment

12:45 - 13:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:00 - 13:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:15 - 13:30

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:30 - 13:45

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Do Nothing Design Year 2042, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	Do Nothing Design Year 2042	AM	ONE HOUR	10:45	12:15	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	✓	580	100.000
B		ONE HOUR	✓	29	100.000
C		ONE HOUR	✓	633	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	562
	B	8	0	21
	C	619	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.09	10.54	0.1	B	27	40
C-AB	0.06	4.53	0.1	A	38	57
C-A					543	814
A-B					17	25
A-C					516	774

Main Results for each time segment

10:45 - 11:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:00 - 11:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:15 - 11:30

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:30 - 11:45

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:45 - 12:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

12:00 - 12:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Do Nothing Design Year 2042, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	Do Nothing Design Year 2042	PM	ONE HOUR	12:45	14:15	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	✓	782	100.000
B		ONE HOUR	✓	19	100.000
C		ONE HOUR	✓	635	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	768
	B	4	0	15
	C	626	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	11.46	0.1	B	17	26
C-AB	0.04	4.60	0.1	A	27	40
C-A					556	834
A-B					13	19
A-C					705	1057

Main Results for each time segment

12:45 - 13:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:00 - 13:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:15 - 13:30

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:30 - 13:45

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Do Something Opening Year 2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	Do Something Opening Year 2027	AM	ONE HOUR	10:45	12:15	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	✓	538	100.000
B		ONE HOUR	✓	26	100.000
C		ONE HOUR	✓	535	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	520
	B	8	0	18
	C	524	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.07	10.05	0.1	B	24	36
C-AB	0.04	4.77	0.1	A	25	38
C-A					466	698
A-B					17	25
A-C					477	716

Main Results for each time segment

10:45 - 11:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:00 - 11:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:15 - 11:30

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:30 - 11:45

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:45 - 12:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

12:00 - 12:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Do Something Opening Year 2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	Do Something Opening Year 2027	PM	ONE HOUR	12:45	14:15	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	✓	670	100.000
B		ONE HOUR	✓	17	100.000
C		ONE HOUR	✓	561	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	656
	B	5	0	12
	C	554	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	10.84	0.1	B	16	23
C-AB	0.03	4.74	0.0	A	18	26
C-A					497	746
A-B					13	19
A-C					602	903

Main Results for each time segment

12:45 - 13:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:00 - 13:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:15 - 13:30

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:30 - 13:45

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Do Something Design Year 2032, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.38	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)	Run automatically
D11	Do Something Design Year 2032	AM	ONE HOUR	10:45	12:15	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	✓	585	100.000
B		ONE HOUR	✓	28	100.000
C		ONE HOUR	✓	636	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	19	566
	B	8	0	20
	C	623	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.08	10.64	0.1	B	26	39
C-AB	0.05	4.51	0.1	A	36	53
C-A					548	822
A-B					17	26
A-C					519	779

Main Results for each time segment

10:45 - 11:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:00 - 11:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:15 - 11:30

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:30 - 11:45

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:45 - 12:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

12:00 - 12:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Do Something Design Year 2032, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	Do Something Design Year 2032	PM	ONE HOUR	12:45	14:15	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	✓	761	100.000
B		ONE HOUR	✓	19	100.000
C		ONE HOUR	✓	641	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	15	746
	B	5	0	14
	C	632	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	11.85	0.1	B	17	26
C-AB	0.04	4.57	0.1	A	27	40
C-A					562	842
A-B					14	21
A-C					685	1027

Main Results for each time segment

12:45 - 13:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:00 - 13:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:15 - 13:30

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:30 - 13:45

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

13:45 - 14:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

14:00 - 14:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Do Something Design Year 2042, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	Do Something Design Year 2042	AM	ONE HOUR	10:45	12:15	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	✓	626	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	672	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	606
	B	9	0	21
	C	658	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.09	11.37	0.1	B	28	41
C-AB	0.06	4.45	0.1	A	41	62
C-A					575	863
A-B					18	28
A-C					556	834

Main Results for each time segment

10:45 - 11:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:00 - 11:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:15 - 11:30

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:30 - 11:45

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

11:45 - 12:00

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

12:00 - 12:15

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	0	0.000	0	0.0	0.0	0.000	
C-AB	0	0	0	0.000	0	0.0	0.0	0.000	
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Do Something Design Year 2042, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.26	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)	Run automatically
D14	Do Something Design Year 2042	PM	ONE HOUR	12:45	14:15	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	✓	824	100.000
B		ONE HOUR	✓	20	100.000
C		ONE HOUR	✓	679	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	808
	B	5	0	15
	C	670	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	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	0.07	12.67	0.1	B	18	28
C-AB	0.05	4.50	0.1	A	29	44
C-A					594	891
A-B					15	22
A-C					741	1112

Main Results for each time segment

12:45 - 13:00

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	15	4	400	0.038	15	0.0	0.0	9.337	A
C-AB	18	4	818	0.022	18	0.0	0.0	4.496	A
C-A	494	123			494				
A-B	12	3			12				
A-C	608	152			608				

13:00 - 13:15

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	18	4	362	0.050	18	0.0	0.1	10.455	B
C-AB	26	7	875	0.030	26	0.0	0.0	4.242	A
C-A	584	146			584				
A-B	14	4			14				
A-C	726	182			726				

13:15 - 13:30

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	22	6	306	0.072	22	0.1	0.1	12.666	B
C-AB	43	11	957	0.045	43	0.0	0.1	3.938	A
C-A	704	176			704				
A-B	18	4			18				
A-C	890	222			890				

13:30 - 13:45

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	22	6	306	0.072	22	0.1	0.1	12.674	B
C-AB	43	11	958	0.045	43	0.1	0.1	3.940	A
C-A	704	176			704				
A-B	18	4			18				
A-C	890	222			890				

13:45 - 14:00

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	18	4	362	0.050	18	0.1	0.1	10.465	B
C-AB	26	7	875	0.030	26	0.1	0.0	4.243	A
C-A	584	146			584				
A-B	14	4			14				
A-C	726	182			726				

14:00 - 14:15

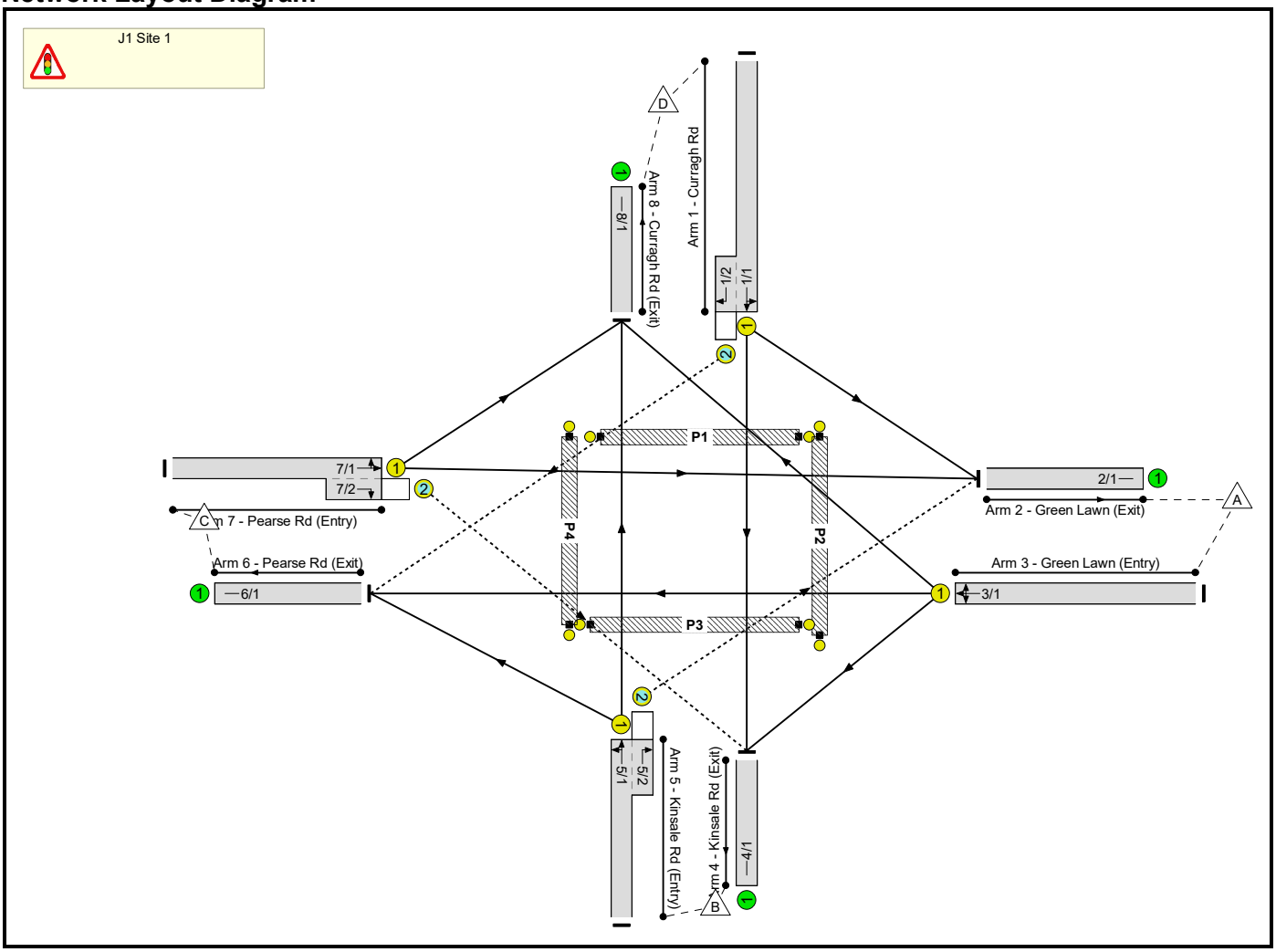
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	400	0.038	15	0.1	0.0	9.350	A
C-AB	18	4	818	0.022	18	0.0	0.0	4.497	A
C-A	493	123			493				
A-B	12	3			12				
A-C	608	152			608				

Full Input Data And Results

User and Project Details

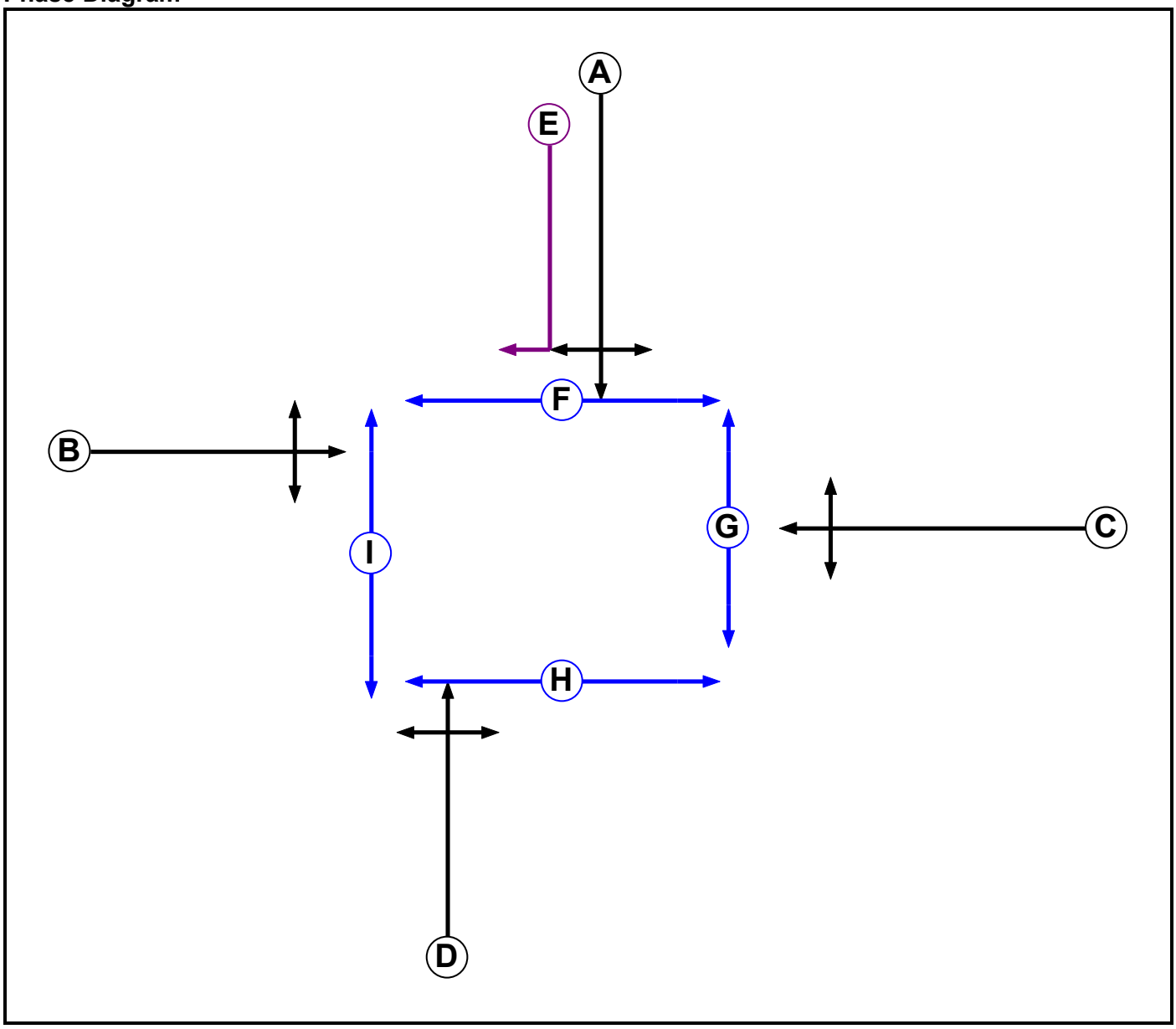
Project:	**Kinsale Road**
Title:	
Location:	Cork
Client:	Cork County Council
Date Completed:	07/10/24
Checked By:	Julie Tiernan
Checked By Date:	04/10/24
Additional detail:	
File name:	214130-Site 1 only (As per Council Record) 2024-10-03.lsg3x
Author:	Munyaradzi Bakasa
Company:	PUNCH Consulting Engineers
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Ind. Arrow	A	4	4
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7

Full Input Data And Results

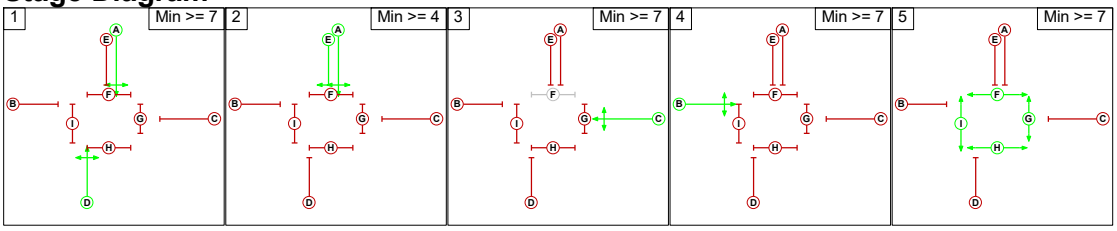
Phase Intergreens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		5	6	-	-	5	7	8	7
	B	5		7	6	5	7	8	8	5
	C	5	5		5	5	-	5	6	7
	D	-	5	5		5	7	7	5	7
	E	-	5	6	5		5	7	8	7
	F	14	14	-	14	14		-	-	-
	G	10	10	10	10	10	-		-	-
	H	13	13	13	13	13	-	-		-
	I	15	15	15	15	15	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A D
2	A E
3	C
4	B
5	F G H I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		5	6	5	8
	2	5		6	5	8
	3	5	5		5	7
	4	6	5	7		8
	5	15	15	15	15	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1 Site 1

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Curragh Rd)	6/1 (Right)	1439	0	5/1	1.09	All	2.00	-	0.50	2	2.00
5/2 (Kinsale Rd (Entry))	2/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00
7/2 (Pearse Rd (Entry))	4/1 (Right)	1439	0	3/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: J1 Site 1												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Curragh Rd)	U	A E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Left	Inf
											Arm 4 Ahead	Inf
1/2 (Curragh Rd)	O	A E	2	3	4.0	Geom	-	3.00	0.00	Y	Arm 6 Right	Inf
2/1 (Green Lawn (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Green Lawn (Entry))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	Inf
											Arm 6 Ahead	Inf
											Arm 8 Right	Inf
4/1 (Kinsale Rd (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Kinsale Rd (Entry))	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	Inf
											Arm 8 Ahead	Inf
5/2 (Kinsale Rd (Entry))	O	D	2	3	4.0	Geom	-	3.00	0.00	Y	Arm 2 Right	Inf
6/1 (Pearse Rd (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Pearse Rd (Entry))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Ahead	Inf
											Arm 8 Left	Inf
7/2 (Pearse Rd (Entry))	O	B	2	3	4.0	Geom	-	3.00	0.00	Y	Arm 4 Right	Inf
8/1 (Curragh Rd (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Survey Year 2024 (AM)'	08:00	09:00	01:00	
2: 'Survey Year 2024 (PM)'	17:00	18:00	01:00	
3: 'Do Nothing 2027 (AM)'	08:00	09:00	01:00	
4: 'Do Nothing 2027 (PM)'	17:00	18:00	01:00	
5: 'Do Nothing 2032 (AM)'	08:00	09:00	01:00	
6: 'Do Nothing 2032 (PM)'	17:00	18:00	01:00	
7: 'Do Nothing 2042 (AM)'	08:00	09:00	01:00	
8: 'Do Nothing 2042 (PM)'	17:00	18:00	01:00	
9: 'Do Something 2027 (AM)'	08:00	09:00	01:00	
10: 'Do Something 2027 (PM)'	17:00	18:00	01:00	
11: 'Do Something 2032 (AM)'	08:00	09:00	01:00	
12: 'Do Something 2032 (PM)'	17:00	18:00	01:00	
13: 'Do Something 2042 (AM)'	08:00	09:00	01:00	
14: 'Do Something 2042 (PM)'	17:00	18:00	01:00	

Traffic Flows, Desired

Scenario 1: 'Survey Year 2024 (AM)' (FG1: 'Survey Year 2024 (AM)', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	4	5	12
	B	2	0	159	185	346
	C	8	175	0	182	365
	D	5	202	205	0	412
	Tot.	15	380	368	372	1135

Full Input Data And Results

Scenario 2: 'Survey Year 2024 (PM)' (FG2: 'Survey Year 2024 (PM)', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	4	5	2	11
	B	4	0	157	212	373
	C	12	196	0	214	422
	D	6	232	249	0	487
	Tot.	22	432	411	428	1293

Scenario 3: 'Do Nothing 2027 (AM)' (FG3: 'Do Nothing 2027 (AM)', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	6	5	3	14
	B	9	0	215	317	541
	C	2	189	0	206	397
	D	2	200	263	0	465
	Tot.	13	395	483	526	1417

Scenario 4: 'Do Nothing 2027 (PM)' (FG4: 'Do Nothing 2027 (PM)', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	15	4	6	25
	B	7	0	208	349	564
	C	4	265	0	273	542
	D	13	293	309	0	615
	Tot.	24	573	521	628	1746

Scenario 5: 'Do Nothing 2032 (AM)' (FG5: 'Do Nothing 2032 (AM)', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	7	5	3	15
	B	11	0	257	379	647
	C	2	209	0	220	431
	D	2	221	282	0	505
	Tot.	15	437	544	602	1598

Full Input Data And Results

Scenario 6: 'Do Nothing 2032 (PM)' (FG6: 'Do Nothing 2032 (PM)', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	18	4	6	28
	B	8	0	239	401	648
	C	4	314	0	292	610
	D	14	347	330	0	691
	Tot.	26	679	573	699	1977

Scenario 7: 'Do Nothing 2042 (AM)' (FG7: 'Do Nothing 2042 (AM)', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	7	5	3	15
	B	11	0	272	402	685
	C	2	223	0	240	465
	D	2	236	308	0	546
	Tot.	15	466	585	645	1711

Scenario 8: 'Do Nothing 2042 (PM)' (FG8: 'Do Nothing 2042 (PM)', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	19	4	7	30
	B	9	0	255	427	691
	C	4	333	0	319	656
	D	15	368	361	0	744
	Tot.	28	720	620	753	2121

Scenario 9: 'Do Something 2027 (AM)' (FG9: 'Do Something 2027 (AM)', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	7	6	3	16
	B	10	0	230	330	570
	C	3	211	0	220	434
	D	2	213	273	0	488
	Tot.	15	431	509	553	1508

Full Input Data And Results

Scenario 10: 'Do Something 2027 (PM)' (FG10: 'Do Something 2027 (PM)', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	16	5	6	27
	B	8	0	224	364	596
	C	5	283	0	283	571
	D	13	305	323	0	641
	Tot.	26	604	552	653	1835

Scenario 11: 'Do Something 2032 (AM)' (FG11: 'Do Something 2032 (AM)', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	8	6	3	17
	B	12	0	265	386	663
	C	3	220	0	227	450
	D	2	228	287	0	517
	Tot.	17	456	558	616	1647

Scenario 12: 'Do Something 2032 (PM)' (FG12: 'Do Something 2032 (PM)', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	19	4	6	29
	B	9	0	247	409	665
	C	5	325	0	298	628
	D	14	354	336	0	704
	Tot.	28	698	587	713	2026

Scenario 13: 'Do Something 2042 (AM)' (FG13: 'Do Something 2042 (AM)', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	8	6	3	17
	B	12	0	280	409	701
	C	3	234	0	247	484
	D	2	243	313	0	558
	Tot.	17	485	599	659	1760

Full Input Data And Results

Scenario 14: 'Do Something 2042 (PM)' (FG14: 'Do Something 2042 (PM)', Plan 1: 'Network Control Plan 1')
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	20	4	7	31
	B	10	0	263	435	708
	C	5	344	0	325	674
	D	15	375	367	0	757
	Tot.	30	739	634	767	2170

Full Input Data And Results

Network Results

Scenario 1: 'Survey Year 2024 (AM)' (FG1: 'Survey Year 2024 (AM)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.5%**
J1 Site 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.5%**
1/1+1/2	Curragh Rd Left Ahead Right	U+O	N/A	N/A	A	E	2	126	8:8	412	1915:1915	382+378	54.2 : 54.2%
2/1	Green Lawn (Exit)	U	N/A	N/A	-		-	-	-	15	Inf	Inf	0.0%
3/1	Green Lawn (Entry) Left Ahead Right	U	N/A	N/A	C		2	14	-	12	1915	109	11.0%
4/1	Kinsale Rd (Exit)	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
5/1+5/2	Kinsale Rd (Entry) Right Left Ahead	U+O	N/A	N/A	D		2	107	-	346	1915:1915	735+4	46.8 : 46.8%
6/1	Pearse Rd (Exit)	U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%
7/1+7/2	Pearse Rd (Entry) Ahead Right Left	U+O	N/A	N/A	B		2	83	-	365	1915:1915	349+321	54.5 : 54.5%
8/1	Curragh Rd (Exit)	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**136**	**225**	**21**	**10.8**	**1.7**	**0.4**	**12.9**	**-**	**-**	**-**	**-**
J1 Site 1	**-**	**-**	**136**	**225**	**21**	**10.8**	**1.7**	**0.4**	**12.9**	**-**	**-**	**-**	**-**
1/1+1/2	412	412	134	53	18	3.4	0.6	0.4	4.4	38.6	11.5	0.6	12.1
2/1	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	12	12	-	-	-	0.2	0.1	-	0.3	81.2	0.5	0.1	0.5
4/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	346	346	2	0	0	3.2	0.4	0.0	3.6	38.0	12.1	0.4	12.5
6/1	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	365	365	0	172	2	3.9	0.6	0.0	4.5	44.5	9.0	0.6	9.6
8/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 65.1 Total Delay for Signalled Lanes (pcuHr): 12.85 Cycle Time (s): 280

PRC Over All Lanes (%): 65.1 Total Delay Over All Lanes(pcuHr): 12.85

Full Input Data And Results

Scenario 2: 'Survey Year 2024 (PM)' (FG2: 'Survey Year 2024 (PM)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.4%**
J1 Site 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.4%**
1/1+1/2	Curragh Rd Left Ahead Right	U+O	N/A	N/A	A	E	2	128	8:8	487	1915:1915	364+381	65.4 : 65.4%
2/1	Green Lawn (Exit)	U	N/A	N/A	-		-	-	-	22	Inf	Inf	0.0%
3/1	Green Lawn (Entry) Left Ahead Right	U	N/A	N/A	C		2	14	-	11	1915	109	10.1%
4/1	Kinsale Rd (Exit)	U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
5/1+5/2	Kinsale Rd (Entry) Right Left Ahead	U+O	N/A	N/A	D		2	109	-	373	1915:1915	746+8	49.5 : 49.5%
6/1	Pearse Rd (Exit)	U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
7/1+7/2	Pearse Rd (Entry) Ahead Right Left	U+O	N/A	N/A	B		2	81	-	422	1915:1915	348+302	64.9 : 64.9%
8/1	Curragh Rd (Exit)	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**181**	**247**	**21**	**12.5**	**2.4**	**0.5**	**15.4**	**-**	**-**	**-**	**-**
J1 Site 1	**-**	**-**	**181**	**247**	**21**	**12.5**	**2.4**	**0.5**	**15.4**	**-**	**-**	**-**	**-**
1/1+1/2	487	487	177	54	18	4.2	0.9	0.5	5.7	41.9	14.0	0.9	15.0
2/1	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	11	11	-	-	-	0.2	0.1	-	0.2	81.1	0.4	0.1	0.5
4/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	373	373	4	0	0	3.4	0.5	0.0	3.8	37.1	12.2	0.5	12.7
6/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	422	422	0	193	3	4.7	0.9	0.0	5.7	48.3	11.2	0.9	12.1
8/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 37.6 Total Delay for Signalled Lanes (pcuHr): 15.42 Cycle Time (s): 280

PRC Over All Lanes (%): 37.6 Total Delay Over All Lanes(pcuHr): 15.42

Full Input Data And Results

Scenario 3: 'Do Nothing 2027 (AM)' (FG3: 'Do Nothing 2027 (AM)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.8%**
J1 Site 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.8%**
1/1+1/2	Curragh Rd Left Ahead Right	U+O	N/A	N/A	A	E	2	145	9:9	465	1915:1915	275+357	73.6 : 73.6%
2/1	Green Lawn (Exit)	U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%
3/1	Green Lawn (Entry) Left Ahead Right	U	N/A	N/A	C		2	14	-	14	1915	109	12.8%
4/1	Kinsale Rd (Exit)	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
5/1+5/2	Kinsale Rd (Entry) Right Left Ahead	U+O	N/A	N/A	D		2	125	-	541	1915:1915	849+14	62.6 : 62.6%
6/1	Pearse Rd (Exit)	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
7/1+7/2	Pearse Rd (Entry) Ahead Right Left	U+O	N/A	N/A	B		2	64	-	397	1915:1915	282+256	73.8 : 73.8%
8/1	Curragh Rd (Exit)	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**186**	**245**	**30**	**13.7**	**3.7**	**0.7**	**18.1**	**-**	**-**	**-**	**-**
J1 Site 1	**-**	**-**	**186**	**245**	**30**	**13.7**	**3.7**	**0.7**	**18.1**	**-**	**-**	**-**	**-**
1/1+1/2	465	465	177	61	25	3.8	1.4	0.7	5.9	45.9	12.6	1.4	13.9
2/1	13	13	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	14	14	-	-	-	0.2	0.1	-	0.3	82.7	0.6	0.1	0.7
4/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	541	541	9	0	0	4.4	0.8	0.0	5.2	34.9	16.3	0.8	17.1
6/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	397	397	0	184	5	5.2	1.4	0.0	6.6	59.8	11.5	1.4	12.9
8/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 22.0 Total Delay for Signalled Lanes (pcuHr): 18.09 Cycle Time (s): 280

PRC Over All Lanes (%): 22.0 Total Delay Over All Lanes(pcuHr): 18.09

Full Input Data And Results

Scenario 4: 'Do Nothing 2027 (PM)' (FG4: 'Do Nothing 2027 (PM)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.0%**
J1 Site 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.0%**
1/1+1/2	Curragh Rd Left Ahead Right	U+O	N/A	N/A	A	E	2	141	12:12	615	1915:1915	327+330	93.7 : 93.7%
2/1	Green Lawn (Exit)	U	N/A	N/A	-		-	-	-	24	Inf	Inf	0.0%
3/1	Green Lawn (Entry) Left Ahead Right	U	N/A	N/A	C		2	14	-	25	1915	109	22.8%
4/1	Kinsale Rd (Exit)	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
5/1+5/2	Kinsale Rd (Entry) Right Left Ahead	U+O	N/A	N/A	D		2	118	-	564	1915:1915	805+10	69.2 : 69.2%
6/1	Pearse Rd (Exit)	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
7/1+7/2	Pearse Rd (Entry) Ahead Right Left	U+O	N/A	N/A	B		2	68	-	542	1915:1915	292+279	95.0 : 95.0%
8/1	Curragh Rd (Exit)	U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**162**	**384**	**34**	**19.6**	**13.6**	**0.8**	**34.0**	**-**	**-**	**-**	**-**
J1 Site 1	**-**	**-**	**162**	**384**	**34**	**19.6**	**13.6**	**0.8**	**34.0**	**-**	**-**	**-**	**-**
1/1+1/2	615	615	155	123	31	6.5	5.8	0.8	13.1	76.8	21.2	5.8	26.9
2/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	25	25	-	-	-	0.4	0.1	-	0.6	84.6	1.0	0.1	1.1
4/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	564	564	7	0	0	5.1	1.1	0.0	6.3	39.9	19.1	1.1	20.2
6/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	542	542	0	261	4	7.6	6.5	0.0	14.1	93.5	19.7	6.5	26.2
8/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -5.5 Total Delay for Signalled Lanes (pcuHr): 34.03 Cycle Time (s): 280
PRC Over All Lanes (%): -5.5 Total Delay Over All Lanes(pcuHr): 34.03

Full Input Data And Results

Scenario 5: 'Do Nothing 2032 (AM)' (FG5: 'Do Nothing 2032 (AM)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.1%**
J1 Site 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.1%**
1/1+1/2	Curragh Rd Left Ahead Right	U+O	N/A	N/A	A	E	2	151	17:17	505	1915:1915	259+328	85.9 : 85.9%
2/1	Green Lawn (Exit)	U	N/A	N/A	-		-	-	-	15	Inf	Inf	0.0%
3/1	Green Lawn (Entry) Left Ahead Right	U	N/A	N/A	C		2	14	-	15	1915	109	13.7%
4/1	Kinsale Rd (Exit)	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
5/1+5/2	Kinsale Rd (Entry) Right Left Ahead	U+O	N/A	N/A	D		2	123	-	647	1915:1915	836+14	76.1 : 76.1%
6/1	Pearse Rd (Exit)	U	N/A	N/A	-		-	-	-	544	Inf	Inf	0.0%
7/1+7/2	Pearse Rd (Entry) Ahead Right Left	U+O	N/A	N/A	B		2	58	-	431	1915:1915	258+243	86.1 : 86.1%
8/1	Curragh Rd (Exit)	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**132**	**356**	**14**	**17.2**	**7.4**	**0.9**	**25.4**	**-**	**-**	**-**	**-**
J1 Site 1	**-**	**-**	**132**	**356**	**14**	**17.2**	**7.4**	**0.9**	**25.4**	**-**	**-**	**-**	**-**
1/1+1/2	505	505	121	155	6	4.9	2.9	0.9	8.6	61.6	15.6	2.9	18.5
2/1	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	15	15	-	-	-	0.3	0.1	-	0.3	81.8	0.6	0.1	0.6
4/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	647	647	11	0	0	5.9	1.6	0.0	7.4	41.4	21.3	1.6	22.9
6/1	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	431	431	0	201	8	6.1	2.9	0.0	9.0	75.2	14.0	2.9	16.8
8/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 4.5 Total Delay for Signalled Lanes (pcuHr): 25.42 Cycle Time (s): 280

PRC Over All Lanes (%): 4.5 Total Delay Over All Lanes(pcuHr): 25.42

Full Input Data And Results

Scenario 6: 'Do Nothing 2032 (PM)' (FG6: 'Do Nothing 2032 (PM)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.2%**
J1 Site 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.2%**
1/1+1/2	Curragh Rd Left Ahead Right	U+O	N/A	N/A	A	E	2	146	54:54	691	1915:1915	314+287	114.8 : 114.8%
2/1	Green Lawn (Exit)	U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
3/1	Green Lawn (Entry) Left Ahead Right	U	N/A	N/A	C		2	14	-	28	1915	109	25.6%
4/1	Kinsale Rd (Exit)	U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
5/1+5/2	Kinsale Rd (Entry) Right Left Ahead	U+O	N/A	N/A	D		2	81	-	648	1915:1915	555+7	115.2 : 115.2%
6/1	Pearse Rd (Exit)	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
7/1+7/2	Pearse Rd (Entry) Ahead Right Left	U+O	N/A	N/A	B		2	63	-	610	1915:1915	260+275	114.0 : 114.0%
8/1	Curragh Rd (Exit)	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**9**	**533**	**27**	**61.6**	**135.8**	**0.6**	**198.1**	**-**	**-**	**-**	**-**
J1 Site 1	**-**	**-**	**9**	**533**	**27**	**61.6**	**135.8**	**0.6**	**198.1**	**-**	**-**	**-**	**-**
1/1+1/2	691	602	3	272	13	19.5	48.1	0.6	68.2	355.5	38.1	48.1	86.2
2/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	28	28	-	-	-	0.5	0.2	-	0.7	85.2	1.0	0.2	1.2
4/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	648	562	7	0	0	21.6	46.3	0.0	67.9	377.1	36.8	46.3	83.2
6/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	610	535	0	261	14	20.1	41.2	0.0	61.3	361.7	31.8	41.2	73.0
8/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -28.0 Total Delay for Signalled Lanes (pcuHr): 198.06 Cycle Time (s): 280

PRC Over All Lanes (%): -28.0 Total Delay Over All Lanes(pcuHr): 198.06

Full Input Data And Results

Scenario 7: 'Do Nothing 2042 (AM)' (FG7: 'Do Nothing 2042 (AM)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.3%**
J1 Site 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.3%**
1/1+1/2	Curragh Rd Left Ahead Right	U+O	N/A	N/A	A	E	2	154	18:18	546	1915:1915	246+318	96.9 : 96.9%
2/1	Green Lawn (Exit)	U	N/A	N/A	-		-	-	-	15	Inf	Inf	0.0%
3/1	Green Lawn (Entry) Left Ahead Right	U	N/A	N/A	C		2	14	-	15	1915	109	13.7%
4/1	Kinsale Rd (Exit)	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
5/1+5/2	Kinsale Rd (Entry) Right Left Ahead	U+O	N/A	N/A	D		2	125	-	685	1915:1915	850+14	79.3 : 79.3%
6/1	Pearse Rd (Exit)	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
7/1+7/2	Pearse Rd (Entry) Ahead Right Left	U+O	N/A	N/A	B		2	55	-	465	1915:1915	249+229	97.3 : 97.3%
8/1	Curragh Rd (Exit)	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**115**	**380**	**47**	**19.5**	**18.0**	**0.9**	**38.5**	**-**	**-**	**-**	**-**
J1 Site 1	**-**	**-**	**115**	**380**	**47**	**19.5**	**18.0**	**0.9**	**38.5**	**-**	**-**	**-**	**-**
1/1+1/2	546	546	104	164	40	5.9	8.1	0.9	14.9	98.4	19.8	8.1	27.9
2/1	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	15	15	-	-	-	0.3	0.1	-	0.3	82.2	0.6	0.1	0.7
4/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	685	685	11	0	0	6.3	1.9	0.0	8.1	42.8	24.3	1.9	26.2
6/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	465	465	0	216	7	7.1	8.0	0.0	15.1	116.7	17.1	8.0	25.1
8/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -8.1 Total Delay for Signalled Lanes (pcuHr): 38.48 Cycle Time (s): 280
PRC Over All Lanes (%): -8.1 Total Delay Over All Lanes(pcuHr): 38.48

Full Input Data And Results

Scenario 8: 'Do Nothing 2042 (PM)' (FG8: 'Do Nothing 2042 (PM)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**123.6%**
J1 Site 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**123.6%**
1/1+1/2	Curragh Rd Left Ahead Right	U+O	N/A	N/A	A	E	2	147	55:55	744	1915:1915	311+293	123.3 : 123.3%
2/1	Green Lawn (Exit)	U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
3/1	Green Lawn (Entry) Left Ahead Right	U	N/A	N/A	C		2	14	-	30	1915	109	27.4%
4/1	Kinsale Rd (Exit)	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
5/1+5/2	Kinsale Rd (Entry) Right Left Ahead	U+O	N/A	N/A	D		2	81	-	691	1915:1915	555+7	122.9 : 122.9%
6/1	Pearse Rd (Exit)	U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%
7/1+7/2	Pearse Rd (Entry) Ahead Right Left	U+O	N/A	N/A	B		2	62	-	656	1915:1915	261+270	123.6 : 123.6%
8/1	Curragh Rd (Exit)	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**10**	**533**	**27**	**85.0**	**204.9**	**0.6**	**290.5**	**-**	**-**	**-**	**-**
J1 Site 1	**-**	**-**	**10**	**533**	**27**	**85.0**	**204.9**	**0.6**	**290.5**	**-**	**-**	**-**	**-**
1/1+1/2	744	604	3	277	13	27.4	72.8	0.6	100.8	487.7	49.6	72.8	122.3
2/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	30	30	-	-	-	0.5	0.2	-	0.7	86.0	1.2	0.2	1.4
4/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	691	562	7	0	0	28.5	66.9	0.0	95.3	496.7	43.9	66.9	110.8
6/1	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	656	531	0	256	14	28.6	65.1	0.0	93.6	513.8	41.8	65.1	106.9
8/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -37.3 Total Delay for Signalled Lanes (pcuHr): 290.47 Cycle Time (s): 280

PRC Over All Lanes (%): -37.3 Total Delay Over All Lanes(pcuHr): 290.47

Full Input Data And Results

Scenario 9: 'Do Something 2027 (AM)' (FG9: 'Do Something 2027 (AM)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.7%**
J1 Site 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.7%**
1/1+1/2	Curragh Rd Left Ahead Right	U+O	N/A	N/A	A	E	2	143	18:18	488	1915:1915	273+347	78.7 : 78.7%
2/1	Green Lawn (Exit)	U	N/A	N/A	-		-	-	-	15	Inf	Inf	0.0%
3/1	Green Lawn (Entry) Left Ahead Right	U	N/A	N/A	C		2	14	-	16	1915	109	14.6%
4/1	Kinsale Rd (Exit)	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
5/1+5/2	Kinsale Rd (Entry) Right Left Ahead	U+O	N/A	N/A	D		2	114	-	570	1915:1915	775+14	72.3 : 72.3%
6/1	Pearse Rd (Exit)	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
7/1+7/2	Pearse Rd (Entry) Ahead Right Left	U+O	N/A	N/A	B		2	66	-	434	1915:1915	286+270	78.1 : 78.1%
8/1	Curragh Rd (Exit)	U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**146**	**341**	**7**	**16.2**	**4.9**	**0.8**	**21.9**	**-**	**-**	**-**	**-**
J1 Site 1	**-**	**-**	**146**	**341**	**7**	**16.2**	**4.9**	**0.8**	**21.9**	**-**	**-**	**-**	**-**
1/1+1/2	488	488	136	133	4	4.7	1.8	0.8	7.3	53.8	15.0	1.8	16.8
2/1	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	16	16	-	-	-	0.3	0.1	-	0.4	82.3	0.6	0.1	0.7
4/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	570	570	10	0	0	5.5	1.3	0.0	6.8	42.6	19.2	1.3	20.5
6/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	434	434	0	208	3	5.8	1.7	0.0	7.5	62.5	14.2	1.7	15.9
8/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 14.4 Total Delay for Signalled Lanes (pcuHr): 21.95 Cycle Time (s): 280

PRC Over All Lanes (%): 14.4 Total Delay Over All Lanes(pcuHr): 21.95

Full Input Data And Results

Scenario 10: 'Do Something 2027 (PM)' (FG10: 'Do Something 2027 (PM)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.0%**
J1 Site 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.0%**
1/1+1/2	Curragh Rd Left Ahead Right	U+O	N/A	N/A	A	E	2	143	13:13	641	1915:1915	313+318	101.5 : 101.5%
2/1	Green Lawn (Exit)	U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
3/1	Green Lawn (Entry) Left Ahead Right	U	N/A	N/A	C		2	14	-	27	1915	109	24.7%
4/1	Kinsale Rd (Exit)	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
5/1+5/2	Kinsale Rd (Entry) Right Left Ahead	U+O	N/A	N/A	D		2	119	-	596	1915:1915	811+11	72.5 : 72.5%
6/1	Pearse Rd (Exit)	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
7/1+7/2	Pearse Rd (Entry) Ahead Right Left	U+O	N/A	N/A	B		2	66	-	571	1915:1915	282+277	102.0 : 102.0%
8/1	Curragh Rd (Exit)	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**147**	**394**	**63**	**27.1**	**31.8**	**0.9**	**59.7**	**-**	**-**	**-**	**-**
J1 Site 1	**-**	**-**	**147**	**394**	**63**	**27.1**	**31.8**	**0.9**	**59.7**	**-**	**-**	**-**	**-**
1/1+1/2	641	632	139	130	49	9.0	15.2	0.9	25.1	140.9	28.0	15.2	43.2
2/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	27	27	-	-	-	0.5	0.2	-	0.7	88.4	1.2	0.2	1.4
4/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	596	596	8	0	0	5.6	1.3	0.0	6.9	42.0	22.6	1.3	23.9
6/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	571	560	0	264	14	11.9	15.1	0.0	27.0	170.5	23.4	15.1	38.6
8/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -13.4 Total Delay for Signalled Lanes (pcuHr): 59.74 Cycle Time (s): 280
PRC Over All Lanes (%): -13.4 Total Delay Over All Lanes(pcuHr): 59.74

Full Input Data And Results

Scenario 11: 'Do Something 2032 (AM)' (FG11: 'Do Something 2032 (AM)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.9%**
J1 Site 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.9%**
1/1+1/2	Curragh Rd Left Ahead Right	U+O	N/A	N/A	A	E	2	151	19:19	517	1915:1915	256+319	89.9 : 89.9%
2/1	Green Lawn (Exit)	U	N/A	N/A	-		-	-	-	17	Inf	Inf	0.0%
3/1	Green Lawn (Entry) Left Ahead Right	U	N/A	N/A	C		2	14	-	17	1915	109	15.5%
4/1	Kinsale Rd (Exit)	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
5/1+5/2	Kinsale Rd (Entry) Right Left Ahead	U+O	N/A	N/A	D		2	121	-	663	1915:1915	821+15	79.3 : 79.3%
6/1	Pearse Rd (Exit)	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
7/1+7/2	Pearse Rd (Entry) Ahead Right Left	U+O	N/A	N/A	B		2	58	-	450	1915:1915	257+246	89.6 : 89.6%
8/1	Curragh Rd (Exit)	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**115**	**384**	**20**	**18.5**	**9.7**	**0.9**	**29.0**	**-**	**-**	**-**	**-**
J1 Site 1	**-**	**-**	**115**	**384**	**20**	**18.5**	**9.7**	**0.9**	**29.0**	**-**	**-**	**-**	**-**
1/1+1/2	517	517	103	167	17	5.3	3.9	0.9	10.1	70.5	18.3	3.9	22.3
2/1	17	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	17	17	-	-	-	0.3	0.1	-	0.4	82.9	0.7	0.1	0.8
4/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	663	663	12	0	0	6.3	1.9	0.0	8.2	44.4	24.2	1.9	26.1
6/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	450	450	0	217	3	6.6	3.8	0.0	10.3	82.7	15.8	3.8	19.6
8/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 0.1 Total Delay for Signalled Lanes (pcuHr): 29.01 Cycle Time (s): 280

PRC Over All Lanes (%): 0.1 Total Delay Over All Lanes(pcuHr): 29.01

Full Input Data And Results

Scenario 12: 'Do Something 2032 (PM)' (FG12: 'Do Something 2032 (PM)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.2%**
J1 Site 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.2%**
1/1+1/2	Curragh Rd Left Ahead Right	U+O	N/A	N/A	A	E	2	146	54:54	704	1915:1915	315+287	116.9 : 116.9%
2/1	Green Lawn (Exit)	U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
3/1	Green Lawn (Entry) Left Ahead Right	U	N/A	N/A	C		2	14	-	29	1915	109	26.5%
4/1	Kinsale Rd (Exit)	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
5/1+5/2	Kinsale Rd (Entry) Right Left Ahead	U+O	N/A	N/A	D		2	81	-	665	1915:1915	555+8	118.2 : 118.2%
6/1	Pearse Rd (Exit)	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
7/1+7/2	Pearse Rd (Entry) Ahead Right Left	U+O	N/A	N/A	B		2	63	-	628	1915:1915	258+276	117.6 : 117.6%
8/1	Curragh Rd (Exit)	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**10**	**534**	**27**	**70.4**	**158.9**	**0.6**	**229.8**	**-**	**-**	**-**	**-**
J1 Site 1	**-**	**-**	**10**	**534**	**27**	**70.4**	**158.9**	**0.6**	**229.8**	**-**	**-**	**-**	**-**
1/1+1/2	704	602	3	272	13	21.3	54.2	0.6	76.1	389.2	40.2	54.2	94.3
2/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	29	29	-	-	-	0.5	0.2	-	0.7	85.5	1.1	0.2	1.3
4/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	665	563	8	0	0	25.5	54.3	0.0	79.8	431.9	39.8	54.3	94.1
6/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	628	534	0	262	14	23.0	50.2	0.0	73.2	419.7	35.8	50.2	86.0
8/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -31.4 Total Delay for Signalled Lanes (pcuHr): 229.81 Cycle Time (s): 280

PRC Over All Lanes (%): -31.4 Total Delay Over All Lanes(pcuHr): 229.81

Full Input Data And Results

Scenario 13: 'Do Something 2042 (AM)' (FG13: 'Do Something 2042 (AM)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.7%**
J1 Site 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.7%**
1/1+1/2	Curragh Rd Left Ahead Right	U+O	N/A	N/A	A	E	2	154	19:19	558	1915:1915	241+308	101.7 : 101.7%
2/1	Green Lawn (Exit)	U	N/A	N/A	-		-	-	-	17	Inf	Inf	0.0%
3/1	Green Lawn (Entry) Left Ahead Right	U	N/A	N/A	C		2	14	-	17	1915	109	15.5%
4/1	Kinsale Rd (Exit)	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
5/1+5/2	Kinsale Rd (Entry) Right Left Ahead	U+O	N/A	N/A	D		2	124	-	701	1915:1915	842+15	81.8 : 81.8%
6/1	Pearse Rd (Exit)	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
7/1+7/2	Pearse Rd (Entry) Ahead Right Left	U+O	N/A	N/A	B		2	55	-	484	1915:1915	248+232	100.9 : 100.9%
8/1	Curragh Rd (Exit)	U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**103**	**390**	**59**	**25.2**	**28.9**	**0.9**	**55.0**	**-**	**-**	**-**	**-**
J1 Site 1	**-**	**-**	**103**	**390**	**59**	**25.2**	**28.9**	**0.9**	**55.0**	**-**	**-**	**-**	**-**
1/1+1/2	558	549	91	171	46	8.9	14.4	0.9	24.2	156.4	23.2	14.4	37.6
2/1	17	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	17	17	-	-	-	0.3	0.1	-	0.4	83.9	0.7	0.1	0.8
4/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	701	701	12	0	0	6.8	2.2	0.0	9.0	46.0	28.0	2.2	30.2
6/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	484	480	0	219	13	9.2	12.2	0.0	21.4	159.2	18.4	12.2	30.6
8/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -13.0 Total Delay for Signalled Lanes (pcuHr): 54.99 Cycle Time (s): 280
PRC Over All Lanes (%): -13.0 Total Delay Over All Lanes(pcuHr): 54.99

Full Input Data And Results

Scenario 14: 'Do Something 2042 (PM)' (FG14: 'Do Something 2042 (PM)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**126.8%**
J1 Site 1	-	-	**N/A**	-	-		-	-	-	-	-	-	**126.8%**
1/1+1/2	Curragh Rd Left Ahead Right	U+O	N/A	N/A	A	E	2	146	54:54	757	1915:1915	308+289	126.8 : 126.8%
2/1	Green Lawn (Exit)	U	N/A	N/A	-		-	-	-	30	Inf	Inf	0.0%
3/1	Green Lawn (Entry) Left Ahead Right	U	N/A	N/A	C		2	14	-	31	1915	109	28.3%
4/1	Kinsale Rd (Exit)	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
5/1+5/2	Kinsale Rd (Entry) Right Left Ahead	U+O	N/A	N/A	D		2	81	-	708	1915:1915	555+8	125.9 : 125.9%
6/1	Pearse Rd (Exit)	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
7/1+7/2	Pearse Rd (Entry) Ahead Right Left	U+O	N/A	N/A	B		2	63	-	674	1915:1915	263+274	125.6 : 125.6%
8/1	Curragh Rd (Exit)	U	N/A	N/A	-		-	-	-	767	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**10**	**534**	**27**	**93.0**	**228.6**	**0.6**	**322.2**	**-**	**-**	**-**	**-**
J1 Site 1	**-**	**-**	**10**	**534**	**27**	**93.0**	**228.6**	**0.6**	**322.2**	**-**	**-**	**-**	**-**
1/1+1/2	757	597	3	274	13	30.5	82.3	0.6	113.4	539.2	53.7	82.3	136.0
2/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	31	31	-	-	-	0.5	0.2	-	0.7	86.5	1.2	0.2	1.4
4/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	708	563	8	0	0	31.2	75.1	0.0	106.3	540.7	46.6	75.1	121.6
6/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	674	537	0	260	14	30.7	71.0	0.0	101.8	543.7	45.0	71.0	116.1
8/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -40.9 Total Delay for Signalled Lanes (pcuHr): 322.24 Cycle Time (s): 280

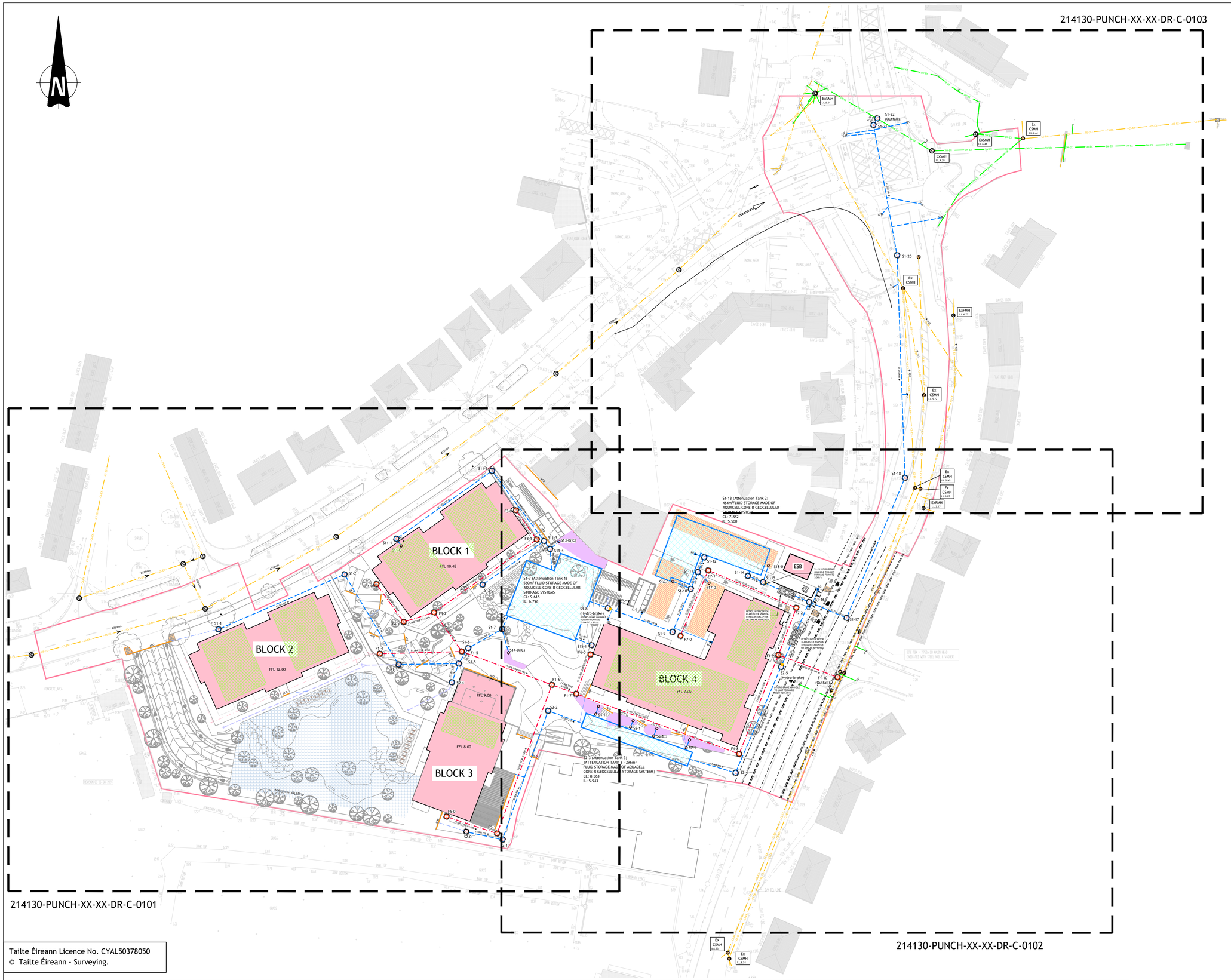
PRC Over All Lanes (%): -40.9 Total Delay Over All Lanes(pcuHr): 322.24

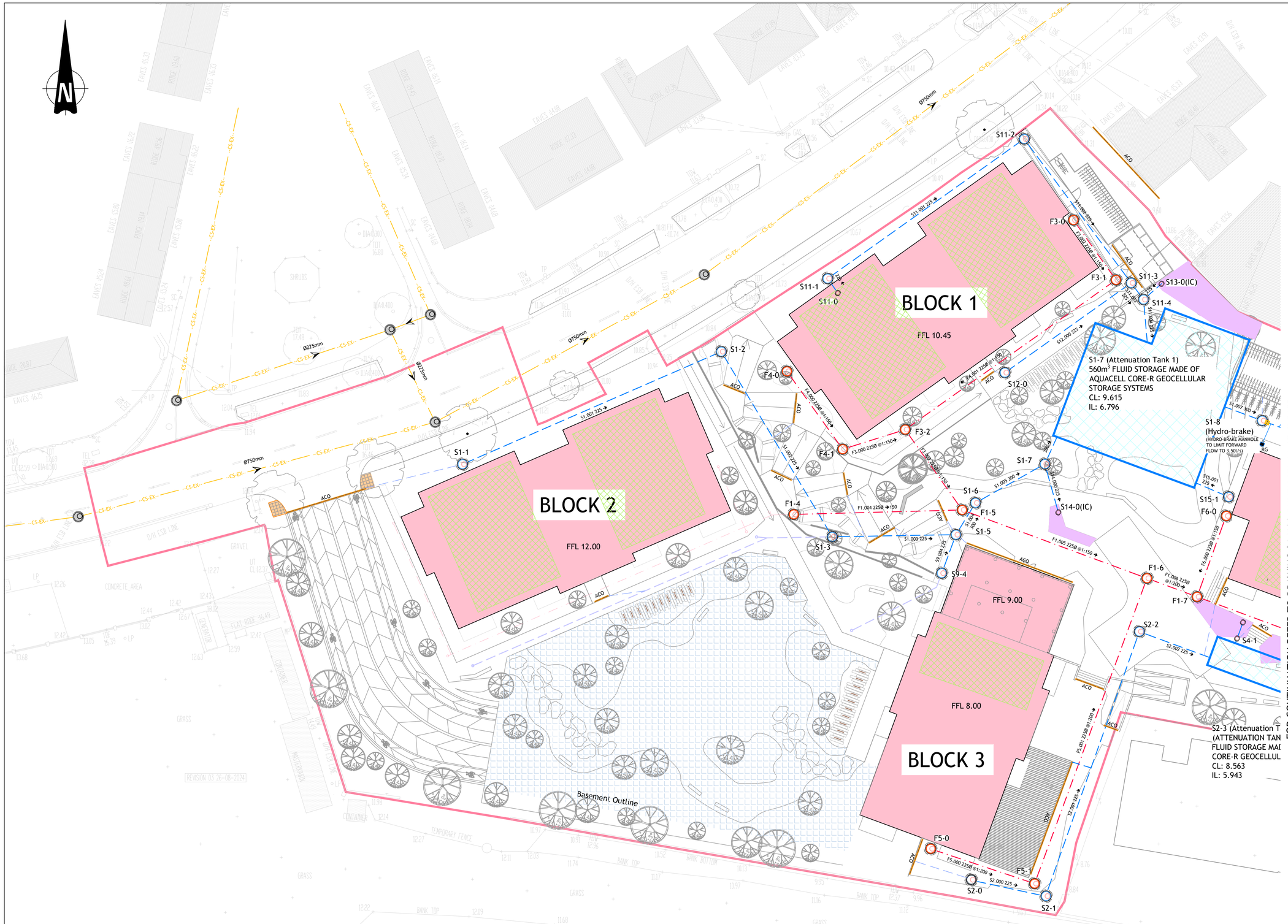
Appendix D Planning Drawings

214130-PUNCH-XX-XX-DR-C-0103

214130-PUNCH-XX-XX-DR-C-0101

214130-PUNCH-XX-XX-DR-C-0102


BLOCK 1
FFL 10.45
BLOCK 2
FFL 12.00
BLOCK 3
FFL 8.00
FFL 9.00
BLOCK 4
FFL 7.05
ESB
S1-13 (Attenuation Tank 2)
464m³ FLUID STORAGE MADE OF AQUACELL CORE-R GEOCELLULAR STORAGE SYSTEMS
CL: 7.882
IL: 5.500
S1-7 (Attenuation Tank 1)
560m³ FLUID STORAGE MADE OF AQUACELL CORE-R GEOCELLULAR STORAGE SYSTEMS
CL: 9.615
IL: 6.796
S2-3 (Attenuation Tank 3)
(ATTENUATION TANK 3 - 296m³ FLUID STORAGE MADE OF AQUACELL CORE-R GEOCELLULAR STORAGE SYSTEMS)
CL: 8.563
IL: 5.943
S1-22 (Outfall)
S2-5 (Hydro-brake) (Outfall)
Ex CSMH
ExFMH
ExSMH
Ex CSMH
Ex CSMH
Ex CSMH
ExFMH
Ex CSMH
Ex CSMH
Ex CS



LEGEND

- EXISTING SURFACE WATER SEWER — SW-EX
- EXISTING COMBINED SEWER — CS-EX
- PROPOSED SURFACE WATER SEWER — S1.001 150 →
- PROPOSED SURFACE WATER MANHOLE — S1-0
- PROPOSED SURFACE WATER RODDING EYE (SLUNG DRAINAGE) — S8-0 RE
- PROPOSED PETROL INTERCEPTOR
- PROPOSED ACO DRAINAGE CHANNEL — ACO
- PROPOSED ATTENUATION TANK
- PROPOSED BIO RETENTION AREAS
- PROPOSED BLUE GREEN ROOF
- PROPOSED GREEN ROOF
- PROPOSED PERMEABLE PAVING
- PROPOSED FOUL SEWER — 225 →
- PROPOSED FOUL MANHOLE — F1-0
- PROPOSED FOUL RODDING EYE (SLUNG DRAINAGE) — F1-1 RE
- EXISTING FOUL MANHOLE — ExFMH LL:4.30
- EXISTING COMBINED SEWER MANHOLE — Ex CSMH LL:5.87
- SITE BOUNDARY

NOTES:
1. FOR BASEMENT DRAINAGE REFER TO DRAWING 214130-PUNCH-XX-XX-DR-C-0104
2. FOR DRAINAGE SCHEDULES REFER TO DRAWING 214130-PUNCH-XX-XX-DR-C-0105
3. SLUNG DRAINAGE ONLY SHOWN INDICATIVELY. SLUNG DRAINAGE DESIGN M&E DETAILS

Tailte Éireann Licence No. CYAL50378050
© Tailte Éireann - Surveying.

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM) I.S. EN ISO 19650-2:2018 NSAI Certified

Rev	Amendment	By	Date	Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024	C07	ISSUED FOR PLANNING	LL	09.06.2025
C02	ISSUED FOR PLANNING	LL	23.10.2024				
C03	ISSUED FOR PLANNING	LL	04.03.2025				
C04	ISSUED FOR PLANNING REVIEW	LL	26.03.2025				
C05	ISSUED FOR PLANNING REVIEW	LL	08.04.2025				
C06	ISSUED FOR PLANNING REVIEW	LL	14.04.2025				

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK
Title: PROPOSED DRAINAGE LAYOUT - SHEET 1 OF 3

Drawn:	Date drawn:	Technician Check:	Engineer Check:	Approved:
Liam Lonergan	10.09.2024	Liam Lonergan	Simeon Solomons	Niamh Cronin

Project No:	Model Ref:	Drawing Status:
214130	214130-PUNCH-XX-XX-M2-C-0100-0102	A0 (Planning)

Scale @ A1:	Document No:	Revision No:
AS SHOWN	214130-PUNCH-XX-XX-DR-C-0101	C07

FOR CONTINUATION REFER TO DRAWING 214130-PUNCH-XX-XX-DR-C-0103

FOR CONTINUATION REFER TO DRAWING 214130-PUNCH-XX-XX-DR-C-0101

FOR CONTINUATION REFER TO DRAWING 214130-PUNCH-XX-XX-DR-C-0102

Ø750mm

S1-13 (Attenuation Tank 2)
464m³FLUID STORAGE MADE OF AQUACELL CORE-R GEOCELLULAR STORAGE SYSTEMS
CL: 7.882
IL: 5.500

S1-7 (Attenuation Tank 1)
560m³ FLUID STORAGE MADE OF AQUACELL CORE-R GEOCELLULAR STORAGE SYSTEMS
CL: 9.615
IL: 6.796

S2-3 (Attenuation Tank 3)
(ATTENUATION TANK 3 - 296m³
FLUID STORAGE MADE OF AQUACELL
CORE-R GEOCELLULAR STORAGE SYSTEMS)
CL: 8.563
IL: 5.943

S1-8 (Hydro-brake)
(HYDRO-BRAKE MANHOLE TO LIMIT FORWARD FLOW TO 3.50l/s)

S1-15 HYDRO-BRAKE MANHOLE TO LIMIT FORWARD FLOW TO 3.50l/s

S2-5 (Hydro-brake)
(HYDRO-BRAKE MANHOLE TO LIMIT FORWARD FLOW TO 1.0l/s)

F1-10 (Outfall)

PETROL INTERCEPTOR KLARGESTER NSBP006 BYPASS INTERCEPTOR OR SIMILAR APPROVED

SITE TBM = 7.752m OD MALIN HEAD (INDICATED WITH STEEL NAIL & WASHER)

BLOCK 4 FFL 8.00

BLOCK 1 FFL 10.45

BLOCK 3 FFL 8.00

FFL 9.00

ESB

Ex CSMH I.L.5.90

Ex CSMH I.L.5.87

ExFMH I.L.7.77

LEGEND

- EXISTING SURFACE WATER SEWER
- EXISTING COMBINED SEWER
- PROPOSED SURFACE WATER SEWER (S1.001 150 →)
- PROPOSED SURFACE WATER MANHOLE (S1-0)
- PROPOSED SURFACE WATER RODDING EYE (SLUNG DRAINAGE) (S8-0 RE)
- PROPOSED PETROL INTERCEPTOR
- PROPOSED ACO DRAINAGE CHANNEL
- PROPOSED ATTENUATION TANK
- PROPOSED BIO RETENTION AREAS
- PROPOSED BLUE GREEN ROOF
- PROPOSED GREEN ROOF
- PROPOSED PERMEABLE PAVING
- PROPOSED FOUL SEWER (225 →)
- PROPOSED FOUL MANHOLE (F1-0)
- PROPOSED FOUL RODDING EYE (SLUNG DRAINAGE) (F1-1 RE)
- EXISTING FOUL MANHOLE (ExFMH I.L.4.30)
- EXISTING COMBINED SEWER MANHOLE (Ex CSMH I.L.5.87)
- SITE BOUNDARY

NOTES:
1. FOR BASEMENT DRAINAGE REFER TO DRAWING 214130-PUNCH-XX-XX-DR-C-0104
2. FOR DRAINAGE SCHEDULES REFER TO DRAWING 214130-PUNCH-XX-XX-DR-C-0105
3. SLUNG DRAINAGE ONLY SHOWN INDICATIVELY. SLUNG DRAINAGE DESIGN M&E DETAILS

Tailte Éireann Licence No. CYAL50378050
© Tailte Éireann - Surveying.

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM) I.S. EN ISO 19650-2:2018 NSAI Certified

Rev	Amendment	By	Date	Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024	C07	ISSUED FOR PLANNING	LL	09.06.2025
C02	ISSUED FOR PLANNING	LL	23.10.2024				
C03	ISSUED FOR PLANNING	LL	04.03.2025				
C04	ISSUED FOR PLANNING REVIEW	LL	26.03.2025				
C05	ISSUED FOR PLANNING REVIEW	LL	08.04.2025				
C06	ISSUED FOR PLANNING REVIEW	LL	14.04.2025				

Client: FRONVILLE LTD

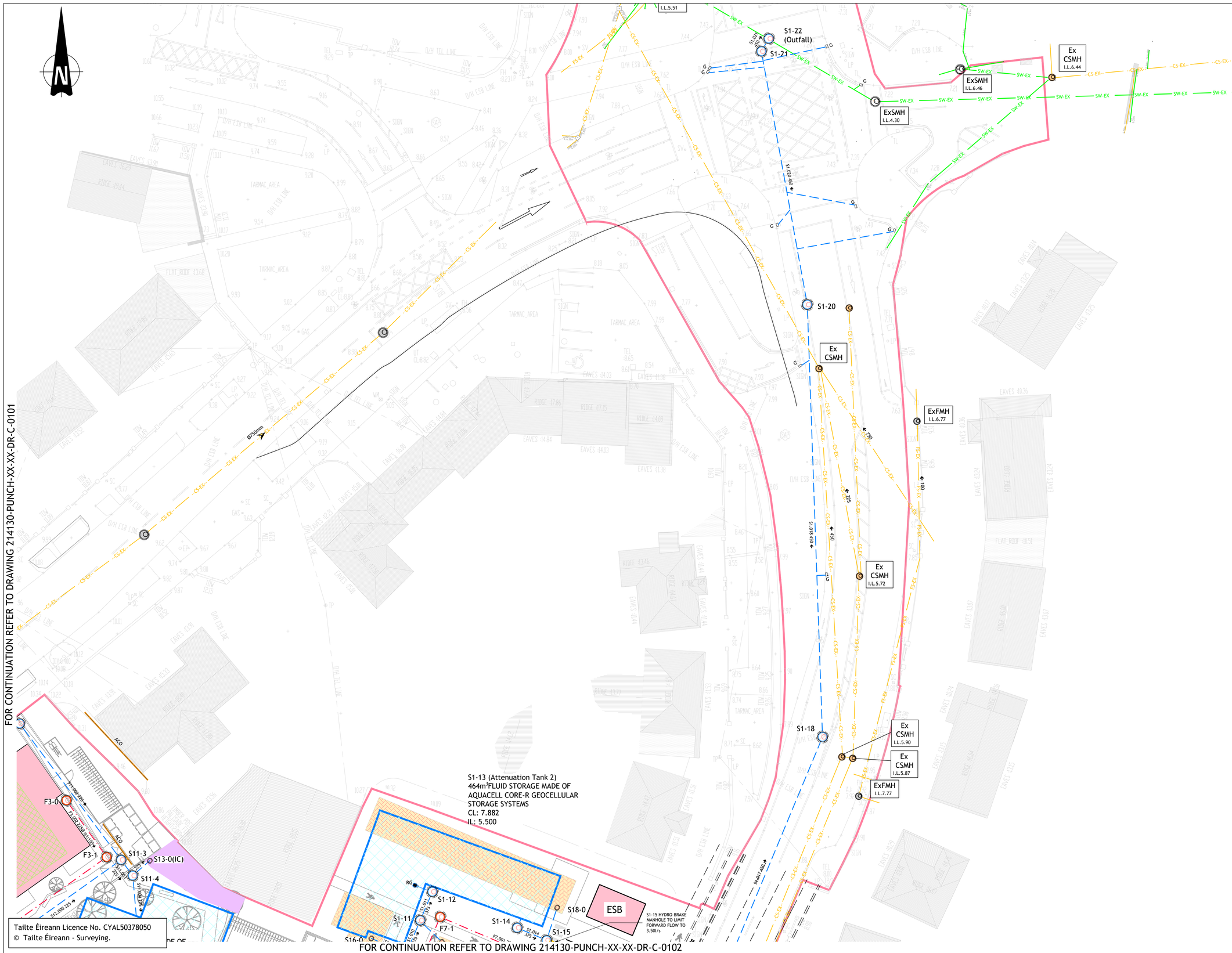
PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK
Title: PROPOSED DRAINAGE LAYOUT - SHEET 2 OF 3

Drawn:	Date drawn:	Technician Check:	Engineer Check:	Approved:
Liam Lonergan	10.09.2024	Liam Lonergan	Simeon Solomons	Niamh Cronin

Project No:	Model Ref:	Drawing Status:
214130	214130-PUNCH-XX-XX-M2-C-0100-0102	A0 (Planning)

Scale @ A1:	Document No:	Revision No:
AS SHOWN	214130-PUNCH-XX-XX-DR-C-0102	C07



LEGEND

- EXISTING SURFACE WATER SEWER — SW-EX
- EXISTING COMBINED SEWER — CS-EX
- PROPOSED SURFACE WATER SEWER — S1.001 150
- PROPOSED SURFACE WATER MANHOLE — S1-0
- PROPOSED SURFACE WATER RODDING EYE (SLUNG DRAINAGE) — S8-0 RE
- PROPOSED PETROL INTERCEPTOR
- PROPOSED ACO DRAINAGE CHANNEL — ACO
- PROPOSED ATTENUATION TANK
- PROPOSED BIO RETENTION AREAS
- PROPOSED BLUE GREEN ROOF
- PROPOSED GREEN ROOF
- PROPOSED PERMEABLE PAVING
- PROPOSED FOUL SEWER — 225
- PROPOSED FOUL MANHOLE — F1-0
- PROPOSED FOUL RODDING EYE (SLUNG DRAINAGE) — F1-1 RE
- EXISTING FOUL MANHOLE — ExFMH I.L.4.30
- EXISTING COMBINED SEWER MANHOLE — Ex CSMH I.L.5.87
- SITE BOUNDARY

NOTES:
1. FOR BASEMENT DRAINAGE REFER TO DRAWING 214130-PUNCH-XX-XX-DR-C-0104
2. FOR DRAINAGE SCHEDULES REFER TO DRAWING 214130-PUNCH-XX-XX-DR-C-0105
3. SLUNG DRAINAGE ONLY SHOWN INDICATIVELY. SLUNG DRAINAGE DESIGN M&E DETAILS

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM) I.S. EN ISO 19650-2:2018 NSAI Certified

Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024
C02	ISSUED FOR PLANNING	LL	23.10.2024
C03	ISSUED FOR PLANNING	LL	04.03.2025
C04	ISSUED FOR PLANNING REVIEW	LL	26.03.2025
C05	ISSUED FOR PLANNING REVIEW	LL	08.04.2025
C06	ISSUED FOR PLANNING REVIEW	LL	14.04.2025
C07	ISSUED FOR PLANNING	LL	09.06.2025

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

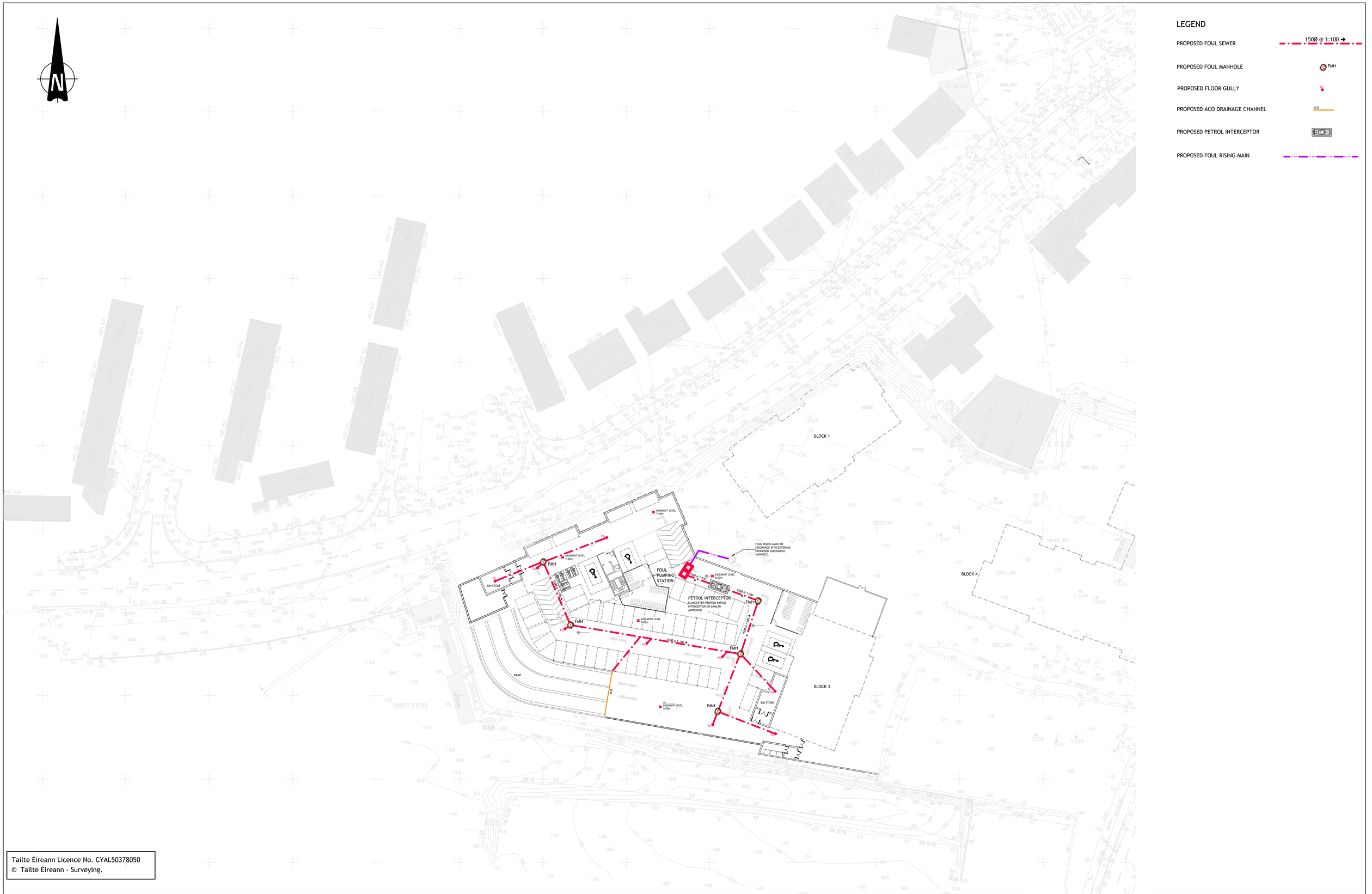
Project: KINSALE ROAD LRD, KINSALE ROAD, CORK
Title: PROPOSED DRAINAGE LAYOUT - SHEET 3 OF 3

Drawn:	Date drawn:	Technician Check:	Engineer Check:	Approved:
Liam Lonergan	10.09.2024	Liam Lonergan	Simeon Solomons	Niamh Cronin

Project No:	Model File:	Drawing Status:
214130	214130-PUNCH-XX-XX-M2-C-0100-0102	A0 (Planning)

Scale @ A1:	Document No:	Revision No:
AS SHOWN	214130-PUNCH-XX-XX-DR-C-0103	C07

214130-PUNCH-XX-XX-DR-C-0101



Tailte Éireann Licence No. CYAL50378050
© Tailte Éireann - Surveying.

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM) I.S. EN ISO 19650-2:2018
NSAI Certified

Rev	Amendment	By	Date	Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024				
C02	ISSUED FOR PLANNING	LL	23.10.2024				
C03	ISSUED FOR PLANNING REVIEW	LL	26.03.2025				
C04	ISSUED FOR PLANNING REVIEW	LL	08.04.2025				
C05	ISSUED FOR PLANNING	LL	09.06.2025				

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK
Title: PROPOSED BASEMENT DRAINAGE LAYOUT

Drawn:	Date drawn:	Technician Check:	Engineer Check:	Approved:
Liam Lonergan	10.09.2024	Liam Lonergan	Simeon Solomons	Niamh Cronin

Project No:	Model Ref:	Drawing Status:
214130	214130-PUNCH-XX-XX-M2-C-0104	A0 (Planning)

Scale @ A1:	Document No:	Revision No:
AS SHOWN	214130-PUNCH-XX-XX-DR-C-0104	C05

PROPOSED FOUL MANHOLE					
Name	Cover Level (m)	Diameter (mm)	Easting (m)	Northing (m)	Depth (m)
F1-0	11.869	1200	567603.395	570100.374	1.019
F1-1	12.133	1200	567611.206	570082.574	1.413
F2-0	12.000	1200	567646.429	570108.337	1.150
F1-2	11.527	1200	567650.244	570099.531	1.091
F1-3	11.846	1200	567653.936	570101.134	3.396
F1-4	9.950	1200	567656.808	570101.210	1.519
F3-0	10.537	1200	567694.028	570140.385	1.537
F3-1	10.323	1200	567699.684	570132.421	1.388
F4-0	10.525	1200	567655.903	570120.243	1.747
F4-1	10.278	1200	567663.320	570109.883	1.585
F3-2	10.232	1200	567671.633	570112.497	2.482
F1-5	9.116	1200	567679.229	570101.802	1.453
F5-0	8.000	1200	567673.850	570057.112	1.000
F5-1	7.942	1200	567688.861	570052.075	1.021
F1-6	8.914	1200	567703.816	570092.708	2.209
F6-0	8.761	1200	567714.372	570101.009	1.511
F1-7	8.787	1200	567710.479	570090.247	2.118
F1-8	8.134	1200	567755.002	570073.804	1.702
F7-0	8.529	1200	567738.968	570106.060	1.479
F7-1	7.986	1200	567746.567	570123.996	1.066
F7-2	7.891	1200	567770.627	570113.762	1.145
F1-9	7.944	1200	567765.762	570100.868	1.658
F1-10 (Outfall)	7.656	1200	567781.906	570094.778	1.476

PROPOSED FOUL PIPES								
Name	US Node	US Node CL (m)	DS Node	Length (m)	ks (mm) / n	US IL (m)	DS IL (m)	Fall (m)
F1.000	F1-0	11.869	F1-1	19.438	1.500	10.850	10.720	0.130
F1.001	F1-1	12.133	F1-2	42.562	1.500	10.720	10.436	0.284
F2.000	F2-0	12.000	F1-2	9.597	1.500	10.850	10.786	0.064
F1.002	F1-2	11.527	F1-3	4.025	1.500	10.436	10.409	0.027
F1.003	F1-3	11.846	F1-4	2.873	1.500	8.450	8.431	0.019
F1.004	F1-4	9.950	F1-5	22.429	1.500	8.431	8.281	0.150
F3.000	F3-0	10.537	F3-1	9.768	1.500	9.000	8.935	0.065
F3.002	F3-1	10.323	F3-2	34.407	1.500	8.935	8.706	0.229
F4.000	F4-0	10.525	F4-1	12.741	1.500	8.778	8.693	0.085
F4.001	F4-1	10.278	F3-2	8.714	1.500	8.693	8.635	0.058
F3.003	F3-2	10.232	F1-5	13.118	1.500	7.750	7.663	0.087
F1.005	F1-5	9.116	F1-6	26.215	1.500	7.663	7.488	0.175
F5.000	F5-0	8.000	F5-1	15.834	1.500	7.000	6.921	0.079
F5.001	F5-1	7.942	F1-6	43.298	1.500	6.921	6.705	0.216
F1.006	F1-6	8.914	F1-7	7.103	1.500	6.705	6.669	0.036
F6.000	F6-0	8.761	F1-7	11.444	1.500	7.250	7.174	0.076
F1.007	F1-7	8.787	F1-8	47.462	1.500	6.669	6.432	0.237
F1.008	F1-8	8.134	F1-9	29.125	1.500	6.432	6.286	0.146
F7.000	F7-0	8.529	F7-1	19.479	1.500	7.050	6.920	0.130
F7.001	F7-1	7.986	F7-2	26.146	1.500	6.920	6.746	0.174
F7.002	F7-2	7.891	F1-9	13.781	1.500	6.746	6.654	0.092
F1.009	F1-9	7.944	F1-10 (Outfall)	17.254	1.500	6.286	6.180	0.106

PROPOSED STORM MANHOLES				
Name	Cover Level (m)	Diameter (mm)	Easting (m)	Northing (m)
S1-0 (Green Roof - Block 2)	24.675	1200	567613.534	570106.054
S1-1	11.857	1200	567612.735	570107.887
S1-2	10.980	1200	567647.163	570122.874
S8-0	12.127	1200	567614.099	570081.078
S8-1	11.821	1200	567653.255	570098.084
S1-3	9.680	1200	567661.935	570098.232
S9-0 (Blue Roof - Podium)	11.947	1200	567663.302	570082.862
S9-1	11.888	1200	567664.330	570085.661
S10-0 (Green Roof - Block 3)	37.125	1200	567676.257	570087.187
S10-1	11.670	1200	567675.009	570089.583
S9-3	11.584	1200	567675.807	570091.513
S9-4	9.000	1200	567676.500	570093.389
S1-4	9.006	1200	567678.392	570098.513
S1-5	9.151	1200	567680.984	570102.739
S14-0 (Bioretention Area)	8.995	1200	567692.016	570101.481
S1-6	9.107	1200	567690.224	570107.921
S11-0 (Green Roof - Block 1)	23.475	1200	567662.477	570130.971
S11-1	10.607	1200	567661.318	570132.602
S11-2	10.258	1200	567687.471	570151.182
S12-0	9.939	1200	567684.902	570120.082
S11-3	10.268	1200	567701.707	570132.019
S13-0 (Bioretention Area)	10.241	1200	567705.749	570131.911
S11-4	10.145	1200	567703.352	570129.806
S15-0 (Green Roof - Block 4)	27.525	1200	567720.650	570101.347
S15-1	8.778	1200	567715.313	570103.324
S1-7 (Attenuation Tank 1)	9.615	1200	567704.281	570119.181
S1-8 (Hydro-Brake)	8.837	1200	567719.143	570113.688
S1-9	8.588	1200	567736.806	570107.160
S16-0 (Permeable Paving)	8.422	1200	567738.054	570120.519
S1-10	8.204	1350	567741.809	570118.922
S17-0 (Permeable Paving)	8.012	1200	567747.373	570121.988
S1-11	8.054	1350	567743.766	570123.523
S1-12	8.004	1350	567745.474	570127.539
S1-13 (Attenuation Tank 2)	7.882	1350	567755.322	570126.487
S18-0 (Permeable Paving)	7.927	1200	567762.590	570124.482
S1-14	7.912	1350	567757.389	570122.471
S2-0	7.938	1200	567680.432	570052.587
S2-1	7.821	1200	567691.116	570051.002
S2-2	8.911	1200	567702.805	570085.619
S4-0 (Bioretention Area)	8.708	1200	567716.622	570086.898
S4-1 (Orifice)	8.728	1200	567715.587	570084.096
S7-0 (Bioretention Area)	8.367	1200	567741.407	570077.759
S7-1 (Orifice)	8.299	1350	567740.368	570074.945
S5-0 (Bioretention Area)	8.590	1200	567726.165	570083.388
S5-1 (Orifice)	8.663	1200	567725.126	570080.574
S6-0 (Bioretention Area)	8.590	1200	567732.553	570081.029
S6-1 (Orifice)	8.559	1350	567731.473	570078.230
S2-3 (Attenuation Tank 3)	8.563	1200	567727.952	570076.328
S2-4	7.864	1350	567754.020	570068.681
S2-5 (Hydro-Brake)	7.886	1350	567766.481	570097.599
S1-16	7.821	1350	567774.131	570115.352
S1-17	7.766	1350	567784.367	570110.996
S1-18	7.803	1350	567800.321	570149.307
S1-19	7.613	1350	567797.546	570197.985
S1-20	7.528	1350	567798.177	570210.092
S1-21	7.254	1350	567791.724	570245.717
S1-22 (Outfall)	7.238	1350	567792.767	570247.493
S1-15 (Hydro-Brake)	7.890	1350	567761.532	570120.721

PROPOSED STORM PIPES								
Name	US Node	US Node CL (m)	DS Node	Length (m)	ks (mm) / n	US IL (m)	DS IL (m)	Fall (m)
S1.000	S1-0 (Green Roof - Block 2)	24.675	S1-1	2.000	0.600	24.000	10.600	13.400
S1.001	S1-1	11.857	S1-2	37.549	0.600	10.600	10.350	0.250
S1.002	S1-2	10.980	S1-3	28.730	0.600	9.350	9.158	0.192
S9.000	S8-0	12.127	S8-1	42.690	0.600	10.850	10.565	0.285
S8.001	S8-1	11.821	S1-3	8.681	0.600	10.565	8.381	2.184
S1.003	S1-3	9.680	S1-4	16.459	0.600	7.750	7.640	0.110
S9.000.	S9-0 (Blue Roof - Podium)	11.947	S9-1	2.982	0.600	11.447	11.427	0.020
S9.001	S9-1	11.888	S9-3	12.883	0.600	11.427	11.341	0.086
S10.000	S10-0 (Green Roof - Block 3)	37.125	S10-1	2.702	0.600	36.250	11.100	25.150
S10.001	S10-1	11.670	S9-3	2.088	0.600	11.100	11.086	0.014
S9.003	S9-3	11.584	S9-4	2.000	0.600	11.000	7.500	3.500
S9.004	S9-4	9.000	S1-4	5.462	0.600	7.500	7.464	0.036
S1.004	S1-4	9.006	S1-5	4.958	0.600	7.100	7.067	0.033
S1.005	S1-5	9.151	S1-6	10.594	0.600	7.067	6.996	0.071
S14.000	S14-0 (Bioretention Area)	8.995	S1-6	6.685	0.600	7.795	7.750	0.045
S1.006	S1-6	9.107	S1-7 (Attenuation Tank 1)	18.011	0.600	6.996	6.876	0.120
S11.000	S11-0 (Green Roof - Block 1)	23.475	S11-1	2.001	0.600	23.000	9.500	13.500
S11.001	S11-1	10.607	S11-2	32.081	0.600	9.500	9.286	0.214
S11.002	S11-2	10.258	S11-3	23.872	0.600	9.286	9.127	0.159
S12.000	S12-0	9.939	S11-3	20.613	0.600	8.514	8.308	0.206
S11.003	S11-3	10.268	S11-4	2.757	0.600	8.308	8.290	0.018
S13.000	S13-0 (Bioretention Area)	10.241	S11-4	3.190	0.600	8.816	8.784	0.032
S11.004	S11-4	10.145	S1-7 (Attenuation Tank 1)	10.666	0.600	7.650	7.579	0.071
S15.000	S15-0 (Green Roof - Block 4)	27.525	S15-1	5.691	0.600	27.000	7.000	20.000
S15.001	S15-1	8.778	S1-7 (Attenuation Tank 1)	19.317	0.600	7.000	6.871	0.129
S1.007	S1-7 (Attenuation Tank 1)	9.615	S1-8 (Hydro-Brake)	15.845	0.600	6.796	6.690	0.106
S1.008	S1-8 (Hydro-Brake)	8.837	S1-9	18.831	0.600	6.690	6.564	0.126
S1.009	S1-9	8.588	S1-10	12.782	0.600	6.564	6.479	0.085
S16.000	S16-0 (Permeable Paving)	8.422	S1-10	4.080	0.600	6.997	6.956	0.041
S1.010	S1-10	8.204	S1-11	5.000	0.600	6.404	6.371	0.033
S17.000	S17-0 (Permeable Paving)	8.012	S1-11	3.920	0.600	6.587	6.548	0.039
S1.011	S1-11	8.054	S1-12	4.364	0.600	6.371	6.342	0.029
S1.012	S1-12	8.004	S1-13 (Attenuation Tank 2)	9.904	0.600	5.566	5.500	0.066
S1.013	S1-13 (Attenuation Tank 2)	7.882	S1-14	4.517	0.600	5.500	5.470	0.030
S18.000	S18-0 (Permeable Paving)	7.927	S1-15 (Hydro-Brake)	3.907	0.600	6.500	6.474	0.026
S1.014	S1-14	7.912	S1-15 (Hydro-Brake)	4.497	0.600	5.470	5.440	0.030
S2.000	S2-0	7.938	S2-1	10.801	0.600	6.438	6.366	0.072
S2.001	S2-1	7.821	S2-2	36.537	0.600	6.366	6.122	0.244
S2.002	S2-2	8.911	S2-3 (Attenuation Tank 3)	26.808	0.600	6.122	5.943	0.179
S1.015	S1-15 (Hydro-Brake)	7.890	S1-16	13.695	0.600	5.440	5.349	0.091
S4.000	S4-0 (Bioretention Area)	8.708	S4-1 (Orifice)	2.987	0.600	7.283	7.263	0.020
S4.001	S4-1 (Orifice)	8.728	S2-3 (Attenuation Tank 3)	14.603	0.600	7.263	7.166	0.097
S7.000	S7-0 (Bioretention Area)	8.367	S7-1 (Orifice)	3.000	0.600	6.942	6.922	0.020
S7.001	S7-1 (Orifice)	8.299	S2-3 (Attenuation Tank 3)	12.493	0.600	6.922	6.839	0.083
S5.000	S5-0 (Bioretention Area)	8.590	S5-1 (Orifice)	3.000	0.600	7.165	7.145	0.020
S5.001	S5-1 (Orifice)	8.663	S2-3 (Attenuation Tank 3)	5.100	0.600	7.145	7.111	0.034
S6.000	S6-0 (Bioretention Area)	8.590	S6-1 (Orifice)	3.000	0.600	7.090	7.070	0.020
S6.001	S6-1 (Orifice)	8.559	S2-3 (Attenuation Tank 3)	4.002	0.600	7.070	7.043	0.027
S2.003	S2-3 (Attenuation Tank 3)	8.563	S2-4	27.166	0.600	5.943	5.762	0.181
S2.004	S2-4	7.864	S2-5 (Hydro-Brake)	31.489	0.600	5.762	5.605	0.157
S2.005	S2-5 (Hydro-Brake)	7.886	S1-16	19.331	0.600	5.605	5.508	0.097
S1.016	S1-16	7.821	S1-17	11.124	0.600	5.349	5.275	0.074
S1.017	S1-17	7.766	S1-18	41.500	0.600	5.200	4.923	0.277
S1.018	S1-18	7.803	S1-19	48.757	0.600	4.923	4.598	0.325
S1.019	S1-19	7.613	S1-20	12.123	0.600	4.598	4.517	0.081
S1-20	S1-20	7.528	S1-21	36.205	0.600	4.517	4.276	0.241
S1-21	S1-21	7.254	S1-22 (Outfall)	2.060	0.600	4.276	4.262	0.014

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM) - I.S. EN ISO 19650-2:2018
NSAI Certified

Rev	Amendment	By	Date	Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024				
C02	ISSUED FOR PLANNING REVIEW	LL	26.03.2025				
C03	ISSUED FOR PLANNING REVIEW	LL	08.04.2025				
C04	ISSUED FOR PLANNING	LL	09.06.2025				

Client: FRONVILLE LTD

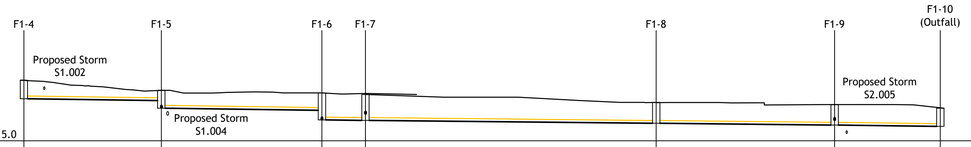
PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK
Title: DRAINAGE TABLES

Drawn:	Date drawn:	Technician Check:	Engineer Check:	Approved:
Liam Lonergan	10.09.2024	Liam Lonergan	Simeon Solomons	Niamh Cronin

Project No:	Model Ref:	Drawing Status:
214130	214130-PUNCH-XX-XX-M2-C-0105	A0 (Planning)

Scale @ A1:	Document No:	Revision No:
NTS	214130-PUNCH-XX-XX-DR-C-0105	C04



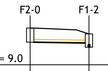
Vert exaggeration = 2.0

Datum = 5.0

Link Name		F1.004		F1.005		F1.006	F1.007		F1.008		F1.009		
Section Type		225mm		225mm		225mm	225mm		225mm		225mm		
Slope (1:X)		1:150.0		1:150.0		1:200.0	1:200.0		1:200.0		1:162.8		
Cover Level (m)		9.950		9.116		8.914	8.787		8.134	8.129	7.944		7.656
Invert Level (m)		8.431	8.281	7.663	7.488	6.705	6.669	6.669	6.432	6.432	6.286	6.286	6.180
Length (m)		22.429		26.215		7.103	47.462		29.125		17.254		

FOUL SEWER LONGITUDINAL SECTION F1-4 TO F1-10 (OUTFALL)

SCALE 1:500(H) 1:100(V)



Vert exaggeration = 2.0

Datum = 9.0

Link Name		F2.000		
Section Type		225mm		
Slope (1:X)		1:150.0		
Cover Level (m)		12.000		11.527
Invert Level (m)		10.850	10.786	
Length (m)		9.597		

FOUL SEWER LONGITUDINAL SECTION F2-0 TO F1-2

SCALE 1:500(H) 1:100(V)



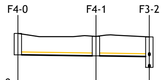
Vert exaggeration = 2.0

Datum = 6.0

Link Name		F3.000		F3.002			F3.003		
Section Type		225mm		225mm			225mm		
Slope (1:X)		1:150.0		1:150.0			1:150.0		
Cover Level (m)		10.537	10.323	10.351	10.166		10.232	9.105	9.116
Invert Level (m)		9.000	8.935	8.935			8.706	7.750	7.663
Length (m)		9.768		34.407			13.118		

FOUL SEWER LONGITUDINAL SECTION F3-0 TO F1-5

SCALE 1:500(H) 1:100(V)



Vert exaggeration = 2.0

Datum = 6.0

Link Name		F4.000	F4.001		
Section Type		225mm	225mm		
Slope (1:X)		1:150.0	1:150.0		
Cover Level (m)		10.525	10.278	10.232	
Invert Level (m)		8.778	8.693	8.693	8.635
Length (m)		12.741	8.714		

FOUL SEWER LONGITUDINAL SECTION F4-0 TO F3-2

SCALE 1:500(H) 1:100(V)

© PUNCH Consulting Engineers

This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.

COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM)
I.S. EN ISO 19650-2:2018
NSAI Certified

Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024
C02	ISSUED FOR PLANNING REVIEW	LL	26.03.2025
C03	ISSUED FOR PLANNING	LL	09.06.2025

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD , CORK			
Title: FOUL DRAINAGE LONGITUDINAL SECTIONS SHEET 1			
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0175-177	Drawing Status: A0 (For Planning)	
Scale @ A1: AS SHOWN	Document No: 214130-PUNCH-XX-XX-DR-C-0175	Revision No: C03	

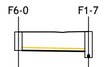


Vert exaggeration = 2.0

Link Name		F5.000	F5.001	
Section Type		225mm	225mm	
Slope (1:X)		1:200.0	1:200.0	
Cover Level (m)		8.000	7.942 9.000	8.914
Invert Level (m)		7.000	6.921 6.921	6.705
Length (m)		15.834	43.298	

FOUL SEWER LONGITUDINAL SECTION F5-0 TO F1-6

SCALE 1:500(H) 1:100(V)

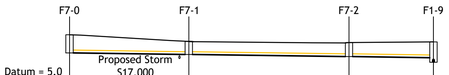


Vert exaggeration = 2.0

Link Name		F6.000	
Section Type		225mm	
Slope (1:X)		1:150.6	
Cover Level (m)		8.761	8.722 8.787
Invert Level (m)		7.250	7.174
Length (m)		11.444	

FOUL SEWER LONGITUDINAL SECTION F6-0 TO F1-7

SCALE 1:500(H) 1:100(V)



Vert exaggeration = 2.0

Link Name		F7.000	F7.001	F7.002	
Section Type		225mm	225mm	225mm	
Slope (1:X)		1:150.0	1:150.0	1:150.0	
Cover Level (m)		8.529	7.986	7.891	7.944
Invert Level (m)		7.050	6.920 6.920	6.746 6.746	6.654
Length (m)		19.479	26.146	13.781	

FOUL SEWER LONGITUDINAL SECTION F7-0 TO F1-9

SCALE 1:500(H) 1:100(V)

© PUNCH Consulting Engineers

This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.

COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM)
I.S. EN ISO 19650-2:2018
NSAI Certified

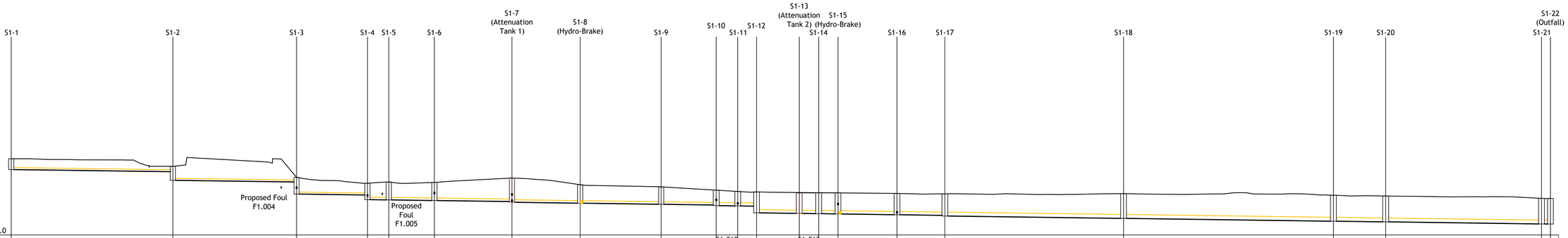
Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024
C02	ISSUED FOR PLANNING REVIEW	LL	26.03.2025
C03	ISSUED FOR PLANNING	LL	09.06.2025

Rev	Amendment	By	Date

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

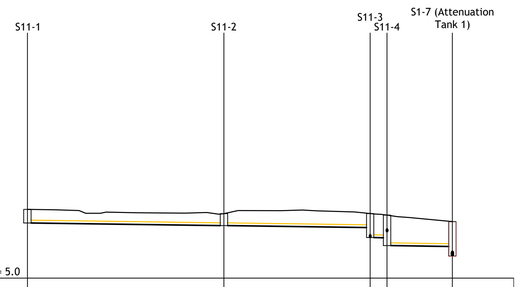
Project:	KINSALE ROAD LRD, KINSALE ROAD , CORK			
Title:	FOUL DRAINAGE LONGITUDINAL SECTIONS SHEET 2			
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-MZ-C-0175-177		Drawing Status: A0 (For Planning)	
Scale @ A1: AS SHOWN	Document No: 214130-PUNCH-XX-XX-DR-C-0176			Revision No: C03

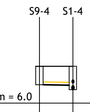


Vert exaggeration = 2.0 Datum = 3.0

Link Name		S1.001		S1.002		S1.003	S1.004	S1.005	S1.006	S1.007	S1.008	S1.009	S1.010	S1.011	S1.012	S1.013	S1.014	S1.015	S1.016	S1.017	S1.018	S1.019	S1-20	S1-21
Section Type		225mm		225mm		225mm	300mm	300mm	300mm	300mm	300mm	300mm	375mm	375mm	375mm	375mm	375mm	375mm	375mm	450mm	450mm	450mm	450mm	450mm
Slope (1:X)		1:150.0		1:150.0		1:150.0	1:150.0	1:150.0	1:150.0	1:150.0	1:150.0	1:150.0	1:150.0	1:150.0	1:150.0	1:150.0	1:150.0	1:150.0	1:150.0	1:150.0	1:150.0	1:150.0	1:150.0	1:150.0
Cover Level (m)		11.857	11.857	10.872	10.980	9.680	9.006	9.151	9.107	9.615	8.837	8.588	8.204	8.054	8.004	7.882	7.912	7.890	7.821	7.736	7.766	7.683	7.803	7.913	7.613	7.523	7.528	7.354	7.238
Invert Level (m)		10.600		10.350	9.350	9.158	7.640	7.100	7.067	7.067	6.996	6.996	6.876	6.796	6.690	6.690	6.564	6.564	6.479	6.404	6.371	6.342	5.566	5.500	5.500	5.470	5.470	5.440	5.440	5.349	5.349	5.275	5.200	4.923	4.923	4.598	4.598	4.517	4.517	4.276	4.188
Length (m)		37.549		28.730		16.459	4.958	10.594	18.011	15.845	18.831	12.782	5.000	4.364	9.904	4.517	4.497	13.695	11.124	41.500	48.757	12.123	36.205	2.060

SURFACE WATER SEWER LONGITUDINAL SECTION S1-1 TO S1-22 (Outfall)
SCALE 1:500(H) 1:100(V)





Vert exaggeration = 2.0 Datum = 6.0

Link Name		S9.004	
Section Type		225mm	
Slope (1:X)		1:150.0	
Cover Level (m)		9.000	9.006
Invert Level (m)		7.500	7.464
Length (m)		5.462	

SURFACE WATER SEWER LONGITUDINAL SECTION S9-4 TO S1-4
SCALE 1:500(H) 1:100(V)

Vert exaggeration = 2.0 Datum = 5.0

Link Name		S11.001	S11.002	S11.003	S11.004	
Section Type		225mm	225mm	225mm	225mm	
Slope (1:X)		1:150.0	1:150.0	1:150.0	1:150.0	
Cover Level (m)	10.607		10.258	10.550	10.268	10.145	9.615
Invert Level (m)	9.500		9.286	9.286	9.127	8.308 / 8.290	7.650	7.579
Length (m)		32.081		23.872	2.757	10.666	

SURFACE WATER SEWER LONGITUDINAL SECTION S11-1 TO S1-7
SCALE 1:500(H) 1:100(V)

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM) I.S. EN ISO 19650-2:2018
NSAI Certified

Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024
C02	ISSUED FOR PLANNING REVIEW	LL	26.03.2025
C03	ISSUED FOR PLANNING REVIEW	LL	08.04.2025
C04	ISSUED FOR PLANNING	LL	09.06.2025

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

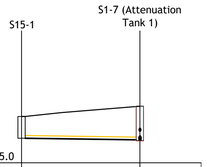
Project: KINSALE ROAD LRD, KINSALE ROAD, CORK				
Title: SURFACE WATER DRAINAGE LONGITUDINAL SECTIONS SHEET 1				
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0200-202		Drawing Status: A0 (Planning)	
Scale @ A1: 1:500/1:100	Document No: 214130-PUNCH-XX-XX-DR-C-0200			Revision No: C04



Vert exaggeration = 2.0

Link Name		S12.000	
Section Type		225mm	
Slope (1:X)		1:100.0	
Cover Level (m)	9.939		10.268
Invert Level (m)	8.514		8.308
Length (m)		20.613	

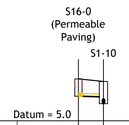
SURFACE WATER SEWER LONGITUDINAL SECTION S12-0 TO S11-3
SCALE 1:500(H) 1:100(V)



Vert exaggeration = 2.0

Link Name		S15.001	
Section Type		225mm	
Slope (1:X)		1:150.0	
Cover Level (m)	8.778		9.615
Invert Level (m)	7.000		6.871
Length (m)		19.317	

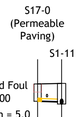
SURFACE WATER SEWER LONGITUDINAL SECTION S15-1 TO S1-7
SCALE 1:500(H) 1:100(V)



Vert exaggeration = 2.0

Link Name		S16.000	
Section Type		225mm	
Slope (1:X)		1:100.0	
Cover Level (m)	8.422		8.204
Invert Level (m)	6.997		6.956
Length (m)		4.080	

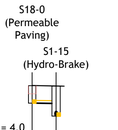
SURFACE WATER SEWER LONGITUDINAL SECTION S16-0 TO S1-10
SCALE 1:500(H) 1:100(V)



Vert exaggeration = 2.0

Link Name		S17.000	
Section Type		225mm	
Slope (1:X)		1:100.0	
Cover Level (m)	8.012		8.054
Invert Level (m)	6.587		6.548
Length (m)		3.920	

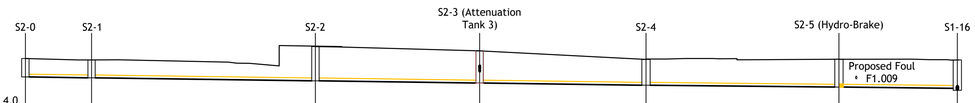
SURFACE WATER SEWER LONGITUDINAL SECTION S17-0 TO S1-11
SCALE 1:500(H) 1:100(V)



Vert exaggeration = 2.0

Link Name		S18.000	
Section Type		225mm	
Slope (1:X)		1:150.0	
Cover Level (m)	7.927		7.890
Invert Level (m)	6.500		6.474
Length (m)		3.907	

SURFACE WATER SEWER LONGITUDINAL SECTION S18-0 TO S1-15
SCALE 1:500(H) 1:100(V)



Vert exaggeration = 2.0

Link Name		S2.000	S2.001		S2.002	S2.003	S2.004			S2.005		
Section Type		225mm	225mm		225mm	225mm	225mm			225mm		
Slope (1:X)		1:150.0	1:150.0		1:150.0	1:150.0	1:200.0			1:200.0		
Cover Level (m)	7.938	7.821		7.338 7.000	8.911	8.876	8.563	7.864	7.938	7.828	7.886	7.885	7.821
Invert Level (m)	6.438	6.366	6.366		6.122	6.122	5.943	5.943	5.762	5.762	5.605	5.605	5.508
Length (m)		10.801	36.537		26.808	27.166	31.489			19.331		

SURFACE WATER SEWER LONGITUDINAL SECTION S2-0 TO S1-16
SCALE 1:500(H) 1:100(V)

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

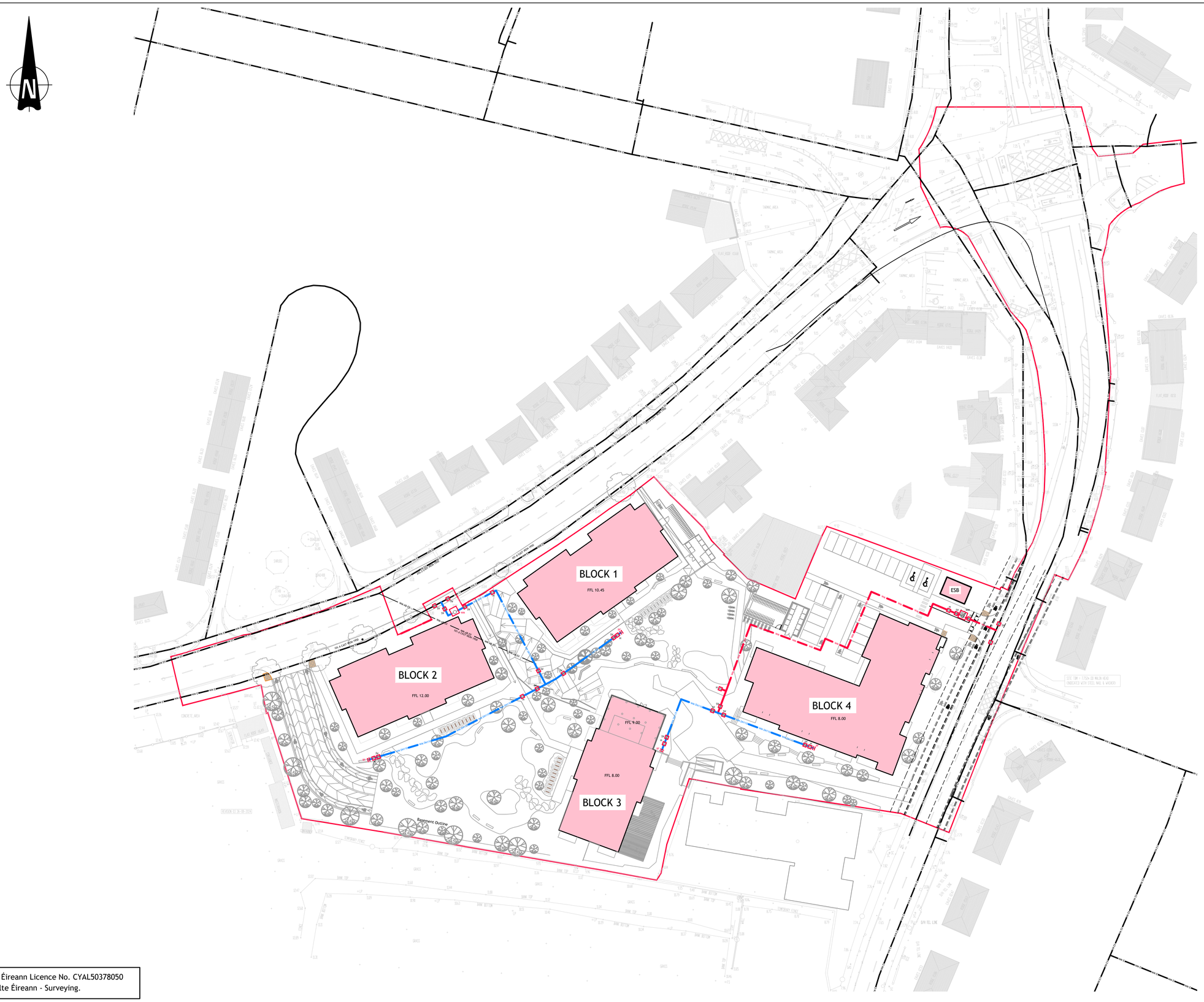
BUILDING INFORMATION MODELLING (BIM)
I.S. EN ISO 19650-2:2018
NSAI Certified

Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024
C02	ISSUED FOR PLANNING REVIEW	LL	26.03.2025
C03	ISSUED FOR PLANNING REVIEW	LL	08.04.2025
C04	ISSUED FOR PLANNING	LL	09.06.2025

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK				
Title: SURFACE WATER DRAINAGE LONGITUDINAL SECTIONS SHEET 2				
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-MZ-C-0200-202	Drawing Status: A0 (Planning)		
Scale @ A1: 1:500/1:100	Document No: 214130-PUNCH-XX-XX-DR-C-0201	Revision No: C04		



WATERMAIN LEGEND

EXISTING WATERMAIN	WM EX
EXISTING WATERMAIN TO BE ABANDONED, DEMOLISHED & REMOVED	WM-AB-EX
PROPOSED WATERMAIN (160 OD PE80 SDR11 PIPE) MATERIALS MUST BE IN ACCORDANCE WITH UISCE EIREANN STANDARDS	WM
PROPOSED WATERMAIN (110 OD PE80 SDR11 PIPE) MATERIALS MUST BE IN ACCORDANCE WITH UISCE EIREANN STANDARDS	WM DN110
PROPOSED FIRE HYDRANT TO BE PROVIDED IN ACCORDANCE WITH UISCE ÉIREANN STANDARD DETAIL STD-W-16.	H
PROPOSED SLUICE VALVE TO BE PROVIDED IN ACCORDANCE WITH UISCE ÉIREANN STANDARD DETAIL STD-W-15	SV
PROPOSED MECHANICAL WATERMETER & CHAMBER TO IRISH WATER DETAIL STD-W-26A. KIOSK REQUIRED TO IW DETAIL STD-W-36.KIOSK LOCATION TO BE AGREED WITH ARCHITECT	WM
PROPOSED BLANK FLANGE	BF

GENERAL NOTES:

1. DO NOT SCALE. ALL DIMENSIONS ON DRAWINGS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE. USE FIGURED DIMENSIONS ONLY.
2. THE CONTRACTOR SHALL PROVIDE ALL MEASURES NECESSARY TO PROTECT THE EXISTING PUMPHOUSE DURING CONSTRUCTION. SUCH MEASURES SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, SHORING OF LOADS DUE TO CONSTRUCTION EQUIPMENT, ETC. BEFORE RELATED WORK COMMENCES THE CONTRACTOR SHALL SUBMIT A METHOD STATEMENT AND SEQUENCE OF WORK TO THE ENGINEER FOR APPROVAL.
3. WHERE REFERENCE IS MADE TO VARIOUS TEST STANDARDS FOR MATERIALS, SUCH STANDARDS SHALL BE THE LATEST EDITION AND/OR ADDENDUM. OTHER STANDARDS MAY ONLY BE CONSIDERED FOLLOWING PRIOR APPROVAL BY THE ENGINEER.
4. THE CONTRACTOR IS TO ESTABLISH AND VERIFY ALL OPENINGS AND INSERTS FOR ARCHITECTURAL, MECHANICAL, ELECTRICAL, PLUMBING AND SUBCONTRACTORS DRAWINGS PRIOR TO CONSTRUCTION.
5. OPTIONS WHERE INDICATED ARE FOR CONTRACTORS CONVENIENCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CHANGES NECESSARY IF HE CHOOSES AN OPTION AND HE SHALL COORDINATE ALL DETAILS.
6. ALL LEVELS ARE RELATED TO THE ORDNANCE DATUM (O.D.) - MALIN HEAD UNLESS NOTED OTHERWISE
7. THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING ALL GROUND AND SURFACE WATER WITHIN THE SITE DURING THE CONSTRUCTION WORKS. AT NO POINT SHOULD ANY CONTAMINATED WATER FROM THE SITE BE DISCHARGED TO AN EXISTING DRAIN OR SEWER.
8. ANY PROPRIETARY PRODUCTS REFERENCED ON THE DRAWINGS CAN BE SUBSTITUTED WITH EQUIVALENT ALTERNATIVES, FOLLOWING APPROVAL BY EITHER THE ENGINEER.
9. PROPRIETARY PRODUCT NAMES, MANUFACTURERS NAMES, SUPPLIERS NAMES, NATIONAL STANDARDS. WHERE A SPECIFICATION OR A DESCRIPTION OF A PRODUCT OR ELEMENT OF WORK INCLUDES A SPECIFIC MAKE OR SOURCE SUCH AS A PRODUCT NAME OR MANUFACTURERS NAME OR A SUPPLIERS NAME, OR A NATIONAL STANDARD, THE SPECIFICATION OR DESCRIPTION SHALL BE DEEMED TO BE ACCOMPANIED BY THE WORDS "OR EQUIVALENT" NOTWITHSTANDING THAT THOSE EXACT WORDS MAY NOT IN FACT ACCOMPANY THE NAME OR STANDARD. THIS ALSO APPLIES WHERE THE NAME OR STANDARD IS ACCOMPANIED BY OTHER WORDS SUCH AS "OR EQUAL APPROVED" OR SUCHLIKE PHRASES.

WATERMAIN:

1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS & MANUFACTURERS DRAWINGS & SPECIFICATIONS.
2. ALL PIPE DIAMETERS ARE NOMINAL.
3. WHERE CONNECTION IS REQUIRED TO AN EXISTING PUBLIC WATERMAIN, THE CONTRACTOR MUST ISSUE DETAILED DOCUMENTATION FOR APPROVAL TO THE RELEVANT LOCAL AUTHORITY AND UISCE EIREANN. THIS DOCUMENTATION MUST BE ISSUED AT LEAST 40 WORKING DAYS IN ADVANCE OF THE PLANNED WORKS OR AS AGREED WITH THE LOCAL AUTHORITY AND UISCE EIREANN.
4. ALL THRUST BLOCKS MUST BE CAST AGAINST UNDISTURBED GROUND. FLEXIBLE PIPES SHOULD BE WRAPPED IN ONE LAYER OF 1000 GAUGE POLYTHENE TO AVOID DIRECT CONTACT WITH THE CONCRETE.
   MARKER POSTS AND PLATES TO BE PROVIDED FOR ALL VALVES, METERS AND HYDRANTS.
5. CHLORINATION AND BACTERIOLOGICAL TESTS TO BE UNDERTAKEN BY EXTERNAL TESTER AND TEST CERTIFICATION TO BE SUBMITTED TO ENGINEER.
6. MARKER POSTS AND PLATES TO BE PROVIDED FOR ALL VALVES.
7. IN ADVANCE OF TESTING OF THE WATERMAINS, THE CONTRACTOR MUST PRESENT TO THE ENGINEER A CALIBRATION CERTIFICATE FOR THE APPARATUS TO BE USED IN THE TEST.
8. ALL EXISTING WATERMAINS TO BE ADEQUATELY PROTECTED. ANY WATERMAINS DAMAGED DURING THE COURSE OF CONSTRUCTION WILL BE REPLACED BY THE CONTRACTOR AT THEIR COST.
9. ALL ROCKER PIPES SHALL BE NO MORE THAN 150mm FROM THEIR ASSOCIATED CHAMBER
10. PROVIDE ANCHOR/THRUST BLOCKS ON ALL BENDS EQUAL TO OR IN EXCESS OF 22.5° , DEAD ENDS AND TEES ON ALL PIPES
11. TRENCHES IN EXISTING SURFACES TO BE SAW CUT.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR SETTING OUT WATERMAINS & SLUICE VALVES TO ENSURE NO CLASHES WITH SERVICE DUCTS OR PIPES.

NOTES FOR CONNECTION TO UISCE EIREANN SERVICES

1. CONTRACTOR TO LIAISE WITH UISCE EIREANN PRIOR TO MOBILISATION ON SITE TO DETERMINE THE DURATION OF THE APPROVAL PROCESS AND WHAT DOCUMENTATION AND FEES ARE REQUIRED BY UISCE EIREANN AND THE LOCAL AUTHORITY AND PROGRAM THIS INTO THE CONSTRUCTION PROGRAM. CONTRACTOR TO CONFIRM EXTENT OF NOTICE REQUIRED BY UISCE EIREANN TO INSPECT WORKS AND ALSO PROGRAM INTO THE CONSTRUCTION PROGRAM.
2. UISCE EIREANN TO BE CONTACTED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WATERMAIN WORKS. ALL DETAILS TO BE AGREED WITH UISCE EIREANN. UISCE EIREANN TO BE GIVEN 40 WORKING DAYS NOTICE FOR ALL FOUL SEWER AND WATERMAIN CONNECTION WORKS.
3. EXACT LOCATION AND DEPTH OF THE EXISTING WATERMAINS SHOULD BE ESTABLISHED BY THE CONTRACTOR IN ADVANCE OF THE MAIN EXCAVATION FOR THE WORKS SO AS TO AVOID THE POSSIBILITY OF DAMAGE TO THE EXISTING WATERMAIN DURING CONSTRUCTION WORKS. 3 NO. SLIT TRENCHES TO BE UNDERTAKEN TO VERIFY LOCATION.
4. THE CONTRACTOR SHALL APPLY FOR A ROAD OPENING LICENSE AND PAY THE REQUIRED ROAD OPENING LICENSE FEE FOR WORKS THAT ARE REQUIRED ON THE PUBLIC ROAD. THIS FEE IS A NON-NEGOTIABLE AND NON-REFUNDABLE FIGURE. THE CONTRACTOR SHALL BE DEEMED TO HAVE INCLUDED IN HIS TENDER PRICE FOR ALL REQUIREMENTS SUCH AS CONTRIBUTION FOR CONNECTIONS TO PUBLIC INFRASTRUCTURE, LICENSE APPLICATION, PAYMENT OF FEE(S), STATUTORY TIME PERIODS, TRAFFIC MANAGEMENT PLANS AND APPLICATION, REINSTATEMENT, ETC.

Tailte Éireann Licence No. CYAL50378050
© Tailte Éireann - Surveying.

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

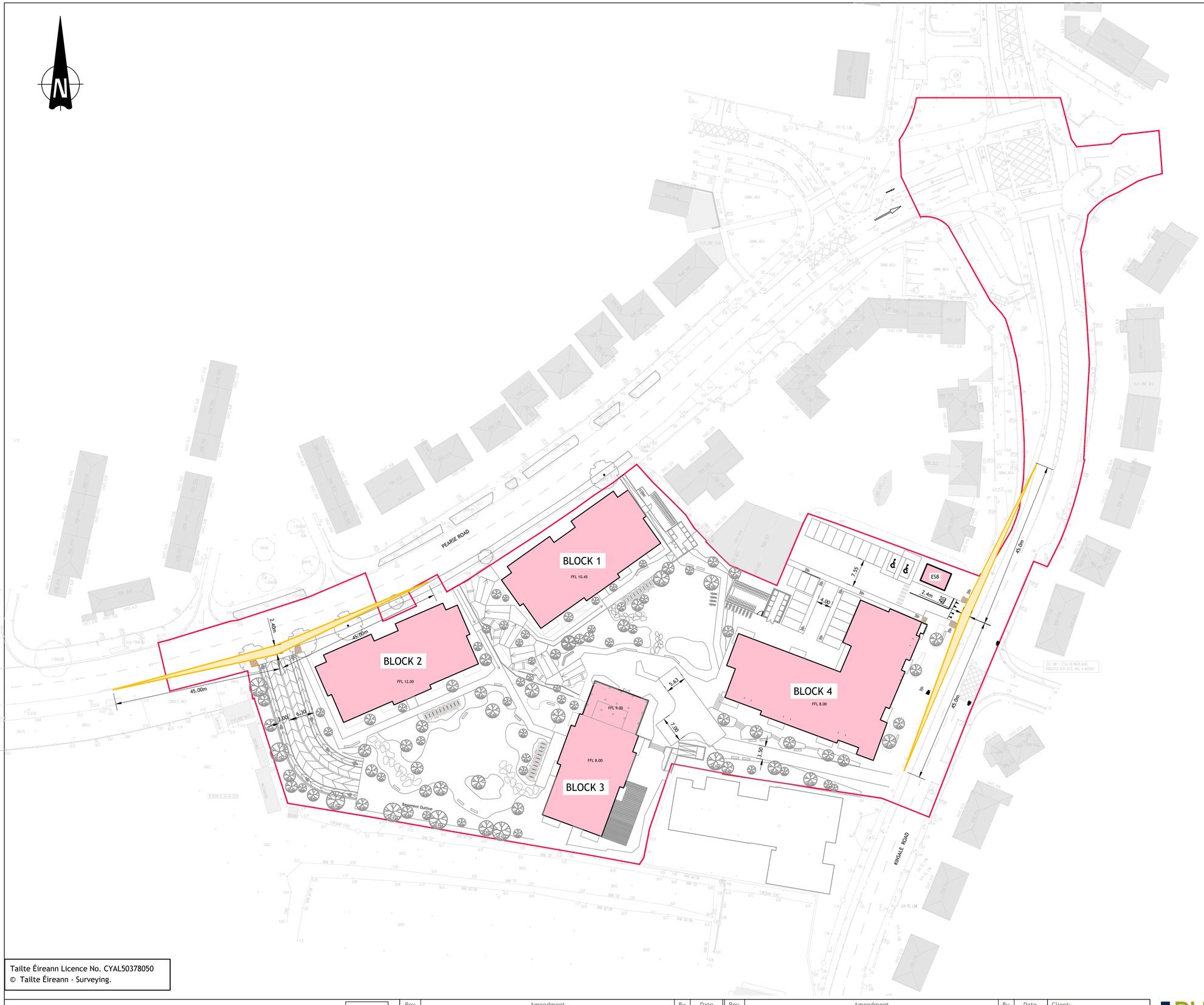
BUILDING INFORMATION MODELLING (BIM) I.S. EN ISO 19650-2:2018 NSAI Certified

Rev	Amendment	By	Date	Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024				
C02	ISSUED FOR PLANNING	LL	23.10.2024				
C03	ISSUED FOR PLANNING	LL	04.02.2025				
C04	ISSUED FOR PLANNING REVIEW	LL	26.03.2025				
C05	ISSUED FOR PLANNING REVIEW	LL	08.04.2025				
C06	ISSUED FOR PLANNING	LL	09.06.2025				

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK				
Title: PROPOSED WATERMAIN LAYOUT				
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0300		Drawing Status: A0 (Planning)	
Scale @ A1: 1:500	Document No: 214130-PUNCH-XX-XX-DR-C-0300			Revision No: C06



SIGHT VISIBILITY LEGEND:

SIGHT VISIBILITY SPLAY

SIGHT VISIBILITY CRITERIA USED (DMURS)	
DESIGN SPEED (km/hr)	SSD STANDARD (metres)
50	45

Tailte Éireann Licence No. CYAL50378050
© Tailte Éireann - Surveying.

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

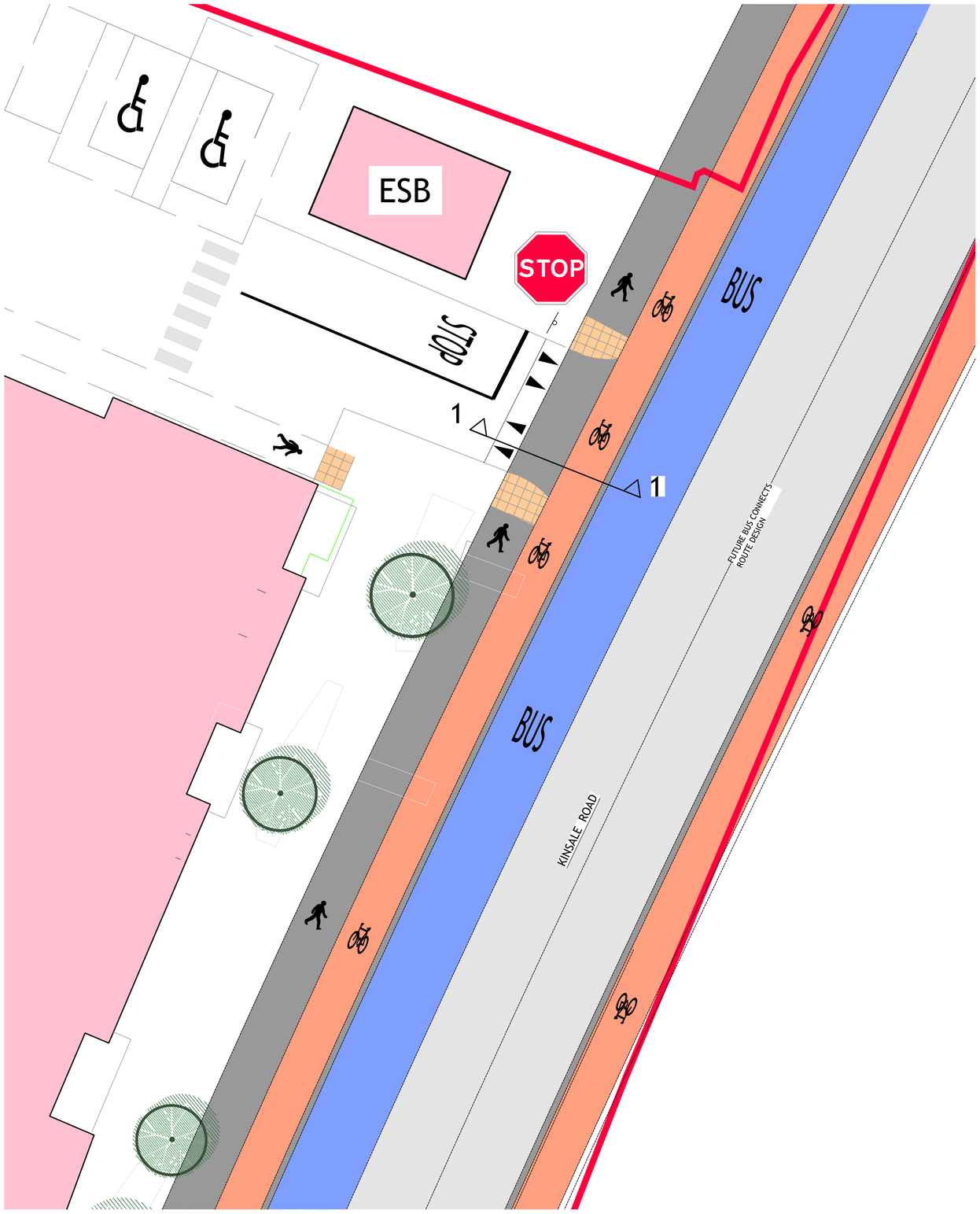
BUILDING INFORMATION MODELLING (BIM)
I.S. EN ISO 19650 -2:2018
NSAI Certified

Rev	Amendment	By	Date	Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024				
C02	ISSUED FOR PLANNING	LL	23.10.2024				
C03	ISSUED FOR PLANNING	LL	04.03.2025				
C04	ISSUED FOR PLANNING REVIEW	LL	26.03.2025				
C05	ISSUED FOR PLANNING REVIEW	LL	08.04.2025				
C06	ISSUED FOR PLANNING	LL	09.06.2025				

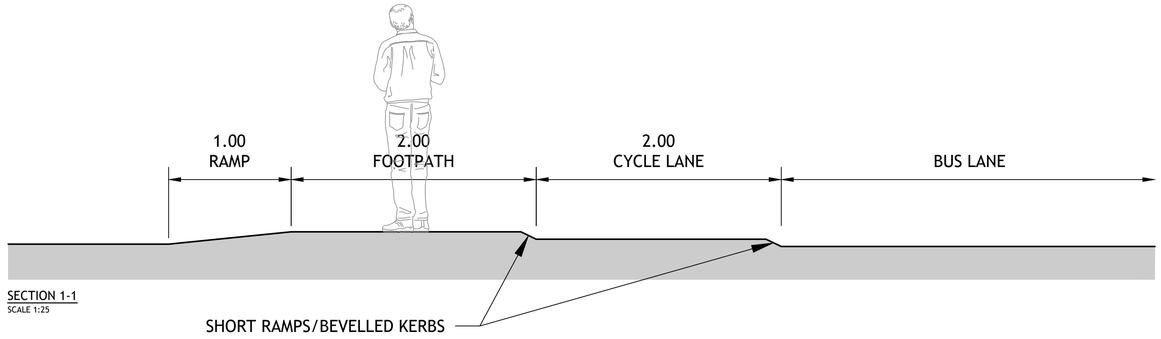
Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK			
Title: PROPOSED ROADS LAYOUT			
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0400		Drawing Status: A0 (Planning)	
Scale @ A1: 1:500	Document No: 214130-PUNCH-XX-XX-DR-C-0400			Revision No: C06



FUTURE ACCESS JUNCTION TO KINSALE ROAD - BUS CONNECTS LAYOUT
SCALE 1:100



SECTION 1-1
SCALE 1:25

LEGEND:

- PROPOSED ROADWAY
- PROPOSED FOOTPATH
- PROPOSED CYCLE LANE
- PROPOSED BUS LANE
- PROPOSED TACTILE PAVING (BUFF COLOUR)

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM)
I.S. EN ISO 19650-2:2018
NSAI Certified

Rev	Amendment	By	Date	Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024				
C02	ISSUED FOR PLANNING	LL	04.03.2025				
C03	ISSUED FOR PLANNING REVIEW	LL	26.03.2025				
C04	ISSUED FOR PLANNING REVIEW	LL	08.04.2025				
C05	ISSUED FOR PLANNING REVIEW	LL	29.05.2025				
C06	ISSUED FOR PLANNING	LL	09.06.2025				

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK				
Title: FUTURE JUNCTION LAYOUT TO KINSALE ROAD - BUS CONNECTS				
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0401		Drawing Status: A0 (Planning)	
Scale @ A1: 1:500	Document No: 214130-PUNCH-XX-XX-DR-C-0401			Revision No: C06



LEGEND:

FINISHED FLOOR LEVEL	FFL:12.000
PROPOSED SLOPE	1:100
PROPOSED ROAD / PATH LEVEL	10.000
EXISTING LEVEL	10.000

Tailte Éireann Licence No. CYAL50378050
© Tailte Éireann - Surveying.

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

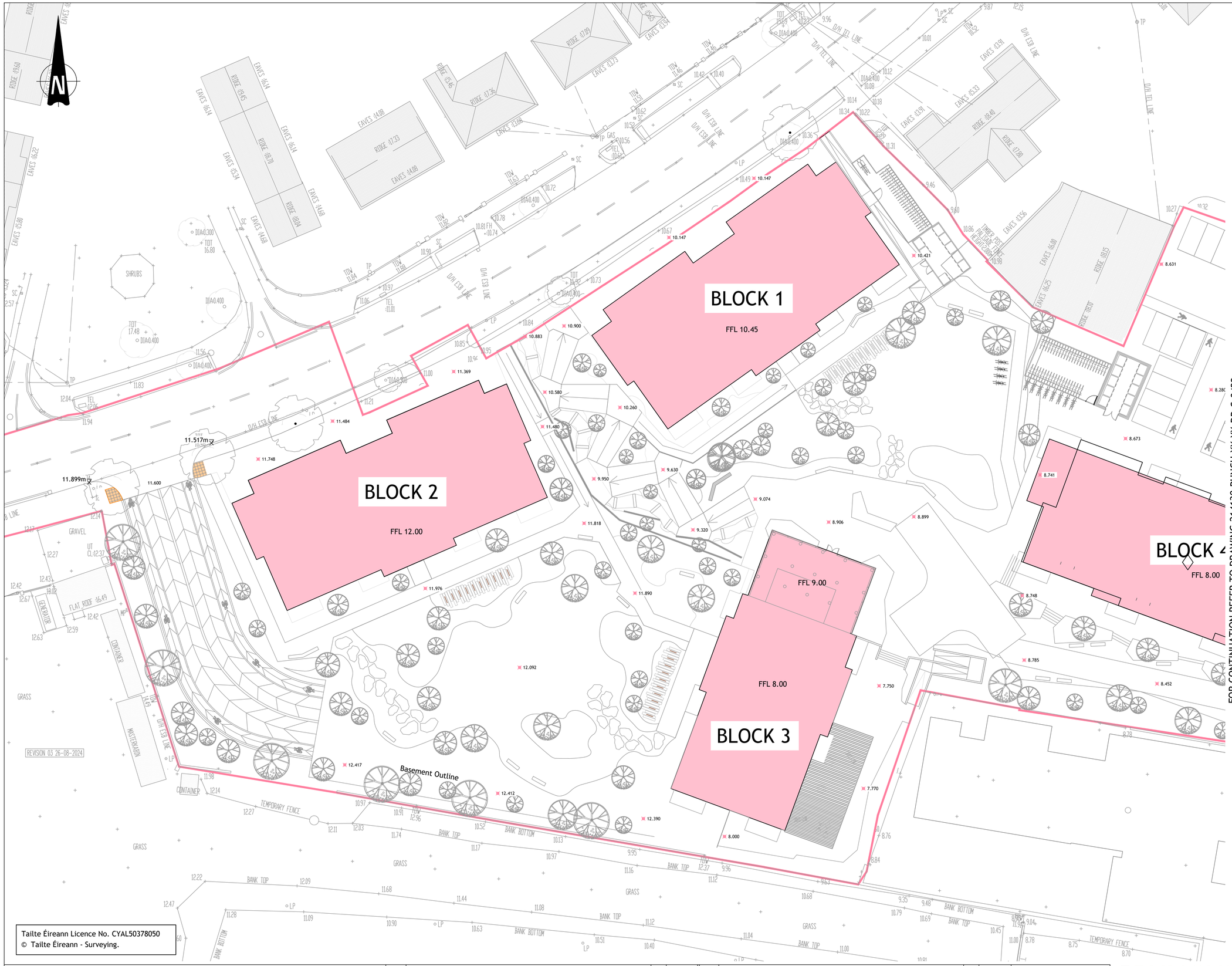
BUILDING INFORMATION MODELLING (BIM) IS EN ISO 19650-2:2018 NSAI Certified

Rev	Amendment	By	Date	Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024				
C02	ISSUED FOR PLANNING	LL	23.10.2024				
C03	ISSUED FOR PLANNING	LL	04.03.2025				
C04	ISSUED FOR PLANNING REVIEW	LL	26.03.2025				
C05	ISSUED FOR PLANNING REVIEW	LL	08.04.2025				
C06	ISSUED FOR PLANNING	LL	09.06.2025				

Client: FRONTVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK				
Title: SITE LEVELS LAYOUT - GENERAL ARRANGMENT				
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model No: 214130-PUNCH-XX-XX-M2-C-0420-422		Drawing Status: A0 (Planning)	
Scale @ A1: 1:500	Document No: 214130-PUNCH-XX-XX-DR-C-0420			Revision No: C06



LEGEND:

FINISHED FLOOR LEVEL	FFL:12.000
PROPOSED SLOPE	1:100
PROPOSED ROAD / PATH LEVEL	10.000
EXISTING LEVEL	10.000

Tailte Éireann Licence No. CYAL50378050
© Tailte Éireann - Surveying.

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM)
I.S. EN ISO 19650 -2:2018
NSAI Certified

Rev	Amendment	By	Date	Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024				
C02	ISSUED FOR PLANNING	LL	23.10.2024				
C03	ISSUED FOR PLANNING	LL	04.03.2025				
C04	ISSUED FOR PLANNING REVIEW	LL	26.03.2025				
C05	ISSUED FOR PLANNING REVIEW	LL	08.04.2025				
C06	ISSUED FOR PLANNING	LL	09.06.2025				

Client: FRONTVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK				
Title: SITE LEVELS LAYOUT - SHEET 1 OF 2				
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0420-422	Drawing Status: A0 (Planning)		
Scale @ A1: 1:250	Document No: 214130-PUNCH-XX-XX-DR-C-0421			Revision No: C06

FOR CONTINUATION REFER TO DRAWING 214130-PUNCH-XX-XX-DR-C-0421

LEGEND:

FINISHED FLOOR LEVEL	FFL:12.000
PROPOSED SLOPE	1:100
PROPOSED ROAD / PATH LEVEL	10.000
EXISTING LEVEL	10.000

BLOCK 4

FFL 8.00

ESB

FUTURE BUS CONNECTS ROUTES SHOWN DASHED

FUTURE BUS CONNECTS ROUTES SHOWN DASHED

SITE TBM = 7.752m OD MALIN HEAD (INDICATED WITH STEEL NAIL & WASHER)

TIMBER POST PALISADE FENCE HEIGHT=2.000m

Tailte Éireann Licence No. CYAL50378050
© Tailte Éireann - Surveying.

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

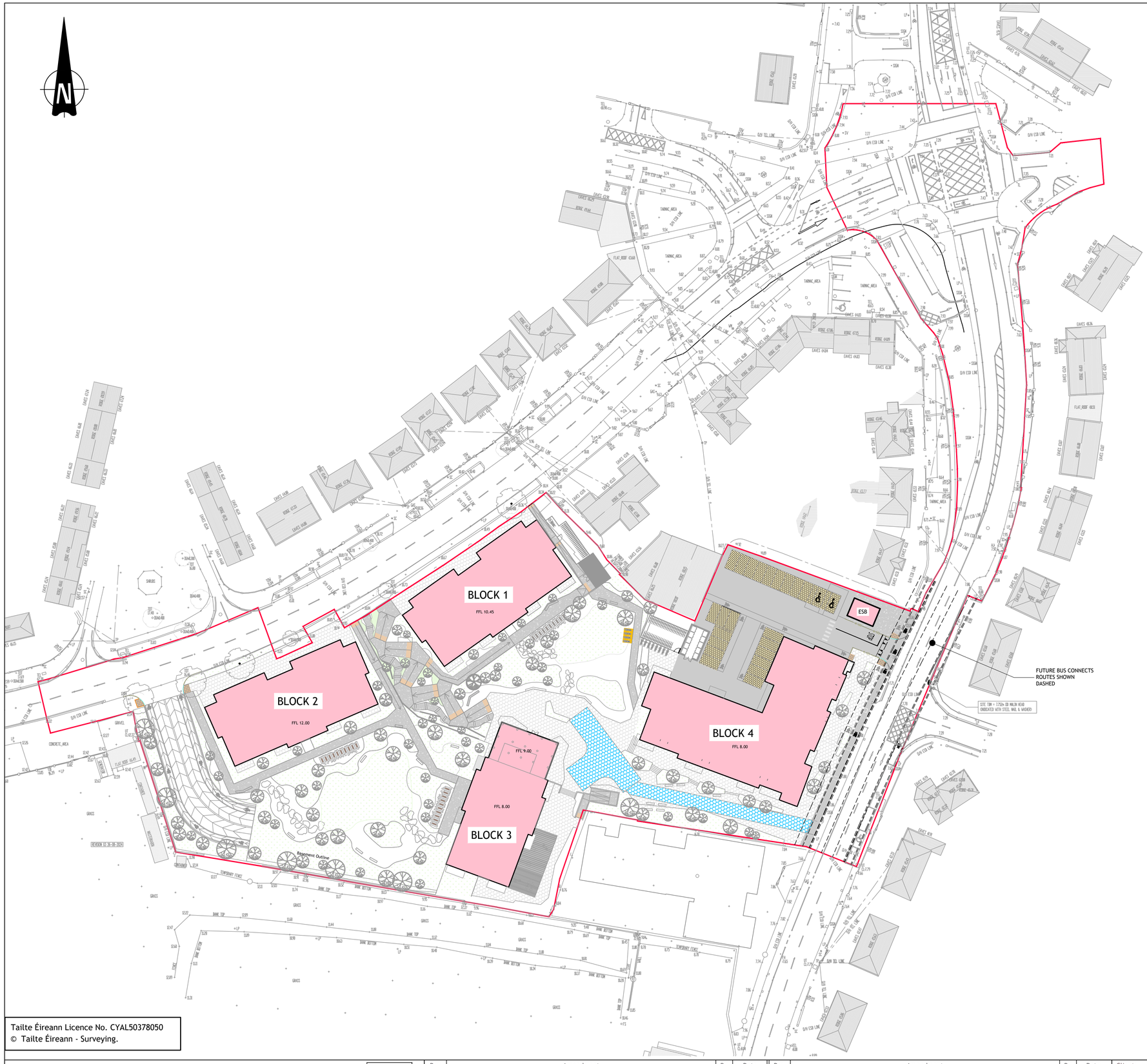
BUILDING INFORMATION MODELLING (BIM) I.S. EN ISO 19650-2:2018 NSAI Certified

Rev	Amendment	By	Date	Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024				
C02	ISSUED FOR PLANNING	LL	23.10.2024				
C03	ISSUED FOR PLANNING	LL	04.03.2025				
C04	ISSUED FOR PLANNING REVIEW	LL	26.03.2025				
C05	ISSUED FOR PLANNING REVIEW	LL	08.04.2025				
C06	ISSUED FOR PLANNING	LL	09.06.2025				

Client: FRONTVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK			
Title: SITE LEVELS LAYOUT - SHEET 2 OF 2			
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model No: 214130-PUNCH-XX-XX-M2-C-0420-422	Drawing Status: A0 (Planning)	
Scale @ A1: 1:250	Document No: 214130-PUNCH-XX-XX-DR-C-0422	Revision No: C06	



LEGEND:

- PROPOSED BUILDING
- PROPOSED ASPHALT ROAD
- PROPOSED CONCRETE FOOTPATH
- PROPOSED NON-TRAFFICKED PAVING TO ARCHITECT'S SPECIFICATION
- PROPOSED TRAFFICKED PAVING TO ARCHITECT'S SPECIFICATION
- PROPOSED PERMEABLE PAVING
- PROPOSED CONCRETE PLINTH
- PROPOSED TACTILE PAVING (BUFF COLOUR)
- PROPOSED CORDURY PAVING
- 6mm HIGH KERB
- 125mm HIGH KERB

Tailte Éireann Licence No. CYAL50378050
© Tailte Éireann - Surveying.

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM) I.S. EN ISO 19650-2:2018 NSAI Certified

Rev	Amendment	By	Date	Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024	C07	ISSUED FOR PLANNING	LL	09.06.2025
C02	ISSUED FOR PLANNING	LL	23.10.2024				
C03	ISSUED FOR PLANNING	LL	04.03.2025				
C04	ISSUED FOR PLANNING	LL	21.03.2025				
C05	ISSUED FOR PLANNING REVIEW	LL	26.03.2025				
C06	ISSUED FOR PLANNING REVIEW	LL	08.04.2025				

Client: FRONVILLE LTD

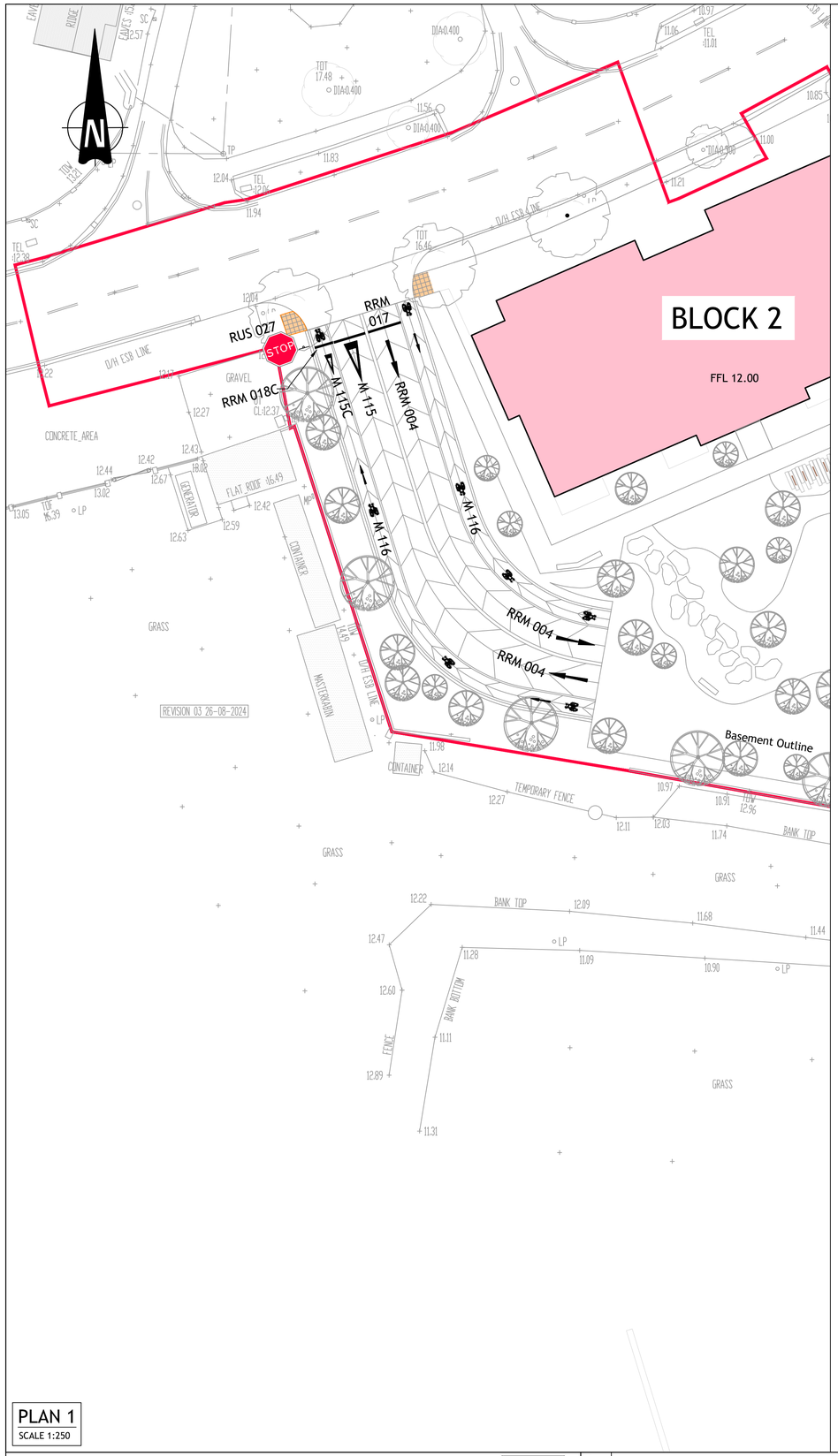
PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK
Title: PAVEMENT FINISHES LAYOUT

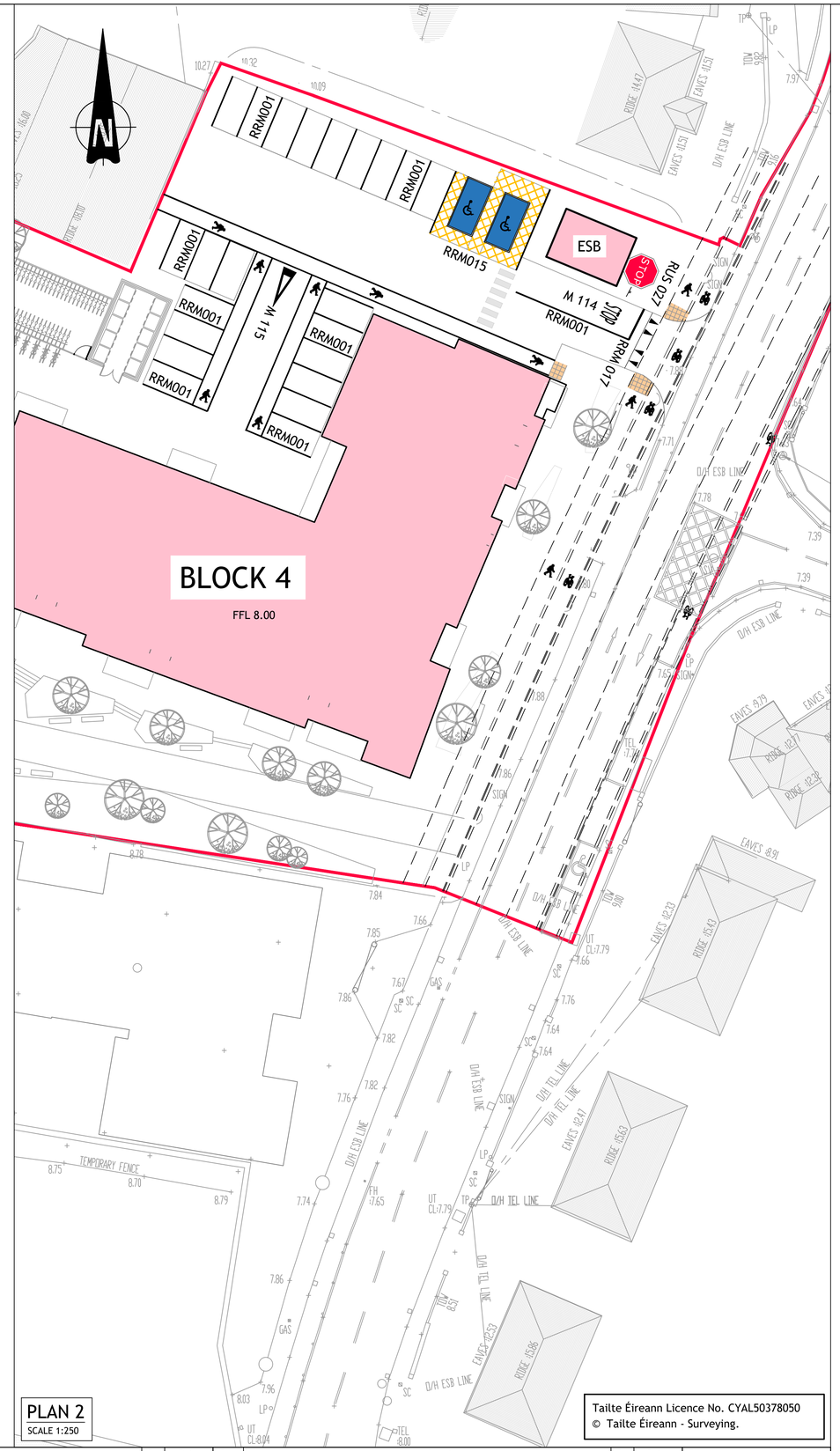
Drawn:	Date drawn:	Technician Check:	Engineer Check:	Approved:
Liam Lonergan	10.09.2024	Liam Lonergan	Simeon Solomons	Niamh Cronin

Project No:	Model No:	Drawing Status:
214130	214130-PUNCH-XX-XX-M2-C-0440-0442	A0(Planning)

Scale @ A1:	Document No:	Revision No:
1:500	214130-PUNCH-XX-XX-DR-C-0440	C07



PLAN 1
SCALE 1:250



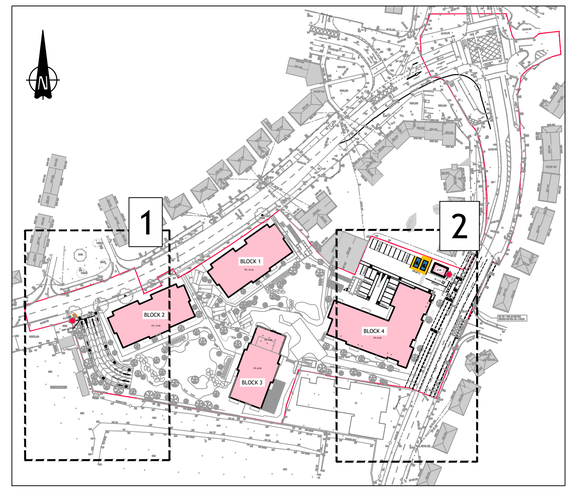
PLAN 2
SCALE 1:250

Tailte Éireann Licence No. CYAL50378050
© Tailte Éireann - Surveying.

ROAD MARKING AND SIGNAGE LEGEND

DESCRIPTION	*DTTSM REF
100mm WIDE CONTINUOUS WHITE LINE	RRM 001
100mm WIDE WHITE EDGE LINE	RRM 022
200mm WIDE STOP LINE	RRM 017
STOP ROAD MARKING	M 114
150mm WIDE BROKEN YIELD LINE	RRM 018
YIELD ROAD MARKING	M 115
CYCLE TRACK YIELD LINE	RRM 018C
CYCLE TRACK YIELD ROAD MARKING	M 115C
CYCLE SYMBOL	M 116
100mm WIDE CONTINUOUS WHITE CYCLE TRACK EDGE LINE	RRM 022
100mm WIDE BROKEN WHITE CYCLE TRACK EDGE LINE	RRM 023
RUS 027 - STOP SIGN	RUS 027

*DTTSM: DEPARTMENT OF TRANSPORT TRAFFIC SIGNS MANUAL



KEY PLAN
NOT TO SCALE

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM) I.S. EN ISO 19650-2:2018 NSAI Certified

Rev	Amendment	By	Date	Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024				
C02	ISSUED FOR PLANNING	LL	03.03.2025				
C03	ISSUED FOR PLANNING	LL	19.03.2025				
C04	ISSUED FOR PLANNING REVIEW	LL	26.03.2025				
C05	ISSUED FOR PLANNING REVIEW	LL	08.04.2025				
C06	ISSUED FOR PLANNING	LL	09.06.2025				

Client: FRONVILLE LTD

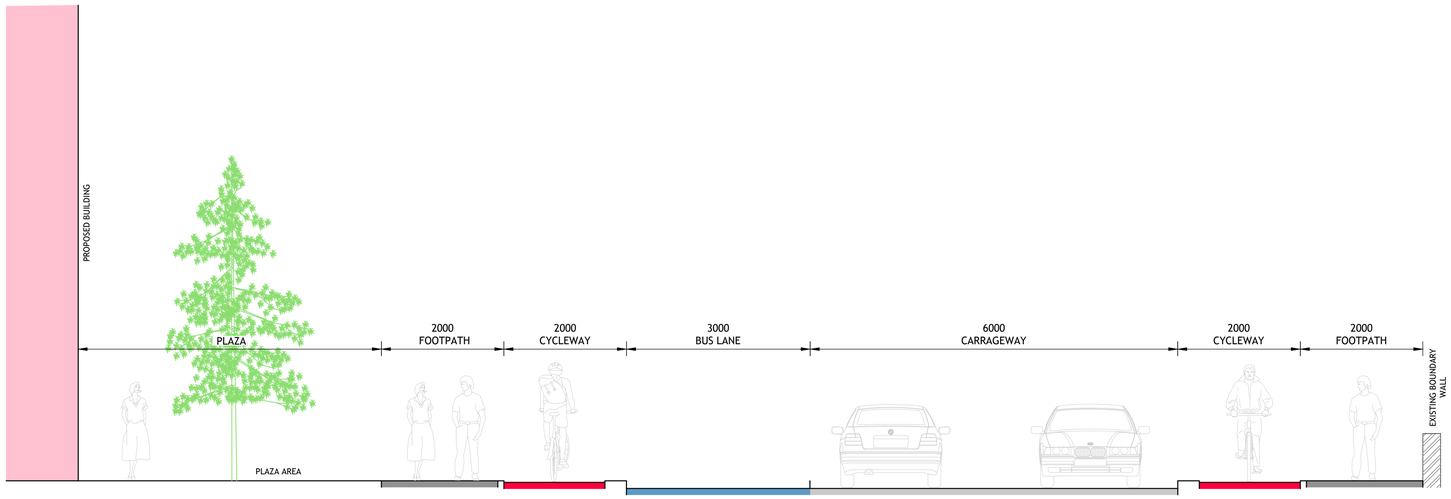
PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
97 Henry Street, Limerick, V94 YC2H
t +353 61 221 200 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK
Title: ROAD MARKINGS AND SIGNAGE

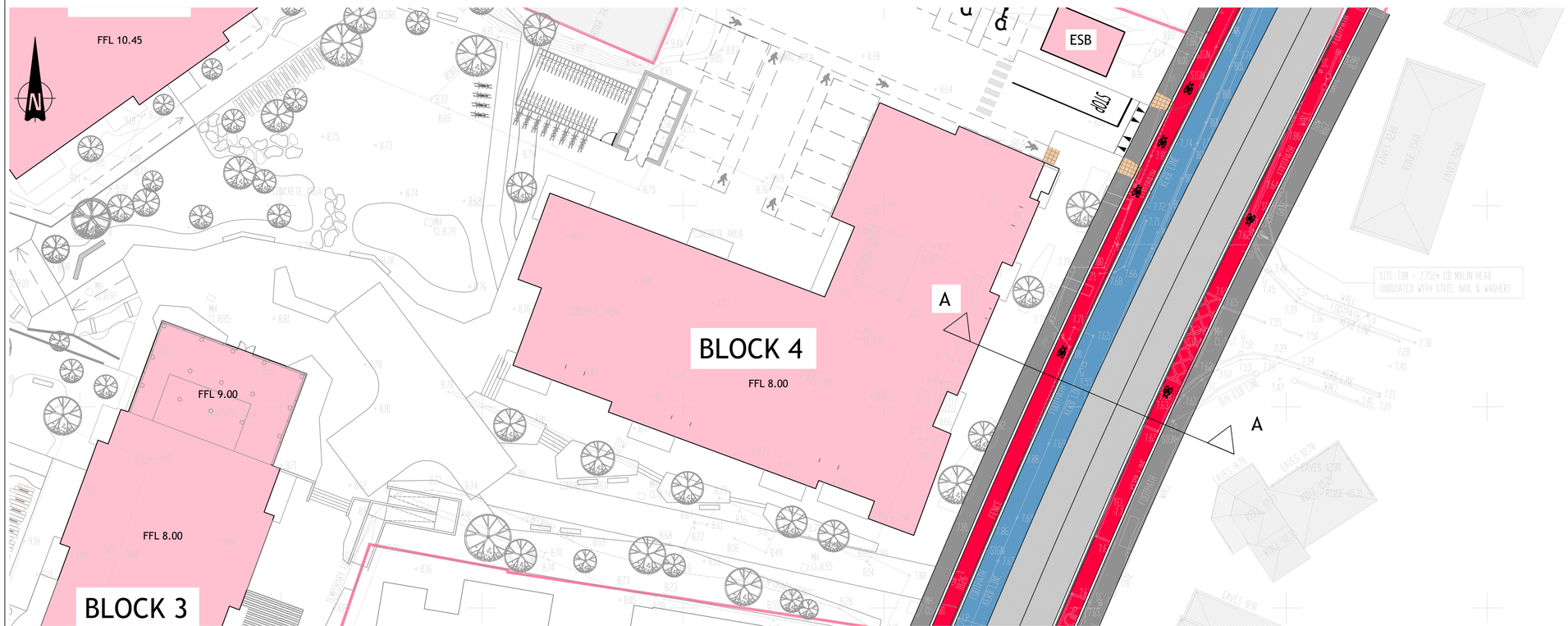
Drawn:	Date drawn:	Technician Check:	Engineer Check:	Approved:
Liam Lonergan	September 2024	Liam Lonergan	Simeon Solomons	Niamh Cronin

Project No:	Model File:	Drawing Status:
214130	214130-PUNCH-XX-XX-M2-C-0460	A0 (Planning)

Scale @ A1:	Document No:	Revision No:
AS SHOWN	214130-PUNCH-XX-XX-DR-C-0460	C06



SECTION A-A
PROPOSED SECTION THROUGH KINSALE ROAD
SCALE 1:50



SITE LAYOUT
SCALE 1:250

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

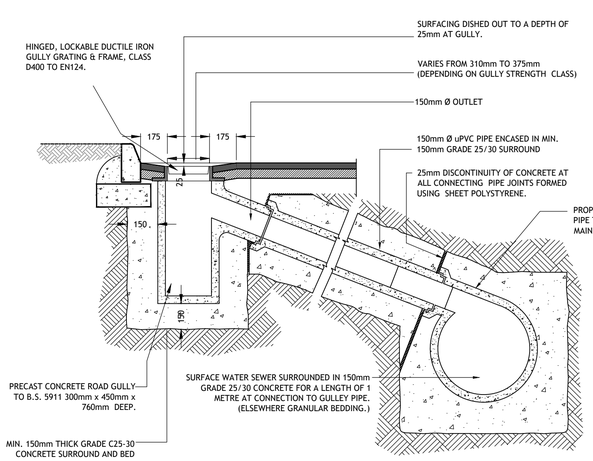
BUILDING INFORMATION MODELLING (BIM)
I.S. EN ISO 19650-2:2018
NSAI Certified

Rev	Amendment	By	Date	Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING REVIEW	LL	08.04.2025				
C02	ISSUED FOR PLANNING REVIEW	LL	29.05.2025				
C03	ISSUED FOR PLANNING	LL	09.06.2025				

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK				
Title: KINSALE ROAD SECTION				
Drawn: Liam Lonergan	Date drawn: 08.04.2025	Technician Check: Liam Lonergan	Engineer Check: Simeon Salomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0461		Drawing Status: A0 (Planning)	
Scale @ A1: AS SHOWN	Document No: 214130-PUNCH-XX-XX-DR-C-0461			Revision No: C03

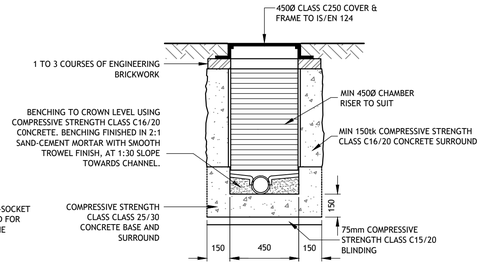


FOR STRENGTH CLASS OF GULLY REFER TO EN 124 : 2015, CLAUSE 5

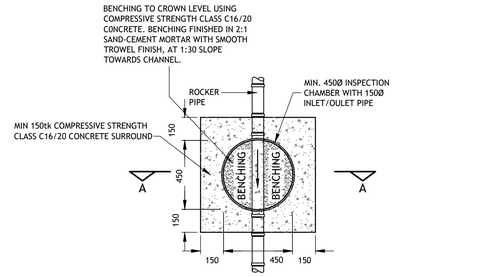
NOTE 1 : PLACE OF INSTALLATION & FIGURES 9A AND 9B PROPRIETARY FITTINGS TO BE USED ON ALL PIPEWORK CONNECTIONS

NOTE 2 :
GROUP 1 - MIN. CLASS A15 GROUP 4 - MIN. CLASS D400
GROUP 2 - MIN. CLASS B125 GROUP 5 - MIN. CLASS E600
GROUP 3 - MIN. CLASS C250 GROUP 6 - MIN. CLASS F900

PRECAST CONCRETE GULLY IN MACADAM AREA
SCALE 1:20

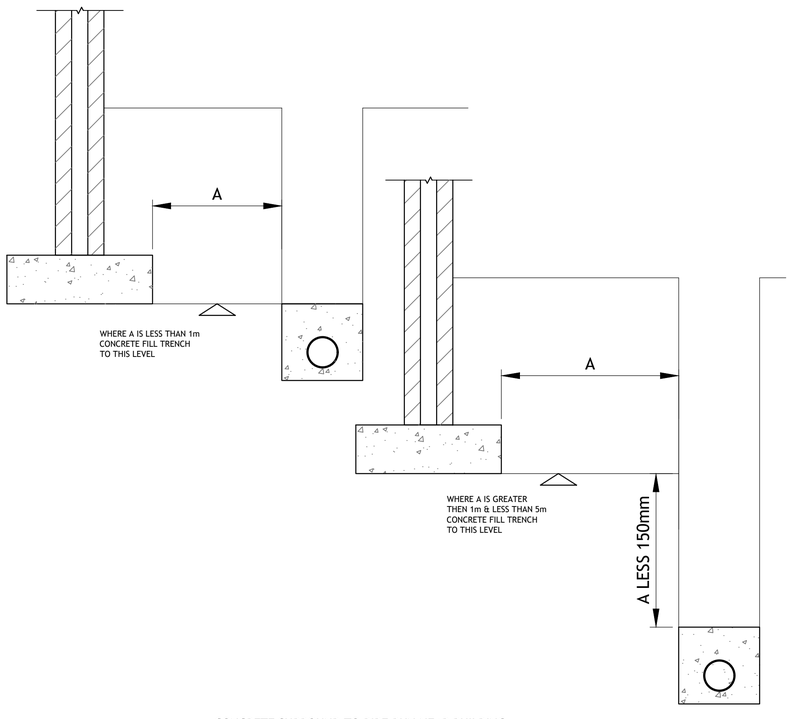


SECTION A-A



BASE PLAN

INSPECTION CHAMBER UP TO 1.0m DEEP
SCALE 1:20



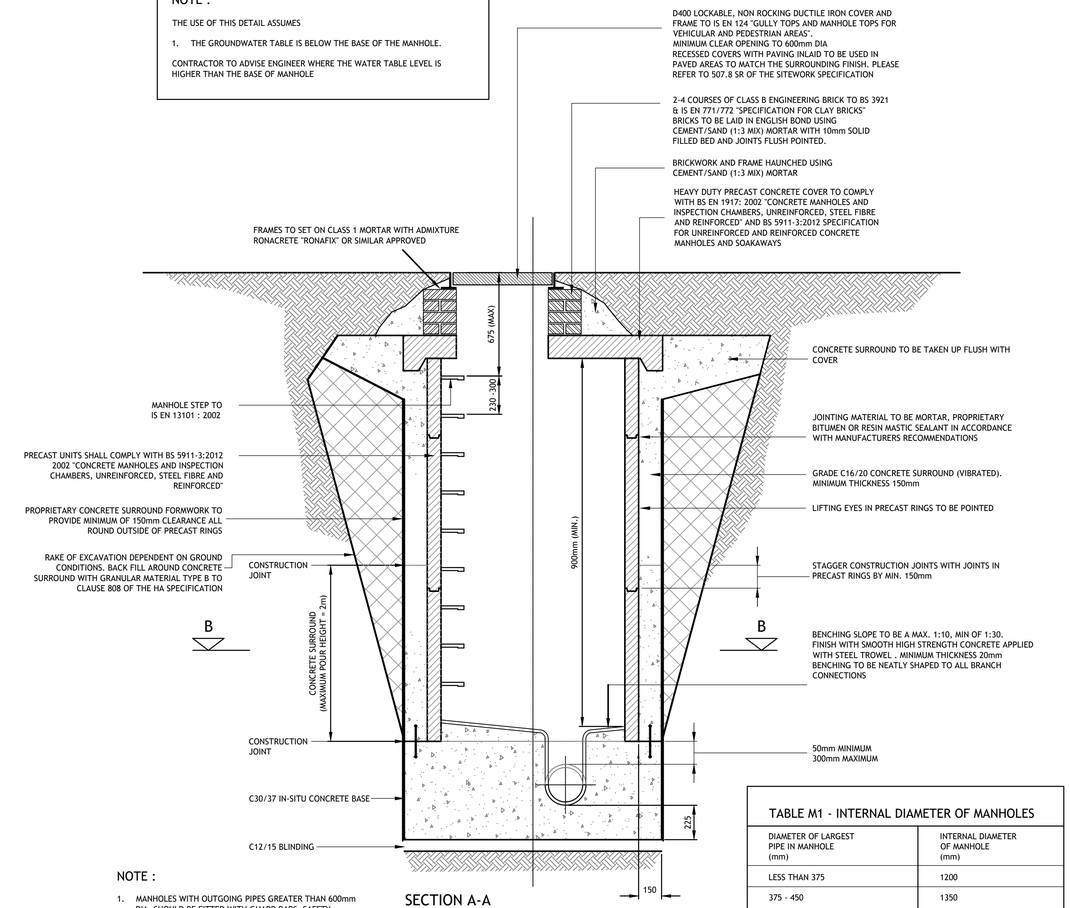
CONCRETE SURROUND TO PIPE RUN NEAR BUILDING
SCALE 1:25

NOTE :

THE USE OF THIS DETAIL ASSUMES

1. THE GROUNDWATER TABLE IS BELOW THE BASE OF THE MANHOLE.

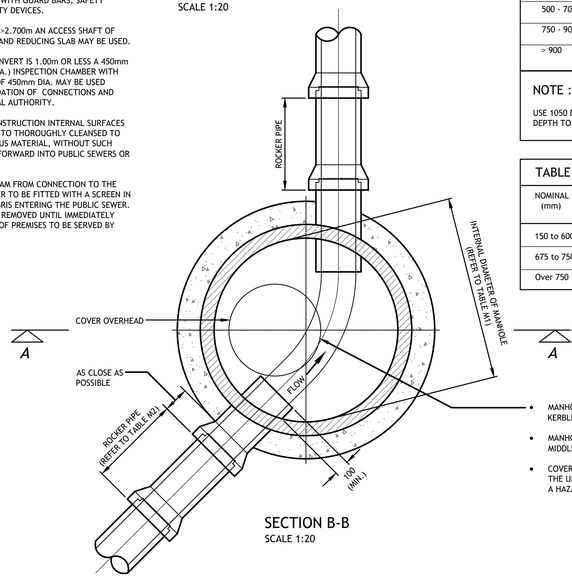
CONTRACTOR TO ADVISE ENGINEER WHERE THE WATER TABLE LEVEL IS HIGHER THAN THE BASE OF MANHOLE



SECTION A-A
SCALE 1:20

NOTE :

1. MANHOLES WITH OUTGOING PIPES GREATER THAN 600mm DIA. SHOULD BE FITTED WITH GUARD BARS, SAFETY CHAINS OR OTHER SAFETY DEVICES.
2. FOR DEPTHS TO INVERT >2.700m AN ACCESS SHAFT OF MIN. 900mm DIAMETER AND REDUCING SLAB MAY BE USED.
3. WHERE THE DEPTH TO INVERT IS 1.00m OR LESS A 450mm x 450mm (OR 450mm DIA.) INSPECTION CHAMBER WITH MINIMUM COVER SIZES OF 450mm DIA. MAY BE USED SUBJECT TO ACCOMMODATION OF CONNECTIONS AND APPROVAL OF THE LOCAL AUTHORITY.
4. ON COMPLETION OF CONSTRUCTION INTERNAL SURFACES OF MANHOLE & SEWERS TO THOROUGHLY CLEANSED TO REMOVE ALL DELETERIOUS MATERIAL, WITHOUT SUCH MATTER BEING PASSED FORWARD INTO PUBLIC SEWERS OR WATERCOURSES
5. FIRST MANHOLE UPSTREAM FROM CONNECTION TO THE (EXISTING) PUBLIC SEWER TO BE FITTED WITH A SCREEN IN ORDER TO PREVENT DEBRIS ENTERING THE PUBLIC SEWER. THE SCREEN NOT TO BE REMOVED UNTIL IMMEDIATELY PRIOR TO OCCUPATION OF PREMISES TO BE SERVED BY SEWER.



SECTION B-B
SCALE 1:20

- MANHOLE COVER TO BE HINGED AT RIGHT ANGLES TO KERBLINE SO THAT THEY CLOSE IN DIRECTION OF TRAFFIC.
- MANHOLE COVERS ON ROADS SHOULD BE LOCATED IN THE MIDDLE OF TRAFFICKED LANES INSIDE WHEEL TRACKS
- COVER AND FRAME TO BE INSTALLED SO THAT NO PART OF THE UNIT IS RAISED OR SUNKEN IN A WAY THAT COULD CAUSE A HAZARD TO PEDESTRIAN OR VEHICULAR TRAFFIC

TABLE M1 - INTERNAL DIAMETER OF MANHOLES

DIAMETER OF LARGEST PIPE IN MANHOLE (mm)	INTERNAL DIAMETER OF MANHOLE (mm)
LESS THAN 375	1200
375 - 450	1350
500 - 700	1500
750 - 900	1800
> 900	CONSULT LOCAL AUTHORITY

NOTE :

USE 1050 DIAMETER RINGS FOR PIPES LESS THAN 375mm DIAMETER WHERE DEPTH TO SOFFIT IS 1.35 - 1.5m

TABLE M2 - ROCKER PIPE LENGTH

NOMINAL PIPE DIAMETER (mm)	EFFECTIVE LENGTH (M)
150 to 600	0.6
675 to 750	1.0
Over 750	1.2

PRECAST MANHOLE DETAIL
SCALE 1:20

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM) I.S EN ISO 19650-2:2018 NSAI Certified

Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024
C02	ISSUED FOR PLANNING REVIEW	LL	26.03.2025
C03	ISSUED FOR PLANNING REVIEW	LL	08.04.2025
C04	ISSUED FOR PLANNING	LL	09.06.2025

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK				
Title: DRAINAGE CONSTRUCTION DETAILS - SHEET 1				
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0500		Drawing Status: A0 (For Planning)	
Scale @ A1: AS SHOWN	Document No: 214130-PUNCH-XX-XX-DR-C-0500			Revision No: C04

UISCE EIREANN - WASTEWATER STANDARD DETAILS	
Detail No.	**Detail Title**
STD-WW-03	Drain & service connection pipework
STD-WW-04	Typical sewer / service pipe connection
STD-WW-05	Typical service layout indicating separation distances
STD-WW-05A	Wastewater service connection vertical separation distances
STD-WW-06	Restrictions on wastewater infrastructure works adjacent to trees
STD-WW-06A	Restrictions on new trees/shrubs planting adjacent to sewers
STD-WW-07	Trench backfill & bedding
STD-WW-08	Concrete protection slab, bed, haunch & surround to wastewater pipes
STD-WW-09	Blockwork manhole (<450mm dia.)
STD-WW-10	Pre-cast concrete manhole with cast in-situ base
STD-WW-10A	Pre-cast concrete manhole with pre-cast base
STD-WW-11	In-situ concrete manhole
STD-WW-12	Backdrop and cascade manholes
STD-WW-13	Private side inspection chamber
STD-WW-19	Duct chamber
STD-WW-28	Cast in-situ Indicative submersible pumping station
STD-WW-34	Vent stack

	UISCE EIREANN - WATER STANDARD DETAILS
Detail No.	**Detail Title**
STD-W-01	Water service connection responsibility
STD-W-02	Typical layout for watermains within developments
STD-W-03	Customer connection and boundary box (25mm OD pipe)
STD-W-04	General pipe connections (Sheet 1 of 7)
STD-W-05	General pipe connections (Sheet 2 of 7)
STD-W-06	General pipe connections (Sheet 3 of 7)
STD-W-07	General pipe connections (Sheet 4 of 7)
STD-W-08	General pipe connections (Sheet 5 of 7)
STD-W-09	General pipe connections (Sheet 6 of 7)
STD-W-10	General pipe connections (Sheet 7 of 7)
STD-W-11	Typical service layout indicating separation distances
STD-W-12	Restrictions on Water Infrastructure works adjacent to existing trees
STD-W-12A	Restrictions on new trees / shrubs planting adjacent to Water mains
STD-W-13	Trench Backfill / bedding & reduced cover protection slab detail
STD-W-14	Sluice valve for ductile iron (D.I.) pipe (<350mm dia.) (Sheet 1 of 2)
STD-W-15	Sluice valve for polyethylene (P.E.) pipe (<350mm dia.) (Sheet 2 of 2)
STD-W-16	On-line hydrant for ductile iron (D.I.) pipe (Sheet 1 of 4)
STD-W-17	Off-line hydrant for ductile iron (D.I.) pipe (Sheet 2 of 4)
STD-W-18	On-line hydrant for polyethylene (P.E.) pipe (Sheet 3 of 4)
STD-W-19	Off-line hydrant for polyethylene (P.E.) pipe (Sheet 4 of 4)
STD-W-20	On-line air valve for ductile iron (D.I.) pipe (Sheet 1 of 4)
STD-W-21	Off-line air valve for ductile iron (D.I.) pipe (Sheet 2 of 4)
STD-W-15	Sluice valve for polyethylene (P.E.) pipe (<350mm dia.) (Sheet 2 of 2)
STD-W-23	Off-line air valve for polyethylene (P.E.) pipe (Sheet 4 of 4)
STD-W-26	Electromagnetic meter chamber (dn80 - dn250mm Dia.)
STD-W-26A	Chamber for flanged mech. meter without strainer (dn40 - dn250mm Dia.)
STD-W-26G	Flow meter chamber (25-32mm O.D. Dia.)
STD-W-27	Marker posts / plates
STD-W-28	Water main thrust and support blocks
STD-W-29	Duct chamber
STD-W-30A	Washout hydrant
STD-W-30B	Scour chamber to storm sewer arrangements
STD-W-36	Flow meter kiosk
STD-W-38	Watermain loop detail ductile iron option
STD-W-39	Watermain loop detail polyethylene option

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM)
I.S. EN ISO 19650-2:2018
NSAI Certified

Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024
C02	ISSUED FOR PLANNING REVIEW	LL	26.03.2025
C03	ISSUED FOR PLANNING REVIEW	LL	08.04.2025
C04	ISSUED FOR PLANNING	LL	09.06.2025

Rev	Amendment	By	Date

Client: FRONTVILLE LTD

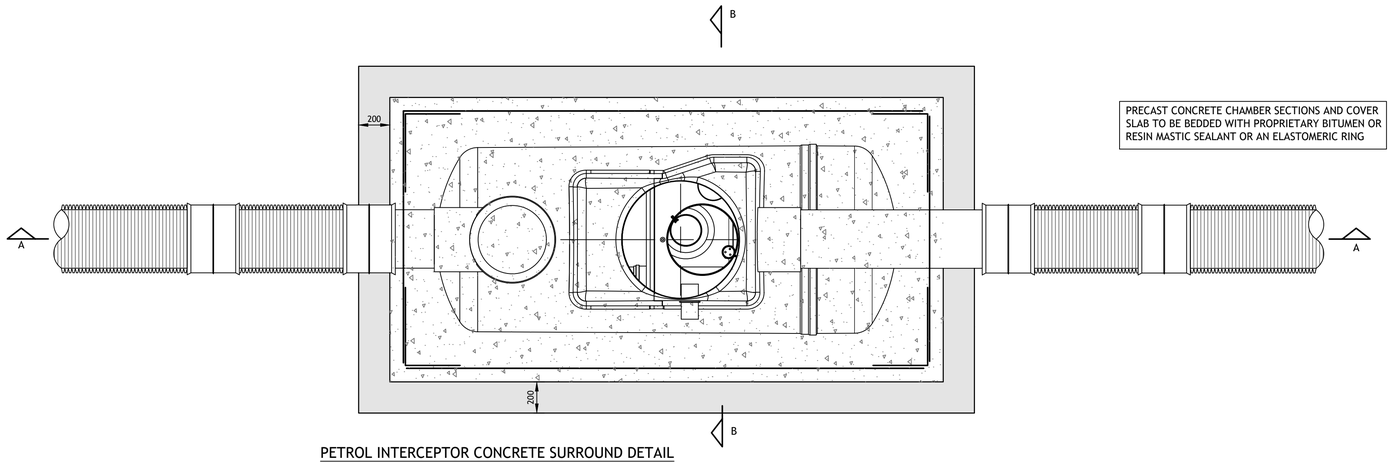
PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK
Title: CONSTRUCTION DETAILS - UISCE EIREANN

Drawn:	Date drawn:	Technician Check:	Engineer Check:	Approved:
Liam Lonergan	10.09.2024	Liam Lonergan	Simeon Solomons	Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0501		Drawing Status: A0 (For Planning)	
Scale @ A1: NTS	Document No: 214130-PUNCH-XX-XX-DR-C-0501			Revision No: C04

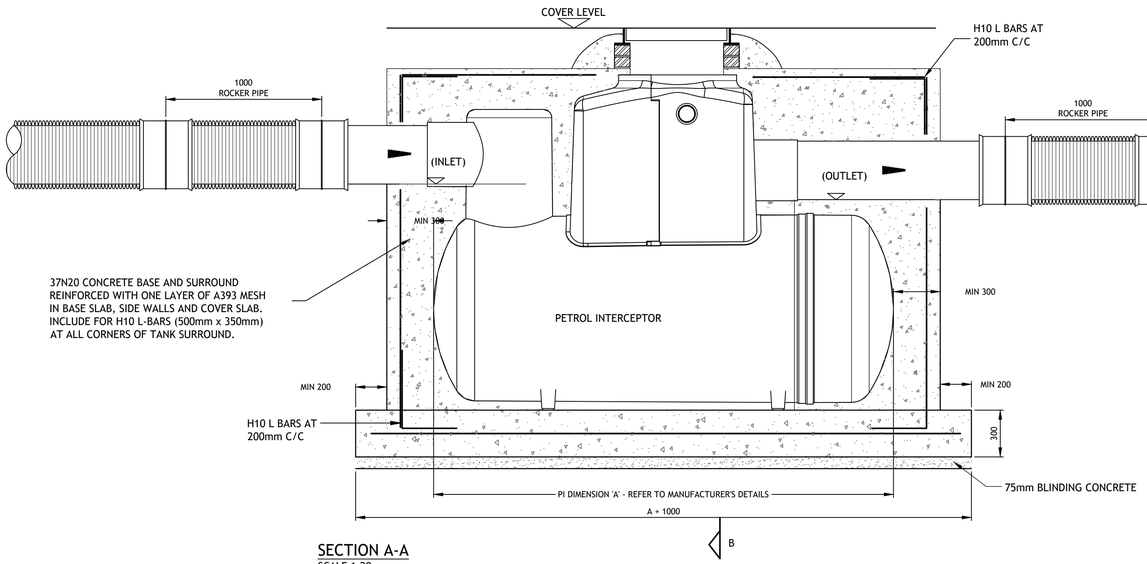
GENERAL NOTES

1. DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTS & ENGINEERS DRAWINGS & SPECIFICATIONS. DO NOT SCALE USE FIGURED DIMENSIONS ONLY.
2. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY OR DETERMINE ALL DIMENSIONS AND LEVELS REQUIRED PRIOR TO COMMENCEMENT OF CONSTRUCTION OR PRODUCTION OF FABRICATION DRAWINGS.
3. FOR DETAILS OF SETTING OUT OF RWP, SVP, WVP AND ALL OPENINGS SEE THE RELEVANT ARCHITECTS DRAWINGS.
4. FOR INSULATION DETAILS REFER TO ARCHITECTS DRAWINGS.
5. TO BE READ IN CONJUNCTION WITH IRISH WATER DETAILS.



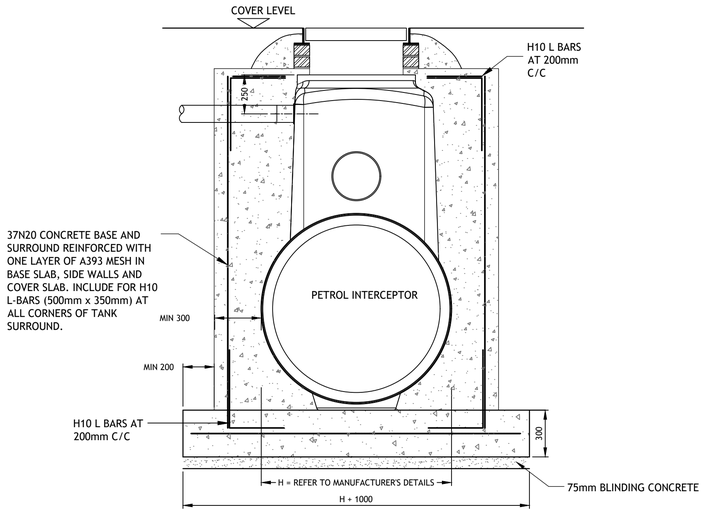
PRECAST CONCRETE CHAMBER SECTIONS AND COVER SLAB TO BE BEDDED WITH PROPRIETARY BITUMEN OR RESIN MASTIC SEALANT OR AN ELASTOMERIC RING

PETROL INTERCEPTOR CONCRETE SURROUND DETAIL
PLAN
SCALE 1:20



SECTION A-A
SCALE 1:20

BACKFILL MATERIAL TO BE GRANULAR MATERIAL TYPE B TO CL 808 OF THE NRA SPECIFICATION FOR ROADWORKS



SECTION B-B
SCALE 1:20 @ A1

SIZING FOR KLARGESTER CLASS 1 BYPASS PETROL INTERCEPTOR TO BE AS PER TABLE BELOW.EQUIVALENT PETROL INTERCEPTOR PROPOSED BY THE CONTRACTOR TO CATER FOR DRAINAGE AREA BEING SERVED BY THE PETROL INTERCEPTOR ENSURING PETROL INTERCEPTOR CAN ACCOMODATE PEAK FLOW RATE.

Product code	Flow (l/s)	Peak Flow Rate (l/s)	Drainage area (m 2)	Storage Capacity (Ltrs)	Storage Capacity (Ltrs)	Length (mm)	Diameter (mm)	Access Shaft Diameter (mm)	Base Inlet Invert (mm)	Base to Outlet Invert (mm)	Standard Fall Across (mm)	Min Inlet Invert (mm)	Standard Pipework Diameter (mm)
-	-	-	-	Silt	Oil	-	-	-	-	-	-	-	-
NSBP003	3	30	1670	300	45	1700	1350	600	1760	1660	100	500	315
NSBP004	4.5	45	2500	450	60	1700	1350	600	1760	1660	100	500	315
NSBP006	6	60	3335	600	90	1700	1350	600	1760	1660	100	500	315
NSBE010	10	100	5560	1000	150	2072	1220	750	1450	1350	100	700	315
NSBE015	15	150	8335	1500	225	2950	1220	750	1450	1350	100	700	315
NSBE020	20	200	11111	2000	300	3896	1220	750	1450	1350	100	700	375
NSBE025	25	250	13890	2500	375	3576	1420	750	1680	1580	100	700	375
NSBE030	30	300	16670	3000	450	4266	1420	750	1680	1580	100	700	450
NSBE040	40	400	22222	4000	600	3230	1920	600	2185	2035	150	1000	500
NSBE050	50	500	27778	5000	750	3960	1920	600	2185	2035	150	1000	600
NSBE075	75	750	41667	7500	1125	5841	1920	600	2235	2035	200	950	675
NSBE100	100	1000	55556	10000	1500	7661	1920	600	2235	2035	200	950	750
NSBE125	125	1250	69444	12500	1875	9548	1920	600	2235	2035	200	950	750

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

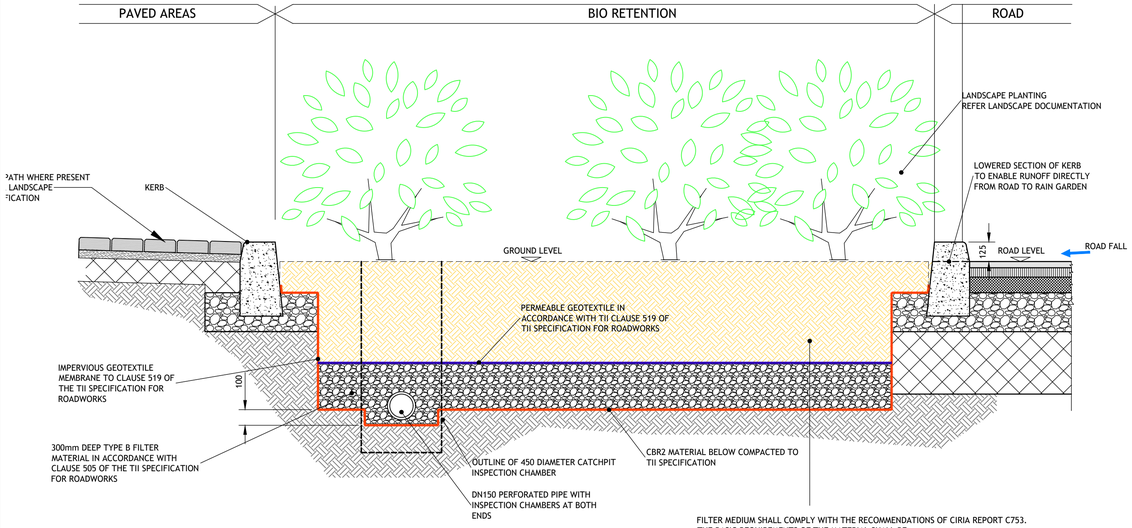
BUILDING INFORMATION MODELLING (BIM)
I.S. EN ISO 19650-2:2018
NSAI Certified

Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024
C02	ISSUED FOR PLANNING REVIEW	LL	26.03.2025
C03	ISSUED FOR PLANNING REVIEW	LL	08.04.2025
C04	ISSUED FOR PLANNING	LL	09.06.2025

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK				
Title: DRAINAGE CONSTRUCTION DETAILS - SHEET 3				
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0502		Drawing Status: A0 (Planning)	
Scale @ A1: AS SHOWN	Document No: 214130-PUNCH-XX-XX-DR-C-0502			Revision No: C04



BIO RETENTION - TYPICAL SECTION

SCALE 1:20

FILTER MEDIUM SHALL COMPLY WITH THE RECOMMENDATIONS OF CIRIA REPORT C753.
THE BASIC REQUIREMENTS OF THE MATERIAL SHALL BE:

SATURATED HYDRAULIC CONDUCTIVITY TO BE BETWEEN 100mm/h - 300mm/h - TESTED IN-SITU USING THE SINGLE RING INFILTRATION TEST - EN ISO 22282-5:2012

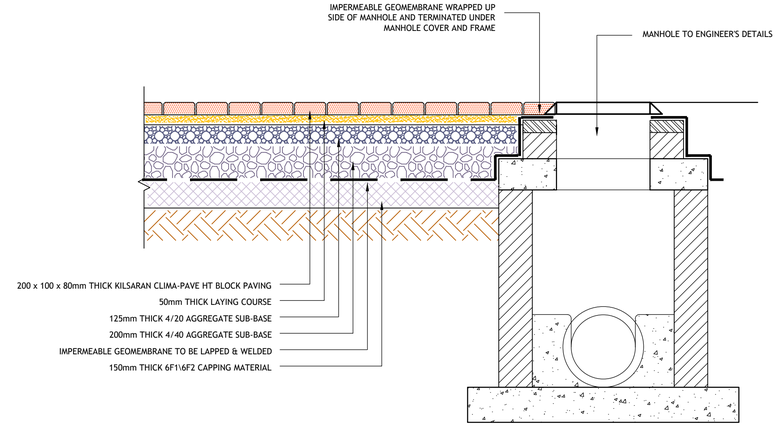
POROSITY > 30% (WHEN TESTED IN ACCORDANCE WITH BS 1377-2:1990)

PARTICLE SIZE DISTRIBUTION

6mm	100% PASSING
2mm	90-100% PASSING
0.6mm	40-70% PASSING
0.2mm	5-20% PASSING
0.063mm	<5% PASSING

ORGANIC MATER CONTENT - 3-5% (w/w)

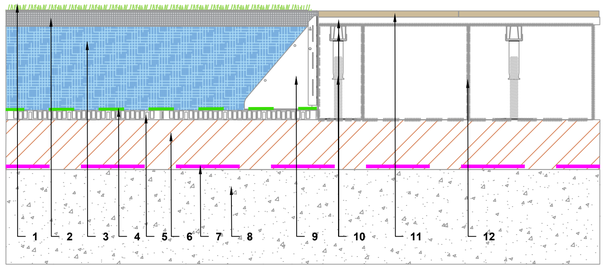
SOILS SHALL BE ASSESSED BY HORTICULTURIST TO ENSURE THAT IT WILL SUPPORT HEALTHY VEGETATION COMMUNITY. ANY COMPONENT FOUND TO CONTAIN HIGH LEVELS OF SALT, CLAY OR SILT PARTICLES OR OTHER EXTREMES WHICH MAY BE CONSIDERED RETARDENT TO PLANT GROWTH SHALL BE REJECTED. THE FILTER MEDIUM LAYER MATERIAL SHALL NOT BE COMPACTED WHEN PLACED. DEPTH TO LANDSCAPE SPECIFICATION, MAXIMUM 1.2M DEEP



PERMEABLE PAVING/MANHOLE JUNCTION DETAIL- TYPICAL SECTION

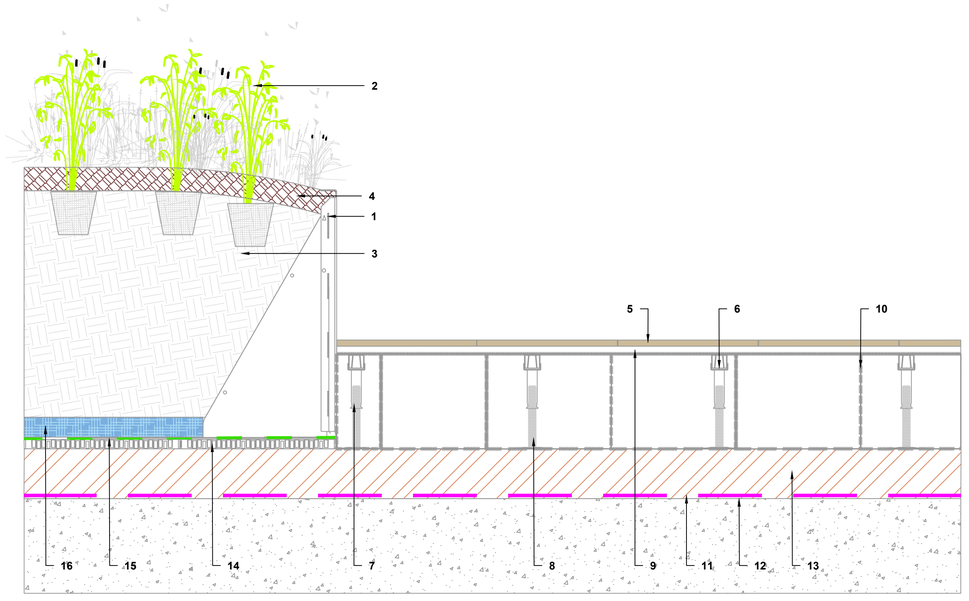
SCALE 1:20

1. 20mm FIRE-R ARTIFICIAL GRASS, COLOUR: GREEN.
2. SHOCKPAD, AS PER PLAY SPECIALIST SPECIFICATION.
3. VOID FORMER BLOCK
4. GEOTEXTILE
5. DRAINAGE SYSTEM.
6. INSULATION (AS PER APPOINTED ARCHITECT'S SPECIFICATIONS).
7. WATER PROOFING MEMBRANE AND PROTECTION BOARD LAYER (AS PER ARCHITECT'S SPECIFICATIONS)
8. PODIUM SLAB
9. RETAINING WALL. VISIBLE FACES FINISH TO BE POLYESTER POWDER COATED, COLOUR: TBC.
10. CLASS A FIRE-RATED NON-COMBUSTIBLE PAVING SUPPORT RAIL SYSTEM: ALUMINIUM TOP RAIL, ALUMINUM LOWER JOIST AND WITH ADJUSTABLE HEIGHT SUPPORT PEDESTALS, PROVIDED WITH T-SHAPED PAVING SPACERS AND PAVING STOPS. WORKS TO BE CARRIED OUT WITH PAVERAIL NON-COMBUSTIBLE PAVING SYSTEM, AS SUPPLIED BY STONEPAVE OR SIMILAR AND APPROVED. ADJUSTABLE NON-COMBUSTIBLE SUPPORT PEDESTAL - AS SUPPLIED BY STONEPAVE OR SIMILAR AND APPROVED. ALUMINIUM LOWER JOIST - AS SUPPLIED BY STONEPAVE OR SIMILAR AND APPROVED, SECURELY BOLTED TO SUPPORT PEDESTAL. ALUMINIUM TOP RAIL - AS SUPPLIED BY STONEPAVE OR SIMILAR AND APPROVED, SECURELY BOLTED TO ALUMINIUM LOWER JOIST.
11. PORCELAIN FLAGS, DIM. 900X 450X20MM, COLOUR: GREY AND DARK GREY, LAYING PATTERN: 90° STRETCHER BOND PATTERN.
12. ACOUSTIC FELT, 2MM THICK, ON TOP OF QUINN LITE CONCRETE BLOCK. 400X215MM. TO APPROVED DETAIL.



ARTIFICIAL GRASS OVER BLUE ROOF TYPICAL SECTION

SCALE 1:10



1. RETAINING WALL MODULE.VISIBLE FACES FINISH TO BE POLYESTER POWDER COATED, COLOUR: TBC.
2. SHRUB PLANTING
3. LIGHTWEIGHT GROWING MEDIUM TO BS 3882
4. BARK MULCH TO 75MM DEPTH.
5. PORCELAIN FLAGS, DIM. 900X 450X20MM, COLOUR: GREY AND DARK GREY, LAYING PATTERN: 90° STRETCHER BOND PATTERN.
6. CLASS A FIRE-RATED NON-COMBUSTIBLE PAVING SUPPORT RAIL SYSTEM: ALUMINIUM TOP RAIL, ALUMINUM LOWER JOIST AND WITH ADJUSTABLE HEIGHT SUPPORT PEDESTALS, PROVIDED WITH T-SHAPED PAVING SPACERS AND PAVING STOPS. WORKS TO BE CARRIED OUT WITH PAVERAIL NON-COMBUSTIBLE PAVING SYSTEM.
7. ADJUSTABLE NON-COMBUSTIBLE SUPPORT PEDESTAL.
8. ALUMINIUM LOWER JOIST ,SECURELY BOLTED TO SUPPORT PEDESTAL.
9. ALUMINIUM TOP RAIL, SECURELY BOLTED TO ALUMINIUM LOWER JOIST.
10. ACOUSTIC FELT, 2MM THICK, ON TOP OF QUINN LITE CONCRETE BLOCK. 400X215MM.
11. WATER PROOFING MEMBRANE AND PROTECTION BOARD LAYER (AS PER ARCHITECT'S SPECIFICATIONS.)
12. PODIUM SLAB.
13. INSULATION (AS PER APPOINTED ARCHITECT'S SPECIFICATIONS).
14. DRAINAGE SYSTEM.
15. GEOTEXTILE
16. VOID FORMER BLOCK

EXTENSIVE GREEN ROOF TYPICAL SECTION

SCALE 1:10

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM)
I.S EN ISO 19650-2:2018
NSAI Certified

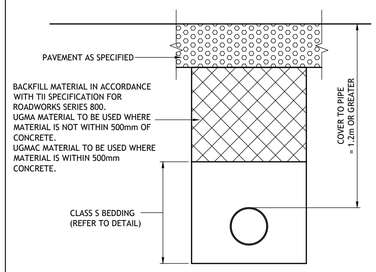
Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024
C02	ISSUED FOR PLANNING REVIEW	LL	26.03.2025
C03	ISSUED FOR PLANNING REVIEW	LL	08.04.2025
C04	ISSUED FOR PLANNING	LL	09.06.2025

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

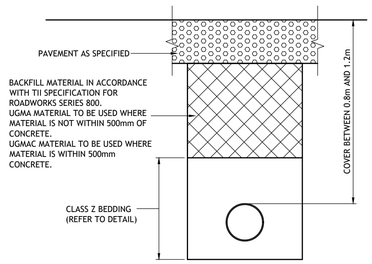
Project: KINSALE ROAD LRD, KINSALE ROAD, CORK			
Title: DRAINAGE CONSTRUCTION DETAILS - SHEET 4			
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons / Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0503	Drawing Status: A0 (Planning)	
Scale @ A1: AS SHOWN	Document No: 214130-PUNCH-XX-XX-DR-C-0503	Revision No: C04	

DETAIL A



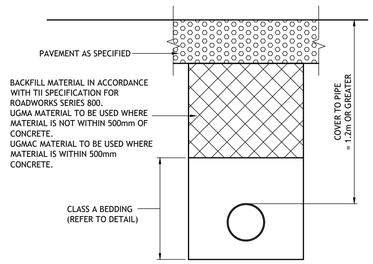
PERMANENT REINSTATEMENT OF LONGITUDINAL TRENCH IN ROADWAYS AND PATHS WITH MINIMUM 1.2m COVER (FLEXIBLE PIPES)

DETAIL B



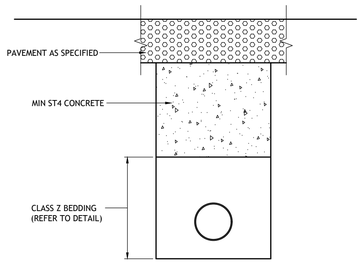
PERMANENT REINSTATEMENT OF LONGITUDINAL TRENCH IN ROADWAYS AND PATHS WITH COVER BETWEEN 0.8m and 1.2m

DETAIL C



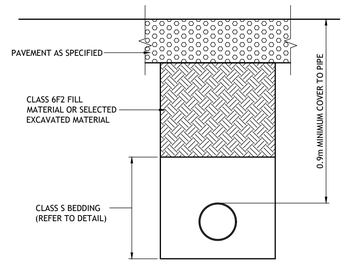
PERMANENT REINSTATEMENT OF LONGITUDINAL TRENCH IN ROADWAYS AND PATHS WITH MINIMUM 1.2m COVER (RIGID PIPES)

DETAIL D



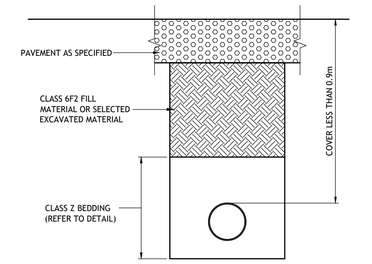
IMMEDIATE PERMANENT REINSTATEMENT OF TRENCH (INCLUDING ALL TRANSVERSE ROAD CROSSINGS) (ALL PIPE MATERIALS)

DETAIL E



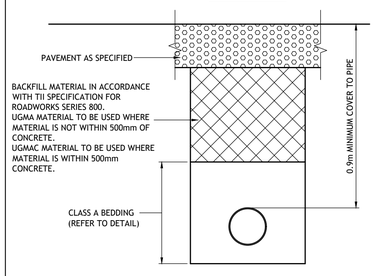
PERMANENT REINSTATEMENT OF TRENCH IN OPEN SPACES & FOOTPATHS NOT ADJACENT TO ROADS WITH MINIMUM 0.9m COVER (FLEXIBLE PIPES)

DETAIL F



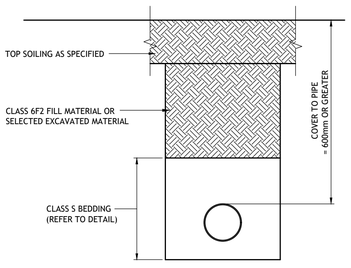
PERMANENT REINSTATEMENT OF TRENCH IN OPEN SPACES & FOOTPATHS NOT ADJACENT TO ROADS WITH LESS THAN 0.9m COVER (ALL PIPE MATERIALS)

DETAIL G



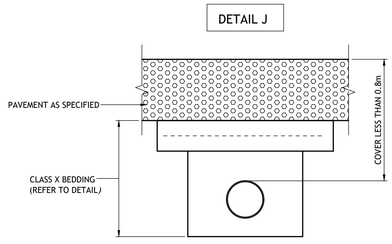
PERMANENT REINSTATEMENT OF TRENCH IN OPEN SPACES & FOOTPATHS NOT ADJACENT TO ROADS WITH MINIMUM 0.9m COVER (RIGID PIPES)

DETAIL H



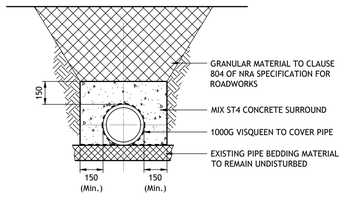
PERMANENT REINSTATEMENT OF TRENCH IN GARDENS OR LANDSCAPED AREAS WITH MINIMUM 0.6m COVER

DETAIL J

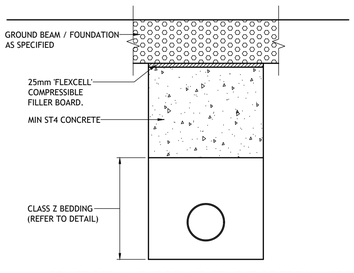


PERMANENT REINSTATEMENT OF LONGITUDINAL TRENCH IN ROADWAYS AND PATHS WITH LESS THAN 0.8m COVER (ALL PIPE MATERIALS)

DETAIL K



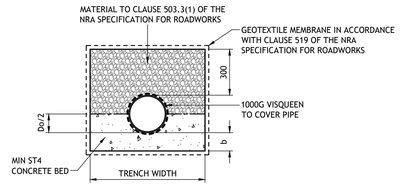
CONCRETE SURROUND PROTECTION TO EXISTING SEWER



IMMEDIATE PERMANENT REINSTATEMENT OF TRENCH CROSSING UNDER BUILDING FOUNDATION (ALL PIPE MATERIALS)

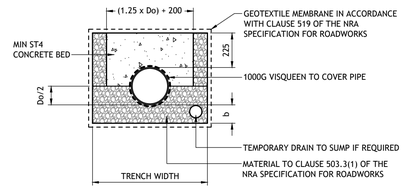
ALTERNATIVE EQUIVALENT DESIGN MIX	
STANDARD PRESCRIBED MIX	ALTERNATIVE EQUIVALENT MIX IF SUPPLIED FROM A THIRD PARTY ACCREDITED READYMIX CONCRETE SUPPLIER N/mm²
ST1	C12/15
ST2	C12/15
ST3	C12/15
ST4	C16/20

TABLE 3



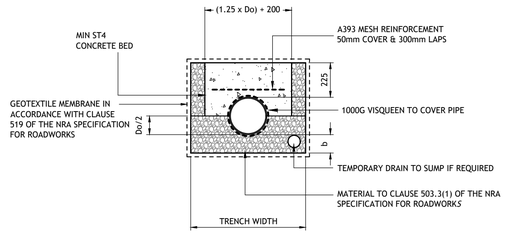
CLASS A BEDDING
(CONCRETE BED AND GRANULAR SURROUND)
SCALE 1:20

NOTE:
CLASS A BEDDING FOR USE WITH RIGID PIPES ONLY

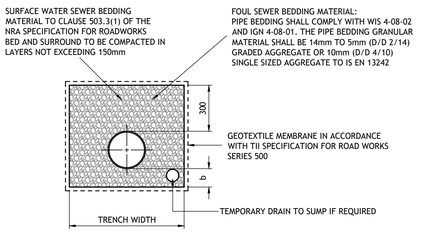


CLASS B BEDDING
(CONCRETE ARCH TO PIPELINES)
SCALE 1:20

NOTE:
CLASS B BEDDING FOR USE WITH RIGID PIPES ONLY

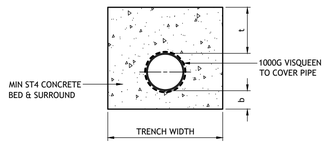


CLASS C BEDDING
(REINFORCED CONCRETE ARCH TO PIPELINES)
SCALE 1:20

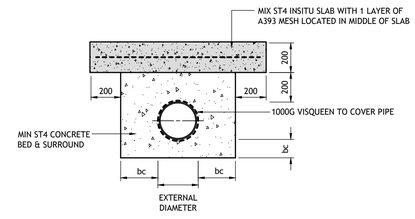


CLASS S BEDDING
(GRANULAR BED AND SURROUND)
SCALE 1:20

NOTE:
CLASS S BEDDING FOR USE WITH FLEXIBLE PIPES ONLY



CLASS Z BEDDING
(CONCRETE BED AND SURROUND)
SCALE 1:20



CLASS X BEDDING
(CONCRETE BED AND SURROUND)
(WITH REINFORCED CONCRETE SLAB)
SCALE 1:20

TRENCH WIDTHS AND DIMENSIONS FOR FOUL AND SURFACE WATER DRAINS				
PIPE DIAMETER (mm)	"Do" (mm)	"b" (mm)	"t" (mm)	TRENCH WIDTH (mm)
100	150	150	150	600
150	210	150	150	700
225	300	150	150	750
300	400	150	150	850
375	480	150	150	950
450	560	150	150	1000
525	650	150	150	1100
600	735	150	150	1200
675	850	200	200	1350
750	910	200	200	1450
900	1080	200	200	1650

TABLE 1

DIMENSION-bc

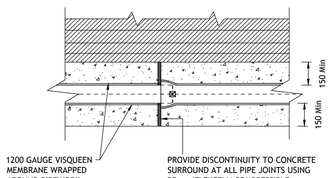
NOMINAL PIPE DIAMETER (mm)	100-450 incl.	525-600 incl.	750	900	1050	1200
bc (mm)	100	150	200	225	250	300

TABLE 2

NOTES (PIPE BEDDING)

1. CLAY PUDDLE SHALL BE INCORPORATED IN THE PIPE BED & SURROUND AND TRENCH BACKFILL MATERIAL IN ACCORDANCE WITH THE SPECIFICATION AT 50m INTERVALS
2. IN ROCK OR MIXED SOILS CONTAINING BOULDERS OR HARD SPOTS INCREASE PIPE BEDDING DEPTH BY 100mm
3. THE EMPLOYER'S REPRESENTATIVE MAY INSTRUCT THAT SPECIFIC PROVISION FOR DRAINAGE ALONG THE PIPE TRENCH BE MADE BY MEANS OF CONCRETE OR OTHER LAND DRAINAGE PIPES WHERE THE WATER TABLE LEVEL SO REQUIRES.
4. FOR DIMENSIONS "b" , "Do/2" AND TRENCH WIDTH REFER TO TABLE 1
5. FOR DIMENSIONS "bc" REFER TO TABLE 2
6. Do = PIPE OUTER DIAMETER

PIPE BEDDING DETAILS



CONCRETE SURROUND TO PIPELINES DETAIL
SCALE 1:20 @ A1

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

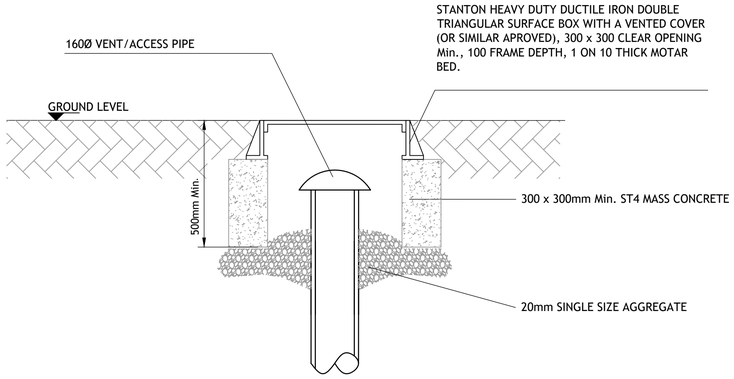
BUILDING INFORMATION MODELLING (BIM) I.S EN ISO 19650-2:2018
NSAI Certified

Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024
C02	ISSUED FOR PLANNING REVIEW	LL	26.03.2025
C03	ISSUED FOR PLANNING REVIEW	LL	08.04.2025
C04	ISSUED FOR PLANNING	LL	09.06.2025

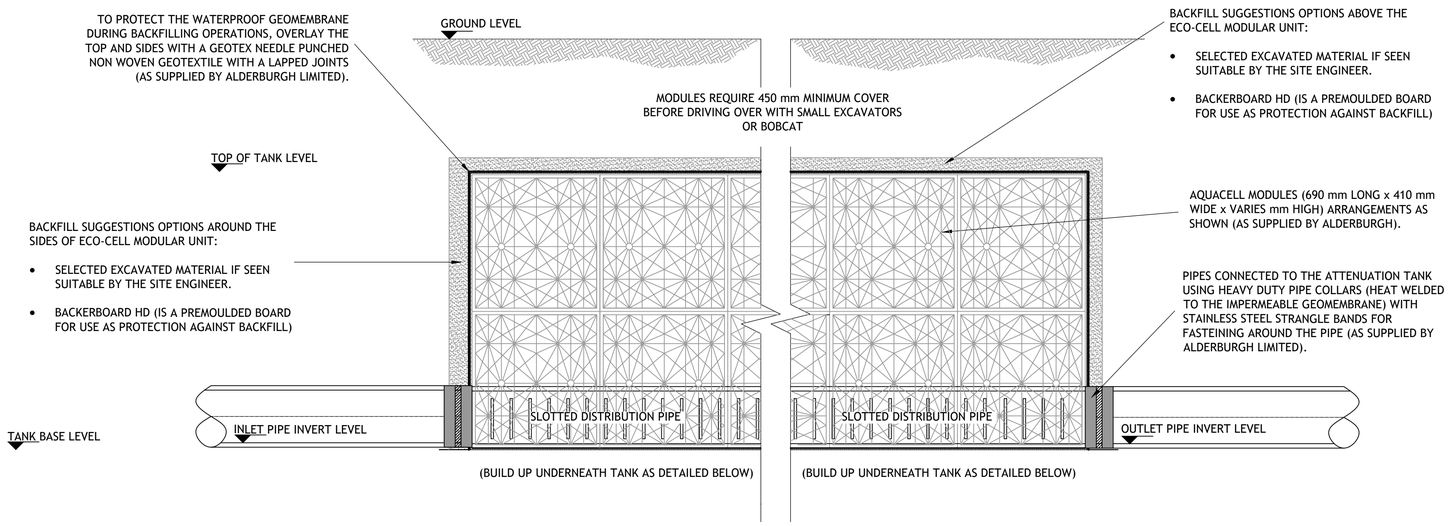
Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK			
Title: DRAINAGE CONSTRUCTION DETAILS - SHEET 5			
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0504	Drawing Status: A0 (Planning)	
Scale @ A1: AS SHOWN	Document No: 214130-PUNCH-XX-XX-DR-C-0504	Revision No: C04	



VENTILATION BOX DETAIL



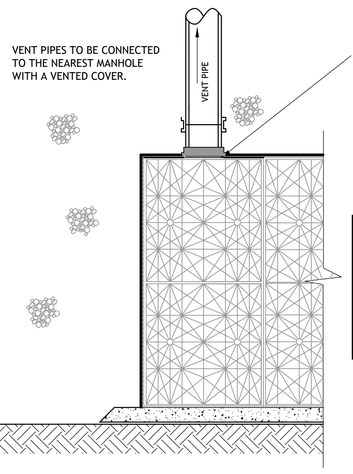
TYPICAL INLET PIPE CONNECTION

TYPICAL OUTLET PIPE CONNECTION

TYPICAL DETAILS OF ATTENUATION TANK USING AQUACELL MODULAR UNITS (SIDE VIEW)

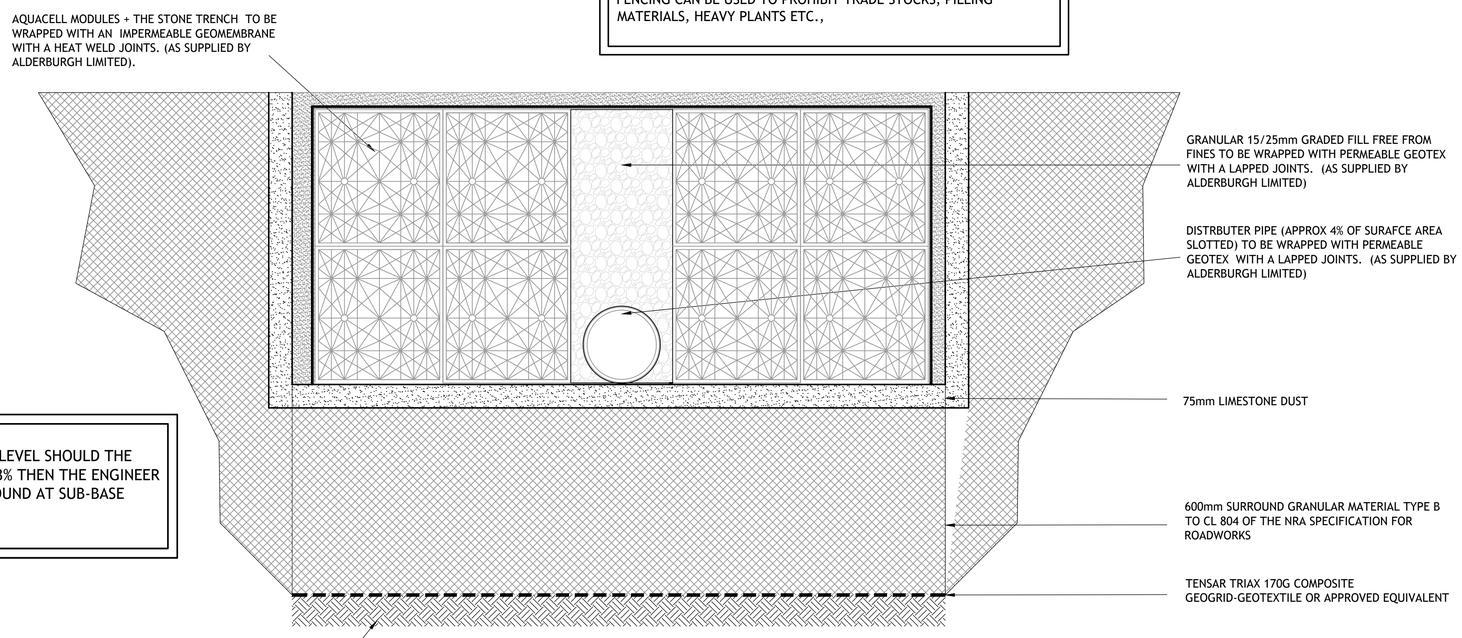
INLET/OUTLET PIPES MUST BE SUPPORTED WITH CONCRETE TO PROTECT IT DURING BACKFILLING

THE CONTRACTOR SHALL PROHIBIT THE MOVEMENT OF CONSTRUCTION PLANT ACROSS THE STORAGE TANK AND WHERE NECESSARY PROVIDE ADDITIONAL SUPPORT AND PROTECTION TO THE STRUCTURE. PARTICULARLY POST CONSTRUCTION. TEMPORARY FENCING CAN BE USED TO PROHIBIT TRADE STOCKS, PILLING MATERIALS, HEAVY PLANTS ETC.,



A 3 - 5% CBR HAS BEEN ASSUMED AT SUB-BASE LEVEL SHOULD THE CBR BE TESTED AND FOUND TO BE LESS THAN 3% THEN THE ENGINEER SHALL BE NOTIFIED. ALSO, ANY SOFT SPOTS FOUND AT SUB-BASE LEVEL SHALL BE REPORTED TO THE ENGINEER

TYPICAL 160Ø VENT/ACCESS PIPE CONNECTION



TYPICAL DETAILS OF ATTENUATION TANK USING AQUACELL MODULAR UNITS (FRONT VIEW)

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

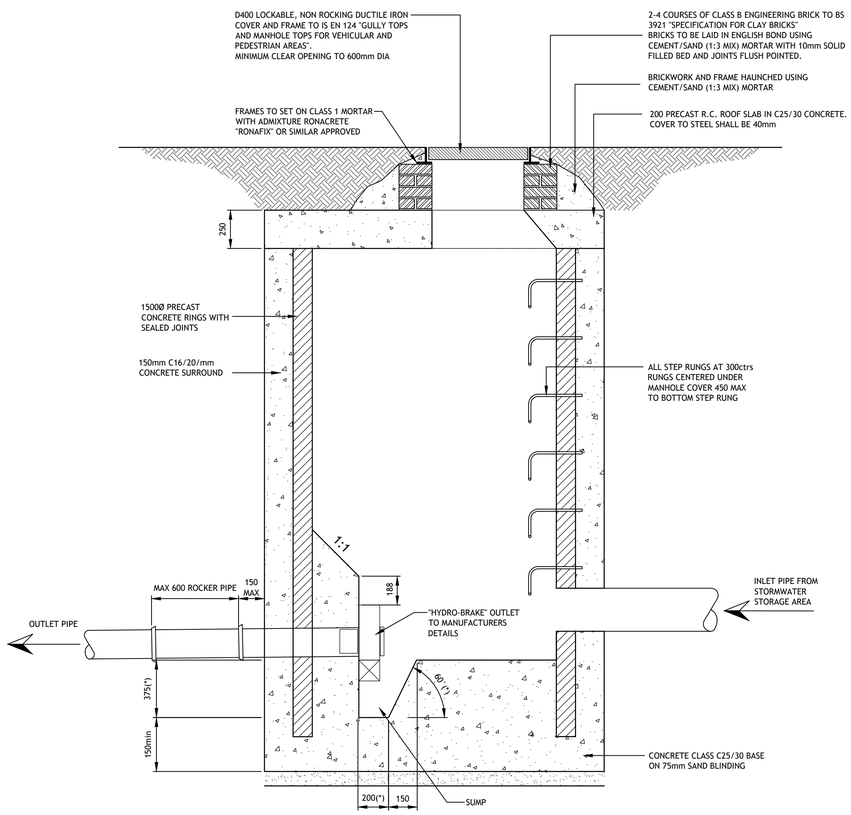
BUILDING INFORMATION MODELLING (BIM) I.S. EN ISO 19650-2:2018
NSAI Certified

Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024
C02	ISSUED FOR PLANNING REVIEW	LL	26.03.2025
C03	ISSUED FOR PLANNING REVIEW	LL	08.04.2025
C04	ISSUED FOR PLANNING	LL	09.06.2025

Client: FRONVILLE LTD

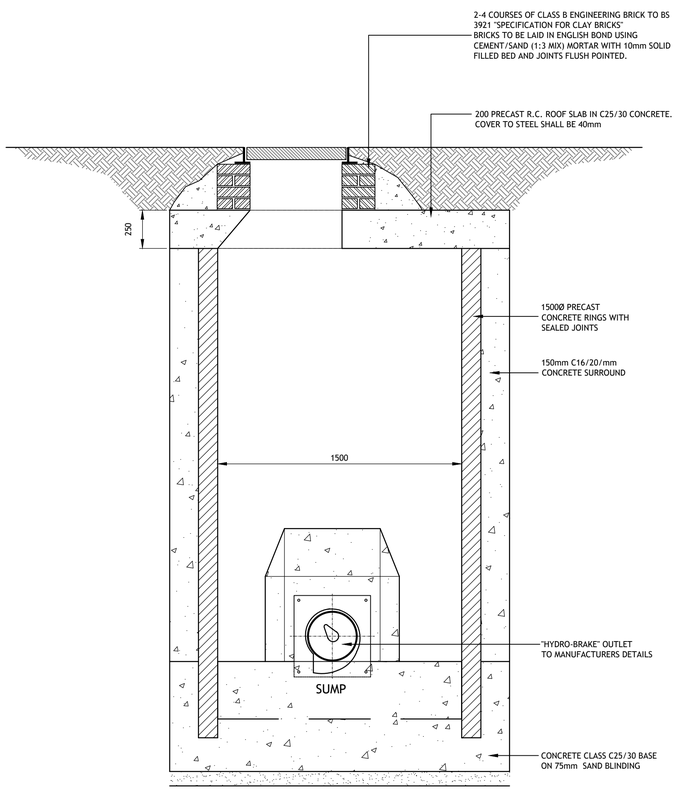
PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK				
Title: DRAINAGE CONSTRUCTION DETAILS - SHEET 6				
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0505		Drawing Status: A0 (Planning)	
Scale @ A1: AS SHOWN	Document No: 214130-PUNCH-XX-XX-DR-C-0505			Revision No: C04

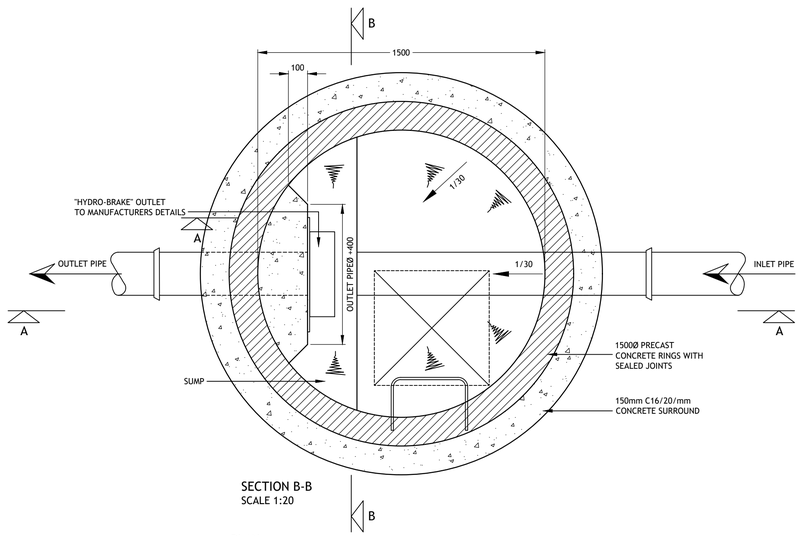


(*) DIMENSION TO BE APPROVED BY HYDRO-BRAKE" SUPPLIERS

SECTION A-A
SCALE 1:20



SECTION B-B
SCALE 1:20

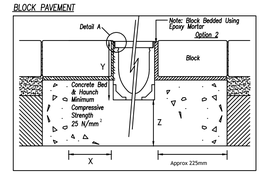


SECTION B-B
SCALE 1:20

PLAN
SCALE 1:20

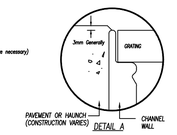
TYPICAL "HYDROBRAKE" MANHOLE DETAIL
SCALE 1:20

BLOCK PAVEMENT



7.0 Minimum Dimensions of Concrete Surround

Load Class		D400*
Minimum Dimensions (mm)	X	200
	Y	Full Channel Height (Less Y2 where necessary)
	Z	200
Maximum Dimensions (mm)	Y1	35
	Y2	60

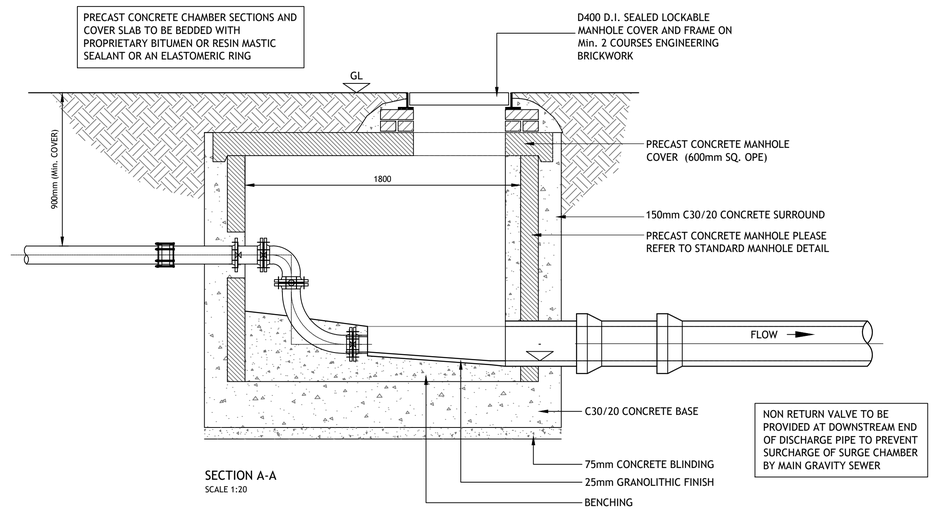


ACO CHANNEL - IN PAVED AREAS
SCALE 1:20

NOTES :

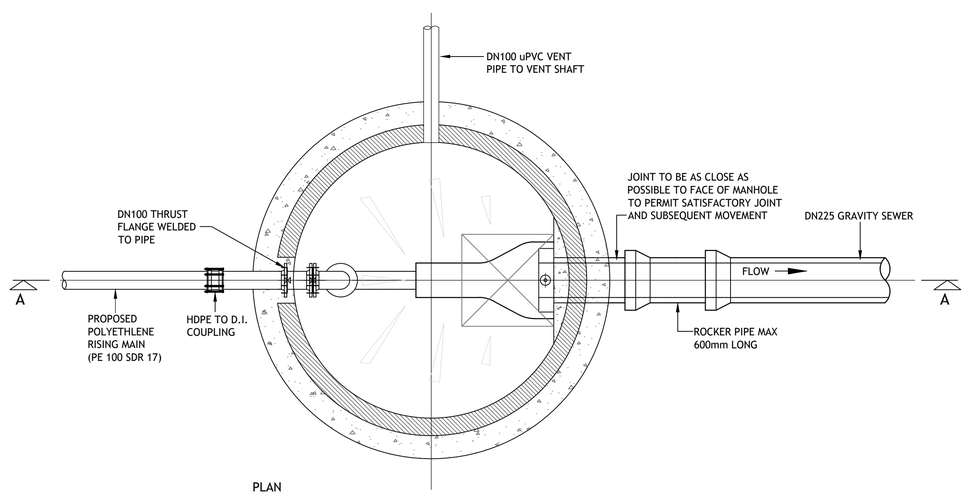
1. THE CHANNEL MUST BE SUPPORTED AND THEREFORE BLOCKS MUST BE RESTRAINED FROM LATERALLY MOVEMENT BY BEDDING SECURELY. E.G. BY USING AN EPOXY OR POLYMER MODIFIED MORTAR FOR BED AND PERPENDICULAR JOINTS. (FOR EXAMPLE RONAFIX MORTAR MIX C OR SIMILAR: FROM RONACRETE TEL ENGINEERING ADVICE MAY BE REQUIRED. 01279 638700).
2. JOINT SEALANT: ACO DRAIN CHANNEL JOINTS AND FITTINGS ARE TO BE SEALED WITH FLEXIBLE SEALENT
3. SURFACE PROTECTION: IN ASPHALT PAVEMENTS AVOID CONTACT BETWEEN COMPACTION EQUIPMENT AND CHANNEL/GRATING. THIS MAY BE ACHIEVED BY ENSURING THAT THE FINISHED SURFACE LEVEL LIES ABOVE THE GRATING LEVEL (BY AT LEAST 3mm). STONES SHOULD BE REMOVED FROM GRATING PRIOR TO LAYING/ROLLING WEARING COURSE.

PRECAST CONCRETE CHAMBER SECTIONS AND COVER SLAB TO BE BEDDED WITH PROPRIETARY BITUMEN OR RESIN MASTIC SEALANT OR AN ELASTOMERIC RING



NON RETURN VALVE TO BE PROVIDED AT DOWNSTREAM END OF DISCHARGE PIPE TO PREVENT SURCHARGE OF SURGE CHAMBER BY MAIN GRAVITY SEWER

SECTION A-A
SCALE 1:20



PLAN
SCALE 1:20

SURGE CHAMBER
SCALE 1:20

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

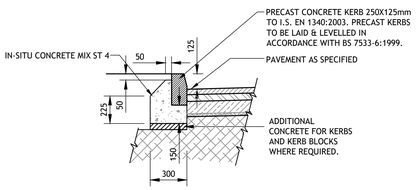
BUILDING INFORMATION MODELLING (BIM) I.S. EN ISO 19650-2:2018
NSAI Certified

Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024
C02	ISSUED FOR PLANNING REVIEW	LL	26.03.2025
C03	ISSUED FOR PLANNING REVIEW	LL	08.04.2025
C04	ISSUED FOR PLANNING	LL	09.06.2025

Client: FRONVILLE LTD

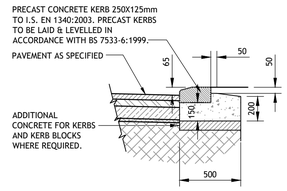
PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK				
Title: DRAINAGE CONSTRUCTION DETAILS - SHEET 1				
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0506		Drawing Status: A0 (Planning)	
Scale @ A1: AS SHOWN	Document No: 214130-PUNCH-XX-XX-DR-C-0506			Revision No: C04



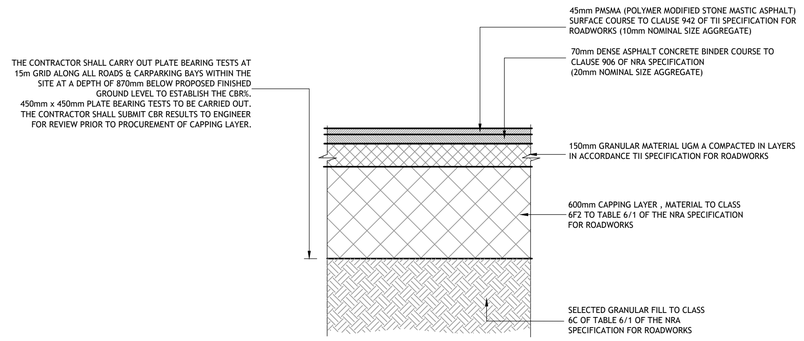
STANDARD KERB DETAIL

SCALE 1:25



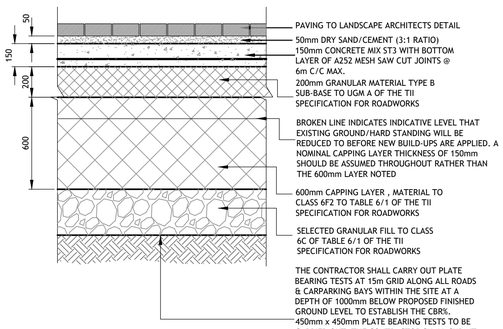
MOUNTABLE KERB DETAIL

TYPICAL DETAIL AT ENTRANCES TO PRIVATE DWELLINGS
SCALE 1:25



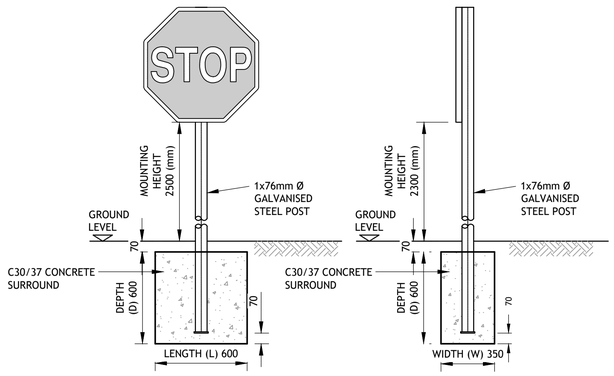
ACCESS ROAD BUILD-UP
SCALE 1:20

NOTE:
BUILD UP DETAILS SUITABLE FOR LOCATIONS
WHERE CBR TEST RESULTS = 2% OR GREATER

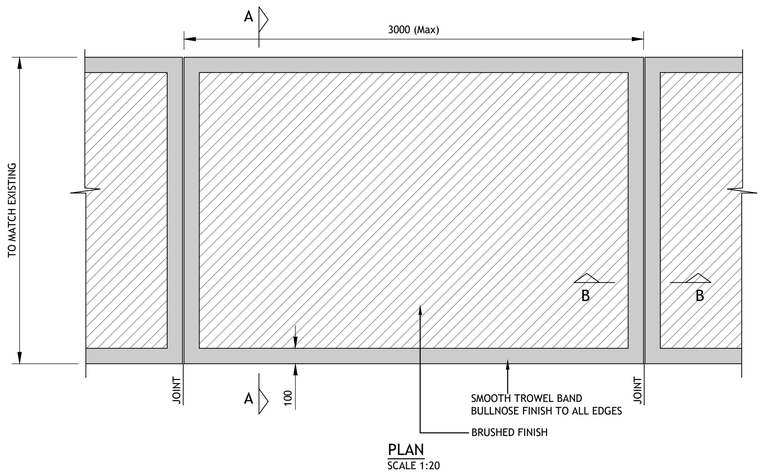


TRAFFICKED AREAS WITH PAVING
SCALE 1:20

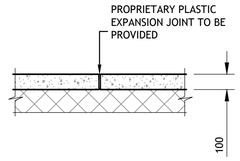
NOTES:
ALL SIGNS TO BE FITTED WITH LOCKABLE
SLEEVE CAST INTO FOUNDATIONS FOR
EASE OF REMOVAL/REPLACEMENT



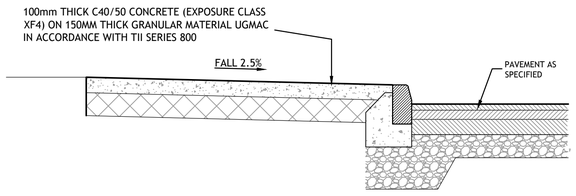
TYPICAL SINGLE POST SIGN DETAIL
Scale 1:20



PLAN
SCALE 1:20



SECTION B-B (JOINT DETAIL)
SCALE NTS



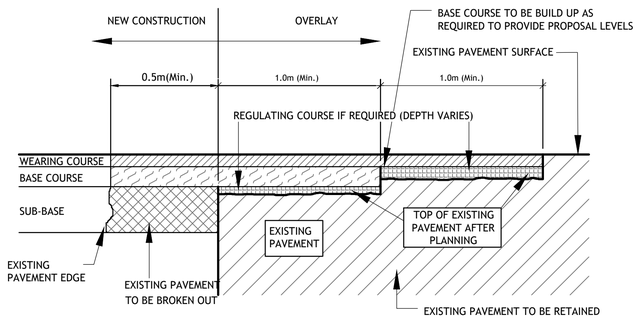
SECTION A-A
SCALE 1:20

IN-SITU CONCRETE FOOTPATH & KERB

SCALE 1:20

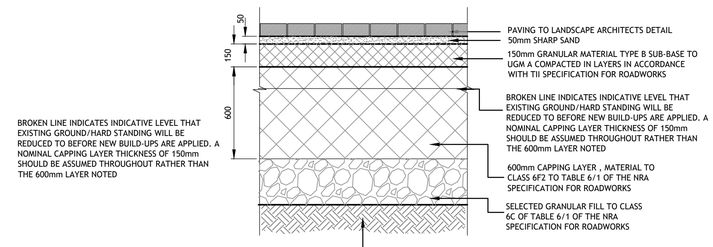
NOTES :

1. AT VEHICULAR ACCESS POINTS CONCRETE SLAB THICKNESS TO BE 150mm REINFORCED WITH A393 MESH TOP & BOTTOM.
2. ALL CONCRETE EDGES AND JOINTS SHALL HAVE BULLNOSED TROWEL FINISH.



TRANSVERSE JOINT BETWEEN PROPOSED FLEXIBLE PAVEMENT & EXISTING ROAD
NTS

AS AN ALTERNATIVE TO DEWATERING DEEP EXCAVATIONS BELOW THE WATER TABLE TII CLASS 6A FILL MATERIAL CAN BE USED AS FILL BELOW STANDING WATER TABLE IN LIEU OF CLASS 6C



NON-TRAFFICKED AREAS WITH PAVING
SCALE 1:20

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM)
I.S. EN ISO 19650-2:2018
NSAI Certified

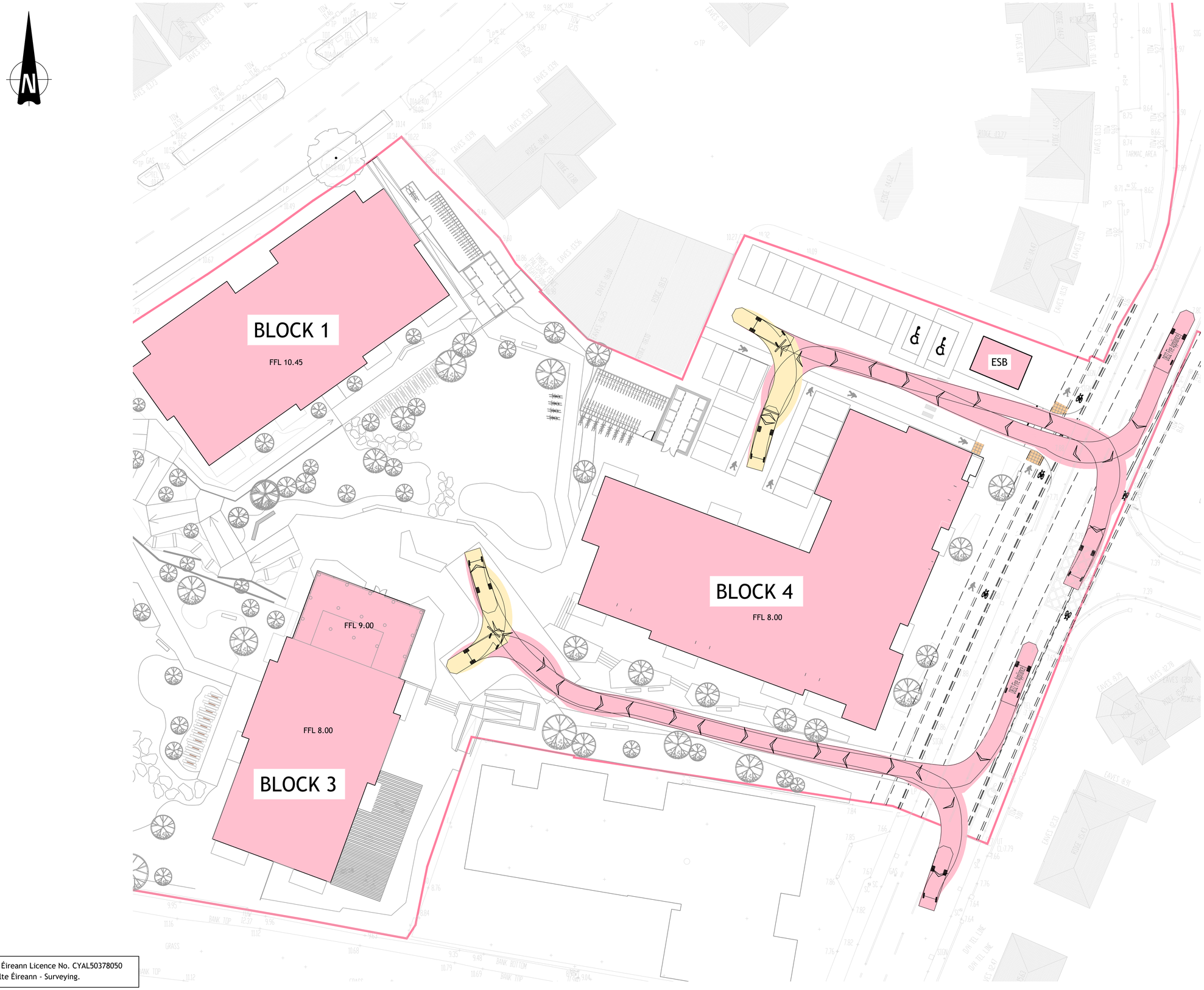
Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024
C02	ISSUED FOR PLANNING REVIEW	LL	26.03.2025
C03	ISSUED FOR PLANNING REVIEW	LL	08.04.2025
C04	ISSUED FOR PLANNING	LL	09.06.2025

Rev	Amendment	By	Date

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK			
Title: CONSTRUCTION DETAILS - SHEET 1			
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0550	Drawing Status: A0(Planning)	
Scale @ A1: AS SHOWN	Document No: 214130-PUNCH-XX-XX-DR-C-0550	Revision No: C04	



Tailte Éireann Licence No. CYAL50378050
© Tailte Éireann - Surveying.

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM) I.S. EN ISO 19650-2:2018
NSAI Certified

Rev	Amendment	By	Date	Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	03.10.2024				
C02	ISSUED FOR PLANNING	LL	04.03.2025				
C03	ISSUED FOR PLANNING	LL	21.03.2025				
C04	ISSUED FOR PLANNING REVIEW	LL	26.03.2025				
C05	ISSUED FOR PLANNING REVIEW	LL	08.04.2025				
C06	ISSUED FOR PLANNING	LL	09.06.2025				

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK				
Title: AUTOTRACK ANALYSIS - FIRE TENDER				
Drawn: Liam Lonergan	Date drawn: 10.09.2024	Technician Check: Liam Lonergan	Engineer Check: Simeon Solomons	Approved: Niamh Cronin
Project No: 214130	Model Ref: 214130-PUNCH-XX-XX-M2-C-0600		Drawing Status: A0 (Planning)	
Scale @ A1: 1:250	Document No: 214130-PUNCH-XX-XX-DR-C-0600			Revision No: C06

BLOCK 1

FFL 10.45

BLOCK 2

FFL 12.00

BLOCK 3

FFL 9.00

FFL 8.00

BLOCK 4

FFL 8.00

ESB

BIN STORE IN BASEMENT

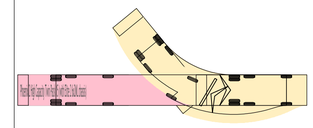
BIN STORE IN BASEMENT

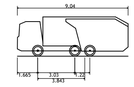
Basement Outline

AUTOTRACK LEGEND

VEHICLE MOVING FORWARD

VEHICLE IN REVERSE





Phoenix 2 High Capacity Twin Pack 15 (with Elite 2 6x2ML chassis)

Overall Length	9.040m
Overall Width	2.500m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.800m

LEGEND

PROPOSED WASTE STORAGE AREAS

Tailte Éireann Licence No. CYAL50378050
© Tailte Éireann - Surveying.

© PUNCH Consulting Engineers
This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.
Figured dimension only to be taken from this drawing.
Consultants to be informed immediately of any discrepancies before work proceeds.
COLOUR DRAWING

BUILDING INFORMATION MODELLING (BIM) I.S. EN ISO 19650-1:2018
NSAI Certified

Rev	Amendment	By	Date
C01	ISSUED FOR PLANNING	LL	27.09.2024
C02	ISSUED FOR PLANNING	LL	23.10.2024
C03	ISSUED FOR PLANNING	LL	04.03.2025
C04	ISSUED FOR PLANNING	LL	21.03.2025
C05	ISSUED FOR PLANNING REVIEW	LL	26.03.2025
C06	ISSUED FOR PLANNING REVIEW	LL	08.04.2025
C07	ISSUED FOR PLANNING	LL	09.06.2025

Client: FRONVILLE LTD

PUNCH consulting engineers
Dublin | Limerick | Cork | Galway | Glasgow
Elm Court, Boreenmanna Road, Cork, T12 HHW2
t +353 21 462 4000 | w punchconsulting.com

Project: KINSALE ROAD LRD, KINSALE ROAD, CORK

Title: AUTOTRACK ANALYSIS - REFUSE TRUCK

Drawn:	Date drawn:	Technician Check:	Engineer Check:	Approved:
Liam Lonergan	10.09.2024	Liam Lonergan	Simeon Solomons	Niamh Cronin

Project No:	Model Ref:	Drawing Status:
214130	214130-PUNCH-XX-XX-M2-C-0601	A0 (Planning)

Scale @ A1:	Document No:	Revision No:
1:250	214130-PUNCH-XX-XX-DR-C-0601	C07

Appendix E NTA BusConnects Correspondence

Andrew McCarthy | PUNCH

From: Robert Parkinson
Sent: Thursday 5 June 2025 10:06
To: Cian Murphy | PUNCH; Andrew McCarthy | PUNCH
Subject: Site of former Vita Cortex Factory, Kinsale Road Cork - NTA response re Kinsale Road to City STC
Attachments: 214130-PUNCH-XX-XX-DR-C-0461.pdf

Some people who received this message don't often get email from robert.parkinson@nationaltransport.ie. Learn why this is important

FAO Mr Cian Murphy and Mr Andrew McCarthy, Punch Consulting

Dear Cian and Andrew,

I refer to the request from Cork City Council to your client regarding the development of the former Vita Cortex Factory on Kinsale Road, Cork. In its LRD Opinion Report, the Council requested that the applicant would contact the NTA to ensure that the requirements of BusConnects *Sustainable Transport Corridor (STC) H – Kinsale Road to City* are taken into account in the subject planning application.

The NTA confirms that discussions have taken place with Punch Consulting concerning the proposed development at the Vita Cortex site on the Kinsale Road and its interface with STC H, and that the layout proposed by Punch Consulting in the drawing Document No. 213130-PUNCH-XX-XX-DR-C-0461 (Revision No. C02) (Model Ref. 214130-PUNCH-XX-XX-M2-C-0461) would not compromise the development of the necessary BusConnects infrastructure on this STC scheme.

For the avoidance of doubt, a copy of the reviewed drawing is attached to this e-mail.

Notwithstanding the confirmation of this matter, engagement by the NTA has been undertaken without prejudice to any future application that may arise at this location and any observations the NTA may submit to Cork City Council as part of the statutory planning process.

I trust this response will suffice for the purposes of inclusion in the planning application to the Council.

Yours sincerely,

Robert Parkinson,
Strategic Planning Section,
NTA.

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Robert Parkinson
Land Use & Transport Planner
Údarás Náisiúnta Iompair | National Transport Authority
Teach Margaeid an Phéir, Margaeid na Farraige, Baile Átha Cliath 7, D07 CF93
Haymarket House, Smithfield, Dublin 7, D07 CF93
Switch: +353 (0)1 879 8300 | DDI: +353 (0)1 879 83[illegible]
robert.parkinson@nationaltransport.ie
www.nationaltransport.ie

I gcomhréir leis an mbeartas maidir leis an gCeart chun Dícheangail de chuid an ÚNI, má tá an ríomhphost seo á fháil agat taobh amuigh de ghnáthuaireanta oibre, nílim ag súil le freagra ná gníomh uait taobh amuigh de d'uaireanta oibre féin.
In accordance with NTA's Right to Disconnect policy, if you are receiving this email outside of normal working hours, I do not expect a response or action outside of your own working hours